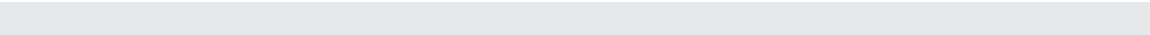


PAR CLUB,GEORGE CURL WAY, SOUTHAMPTON SO18 2RX
DESIGN & ACCESS STATEMENT

AUGUST 2026
Second Revision



BEN REED ARCHITECTS



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JOB NUMBER	472
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DATE OF ISSUE	AUGUST 2026
PURPOSE OF ISSUE	Planning Application
FILE NAME	472-99-003_DESIGN AND ACCESS STATEMENT

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01

INTRODUCTION

01.01 Purpose of Document

This report is an illustrative document that sets out the design proposals for the development of the site at George Curl Way in Southampton to accompany the planning application.

This application proposes:

- Change of use from category XX to category XX accommodation
- Conversion of the ground and first floor of the building into an indoor golf centre, barm restaurant and wellness centre with ancillary facilities.

The report briefly describes the site location and context along with the design strategies that have influenced the scheme. The design proposals are described in the final section of the report.



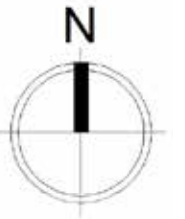
02

SITE APPRAISAL

02.01 Site Location

The site on the grounds of Southampton Airport, which sits to the Northeast of the city. Southampton Airport is an international airport located roughly 4 miles northeast of Southampton city centre, primarily within the Borough of Eastleigh, Hampshire. It is a key regional transport hub located immediately off Junction 5 of the M27 motorway and near the M3, featuring a dedicated railway station.

The site is predominantly clusters of commercial buildings servicing the day to day functioning of the airport. There are also some industrial buildings and a large Royal mail hub.

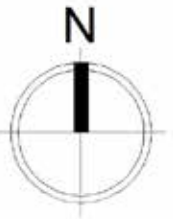


02.02 Site Context

The site is inside half of the building occupied by the Hampshire & Isle of Wight Air Ambulance Group. It is located within a cluster of industrial and commercial buildings just off junction 5 of the M27, to the south of Southampton Airport.

The existing building is currently all occupied by the Hampshire & Isle of Wight Air Ambulance Group, who no longer require all of the space in the building.

The existing building is two storeys in height, with a percentage made up of double height hanger space. Externally it is clad in light grey metal cladding panels with strips of horizontal windows providing natural light into rooms located on the perimeter.



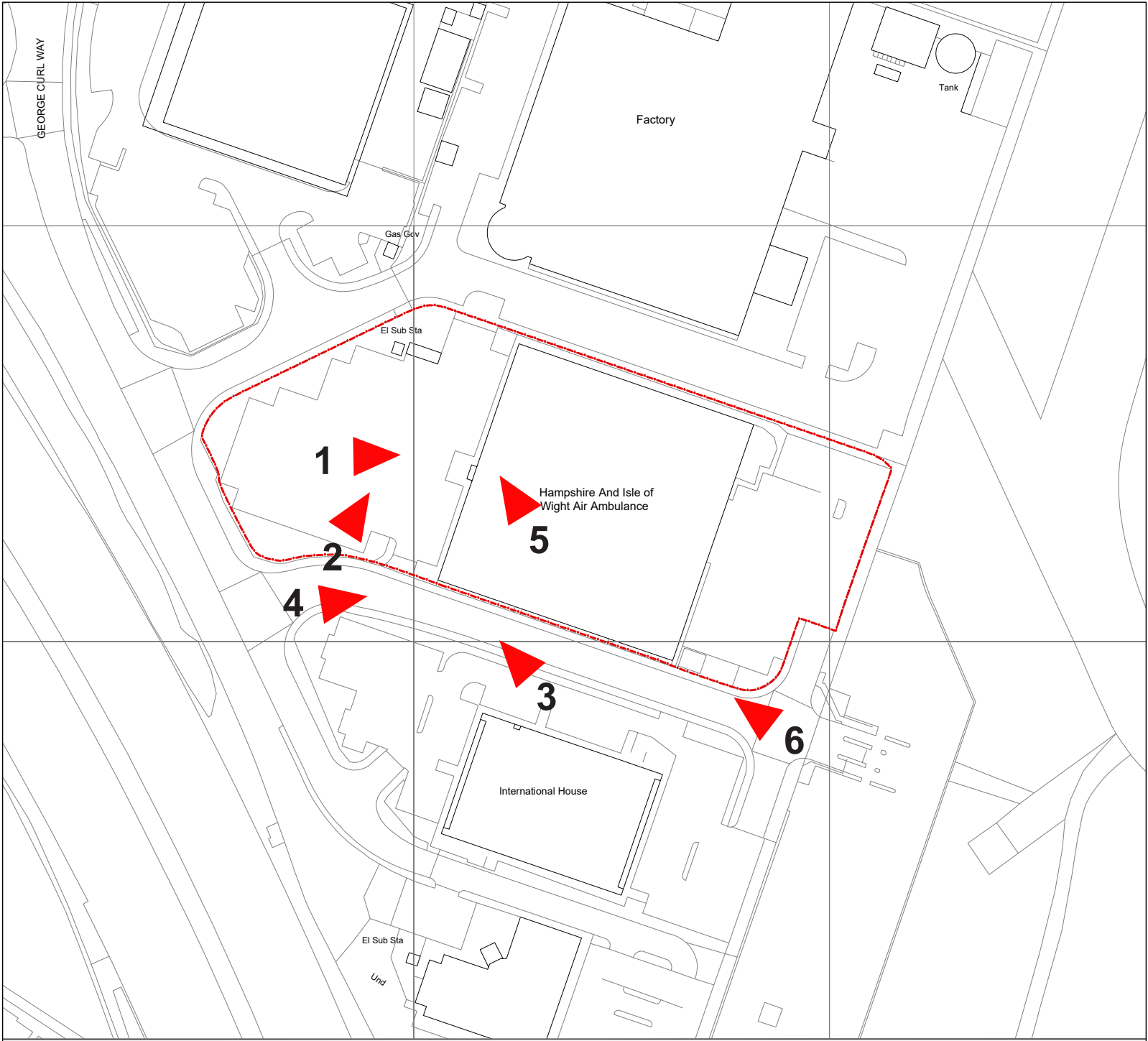
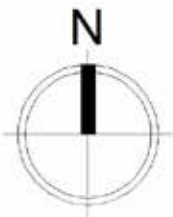
02.03 Existing Site Plan & Photographs

The existing site plan adjacent shows the site boundary incorporating the existing building proposed for conversion into the Par Club.

Existing Site Area - 1,315 sqm

Existing Building Area - 1,315 sqm

The red arrows show where the photographs were taken as shown on the following pages/



02.03 Existing Site Photographs



1. Main Entrance



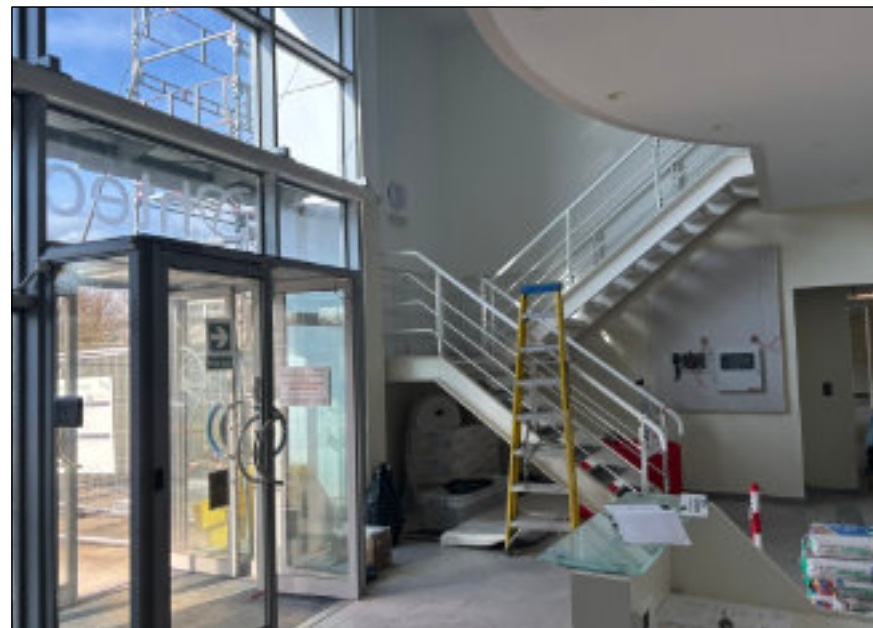
2. Carpark & Entrance



3. Side elevation



4. Side/ Rear Elevation



5. Shared Entrance Lobby



6. Existing Bin Store

02.04 Character Assessment of Surrounding Area

The surrounding area to the site consists of a number of two story buildings. Southampton Airport Terminal Building acts as the key hub for the area, with a cluster of service buildings providing ancillary facilities such as rail terminal building, on site car parking, hospitality, hotel accommodation and retail opportunities.

The buildings immediately adjacent to the site include a number of two storey height, light industrial buildings, providing a large mail depot, car dealership. Bio testing centre and commercial office space. The materials of these all fall into a lightweight metal cladding with areas of glazing to allow natural light where required.



1. Southampton Airport



2. Adjacent Buildings around the site



3. Adjacent Retail Buildings



4. Adjacent Buildings

03

**APPRAISAL &
DESIGN STRATEGIES**

03.01 Site Appraisal

Key characteristics of the site and the existing buildings to be considered in the project are as follows:

- The building is currently owned and part occupied by the Air Ambulance Team with an established car parking and main entrance facility.
- The building is in a reasonable state of repair albeit requiring some upgrading to the existing external fabric and the installation of a new commercial kitchen extract duct to the South Elevation.
- The site is well located to transport links to cater for users of the building such as those proposed in the Club, Wellness Centre and Office Space.
- Office and commercial/ retail spaces currently exist in buildings adjacent to the site.
- Good car parking facilities serve the building, providing for off road parking



3. Front Street View

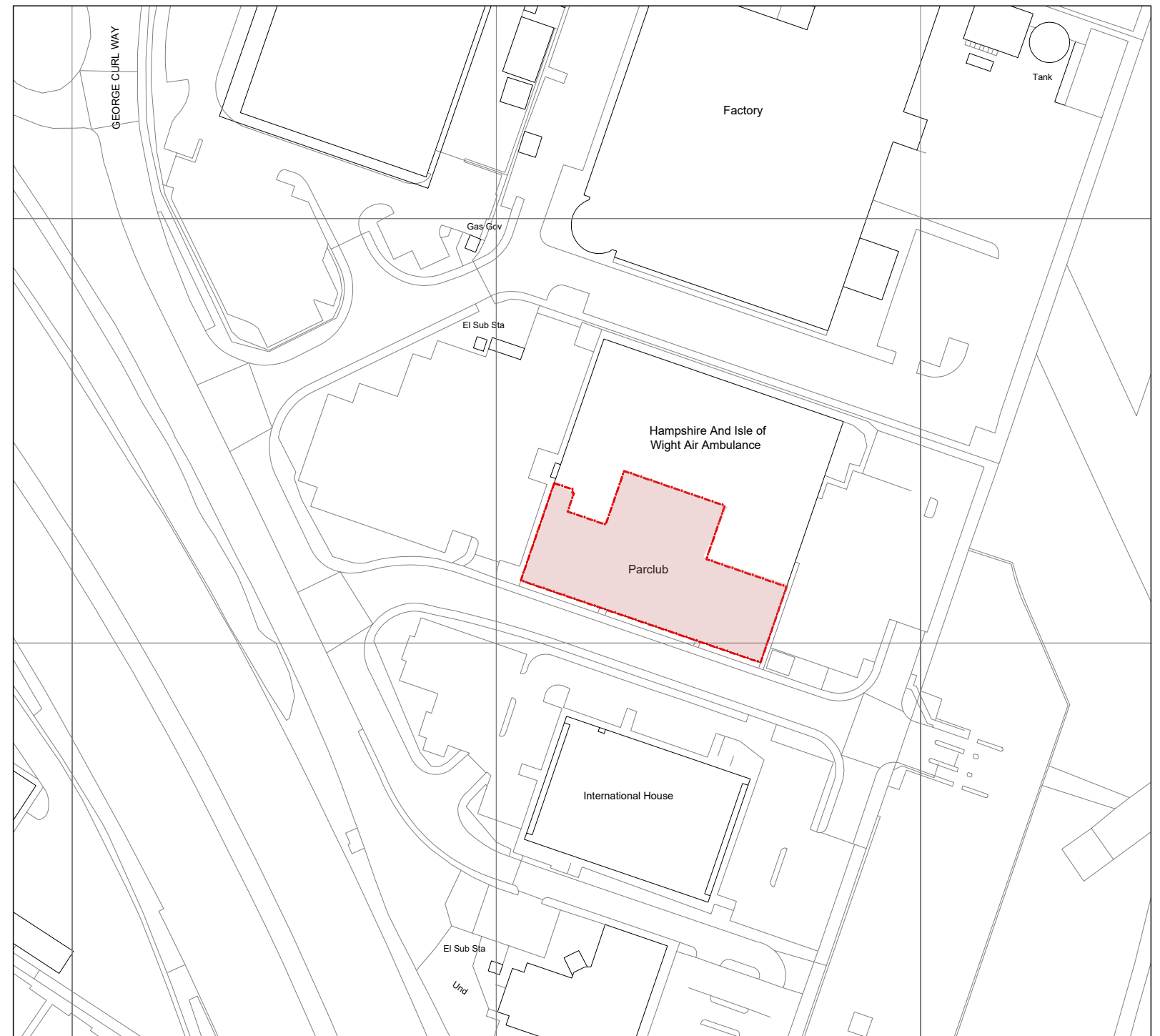
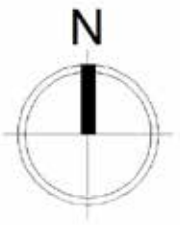


6. Rear Street View

03.02 Strategic Opportunities

From the appraisal carried out, we believe the following design opportunities are to be explored that will enhance the site and surrounding area:

- Retain the existing building, investigate the external fabric for any areas of defects or damage and repair where necessary;
- Refurbish the existing building working with as many of the existing window and door fenestrations as possible to avoid changing the streetscape, introducing new openings only when deemed absolutely necessary to the new internal use of the space.
- Retain the existing main entrance and car parking facility currently established on site. Both of these areas are not included within the site boundary due to being shared spaces.
- Design and specify energy efficient products for all new building works in order to keep the project as sustainable as possible both socially, economically and environmentally.

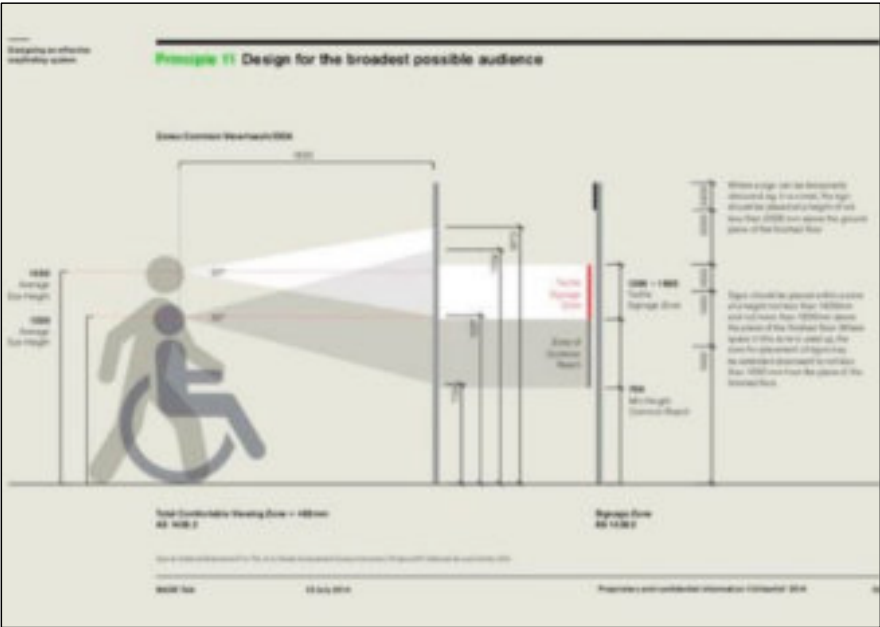


03.03 Entrance & Access

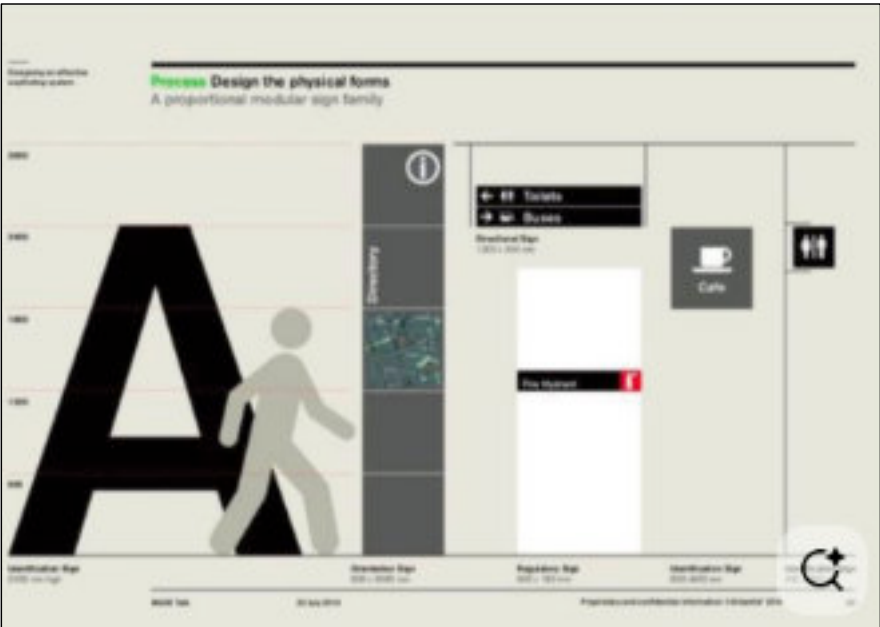
The existing building already has an established main entrance that fronts onto the on site car parking spaces. The intention is that this will be retained as a part of the proposed works, with access through this space for the following different types of users requiring access into the building:

- Air Ambulance Team
- Par Club Members, Guests & Staff
- Wellness Spa / Gym Members, Guests & Staff
- Office Workers & Guests

Once inside the building, surface mounted way-finding and signage will clearly identify which route for each user type to take in order to access the relevant part of the building. The existing main entrance door has a DDA compliant level threshold and all new doors will be DDA compliant with clear minimum widths to allow full access to every room. All accommodation at first floor will be fully accessible through the use of the existing lifts located within the central entrance lobby.



All Signage to be Accessible



Range of Scales for Way-finding

03.04 Sustainability & BREEAM

Scheme and Project Details

The project is being assessed under the BREEAM Non-Domestic Refurbishment & Fit-Out 2014 (RFO 2014) methodology. The scheme is currently at the Pre-Assessment Stage and follows a Fully Fitted assessment type. Because the project involves the refurbishment of an existing industrial building with internal reconfigurations and external alterations, it triggers and is being assessed under all four technical parts of the framework:

Part 1: Fabric and Structure (due to upgrades like external roller/shutter doors).

Part 2: Core Services.

Part 3: Local Services.

Part 4: Interior Design (Category B fit-out equivalent).

Core Sustainability Commitments

The design team is committed to meeting all mandatory minimum standard credits, which include:

- Energy Monitoring (Ene 02): Sub-metering of major energy-consuming systems via a Building Energy Management System (BEMS), required due to the building's floor area exceeding 1,000 m².
- Water Consumption & Monitoring (Wat 01 & Wat 02): Meeting baseline water-efficiency indices and installing appropriate water consumption monitoring systems.
- Responsible Sourcing (Mat 03): Ensuring sustainable procurement of construction products, including a legal chain of custody for all timber utilized in the works.
- close public transport links and providing targeted on-site cyclist facilities (showers and changing areas).

Key Design & Sustainability Features

The building layout and design will deliver credits across the following environmental categories:

- Energy & Carbon (Ene 01): Targeted reduction of operational energy use and carbon emissions utilizing standard whole-building energy modeling (SBEM / BRUKL).
- Health & Wellbeing (Hea 04 / Hea 05): Incorporating thermal modeling to inform a robust temperature control strategy and appointing an acoustician to guarantee strict indoor ambient noise standards.
- Transport & Accessibility (Tra 01 / Tra 03): Optimizing the site's high accessibility index
- Waste Management (Wst 01 / Wst 03): Implementing a construction waste management plan and dedicating at least 2 m² of clearly labeled space per 1,000 m² of internal floor area for operational recycling storage.
- Ecology & Biodiversity (LE 02 / LE 04 / LE 05): Committing to an Initial Ecology Appraisal and appointing a Suitably Qualified Ecologist (SQE) to protect site features and deploy a landscape and habitat management plan to deliver a biodiversity net gain.

External Lighting & Pollution

There are some site-specific physical constraints that limit certain credits, preventing them from Daylighting & Air Quality Testing: Maximum daylighting credit potentials are restricted due to massive indoor functional areas, and post-construction VOC testing or thermographic surveys are omitted from the scope due to commercial constraints.

There are existing limitations surrounding external light pollution and NO_x emissions due to specific operational needs (housing emergency medical helicopters) and close technical proximity to Southampton Airport.

03.04 Sustainable Design - Embodied Energy and Construction Waste Management

Embodied energy is the energy consumed by all of the processes associated with the production of a building, from the mining and processing of natural resources to manufacturing, transport and product delivery. Embodied energy does not include the operation and disposal of the building material, which would be considered in a life cycle approach. Embodied energy is the ‘upstream’ or ‘front-end’ component of the life cycle impact of a home. However, the concept of building sustainably encompasses future energy use and impact and as such all life cycle aspects will be considered.

The diagram adjacent identifies the principle life cycle stages of any building product. All these aspects will be considered when specifying the materials for the project.

In particular, the following considerations will be made to minimise the embodied energy of the project and ensure embodied energy in the ongoing use and ultimate demolition is also at a minimum:

- Locally sourced green guide ‘A’ rated materials to be specified.
- Timber frame responsibly sourced.
- Recyclable materials, particularly for any concrete slabs to be used.
- Dimensional setting out to ensure minimum wastage of material.
- Off-site manufacture of key building elements to minimise wastage, improve efficiency and minimise labour on site (reducing travel and associated energy and carbon emissions)
- Internal finishes, fixtures and fittings will be responsibly sourced to ensure low embodied energy and/or recycled content.
- Provision of workspace to eliminate a work commute.

LIFE CYCLE OF BUILDING PRODUCTS

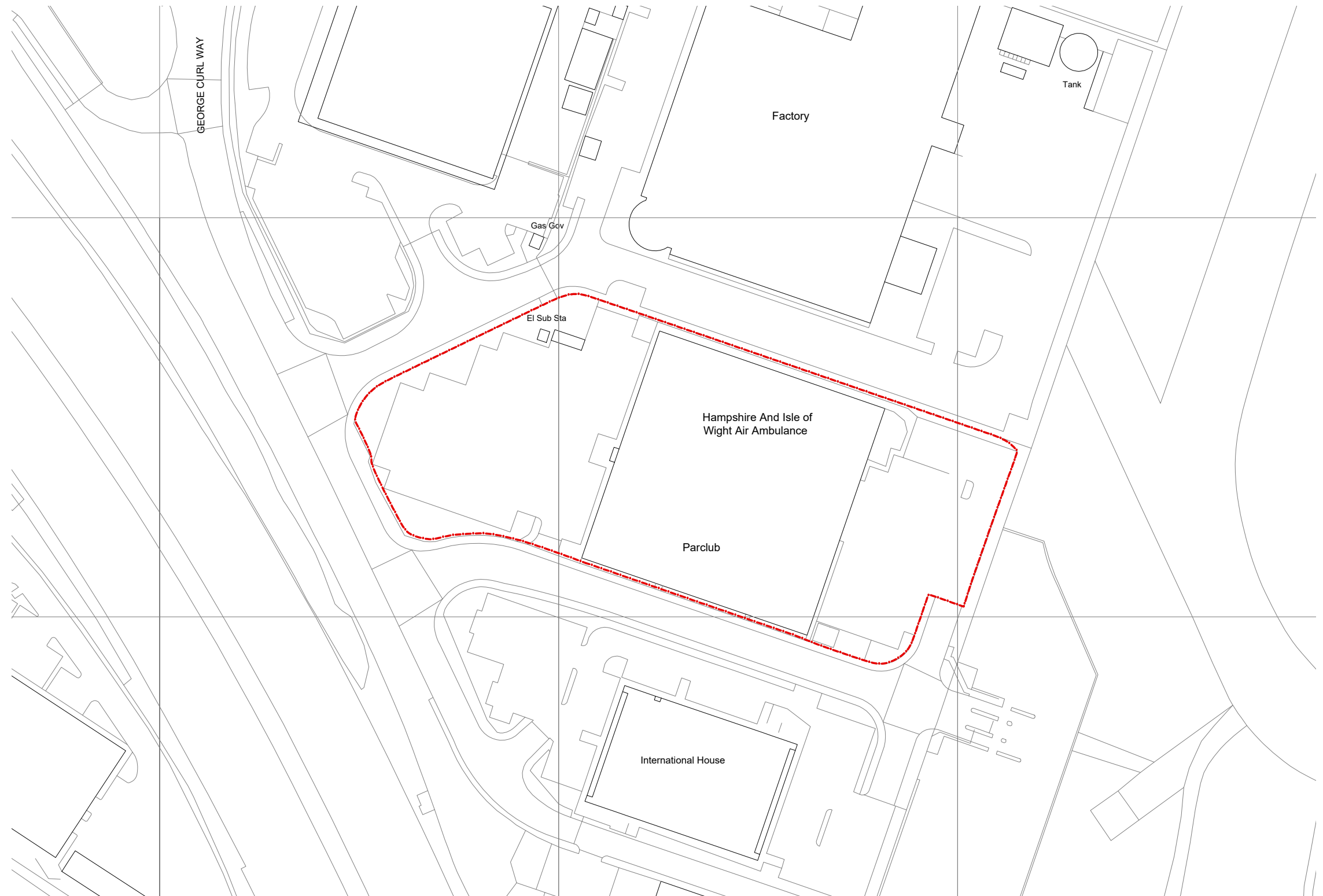


04

DESIGN PROPOSALS

04.01 Proposed Site Plan

The proposed site falls entirely within the existing building of the Hampshire & Isle of Wight Air Ambulance. This is shown on the adjacent site plan.



04.02 Proposed Floor Plans - Ground Floor

The internal layout for the ground floor positions the restaurant and bar at the front of the building for ease of access. This is served and supported by kitchen and WC accommodation. Along with an exclusive members only lounge area.

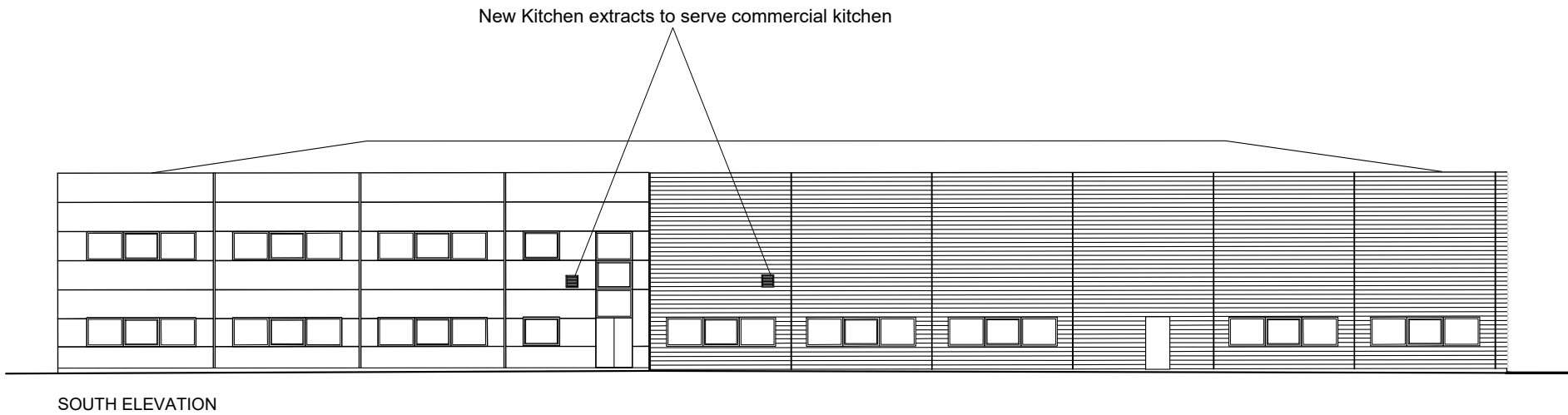
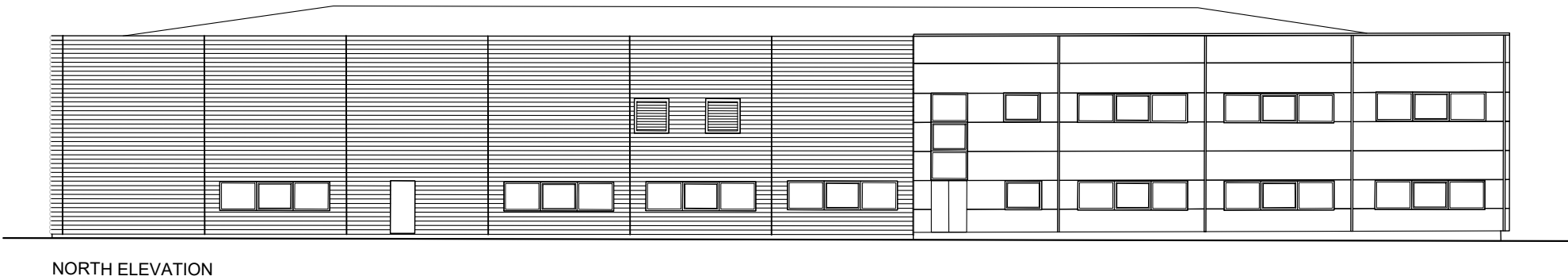
The remainder of the accommodation consists of golf bays and shop.

- NOTES:
- Putting View
 - WCs
 - Standard Bays
 - VIP Bays
 - Studio 72
 - Restaurant and Bar
 - Kitchen and Food Store
 - Members Lounge
 - Retail Store
 - Display Cabinets
 - Circulation Space



04.03 Proposed Elevations

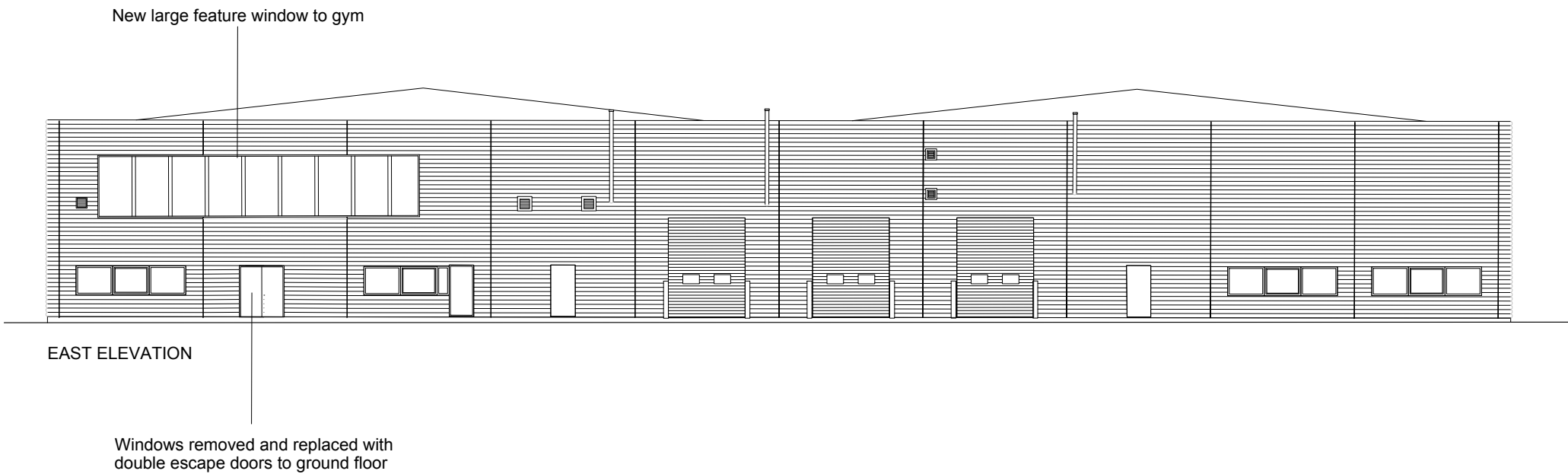
The proposed North and South Elevations remain essentially as existing. On the South Elevation a new extract duct is proposed to serve the commercial kitchen.



04.03 Proposed Elevations

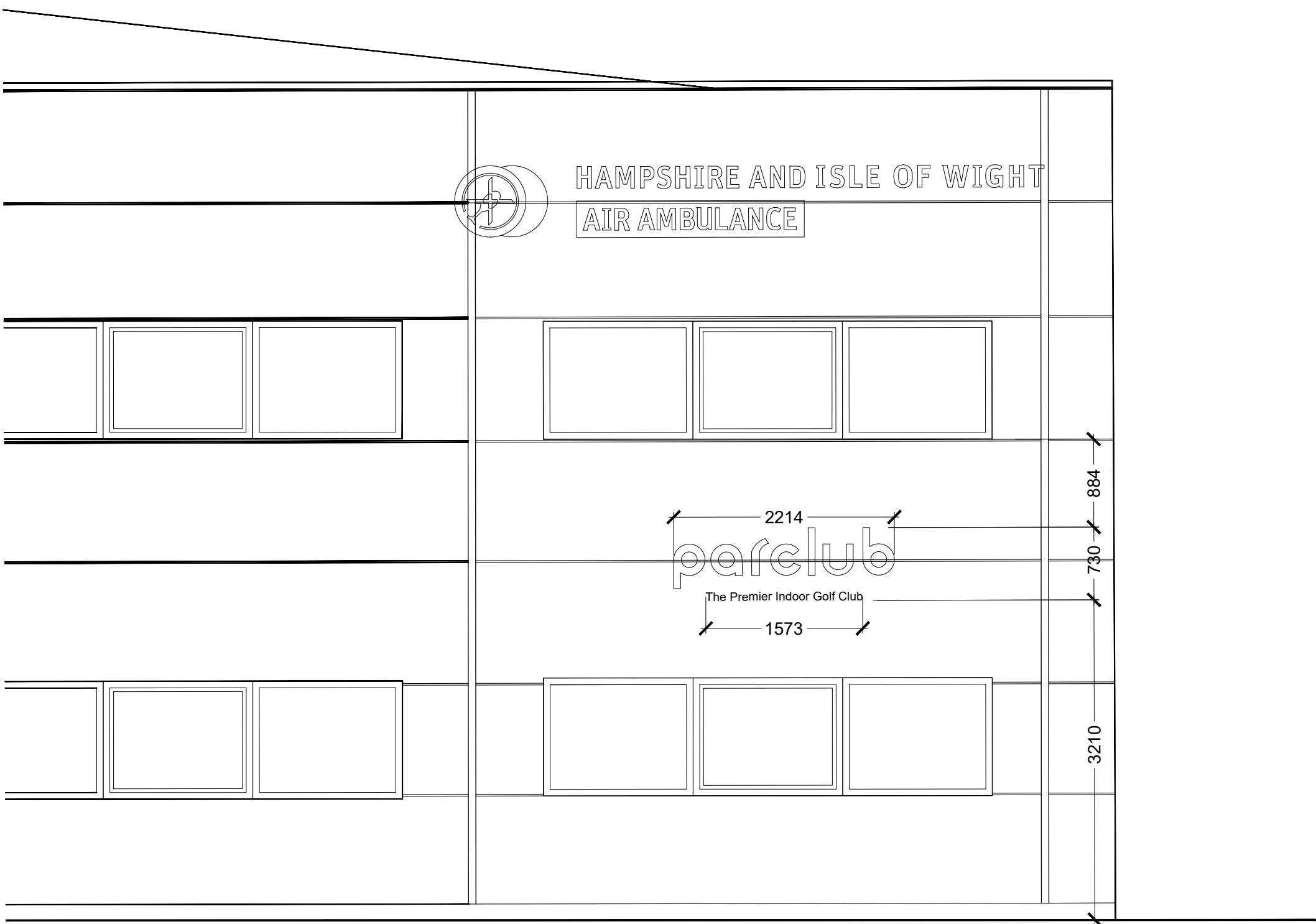
The West Elevation remains essentially as existing with no proposed works or modifications to the cladding or window openings. A new sign is proposed at ground floor advertising the Par Club as shown.

The East Elevation is proposed to have a new large feature window at first floor, providing a visual connection for the gym and looking out over the edge of the runway area. And a new set of double escape doors at ground floor replacing an existing bay of windows.



04.04 Proposed Signage

Detailed setting out dimensions for the proposed new signage advertising the Par Club as shown opposite. The new signage will be wall mounted onto the existing cladding.



04.04 Proposed Concept Images - PAR Club

Within the club, the emphasis is on bringing as much natural greenery into the building as possible. By making use of the large central atrium within the middle of the floor plan as an opportunity to introduce feature hanging planting. The intention is to allow for a green and calm interconnectedness between both floors, creating an unique environment for members to use throughout the year regardless of weather conditions.



04.04 Proposed Concept Images - PAR Club

The selection and design of each individual space will be carefully curated to provide a bespoke and unique experience, focussing on natural materials, lighting and adjustable ambient lighting in order to provide a calm and welcoming environment throughout.



05

MIXED USED OF BUILDING: USER JOURNEYS

05.01 Air Ambulance Team

All of the Air Ambulance team will have access to the Air Ambulance accommodation and will also have daily access and use of the on site restaurant at ground floor.

There is also the opportunity for those members to use the PAR club facilities through a membership scheme too.



05.02 PAR Club Member

The PAR Club member will have access to all of the PAR club facilities at ground floor.

Access to the Wellness Spa/ Gym is also available for an additional sign up fee.



There is also the opportunity for those members to use the PAR club facilities through a membership scheme too.



There is also the opportunity for those office workers to sign up for membership at both PAR club and the Wellness Spa/ Gym too.



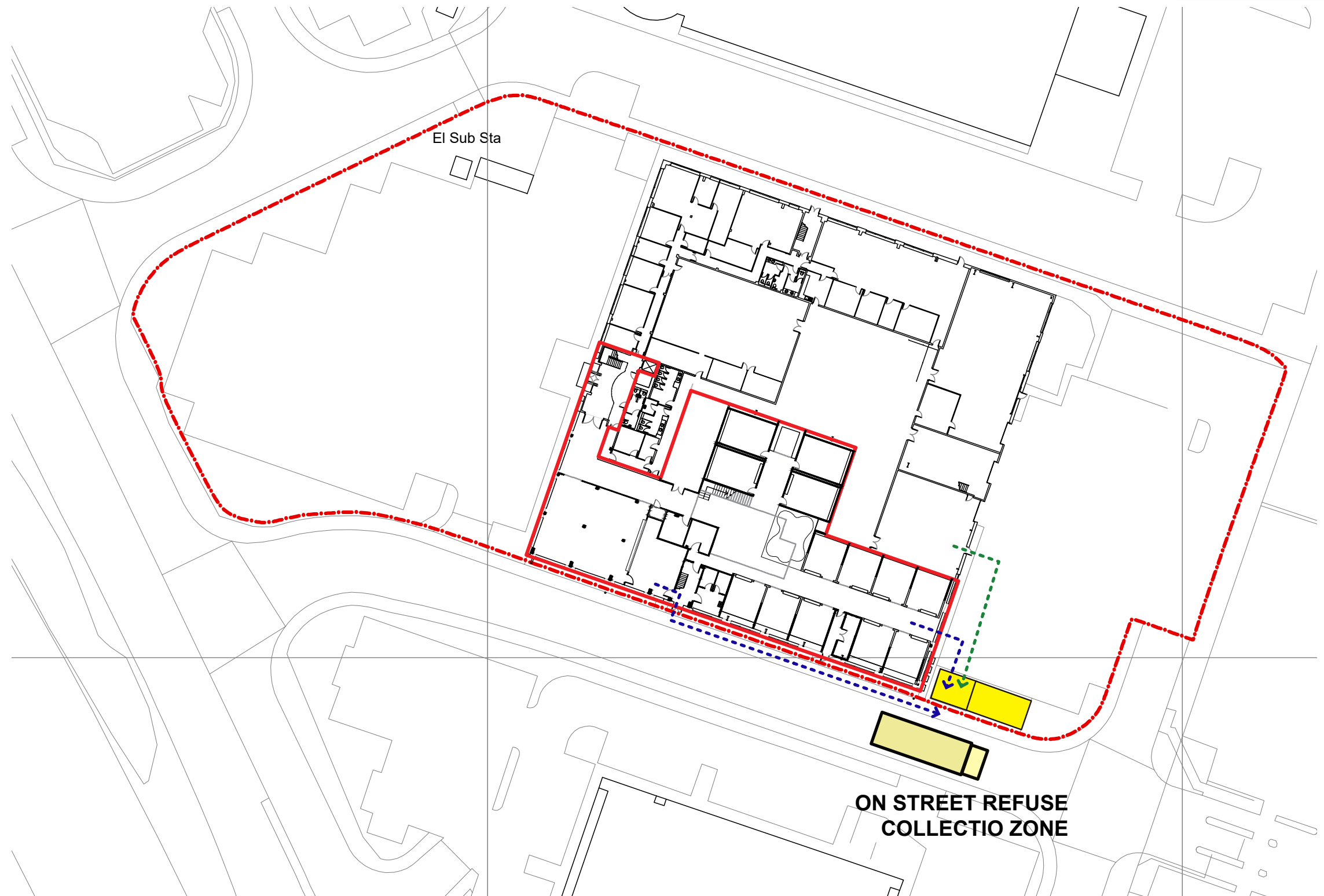
06

REFUSE STRATEGY

06.01 Refuse Strategy

All of the different users on the site will use a central dedicated bin store unit that will have access from within the site via the carpark for easy access or access via the pavement.

Regular collections will be scheduled to suit the volume of waste generated, with this happening on street via new double access gates to the bin store as per the diagram opposite.



06.02 Refuse Storage

All of the different users on the site will use a central dedicated bin store unit that will have access from within the site via the carpark for easy access and on street access gates to faciilitate collection from the street.

1 Parclub including Bar, Restaurant and Members lounge

Requires a minimum of 6 to 7 external commercial Euro bins, assuming a standard twice-weekly collection schedule.

Dry Mixed Recycling (DMR) - 1,100 Litres 2–3 bins Cardboard boxes, plastic bottles, packaging, aluminum cans & packaging from pro-shop stock

General Waste - 1,100 Litres, 2 bin Non-recyclables, black bags, contaminated packaging, damaged golf balls, broken tees, floor sweepings, and non-recyclable snack packaging

Glass Recycling - 240 or 360 Litres 1 bin Empty wine, beer, spirit, and mixer bottles from the bar

Food Waste - 240 Litres1 bin Kitchen prep waste, plate scrapings, buffet leftovers

Mandatory Food Segregation: Under UK commercial waste laws, businesses must completely segregate food waste from general rubbish. Heavy-duty 240L bins are standard because food is too heavy for large 1100L bins to lift safely.

Glass Weight Limits: Bar operations produce high volumes of glass. A 240L bin full of glass weighs roughly 100kg, which is the maximum safe rolling weight for single operators.

2. Offices at first floor

Requires 2 to 3 external Euro bins, assuming a standard once-weekly collection schedule.

Dry Mixed Recycling (DMR) - 1,100 Litres, 1 bin, Paper, documents, cardboard packaging, clean plastic bottles

General Waste - 1,100 Litres, 1 bin, Non-recyclable office waste, kitchen towels, contaminated food packaging

Food Waste (Optional) - 240 Litres, 0–1 bin, Coffee grounds and staff lunch scraps from the office kitchen

3. Gym & wellbeing

Requires a minimum of 4 to 5 xternal commercial bins on a standard weekly collection schedule.

Dry Mixed Recycling (DMR) - 1,100 Litres, 1–2 bins, Plastic drink bottles, magazines, outer product cardboard packaging, paper towels

General Waste - 1,100 Litres, 2 bins, Hair clippings, non-recyclable salon foil, used wax strips, and general floor sweepings

Offensive / Hygiene Waste - 360 or 660 Litres, 1 bin, Tiger-striped bags containing used gym/spa towels, gloves, and treatment room wipes

Under UK environmental and waste laws, specific items from your hair salon and clinic cannot be mixed into the standard external Euro bins listed above. They require specialist, separate collection buckets:

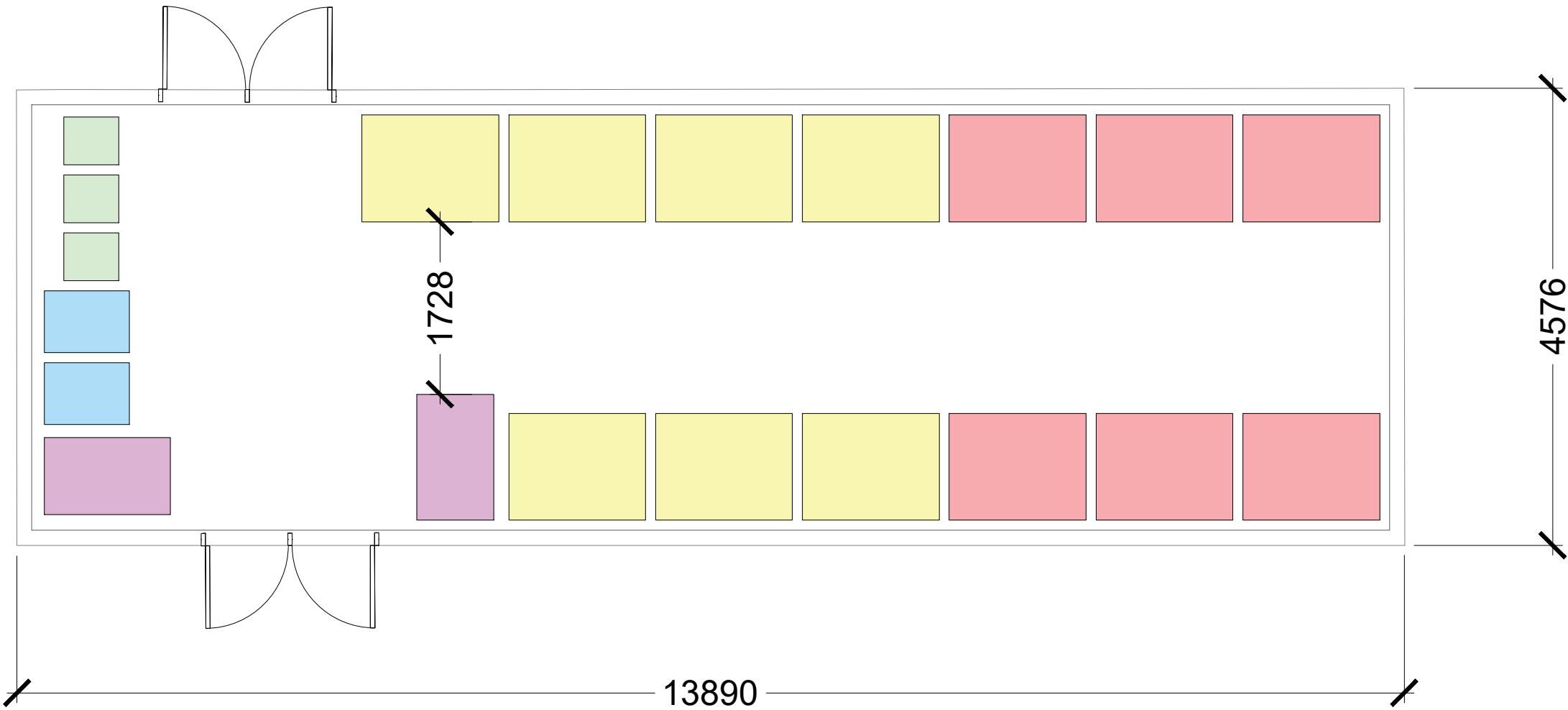
- Hazardous Chemical Waste: Empty containers with residual hair dyes, bleaches, peroxides, or acetone solvents (from nail treatments) are classified as hazardous. Your waste carrier, such as Business Waste or specialized groups like the Green Salon Collective, will provide secure, puncture-proof yellow or red bins for these chemicals.
- Sharps Disposal: Razor blades from the salon, acupuncture needles, or aesthetic injection syringes from the wellbeing clinic must legally go into a yellow, puncture-proof sharps bin.
- WEEE (Electrical Waste): Broken hair dryers, straighteners, and clippers cannot enter the general bin

06.03 External Bin Store

- NOTES:
- 7X 1,100L Dry Mixed Recycling (DMR)
 - 6X 1,100L General Waste
 - 2X 660L Offensive/ Hygiene Waste
 - 2X 360L Glass Recycling
 - 3X 240L Food Waste

Bin allocation:

- Bar, Restaurant and Members Lounge:**
- 2X 1,100L Dry Mixed Recycling (DMR)
 - 1X 1,100L General Waste
 - 1X 360L Glass Recycling
 - 1X 240L Food Waste
- Offices at first floor:**
- 1X 1,100L Dry Mixed Recycling (DMR)
 - 1X 1,100L General Waste
 - 1X 240L Food Waste
- Gym and Wellbeing:**
- 2X 1,100L Dry Mixed Recycling (DMR)
 - 1X 1,100L General Waste
 - 1X 660L Offensive/ Hygiene Waste
- PAR Club:**
- 1X 1,100L Dry Mixed Recycling (DMR)
 - 1X 1,100L General Waste
- Existing Bins for Air Ambulance:**
- 1X 1,100L Dry Mixed Recycling (DMR)
 - 1X 1,100L General Waste
 - 1X 660L Offensive/ Hygiene Waste
 - 1X 360L Glass Recycling
 - 1X 240L Food Waste



06

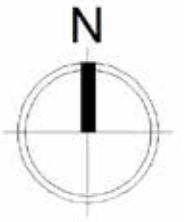
CONCLUSION

06.01 Conclusion

In conclusion, we believe the proposals described in this report successfully achieve the key objectives and requirements for the site. These are:

- Provide a high quality, refurbishment and intensified employment and leisure use of the existing buildings on the site that generates much needed and broad range of new housing in the borough. The proposals maximise the potential of a site that could not otherwise be used for any other purposes.
- Provide a new development that is sustainable environmentally, economically and socially.

We look forward to the feedback from Planning Authority.



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