

O/25/99506 - Navigator Quarter - Urban Design comments on the addendum information

These comments relate specifically to the amendments set out within Section 3 of the February 2026 Planning & Design Addendum and should be read alongside earlier Urban Design and Landscape consultation responses.

Previous consultation responses raised significant concerns regarding excessive and uniform height parameters across the site, particularly along the western boundary adjacent to Campbell Road, within views from Itchen Valley Country Park and the Itchen Navigation, and along the southern edge where development interfaces with open countryside. The revised Parameters Plan introduces reduced maximum building heights adjacent to Campbell Road, reduced heights along the western edge of the South Plot within the Airport Public Safety Zone, and a general reduction in maximum heights across the North Plot. A stepped height strategy is now incorporated in the most visually sensitive areas.

These changes represent a positive response to earlier concerns, particularly in relation to the residential interface at Campbell Road. The introduction of differentiated height zones provides a more appropriate transition between residential and employment uses, between built form and open countryside, and between the urban edge of Eastleigh and the river valley landscape. The reduction in height at key interfaces will assist in mitigating visual dominance and reducing the perception of an abrupt industrial edge when viewed from sensitive receptors.

However, it is noted that these improvements are not consistently applied across all site boundaries, and in some areas the parameters remain relatively generous. As such, while progress has been made, there remains potential for adverse visual effects if the maximum parameters were to be fully realised. It will therefore be essential that height transitions are clearly controlled, ridge heights do not default to maximum limits, and roof profiles are carefully designed to reduce perceived bulk.

In relation to the Itchen Valley corridor, earlier concerns centred on the potential extension of Eastleigh's industrial edge into the countryside and strategic gap, particularly in views from the Country Park and along the Navigation footpath. The amended scheme pulls the development envelope back by approximately 12 metres from the Itchen Navigation boundary and introduces a continuous landscape buffer supported by strengthened planting in key areas.

The pull-back of the developable area and commitment to an uninterrupted vegetated edge are welcomed. Maintaining a continuous landscape buffer is critical to avoiding visual breaks that could increase inter-visibility and contribute to the urbanisation of the river corridor. These amendments will assist in reducing the likelihood of development breaching the treeline in shorter-range views.

Notwithstanding this, the Parameters Plan continues to allow for development of a scale which, if realised at the upper end of the permitted envelope, could result in a more pronounced visual presence in longer-distance views from the Itchen Valley corridor, including from the Itchen Way and Itchen Valley Country Park. In this respect, further refinement of height parameters in these sensitive areas would

provide greater confidence that the landscape and visual effects can be adequately mitigated. This would provide greater certainty that the development will not result in an overly dominant or intrusive built form within the wider landscape.

I will defer to the Landscape Officer's comments for further details and recommendations.

Earlier comments also identified potential overbearing massing and visual dominance when viewed from the Campbell Road play area and adjacent residential properties. The revised plan introduces reduced height zones along the western boundary of the North Plot and adopts a staggered height approach. A 2.5 metre acoustic barrier is proposed along the estate road near residential properties.

The stepped-down height strategy is a clear improvement and demonstrates responsiveness to residential amenity concerns. Reduced ridge heights along this edge provide a more appropriate scale transition between employment uses and neighbouring housing. While the acoustic barrier addresses noise mitigation, careful detailing will be necessary to ensure it does not appear visually defensive or create an inactive edge condition.

At Reserved Matters stage, further refinement should ensure that active frontages or landscape-led treatments face residential boundaries where feasible, service yards are appropriately screened, and lighting design minimises spill toward housing.

In terms of permeability and movement, earlier urban design advice sought clearer identification of pedestrian and cycle routes to secure connectivity across both plots. The updated Parameters Plan now identifies an indicative pedestrian and cycle connection at the western end of the central tree belt, provides for micromobility hubs within both North and South Plots, and retains an estate road alignment capable of accommodating future link road connections.

The addition of a pedestrian and cycle link between plots is welcomed and improves internal permeability. The identification of micromobility hubs supports sustainable travel objectives and aligns with previous recommendations. The decision not to introduce a formal pedestrian link to the Itchen Navigation at this stage is acknowledged; however, enhanced connectivity to the wider green infrastructure network remains a key objective.

While the justification provided in relation to ecology, flood risk, heritage setting and security is understood in this context, the Design Code should explore and safeguard opportunities for potential future pedestrian connections to the Itchen Navigation. This should include consideration of appropriate locations, particularly along the eastern boundary, with details to be developed at the reserved matters stage.

At Reserved Matters stage, it will also be important to ensure that pedestrian routes are legible, overlooked and well-landscaped, that car parking does not dominate the public realm, and that public and semi-public spaces are designed as high-quality, usable environments rather than residual landscape areas.

Accordingly, it is considered that an acceptable solution is achievable, but this would require additional reductions and clearer control of building heights within the Parameters Plan, alongside strong design coding to ensure that the intended mitigation is delivered at Reserved Matters stage.

I hope these comments are helpful.

Kind regards
Marta Oliveira