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Date	17 September 2026	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: F/26/101981 At UNIT H, GEORGE CURL WAY, EASTLEIGH, SO18 2RX

Change of use of part of unit to a mixed Class E (Commercial, Business and Service) use comprising: indoor golf simulator centre (Class E(d)) with ancillary retail; restaurant (Class E(b)); fitness and wellness centre (Class E(d) and E(e)); and office (Class E(g)(i)), along with external alterations including new first floor feature window and ground floor door to east elevation and kitchen extracts to south elevation.

In regard to application F/26/101981, having reviewed the information contained within the application pack, primarily being the submitted Transport Statement (21 August 2026), there would be **no objection** to the proposals from a highway perspective.

It is understood that no changes to the existing site access are proposed, and this is acceptable with an adequately sized access junction leading onto George Curl Way and the wider highway network for vehicles, and good levels of sustainable transport options (walk, cycle, bus and train) already in place and easily accessed from the site.

Onwards, the internal layout provides parking for up to 115 vehicles, and it has been demonstrated through a TRICS data based parking accumulation exercise that only a maximum of 63 vehicle parking spaces would be required. With it being reported that the existing HIOWAA use (which is to remain) only requires a maximum of 45 vehicle parking spaces, the number is sufficient with an element of spare capacity remaining. Regardless of this spare capacity, there would be no highway related parking concerns, given that the

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surrounding highway has parking restrictions (yellow lines) in place to prevent obstructive parking, and there are of course further parking options available at both the rail station and airport, not that this should be required.

Furthermore, given the proposed use of the site, when compared with its existing use classification, it would not be anticipated that there would be a material change in trip rates to and from the site, certainly not to any severity given the background flow levels associated with the area, and considered with additional elements such as linked trips and sustainable travel options.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services