

Application Number: O/25/99506
Case Officer: Liz Harrison
Received Date: 17 July 2025

Site Address: NAVIGATOR QUARTER, MITCHELL WAY, EASTLEIGH,
SO18 2NL

Applicant: Blockwork (Eastleigh) LLP and Southampton Airport Limited

Proposal: 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. This application is subject to an Environmental Impact Assessment and is accompanied by an Environmental Statement.

Recommendation: **Subject to the following:**

- 1) **Receipt of consultation responses and any necessary resultant amendments from:**
 - **HCC Flood & Water**
 - **National Highways**
 - **Natural England re: HRA**
- 2) **Receipt of amended drainage report to refer to the latest Parameters Plan and Illustrative Site Layouts**
- 3) **Completion of S106 legal agreement to secure the following plus any additional obligations required by the completion of outstanding consultations:**
 - **Employment & Skills Plan and associated monitoring fees**
 - **Public Art Strategy**
 - **Reptile Mitigation Strategy**
 - **Biodiversity Net Gain On-Site Monitoring Fee**
 - **Financial contribution towards Public Rights of Way Improvements for Eastleigh Town Public Footpath 49**
 - **Implementation of the vehicular and active travel improvements to the existing section of Mitchell Way and extension of Mitchell Way to the site boundary**

- **Delivery of the improvement works at Wide Lane Bridge (with S106 or other means to secure a method for enabling developer contributions already collected by Southampton City Council to be used on project)**
- **Delivery of the improvement works at Spitfire Roundabout**
- **Provision of an acceptable in principle design for improvements to Wide Lane Roundabout, with suitable monitor and manage methodology and backstop delivery for trigger for implementation of works.**
- **Mitigation for active travel access to the north including in principle design, full delivery cost estimate, part contribution/part delivery of works and public rights to be secured through the development**
- **Financial contribution towards Public Transport to be paid for 5 years if airport shuttle service does not serve the site at time of trigger**
- **Full Travel Plan and associated monitoring fees**
- **Financial contribution towards off-site highway works at Mansbridge Road/Wide Lane Roundabout and enhancement of traffic signals at Wide Lane/Mountpark Industrial Estate junction**
- **Provision of on-site micro-mobility hubs**

Then delegate to the Planning Manager, Chair and Vice-Chair of Eastleigh Local Area Committee to PERMIT subject to the following conditions and informatives:

1. The development within the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan" for which full planning permission is hereby granted shall begin no later than the expiration of three years from the date of this permission.

The development of the remainder of the site, for which outline permission is hereby granted, shall begin no later than the expiration of three years from the date of this permission or no later than the expiration of two years from the date of approval of the first of the reserved matters to be approved, whichever is the later.

Reason: To comply with Sections 91 and 92 of the Town and Country Planning Act 1990.

2. With the exception of development within the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan", no development of any phase shall start until details of the:

- a) layout of the site;

- b) scale of the buildings;
- c) external appearance of the buildings; and
- d) landscaping of the site

[hereafter called "the reserved matters"] for that phase have been submitted to and approved in writing by the Local Planning Authority.

Application for the approval of the reserved matters shall be made within three years of the date of this permission. The development shall accord with the approved details.

Reason: To comply with Section 92 of the Town and Country Planning Act 1990.

3. The development within the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan" for which full planning permission is hereby granted shall be carried out in accordance with the details shown on the plans listed in the Drawing Register dated 2.4.26:

The development of the remainder of the site, for which outline permission is granted, shall be carried out in accordance with the following plans numbered:

- NQ-MSA-SI-ZZ-DR-A-2004 rev PL07 "Location Plan"
- NQS-MSA-SI-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan"
- NQ-MSA-SI-XX-SDR-A-2001 rev PL09 "Parameters Plan"

Reason: For the avoidance of doubt and in the interests of proper planning and in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

4. No development shall take place within the areas shown on the approved Parameters Plan (drawing NQ-MSA-SI-XX-SDR-A-2001 rev PL09) for strategic landscaping (including the 20m buffers from the adjoining Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and Site of Importance for Nature Conservation (SINC)) and safeguarded for the future potential route for Chickenhall Lane Link Road, except for the provision of pedestrian and cycle routes.

Reason: For the avoidance of doubt and in the interests of proper planning and in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

5. Within the height consultation zone of the North Plot, as detailed on the approved Parameters Plan (drawing NQ-MSA-SI-XX-SDR-A-2001 rev PL09), no unit shall be constructed taller than 30.8m AOD unless a Detailed Landscape and Visual Impact Assessment, demonstrating the acceptability of the unit(s) height and massing to the satisfaction of the Local Planning Authority, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Visual Impact Assessment shall be submitted with the relevant reserved matters application.

Reason: In the interests of the visual amenity of the locality.

6. Within the height consultation zone of the South Plot, as detailed on the approved Parameters Plan (drawing NQ-MSA-SI-XX-SDR-A-2001 rev PL09), no unit shall be constructed taller than 28.5m AOD unless a Detailed Landscape and Visual Impact Assessment, demonstrating the acceptability of the unit(s) height and massing to the satisfaction of the Local Planning Authority, has been submitted to and approved in writing by the Local Planning Authority. The Landscape and Visual Impact Assessment shall be submitted with the relevant reserved matters application.

Reason: In the interests of the visual amenity of the locality.

7. The total amount of employment floorspace provided at the site shall not exceed 92,000 sqm (Gross Internal Area (GIA)).

Reason: For the avoidance of doubt, in the interests of proper planning and highway safety.

8. The employment uses hereby permitted shall not exceed the following floorspaces:
- a) 27,600 sqm (GIA) of Class E(g)(ii), E(g)(iii) and/or B2 Use (of which no more than 13,800 sqm (GIA) is for Class E(g)(ii) or E(g)(iii))
 - b) 64,400 sqm (GIA) of Class B8 Use (of which no more than 9,200 sqm (GIA) is for parcel distribution)

Reference to Classes E(g)(ii), E(g)(iii), B2 and B8 are references to Classes within the Schedule to the Town and Country Use Classes Order 1987 (as amended) [or in any provision equivalent to that/those Class[es] in any statutory instrument revoking and re-enacting that Order with or without modification]).

Reason: In the interests of highway safety and to provide an appropriate mix of employment uses across the site.

9. Prior to the first occupation of each employment unit hereby permitted, details of the occupier and intended Use Class for that unit shall be submitted in writing to the Local Planning Authority. The relevant unit shall not be first occupied until such time as written approval of the intended Use Class has been provided by the Local Planning Authority, having regard to the range of Use Classes (E (g)(ii)&(iii), B2 and B8) allowed by this permission and the floorspace caps specified in Condition 8. The units once occupied shall only be used for the purpose approved under this condition, and for no other use within the Schedule to the Town and Country Use Classes Order 1987 (as amended) [or in any provision equivalent to that/those Class[es] in any statutory instrument revoking and re-enacting that Order with or without modification]).

Reason: In the interests of amenity and highway safety and to protect and maintain an appropriate employment base within the Borough.

10. No storage or industrial processes shall take place outside of the buildings.

Reasons: In the interests of highway safety, to protect the amenity of the area and neighbouring residents; and to safeguard the local environment and surrounding habitats.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 [or any order revoking or re-enacting that order with or without modification] no development permitted by Class A and H of Schedule 2, Part 7 of the Order shall be carried out without prior written approval of the Local Planning Authority.

No additional or altered mezzanines shall be inserted into the approved units (other than those shown on approved drawings) and the units shall not be subdivided without the prior written approval of the Local Planning Authority.

Reason: In the interests of highway safety and amenity.

12. Prior to the submission of the first reserved matters application a Design Code shall be submitted to and approved in writing by the Local Planning Authority. The Design Code shall include, inter alia, details of the overall design approach, materials, roof forms, building heights, landscaping and public realm, lighting, parking provision, micro mobility hubs (to include seating and bike maintenance facilities), electric vehicle charging, use of sustainable energy sources and potential locations for a connection to the Itchen Navigation on the eastern boundary of the site. All reserved matters applications shall be in accordance with the contents of the approved Design Code.

Reason: To ensure and cohesive and comprehensive development in the interests of the visual appearance of the area.

13. Prior to submission of the first reserved matters application, an indicative route for buses to access and move through the site shall be submitted to and approved in writing by the Local Planning Authority. Each reserved matters application required to facilitate the approved route shall be designed to accommodate bus access.

Reason: To encourage sustainable travel and in the interests of highway safety.

14. Any future reserved matters application for the siting and layout of a building shall be supported by an updated noise modelling report regarding the aircraft operation noise, taking into account the height, design, materials and siting of that proposed building and any other buildings already approved on site.

Reason: In the interests of the residential amenities of neighbouring properties.

15. Any future reserved matters application that includes the siting and layout of a building shall be supported by sufficient information necessary to demonstrate that there will be no adverse impact on the retained and created habitats on

and off site, including the adjacent Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI) and any supported species, such as reptile and invertebrate species, due to excessive shading. Details to be submitted shall:

- a) Identify, including on a plan, all retained habitats and ecological buffer areas that are sensitive to changes in temperature and light availability;
- b) Demonstrate that the proposed development, by virtue of its siting, scale and design would avoid changes in temperature and light availability that would adversely affect the ecological function of the retained and adjoining habitats;
- c) Demonstrate that shading effects would not adversely affect the integrity of the adjacent SAC, SSSI and SINC habitats and all retained and created habitats

Reason: In the interests of protecting retained habitats, ecological buffer areas and adjacent designated sites from adverse shading effects.

16. Any future reserved matters application including the siting and layout of buildings shall be supported by sufficient information necessary to demonstrate that there will be no adverse impact on the retained and created habitats on and off site, including the adjacent Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI) and Site of Nature Conservation (SINC) due to increased noise or the nature of the noise that will be generated. Details to be submitted shall:

- a) Identify, including on a plan, all retained habitats on and off site and ecological buffer areas that are sensitive to increased noise levels or the nature of the noise that will be generated;
- b) Demonstrate that the proposed development, by virtue of its siting, scale, design and mitigation measures would avoid operational noise adversely affecting the ecological function of the retained and adjoining habitats, with details including resultant noise levels as measured at the relevant ecological receptors;
- c) Demonstrate that operational noise would not adversely affect the integrity of the adjacent SAC, SSSI and SINC habitats and all retained and created habitats.

Reason: In the interests of protecting retained habitats, ecological buffer areas and adjacent designated sites from adverse noise effects.

17. Any future reserved matters application that includes the siting and layout of a building shall be supported by a delivery and servicing strategy for that phase. Delivery and servicing of the buildings in that phase shall be carried out in accordance with the approved details.

Reason: To ensure appropriate servicing of the site and in the interests of highway safety.

18. No development shall commence until a phasing plan has been submitted to and approved in writing by the Local Planning Authority. The phasing plan shall ensure that all land within the site is contained within a phase, including

the land adjacent to the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan", and outside the North Plot and South Plot as shown on the approved Parameters Plan (drawing NQ-MSA-SI-XX-SDR-A-2001 rev PL09).

Reason: In the interests of proper planning and to enable the phased discharge of other conditions.

19. No work shall commence in any phase on site, until the following has been submitted to, and approved in writing, by the Local Planning Authority for that phase:
- a) An updated report of a site investigation including delineation of hydrocarbon contamination in soils and groundwater – potential off-site plume from the rail depot, risk assessment to human health and controlled waters; and a complete ground gas risk assessment in accordance with UK Land contamination risk management (LCRM) national guidance, and BS10175:2011+A2:2017, and BS 8576:2013 and as agreed with the Local Planning Authority; and
 - b) Detailed site-specific scheme for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

Development shall be carried out in accordance with the approved details.

Reason: To minimise the risk from land contamination for the safety of the future users of the development and to protect controlled waters.

20. No phase of the development hereby permitted shall be occupied / brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 19 that any remediation scheme required for that phase and approved under the provisions of condition 19 has been implemented fully in accordance with the approved details (unless varied with the written permission of the Local Planning Authority in advance of implementation).

Unless agreed in writing with the Local Planning Authority such verification shall comply with UK Land contamination risk management (LCRM) and any other relevant guidance. Typically such a report would comprise:

- a) A description of the site and its background, and summary of relevant site information;
- b) A description of the remediation objectives and remedial works carried out;
- c) Verification data, including – data (sample locations / analytical results, as-built drawings of the implemented scheme, photographs of the remediation work in progress, etc.
- d) Certificates demonstrating that imported and/or material left in situ is free from contamination, confirmation of material removal, gas/vapour

membranes have been installed correctly.

Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 19.

Reason: To minimise the risk from land contamination for the safety of the future site users and to protect controlled waters.

21. Prior to the use of any imported soils required for the development hereby granted, details demonstrating the suitability of the soils for their intended end use shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To minimise the risk from land contamination for the safety of the future site users and to protect controlled waters.

22. No construction or demolition work shall take place in any phase until a detailed Construction Environmental Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The detailed management plan shall be prepared in accordance with the information and principles provided in the submitted Framework Construction Environmental Management Plan rev 4, dated February 2026,

Demolition and construction work shall only take place in accordance with the approved management plan.

Reason: To limit the impact the development has on the amenity of the locality and highway safety and to accord with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

23. The development must accord with Hayden's Arboricultural Consultants' "Tree Survey and Arboricultural Impact Assessment in accordance with BS5837:2012" (reference 12216, dated 15th January 2026) and drawings 12216-D1-AIA rev A, 12216-D2-AIA, 12216-D3-AIA rev A and 12216-D4-AIA.

Reason: To minimise tree losses and protect the retained trees, which form an important part of the amenity of the locality.

24. No excavation, demolition or development related works shall take place in any phase, until a detailed Arboricultural Method Statement and Tree Protection Plan for that phase have been submitted to and approved in writing by the Local Planning Authority. The approved arboricultural documents must be adhered to in full, and may only be modified subject to written agreement from the Local Planning Authority.

Reason: To retain and protect the existing trees, which form an important part of the amenity of the locality.

25. No development shall take place until details of the measures to protect or divert the public water supply main located within the site have been submitted to and approved in writing by the Local Planning

Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of protecting the public infrastructure.

26. No development shall take place until evidence of the completion of a formal Asset Protection Agreement with Southern Gas Network in relation to the proposed works has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of protecting the public infrastructure.

27. No development shall take place until details of the enhancement of the retained reptile habitat have been submitted to and approved in writing by the Local Planning Authority. The details submitted so as to gain approval shall include measures to encourage movement of reptiles and prevent obstacles to movement. The development shall be carried out in accordance with the approved details.

Reason: To ensure the provision of suitable ecological protection and enhancement.

28. No development shall take place in any phase until a Landscape and Ecological Mitigation, Enhancement and Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The plan shall be in accordance with the mitigation, enhancement and management measures set out in the submitted ecological information and any additional measures required in relation to the development proposed in that phase. Details of the proposed enhancements shall include details of the types, numbers and locations of proposed enhancements (including the proposed off-site provision for skylarks), and a programme for the reporting of the implementation of the approved measures to the Local Planning Authority. Development and reporting shall be carried out in accordance with the approved details.

Reason: To ensure the provision of suitable ecological protection and enhancement.

29. No development hereby permitted shall take place except in accordance with the terms and conditions of the Council's Organisational Licence (WML-OR134, or a 'Further Licence') and with the proposals detailed on plan "Navigator Quarter: Impact plan for great crested newt District Licensing (Version 1)", dated 2nd October 2025.

Reason: In order to ensure that adverse impacts on great crested newts are adequately mitigated and to ensure that site works are delivered in full compliance with the Organisational Licence (WML OR134, or a 'Further Licence'), section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

30. No development hereby permitted shall take place unless and until a certificate from the Delivery Partner (as set out in the District Licence WML-

OR134, or a 'Further Licence'), confirming that all necessary measures regarding great crested newt compensation have been appropriately dealt with, has been submitted to and approved in writing by the Local Planning Authority and the authority has provided authorisation for the development to proceed under the district newt licence.

The delivery partner certificate must be submitted to this Local Planning Authority for approval prior to the commencement of the development hereby approved.

Reason: In order to adequately compensate for negative impacts to great crested newts, and in line with section 15 of the National Planning Policy Framework, Circular 06/2005 and the Natural Environment and Rural Communities Act 2006.

31. No development shall commence within the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan" until details of the blast screen and covered section of the footway and cycleway to be installed at the end of the runway have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: In the interests of highway safety and public amenity.

32. For the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan", no development shall start until details of a sustainable drainage system for that phase have been submitted to and approved in writing by the Local Planning Authority.

Any future reserved matters applications for the remainder of the site shall be supported by full details of foul drainage and a sustainable drainage system for that phase.

The details submitted for all phases of development shall be in accordance with Burrows Graham's "Flood Risk Assessment and Drainage Strategy" (reference 30228-BGL-XX-XX-RP-D-00001, Version 7, dated 27th March 2026) and include a timetable for its implementation and a management / maintenance plan for the lifetime of the development, including the landscape and ecological habitat management requirements and arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the effective operation of the sustainable drainage system throughout its lifetime. The system shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To ensure satisfactory drainage for the development to prevent flooding and pollution; to protect and enhance biodiversity and in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended) and to accord with Local Plan Policy DM6.

33. The approved foul and sustainable drainage scheme shall be fully implemented:

- a) For the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 “Detailed / Outline Boundary Plan”, prior to binder course; and
- b) For each phase within the remainder of the site, prior to the first occupation of any building in that phase or completion of all roads in that phase to binder course, whichever is sooner.

The approved sustainable drainage scheme shall thereafter be retained, maintained and managed in accordance with the approved management and maintenance details.

A verification report, prepared by the installers of the drainage system for that phase shall be submitted to the Local Planning Authority for approval as follows:

- c) Within 3 months of the completion of the binder course in the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 “Detailed / Outline Boundary Plan”;
- d) Within 3 months of first occupation of any building; or within 3 months of completion of all roads to binder course, whichever is sooner, in any other phase

The verification report shall include as-built drawings of the drainage system and confirm that it has been implemented in accordance with the approved details.

Reason: To ensure satisfactory drainage for the development to prevent flooding and pollution and to protect and enhance biodiversity in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

- 34. No development shall take place within any phase until the developer has secured the implementation of a programme of archaeological assessment in accordance with a Written Scheme of Investigation (WSI) for that phase that has been submitted to and approved in writing by the Local Planning Authority in order to recognise, characterise and record any archaeological features and deposits that may exist on site.

Reason: To ensure the archaeological interest of the site is properly safeguarded and recorded.

- 35. No development shall take place within any phase until the developer has secured the implementation of a programme of archaeological mitigation of impact, based on the results of the trial trenching, in accordance with a Written Scheme of Investigation for that phase that has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the archaeological interest of the site is properly safeguarded and recorded.

36. Following completion of archaeological fieldwork a report shall be produced in accordance with an approved programme submitted to and approved in writing by the Local Planning Authority setting out and securing appropriate post-excavation assessment, specialist analysis and reports, publications and public engagement.

Reason: To ensure the archaeological interest of the site is properly safeguarded and recorded.

37. No development within any phase shall commence until a mineral recovery plan for the management of resources recovered incidentally from excavation work throughout the construction of that phase has been submitted to and approved in writing by the Local Planning Authority. The mineral recovery plan shall include details of the proposed extraction methods including measures to control noise, dust and vibration and methods for ensuring that all minerals that can be viably recovered during construction are put to beneficial use on site as part of the development, or dispatched off site for processing for future use. A method to record the recovery of minerals shall also be included within the plan. Development shall be carried out in accordance with the approved details.

On the 1st April of each year following commencement of development, the tonnes of minerals extracted, quantity re-used on site, and if exported from site the location of processing, shall be reported to the Mineral Planning Authority. The reporting of such information shall be required until such time as the development is considered to be completed by the Local Planning Authority.

Reason: To ensure that minerals can be viably recovered during construction are recovered and put to beneficial use in accordance with Policy 15 (Safeguarding – mineral resources) of the adopted Hampshire Minerals and Waste Plan (2013), and to protect residential amenity.

38. No development shall take place within any phase until plans, including cross sections, to show proposed ground levels, finished floor levels and their relationship to existing levels and retained habitats within the site and on immediately adjoining land have been submitted to and approved in writing by the Local Planning Authority for that phase. Development shall be carried out in accordance with the approved details.

Reason: To limit the impact the development has on areas of ecological interest and to ensure a high quality design in the interests of visual and residential amenity.

39. No development shall commence on site until an Overall Biodiversity Gain Plan has been submitted to and approved in writing by the Local Planning Authority. The Overall Biodiversity Gain Plan shall be prepared in accordance with the submitted Biodiversity Net Gain Metric dated 13.2.26 and Biodiversity Net Gain Report (reference 31/26-3F, dated 16.2.26). No development shall commence within each phase until a Detailed Phase Biodiversity Gain Plan for that phase, in accordance with the approved Overall Biodiversity Gain

Plan, has been submitted to and approved in writing by the Local Planning Authority.

Development shall be implemented in accordance with the approved Detailed Phase Biodiversity Gain Plans and written evidence of the purchase of any required off-site credits shall be provided to the Local Planning Authority prior to commencement of that phase.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with paragraph 2 Schedule 7A of the Town and Country Planning Act 1990 and Eastleigh Borough Local Plan 2016-2036 Policy DM11.

40. No development shall commence within each phase until a Habitat Management and Monitoring Plan (HMMP) for that phase, prepared in accordance with the approved Detailed Phase Biodiversity Gain Plan, has been submitted to and agreed in writing by the Local Planning Authority along with a timetable for implementation. Thereafter those habitats shall be managed and maintained in accordance with the approved details for a minimum period of 30 years following completion.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with paragraph 2 Schedule 7A of the Town and Country Planning Act 1990 and Eastleigh Borough Local Plan 2016-2036 Policy DM11.

41. Notice shall be given to the Local Planning Authority when:
- a) Habitat creation and enhancement works as set out in the approved HMMP have commenced.
 - b) Habitat creation and enhancement works as set out in the approved HMMP have been completed.

Monitoring reports shall be submitted to Local Planning Authority in writing in accordance with the methodology and frequency specified in the approved Habitat Management and Monitoring Plan.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with paragraph 2 Schedule 7A of the Town and Country Planning Act 1990 and Eastleigh Borough Local Plan 2016-2036 Policy DM11.

42. Details of the landscaping scheme for the site shall be submitted as follows:
- a) For the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan" no development shall take place above binder course until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority;
 - b) For the remainder of the site, no development above slab level within each phase, shall commence until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority;

- c) Should the relevant phase include no buildings, the reserved matters submission for that phase shall be accompanied by a full landscaping scheme.

For all submissions the landscaping schemes shall cover all hard & soft landscaping, including trees and boundary treatments, and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard.

For a period of no less than 10 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme.

Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

- 43. For the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan", no development shall take place above binder course until a landscape / open space management plan and maintenance schedule for that phase has been submitted to and approved in writing by the Local Planning Authority.

For the remainder of the site, no development above slab level shall take place in any phase until a landscape / open space management plan and maintenance schedule for that phase has been submitted to and approved in writing by the Local Planning Authority.

Should the relevant phase include no buildings, the reserved matters submission for that phase shall be accompanied by a landscape / open space management plan.

The landscape / open space shall thereafter be managed in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality.

- 44. Prior to its installation in any phase, details of all streetlighting and external lighting for that phase shall be submitted to and agreed in writing by the Local Planning Authority. The lighting strategy shall include details of colour, temperature and wavelength and be designed to minimise lateral and upward spillage into retained habitats and ecological buffers and avoid impacting on flight corridors used by bats. Development shall be carried out in accordance with the approved details.

Reason: In the interests of amenity, highway and aviation safety, the protection of local biodiversity, and in accordance with the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended).

- 45. In relation to all roads, footways and cycleways to be provided on site the following requirements shall be met:

- a) Prior to the construction of any road, footway or cycleway in any phase a plan showing the extent of the roads, footways and cycleways to be adopted and unadopted in that phase shall be submitted to and approved in writing by the Local Planning Authority;
- b) All roads, footways and cycleways in each phase, whether to be adopted or otherwise, shall be built to Hampshire County Council's current adoptable construction standards and be completed prior to first occupation of the final building to be served by that road, footway or cycleway; and
- c) A verification report by a suitably qualified engineer confirming that all unadopted roads, footways and cycleways in that phase have been built to Hampshire County Council's current adoptable construction standards shall be provided to the Local Planning Authority on completion of the final surface or prior to first occupation of the final building served by that road, footway or cycleway, whichever is earlier. The report shall include the relevant construction details that the roads, footways and cycleways have been built to and details of the professional qualifications of the person providing the verification.

Reason: To ensure that the development is provided to an appropriate standard.

- 46. With the exception of development within the road area as shown on drawing NQS-MSA-SA-ZZ-DR-A-2000 rev PL05 "Detailed / Outline Boundary Plan", no development above slab level shall take place within any phase until a BREEAM Communities certificate at "Excellent" standard for that phase has been submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of sustainability.

- 47. Prior to the first occupation of each building a BREEAM New Construction Post Construction certificate at "Excellent" standard shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interests of sustainability.

- 48. Prior to first occupation of any building in any phase, a Traffic Management Strategy for that phase shall be submitted to and approved in writing by the Local Planning Authority. The details shall include measures to manage the routing of all HGV trips generated by the development to route them directly onto the strategic network (motorway) via Wide Lane and M27 Junction 5. The approved details shall be implemented in full for the lifetime of the development.

Reason: In the interests of highway safety.

- 49. Prior to first occupation of any building details of the noise barrier shown on the illustrative site layout plans (drawings NQS-MSA-SI-XX-DR-A-2002 rev PL12 and NQS-MSA-SI-XX-DR-A-2005 rev PL07) shall be submitted to and

approved in writing by the Local Planning Authority. The noise barrier shall be in accordance with the details provided via email from Michael Sparks Associates dated 22.1.26 and the details to be submitted shall include measures to allow for the movement of wildlife and an ongoing noise barrier maintenance schedule. The noise barrier shall be installed prior to first occupation of any building, be built and maintained in accordance with the approved details and retained thereafter.

Reason: In the interests of biodiversity and protecting the residential amenity of neighbouring properties.

50. After the installation of the noise barrier approved under Condition 49, and within 28 days of first operation of any fixed plant or machinery related to the proposed development, a cumulative post-installation noise assessment shall be undertaken by a suitably qualified acoustic consultant. The assessment shall confirm that the cumulative noise level from all fixed plant and machinery does not exceed Daytime (07:00-23:00) LAr, 1hour 33 dB and Night-time (23:00-07:00) LAr, 15minutes 30 dB when assessed in accordance with BS 4142:2014+A1:2019, as measured at the nearest noise-sensitive receptor. Where the assessment identifies non-compliance, a scheme of mitigation measures shall be submitted to and approved in writing by the Local Planning Authority and implemented prior to continued operation of the plant.

Reason: In the interests of the residential amenities of neighbouring properties.

51. The development shall be managed and maintained in accordance with EPR's "Bird Hazard Management Plan" (reference 3136-6B, dated 29 May 2025) submitted in support of the application.

Reason: In the interests of airport safety.

Notes to Applicant:

In accordance with paragraph 38 of the National Planning Policy Framework, Eastleigh Borough Council take a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

In relation to great crested newts it is recommended that the NatureSpace Best Practice Principles are considered and implemented where possible and appropriate. It is also recommended that the NatureSpace certificate is submitted to this local planning authority at least 6 months prior to the intended commencement of any works on site. It is essential to note that any works or activities whatsoever undertaken on site (including ground investigations, site preparatory works or ground clearance) prior to receipt of the written authorisation from the local planning authority which permits the development to proceed under the District Licence (WML-OR134, or a 'Further Licence') are not licensed under the great crested newt District Licence. Any such works or activities have no legal protection under the great crested newt District Licence and if offences against great crested newts are

thereby committed then criminal investigation and prosecution by the police may follow.

It is recommended that a pre-works badger check is undertaken within 3 weeks of construction starting to confirm the absence of badger setts within the site boundary.

It is recommended that all unavoidable tree loss related to the access works are assessed for potential bat roosts prior to the removal of any trees.

Environment Act 2021

1. Development may not be begun unless:
 - (a) a biodiversity gain plan has been submitted to the Local Planning Authority; and
 - (b) The Local Planning Authority has approved the plan.
-

Report:

1. This application has been referred to Committee because it is a major development of significance.

Relevant Planning History

2. There have been a significant number of planning applications associated with Southampton Airport, however the key planning history relevant to this application is as follows:
 - V/24/98474 - EIA Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for 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 Scoping Opinion Issued 3.3.25

The site and its surroundings

3. The application site is approximately 34 hectares in size and consists of two areas of adjoining grassland, separated by an existing tree belt running east / west through the site, together with the improved access up Mitchell Way and into the site at the northern end of Southampton Airport runway. The only structure on the site is a radar tower next to the site's eastern boundary, which is no longer needed for airport operations and is proposed to be removed. Site levels generally fall from north-west to south-east, with levels highest in the north-western part of the site at approximately 12.8m Above

Ordnance Datum (AOD), and lowest in the southern part of the site, at approximately 9.5m AOD.

4. The smaller, northern part of the site is located to the south of the Portsmouth to London Waterloo railway line, to the east of the Eastleigh Railway Works site and the west of Eastleigh Town Public Footpath 49 (FP49), which forms part of the Itchen Navigation public right of way. The larger, southern part of the site lies to the east of Southampton Airport and the west of the Itchen Navigation public right of way. In addition to the tree belt running through the site, the site is bound by existing trees and vegetation to the north, north-west, east and south, with the airport security fence demarcating the western boundary.
5. To the north and north-west of the site lie the Eastleigh River Side industrial area, the Eastleigh Railway Works site and the Campbell Road properties (which are locally listed). To the east and south of the site lies the River Itchen and associated Sites of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC), together with the Itchen Valley Country Park and Itchen Valley Nature Reserve Site of Importance for Nature Conservation (SINC). To the west lies Southampton Airport and Southampton Airport Parkway railway station. The site is located within Flood Zone 1. The site is not located within a Conservation Area and there are no Listed Buildings or Scheduled Ancient Monuments on the site.
6. Apart from a short section of Mitchell Way, the site is located within the urban area as defined in the Local Plan; with the northern part being allocated under Policy E7 for approximately 34,000 sqm of employment uses and the southern part of the site allocated under Policy E9(2) for approximately 78,000 sqm of employment uses.
7. In addition the application site is part of the Solent Freeport (which was designated by the Government in December 2022) and has been selected as one of three “tax sites” within the Solent Freeport area, giving future occupiers financial incentives, such as business rates relief.

Description of application

8. The application is a hybrid application that seeks outline approval for up to 92,000sqm of floorspace in Use Classes E, B2 and B8, with all matters reserved except for access, and full planning permission for the initial infrastructure works and construction of the access road, including site levelling and other engineering works.
9. The new access road, for which full planning permission is sought, would extend from the northern end of Mitchell Way, dropping down below existing ground levels as it wraps around the northern end of the runway, then sloping back up and extending eastwards into the southern parcel before cutting through the western end of the existing tree belt to provide access to the northern parcel. The internal road network would be approved via any future reserved matters applications.

10. Outline permission is also sought for up to 92,000 sqm of employment floorspace in Use Classes E(g) (ii & iii), B2 and B8 together with ancillary offices, service yards, car parking, landscaping, ancillary buildings and associated activities. As all matters except access are reserved to be considered at a later stage, only the principle of the development and how it is to be accessed are to be considered as part of this application.
11. The Parameters Plan submitted with the application indicates a maximum height of 21.8m to ridge (+/- 250mm) for the proposed buildings, with the plan also setting out a range of overall maximum permitted heights above sea level across the site from 28.2m AOD to 35.95m AOD. Lower heights are generally proposed on the western boundaries of the northern and southern plots. It also shows a cycle and pedestrian access on the north-eastern boundary via the existing railway arch and a future potential route for the Chickenhall Lane Link Road, although the application is not specifically proposing a vehicular access to the north. An illustrative layout has been submitted showing how the proposed level of employment floorspace could be accommodated on the site in a variety of sized buildings.
12. In addition to the various submitted plans, the application is accompanied by the following reports and technical assessments, including an Environmental Statement, some of which have been amended during the consideration of the application. All documents are available on the Council's website:
 - Planning Statement
 - Design and Access Statement
 - Statement of Community Engagement
 - Environmental Statement (covering Air Quality, Archaeology, Climate Change, Ecology & Biology, Transport & Access, Landscape & Visual Impact, and Socio-Economics) and Environmental Statement Addendum
 - Bird Hazard Management Plan
 - Biodiversity Net Gain Report, Metric and Assessment Sheets
 - Landscape and Ecological Management Plan
 - Tree Survey and Arboricultural Impact Assessment
 - Tree Survey and Constraints Plan
 - Preliminary Risk Assessment
 - Geo-Environmental Assessment
 - Preliminary Sources Study Report (inc. UXO Report)
 - Noise Impact Assessment
 - Historic Environment Desk Based Assessment
 - Information for Habitat Regulations Assessment
 - Flood Risk Assessment & Drainage Strategy
 - Outline Waste Management & Recycling Statement
 - Minerals Resource Assessment
 - BREEAM Communities Pre-Assessment Report
 - Public Art Strategy
 - Proposed S106 Heads of Terms
13. Screening has also been undertaken to establish whether a Habitat Regulations Assessment (HRA) is required. It is considered that due to the type and location of development the proposal would, without mitigation, have

a likely significant effect on the River Itchen Special Area of Conservation (SAC), An Appropriate Assessment has been completed setting out that mitigation to offset the impacts of air and water pollution, hydrological changes and disturbance from construction and operational activities from noise, vibration and light would be required. Mitigation can be provided in the form of compliance with the buffers shown on the Parameters Plan and conditions or S106 securing a construction environmental management plan; sustainable drainage scheme; landscaping details; noise levels; lighting details and micromobility hubs.

14. In line with the Town & Country Planning (Environmental Impact Assessment) Regulations 2017, the Secretary of State was notified of the submission of the Environmental Statement and the subsequent Addendum.

Consultation Responses

15. Comments are summarised and where more than one set of comments has been received the latest comments have been summarised. All consultation responses are available, in full, on the Council's [website](#).
16. **Policy** – In principle, the proposed hybrid application is supported by the sub-regional planning statement and local planning policy for employment use at a sustainable, accessible site near Southampton Airport. The scheme must robustly demonstrate:
 - Suitable and safe access arrangements.
 - Mitigation of transport impacts, supported by a Transport Assessment.
 - Adequate measures to protect amenity and address noise/pollution.
 - Biodiversity net gain and landscape integration.
 - Safeguarding of airport operations.
17. **Landscape** – No objection subject to conditions. The principle of a Height Consultation Zone (whereby above a certain height further justification will be required through a reserved matters application) on the eastern boundaries is acceptable. A Landscape and Visual Impact Assessment would be an appropriate mechanism and it should inform the scale, massing and design response as part of iterative process to ensure the development would not have an unacceptable landscape and visual impact, particularly in relation to Itchen Way and Itchen Valley Country Park.
18. The changes to the Parameters Plan on the boundary with Campbell Road are acceptable and would ensure, subject to suitable conditions, that the impact of the scheme is reduced to an acceptable level.
19. **Urban Design** –The reduced maximum building heights adjacent to Campbell Road, along the western edge of the South Plot changes and general reduction in maximum heights across the North Plot provides a more appropriate transition between the site and surrounding areas. With regard to the relationship with the surrounding area to the east I am broadly supportive of the principle of the Height Consultation Zone and defer to Landscape Officer's comments regarding the requirements.

20. At reserved matters stage further refinement should ensure active frontages or landscape-led treatments face residential boundaries where feasible, service yards are appropriately screened and lighting design minimises spill toward housing. The addition of a pedestrian and cycle link between plots is welcomed and improves internal permeability and inclusion of micromobility hubs support sustainable travel objectives. Enhanced connectivity to the wider green infrastructure network remains a key objective and the Design Code could include consideration of appropriate locations, particularly along the eastern boundary. At reserved matters stage it will also be important to ensure 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 at high quality environments rather than residual landscape areas.
21. **Heritage** – No objection. This proposed development should be shielded from the heritage assets sufficiently by both the distance and reinforced shelter-belt.
22. **Trees** – Not supportive of this level of tree loss, but acknowledge the route of the Chickenhall Lane link road is enshrined in policy. Critical issue is whether site can support the number of replacement trees (593) or whether some will have to be planted off-site. Majority, if not all, of declared tree loss is connected to full planning application, but because of the design, the majority of replacement trees, where they can be accommodated on site, will have to be planted in the area of the outline application. Defer to Landscape Officer re: landscaping of scheme, but full details needed at reserved matters stage. If minded to approve, suggest conditions re: tree protection and arboricultural method statement.
23. **Ecology** – We maintain our objection to the large reduction in width of the reptile corridor, but encourage the applicant to continue discussions with the third party lease holder of the land to the north of the application site regarding provision of a long-term reptile corridor.
24. A 20m buffer to the Itchen Valley Nature Reserve SINC adjacent to the site, in addition to the 20m buffers to the River Itchen SAC and SSSI has been added to the Parameter Plans and the illustrative site layouts, but the plan references in the drainage report need to be updated accordingly.
25. Conditions are required to prevent future layouts causing shading impacts from buildings on habitats, including non-designated wildlife corridors; ensure no adverse ecological impacts from any levels changes; submission of Ecological Mitigation Strategy. Conditions also required re: drainage, landscape and ecological enhancements, management & maintenance, details of acoustic barriers, BNG, CEMP, protection of trees and habitat during construction, lighting and noise and air quality.
26. **Environmental Health** –
Noise – No objection subject to conditions re: installation and maintenance of noise barrier; post installation noise report for plant noise levels and updated noise modelling regarding the aircraft operation noise at reserved matters stage once height and the layout of the proposed buildings is known.

27. Contaminated Land – No objection subject to conditions re: importation of soils and undertaking of site investigation, assessment & mitigation.
28. Air Quality – No objection subject to a condition re: Construction Environmental Management Plan and measures to encourage travel by sustainable modes.
29. **Sustainable Transport** – The provision of access for sustainable transport modes connecting to Chickenhall Lane to the north of the site and via Wide Lane Bridge to the south are essential and should be secured as early as possible. The threshold for provision of Wide Lane Bridge works should be thoroughly tested. A bus service to serve the site needs to be secured at the earliest opportunity with consideration given to how best to serve the whole site from the surrounding areas. Detailed layouts will need to give careful consideration to layouts for emergency access, pedestrian and cycle links and crossing points, boundary treatments, lighting and a link to the Itchen Navigation. Cycle parking and associated staff facilities should be provided in accordance with Council standards
30. **Economic Development** – No objection subject to securing an Employment and Skills Plan.
31. **Public Art** – No objection subject to S106 securing delivery of public art.
32. **Neighbourhoods and Green Spaces (Waste & Recycling)** - The site must allow for waste materials to be collected separately to increase recycling rates and support a circular economy. On-site waste storage must be fully accessible to both Waste Operatives and occupiers. Council's collection vehicles will only travel along roads that have been constructed to Hampshire County Council's adoptable standards.
33. **Neighbourhoods and Green Spaces (Public Open Spaces)** – No objection as landscaping will be managed privately.
34. **HCC Highways** – The Highway Authority raises no objection to this proposal from a highways and transportation perspective, subject to the applicant entering into a Section 106 Legal Agreement to secure the below mitigation and the following conditions being included.
35. 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
 - Delivery of the improvement works at Wide Lane Bridge prior to the occupation of 20,000 sqm of development
 - Delivery of the improvement works at Spitfire Roundabout prior to first occupation of the development
 - Provision of an acceptable in principle design for improvements to Wide Lane Roundabout, with suitable monitor and manage methodology and backstop delivery for trigger for implementation of works.

- Mitigation for active travel access to the north including in principle design, full delivery cost estimate, part contribution/part delivery of works and public rights to be secured through the development
- Financial contribution towards Public Transport to be paid for 5 years if airport shuttle service does not serve the site at time of trigger
- Full Travel Plan

36. 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
37. **HCC Flood and Water Team** – Holding Objection – based on the information provided in the proposed drainage layout plan and the supporting hydraulic calculations, it is unclear whether a feasible surface water drainage solution has been presented. Additional information required.
38. **HCC Countryside Service** - No objection subject to S106 financial contribution towards ongoing maintenance and improvement of the Itchen Navigation footpath.
39. **HCC Archaeology** – No objection. The site has some general archaeological potential and there is potential to encounter archaeological remains which are as yet unrecorded. Recommend archaeological conditions re: archaeological evaluation and recording are attached to any permission granted.
40. **HCC Minerals and Waste Team** – No objection subject to conditions regarding viable recovery of mineral resources.
41. **Southampton City Council** – No objection in principle subject to a condition relating to the scope of the Class E uses and S106 contributions towards off-site highway improvements. Request that skills and training obligations secured via S106 include Southampton as well as Eastleigh residents and suggest electric chargers for EVs are provided.
42. Agree that developer contributions taken towards improvement/replacement works to the Wide Lane Bridge (referred to as Spitfire Bridge in our S106 agreements) can be used towards works proposed as part of this application.

43. **National Highways** – Current holding objection due to the potential impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the M27. Awaiting comments on additional modelling of proposed works to A335/Wide Lane roundabout.
44. **Natural England** – No objection subject to condition re: Construction and Environmental Management Plan (CEMP).
45. Competent authority should be satisfied that the proposed SuDS can be appropriately secured and managed, and that specific measures are incorporated to remove oils and other pollutants such as heavy metals and particulates prior to discharge into the watercourse.
46. **NatureSpace** – No objection subject to conditions and informatives.
47. **Environment Agency** – The application falls outside of our remit, therefore no comments will be provided.
48. **Southern Water** – No objection subject to conditions and notes regarding protection of public water supply main, details of foul sewerage and surface water disposal and landscaping. Southern Water requires a formal application for a connection to the public sewer and water supply to be made by the applicant or developer.
49. **Southampton Airport** – The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.
50. **Network Rail** - Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing. This will allow the ASPRO team to review the details of the proposal to ensure that the works can be completed without any risk to the operational railway.
51. **Hampshire Fire & Rescue** - The proposed project appears to involve a planning application deemed to present a low to medium level of risk.
52. **Ramblers** – Concerns re: physical impact on Footpath No 49 Eastleigh Town and visual impact on users of Footpath No 49 Eastleigh Town and views within valley of the River Itchen.
53. Vegetation on west side of footpath and views across fields to east give perception of isolation despite proximity of airfield. Proposed development will disrupt setting of public right of way. LPA should satisfy itself that proposals contain a sufficiently robust scheme of landscaping to redress the damage that will be done and require reinstatement of footpath after laying of drainage works. Visual impact of proposed buildings will be enormous and visible not just from public footpath but from wider area across valley of the Itchen. Choice of colours for cladding will materially affect impact - all cladding and roof materials used on facades visible from the Itchen Valley to

east should be non-reflective and dark green to merge into the background of the landscape belt. Should be a specific rather than generic condition.

54. Would be opposed to any attempt to change nature of former Itchen Navigation towpath to a commuter route. Any attempt to make it suitable for equestrians, cyclists or commuters would destroy historical setting of route and affect remains of the locks. Must remain as long distance path for residents to escape into the countryside.
55. **Health & Safety Executive** – HSE does not advise, on safety grounds, against the granting of planning permission in this case. Further consultation required at reserved matters stage.
56. **SSE Networks** – No response received
57. **Southern Gas Networks (SGN)** – Objection until developer enters into Asset Protection Agreement with SGN as there is a high pressure pipeline in the vicinity of your enquiry. However, would withdraw objection if a condition of planning permission is that a formal Asset Protection Agreement must be signed prior to beginning construction.
58. **Toob** - Records indicate that network apparatus exists near to the area of proposed works, and attention is drawn to the attached guidance notes which state our requirements for protecting our network.
59. **Arqiva** - We have considered whether this development will have any adverse effect on our operations and have concluded that we have no objection. (Arqiva is responsible for providing the transmission network for the BBC & ITV and the majority of the UK's radio companies and is responsible for ensuring the integrity of Re-Broadcast Links. Tall infrastructure such as wind turbines and other tall structures have the potential to block radio transmission links and rebroadcasting links (through direct blocking of radio signal or deflecting signal). Our radio transmission networks normally operate with a 100m buffer either side of a radio link, free from interference by a tall development.)
60. Arqiva do not assess the potential impact of tall buildings & wind turbines on the domestic reception of television and radio services. We would recommend that the developer undertakes its own reception survey to understand the potential for interference to television and radio reception.
61. **Eastleigh Town Council** - Eastleigh Town Council considered this application at its meeting on 3 September 2025. While the Council recognises the benefits of initiatives that create employment opportunities for local residents, it formally objects to this application due to significant concerns. These include the proposed new access road, which may be too narrow or constrained to safely accommodate construction and operational traffic; the likely increase in traffic congestion; environmental and noise impacts; the anticipated rise in HGV movements along an already heavily trafficked route, which would adversely affect the safety, amenity, and quality of life of nearby residents; and questions over the financial feasibility of the development.

62. Stakeholder responses further highlight a range of unresolved issues, including potential risks to the River Itchen and local surface water levels, the adequacy of mitigation measures for environmental impacts, and other matters requiring clarification.
63. **Bishopstoke Parish Council** – No response received
64. **West End Parish Council** – No response received

Representations Received

Comments relevant to the determination of the application have been summarised. All comments are available, in full, on the Council's [website](#).

65. 3 letters of objection/comment received in total. Objections or comments raised on grounds of:
- Adverse impact on health and wellbeing of nearby residents due to access road in area where the closest heritage assets are the Locally Listed dwellings in Campbell Road.
 - Could provide access via George Curl Way to south of runway instead, running along line of M27, or proposed new junction from M27.
 - Increase in traffic.
 - No comment from Civil Aviation Authority.
 - The Itchen way needs to be improved as a result of this development.
 - Foot & cycle access to the proposed new development will currently require people to travel all the way to Southampton Parkway to be able to cross the railway to reach the new units.
 - An additional bridge opposite York Road that crosses the railway lines would greatly reduce the distance & encourage far more people to use environmentally friendly ways of accessing the new units & help reduce congestion over the Wide Lane bridge. Proposed changes to Wide Lane bridge will be a great improvement, separating cyclists & pedestrians from road traffic.
 - Not against proposed employment opportunities.

Other comments

- Who is going to finance proposals, Eastleigh Borough Council previously contributed £50,000 towards Navigator Quarter.
 - Lack of public meeting prior to submission of application
66. 4 letters of support:
- Increased jobs and investment to the area.
 - Attractive range of proposed uses.
 - Proper infrastructure planned, e.g. new access from Wide Lane.
 - Supported by EIA.
 - Support provided drainage properly considered such that run-off & pollution not going into the River Itchen.
 - Support provided lighting properly considered, including not severing commuting corridor of Itchen Navigation; limiting light spill onto

adjacent hedgerows and Itchen Valley Country Park; and preventing light spill above the horizontal plane.

- Site previously had highways and deliverability issues. Proposals present a suitable manner in which to develop this site open up the highways and link to the public transport accessibility of Southampton Airport Parkway. Support proposals subject to highways and transportation matters being resolved.
- Airport's masterplan identified this opportunity and whilst transport network is under pressure, there is a significant opportunity at convergence of highways, airport and train travel and therefore represents a sustainable location as long as technical issues are addressed.
- Provision of a mix of flexible high-quality employment space across classes E, B2 and B8 will provide much needed employment generating space to the region and an uplift in employee numbers locally.
- Hampshire Chamber of Commerce strongly support application representing an opportunity that has been held back for many decades.

Relevant Designations Applicable to Site

- Within urban edge boundary (apart from small section of Mitchell Way which is in the countryside and settlement gap)
- Development opportunities adjoining Eastleigh River Side Policy E7 area
- Southampton Airport Policy E9 area
- Within catchment area of River Itchen Special Area of Conservation and SSSI
- Mineral Consultation Area
- Adjacent to Itchen Navigation Public Right of Way, River Itchen and associated SAC and SSSI, and Itchen Valley Country Park SINC

The Development Plan

67. At the current time the Development Plan for the borough comprises the Eastleigh Borough Local Plan (2016-2036) and the Hampshire Minerals and Waste Plan (October 2013).

Hampshire Minerals and Waste Plan (2013)

68. The site is in a Minerals Consultation Area and Policy 15 seeks prior extraction of minerals where appropriate.
69. Hampshire County Council (HCC) are currently undertaking a partial update to the Hampshire Minerals and Waste Plan. The Proposed Main Modifications and Policies Map Changes were subject to consultation from December 2025 - February 2026. HCC have confirmed that the proposed modifications have not changed the approach with regards to mineral safeguarding and the response to the application remains up-to-date.

Eastleigh Borough Local Plan 2016-2036

70. The relevant policies are:

- S1 – Delivering sustainable development
- S2 – Approach to new housing
- S4 – Employment Provision
- S5 – New development in the countryside
- S6 – Protection of settlement gaps
- S8 - Historic Environment
- S9 – Green infrastructure
- S11 – Transport infrastructure
- S12 – Strategic footpath, cycleway and bridleway links
- DM1 – General criteria for new development
- DM2 – Environmentally sustainable development
- DM3 – Adaptation to climate change
- DM5 – Managing Flood Risk
- DM6 - Sustainable surface water management and watercourse management
- DM8 – Pollution
- DM9 – Public utilities and communications
- DM10 – Water and waste water
- DM11 - Nature conservation
- DM12 – Heritage assets
- DM13 – General development criteria – transport
- DM14 – Parking
- DM16 - Workforce training requirements and new jobs
- DM38 – Funding infrastructure
- E7 – Development opportunities adjoining Eastleigh River Side
- E9 – Southampton Airport

Supplementary Planning Documents

71. Relevant documents are:

- Biodiversity (December 2009)
- Environmentally Sustainable Development (March 2009)
- Planning Obligations (July 2008)
- Quality Places (November 2011)
- Parking Standards (September 2025)
- Trees and Development (April 2022)

National Planning Policy Framework December 2023

72. At a national level, the National Planning Policy Framework (the 'NPPF' or the 'Framework') is a material consideration of significant weight in the determination of planning applications. The NPPF states that (as required by statute) applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise and sets out a general presumption in favour of sustainable development.
73. The three identified dimensions of sustainability should be sought jointly: economic (supporting economy and ensuring land availability); social (providing

housing, creating high quality environment with accessible local services); and environmental (contributing to, protecting and enhancing natural, built and historic environment) whilst local circumstances should also be taken into account, so that development appropriately responds to the different opportunities for achieving sustainable development in different areas.

Planning Practice Guidance

74. Where material, the Planning Practice Guidance which supports the provisions and policies of the NPPF should be afforded weight in the consideration and determination of planning applications.

Policy Commentary

75. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require planning applications to be determined in accordance with the Development Plan (policies detailed above) unless material considerations indicate otherwise.
76. The relevant policies and guidance combine to form the criteria against which this application will be assessed with particular regard to:
- Relevant planning policies and the principle of development
 - Economic impact
 - Social impact Highway and transportation issues
 - Visual impact on the character of the surrounding area
 - Layout and design
 - Trees and landscaping
 - Drainage and flood risk
 - Ecology
 - Heritage
 - Noise
 - Air quality
 - Contaminated land
 - Climate Change
 - Human Health
 - Minerals
 - Impact on Southampton Airport

Key Planning Issues

Principle of the Development

77. The majority of the site is located within the urban edge, with the exception of a small section of Mitchell Way, which is located within the countryside and settlement gap. As noted above the application consists of the access road and two development parcels – the North Plot and the South Plot.
78. The North Plot is allocated under local plan policy E7 “Development opportunities adjoining Eastleigh River Side” for approximately 34,000 sqm of employment uses in classes B2, B8 or E(g)(ii)/(iii). The South Plot is allocated

under local plan policy E9(2) "Southampton Airport" for airport related activities and /or approximately 78,000 sqm of employment uses in classes B2, B8 or E(g).

79. The application seeks consent for 92,000 sqm of floor space for uses in classes B2 (General Industrial), B8 (Storage or Distribution) and E(g)(ii) (Research and Development) and E(g)(iii) (Industrial Processes). The proposals for the employment floorspace are therefore acceptable in principle subject to meeting the detailed requirements of policies E7 and E9 and other relevant policies in the local plan. Consideration of these matters is set out below.
80. While a small part of the application site is located within the countryside and settlement gap, this only relates to a section of Mitchell Way, north of the airport short stay car park. The works along Mitchell Way relate mainly to facilitating 2-way HGV traffic movements and the provision of a footway / cycleway. The impact of the works on the countryside and settlement gap are set out below.

Sustainable Development

81. The NPPF is a significant material consideration when assessing planning applications and section 2 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
82. Achieving sustainable development means that the planning system has three over-arching objectives – economic, social and environmental (which are interdependent and need to be pursued in mutually supportive ways) that should be delivered through the preparation and implementation of plans and the application of policies in the Framework.
83. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so, should take local circumstances into account to reflect the character, needs and opportunities of each area. Each of the three dimensions of sustainable development is considered below.
84. The NPPF also states that development proposals which accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date planning permission should be granted unless the adverse impacts of the development would outweigh the benefits; or specific policies in the Framework indicate development should be restricted. Local plan policies that do not accord with the NPPF are now deemed to be "out-of-date". The NPPF requires that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. In other words the closer the policies in the plan accord to the policies in the Framework, the greater the weight that may be given.

Economic Sustainability

85. Section 2 of the NPPF, when discussing economic sustainability, seeks to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
86. Section 6 of the NPPF goes on to state, in paragraph 85, that “Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.” Paragraphs 86 and 87 encourage the provision of new, expanded and upgraded facilities to support knowledge and data driven, creative or high technology industries and storage and distribution to support the supply chain, transport innovation and decarbonisation; recognising that certain uses have specific requirements for the geographic location.
87. Hampshire Prosperity Partnerships’ Economy and Growth Plan for Hampshire (2025-2027) aims to deliver growth across Hampshire and create an environment where businesses can thrive by supporting the development of clusters of similar sectors within the county. Similarly the Partnership’s “Hampshire Skills Strategy 2025 seeks to strengthen the local skills system in support of economic growth, health and wellbeing, and social inclusion.
88. The Socio-Economic chapter of the Environmental Statement submitted with the application anticipates that the development could support around 1,893 jobs (with the exact number depending on the occupier profile once it is known the type of uses and businesses that will operate at the site). It also anticipates that the development could support around 1,609 job years during the construction phases, which would compromise a significant amount of construction jobs in Eastleigh, equivalent to 5% of construction jobs in the Borough each year.
89. To optimise the employment benefits that could be realised, the application proposes that skills and training strategies to promote employment opportunities in the local area can be prepared.
90. In addition to the jobs created there will be associated spending on materials, goods and other services during construction and occupation phases and employees are likely to support local services and facilities.
91. The application site is also part of the Solent Freeport, one of 13 Freeports designated by the Government in December 2022. Freeports were created by the government to boost investment into parts of the country that have historically missed out. They benefit from a generous package of incentives, excellent port infrastructure (sea and air) and build on the regional industrial heritages. This enables Freeports to create an attractive business environment with the aim of rebalancing local economies by building new employment clusters, creating long-term, high-quality jobs for local people.
92. The Solent Freeport stretches across 3 sites located in and around Portsmouth and Southampton and its aim is to accelerate the creation of high-

quality employment space to encourage economic growth and innovation in the Solent region. The application site has been selected as one of three “tax sites” within the Solent Freeport area, giving future occupiers financial incentives, such as business rates relief.

93. The Council’s Economic Development Team were consulted on the application and are strongly supportive of the proposals as the site is one of the most significant employment allocations in the Borough (allocated under policies E7 and E9) and has long been identified as critical for unlocking high-quality business space and investment. The scheme has the potential to deliver in the region of 1,800 new jobs once operational, with further benefits during construction. In addition the range of proposed uses (Classes E(g), B2 and B8) reflects local economic priorities - particularly in logistics, low carbon industry and advanced manufacturing.
94. Early delivery of the new access via Mitchell Way and associated site works is a vital first step in unlocking this long-stalled site. It also lays the groundwork for the potential future delivery of the Chickenhall Lane Link Road, a long-term infrastructure aspiration.
95. The applicant has indicated their commitment to working with local partners to maximise local training and employment opportunities during both construction and operation phases. The preparation of a Skills and Employment Plan will provide a clear framework for how these commitments are delivered in practice. This will help ensure that local people benefit directly from the jobs and training opportunities generated, and that the development contributes to wider inclusive growth objectives.
96. A flexible approach to the mix of occupiers, while still ensuring transport impacts remain within agreed parameters, will help avoid delays and allow the development to respond quickly to market demand.
97. It is acknowledged that the proposed development would increase traffic on the local and strategic network, which if not appropriately managed or mitigated could have an adverse impact on the productivity of other users of the network. However, if the proposed development is considered by Hampshire County Council (as Local Highway Authority) and National Highways (managing the strategic road network) to be acceptable in terms of its highways impact then it is considered that the benefits of the additional employment space would outweigh any impact on travel times in terms of economic sustainability.
98. In conclusion it is considered that the proposed development would have significant economic benefits that should be considered in the planning balance and overall it is considered that the development would be economically sustainable. Whilst the general benefits of jobs and associated spending resulting from new employment development could be accrued on other sites, it is considered that there are very limited opportunities within the Borough to bring forward development of the scale proposed and the associated benefits of being located with the Solent Freeport are unique within the Borough. In addition the provision of the southern end of the Chickenhall Lane link road as part of the development, with land reserved for

its future extension to the north, ensures that the ability to deliver this a long-term infrastructure aspiration is maintained.

Social Sustainability

99. The second key objective of the NPPF is to support strong, vibrant and healthy communities by ensuring a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe spaces, with accessibly services and open spaces that reflect current and future needs and support communities' health, social and cultural wellbeing.
100. While the proposed development only provides for new employment opportunities and no residential or communities facilities, it is considered that the generation of new employment floorspace on the scale proposed would also provide social benefits given the significant resultant increase in local job opportunities on the edge of Eastleigh. An Employment and Skills Plan could be secured to ensure that local people benefit directly from the jobs and training opportunities generated.
101. It is considered therefore that the proposed development would have social benefits that should be considered in the overall planning balance.

Environmental Sustainability

102. When discussing the third key objective of environmental sustainability, the NPPF states that development should protect and enhance our natural, built and historic environment, making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigation and adapting to climate change, including moving to a low carbon economy.
103. Section 9 of the NPPF supports the promotion of alternative, more sustainable methods of transport and states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Section 12 requires development to be well-designed, stating that good design is a key aspect of sustainable development, creating better places in which to live and work, helping to make development acceptable to communities; whilst Section 14 encourages developments to be designed to meet the challenges of climate change and flooding. Section 15 seeks to ensure that development contributes to and enhances the natural and local environment, recognising the importance of designated sites and stating that the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site.
104. The size and location of the application site is such that it has potential to impact on a number of environmental factors and these are discussed in detail below.

Highways, Transportation and Parking

Proposed Vehicular Access and Pedestrian and Cycle Links

105. Vehicular access to the site would be via an extension of Mitchell Way with the new access road extending northwards, then dropping down below existing ground levels as it wraps around the northern end of the runway, before sloping back up and extending eastwards into the southern parcel. To provide access to the northern parcel the access road would cut through the western end of the existing tree belt that separates the northern and southern parcels. Full planning permission is being sought for this access road, with the road layout within the development parcels to be dealt with via reserved matters applications. However, three access points into the development parcels are shown as part of the detailed plans - two into the southern parcel and one into the northern parcel.
106. Works to the existing Mitchell Way are also proposed as part of the application to ensure it can accommodate the level of traffic associated with the proposed development and enable the provision of a new shared use footway/cycleway along the western side of the road at the southern end of Mitchell Way, which will widen out to a segregated footway/cycleway at the northern end of Mitchell Way. At the northern end of Mitchell Way the segregated footway/cycleway will move to the opposite side of the road so that it is sited to the south of the access road as it extends around the end of the runway and into the site. At this point the proposed design allows for the segregated footway/cycleway to continue at grade, rather than following the route of the access road in cutting at the end of the runway. Once in the development parcels of the main site the provision will return to a shared footway/cycleway, the details of which would be shown as part of any future reserved matters application.
107. The majority of Mitchell Way (beyond a short section at the southern end) is privately owned and maintained by the Airport and it is anticipated that the new road infrastructure will also remain private. However, HCC Highways have requested that should permission be granted, public rights of access through the development should be secured.
108. From the north of the site, it is proposed to provide a pedestrian and cycle link via an existing railway arch to allow for onward connection to Chickenhall Lane. Pedestrian and cycle connectivity to the north is considered to be key to providing a good level of accessibility by alternative modes. However, as land between the applicant site and the adopted highway on Chickenhall Lane is in third party control they are not able to provide onward connectivity directly.
109. Agreement has been reached with Hampshire County Council (who own land immediately to the north of the site through which any pedestrian and cycle connection would need to route) that the applicant will design and cost a route that would provide pedestrian and cycle access from the site boundary up to Bishopstoke Road. The applicant will then provide the part of the route connecting the site to Coneger Road (across HCC land) and pay a financial

contribution towards the provision of the remainder of the route. The works and a financial contribution would be secured by a S106 legal agreement.

110. Neither Policy E7 “Development opportunities adjoining Eastleigh River Side” nor Policy E9 “Southampton Airport” include specific requirements as to how access to the sites should be achieved, but do state that any new vehicular access should be provided to the satisfaction of the Highway Authority. HCC Highways have confirmed that the proposed vehicular access arrangements, consisting of amendments to and extension of Mitchell Way are considered to be acceptable. Similarly the proposed improvements to Mitchell Way are considered suitable for access via sustainable modes, subject to the inclusion of priority for pedestrians and cycles crossing side roads, which can be secured as part of the S106 planning obligations related to these works.
111. Policy E7 and E9 go on to state that the design and layout of new development should not preclude but shall allow for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map, or as agreed with the Borough Council. In addition, if there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposals and of any contributions/funding the applicant has already made to the road.
112. There are currently no detailed designs or proposals for the full link road and therefore it is not considered appropriate to take financial contributions towards its future provision as part of this application. The submitted Parameters Plan does however show the safeguarding of a potential route that could extend from the access road up to the northern boundary of the application site. It should be noted that the northern corner of the application boundary does not extend to the full extent of the Policy E7 allocation, with some of the land to the north-east and north-west of this northern tip being within the Policy E7 allocation but outside of the application boundary. As such further land south of the railway would be required, in addition to the safeguarded land, to enable the provision of a full link road.

Alternative Access Route

113. It has been questioned why access to the site could not be taken from George Curl Way and be routed to the south of the airport, in order that the main access road would be located further away from the nearest residential properties at Campbell Road. The applicant has confirmed that such a route would impact the location of the existing airport apparatus, specifically the Instrument Landing System Array and the Arrestor Bed, which are aerodrome operation equipment.
114. In addition, as noted above the proposed development is in accordance with local plan policies E7 and E9 which promote the use of the application site for employment uses and seek to reserve land for future provision of a new Chickenhall Lane Link Road. The provision of a new link road in this location has been promoted in local plans for a number of years. Therefore while it is acknowledged that the proposed development would result in increased noise and disturbance from traffic accessing the site, the proposals are in

accordance with local plan policy and siting the road to the north of the runway is currently the only way to unlock the development potential of the site.

Trip Generation and Impact on the Highway Network

115. HCC Highways have confirmed that sufficient information has been provided to enable the level of trip generation and distribution to be assessed. Given that the outline application is for a large amount of floor space for a range of employment uses – E(g) (ii & iii), B2 and B8 it has been necessary to agree a split of land uses that could be tested within the Transport Assessment.
116. The proposed split is as follows:
 - 27,600 sqm of Class E(g)(ii), E(g)(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)
117. The forecast trip generation and resultant trip distribution based on this land use split is considered by HCC Highways to have been appropriately quantified. It was also agreed which junctions needed to be modelled in order to assess the impact of the proposed development on the highway network.
118. Due to the increase in traffic, including large numbers of HGVs the applicant has proposed a number of off-site highway works designed to provide additional capacity with the local highway network. These include:
 - A335/Wide Lane roundabout, including a signalised improvement scheme
 - Wide Lane/George Curl Way/Mitchell Way “Spitfire” roundabout, including a signalised crossing of the northern Wide Lane arm
 - Improvements to Wide Lane bridge, including the provision of a separate pedestrian and cycle bridge and widening the carriageway of the existing bridge to facilitate two-way HGV movements
119. HCC Highways consider that these improvements are appropriate and would provide the required level of mitigation needed to accommodate the proposed development on the local highway network within Hampshire. The implementation of these works would need to be secured via S106 legal agreement.
120. Given the proximity of the site to the boundary with Southampton City Council (SCC), they were consulted as the local highway authority within Southampton. They also agreed with the conclusions regarding the proposed trip generation and distribution, but noted that there would also be some traffic impacts within SCC’s area that need to be mitigated for. SCC have advised that financial contributions towards off-site highway works at Mansbridge Road/Wide Lane Roundabout and enhancement of traffic signals at Wide Lane/Mountpark Industrial Estate junction would provide the necessary mitigation. These could be secured via S106 legal agreement.

121. SCC have previously secured developer contribution towards work to improve Wide Lane bridge and have agreed that these contributions can be put towards the works now proposed by the applicant. A method for allowing the transfer of those fund needs to be secured, which could be via the S106 legal agreement, or some other method to be agreed.
122. As only the traffic impacts resulting from the land use split listed above have been assessed, this split, with caps on particular uses classes, will need to be controlled via condition on any permission granted. Without such a condition the traffic impacts arising from the development could be very different to those that have been assessed and the off-site highway works proposed as mitigation may not be appropriate or sufficient. Any future proposals that would be outside of these controls would need to be considered under a new planning application and the traffic impacts reassessed at that stage.
123. National Highways have also been consulted with regard to the impact of the proposal on the strategic road network, namely the M27. They currently have a holding objection in place on the grounds of the potential of the proposed development to impact on the safe and efficient operation of the motorway. Their concerns relate to the trigger for the completion of the works to the A335/Wide Lane roundabout.
124. HCC Highways have confirmed that they are satisfied that these works are not required, in relation to the local highway network, prior to the occupation of 20,000 sqm of unfettered floorspace (i.e. any mix of the proposed use classes, but not exceeding the proposed caps on specific land uses), after which a monitor and manage approach is proposed up to a backstop trigger, which in any event will be not more than 46,000 sqm of development to be occupied prior to the delivery of the works.
125. National Highways requested that the applicant undertake further modelling work to demonstrate that there would be no adverse impact on the safety and efficient operation of Junction 5 of the M27 if the works are not completed prior to the occupation of 20,000 sqm of unfettered floorspace. Until such time as National Highways are satisfied with the impact of the development they maintain a holding objection. This additional modelling work has been submitted and is currently being considered by National Highways. Members will be updated at committee.

Public Transport and Micromobility Schemes

126. Southampton Airport Parkway railway station is located to the west of Mitchell Way and approximately 1.6km from the western edge of the proposed development parcels.
127. The nearest bus services to the site are located on Mitchell Way and at Southampton Airport Parkway, both located approximately 1.6km from the western edge of the proposed development parcels. The bus stop at the Bishopstoke Road/Chickenhall Lane roundabout is a similar distance from the northern part of the site, but there is currently no pedestrian connection from the site to the north via Coneger Road and Chickenhall Lane.

128. Given the distances involved, it is considered that improvements to public transport access to the site are required to encourage people to travel by sustainable transport modes. However, given the site's location the ability to extend existing bus services into the site are limited, except for those coming from Southampton, which would not serve those travelling from Eastleigh and other areas to the north. The applicants have offered a financial contribution that could be used towards a shuttle bus service if at the required time there was not a shuttle bus service being operated by the airport that could serve the site.
129. As part of its expansion plans, permission was granted under F/19/86707 for additional car parking along Mitchell Way to meeting the increased demand due to the growth in passenger numbers. However the works proposed to Mitchell Way as part of this application would impinge on the land needed for the previously approved car park extension.
130. Southampton Airport, as one of the applicants for this application, have confirmed that they are aware of the conflict and are in the process of identifying new locations for additional car parking. These include locations between the runway and the western edge of this application site. If car parks are installed to the east of the runway then the airport will operate a passenger shuttle bus service from Mitchell Way, which could also be use by those travelling to the proposed development. A S106 legal agreement could secure the obligation that a bus service contribution is paid should an airport shuttle bus service not be in operation by the required time.
131. The submitted Parameters Plan shows the provision of two micro-mobility hubs one in the northern parcel and one in the southern parcel. These will enable the use of e-bikes and potentially other forms of transport to further improve the accessibility of the site. The provision of the mobility hubs could be secured via S106 legal agreement.

Parking

132. Details of car and cycle parking will need to be provided as part of any future reserved matters applications and development will be expected to meet the Council's standards.

Public right of way

133. As set out above Eastleigh Town Public Footpath 49 (FP49) runs adjacent to the site's southeast and eastern boundaries, continuing north beyond the railway line. FP49 forms part of the Itchen Navigation, a popular long-distance walking route that follows the course of the River Itchen between Hinton Ampner and Southampton Water. The route of the footpath, where it runs close to the site boundary, runs through land subject to several environmental designations: Itchen Valley Nature Reserve, a Site Important for Nature Conservation (SINC); River Itchen Site of Special Scientific Interest (SSSI); River Itchen Special Area of Conservation (SAC).
134. HCC Countryside Service were consulted on the application and stated that they would have liked to see the creation of pedestrian links between the site

and the footpath. In addition, they commented that the proposed development would adversely affect the visual tranquillity of the footpath setting and cannot be adequately mitigated against by the proposed planting ,

As mitigation planting would not be able to offset the visual impact of the proposed development on users of the Itchen Navigation, HCC Countryside Service requested alternative compensation in the form of a financial contribution, secured via S106 legal agreement, towards the ongoing maintenance and improvement of the Itchen Navigation footpath.

135. It is considered that a link between the site and the footpath would be beneficial and would fit with the Council's wider aims of securing longer distance, cross borough pedestrian routes. However it is considered that at this stage, with the development in outline form and the future layout unknown it is not possible to identify a specific point of connection at this time. As such it is considered that this could be considered at the reserve matters stage, with the Design Code assessing possible locations. In proposing any links it is acknowledged that a link would need to be sensitively sited to avoid adverse impact on the areas of ecological interest that adjoin the site.

Emergency Access

136. The Parameters Plan submitted with the application identifies a proposed emergency access from the airport land to the west. This would be used in the event that the access from Mitchell Way was blocked and would be for use by the emergency services only. Whilst Southern Central Ambulance Service and Hampshire Constabulary have not replied to the consultation on the application, information submitted with the application includes confirmation from all emergency services (fire, ambulance and police) that the proposed emergency access would be acceptable.

Conclusion on Highways, Transportation and Parking

137. The proposed access is considered to be acceptable for vehicles, pedestrians and cyclists. However, without mitigation the proposed development would have a significant impact on the local highways infrastructure. The applicant has proposed a number of off-site mitigation measures related to junction improvements, pedestrian and cycle infrastructure and bus services.
138. HCC Highways and Southampton City Council as the two relevant local highway authorities have concluded that the proposed measures, if appropriately secured, would satisfactorily mitigate against the impact on the local highway network, suitably enhance the pedestrian and cycle infrastructure and encourage the use of alternative modes of transport. As such they have concluded that the proposed development would not have a significantly detrimental impact on transportation grounds, subject to conditions being attached to any permission granted and completion of a S106 legal agreement.
139. National Highways were consulted with regard to the impact of the development on the M27 motorway. They currently have a holding objection in place on the grounds that it has not yet been demonstrated to their

satisfaction that there would be no adverse impact on the safety and efficient operation of Junction 5 of the M27. The applicant has undertaken further modelling work and this is currently being considered by National Highways. Members will be updated at committee.

Visual impact on the surrounding area

140. The majority of the site is located within the urban edge, with the exception of a small section of Mitchell Way, which is located within the countryside and settlement gap, however the countryside and settlement gap extend out from the eastern boundary. Impact on the surrounding countryside and settlement gap is therefore an important consideration in determining the application. In addition the impact on the residential area of Campbell Road to the north-west also needs to be carefully considered.
141. The application is supported by a Landscape and Visual Impact Assessment (LVIA) that assessed the impact of the proposed development on a number of receptors and the effects arising from the development during construction and operation.
142. The Council's Landscape Officer was consulted on the application and considered that while some other viewpoints could have been included in the LVIA, overall it was acceptable. The report highlights significant effects as a result of the proposed development and the Landscape Officer raised concerns about the effectiveness of mitigation as based on the submitted Parameters Plan, with a number of instances where development to the maximum heights shown would breach the treeline such that the development would be significantly more visible than existing built form in the area; would expose the industrial edge of Eastleigh further into the countryside and strategic gap, and country park; or would have an overbearing impact on the adjoining residential scale open space at the end of Campbell Road. The Council's Urban Design Officer expressed similar concerns about the development breaching the tree line in various views.
143. Illustrative site layouts have been submitted with the application that show a reduced impact compared to what could be built if development maximised the envelope allowed by the Parameters Plan. However these have been submitted for illustrative purposes only and would not be approved as part of any planning permission granted.
144. It is recognised that limited information is available at outline stage as to the siting, scale and design of the buildings and that flexibility is required to enable a range of options to be brought forward depending on demand. However, in order to ensure that there would not be a significantly adverse visual impact on the surrounding area, it is important to secure appropriate controls via the Parameters Plan.
145. In response to the Landscape and Urban Design Officers' concerns, areas of reduced height have been identified on the western boundary nearest the residential area of Campbell Road, and also on the western boundary adjoining the airport. On the eastern boundary "Height Consultation Zones" have been introduced with the suggestion that conditions could be proposed

to set out that the maximum height specified is considered to be the limit for development, however exceptions to this could be made where it is demonstrated through the submission of further supporting information at Reserved Matters stage that any impacts of such development are acceptable.

146. The reductions in height on the western boundaries are considered to be acceptable. In addition, the Landscape and Urban Design Officers are agreeable to the use of “Height Consultation Zones” but the extent of the zones and the heights indicated in them do not currently meet the requirements set out by the Landscape Officer. As such further amendments to the Parameters Plan have been requested and Members will be updated at committee.
147. The design of the proposed buildings will also be key to their resultant visual impact. The use of curved rooflines would help to soften the large buildings and start to blend them better into the setting. The choice of materials will also be important and the Design Code, which can be secured via condition, will need to set out the best approach to building design to create a high quality development that incorporates measures to minimise its visual impact on the surrounding area.

Layout and Design

148. As set out above, full planning permission is only being sought for the access road proposals, with outline permission being sought for the employment floorspace. As such the layout and design of the development parcels is not being considered as part of this application and would be considered at reserved matters stage if outline permission is granted.
149. However, if outline permission is to be granted a Design Code should be produced for the whole area to secure an overall consistency in design approach and public realm and to ensure the buildings relate to each other in terms of height, form, materials and building line.
150. Two illustrative site layouts have been submitted with the application to demonstrate how the amount of floorspace applied for could be accommodated on the site. One of the layouts shows fewer, larger buildings and concerns have been expressed about the potential adverse impacts of such a layout in terms of visual appearance/impact and the impact on adjoining ecological habitats. However, the layouts are illustrative only and any proposed layout would be fully assessed at reserved matters stage and conditions can be attached to any outline permission granted setting out any specific requirements that future layouts would need to meet.

Trees and Landscaping

151. Local plan policy DM1 and the Council’s Trees & Development SPD seek to avoid loss of or damage to trees of value to the character of the area, have a presumption in favour of tree retention from an amenity and environmental and climate emergency perspective, and require evidence that tree retention has been fully considered.

152. The Tree Officer has been consulted on the application and whilst they are not supportive of this level of tree loss, they acknowledge that the access road, which results in the majority of the tree loss, is enshrined in policy. As such they acknowledge that the planting of 593 replacement trees could theoretically satisfy the tree replacement policy (if they could be appropriately accommodated on site) but states that there is no evidence that tree retention was properly considered at the earliest stage.
153. The landscaping scheme for the proposed development will be important in creating a high quality public realm whilst providing ecological enhancements and green infrastructure links through the site. An overall landscape design approach should be included in the Design Code, with detailed landscape schemes secured via condition attached to any permission granted

Drainage and Flood Risk

154. The site is located in Flood Zone 1 where there is a low probability of flooding from rivers or seas and the long term risk from surface water is identified as being of very low risk.
155. A sustainable drainage system (SuDS) is proposed for the site that seeks to mimic the existing drainage catchments, conserve surface water-dependant ecological habitats and features on and off site (e.g. the wetland area in the north-east corner of the North Plot and the River Itchen SAC and SSSI) and restrict run-off rates to ensure the development would not result in a material change in water flow into the river to that experienced under existing greenfield conditions.
156. The drainage system would dispose of surface water via surface features connected to 4 different feeder channels that ultimately connect to the River Itchen. Due to the ground conditions infiltration is not proposed as part of the drainage system. Instead, surface water discharge would be controlled via the use of attenuation ponds and swales, together with below ground tanks to provide supplementary attenuation. The submitted drainage report states that 3 forms of filtration are proposed with the use of permeable paving, filter drains, swales and attenuation basins, with silt traps, catch pits and proprietary systems also being used if required to ensure that appropriate levels of water quality are reached.
157. The proposed foul water discharge is to the public foul sewer located to the north of the application site.
158. Local Plan Policy DM6 requires development of this size and location to provide at least 3 forms of naturalised filtration. The Ecology team were consulted on the application and have confirmed that the amendments made during the course of the application have resolved their initial concerns with the overall drainage strategy. They comment that natural forms of filtration for all 3 stages are preferred and proprietary systems should be used as a last resort, although the use of them as an additional fourth form of filtration, as proposed in the submitted drainage report, would be beneficial to the quality of the water discharged from site, given the site's proximity to the River Itchen

SSSI and SAC. Subject to the references in the drainage report being updated to refer to the latest plans, the Ecology team have raised no objection to the proposals subject to detailed drainage design for all stages of the development, including the access road, being secured via condition.

159. HCC Flood & Water were consulted on the application and currently have holding objection in place as based on the information provided it is unclear whether a feasible surface water drainage solution has been presented. Further information has been requested and Members will be updated at committee.
160. Southern Water were consulted on the application and have raised no objection subject to conditions and informatives regarding protection of the existing water main, drainage and tree planting. A formal application to connect to the sewer will need to be made to Southern Water by the applicant.

Ecology

Habitat Sites and Habitats Regulations Assessment

161. Paragraph 195 of the NPPF states that the presumption in favour of sustainable development does not apply where the proposals are likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the proposed development would not adversely affect the integrity of the habitats site.
162. The application site is located adjacent to the River Itchen Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI). As stated above, in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended) - known as the Habitats Regulations - an Appropriate Assessment has been completed. This sets out that mitigation to offset the impacts of air and water pollution, hydrological changes, and disturbance from construction and operational activities due to noise, vibration and light would be required. Mitigation can be provided in the form of compliance with the buffers shown on the Parameters Plan and conditions or S106 securing a construction environmental management plan; sustainable drainage scheme; landscaping details; noise levels; lighting details and micromobility hubs.
163. Provided the appropriate mitigation is secured via conditions and compliance with the submitted Parameters Plan then it is considered that the Council can conclude, as the competent authority, that the proposed development would not have an adverse effect on the integrity of the adjacent SAC and SSSI. Natural England were consulted on this application and have raised no objection to the proposals.

Sites of Importance for Nature Conservation

164. As noted above the Itchen Valley Nature Reserve Site of Importance for Nature Conservation (SINC) lies immediately adjacent to the majority of the south-eastern boundary of the Southern Plot. In order to provide appropriate

protection of this important habitat a 20m buffer from the SINC boundary is required, as well as the 20m buffers from the River Itchen SAC and SSSI.

165. The submitted Parameters Plan and Illustrative Site Layouts include the necessary 20m buffers from the SAC and SSSI but where the SINC boundary is closer to the application site than the SAC and SSSI boundary an insufficient buffer is shown. As such the Parameters Plan and Illustrative Site Layouts do not reflect the need for a full 20m buffer along the length of its boundary with the SINC. The Council's Ecology team have a holding objection to the application until such time as the appropriate buffer is included on the Parameters Plan and Illustrative Site Layout. It has been requested that the necessary amendments are made and Members will be updated at committee.

Protected Species

166. The Ecological Impact Assessment submitted with the application reported a number of protected species found within the application site or immediate surroundings.
167. *Breeding birds*
The site and immediate surroundings support both nationally and regionally protected breeding birds. There would be some direct loss of scrub and woodland that supports these birds, but much of the woodland and scrub where the birds were recorded would be retained. It would also be important to preserve the edge habitats within the application site and this can be achieved by providing a suitably sized buffer to the woodland and scrub, as shown on the submitted Parameters Plan.
168. The report identified that the development would result in the permanent loss of suitable breeding habitat and that this would need to be appropriately compensated for. It is anticipated that this will need to be provided off-site and a condition could be attached to any permission granted to require details, which could be as part of the Biodiversity Gain Plan, to be submitted for approval.
169. *Bats*
The survey work demonstrated high levels of bat activity in general and has shown that the site is an important area for bats, particularly in the north-east field. Grey long-eared and Leisler's bats are rare species and were repeatedly recorded during the survey work. Retention and protection of important foraging woodland edge is essential to avoid adverse impacts on these species. Suitably sized buffers to woodlands and scrub belts must be incorporated into the design, and their locations have been shown on the submitted Parameters Plan. A sensitive lighting strategy is also critical. These measures could be secured via condition if permission is granted. It is also recommended that all unavoidable tree loss related to the access works are assessed for potential bat roosts prior to the removal of any trees.
170. *Reptiles*
The survey results indicated a small reptile population was recorded on the eastern fields and a medium reptile population at the link road site. The report

concluded that the area to the north of the runway provides "...a functionally linked corridor for reptile movements across the wider landscape and provides a unique mosaic habitat not currently present within connected habitat". This is important habitat for reptiles, particularly at this location where it provides an east-west movement corridor amongst relatively hostile surrounding habitat, e.g. closely mown airside grassland to the south and railway sidings to the north.

171. The access road proposals would result in significant loss of this habitat and the corridor width would be significantly reduced. Discussions are in place regarding the use of land immediately to the north of the application site as reptile habitat. However, the land is currently on a long lease to a third party and there is no guarantee this would be successful. As such the application will need to be determined on the assumption this cannot be secured.
172. The Council's Ecology team have raised an objection to the loss of the reptile corridor habitat and asked if the width of the access road could be reduced to a single lane controlled by traffic lights in order to allow a wider reptile corridor to be retained. The applicant does not propose to make such an amendment as they do not consider it to be appropriate due to the effect on traffic flow and the two-lane estate road proposal. The applicant's Ecologist maintains that the land remaining with the scheme as proposed, provides sufficient land to maintain functional connectivity in the vicinity of the site via a continuous linear feature on the northern boundary of the site, adjacent to the railway infrastructure. They state that the corridor maintains a minimum width of approximately 5m at its narrowest point, widening out to approximately 7.5m-10m elsewhere.
173. The corridor currently comprises a mosaic of habitats, including scrub, grassland and hedgerows and the proposed mitigation includes habitat management and enhancement measures with the aim of strengthening it and improving its suitability for reptiles, whilst still being able to comply with safety requirements related to the railway, e.g. clearance requirements. Habitat management and enhancement could be secured via condition should permission be granted.
174. The Ecology team have commented that there is no guarantee that enhancement of the retained habitat, as mentioned above, would be successful and have requested that the applicant be required to continue negotiations with the leaseholder of the land to the north. As the land is not under their control and therefore it is not within their gift to provide a wider corridor, the applicant has suggested that an obligation to use reasonable endeavours to secure the use of the land for reptile habitat could be included in a S106 legal agreement.
175. If permission is granted, the enhancement of retained habitat would need to be carefully designed to encourage movement of reptiles through the pinch point and ensure no obstacles to movement are present (e.g. excessive shade, oversized structures or over-exposed land).
176. *Invertebrates*

The submitted invertebrate data set was incomplete due to limitations related to survey timing, weather conditions and the absence of spring/early summer coverage. In light of this, and in line with best practise guidance, where retention habitat is achievable it is proposed that these areas will be safeguarded through design and construction controls, including sensitive lighting, habitat buffering and appropriate management. The Council's Ecology team have concluded that that details of enhancements for invertebrates, and other species, can be secured via condition should permission be granted.

177. *Great Crested Newts*

The application site falls within the red impact risk zone for great crested newts (GCN), such that it is considered that there is highly suitable habitat and a high likelihood of great crested newt presence. The on-site woodland habitat offers suitable foraging refuges and hibernation opportunities and there are approximately 9 ponds within 500m, with the closest located 10m to the south.

178. The ecological report surveyed the waterbodies with connectivity to the application site and determined that the species was likely absent and so would be unimpacted by the work. However these surveys were completed in 2021 they were considered to be out of date. Therefore in line with guidance from Natural England it was necessary for the applicant to update the surveys or join the Council's GCN District Licence scheme, which would not require any further surveys to be undertaken. The District Licence scheme enables the impacts of development on GCN to be mitigated via a financial contribution to be used towards the creation, management and monitoring of local compensation sites as part of a conservation strategy. The applicant has chosen to join the Council's District Licence scheme and the associated requirements could be secured via condition.

179. *Dormice*

Dormice were not recorded on site, but enhancements have been proposed, such as installing nest boxes in the woodland.

180. *Badgers*

No badger setts were found within the area, but the Council's Ecology team recommend that a pre-works badger check is undertaken within 3 weeks of construction starting to confirm the absence of badger setts within the site boundary.

181. *Shading*

The Council's Ecology team have raised concerns about the shading of habitats due to the potential size and siting of the buildings, in particular the shading of the central scrub belt. The majority of the South Plot proposed building height is 35.95m AOD and 34.28m AOD for the North Plot (compared to a ground level of approximately 11-13m AOD. Heavy, prolonged shade (with the potential for completely unbroken shade) on adjacent habitats would have a detrimental effect on the plant and animal species within it, such as reptiles, invertebrates and birds. The Council's Ecology team have requested that consideration be given to preventing the massing of buildings and excessive shading of retained and created habitats by condition. It is

considered appropriate to require the submission of details demonstrating that a proposed layout does not cause problems due to shading as part of any reserved matters application. This would enable the ecological impacts of any proposed layout to be fully assessed.

182. As a variety of mitigation and enhancement measures are proposed in relation to a number of protected species it is considered appropriate to bring all measures together in one plan. This can be achieved via a condition requiring the submission and approval of a Landscape and Ecological Mitigation, Enhancement and Management Plan, should permission be granted.

Biodiversity Net Gain

183. A Biodiversity Net Gain (BNG) metric has been submitted with the application. The supporting information sets out that the scope for on-site habitat creation is constrained by the proximity of the airport and the need to avoid habitats that could increase risk of bird strike. As such the proposed BNG strategy allows for the use of off-site compensation, where required, to deliver the biodiversity enhancements in suitable locations. This approach is considered to be acceptable.
184. The submitted BNG metric identifies that there is a 70.4% biodiversity net loss on site and 169.35 Biodiversity Units are required off-site to ensure that overall the development provides 10% BNG. Conditions can be attached to any permission granted to allow for the submission of a Biodiversity Gain Plan and Habitat Management and Monitoring Plan. As this is a hybrid application a phased approach can be taken to the submission of a Biodiversity Gain Plan, with the exact extent of off-site credits finalised once the layout and on-site landscaping of the development plots are known. In addition a financial contribution would need to be secured via S106 legal agreement for monitoring of the on-site BNG provision.

Heritage

185. The Environmental Statement included a chapter on Archaeology. A geophysical survey and desk based assessment have been undertaken and the site is assessed as having a general archaeological potential, with potential to encounter archaeological remains which are as yet unrecorded. There is some archaeological potential relating to the palaeolithic period, potential for Mesolithic material and likely that a prehistoric field system extends across large parts of the site with the possibility that an associated settlement might also exist. It is also likely that Roman remains might exist.
186. There is some evidence of Second World War archaeology, with a report of a barrage balloon tether and two airfield defence pillboxes, although this is also uncertain.
187. HCC Archaeology were consulted on the application and have raised no objection subject to conditions requiring archaeological evaluation, mitigation and recording, should permission be granted. They consider that the definitive location and state of preservation of the pillboxes need to be established, with them being preserved within the design and layout if

possible. They also noted that the assessment did not consider the impact of development on the setting of the Itchen Navigation which defines the east side of the site. This is an early navigation and runs largely through a rural context. They support the proposal for a 'green band' alongside the navigation as part of the layout and consider that care should be taken to ensure that the navigation-side treatment acts as a suitable setting and screen between the navigation and the development.

188. As set out above the site is not within a Conservation Area and there are no listed buildings on site, with the closest listed buildings being Eastleigh Station (Grade II) and the Farmhouse in Gaters Hill (Grade II) and the two Conservation Areas that might be affected by this proposal being Gaters Mill, south of the M27 motorway, and Bishopstoke approximately 1.5km to the north, with impacts limited to loss of some rural view out.
189. The closest heritage assets are the Locally Listed dwellings in Campbell Road which were all built as part of the railway works development to house employees of those works, hence their location in the middle of the railways estate. The application site lies to the south and east of Campbell Road, separated by public open space to the south-east of Campbell Road, the allotments and wooded area to the south-west of Campbell Road, the Eastleigh Railway Works loop line and a tree belt that thins towards the western end of the application site boundary.
190. The illustrative site layout shows units of varying size and orientation could be provided within the two parts of the application site, separated by the green corridor running between them. The proposed siting of the access road on the northern and western boundary increases the separation distance between the Campbell Road properties and the proposed built form.
191. As a result of the siting of the proposed development and the intervening features it is considered that the proposed development would not have an adverse impact on the heritage assets in the surrounding area.

Noise

192. A Noise Impact Assessment was submitted with the application. This assessed the noise impact from the proposed development and also whether the proposed development would result in any possible reflection of airport noise back towards nearby noise sensitive receptors, e.g. residential properties on Southampton Road. In addition details have been provided of a 2.5m high noise barrier proposed to be sited on the north-west boundary of the site where the access road leads from the South Plot to the North Plot. This is intended to reduce the noise levels experienced by residents of Campbell Road.
193. Environmental Health reviewed the submitted information and agree with the conclusion that the noise levels from aircraft experienced at nearby noise sensitive receptors are not likely to be meaningfully influenced by the proposed development. The assessment was undertaken on the basis of the submitted illustrative layout, therefore Environmental Health have requested that a condition be attached to any permission granted requiring the noise

modelling to be updated once the details of the proposed layout and buildings are known at reserved matters stage.

194. In considering the impact of the noise levels generated by the development itself, Environmental Health have confirmed that they have no objection to the proposed development subject to the installation and maintenance of the proposed noise barrier and a condition restricting plant noise. It is recognised that the development would result in additional traffic loads on surrounding roads, with a resultant increase in associated noise and disturbance. However, as noted above, the application site is promoted in the local plan for large-scale employment use. A traffic management strategy could be secured via condition, should permission be granted, to set out measures required to route HGVs onto appropriate roads, thus minimising the impact on local, minor roads.
195. In ecological terms the detailed design of the acoustic barrier would be important to ensure that it would not truncate the wildlife corridor and prevent movement of wildlife. It is considered that this can be secured via condition.
196. The Ecology team have also expressed concerns about the impact of operational noise on the retained habitats and those adjoining the site to the east once the development is occupied. They have requested that a condition be attached to any permission granted requiring reserved matters applications to be supported by information demonstrating that the proposals would not have an adverse impact on the various habitats due to noise.

Air Quality

197. The Eastleigh Air Quality Management Area (AQMA) covering Southampton Road, Romsey Road and Leigh Road lies to the north-west of Southampton Airport. The application site is outside of the AQMA, however, traffic generated by the development has the potential to impact on air quality within the AQMA. The Air Quality Assessment submitted with the application therefore considered the impacts within the AQMA and surrounding area. Environmental Health were consulted on the application and have raised no objection with regard to air quality.
198. A Framework Construction Environmental Management Plan (CEMP) was submitted with the application and Environmental Health and the Ecology team have both confirmed that it sets out a reasonable approach for all site-specific CEMPs to follow, with dust management measures being key details to be included. A condition can be attached to any permission granted requiring detailed CEMPs to be submitted for each phase of the development.
199. During the operational phase the encouragement for travel by sustainable modes due to the proposed pedestrian and cycle infrastructure, mobility hubs and travel plan; together with the use of electrical vehicle charging facilities are recognised by Environmental Health as appropriate measures to reduce air pollution arising from the development. The Ecology team also seek the inclusion of similar measures, together with the use of low emission technologies and green infrastructure. These measures can be secured via condition or considered as part of a reserved matters submission.

Contaminated Land

200. The site is not located within a ground water source protection zone and has largely remained undeveloped. However it has been associated with use as an airfield/airport since 1910 and some parts have been used for military purposes and mineral extraction in the past. Due to the historical use of the site and wider area, and potential sources of contamination, the initial survey work concluded that further detailed investigations should be carried out to assess the potential for contamination and any necessary mitigation measures.
201. Environmental Health were consulted with regard to land contamination and have raised no objection to the application subject to conditions relating to a site investigation and importation of soils being attached to any permission granted.

Climate Change

202. In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality by 2030; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.
203. The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.
204. Policies S1, DM2 and DM3 of the Local Plan require new development to be sustainable in terms of drainage, resource use, climate change and energy use. The application is accompanied by an Environmental Statement that sets out various mitigation measures aimed at reducing the development's impact on the local environment and minimising the impacts of climate change.

Human Health

205. Human health relating to ground conditions, noise and air quality has been considered and subject to conditions relating to contaminated land, noise standards, and construction methods being attached to any permission granted it is not considered that there would be any other significantly harmful impacts on human health.

Conclusion on environmental sustainability

206. As noted above the proposed development would significantly reduce the width of the retained reptile buffer along the northern boundary of the site and result in heavy tree loss. In addition consultation responses are awaited from National Highways and HCC Flood & Water with regards to traffic impact, drainage and flooding.
207. However, it is considered that subject to the various mitigation measures set out above (to be secured via condition or S106 legal agreement) the access to the proposed development would be acceptable and the proposed development would not have a significantly detrimental impact with regards to visual impact; matters of ecological importance (excluding the reptile buffer); heritage; noise; air quality; contaminated land; residential amenities or human health.

Minerals

208. The proposed development lies within the mineral and waste consultation area – minerals section and is covered by Policy 15: Safeguarding – mineral resources of the adopted Hampshire Minerals and Waste Plan (2013). The purpose of the policy is to protect potentially economically viable mineral resource deposits from needless and unnecessary sterilisation in line with Chapter 17 of the NPPF. The policy seeks to encourage the recovery, where possible, of potential viable mineral resources prior to development, this concept is known as prior-extraction.
209. HCC were consulted on the application as the mineral planning authority. They acknowledge that the submitted Mineral Resource Assessment concludes that prior extraction is unsuitable, however, full consideration of the opportunities for mineral extraction prior to and/or as part of the proposed development is still required. It would be expected that high quality material, such as sand, gravel and soft sand would be processed and used for construction purposes, while lower quality material could be used for fill or similar.
210. Particular opportunities may lie in the recovery of mineral deposits uncovered during the preparation and construction phases of the project, for example through the excavation of footings or trenches for buildings, roads, landscaping, drainage and utility infrastructure associated with the development. Re-using the recovered mineral on-site would encourage a reduction of excavation waste removed from site as well as inbound materials for construction uses associated with reduced costs. In addition export of recovered mineral off site to a local mineral operator for further treatment has potential for revenue generation. It is recommended that discussions are made between the developer and a local mineral operator at the earliest stage. It is anticipated that additional vehicle movements as well as noise, dust and vibration issues should not be 'above and beyond' what is expected in the construction phase, but an appropriate methodology could be conditioned.

211. In light of this HCC have requested that conditions be attached in relation to mineral recovery, should permission be granted.

Impact on Southampton Airport

212. The application is located adjacent to Southampton Airport, with the access road passing the northern end of the runway and the proposed employment floorspace sited to the east and north-east of the runway. In order to ensure the continued safe operation of the airport, the access road is proposed to be in cutting as it passes to the north of the runway and a Bird Hazard Management Plan has been submitted with the application.
213. The submitted Parameters Plan sets out maximum building heights across the application site, with reduced heights on the western edge where the application site borders the runway. In addition an emergency access is also shown in the north-west corner of the South Plot where controlled access across the runway could be provided for the emergency services, should the need arise.
214. Southampton Airport have confirmed that the proposed development does not conflict with any aerodrome safeguarding criteria and copies of correspondence with Hampshire & Isle of Wight Fire & Rescue Service, South Central Ambulance Service and Hampshire & Isle of Wight Constabulary have been provided confirming the emergency services' acceptability of the proposed emergency access point.
215. As noted above, in June 2021 planning permission was granted for an extension to the existing runway and associated works, including the extension of the existing long stay car park to the east and west of Mitchell Way (application F/19/86707). The works to Mitchell Road to form the access road into the development proposed as part of this application would mean that the previously approved extended long stay airport car park could not be implemented.
216. Southampton Airport, as one of the applicants for this application, are aware of this and the need to secure alternative plans for the necessary additional car parking. From the phasing details that were submitted as part of the runway extension application, these additional parking spaces would be needed once passenger numbers reach 2.2 million. Passenger numbers for 2024 were approximately 900,000. It is considered therefore that the additional parking spaces are not required imminently and that Southampton Airport's approved expansion plans are not prejudiced by this application with Southampton Airport fully aware of the need for, and currently investigating, alternative car park options.

Planning Obligations

217. In accordance with the guidance contained within the NPPF, Policies DM1, DM13 and DM38 of the submitted Eastleigh Borough Local Plan 2016-2036, the Council's 'Planning Obligations' SPD, and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for planning obligations to ensure on and off-site provision for facilities and

infrastructure made necessary by the development, and to mitigate against any increased need/pressure on existing facilities and infrastructure. This is in addition to any necessary ecological mitigation measures.

218. Contributions / obligations towards the provision of the following infrastructure, facilities or mitigation measures have been identified as being required if permission were to be granted:

- Employment & Skills Plan and associated monitoring fees
- Public Art Strategy
- Reptile Mitigation Strategy
- Biodiversity Net Gain On-Site Monitoring Fee
- Financial contribution towards Public Rights of Way Improvements for Eastleigh Town Public Footpath 49
- Implementation of the vehicular and active travel improvements to the existing section of Mitchell Way and extension of Mitchell Way to the site boundary
- Delivery of the improvement works at Wide Lane Bridge
- Delivery of the improvement works at Spitfire Roundabout
- Provision of an acceptable in principle design for improvements to Wide Lane Roundabout, with suitable monitor and manage methodology and backstop delivery for trigger for implementation of works.
- Mitigation for active travel access to the north including in principle design, full delivery cost estimate, part contribution/part delivery of works and public rights to be secured through the development
- Financial contribution towards Public Transport to be paid for 5 years if airport shuttle service does not serve the site at time of trigger
- Full Travel Plan and associated monitoring fees
- Financial contribution towards off-site highway works at Mansbridge Road/Wide Lane Roundabout and enhancement of traffic signals at Wide Lane/Mountpark Industrial Estate junction
- Provision of on-site micro-mobility hubs

219. The projects and measures identified for contribution expenditure would comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would go towards the projects which are directly related to the development, and are fairly and reasonably related in scale and kind to the proposed development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.

Equalities Implications

220. Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states: -

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups.

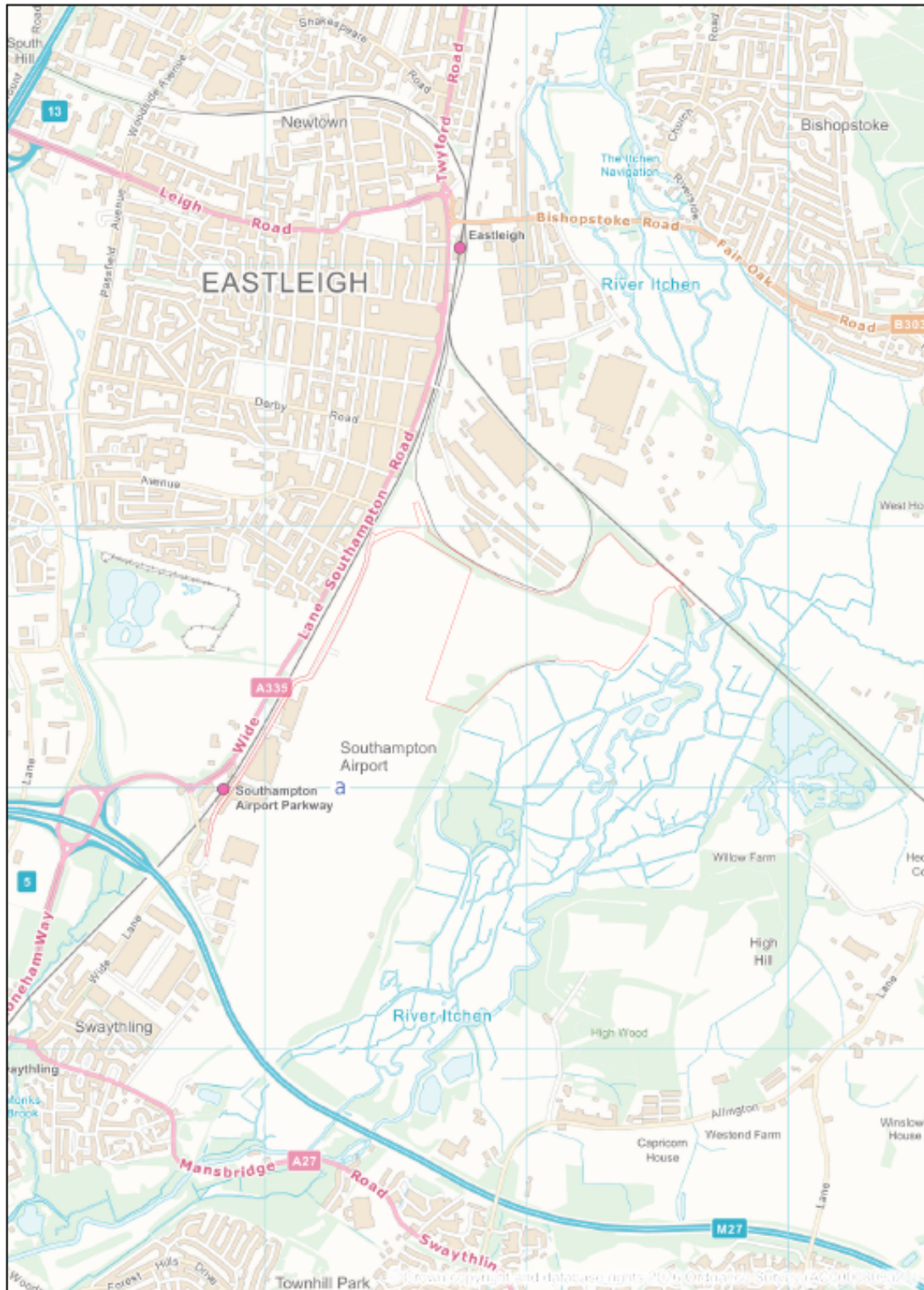
221. It is considered that this application does not raise any equality implications.

Planning Balance and Conclusion

222. Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 require a local planning authority determining an application to do so in accordance with the Development Plan, unless material considerations indicate otherwise.
223. The proposal would see the development of two sites that are allocated for employment use in the Local Plan under policies E7 and E9, making a significant contribution (92,000 sqm) towards meeting Eastleigh's target of providing 103,500 sqm of employment floorspace by 2036, as set out in Local Plan Policy S2. The proposed development has the potential to deliver in the region of 1,800 new jobs once operational, with further benefits arising during construction. These are benefits that should be given significant weight in the planning balance.
224. Whilst the position of National Highways in relation to the impact on the M27 is not yet known, it is considered that the proposed access and impact on the local highway network and provision for sustainable modes of travel would be acceptable. HCC consider that the proposed off-site highway works are needed to accommodate the increase in traffic arising from the proposed development, therefore the benefit arising from these works should be given limited weight in the planning balance. However, the improvements to pedestrian and cycle infrastructure, such as the Wide Lane bridge improvements, would bring forward new infrastructure that would also benefit other users in the local area and therefore should be given moderate weight in the planning balance. Similarly the fact that the proposed development provides the southern end of the Chickenhall Lane link road as part of the development, with land reserved for its future extension to the north, is a benefit that should also be given moderate weight.
225. Subject to various mitigation measures to be secured via S106 legal agreement or conditions, the development is also considered to be acceptable in terms of visual impact, matters of ecological importance (excluding the reptile buffer); heritage; noise; air quality; contaminated land; residential amenities and human health. However, these benefits should be given limited weight as all development should be achieving good design and avoiding harm to the local area and environment.

226. The drainage proposals are considered to be acceptable from an ecological perspective ensuring that appropriate mitigation could be provided to prevent any adverse impact on water quality. However, comments from HCC Flood & Water in relation to the capacity of the proposed drainage scheme and the impact on flood risk are still awaited.
227. On the opposite side of the balance, it is considered that the proposed development would significantly reduce the width of the retained reptile buffer along the northern boundary of the site and result in heavy tree loss. Given that reptiles are a protected species and the extent of the tree loss it is considered that these two issues are harms that should be given significant weight in the planning balance.
228. Based on the detailed points set out in the report, as summarised in this section, and subject to the concerns raised by National Highways and HCC Flood & Water being satisfactorily resolved, it is considered that the benefits of the proposed development significantly and demonstrably outweigh the harm.
229. The recommendation is therefore that subject to the satisfactory completion of consultations and the completion of a legal agreement to secure the infrastructure, facilities or mitigation measures listed above planning permission should be granted subject to the conditions listed above

O/25/99506



Address: NAVIGATOR QUARTER, MITCHELL WAY,
EASTLEIGH, SO18 2NL