

To Eastleigh Borough Council, Hampshire County Council **Technical Note**

cc Bloc Group; AGS Airports; MSA; Atkins Property

From Steer

Date 1 April 2026

Project Navigator Quarter, Southampton Project No. 24733102

Pre-Committee Highways/Transport Comments – Technical Response

Introduction

1. The Hybrid Planning Application related to Navigator Quarter was submitted to Eastleigh Borough Council (EBC) on behalf of Blocwork (Eastleigh) LLP and Southampton Airport Limited (SIAL) and was validated on 17 July 2025. The EBC planning application reference is O/25/99506. Steer prepared the following transport documents to support the planning application:
 - Transport Assessment (TA);
 - Outline Framework Travel Plan (FTP); and
 - Environmental Statement (ES) – Transport Chapter.
2. The key transport consultees that have commented on the planning application include EBC; Hampshire County Council (HCC); Southampton City Council (SCC); National Highways (NH) and Active Travel England (ATE).
3. Further comments have since been received from these consultees following the latest round of Steer responses, submitted in December 2025/January 2026. The most recent response provided by HCC was on 6 March 2026 (Reference O/25/99506).
4. This Technical Note has been prepared to provide detailed responses on the following technical points (to formalise the initial responses provided previously by email) ahead of the proposed planning committee in April 2026. It also provides a position statement as per the end of 1 April 2026.
5. Any associated attachments that were issued in previous emails have been included as an Appendix within this document.

Wide Lane Bridge Improvements

Funding Commitment and Land Ownership

6. The Applicant is prepared to design, fund and deliver the bridge improvements, which would comprise a new active travel bridge for pedestrians and cyclists alongside the existing bridge. This would then allow the existing carriageway over the bridge to be widened to facilitate two-way HGV movements and improve traffic flow.
7. It is proposed that the improvements to Wide Lane Bridge are in place and available for use following the completion of Phase 1 of the proposed development, which will allow unfettered occupation of up to 20,000 sqm of development before completion of these works. Later development phases could

only then be occupied following completion of these improvement works. This trigger has now been agreed by HCC.

8. Given the significant costs the Applicant will be taking on to deliver this new infrastructure that will benefit the wider area, as well as the proposed development, agreement in principle on this is critical to the viability of the development.
9. It is understood that SCC have £432,313 of funding available for implementing the Wide Lane bridge/ Spitfire Roundabout improvements from wider SCC S106. It has been requested that SCC clarify the mechanism by which these funds can be secured by the Applicant, and whether any additional funds can be obtained from subsequent schemes (from this point forwards) that could also be added to this total. The Applicant is awaiting confirmation from SCC on this point.
10. The proposed improvements will be delivered in their entirety and will encourage sustainable travel, resolve an existing historic constraint, and improve network resilience. The scheme, therefore, not only benefits the proposed development but will also assist in delivering economic growth and the aspirations contained within HCC's LTP4.
11. Wide Lane Bridge is a historic constraint on the highway network in the area which adversely impacts the operation of the existing transport network in the area. To be clear – if the Navigator Quarter development were not to come forward, this commitment to improve Wide Lane Bridge will not otherwise be delivered and the bridge will continue to be a significant constraint on the existing transport network and future developments.
12. **Appendix A1** is a map from the Land registry which sets out the Land Title and boundary information for the area surrounding the bridge. The land area in white along and adjacent to the railway tracks is under Network Rail ownership. The Appendix also includes the Land Title for the Secretary of State for Transport Land and a separate map showing the public highway extent.
13. **Appendix A2** includes the Wide Lane Bridge scheme layout drawings produced by Steer (Drawing 24733101-STR-HGN-100-SK-D-00301 Rev P03) and Burrows Graham (30228-BGL-XX-XX-SK-C Rev P06), which include the land ownership information. The Applicant considers that there is sufficient land available, either as existing adopted highway, or in the control of the Secretary of State for Transport to deliver the proposed improvements. HCC have also noted 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.
14. HCC have advised that they are willing to take a pragmatic approach and accept a planning obligation (rather than Condition) securing 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; on the basis that Network Rail will adopt the structure. Network Rail confirmed by email on 24 March 2026 (see **Appendix B**) that in principle, they are willing to adopt the structure subject to HCC taking responsibility for the surface and the lighting of the bridge. HCC have since accepted this position. There are on-going discussions over future maintenance arrangements.
15. It is proposed to undertake early engagement/ S278 submission with HCC and other key stakeholders to resolve the outstanding HCC design comments, in order to meet the agreed delivery trigger (post completion of Phase 1 of development).
16. The Applicant will liaise closely with Network Rail/ and adjacent landowners and have early contractor involvement to develop the construction methodology.

Navigator Quarter Phase 1 (20,000sqm) – Forecast Vehicle Flows on Wide Lane Bridge

17. **Appendix C** provides the traffic flow assessment for Wide Lane Bridge, forecasting total vehicle flows and Heavy Goods Vehicle (HGV) flows that would use Wide Lane Bridge if Phase 1 (20,000 sqm) of the Navigator Quarter development were to be implemented.
18. These are based on the same trip rates as agreed in the June 2025 Transport Assessment, with adjustments made to the floor area assumptions.
19. Four scenarios have been presented, with the first for the full scheme for comparison purposes and Scenarios 2-4 being for the Phase 1 20,000 sqm unfettered use:
 - **Scenario 1** – The original full scheme (92,000sqm) and agreed land use caps – 13,800sqm (15%) Class E (g) (ii) and (iii), 13,800 (15%) B2, 55,200 (60%) B8 warehousing and 9,200sqm (10%) B8 parcel. This has been included for comparison purposes.
 - **Scenario 2** – 20,000sqm - 3,000 sqm (15%) Class E (g) (ii) and (iii), 3,000 (15%) B2, 12,000 (60%) B8 warehousing and 2,000sqm (10%) B8 parcel. This assumes 20,000sqm of floorspace delivered with the same proportional split and Scenario 1.
 - **Scenario 3** – 20,000sqm - 10,800sqm (54%) B8 warehousing and 9,200sqm (46%) B8 parcel. This represents the highest HGV trips that would be generated under Phase 1.
 - **Scenario 4** – 20,000sqm - 13,800sqm (69%) Class E (g) (ii) and (iii), and 6,200sqm (31%) B8 parcel. This represents the highest total vehicle trips that would be generated under Phase 1.
20. The columns include:
 - Total Proposed Development Trips – total trips generated by the Navigator Quarter (NQ) site as a whole.
 - Wide Lane Bridge – NQ Development Only Flows – NQ development flows that would route over the bridge.
 - Wide Lane Bridge 2028 Baseline Flows – 2028 baseline flows only using the bridge (without NQ flows).
 - Wide Lane Bridge 2028 Baseline + NQ Total Flows – this is 2028 baseline flows + NQ development trips on the bridge
 - % change vs 2028 Baseline - % increase in flows on Wide Lane Bridge resulting from the NQ development over the 2028 Baseline.
21. HCC have confirmed by email on 23 March 2026 that they will accept a delivery trigger of unfettered occupation of up to 20,000 sqm of development (whilst not exceeding the total land use floorspace caps within any land use class agreed for Scenario 1) prior to completion of the Wide Lane Bridge improvements, and that this has been agreed on the basis of the Applicant agreeing to the points under the Northern Link (now agreed by the Applicant and detailed in the 'Northern Active Travel Link' section), allowing early pedestrian and cycle access and therefore reducing reliance on car use to access the development for Hampshire residents.

Spitfire Roundabout

22. The Applicant proposes to fund and deliver the proposed Spitfire Roundabout improvements in full including the installation of the toucan crossing on the northern Wide Lane Bridge arm.
23. The Applicant commits to providing these improvements prior to occupation, on the basis that enabling/ construction works within the Navigator Quarter site can commence, without the improvements being in place. HCC agreed to this approach by email on 23 March 2026.
24. It is understood that no further matters require resolution prior to planning committee.

Wide Lane / A335 Junction

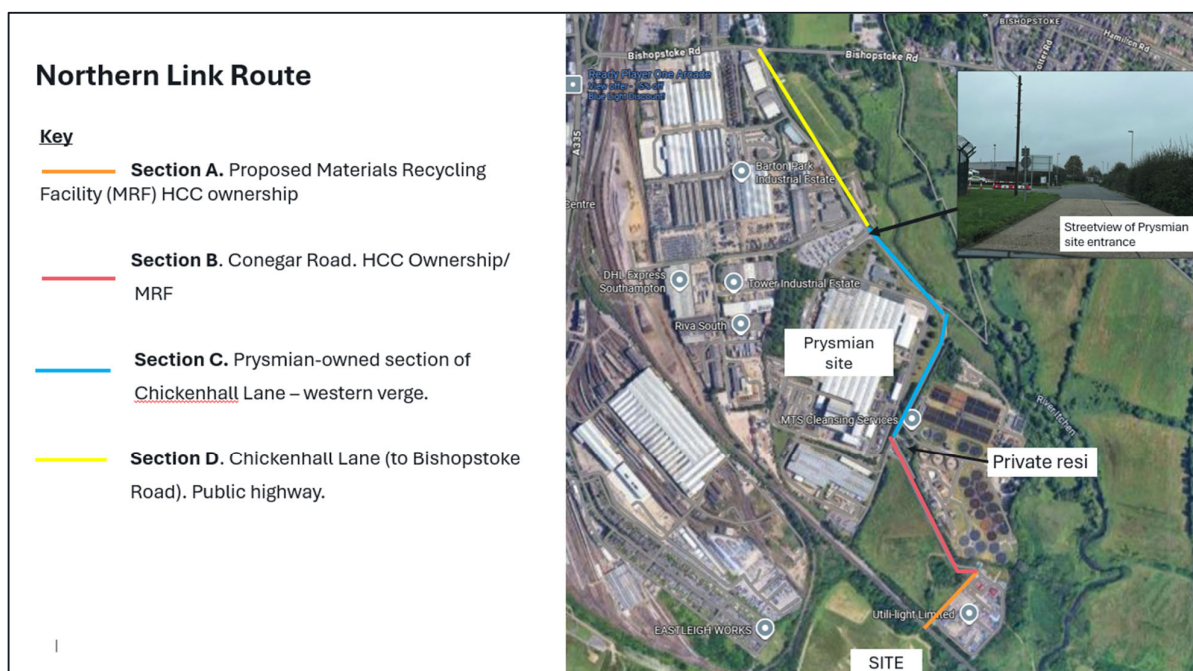
25. Whilst the Applicant considers the request from HCC for them to deliver all the improvements to the Wide Lane junction to be disproportionate, they agree to fund and deliver the Wide Lane junction mitigation improvements. However, due to Freeport funding constraints it will not be viable to deliver this from the outset.
26. HCC have requested that prior to signing of the S106 Agreement an in-principle design is submitted. The Applicant envisages that this will be as per the current signalised proposal but incorporating some suggested tweaks recommended by HCC to mitigate the impact of the proposed development only, as opposed to significant changes to address all perceived issues. The Applicant's Team have arranged a meeting with HCC on 2 April 2026 to discuss the refinements to the currently proposed signalised design.
27. The Applicant's position is that as long as the delivery of Phase 1 (20,000sqm) of the proposed development can be unfettered (whilst not exceeding the approved Scenario 1 land use specific caps), they are happy to commit to an initial monitor and manage approach post Phase 1, with the fallback of a delivery trigger.
28. HCC noted in their email response dated 23 March 2026, regarding the delivery trigger that although queue lengths have not been presented for the existing junction layout with unfettered occupation of up to 20,000 sqm of development, they have completed a high-level assessment of the queue length from that quantum of development and are willing to take a pragmatic approach and accept delivery triggers for the full signalised junction.
29. Subsequent correspondence was received from National Highways on 27 April 2026 which requested more certainty that the existing Wide Lane Roundabout could accommodate the Phase 1 Navigator Quarter development trips without queues, extending back to M27 J5. Having considered this further the Applicant proposes the following approach:
 - Steer to undertake junction capacity modelling of the 2028 Baseline + Development (20,000sqm unfettered – whilst not exceeding Phase 1 land use caps) scenario and issue this as a Technical Note to NH, HCC and EBC for review, to demonstrate that the existing A335/ Wide Lane roundabout junction (existing layout configuration), will operate without queuing on the northwestern arm, extending back as far as M27 J5. The Technical Note is proposed to follow and be issued by the end of Thursday 2 April 2026.
 - The full signalised scheme design layout for the junction is agreed prior to signing the S106 agreement.
 - A planning condition is proposed to state that the fully signalised junction will be implemented post occupation of 20,000sqm of unfettered development floorspace (whilst not exceeding the approved Scenario 1 land use specific caps) (initial deliver trigger).
 - A separate planning condition is proposed requiring additional junction modelling to be completed to determine whether it is feasible for the trigger for the implementation of the full signalised scheme to be adjusted from 20,000sqm of development (see above bullet) to a final backstop trigger of c 46,000 sqm (50% of the development) (exact figure to be determined by junction capacity modelling). A monitor and manage methodology could also be agreed at this stage involving potential queue length surveys. This would monitor the performance of the junction from 20,000sqm of development onwards, to check no queuing would extend back to M27 J5 prior to the final 46,000sqm backstop trigger.
30. National Highways have confirmed that they accept the proposed approach in principle. However, they will confirm once they have reviewed the Technical Note to be issued on Thursday 2 April 2026 if

they will be willing to accept the initial delivery trigger for the implementation of the full signalised junction post occupation of 20,000 sqm of unfettered development floorspace.

Northern Active Travel Link

31. It should be noted that the allocations which relate to the Navigator Quarter (Policies E7 and E9), do not include a requirement for a separate active travel link to be provided to Eastleigh to the north, and only requires supporting infrastructure comprising of works and safeguarding to ensure that the Chickenhall Lane Link Road can come forward at some future stage and does not require separate, strategic provision of active travel links. The Applicant considers the HCC request for the whole scheme to be funded by the Applicant across third party land to be disproportionate.
32. The Applicant will complete and agree with the HCC 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 will be sufficiently detailed to allow agreement of a full delivery cost estimate. **The proposed trigger** for the study is prior to occupation, with the study secured through the S106 Agreement.
33. The Applicant maintains the position that it would not be reasonable to fund the full link and is therefore proposing the following approach and contributions for the sections of the route as set out in **Figure 1**.
 - **Section A (Orange)** – The Applicant will fund and deliver this section through the Materials Recycling Facility (MRF) site. This is proposed to include the delivery of a continuous, lit, hard surfaced, 3m width shared use pedestrian/ cycle route from the site connecting to Conegar Road. **Trigger:** This is proposed 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. The Applicant will accept a trigger of prior to first occupation, subject to agreement being in place with Network Rail and Hampshire Estates to provide access over their land at nil cost and with no requirement for any land acquisition as a prerequisite to deliver the active travel link, all parties acting reasonably.
 - **Section B (Red)** – HCC to fund and deliver improvements in full along Conegar Road.
 - **Section C (Blue)** – The Applicant proposes to fund this section through the Prysmian land in full. **Trigger:** Upon occupation of 20,001sqm+.
 - **Section D (Yellow)** – The Applicant will commit to funding 50% of the delivery cost estimate for the adopted highway section (northern Prysmian boundary to Bishopstoke Road), based on the physical infrastructure required only. This excludes costs associated with third party land, and/ or removal of on-street pay and display parking bays, as these are unknown costs that are outside of the Applicant's control. It also excludes any costs for improvements to the Bishopstoke Road/ Chickenhall lane junction. HCC will fund the other 50%. **Trigger:** Upon occupation of 20,001sqm+.
34. The Applicant agrees to secure public access rights through the Navigator Quarter site in the event of any future planning permission.

Figure 1: Indicative Northern Active Travel Route Sections



35. The proposed drainage plan is included in **Appendix D**, covering the area beneath the rail bridge, directly to the north of the Navigator Quarter development.
36. As at this stage it is not possible for the Applicant to guarantee the delivery of the northern active travel link (due to land ownership constraints), in the event that the northern active travel link is not viable, the applicant agrees that any contribution associated with the delivery of the link could be transferrable to alternative pedestrian and cycle improvements, such as at the Twyford Roundabout/ along the A335 to enhance connectivity to the site. This could be secured in the S106 agreement.

Bus Contribution

37. The Southampton Airport Masterplan 2037 proposes a new airport long stay car park to the eastern side of the airport runway, to the south of the Navigator Quarter site. This would be served by an extension to the Airport Shuttle bus, which would, run between the long stay car park, Navigator Quarter site and the Airport Parkway Station. The airport cannot commit to a date when this will be introduced as it will be subject to airport growth but can confirm that by the time Navigator Quarter comes forward the airport will be running a continuous bus service between the Terminal (adjacent to Airport Parkway Rail Station) and the long stay car park which is a free service.
38. The shuttle bus when operating to the long stay car park runs constantly from 04:30 to 23:30. Outside of these hours there is a driver on duty who can be called by one of the contact points in the bus stops. The shuttle bus would run to/from the long stay car parks every 10-15 minutes.
39. The Applicant has held initial discussions with Go South Coast in relation to the potential costs and viability of introducing a bus route to serve the proposed development.
40. The Applicant is prepared to agree an appropriate bus services contribution (£215,000 per annum – amounting to £1,075,000 over a period of 5 years) after 50% of the Navigator Quarter development is completed. This contribution would only be forthcoming 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). These costs are based on the recently introduced Bluestar 61 bus route for Nursling Industrial Estate (within SCC), which runs three buses per day in each direction, and not a specific routing/ timings to serve the Navigator Quarter development as Go South Coast have

advised that it is not possible to establish travel demand to the proposed Navigator Quarter site until occupiers are known and their operational needs are clear.

41. The Applicant proposes that 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 then no contribution is payable. 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. This is on the basis that the shuttle bus would provide access to the Airport Parkway bus interchange at which point users could board, onward bus services to either Southampton or Eastleigh. If the northern active travel route were also to be delivered, this would provide a connection to the bus stops of Bishopstoke Road.
42. HCC have advised that from their perspective as Local Highway Authority the above approach is acceptable provided that the existing shuttle bus frequency and operating times are secured to be maintained as above to serve the Navigator Quarter development. HCC also stated that furthermore, it is agreed on the basis that there is a commitment in the S106 Agreement to ensure the shuttle service is operational and serves the site up to the 50% trigger point. The Applicant is in agreement and SCC support HCC's position.
43. A response is currently awaited from SCC on this point. It is proposed for the above to be secured in the S106 Agreement, with SCC also involved in discussions.

Wider Matters

External micromobility improvements

44. Discussions with Beryl bikes have identified that two bays (8 cycles each) would cost £20,200 and the associated membership package would cost £30,000. It is assumed that the costs would be the same order of magnitude for any future provider. In addition, the Applicant would be willing to commit to a c£60,000 contribution prior to occupation towards external micromobility improvements in the wider area.

Healthy Streets Route Review

45. A Healthy Streets review was undertaken of key transport routes/ connections. Whilst it is noted that HCC did not consider that it fully accorded with the HCC TG19 assessment requirement, the associated funds for improvements would be linked to the alternative walking/ cycling improvement requirements should the northern active travel link not come forward to be secured by S106. Where any mitigation is required – a full Healthy Streets design check would be undertaken prior to the S278 works submission.

Mitchell Way Improvements

46. It is noted that the proposed improvements to Mitchell Way south (south of the station car park access), are supported in principle, following the original proposed Departure from Standards (DfS) submission on 2 December 2025, the DfS meeting on 11 December 2025, and the revised DfS submission on 19 December 2025. This includes the proposed introduction of a 20mph speed limit on the existing public highway section of Mitchell Way from the Spitfire Roundabout up to the public/private boundary (where the private section of Mitchell Way is already 20mph).
47. HCC now consider the proposed layout of Mitchell Way to the north of the Airport Parkway Station access (private section) to be acceptable in principle but have advised that further details were required in relation to existing steps, retaining features, services, lamp columns and signage. It has been noted that the final design should include priority for pedestrians and cycles crossing side roads.

These additional details are proposed to be secured by condition, with the route being self-certified to adoptable standards. The 20mph speed limit and any parking restrictions will be privately marked and enforced accordingly.

Active Travel Connection from North Plot to Railway Line

48. An appropriately worded condition will be proposed to cover all lighting requirements within the masterplan, including along this connection.

Itchen Way Connection

49. The Applicant does not propose to provide this connection for the reasons previously stated.
50. The Navigator Quarter site is private land with no public right of access to or across it. There are some existing informal points of access from the Itchen Navigation to the site. These have been formed by trespassers to the site, including dog walkers, so whilst there are access points, these are through undergrowth and are not formalised in any way. For those informally accessing the site currently to walk their dogs, such a function will not exist in the future as the site is to be developed to accommodate new employment units, associated internal highways and parking.
51. The Proposed Development proposes significant active travel improvements within the site and will also provide an off-carriageway active travel link along Mitchell Way to the south (connecting to the Airport Parkway Station and Wide Lane). The Applicant is also proposing to fund extensive active travel and highway improvements to Wide Lane Bridge, a significant historic network constraint, which are highly unlikely to be funded if the Proposed Development does not come forward.
52. The Itchen Navigation is primarily a leisure route and is not suitable for year-round walking with limited scope for use by commuters particularly during darker conditions and adverse weather as it is not overlooked. This would present significant safety concerns for users, particularly site employees who may be working shifts that require them to access/leave the site outside of daylight hours.
53. It is highly unlikely to be feasible to light the route as light spill would be generated which would impact on light-sensitive wildlife including bats and other nocturnal species. At points, the path is also very narrow (less than 1m wide) and would therefore not be appropriate for cyclists. Providing weather proof surfacing and increasing the width to accommodate both pedestrians and cyclists (minimum 3m wide) would significantly detract from the aesthetics and context of the current route, and creating a more formal link would also require some level of digging to ensure that the path is suitably surfaced. This would require the cutting of tree roots/ trimming of vegetation and may also contribute towards soil erosion. Sections of the public right of way, which follows the river valley, also pass through land which is in Flood Zone 3. During wetter times of the year, this land will either be flooded or very muddy, cutting the path off from use and making it an unreliable route for walking to the site.
54. The PROW is therefore better suited to recreational walking during daylight hours, rather than as a route for employees. The profile of users, using the footpath is also likely to be by people who are enjoying the rural and tranquil setting of the route, and it is very unlikely that they would want to divert into and Industrial Estate as a sightseeing opportunity, which would include vehicular traffic and HGVs.
55. It is therefore, not considered that the Proposed Development should be dependent on the provision of an active travel connection to the Itchen Navigation.

Internal Layout - North and South Masterplan Plots

56. HCC have questioned why a more even split of units could be considered from the two access plot junctions. This is not considered to be feasible by the Applicant due to the presence of the landscape buffer and vegetation between the North and South Plots.

57. General comments were also made by HCC for all plots/ units relating to the provision of further details for cycle parking, waste storage, car parking requirements, swept path analysis, and continuation of cycle access infrastructure to building entrances. It is proposed for full details for these elements to be agreed at Reserved Matters stage.

Travel Plan

58. The Applicant will be responsible for delivering the Travel Plans. It is proposed for the required amendments to, and agreement of, the Framework Travel Plan can be completed prior to signing the S106 Agreement.

Conclusion

59. This Technical Note has been prepared to provide detailed responses to HCC on previously outstanding technical points (to formalise initial responses provided by email) ahead of the proposed Navigator Quarter planning committee in April 2026. It also provides a position statement as per the end of 1 April 2026 to confirm that Agreement in Principle, has now been reached from the Applicants perspective, on transport matters requiring resolution prior to planning committee, with the exception of the additional junction capacity assessment of the A335/ Wide Lane roundabout (20,000sqm unfettered development scenario), with the results of this assessment to follow as a subsequent Technical Note to be issued to HCC, NH and EBC on Thursday 2 April 2026.
60. **Table 1** overleaf provides a summary of the key agreed timescales for future mitigation works/ contributions associated with the Navigator Quarter scheme.

Table 1: Transport Mitigation and Study Triggers

Mitigation/ Study	Details	Agreed Triggers	Basic Trigger
Wide Lane / A335 Junction Improvement (Full Scheme) Design Study	Approval of in-principle design for full scheme mitigation option (signalised junction).	Full scheme design to be submitted and agreed in principle with HCC and National Highways prior to signing of S106 Agreement.	S106
Spitfire Roundabout Improvement	Proposed Spitfire Roundabout mitigation including signalised toucan crossing on northern A335 Wide Lane arm.	Prior to occupation (on the basis that enabling/ construction works within the Navigator Quarter site, can commence, without the improvements being in place).	Prior to Occupation
Northern Active Travel Link	Northern Active Travel Link Design Study and Cost Estimate (Full Route)	Prior to first occupation of development.	Prior to Occupation
Northern Active Travel Link Scheme	Section through MRF site (from rail bridge to Conegar Road).	Applicant to Fund and deliver 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. The Applicant will accept a trigger of prior to first occupation, subject to agreement being in place with Network Rail and Hampshire Estates to provide access over their land at nil cost and with no requirement for any land acquisition as a prerequisite to deliver the	Prior to Occupation

		active travel link, all parties acting reasonably.	
Navigator Quarter public access rights	Secure public access rights through the Navigator Quarter site	By first occupation.	Prior to Occupation
Micromobility improvements	Internal masterplan micromobility improvements - Two bays (8 cycles each) - £20,200 and associated membership package - £30,000.	Prior to occupation	Prior to Occupation
Micromobility improvements	External micromobility improvements contribution to wider area - £60,000	Prior to occupation	Prior to Occupation
Mitchell Way south improvements (south of station car park).	Costs for southern section design changes to accommodate shared cycle path/ including highway layout changes and reduction to 20mph.	Prior to occupation. Not the airport will also need to fund revisions to speed limit markings/ signs in the Airport own section.	Prior to Occupation
SCC external Highway Improvements	SCC have requested a £9,356.82 contribution for external highway improvements within Southampton	Contribution to be made prior to occupation.	Prior to Occupation
Public rights of way contribution	Countryside planning officer has requested a £20k contribution for maintenance or pedestrian footpaths	Contribution to be paid prior to first occupation.	Prior to Occupation
Travel Plan Monitoring Costs	Travel Plan Monitoring contribution	Final costs and timescales to be agreed in S106. Payment required prior to occupation.	Prior to Occupation
Wide Lane Bridge Improvements	Applicant to fund and delivery Wide Lane Bridge widening and active travel bridge improvements.	Post occupation of 20,000 sqm of development - unfettered.	Post Phase 1

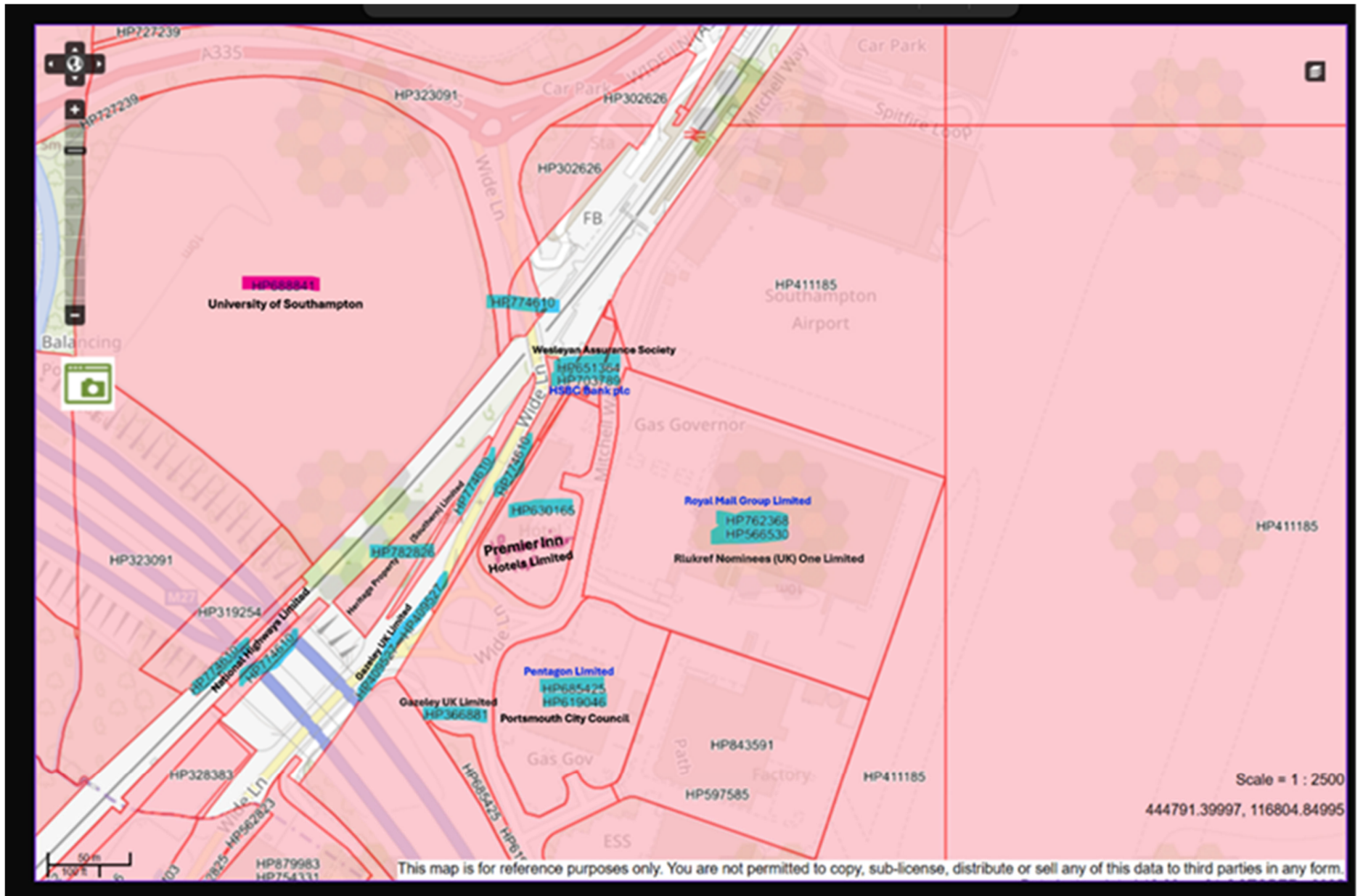
Wide Lane / A335 Junction Improvement Delivery.	Proposed full scheme improvements to Wide Lane junction.	Existing junction layout to be retained for unfettered delivery of 20,000sqm of development. A monitor and manage approach from 20,000sqm of development up to an agreed backstop trigger (TBC). Monitor and manage approach (queue length surveys) to be agreed by signing of S106 Agreement. Not more than 46,000sqm (50% of development) prior to delivery of the full scheme. Exact trigger to be agreed by junction modelling work prior to signing of S106 Agreement.	Post Phase 1
Northern Active Travel Link Scheme	Prysmian Land Section (from Conegar Road junction to Prysmian northern boundary)	Applicant to fund this section through the Prysmian land in full. upon occupation of 20,001sqm+.	Post Phase 1
Northern Active Travel Link Scheme	Northern Public Highway Section (Prysmian northern boundary to Bishopstoke Road)	Applicant to fund and deliver 50% of the delivery cost estimate for the adopted highway section (northern Prysmian boundary to Bishopstoke Road), based on the physical infrastructure required only. This excludes costs associated with third party land, and/ or removal of on-street pay and display parking bays, as these are unknown costs that are outside of the Applicant's control. It also excludes any costs for improvements to the Bishopstoke Road/ Chickenhall lane junction. HCC will fund the other 50%. Trigger: Upon occupation of 20,001sqm+	Post Phase 1
Bus contribution	Shuttle bus and public transport contribution	Commitment in the S106 Agreement to ensure the shuttle service is operational and serves the site up to the 50% trigger point.	50% of scheme built
Bus contribution	Shuttle bus and public transport contribution	Bus services contribution (£215,000 per annum – £1,075,000 over a period of 5 years) after 50% of the Navigator Quarter development is completed. Only forthcoming 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 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.	50% of scheme built
Active travel link between Units 5 and 6	Pedestrian/ cycle link between Units 5 and 6	Implementation of link prior to first occupation of North Plot.	Prior to First Occupation

			within North Plot
Northern Active Travel Link Scheme	Conegar Road Section (from MRF site to Chickenhall Lane junction)	HCC to fund and deliver improvements in full.	N/A

Appendices

Appendix A: Land Title Information and Proposed Wide Lane Bridge Scheme Layout Drawings

A1 - Land Title Map





Title register for:

**Land at Wide Lane, Southampton International Airport, Southampton
(Freehold)**

Title number: HP774610

Accessed on 05 December 2024 at 15:44:41

This information can change if we receive an application. This service can not tell you if HM Land Registry are dealing with an application.



This is not an official copy. It does not take into account if there's a pending application with HM Land Registry. If you need to prove property ownership, for example, for a court case, you'll need to order an official copy of the register.

Register summary

Title number	HP774610
Registered owners	The Secretary Of State For Transport Great Minster House, 33 Horseferry Road, London SW1P 4DR Ash House, Falcon Road, Sowton Industrial Estate, Exeter EX2 7LB NationalPMD@highways.gsi.gov.uk
Last sold for	£5,760 on 27 August 2014

A: Property Register

This register describes the land and estates comprised in this title.

Entry number	Entry date
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1	2014-09-03	HAMPSHIRE : EASTLEIGH
		The Freehold land shown edged with red on the plan of the above title filed at the Registry and being Land at Wide Lane, Southampton International Airport, Southampton.
2	2014-09-03	The Transfer dated 27 August 2014 referred to above contains provisions as to light or air, boundary structures and other matters.

B: Proprietorship Register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Class of Title: Title absolute

Entry number	Entry date	
1	2014-09-03	PROPRIETOR: THE SECRETARY OF STATE FOR TRANSPORT of Great Minster House, 33 Horseferry Road, London SW1P 4DR and care of Highways Agency, National Property Management and Disposals, Ash House, Falcon Road, Sowton Industrial Estate, Exeter EX2 7LB and of NationalPMD@highways.gsi.gov.uk.
2	2014-09-03	The price stated to have been paid on 27 August 2014 was £5,760.

C: Charges Register

This register contains any charges and other matters that affect the land.

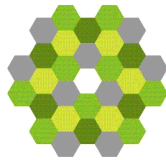
Class of Title: Title absolute

Entry number **Entry date**

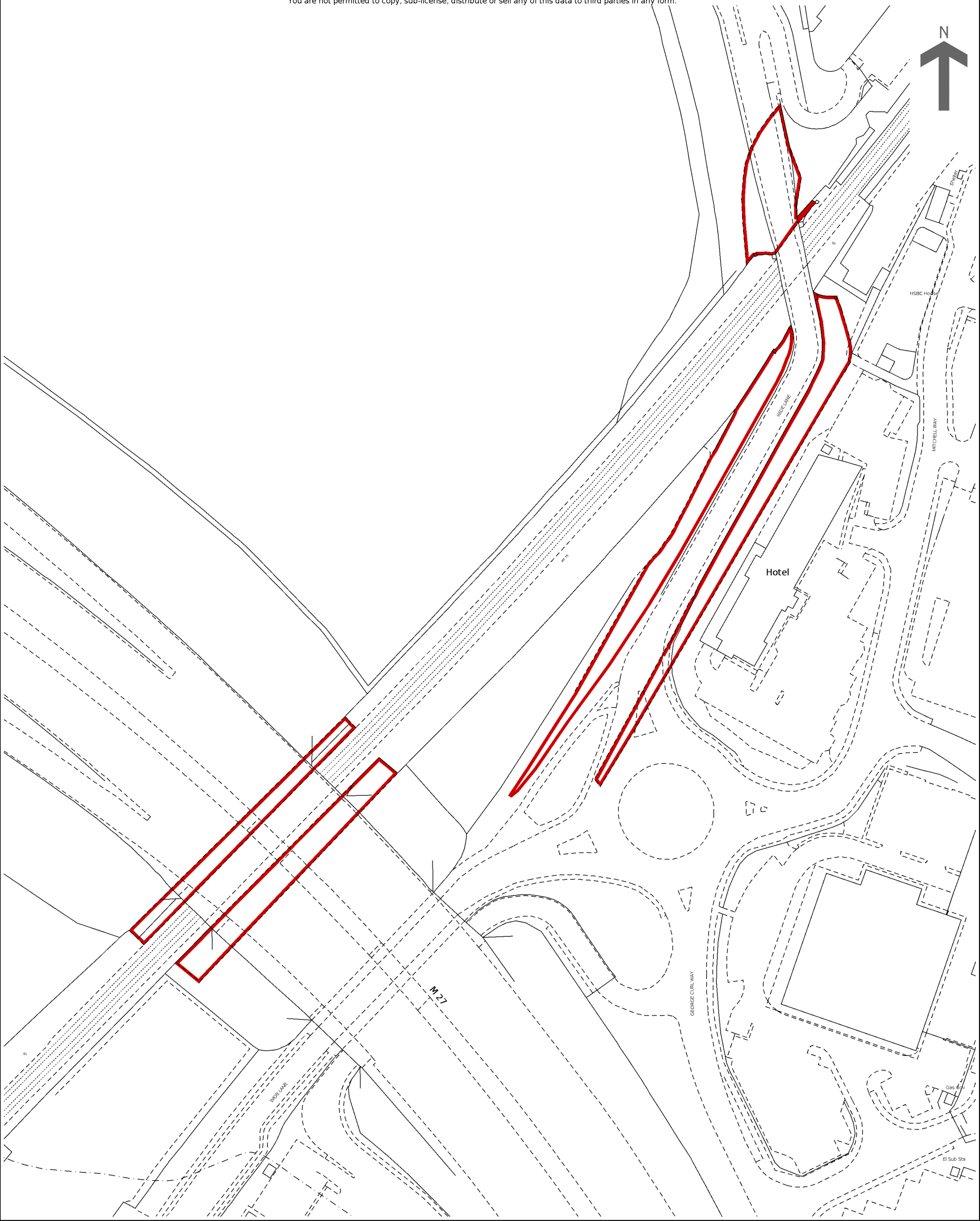
1	2014-09-03	The deeds and documents of title having been lost the land is subject to such restrictive covenants as may have been imposed thereon before 3 September 2014 and are still subsisting and capable of being enforced.
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2	2014-09-03	The land is subject to the rights reserved by a Transfer dated 27 August 2014 made between (1) Network Rail Infrastructure Limited and (2) The Secretary Of State For Transport.
---	------------	--

NOTE: Copy filed.



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This title is dealt with by HM Land Registry, Weymouth Office.

Public Highway Boundary



Hampshire
County Council

117046 633002

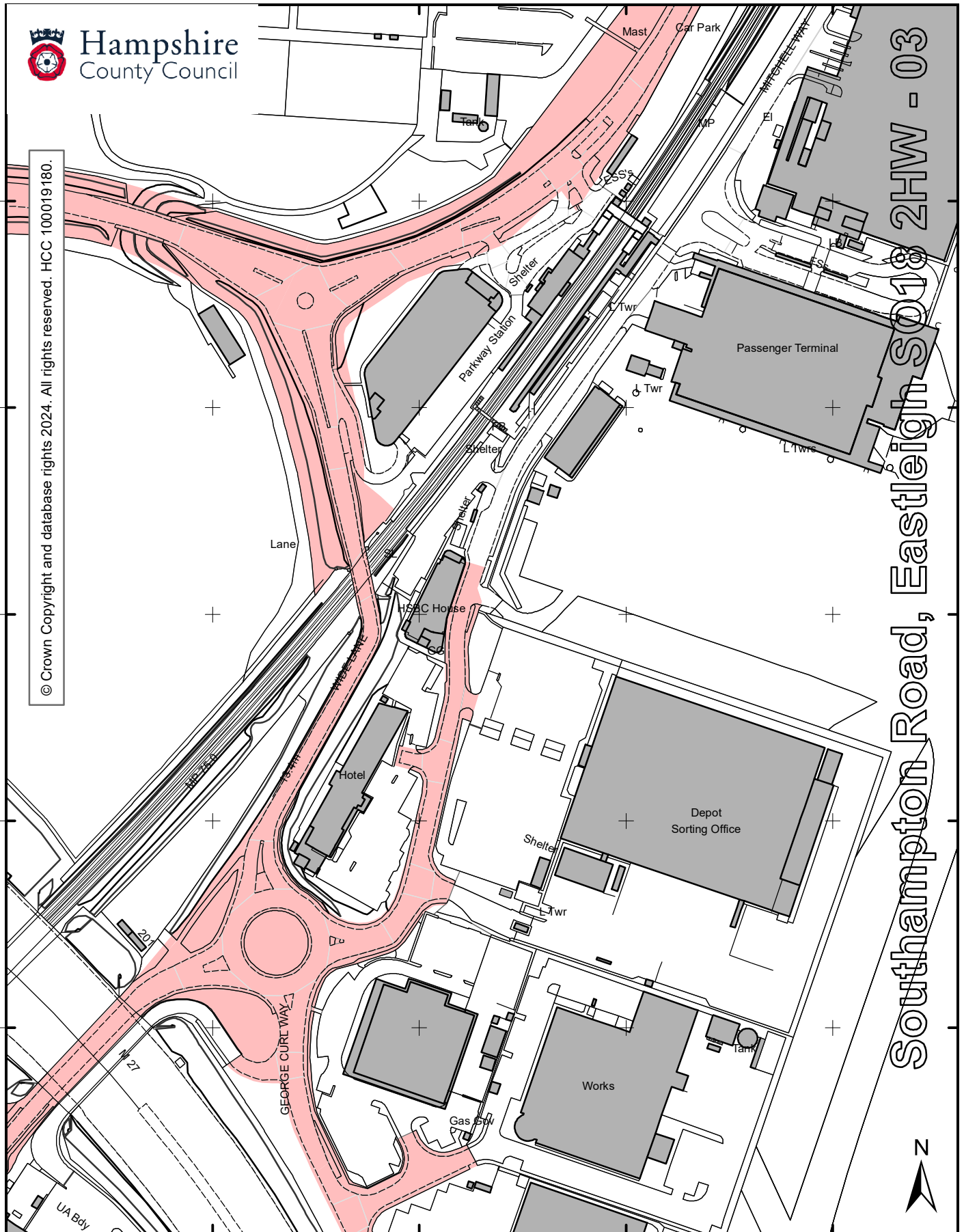
116946 633002

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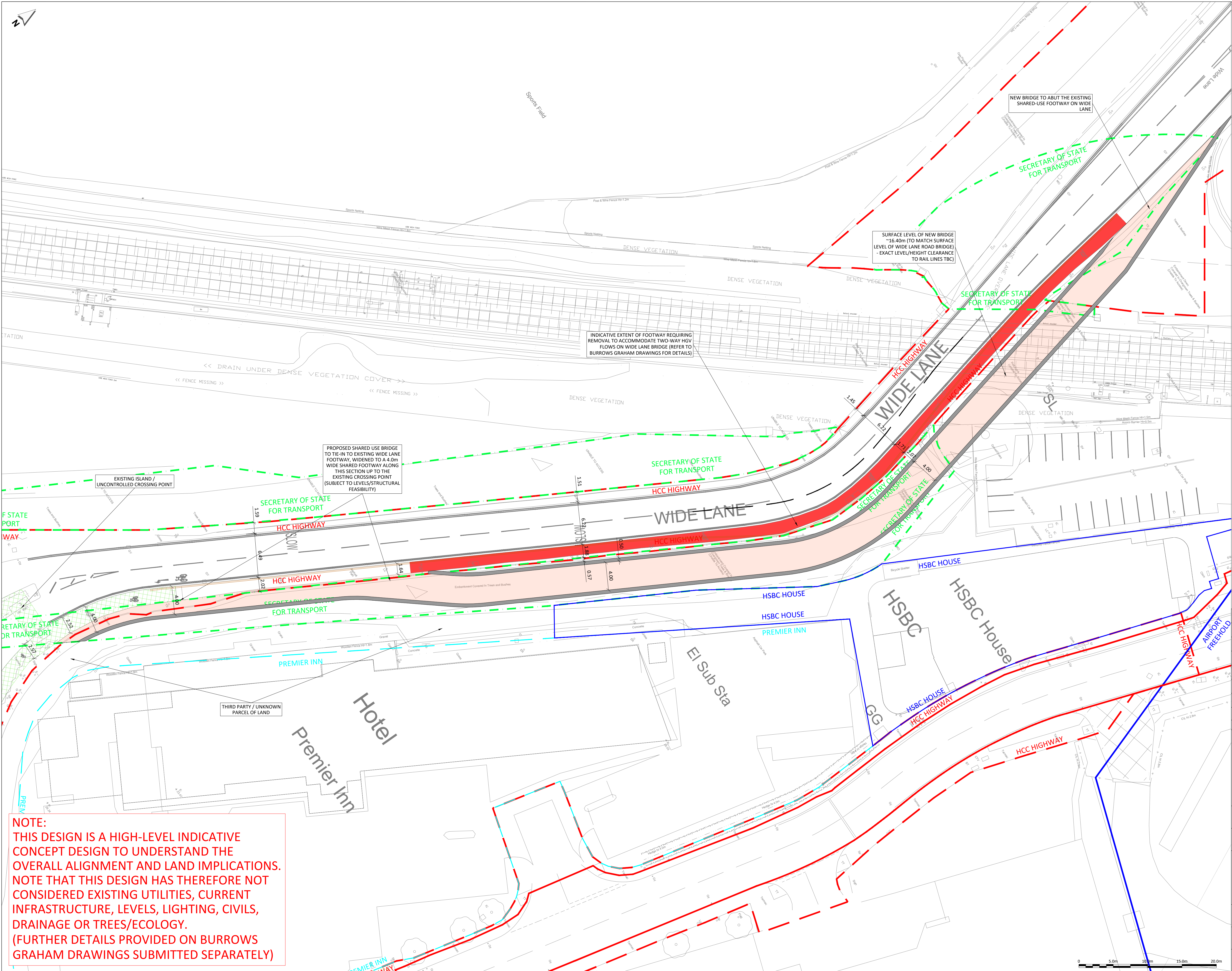
Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: <http://www.ordnancesurvey.co.uk/support/property-boundaries.html>

For questions about the responsibility for ditches please refer to Hampshire County Council's website at: <http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf>

This plan is made on the basis of information at present available to the County Council and is made on the distinct understanding that, in the absence of negligence, neither the County Council nor I as an officer of the Council is to be held responsible should you rely on this statement and consequently suffer damage

116546 633002

A2 – Proposed Wide Lane Bridge Improvement Drawings



- NOTES:**
- THIS DRAWING IS BASED ON:
TOPOGRAPHIC SURVEYS:
'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
OS BASE MAPPING:
EMPASITE DRAWING NO.
OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
HCC HIGHWAY BOUNDARY DRAWING:
DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
BLOCWORK FREEHOLD OWNERSHIP:
HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
AIRPORT FREEHOLD OWNERSHIP:
HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
SoSFT OWNERSHIP:
SECRETARY OF STATE FOR TRANSPORT LAND BASED ON HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP774610.
BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.

- KEY:**
- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
 - PROPOSED KERB
 - PROPOSED ROAD MARKING
 - HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
 - SECRETARY OF STATE FOR TRANSPORT OWNERSHIP
 - HSBC HOUSE OWNERSHIP
 - PREMIER INN OWNERSHIP
 - RED LINE PLANNING BOUNDARY
 - EXISTING SHARED-USE FOOTWAY

- PROPOSED PEDESTRIAN / CYCLE BRIDGE:**
- BRIDGE STRUCTURE
 - 4m WIDE SHARED USE BRIDGE
 - INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

P03	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P02	23SEP25	BRIDGE WIDENED TO 4.0m	CJM	CJM	MHU
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	20JAN25	ORIGINAL ISSUE	CJM	CJM	MHU
REV	DATE	DESCRIPTION	DES	CHK	APP



www.steergroup.com

Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
**WIDE LANE BRIDGE
PEDESTRIAN / CYCLE BRIDGE
INDICATIVE ALIGNMENT**

Status:
FIT FOR INFORMATION

Size: A1	Scale: 1:250	Suitability S2	Rev. P03
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Drawing No.
24733101-STR-HGN-100-SK-D-00301

NOTE:
THIS DESIGN IS A HIGH-LEVEL INDICATIVE CONCEPT DESIGN TO UNDERSTAND THE OVERALL ALIGNMENT AND LAND IMPLICATIONS. NOTE THAT THIS DESIGN HAS THEREFORE NOT CONSIDERED EXISTING UTILITIES, CURRENT INFRASTRUCTURE, LEVELS, LIGHTING, CIVILS, DRAINAGE OR TREES/ECOLOGY. (FURTHER DETAILS PROVIDED ON BURROWS GRAHAM DRAWINGS SUBMITTED SEPARATELY)

Appendix B: Network Rail Correspondence – Wide Lane Bridge Structure Adoption

From: [Craig Hatton](#)
To: [Harrison, Liz](#)
Subject: RE: O/25/99506 - Navigator Quarter
Date: 24 March 2026 15:51:37
Attachments: [image002.png](#)

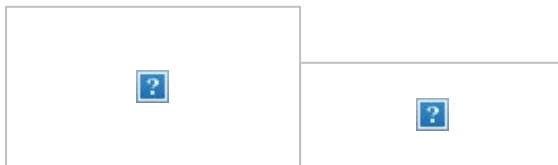
You don't often get email from craig.hatton@networkrail.co.uk. [Learn why this is important](#)

OFFICIAL

Liz,

Further to NR's previous comments, subsequent discussions have taken place in respect of the adoption of the active travel bridge. In principle, NR are willing to adopt the structure subject to HCC taking responsibility for the surface and the lighting of the bridge. There are on-going discussions over future maintenance.

Best Regards,
Craig



Craig Hatton MA MRTPI

Senior Town Planner
Network Rail Property (Southern)
Office Address: 1 Puddle Dock,
London, EC4V 3DS
E: Craig.Hatton@networkrail.co.uk
M: 07849572119

For Town Planning advice, please complete this [Instruction Form](#) and submit to TownPlanningSouthern@networkrail.co.uk, following which your project will be assigned to a Town Planner who will be in contact.

Advance Notice of Leave:

At Network Rail we work flexibly – so whilst it suits me to email now, I do not expect a response or action outside of your own working hours

From: Craig Hatton
Sent: 12 March 2026 20:52
To: 'liz.harrison@eastleigh.gov.uk' <liz.harrison@eastleigh.gov.uk>
Subject: O/25/99506 - Navigator Quarter

Dear Liz,

Network Rail consultation response to planning application ref: O/25/99505 – Navigator

Quarter, Eastleigh SO18 2NL

-

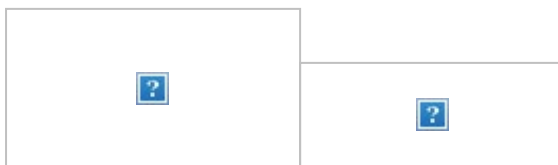
Thank you for providing opportunity for Network Rail (NR) the opportunity to comment further on the above planning application following the re-consultation of new and amended documents.

NR has previously provided guidance on the need for the applicant to engage with NR's Asset Protection team (ASPRO), and we welcome the comments confirming the applicant will do so. NR would support the inclusion of a planning condition requiring this engagement to take place if deemed necessary. Any structures over the railway may require a further structures agreement to be in place with NR. This matter would be resolved during discussions with ASPRO.

Additionally, NR notes the updated consultation response from Hampshire County Council (HCC) dated 6 March 2026. The HCC structures team comment '*No objection to the principle of the improvement works has been raised by HCC Structures team on the basis the bridge structure will be adopted by Network Rail and only the surface will be adopted by the LHA*'. It is not standard practice that NR adopt third party structures due to the increased burden of maintenance and inspections. Further discussions are required to determine if NR would adopt any new structures over the railway however it should not be assumed that this would be the case.

It should be noted that NR would not support any new at-grade crossings over the railway or the increased use of existing crossings. Any new means of crossing the railway must be over or above to prevent users interacting with the railway. This is in the interests of the protection of these users alongside ensuring a safe and efficient railway.

Best Regards,
Craig



Craig Hatton MA MRTPI

Senior Town Planner
Network Rail Property (Southern)

Office Address: 1 Puddle Dock,
London, EC4V 3DS

E: Craig.Hatton@networkrail.co.uk

M: 07849572119

For Town Planning advice, please complete this [Instruction Form](#) and submit to TownPlanningSouthern@networkrail.co.uk, following which your project will be assigned to a Town Planner who will be in contact.

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Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

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Appendix C: Navigator Quarter Phase 1 (20,000sqm) – Forecast Vehicle Flows on Wide Lane Bridge

Navigator Quarter Southampton

Wide Lane Bridge - Navigator Quarter 20,000sqm Traffic Flow Impacts

AM Peak (08:00 - 09:00)

Scenario	Total Floorspace	Land Use Split				Traffic Flows	Total Proposed Development Trips			Wide Lane Bridge - NQ Development Only Flows			Wide Lane Bridge 2028 Baseline Flows			Wide Lane Bridge 2028 Baseline + NQ Total Flows			% Change vs 2028 Baseline		
		E(g) (ii) and (iii)	B2	B8 Warehousing	B8 Parcel Distribution		AM Peak (08:00-09:00)			AM Peak (08:00-09:00)			AM Peak (08:00-09:00)			AM Peak (08:00-09:00)			AM Peak (08:00-09:00)		
							In	Out	Total	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way
Scenario 1	92,000	15%	15%	60%	10%	Total Vehicles	334	112	446	94	238	332	948	808	1756	1042	1047	2089	9.9%	29.5%	18.9%
		13,800sqm	13,800sqm	55,200sqm	9,200sqm	PSV/ HGV	25	48	73	48	25	73	26	40	66	74	65	139	184.6%	62.5%	110.6%
						% PSV/ HGV	7.5%	42.9%	16.4%	51.1%	10.5%	22.0%	2.7%	5.0%	3.8%	7.1%	6.2%	6.7%			
Scenario 2	20,000	15%	15%	60%	10%	Total Vehicles	73	24	97	19	51	70	948	808	1756	968	859	1827	2.0%	6.3%	4.0%
		3,000 sqm	3,000 sqm	12,000 sqm	2,000 sqm	PSV/ HGV	5	10	15	10	5	15	26	40	66	36	45	81	38.5%	12.5%	22.7%
						% PSV/ HGV	6.8%	41.7%	15.5%	52.6%	9.8%	21.4%	2.7%	5.0%	3.8%	3.7%	5.2%	4.4%			
Scenario 3	20,000	0%	0%	54%	46%	Total Vehicles	34	44	78	38	25	63	948	808	1756	986	833	1819	4.0%	3.1%	3.6%
				10,800 sqm	9,200 sqm	PSV/ HGV	7	21	28	21	7	28	26	40	66	47	47	94	80.8%	17.5%	42.4%
						% PSV/ HGV	20.6%	47.7%	35.9%	55.3%	28.0%	44.4%	2.7%	5.0%	3.8%	4.8%	5.6%	5.2%			
Scenario 4	20,000	69%	0%	0%	31%	Total Vehicles	174	40	214	31	122	153	948	808	1756	979	931	1910	3.3%	15.1%	8.7%
		13,800sqm			6, 200sqm	PSV/ HGV	4	11	15	11	4	15	26	40	66	37	44	81	42.3%	10.0%	22.7%
						% PSV/ HGV	2.3%	27.5%	7.0%	35.5%	3.3%	9.8%	2.7%	5.0%	3.8%	3.8%	4.7%	4.2%			

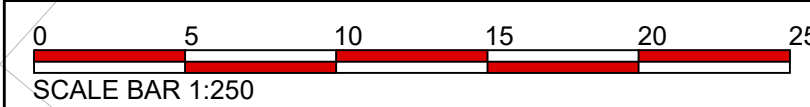
PM Peak (17:00 - 18:00)

Scenario	Total Floorspace	Land Use Split				Traffic Flows	Total Proposed Development Trips			Wide Lane Bridge - NQ Development Only Flows			Wide Lane Bridge 2028 Baseline Flows			Wide Lane Bridge 2028 Baseline + NQ Total Flows			% Change vs 2028 Baseline		
		E(g) (ii) and (iii)	B2	B8 Warehousing	B8 Parcel Distribution		PM Peak (17:00 - 18:00)			PM Peak (17:00 - 18:00)			PM Peak (17:00 - 18:00)			PM Peak (17:00 - 18:00)			PM Peak (17:00 - 18:00)		
							In	Out	Total	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way
Scenario 1	92,000	15%	15%	60%	10%	Total Vehicles	103	273	376	213	88	301	870	862	1732	1083	951	2034	24.5%	10.2%	17.4%
		13,800sqm	13,800sqm	55,200sqm	9,200sqm	PSV/ HGV	48	22	70	22	48	70	22	17	39	44	65	109	100.0%	282.4%	179.5%
						% PSV/ HGV	46.6%	8.1%	18.6%	10.3%	54.5%	23.3%	2.5%	2.0%	2.3%	4.1%	6.8%	5.4%			
Scenario 2	20,000	15%	15%	60%	10%	Total Vehicles	22	59	81	47	18	65	870	862	1732	917	880	1797	5.4%	2.1%	3.8%
		3,000 sqm	3,000 sqm	12,000 sqm	2,000 sqm	PSV/ HGV	10	5	15	5	10	15	22	17	39	27	27	54	22.7%	58.8%	38.5%
						% PSV/ HGV	45.5%	8.5%	18.5%	10.6%	55.6%	23.1%	2.5%	2.0%	2.3%	2.9%	3.1%	3.0%			
Scenario 3	20,000	0%	0%	54%	46%	Total Vehicles	45	50	95	40	38	78	870	862	1732	910	900	1810	4.6%	4.4%	4.5%
				10,800 sqm	9,200 sqm	PSV/ HGV	20	11	31	11	20	31	22	17	39	33	37	70	50.0%	117.6%	79.5%
						% PSV/ HGV	44.4%	22.0%	32.6%	27.5%	52.6%	39.7%	2.5%	2.0%	2.3%	3.6%	4.1%	3.9%			
Scenario 4	20,000	69%	0%	0%	31%	Total Vehicles	33	140	173	109	26	135	870	862	1732	979	888	1867	12.5%	3.0%	7.8%
		13,800sqm			6, 200sqm	PSV/ HGV	9	7	16	7	9	16	22	17	39	29	26	55	31.8%	52.9%	41.0%
						% PSV/ HGV	27.3%	5.0%	9.2%	6.4%	34.6%	11.9%	2.5%	2.0%	2.3%	3.0%	2.9%	2.9%			

Daily

Scenario	Total Floorspace	Land Use Split				Traffic Flows	Total Proposed Development			Wide Lane Bridge - NQ Development Only Flows			Wide Lane Bridge 2028 Baseline			Wide Lane Bridge 2028 Baseline + NQ Total Flows			% Change vs 2028 Baseline		
		E(g) (ii) and (iii)	B2	B8 Warehousing	B8 Parcel Distribution		Trips			Development Only Flows			Flows			NQ Total Flows					
							Daily			Daily			Daily			Daily			Daily		
						In	Out	Total	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way	NB	SB	Two-way	
Scenario 1	92,000	15%	15%	60%	10%	Total Vehicles	1991	2002	3993	1549	1529	3078	8693	8732	17425	10242	10261	20503	17.8%	17.5%	17.7%
		13,800sqm	13,800sqm	55,200sqm	9,200sqm	PSV/ HGV	488	473	961	473	488	961	950	1007	1957	1423	1495	2918	49.8%	48.5%	49.1%
						% PSV/ HGV	24.5%	23.6%	24.1%	30.5%	31.9%	31.2%	10.9%	11.5%	11.2%	13.9%	14.6%	14.2%			
Scenario 2	20,000	15%	15%	60%	10%	Total Vehicles	433	435	868	337	332	669	8693	8732	17425	9030	9064	18094	3.9%	3.8%	3.8%
		3,000 sqm	3,000 sqm	12,000 sqm	2,000 sqm	PSV/ HGV	106	103	209	103	106	209	950	1007	1957	1053	1113	2166	10.8%	10.5%	10.7%
						% PSV/ HGV	24.5%	23.7%	24.1%	30.6%	31.9%	31.2%	10.9%	11.5%	11.2%	11.7%	12.3%	12.0%			
Scenario 3	20,000	0%	0%	54%	46%	Total Vehicles	535	522	1057	433	437	870	8693	8732	17425	9126	9169	18295	5.0%	5.0%	5.0%
				10,800 sqm	9,200 sqm	PSV/ HGV	218	207	425	207	218	425	950	1007	1957	1157	1225	2382	21.8%	21.6%	21.7%
						% PSV/ HGV	40.7%	39.7%	40.2%	47.8%	49.9%	48.9%	10.9%	11.5%	11.2%	12.7%	13.4%	13.0%			
Scenario 4	20,000	69%	0%	0%	31%	Total Vehicles	736	734	1470	547	545	1092	8693	8732	17425	9240	9277	18517	6.3%	6.2%	6.3%
		13,800sqm			6, 200sqm	PSV/ HGV	116	108	224	108	116	224	950	1007	1957	1058	1123	2181	11.4%	11.5%	11.4%
						% PSV/ HGV	15.8%	14.7%	15.2%	19.7%	21.3%	20.5%	10.9%	11.5%	11.2%	11.5%	12.1%	11.8%			

Appendix D – Indicative Northern Active Travel Route Drainage Plan (Burrows Graham)



This drawing is the copyright of BURROWS GRAHAM LIMITED.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/potential normally associated with the types of work detailed on this drawing, note the following:

CONSTRUCTION

1. Services to be located prior to works

MAINTENANCE

DEMOLITION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

GENERAL NOTES:

1. This drawing shall be read in conjunction with all the relevant architects, engineers' and service engineers drawings & specifications.
2. All units in millimeters U.O.N. on the drawing.
3. Do Not Scale off the drawing.

LEGEND

- Surface Water Drainage
- Attenuation Tank
- Pilot Boundary
- Site Boundary
- Filter Drain
- Channel Drain

P01

REV

11.12.25

DATE

MM

BY

Issued for information

DESCRIPTION

JW

CHKD

Burrows Graham

North Office:
5 Ambassador Place, Stockport Road,
Altrincham WA15 8GB
Tel : +44 (0)161 804 8046

South Office:
Bourne House, Prince Edward Street,
Barnhamstead, Notts NP18 3EJ
Tel : +44 (0)1442 508 402

CUSTOMER

BLOC GROUP

PROJECT

BLOC NAVIGATION QUARTER SOUTHAMPTON

DRAWING TITLE

INDICATIVE NORTHERN ACTIVE TRAVEL ROUTE DRAINAGE

BGL PROJECT NUMBER
30228

DRAWING STATUS
PRELIMINARY

OFFICE
NORTH

SCALE @ AD
1:250

DATE
DEC 2025

DRAWN BY
MM

CHECKED BY
JW

DRAWING No
30228-BGL-XX-XX-SK-C-00018

REV
P01

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Steer project/proposal number

24733101

Author/originator

Ali Memory; Martin Hubbard

Other contributors**Version control/issue number**

Navigator Quarter, Southampton – Pre-Committee

Highways/Transport Comments – Technical Response -

FINAL

Prepared for

Eastleigh Borough Council

Eastleigh House

Upper Market St

Eastleigh

SO50 9YN

Client contract/project number**Reviewer/approver**

Jon Williams; Martin Hubbard

Distribution (see below)

Client:

Steer:

Date

1 April 2026

