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Enquiries to Gemma McCart/ Nick Gammer
Direct Line **For the attention of Liz Harrison**
Date 26th March 2026

My reference 6-3-9-16
Your reference O/25/99506
E-mail Nick.gammer@hants.gov.uk

Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
Hampshire
SO50 9YN

Dear Liz

Hybrid Planning Application O/25/99506, Navigator Quarter, Eastleigh, SO18 2NL - 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).

The Local Highway Authority (LHA) have previously provided the following comments on this application:

- Navigator Quarter Highway Response O-25-99506 dated 8th August 2025
- Navigator Quarter CTMP Highway Response O-25-99506 dated 15th August 2025
- Navigator Quarter Emergency Access Highway Response O-25-99506 dated 16th December 2025.

Director of Universal Services
Patrick Blogg

- Navigator Quarter CTMP Second Highway Response O-25-99506 dated 18th December 2025
- Navigator Quarter Second Highway Response O-25-99506 dated 6th March 2026

Discussions with the Applicant have been ongoing. The below represents the LHA's updated position, based on the agreements reached as part of these discussions.

Sustainable Mode Access

The proposed improvements to Mitchell Way are considered acceptable as set out in the LHA's response dated 6th March, subject to inclusion of priority for pedestrians and cycles crossing sideroads.

Vehicular Access

The proposed vehicular access arrangements, consisting of amendments to and extension of Mitchell Way, are considered acceptable as set out in the LHA's response dated 6th March.

Internal Layout

Comments were made regarding the indicative internal layout in the LHA's response dated 6th March. Whilst the Highway Authority have no objection based on the indicative internal layout, suggestions have been made for how it should be improved in highway terms and therefore, this will be reviewed again and any matters addressed as part of any future Reserved Matters planning applications.

Active Travel Site Connections

Northern connection

A 3m shared use pedestrian/ cycle route is proposed up to and through the railway line underpass; this is considered acceptable subject to confirmation of lighting being provided, which should be secured via any future S106 Agreement. Comments regarding the delivery of the onward route to Bishopstoke Road are included below.

Spitfire roundabout

Regarding the crossing of the northern Wide Lane arm of Spitfire Roundabout, the Applicant has agreed to deliver a signalised Toucan crossing, which is considered necessary by the Highway Authority. The design of this crossing was previously agreed as acceptable in principle in the LHA's response dated 6th March 2026.

Sustainable Transport Strategy

Micromobility

The Applicant has confirmed the provision of Micromobility bays within the development and that the Framework Travel Plan will be updated to include specific micromobility incentives. The Applicant has agreed to provide a contribution of £60,000 towards the external micromobility improvements in the wider area.

Public Transport Strategy

The applicant has provided correspondence with Go South Coast as previously requested.

The operating hours and frequency of the shuttle bus have been clarified as every 10-15 minutes to/from the car parks between 04:30 and 23:30.

The Applicant has offered a bus service contribution of £215,000 per annum over a period of 5 years, to be paid starting post completion of 50% of the development (occupation of 46,000sqm). This contribution would only be provided if by that time no airport shuttle bus service is operational to serve the relocated and extended long stay car parks (passing through and serving the Navigator Quarter site). In the event that the free shuttle bus service between the Airport Terminal (adjacent to Airport Parkway Rail Station) and the new Long Stay car park is operational in advance of this, the contribution would not be considered necessary. In the event that the free shuttle bus is operational at some stage within the five year period applicable to the bus service contribution, then the Applicant will not be required to make any further contribution from that point onwards. The specific terms of this arrangement will be secured within the Section 106 Agreement.

The above approach is acceptable, provided the existing shuttle bus frequency and operating times are secured to be maintained as above to serve the Navigator Quarter development and there is a commitment in any future S106 Agreement to ensure the shuttle service is operational and serves the site up to the occupation of 46,000sqm. The above strategy should also be considered by Southampton City Council.

External Strategic Transport Connections

Wide Lane Bridge Enhancements

The Applicant has confirmed they will fund and deliver the improvements at this location. The LHA's previous response raised some concerns around the in principle design of this improvement. The LHA have received additional information relating to land ownership and Network Rail adoption of the new structure. This confirms that there appears to be sufficient land either as existing adopted highway, in the control of Network Rail or in the control of the Secretary of State for Transport to deliver a scheme in this location. Given this, the LHA would accept an obligation via

the S106 Agreement to secure delivery of the works shown in principle on drawings 24733101-STR-HGN-100-SK-D-00301 Rev P03 and 30228-BGL-XX-XX-SK-C Rev P06 with a delivery trigger of prior to occupation of 20,000sqm of unfettered development. Given that there remain a number of outstanding design comments, early engagement is strongly recommended with the LHA in order to meet the agreed trigger.

Network Rail have confirmed that they are willing to adopt the structure, subject to HCC taking responsibility for the surface and lighting of the pedestrian/ cycle bridge, which is acceptable to the LHA.

Northern Chickenhall Lane Connection

Discussions have taken place with the Applicant regarding suitable mitigation for active travel links to the north of the site. The LHA and Applicant have reached agreement on an acceptable mitigation package which is a combination of direct deliver of works and financial contributions; this is set out in the Recommendation section below.

Trip Generation

The applicant has previously suggested, and the LHA agreed as acceptable, that a planning condition is to be applied that limits the floorspace for each use as follows:

- 27,600 sqm of Class E(g)(ii), (iii) and/or B2 Use (of which no more than 13,800 sqm is for Class E(g)(ii), (iii))
- 64,400 sqm of Class B8 Use (of which no more than 9,200 sqm is for parcel distribution)

The forecast trip generation based on this land use split was also considered acceptable as set out in the LHA's previous response, as was trip distribution and assignment for both staff and operational trips. HGV trips are to be routed via M27 Junction 5, to be secured via planning condition.

The outline CEMP was previously considered acceptable and confirms that construction traffic and deliveries will avoid peak hours and will travel via Mitchell Way/M27. A detailed construction traffic management plan is to be provided for each subsequent phase of development, to be approved prior to commencement of each RM application in line with the Outline CEMP; this should be secured by condition.

Highway Impact

The study area was confirmed in the LHA's response of 6th Match as acceptable.

Given a suitable sustainable modes access strategy to the north has been agreed, no future capacity assessment of Twyford Road Roundabout is required.

As stated previously, the assessment scenarios and approach to TEMPRO growth and committed development are now considered acceptable.

Junction Capacity

As confirmed in the LHA's response of 6th March 2026, the modelling is considered acceptable and, given a suitable sustainable modes access strategy to the north has been agreed, no further assessment or mitigation is required for the following junctions:

- J01 Southampton Road/ Wide Lane/ South Street
- J02 Southampton Road/ Parkway Station (the Applicant should note that it will be necessary to modify this junction to accommodate the proposals at J03)

Regarding J03 A335/ Wide Lane Roundabout, improvements to this junction are agreed to be necessary, and the Applicant has agreed to design, fund and deliver improvements in this location. A number of design comments were raised by the LHA in the previous response, which have not been addressed to date, and will also require modelling updates. This work needs to be completed in order to agree an acceptable in principle design. However, the LHA feel there is an achievable design as this location. As such, the LHA is willing to accept further design and associated modelling work is carried out and the resultant in-principle scheme design is to agreed prior to signing of the S106 Agreement.

An additional outstanding matter to be resolved prior to signing of any future S106 Agreement is agreement of delivery triggers. The Highway Authority have accepted that up to 20,000sqm of the development may be occupied prior to the works being delivered, thereafter the following approach has been agreed with the Applicant;

- A monitor and manage approach from 20,000sqm up to a backstop trigger (approach to be agreed via S106 wording)
- In any event, not more than 46,000sqm of development to be occupied prior to delivery of the works

The methodology of the monitor and manage trigger for delivery would need to be discussed and agreed prior to signing any future S106 Agreement; the LHA consider this should be based on queue length surveys (rather than modelling) given the primary concern is blocking back through other junctions. Similarly, the backstop delivery trigger would also need to be discussed and agreed prior to signing any future S106 Agreement; additional modelling will be required to allow forecasting of the point queues length (leading to safety concerns) would become unacceptable and to therefore fix a backstop trigger to avoid this.

Finally, the applicant has agreed to design, fund and deliver improvements at J04 Wide Lane/ George Curl Way/ Mitchell Way 'Spitfire' Roundabout. The LHA previously confirmed that the design submitted is acceptable in principle at this stage, and will progress further via the subsequent Section 278 stage. A delivery trigger for these works of prior to first occupation has been agreed as acceptable with the Applicant.

Travel Plan

The Applicant has confirmed that they will deliver the unit specific Full Travel Plans should the site come forward. As set out in the LHA's previous response, updates to the Framework Travel Plan (which sets the basis for the future Full Travel Plans, should the development progress) are required before this can be considered acceptable. In this instance, the LHA are willing to accept these updates being completed and agreed prior to signing the S106 Agreement. Once updated and agreed, the Framework Travel Plan, and delivery of future unit specific Full Travel Plans in accordance with the Framework, should be secured in any S106 Agreement.

Recommendation

The Highway Authority raises no objection to this proposal from a highways and transportation perspective, subject the applicant entering into a Section 106 Legal Agreement to secure the below mitigation and the following conditions being included.

S106 Obligations

- Implementation of the vehicular and active travel improvements to the existing section of Mitchell Way and extension of Mitchell way to the site boundary, as shown in principle on drawing 24733101-STR-HGN-100-DR-D-00201 Rev P03 and associated viewport drawings.
- Delivery of the improvement works at Wide Lane Bridge as shown in principle on drawings 24733101-STR-HGN-100-SK-D-00301 Rev P03 and 30228-BGL-XX-XX-SK-C Rev P06 prior to the occupation of 20,000sqm of development.
- Delivery of the improvement works at Spitfire Roundabout as shown in principle on drawing 24733101-STRHGN-100-SK-D-01102 Rev P1 prior to first occupation of the development.
- Completion and securing of an acceptable in principle design at Wide Lane Roundabout. Agreement of a suitable monitor and manage methodology and backstop delivery trigger for these works is also required prior to signing the S106 Agreement.
- Mitigation for active travel access to the north:
 - Applicant to complete and agree with the LHA an acceptable in principle design and full delivery cost estimate (in accordance with the Cost Estimating Process) of the full route (site boundary to Bishopstoke Road) prior to first occupation of the development. The design would need to be sufficiently detailed to allow agreement of a full delivery cost estimate.
 - A Northern Sustainable Modes Access Contribution based on:
 - The delivery cost estimate for the unadopted (Prysmian) section of Chickenhall Lane (no contribution towards improvement works on Coneagar Road).
 - 50% of delivery cost estimate for the existing adopted highway section of Chickenhall Lane (excluding any third party land and Traffic Regulation Order costs).

- The agreed value of the Northern Sustainable Modes Access Contribution to be towards 'improvement of sustainable mode connections to the site for Hampshire residents'.
- A payment trigger for the Northern Sustainable Modes Access Contribution of 20,000sqm of unfettered development.
- Delivery of a continuous, lit, hard surfaced, 3m width shared use pedestrian/ cycle route from the site connecting to Conegar Road to be delivered prior to first occupation or, if the MRF site completion is after first occupation, as soon as reasonably possible following completion of construction of the MRF site (subject to agreement with Network Rail and HCC Estates)
- Public rights through the development to be secured in any future Planning Permission.
- A financial contribution of £60,000 towards off site micromobility improvements.
- Securing of a Public Transport Contribution of £215,000 per annum for 5 years, to be paid if the shuttle service does not serve the site (on exiting frequency and operational timings) from occupation of 46,000sqm completion. The existing shuttle service to serve the site up to occupation of 46,000sqm completion. The existing shuttle service frequency and hours of operation to be maintained as a minimum in both cases.
- Submit prior to first occupation and implement a Full Travel Plan for each qualifying unit. Payment of the Travel Plan approval and monitoring fees and provision of a surety mechanism to ensure implementation of the Full Travel Plan for each qualifying unit.

Conditions

- The provision of public rights by active travel modes through the development.
- Securing of floorspace limits for each use as follows:
 - 27,600 sqm of Class E(g)(ii), (iii) and/or B2 Use (of which no more than 13,800 sqm is for Class E(g)(ii), (iii))
 - 64,400 sqm of Class B8 Use (of which no more than 9,200 sqm is for parcel distribution)
- Future Reserved Matters applications will ensure the layout accommodates bus access.
- All HGV trips generated by the development will to be routed directly onto the strategic network (motorway) via Wide Lane and M27 Junction 5.
- For each Reserved Matters Application of the development a Construction Traffic Management Plan in accordance with the outline CEMP shall be submitted to and approved by the Local Planning Authority in writing before development of that phase commences. This should include construction traffic routes (noting all construction traffic is to be routed directly onto the strategic network (motorway) via Wide Lane and M27 Junction 5), parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before that phase of the development is commenced.

I trust the above is clear. Please do not hesitate to contact Nick Gammer should you wish to discuss anything further.

Yours sincerely,

Gemma McCart
Transport Team Leader