

Harrison, Liz

From: Sparks, Cali
Sent: 30 March 2026 16:54
To: Harrison, Liz
Subject: RE: O/25/99506 - Navigator Quarter - consultation response

Good Afternoon Liz,

Please find below my comments on planning application no. 0/25/99506, Navigator Quarter proposal:

The proposed development site is allocated within Policy S4- Employment Provision, of the adopted Eastleigh Local Plan 20146 2036. The site is boarded by the Itchen River to the east, the airport to the south west and the railway to the north.

The proposed main site access, via an extension to Mitchell Way, includes the provision of a 2m footway and 3m wide segregated cycleway.

- The proposed width of the cycleway is expected to be compliant with LTN1/20 based on the projected no of trips generated by the site and any potential diverted trips from the existing network. However, where cycleways are adjacent to vertical features LTN1/20 requires additional space to be provided to ensure that the effective width of the cycle track is maintained. The cycle track will pass alongside the retaining wall at the end of the runway, consideration should be given to providing an additional width along this section of the route.

LTN1/20 5.5.4 Where a cycle track is bounded by a vertical feature, people will not be able to use the entire width as they will naturally be wary of riding immediately next to walls and kerbs. Designers should provide additional width as shown in Table 5-3.

Table 5-3: Additional width at fixed objects

Type of edge constraint	Additional width required to maintain effective width of cycle track (mm)
Flush or near-flush surface including low and splayed kerbs up to 60mm high	No additional width needed
Kerbs 61mm to 150mm high	200
Vertical feature from 151mm to 600 mm high	250
Vertical feature above 600 mm high	500

- The cycleway and footway will remain at grade, in close proximity of the runway – the general arrangement drawings show a security fence and there is reference to covering a section of the footway cycleway at the end of the runway. No detail of the fencing or covering has been provided to date, however, there is a risk that people may wish to gather at the end of the runway if there is a good view of planes leaving and arriving the airport, it is recommended that these features be designed to reduce the risk of collisions along this stretch of the route. Where covered the cycleway should have at least 2.4m of headroom should be provided and where the cover extends beyond 23m this should be raised to 2.7m. Additional lighting may be required along this section of the route.
- The provision of an access for sustainable transport modes connecting to Chickenhall Lane to the north of the site is considered essential. This link will enable residents of Eastleigh, Bishopstoke and Fair Oak to access the site without having to make the considerable detour to the spitfire roundabout. The improvements along Chickenhall Lane to accommodate walking and cycling should come forward

at the earliest opportunity. Consideration should be given to securing an additional emergency point of access to the site along this route, as an alternative point of access for emergency vehicles should the airport and Mitchell Way be blocked. HCC has set out a proposed funding approach which would secure the mechanism for delivery.

- Swept path from the emergency access point should be provided. From the proposed layout, the emergency access point from the airport appears to only serve unit 16 directly, requiring access onto the main road to serve the rest of the site. Some consideration should be given to increasing the permeability of the site for emergency vehicles, for example several car parking spaces on plot 16 close to the proposed mobility hub could be removed and replaced with an emergency access point onto the internal distributor road.
- The footpath link between units 5 & 6 allows for the movement of people walking between the northern and southern parcels of the site. By upgrading this to a shared use the site would be more accessible to cyclists. No detail has been given on the boundary treatments for these plots, but consideration should be given to the height and lighting as this will impact on the attractiveness of the route.
- Cycle parking and associated staff facilities should be provided in line with EBC parking standards. Cycle parking should be located close to the entrance of units and be covered and secure. Shower facilities and changing rooms help to make cycling more attractive for staff who live further away.
- The proposed mobility hubs within the site supported by a range of operators, would encourage people to access the site by e-bike from local stations and within the Southampton City and Eastleigh Town area where we already have a number of hubs in operation. Public seating should be collocated with the mobility hubs as people may wish to sit and rest while they register for mobility services. Bike maintenance facilities could also be provided alongside e-bike hire facilities.
- Cycle provision should not come to an abrupt end at the junctions into the site, ideally provision would continue around the site to limit the likelihood of collision on roads which will have high numbers of HGVs. This provision could be in the form of shared use paths. Should off road facilities terminate then appropriate transitions should be provided to enable people cycling to rejoin the carriageway, this should ensure that there is adequate visibility between modes and all necessary lining and signing should be provided.
- Dropped crossings and tactile paving should be provided at all pedestrian crossing points throughout the development and where appropriate raised platforms to give priority to people walking and cycling.
- HCC have provided feedback on the trip rates for the site and the impact on local junctions both in terms of junction capacity, queue lengths, and journey time delay, these are noted.
- The site will generate a large number of HGV movements which will impact on the operation of the Wide Lane railway bridge, Works to improve this link are considered essential. The proposal for 20,000sqm development has not been thoroughly tested to determine if the impact on the Wide Lane Bridge can be accommodated. Additional modelling work is required to determine the threshold for the delivery of the proposed improvement.
- Although it is not currently proposed a link to the Itchen Navigation should be sought through the planning process. It is likely that people will want to make this connection and a failure to provide for this is likely to result in informal accesses which will be more harmful to the local environment.
- A connection for people walking between the northern and southern parcels of the site should be provided, although there are level difference that impede the delivery of a fully constructed footway a less formal provision could be delivered. There are already informal paths through the site, and a failure to deliver a link is likely to result in a greater degree of damage to the environment.

- The site is a considerable walk from the closest bus stops on the local network, mobility hubs collocated at these stops could encourage public transport use to the site. A proposed bus stop has been identified within the site, this is welcomed, however due to the layout of the site the northern plot would not be served and the stop would be in excess of 400m away from the proposed bus stop. The exact bus route that would serve the site has not been secured, although there have been discussions with local bus operators regarding potential extensions to existing services such as the UniLink, currently commissioned by Southampton University. EBC would like to see public transport serve the site at the earliest opportunity however due to the sites access arrangements it seems likely that services from Southampton are more likely to be viable than routes from Eastleigh and its surroundings. There may be some opportunity to build service timetables around shift patterns, this should be explored in detail through the planning process.

Kind Regards
Cali Sparks

Cali Sparks

Sustainable Transport Planner

Planning & Environment - Climate Change & Sustainability

Ext.: 8486



www.eastleighactive.co.uk