

EASTLEIGH LOCAL AREA COMMITTEE

Wednesday, 15 April 2026 (7:00 pm – 10:17 pm)

PRESENT:

Councillor Bourne (Chair); Councillors Beer, Bicknell, Harding, Reynolds and Spencer

Also in attendance: Councillor Duguid

Apologies for absence were received from Councillors Park, Irish and Mann

RESOLVED ITEMS (SUBJECT TO QUESTIONS ONLY)

61. DECLARATIONS OF INTEREST

The Local Area Manager declared an interest in item 7 on the agenda and left the room for the item. There were no declarations of interest from Councillors in relation to items of business on the agenda.

62. MINUTES

RESOLVED -

That the Minutes of the meeting held on 27 January 2026 be confirmed and signed by the Chair as a correct record.

63. PUBLIC PARTICIPATION

A member of the public asked the Committee what their position is on seeking an Article 4 Direction applying to this particular area, to ensure that future changes of use from dwelling houses to Houses in Multiple Occupation (HMO) are subject to proper scrutiny by the Council and the Community.

The Planning Manager explained that this is a Planning Policy decision and a request will be passed to the team to review.

64. CHAIR'S REPORT

Given that this was an additional meeting to consider two planning applications, the Chair did not have a report on this occasion. The Chair passed on his congratulations to AFC Stoneham for making the FA Vase final, which will be held at Wembley.

65. PRESENTATION ON PLANNING GUIDELINES

The Senior Planning Officer gave a short presentation on guidelines that had to be taken into account when determining planning applications; in particular the issues that could, and could not, be taken into account. This was set against the broader policy framework.

66. PLANNING APPLICATION - 41 ARCHERS ROAD, EASTLEIGH, SO50 9AQ

The Committee considered the report of the Service Director for Planning and Environment (Agenda item 7) concerning a change of use from residential dwellinghouse (Use Class C3) to 8-bedroom, 8-person House in Multiple Occupation (HMO) (Sui Generis Use), with addition of rear dormer and single storey rear extension. (Dormer and extension works previously approved under reference PN/25/99969 and conversion to 6-bedroom, 6-person HMO confirmed lawful under reference LDC/25/100443). (Ref: F/26/100751).

Councillors raised concerns around the intensification of the proposed application and the living conditions for future tenants due to the lack of communal space.

RESOLVED –

To REFUSE for the reasons set out in the committee report.

(NOTE: (a) Eight people spoke and four written statements were received in objection to the application citing concerns that included, but were not limited to, insufficient parking, noise both during and after construction, overdevelopment and excessive intensification of the site, loss of family dwelling, substandard living conditions, loss of garden space and loss of privacy to neighbouring properties. (b) Two people spoke in support of the application stating that no objections have been raised from Housing Standards, each bedroom is generously proportioned, no objection from Hampshire Highways in relation to parking and acknowledged that construction was noisy, but guidelines were being adhered to.)

67. PLANNING APPLICATION - NAVIGATOR QUARTER, MITCHELL WAY, EASTLEIGH, SO18 2NL

The Committee considered the report of the Service Director for Planning and Environment (Agenda item 8) concerning a 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. (Ref: O/25/99506).

The Committee was advised that:

Corrections:

- Paragraphs 146 & 165 – this should have said that the amended Parameters Plan and Illustrative Site Layouts were submitted and found to be acceptable to the Landscape & Ecology Officers, as reported in the summary of their comments in paragraphs 18 & 24.
- Paragraph 219 – reference to “needs generated by new residents” should be to “needs generated by new employment floorspace”

Updates:

- Flood Risk Assessment & Drainage Strategy - amended version submitted - updated to include references to the latest plans.
- National Highways – No objection subject to conditions relating to the trigger for implementation of Wide Lane roundabout works; framework construction traffic management plan; framework operational management plan. Wording of the conditions still to be agreed.
- Updated Recommendation: as per the Committee Update Sheet. (appended to the minutes)

RESOLVED -

That subject to the following:

- 1. Receipt of consultation responses and any necessary resultant amendments, conditions or informatives from:**
 - HCC Flood & Water
 - Natural England re: HRA
- 2. Completion of consultation with National Highways and HCC Highways regarding the in-principle design of, and trigger for, the provision of Wide Lane roundabout works and other conditions required by National Highways.**
- 3. Completion of S106 legal agreement to secure the obligations listed in the Committee Update Sheet (which has been appended to the minutes) plus any additional obligations required by the completion of outstanding consultations.**

Then delegate to the Planning Manager, Chair and Vice-Chair of Eastleigh Local Area Committee to PERMIT subject to the conditions and informatives set out in the Committee Update

Sheet with any amendments deemed necessary in resolving outstanding matters.

(NOTE: Two people spoke in support of the application stating that it is an exciting development for the airport and local region, represents ambition in the Local Plan, supports job creation in Eastleigh and will boost the local economy.)

68. FINANCIAL MANAGEMENT REPORT

Consideration was given to a report of the Local Area Manager (Agenda item 9) that contained recommendations for expenditure from the Committee's capital and revenue budget.

RESOLVED –

That the Eastleigh Local Area Committee:

- (1) Retrospectively approved the allocation of £10,000 from developer contributions for the provision of public WiFi in Eastleigh Town Centre;**
- (2) Retrospectively approved the allocation of £20,000 from developer contributions and £20,000 from the public art project budget, to increase the Fleming Park public art project enabling the delivery of shading structures serving the paddling pool;**
- (3) Approved the allocation of £15,561.65 from developer contributions to support a nature and infrastructure project at Stoneycroft Rise;**
- (4) Approved the allocation of £69,269.96 from developer contributions as an additional contribution to the existing town centre regeneration budget to support the High Street and Market Street carriageway and public realm improvement scheme;**
- (5) Approved the allocation of £170,912.22 from developer contributions to fund feasibility work and delivery of infrastructure improvements as part of the Itchen Navigation Access Project;**
- (6) Approved the allocation of £25,446.28 from developer contributions to support the delivery of air quality projects in the Eastleigh Local Area Committee (ELAC) area;**
- (7) Approved the allocation of £55,000 from developer contributions to fund refurbishment works at the Former Bus Station Cafe and Kiosk to enable the relocation of Shopmobility;**
- (8) Approved the allocation of £15,000 from the public art project budget to enable the delivery of creativity walks in the ELAC area and the delivery of a launch event celebrating the 90th anniversary of the maiden flight of the Spitfire in Eastleigh;**

- (9) Approved the allocation of £4,572.28 from developer contributions to fund replacement handrails at the Dove Dale bridge in Fleming Park;**
- (10) Approved the allocation of £10,427.72 from developer contributions to fund the replacement of a bridge in Fleming Park;**
- (11) Approved the grant of £18,871.67 from developer contributions to Chandlers Ford Parish Council to support play infrastructure upgrades to Cox Row play area and open space; and**
- (12) Approved the Local Area Action Plan for 2026/27 as set out in Appendix 1.**

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ELAC – Eastleigh Local Area Committee Wednesday 15 April 2026.

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, conditions or informatives 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 Completion of consultation with National Highways and HCC Highways regarding the in-principle design of, and trigger for, the provision of Wide Lane roundabout works and other conditions required by National Highways.

2)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 with any amendments deemed necessary in resolving outstanding matters:

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 all~~ reserved matters for the first building containing employment floorspace and its curtilage shall be made within three years of the date of this permission. All other reserved matters shall be submitted within seven years from 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. reference 31794:

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. With the exception of drainage and associated engineering works and the provision of pedestrian and cycle routes, nNo 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 a 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 created habitats on and off site 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 and land adjacent to it, 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 suitable for its intended use, free from contamination, along with confirmation of material removal and confirmation that, 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.~~

22.21. 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).

23.22. 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.~~23. 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.~~24. 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.~~25. 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.~~26. 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.

~~29-27.~~ 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.

~~30-28.~~ 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.

~~31-29.~~ 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 and the blast screen and covered section of the footway and cycleway shall be installed prior to the opening of the access road, footway and cycleway.

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

~~32-30.~~ 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 ~~78~~, dated ~~27th March~~ 10th

| April 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.

33.31. 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).

34.32. 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.

~~35-33.~~ 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.

~~36-34.~~ 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.

~~37-35.~~ 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.

~~38-36.~~ 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.

~~39-37.~~ 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.

~~40-38.~~ 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.

~~41-39.~~ 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.

42.40. 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.

43.41. 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.

~~44.42.~~ 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).

~~45.43.~~ 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.

~~46.44.~~ 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.

~~47.45.~~ Within 6 months of ~~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.

~~48.46.~~ 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.

~~49.47.~~ 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.

~~50.48.~~ 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.

~~51.49.~~ 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.

Due to the close proximity of the proposed development to Network Rail's land and the operational railway, the applicant is advised to engage Network Rails' Asset Protection and Optimisation (ASPRO) team prior to works commencing. The applicant may be required to enter into an Asset Protection Agreement with Network Rail.

Nothing connected with the development's construction or operation, including its method for discharging surface runoff, shall have an adverse effect on Eastleigh Footpath 49/ The Itchen Navigation, the surface of which must remain available for safe public use at all times. Any damage caused to the surface of Eastleigh Footpath 49/ The Itchen Navigation during the site's preparation, construction or operation will be required to be restored to the satisfaction of Hampshire County Council, as Highway Authority for Public Rights of Way, as soon as possible. There must be no surface alterations to a Public Right of Way without the consent of Hampshire County Council, as Highway Authority for Public Rights of Way. To carry out any such works without this permission would constitute an offence under Section 131 of the Highways Act (1980). No vehicles, machinery, equipment, materials, spoil, scaffolding, or anything else associated with site's preparation, construction or operation, shall be left on or near to Eastleigh Footpath 49/ The Itchen Navigation as to cause obstruction, hindrance, or a hazard to footpath users. The public retain the right to safe and convenient use of the Public Right of Way at all times.

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.
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