



Active
Travel
England

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Your Ref: O/25/99506
Our Ref: ATE/25/01038/OUT
Date: 03 February 2026

Active Travel England Planning Response Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Eastleigh Borough Council

Application Ref: O/25/99506

Site Address: Navigator Quarter, Eastleigh, SO18 2NL

Description of development: Hybrid Planning Application - Outline application for development of the land adjacent to Southampton Airport to provide employment floorspace of up to 92,000 sqm (GIA) within Use Classes E(g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). Full planning application for initial infrastructure works and construction of new access road including site levelling and other engineering works. (EIA development)

Notice is hereby given that Active Travel England's formal recommendation is as follows:

- a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~
- b. **Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.
- c. ~~**Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.~~
- d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment on this further consultation.

ATE previously submitted a response dated 15 August 2025, recommending deferral of the application pending further information.

ATE understands that the application has since been amended, with revised plans and documents received.

ATE has also received the *Post Application Highways Transport Comments – Technical Response Annex A* (12 December 2025), summarising matters raised by consultees, including ATE, and how these have been addressed.

ATE has reviewed the revised proposals and the applicant's responses and is issuing a conditional approval response. It is noted that several matters raised by Hampshire County Council (HCC), as Highway Authority, will remain outstanding in relation to active travel. ATE recommends that constructive discussions continue to resolve these issues to the satisfaction of HCC.

2.0 Summary

1. Trip Generation and Travel Planning

Trip Generation

It was stated that, whilst the use of TRICS and the overall methodology was not of significant concern, reliance on 2011 Census data was problematic for establishing a vision-led baseline for active travel and that a broader range of data sources could support a more aspirational approach. It was also noted that greater clarity was required on the funding and delivery of walking and cycling connections.

The applicant has confirmed that Census 2011 data has been used only as an interim baseline and that site surveys will be undertaken following occupation to establish an observed baseline, to which Travel Plan targets will be applied.

On balance, given the proposed employment uses and the scope for detailed modal share analysis of staff, the approach to trip generation is considered acceptable on this occasion. This matter is accepted.

Travel Plan

It was stated that reliance on interim surveys was insufficient and that clear, measurable targets should be set. A reduction in vehicle trips and an increase in sustainable mode share over a five-year period was expected.

The applicant has confirmed that specific targets cannot yet be set due to uncertainty over the final uses and bus strategy. The Framework Travel Plan proposes a 10 percentage point reduction in single-occupancy staff trips, with the baseline to be established through surveys

Again, given the nature of the proposals, ATE is content with this approach. This matter is accepted.

2. Accessibility

It was stated that the site was not within 800 m of key amenities and that distances of up to 2 km were unrealistic for many users. Concerns were also raised regarding bus stop distance, service diversion, northern access and pedestrian connectivity.

The applicant has stated that this must be considered in the context of the development type and its relationship with the Strategic Road Network, noting that Southampton Airport and Parkway Station are approximately 1.6 km away (around a 19-minute walk or 7-minute cycle).

Whilst disappointing, it is accepted that the nature of the development reduces the need for proximity to certain uses. However, high quality active travel connections to public transport are essential. It is noted that the provision of a local bus service is being pursued and ATE recommended such services are delivered to the satisfaction of HCC to ensure this site is sustainable and delivers transport choice for all users.

3. Active Travel Route Audit

It was suggested that the audit should include mapped routes and photographs cross-referenced to identified issues.

The applicant has referred to the Healthy Streets Assessment at Appendix E. ATE welcomes the inclusion of this assessment, which identifies several deficiencies in the surrounding routes. The level of assessment is considered appropriate, and no further comments are made on this matter.

4. Off-Site Infrastructure

Wide Lane Bridge

It was stated that improved pedestrian and cycle provision across Wide Lane Bridge was supported, as this is a key access route, and that the suitability of shared use and the width of provision required careful consideration.

The applicant has confirmed that a 4 m wide shared-use bridge is proposed, with feasibility drawings provided in Appendix F.

ATE considers this acceptable in principle and likely to significantly improve access for active modes, if delivered. The applicant should continue to work with HCC and other parties to ensure the scheme is deliverable, particularly as routes within the Healthy Streets Assessment rely on this connection and note existing deficiencies. Indeed, the increase in traffic, including HGVs, supports the need to improve conditions for pedestrians and cyclists along this route.

External Connection to Chickenhall Lane / Bishopstoke Road

It was stated that this link would provide significant public benefits and improve access to the site.

It is understood the applicant is in discussion with HCC and third parties regarding the feasibility of providing a strategic active travel link to Bishopstoke Road, including a route beneath the railway and that delivery is subject to third-party land constraints.

ATE supports continued discussion to safeguard and, where possible, deliver this link to the satisfaction of HCC.

It is also noted that discussions are ongoing regarding appropriate active travel infrastructure along Mitchell Way, and that reasonable steps are being taken to agree a suitable solution with HCC.

Other matters

• **Wide Lane / Mitchell Way / George Curl Way Roundabout:** Existing pedestrian and cycle crossings are poor and should be improved to align with desire lines.

ATE notes the inclusion of a controlled crossing at Spitfire Roundabout (Appendix S) and supports this in principle, subject to agreement of detailed design with HCC.

Southampton Airport Parkway footbridges

Itchen Way

ATE notes the applicant's responses and additional evidence provided. These matters are accepted and no further comments are made.

5. Masterplanning and Permeability

No further comments are made following consideration of the applicant's response.

6. Cycle Parking

No further comments are made following consideration of the applicant's response.

3.0 Recommended Planning Conditions

Condition: Cycle parking

Condition: No development shall commence until details of the cycle parking have been submitted to and approved in writing by the Local Planning Authority. The cycle parking provision shall accord with the guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum unless local cycle parking standards are greater. The development or any phase of the development, whichever is the sooner,

shall not be occupied until the cycle parking has been constructed and completed in accordance with the approved details and shall thereafter be kept free of obstruction and permanently available for the parking of cycles only.

Reason: To comply with guidance in LTN 1/20 on Cycle Infrastructure Design as a minimum.

Condition: Travel Plan submit

Condition: Prior to occupation or use commenced, evidence that the pre-occupation elements of the approved Travel Plan have been put in place shall be prepared, submitted to and approved in writing by the Local Planning Authority. The developer shall then enable the Highways Authority to implement, monitor and review the approved Travel Plan to the satisfaction of Local Planning Authority unless agreed in writing by the Local Planning Authority.

Reason: To support sustainable transport objectives including a reduction in private vehicular journeys and the increased use of public transport, walking, wheeling and cycling.

Condition: Infrastructure

Condition: No development shall commence until general arrangement plan(s) to a scale of 1:200 showing details of the walking / cycling infrastructure including works to the adopted highway have been submitted to and approved in writing by the Local Planning Authority. The details shall be submitted in accordance with guidance contained in LTN 1/20 on Cycle Infrastructure Design and Manual for Streets and where applicable indicate proposals for:

- Existing levels of the finished highway tying into building threshold levels
- Alterations to waiting restrictions or other Traffic Regulation Orders to enable the works
- Signing, street furniture, street trees and pits
- Structures on or adjacent to the highway
- Extent of any stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement)

The development or any phase of the development, whichever is the sooner, shall not be occupied until the walking and cycling

infrastructure for the development or phase of development has been constructed and completed in accordance with the approved details.

Reason: To comply with the guidance in LTN 1/20 on Cycle Infrastructure Design and in Manual for Streets.

Condition: Access points

Condition: No development shall commence until details of the site access points for pedestrians and/or cyclists have been submitted to and approved in writing by the Local Planning Authority. The development or any phase of the development, whichever is the sooner, shall not be occupied until the means of access for pedestrians and/or cyclists for the development or phase of development have been constructed in accordance with the approved details which shall thereafter be retained for access purposes only.

Reason: In the interests of highway safety.

4.0 Next Steps

We request that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficiencies, with a view to providing a further response and recommended wording for planning conditions and obligations.