Report
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Navigator Quarter, Southampton – Framework Travel Plan

Prepared by:

Steer

14-21 Rushworth Street
London SE1 0RB

+44 20 7910 5000

www.steergroup.com

Prepared for:

blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)

The Toll House
Delamare Terrace
London
W2 6ND

Our ref: 24733101

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1 Introduction

Overview

1.1 Steer is instructed by blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) ("the Applicant") to prepare this Framework Travel Plan (FTP) in relation to the Proposed Navigator Quarter, land adjacent to Southampton Airport Development (hereafter referred to as 'the Site' or 'the Proposed Development'). The Site is located to the north of Southampton Airport within Eastleigh. A Site location plan is provided at **Figure 1-1** at the rear of this chapter.

1.2 Eastleigh Borough Council (EBC) is the relevant local authority, Hampshire County Council (HCC) is the Local Highway Authority (LHA) and National Highways (NH) control roads classed as part of the Strategic Road Network (SRN). Southampton City Council are the neighbouring Local Authority to the south of the M27.

1.3 Relevant pre-application discussions have taken place with each of these organisations to help inform the Development Proposals.

Development Overview

1.4 The Proposed Development planning submission will involve 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."

1.5 The primary use for the Site will be employment seeking flexibility across use classes E (g) (ii & iii) (R&D, Light Industrial), B2 (General Industrial) and B8 (Storage, Distribution). The opening year for the development is most likely to be 2028, taking account of securing outline permission, Reserved Matters Approval (RMA) and delivery of the initial Site access and enabling works package.

1.6 The Site will effectively be split into three development parcels. The development parcels identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the Site and form the new estate road for the Proposed Development.

1.7 The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form the CLLR if required at a later stage. The extent of the new road infrastructure ties in to the adopted highway along Mitchell Way and then continues to ensure that access is provided to both development plots. The indicative Site masterplan can be found at **Appendix A.**

1.8 This Framework FTP (FTP) is being submitted alongside a Transport Assessment (TA) to support the Application.

FTP Purpose and Scope

1.9 This FTP considers all aspects of travel behaviour to, from and within the Site for:

- Staff travel.
- Visitor travel.
- Servicing and deliveries (i.e. commercial trips).

1.10 This FTP is a 'living' document and, as such, will be actively promoted, reviewed and updated over time. This FTP provides the basis for sustainable travel prior to and following occupation of the Site.

1.11 The FTP will assist with the long-term management strategy for the sustainable movement of both people and goods to the Site. A key focus of this will be to encourage walking, cycling and public transport use as an alternative to car.

1.12 This FTP will focus on:

- Improving the accessibility of the Site for all potential users.
- Increasing travel options to and from the Site and encouraging the use of more sustainable modes of travel such as walking, cycling and public transport (as an alternative to car use).
- Improving the health and well-being of the Site's users through encouraging active travel (walking and cycling) and reducing air and noise pollution.
- Reducing the demand for car parking.
- Helping to achieve local (EBC) and regional (HCC) policy sustainable transport targets and objectives.

1.13 The Applicant recognises the value of sustainable travel, including deliveries and servicing, and the importance of producing FTPs.

FTP Benefits

1.14 A FTP can bring forward a number of benefits to the developer, the local authorities and the ultimate occupants of the site. The key benefits of the FTP are summarised in **Table 1-1**.

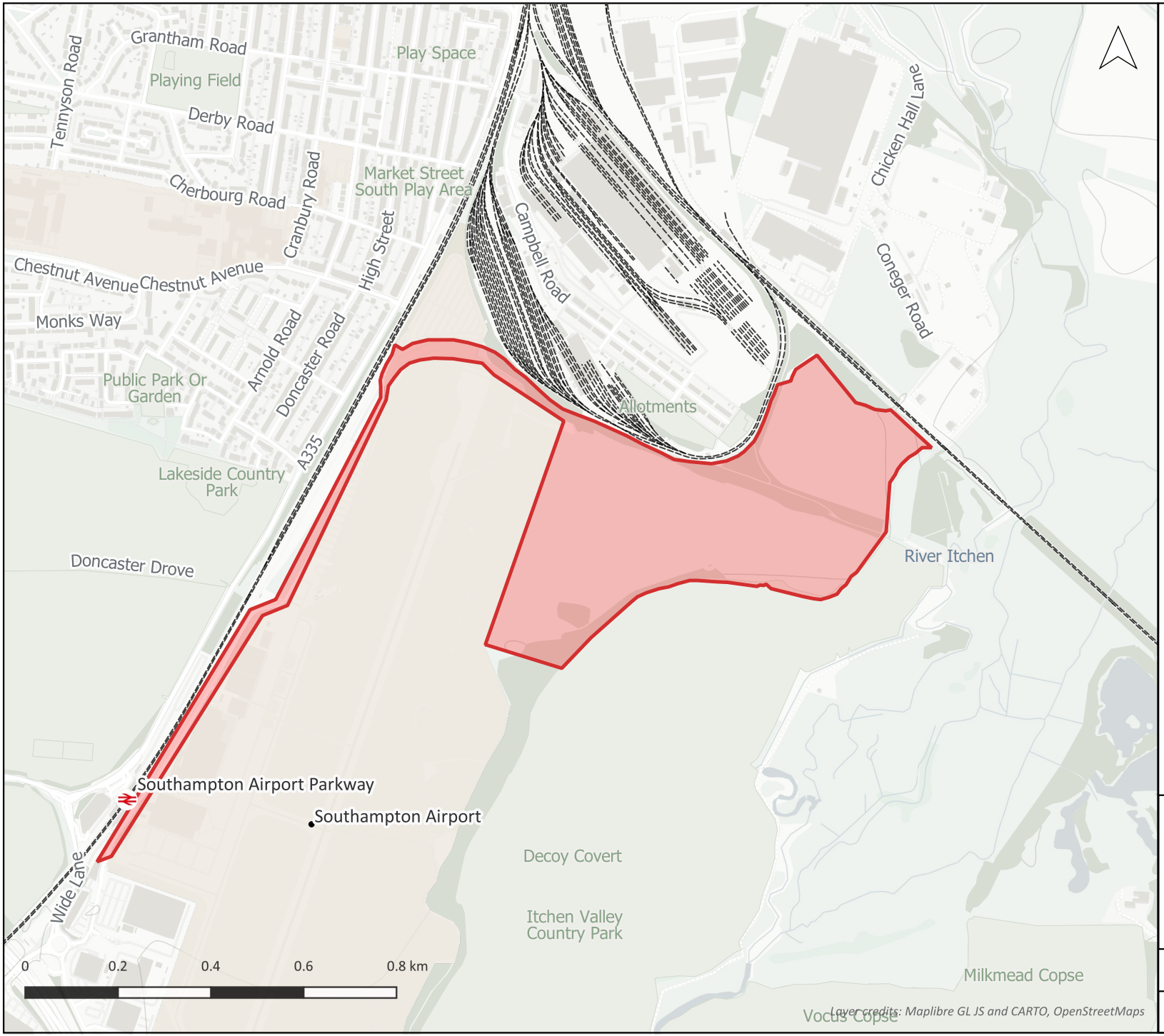
Table 1-1: Benefits of an FTP

Benefits	Applicant / Occupier	Staff	Suppliers	Local residents	EBC / HCC
Improved site access	✓	✓			
Less congestion on local roads		✓	✓	✓	✓
Reduced demand for parking spaces enabling land to be put to more cost-effective use	✓				
Improved travel choice (including opportunity for financial savings)	✓	✓		✓	✓
Help to meet an organisation's environmental objectives, for example reduced emissions contribute towards carbon dioxide CO_2 reduction targets	✓		✓		✓
Increase business efficiency	✓		✓		
Local environmental improvements from reduced congestion, pollution and noise				✓	✓
Opportunities for active, healthy travel and associated health benefits	✓	✓			
Help achieve wider local policy objectives, e.g. on sustainability					✓
Opportunity to feed into a corporate social responsibility programme and ensure your operations comply with health and safety legislation	✓		✓		

FTP Structure

1.15 This FTP is divided into nine chapters, following this introduction. The structure of the remaining report is as follows:

- **Chapter 2**: Policy and Guidance.
- **Chapter 3**: Existing Conditions.
- **Chapter 4**: Sustainable Travel Measures.
- **Chapter 5**: Travel Patterns.
- **Chapter 6**: Objectives and Targets.
- **Chapter 7**: FTP Management.
- **Chapter 8**: Measures and Action Plan.
- **Chapter 9**: Monitoring and Review.



Legend

- Navigator Quarter
- Rail Lines
- Rail Stations

Navigator Quarter

Figure 1-1: Site Location

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2 Policy Context

Overview

2.1 This Chapter provides a summary of transport-related national, regional and local planning policy and guidance relevant to the Planning Application and which has informed the preparation of this report and the design of the Proposed Development.

National Planning Policy

National Planning Policy Framework (NPPF) 2025

2.2 The current National Planning Policy Framework (NPPF), updated in February 2025, sets out several transport objectives designed to facilitate sustainable development and contribute to wider sustainability by giving people a wider choice about how they travel, in particular Section 9 'Promoting sustainable transport'.

2.3 The three overarching objectives to achieving this are:

- *"**An economic objective –** 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.*
- ***A social objective –** to support strong, vibrant and healthy communities, by ensuring that 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 places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.*
- ***An environmental objective –** to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

2.4 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *safe and suitable access to the site can be achieved for all users;*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 48; and*

- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.5 Paragraph 116 continues:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all future reasonable scenarios."

2.6 Paragraph 117(a) states that development should:

- *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation all modes of transport;*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; and*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.7 Paragraph 118 covers the need for Travel Plans and Transport Statements / Assessments for all developments which generate significant amounts of movement.

National Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Making' (2014)

2.8 National Planning Practice Guidance (NPPG) provides advice on when Travel Plans, Transport Assessments and Statements are required, and what they should contain. The Guidance is regularly updated, with the last update being in March 2014.

2.9 Transport Assessments and Statements are a means of assessing the potential transport impacts of developments, and they propose mitigation measures to promote sustainable developments. Transport Assessments are thorough assessments of the transport implications of development, and Transport Statements are a 'lighter touch' evaluation to be used where this would be more proportionate to the potential impact of the development.

2.10 Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with NPPF.

Department for Transport Circular 01/2022: Strategic Road Network and the Delivery of Sustainable Development (2022)

2.11 The Department for Transport (DfT) Circular 01/2022 "sets out the way in which [the DfT] will engage with the development industry, public bodies and communities to assist the delivery of sustainable development".

2.12 In particular, Circular 01/2022 states a "new development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. In this regard, recent research on the location of development found that walking times between new homes and a range of key amenities regularly exceeded 30 minutes, reinforcing car dependency. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas".

2.13 Transport assessments "should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites".

2.14 The circular goes on to set out requirements in relation to network traffic assessments, which have been followed as part of this TA.

Decarbonising Transport (2021)

2.15 The DfT published 'Decarbonising Transport' in 2021. The plan sets out how the UK's transport system will need to change to achieve the net zero emissions target by 2050.

2.16 The strategic priorities of the plan are:

- *"Accelerating modal shift to public and active transport*
- *Decarbonising road transport*
- *Decarbonising how we get our goods*
- *UK as a hub for green transport technology and innovation*
- *Place-based solutions to emissions reduction*
- *Reducing carbon in a global economy"*

2.17 The aims for modal shift set out in the plan include:

- *Half of all journeys in towns and cities to be walked or cycled by 2023*
- *England will have a world-class cycling and walking network by 2040*
- *Double cycling stages (from 2013 baseline) by 2025*
- *Modernise fare ticketing and retail to encourage a shift to rail and cleaner and greener transport journeys*
- *Improve rail journey connectivity with walking, cycling and other modes of transport*
- *Support demand for zero-emission vehicles through a package of financial and non-financial incentive*
- *Ensure that the UK's charging infrastructure network meets the demands of its users*
- *Transforming 'last mile' deliveries*
- *Increase average road vehicle occupancy by 2030*

- *Support car clubs to go fully zero-emission*

Active Design (2023)

2.18 Active Travel England (ATE) became a statutory consultee in 2023 for planning applications of more than 150 residential units, 7,500 sqm of office or 5 hectares of development land (outside of London).

2.19 Sport England, alongside ATE and the Office for Health Improvement and Disparities, published 'Active Design' which provides applicable guidance on how development proposals should be designed to encourage more physically active and healthy lives through creating active environments. The document sets out ten principles of active design, as follows:

- *Activity for all – design should support all ages, ethnicities, genders and abilities*
- *Walkable communities – essential and recreational facilities should be within walking distance of the development*
- *Providing connected active travel routes – active travel networks should be continuous and easy to use*
- *Mixing uses and co-locating facilities – places with multiple land uses are more likely to attract linked active travel trips*
- *Network of multi-functional open spaces – provision of open spaces should be made across cities, towns and villages*
- *High-quality streets and spaces – streets and outdoor public spaces should be safe, attractive, functional, prioritise people and able to host a mix of uses, with durable, high-quality materials, street furniture in the right places and easy-to-use signage*
- *Providing activity infrastructure – infrastructure should enable sport, recreation and physical activity*
- *Active buildings, inside and out – buildings should be designed with physical activity at the forefront*
- *Maintaining high-quality flexible spaces – spaces and facilities should be managed and maintained to support physical activity*
- *Activating spaces – encouraging the use of spaces and facilities should be an active commitment*.

Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN 1/20) (2020)

2.20 The Government's Gear Change and Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN 1/20) set out requirements for walking and cycling infrastructure across England.

2.21 LTN 1/20 sets out that cycling networks and routes should be coherent, direct, safe, comfortable and attractive. Cycles must be treated as vehicles, not sharing space with pedestrians, and segregated from motorised traffic were dictated by traffic speeds and flows.

2.22 Cycle parking should be high-quality, secure and convenient at each trip origin and destination. It should cater for a range of journey purposes and types of cycles.

Regional Policy

HCC Local Transport Plan 4 (LTP4) (2024)

2.23 The HCC LTP4 covers the period to 2050 and has the following clear vision:

"A carbon neutral, resilient, and inclusive transport system designed around - and with - people, which: supports health, well-being, and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire's unique natural and built environment."

2.24 The document sets out the Council's key priorities for transport infrastructure across Hampshire including:

- Tackling climate change and low carbon growth;
- Network resilience;
- Net environmental gain;
- Sustainable development and place making;
- Placing users at the heart of decision-making;
- Modal shift and reducing car use;
- Physical and mental health, tackling loneliness and social exclusion, and an inclusive transport system.

2.25 The overall vision for this updated LTP is to "*shift away from planning for vehicles, towards planning for people and places"*. It seeks to provide a transport system which supports high quality and prosperous places and puts the needs of people first based around a 'Road User Utility Framework' and 'Movement and Place Framework'.

2.26 LTP4 includes the following two guiding principles:

- **Guiding Principle 1:** Give People a choice of high-quality travel options:
  - Providing a choice of high-quality travel options to reduce car dependency:
    - → providing better walking, cycling and public transport choices (increasing attractiveness of public transport and embracing 'shared mobility' solutions;
    - → creating opportunities to 'live locally'.
    - → Owning fewer cars and using them less.
  - More efficient use of vehicles to reduce per vehicle emissions.
  - Replace petrol and diesel vehicles
  - Offset any remaining emissions that cannot be eliminated.
- **Guiding Principle 2:** Provide a transport system that promotes high quality, prosperous places and puts people first:
  - Creating high quality places that encourage active travel and public transport use, enable social interaction and create stronger communities.
  - Create safe, healthy and accessible transport options to provide equitable access to services opportunities and life changes, leisure and recreation, which tackle the adverse impacts of transport on the environment.
  - Supporting and promoting key transport infrastructure (primarily public transport and active transport) that serve economic hubs, international gateways or improve connectivity in the sub-region.

2.27 The following core policies have been set to deliver the above:

- Policy C1 – Putting people and places at the heart of our decisions. This policy includes a Road User Utility Framework which seeks to reduce the demand for travel firstly and then places priority on vulnerable road users and active travel modes:
  i. Opportunities to reduce travel demand and the need to travel;
  ii. vulnerable users, including people with disabilities or long-term mobility-related health conditions.
  iii. People who walk
  iv. People who cycle and horse ride
  v. people who use public transport (bus, coach, rail, taxi, community transport).
  vi. Delivery of goods
  vii. Other motor vehicles.
- Policy C2 – Efficient and sustainable movement of goods.
- Policy C3 – Transport strategies and schemes to be developed in accordance with consideration of all users.
- Policy C4 – Place climate change at the heart of decision-making.
- Policy C5 – Support local living and reduce demands on transport.
- Policy C6 – Encourage sustainable travel behaviour.
- Policy C7 – A Safe Systems approach for Hampshire.
- Policy C8 – Managing the harmful health effects of poor air quality and noise disturbance due to transport.
- Policy C9 – Protecting the environment.

Eastleigh Borough Council Parking Standards Supplementary Planning Document (SPD) (draft 2023)

2.28 This policy sets out the EBC parking standards for all new developments.

Emerging Eastleigh Strategic Transport Study (2015 and 2025)

2.29 The emerging Eastleigh Strategic Transport Study is being prepared by HCC and will set out the future vision for transport in Eastleigh including the need for potential multi-modal strategic transport infrastructure improvements within Eastleigh to be delivered in the period up to 2036. Consultation is likely to be undertaken of the study in Spring 2025.

2.30 In advance of the full report, an interim report was released for consultation in December 2015 which provided an overview of the likely transport issues associated with potential new development sites and analyses some initial transport infrastructure options. The relevant points set out in the interim report are summarised below.

Chickenhall Lane Link Road (CLLR)

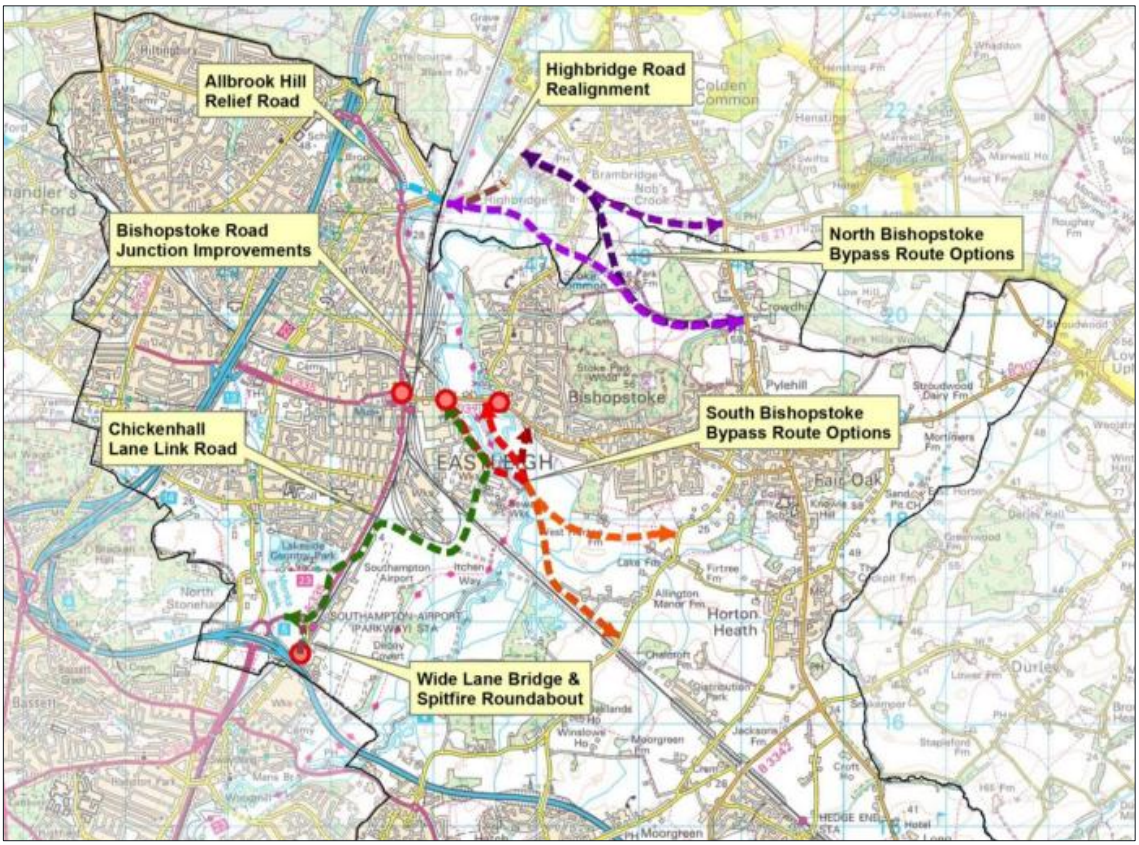
2.31 The scheme as set out in the strategy would involve a new bridge over the A335 and Southampton-Eastern railway lines, as well as a new bridge over the Eastleigh-Hedge End railway line, passing to the north of the Airport runway.

2.32 The strategy noted that whilst it remained a long-held ambition of the community and Council, there are significant issues with the delivery of the scheme related to high infrastructure costs and complex engineering.

2.33 The route alignment as presented in the strategy is shown in **Figure 2-1.**

2.34 Although Steer has not seen the emerging Draft *Strategic Transport Study* that is set to undergo consultation later this year, it is understood that HCC are likely to be moving away from supporting the CLLR as a relief road, in favour of prioritising a sustainable and active travel mode approach in accordance with HCC's LTP4. Notwithstanding this, the proposed development makes an allowance for the CLLR within its design parameters, so that land is safeguarded for others to complete this link in the future, in line with the Local Plan Policy.

Figure 2-1: Locations of Potential Highway Mitigation Schemes



Wide Lane Bridge, South of Eastleigh

2.35 Wide Lane Bridge is located to the east of M27 junction 5 and is on the main route between Southampton Airport and the former Ford site (soon to be redeveloped), and the M27 motorway.

2.36 Section 4.5 of the Eastleigh Strategic Transport Study (2015 interim report version) sets out the existing constraints at the bridge including that the existing bridge has a relatively narrow carriageway (circa 6.3m wide) and a 1.5m wide footway on the eastern side/ The use of the eastern footway by cyclists, and the presence of the sharp bend which reduces forward visibility, forces HGVs to cross the centreline when negotiating the bend, in both directions, which means HGVs are unable to pass each other at the bend.

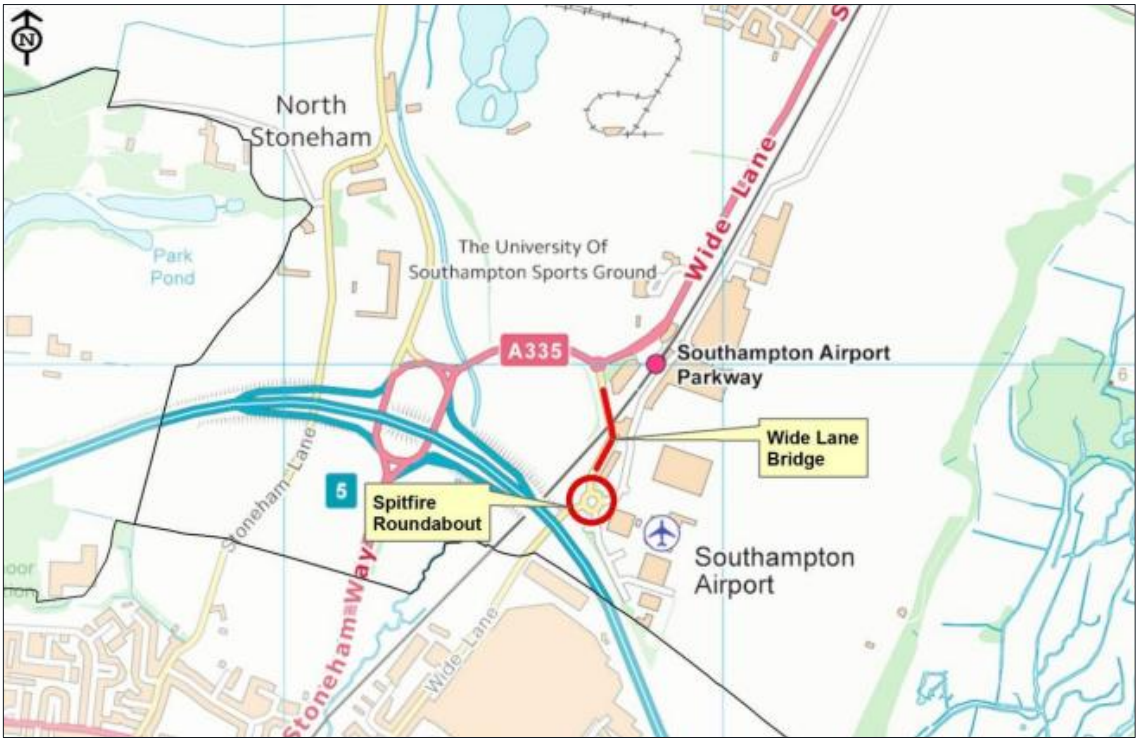
2.37 The study noted the significant constraints posed to improvements including the railway line, local land uses and gradients.

2.38 The report also mentioned that four options were originally considered to improve/ replace the bridge but the first option to improve the existing bridge to discounted as structural investigations mentioned that the bridge could not be widened.

2.39 The three remaining options that were considered in the report, and their associated locations are illustrated on **Figure 2-2**.

- **Option 1:** Facilitate one-way movement northbound on a new bridge, with southbound traffic using the existing bridge;
- **Option 2:** Facilitate two-way movement on a new single carriageway bridge, with the existing bridge demolished; and
- **Option 3:** Similar to Option 2, but with the new bridge being provided as dual carriageway.

Figure 2-2: Wide Lane Bridge Location Plan



2.40 More recently, HCC has considered alternative schemes. Through the consultation with HCC / EBC, it was determined that the most likely and cost effective mitigation solution is to provide a non-motorised user bridge adjacent to the existing bridge, and widen the existing carriageway into the footway, within the confines of the current bridge structure, which would provide sufficient width for HGVs to pass each other.

HCC Local Cycling and Walking Infrastructure Plan (LCWIP) (2022)

2.41 The LCWIP is issued by HCC in line with national policies. It aims to make “walking and cycling... safe, direct, and attractive for everyone from ages 8 to 80+” and the “networks to be accessible to everyone and cater for the majority of users, whether they are walking with a double buggy, have a health condition or disability that makes our public spaces more difficult to use”. This is achieved through the “overarching principles” listed overleaf.

- *Prioritise walking and cycling for healthier people, healthier transport, and a healthier planet.*
- *Have an integrated approach to all aspects of planning, development, design, and operation.*
- *Ensure our planning is network based, shaped by evidence, and monitored.*

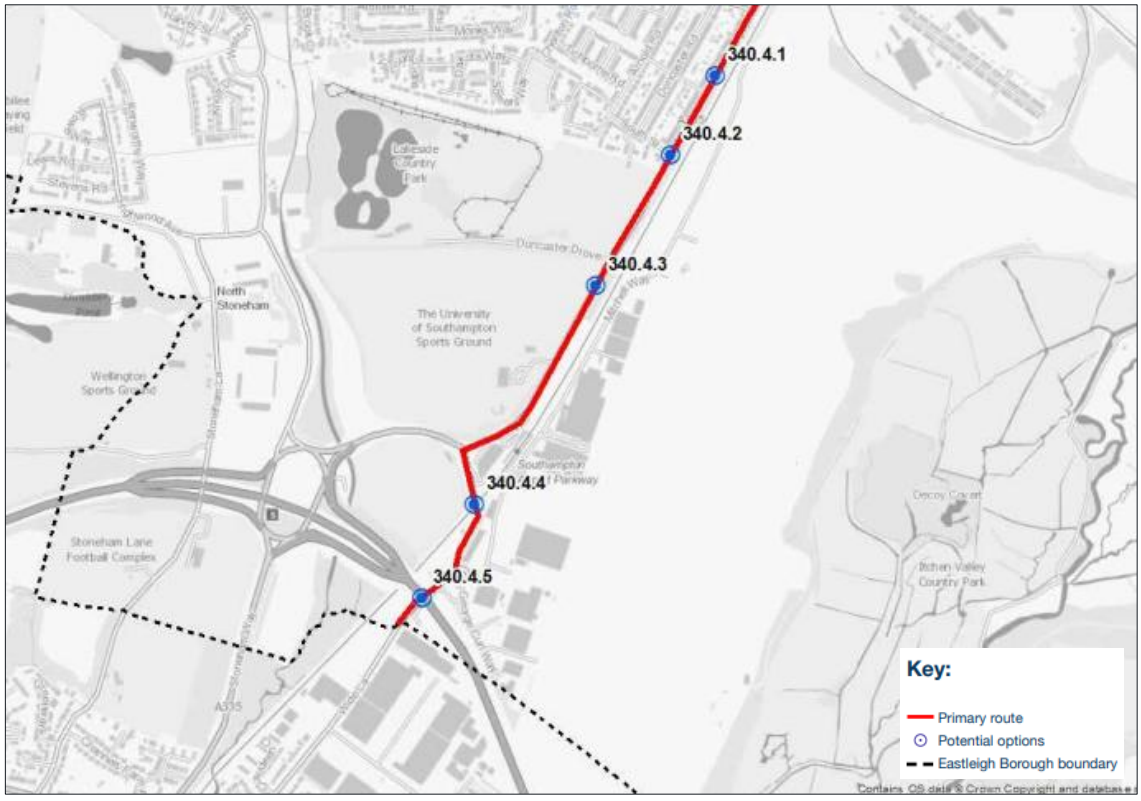
2.42 HCC prepared the Eastleigh Local Cycling and Walking Infrastructure Plan (2022), with the aim to set out:

- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;
- a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network.

Route 340: Otterbourne – Swaythling

2.43 Route 430 is the main north-south route through Eastleigh linking Otterbourne to the north with Eastleigh, Southampton Airport and Swaythling to the south. The route is 7.5km long. The route in the vicinity of the Site is provided at **Figure 2-3**.

Figure 2-3: LCWIP Route 340



2.44 The LCWIP states that the largest barrier on this route is the limited cycle provision between Cheshunt Avenue and South Street, as well as around the Wide Lane roundabout. The high volumes of traffic also act as a barrier for on-road cycling. A summary of the potential mitigation options at each location on **Figure 2-3** are provided overleaf.

- **340.4.1** There appears to be sufficient space within the highway boundary to provide a segregated cycle route along Southampton Road between Chestnut Avenue and the South Street junction. This would require the removal of on street residential parking or purchase of third party land.
- **340.4.2** The Southampton Road/South Street junction should be reconfigured to provide priority for cyclists across the junction.
- **340.4.3** There is scope to widen the existing shared use path between South Street and the Wide Lane roundabout to provide a segregated cycle track. This may require some land purchase and the removal of a large number of trees. A priority crossing should be considered at the entrance to Lakeside Country Park and the Wide Lane Sports Ground.
- **340.4.4** The route between the Wide Lane roundabout and the Mitchell Way roundabout is very constrained and would require land purchase and a new cycle/ pedestrian bridge to provide a segregated route. A controlled crossing will be required on Wide Lane.
- **340.4.5** There is scope to widen the existing shared use path between the Mitchell Way roundabout and the county border, but there is a width constraint under the M27 motorway bridge.

HCC Eastleigh Town Centre and Southampton Parkway Travel Hubs – Public Engagement (2022)

2.45 This document defines a Travel Hub as: "a recognisable place which offers different and connected transport modes supplemented with enhanced facilities and information features that appeal to and benefit the traveller. This could include facilities such as cycle hire and e-car club vehicles and other services such as Wi-Fi and parcel collection points."

2.46 £57m of funding has been allocated to developing two Travel Hubs, one in Eastleigh Town centre and one at Southampton Airport Parkway rail station. Both are of relevance to the Site. At the time of writing this TA, these are yet to be implemented. Travel Hubs would be accompanied by improvements in both improved active travel/public transport service levels and infrastructure.

HCC Travel Plan Guidance

2.47 HCC provides guidance for the preparation of Transport Assessments and Travel Plans on their website: https://www.hants.gov.uk/transport/developers/travelplans/travelplanrequired. The guidance states that a Travel Plan should be required for all planning applications requiring a Transport Assessment and presents specific floor area thresholds per land use. **Table 2-1** sets out the thresholds that are directly applicable to the Proposed Development.

Table 2-1: HCC Transport Assessment and Travel Plan Floor Area Thresholds

Land Use	Threshold for Transport Assessments
B1	2500 sqm
B2	2500 sqm
B8	5000 sqm

Source: https://www.hants.gov.uk/transport/developers/transportassessments

Local Policy

Eastleigh Borough Local Plan (2016-2036) (adopted April 2022)

2.48 Eastleigh Borough Council adopted its core strategy in 2022, which sets out the spatial vision, objectives, development strategy and policies for Eastleigh.

2.49 Policy DM13 'General development criteria – transport' states:

"Development proposals that will generate vehicle movements likely to have an adverse impact on traffic conditions beyond the immediate vicinity of the development site must be subject to Transport Assessment and will be required to incorporate and implement mitigation measures such as:

- *provision of/contribution towards on and off-site highway improvements such as junction improvements and potentially new road links*
- *on-site pedestrian, cycle and public transport infrastructure*
- *contributions towards relevant off-site sustainable transport infrastructure, public rights of way and service improvements where appropriate*
- *on-site measures aimed at increasing uptake of non-car travel options (e.g. Travel Plans) to reduce car use."*

Policy E6 – Eastleigh River Side

2.50 Policy E6 of the EBC Local Plan refers to the regeneration of Eastleigh River Side. Eastleigh River Side incorporates Barton Park / Deacons Industrial Estate, and adjoining land to the west (Network Rail sidings) and to the east adjoining Chickenhall Lane. The proposals are to provide a mixed-use scheme to include the following:

- Technology and Innovation Centre and associated facilities;
- Uses complementary to Eastleigh town centre such as offices (use class E(g)(i)); bulky goods retail, hotel/conference centre, restaurants and other leisure uses; some residential development and related community uses possibly including student accommodation; and car parking to serve Eastleigh Station and the town centre;
- Other employment uses in use classes B2, B8 or E(g); and
- A new access from Bishopstoke Road, or an improved access from Chickenhall Lane.

2.51 The development would be supported by active travel links, including a pedestrian/cycle link provided across the railway between the Site and Eastleigh station / town centre, and linked to a green route across the Site to the Itchen Valley.

2.52 Policy E6 requires that a route be reserved clear of development, to enable the provision of a new link road (the Chickenhall Lane link road). The estimated alignment of the link road is illustrated on **Figure 2-4.**

Figure 2-4: Chickenhall Lane Alignment (dashed blue line)



Eastleigh Borough Council Cycling and Walking Strategy (CWS) (2023)

2.53 The EBC CWS states that: "Walking is the most affordable, flexible and socially inclusive mode of independent travel available to Borough residents and as a result it is vital that we encourage walking as much as possible, through taking measures to provide safe, secure, convenient walking routes."

2.54 The strategy sets out high-level active travel statistics for the borough as a whole, however it does identify some recommendations relevant to the Site:

- Support schemes such as play streets and school streets with 20mph limits, which help communities to come together and enjoy space.
- Provide cycle parking at community facilities such as schools, shopping centres and public open spaces.
- Reduce the impact of EBC businesses travel through the provision of electric pool cycles.
- Promote workplace travel planning to businesses across the Borough & encourage membership of the Workplace Travel Plan Network.
- Install cycle maintenance hubs at three locations within the Borough by 2025.
- Encourage increased use of open space and green infrastructure for everyday physical activity such as Itchen Valley Country Park, located south-east of the Site.
- Provide facilities such as dropped kerbs and tactile paving and remove physical barriers such as staggered gates and bollards that prevent access.
- Ensure all new developments provide pedestrian and cycle facilities so that active travel is encouraged to and from the sites concerned.

- Schemes prioritised for funding and delivery are beneficial for walking and cycling and where necessary, redistribute road space in preference of pedestrians and cyclists.

Southampton City Council 'City Vision' (Local Plan) Draft Plan with Options

2.55 One of the key transport-related aims of this draft LP is to: "Support active travel (walking, cycling) and public transport, introduce a Southampton Mass Transit system, reduce and then manage remaining car use."

2.56 Details of the Mass Transit system are unknown, but Eastleigh is identified as one of the areas to be connected by '*Mass Rapid Transit (train/tram/metro/bus rapid transit)*'.

Southampton City Council 'Connected Southampton' (Transport Strategy 2040) (2019)

2.57 SCC's vision for Southampton focusses on:

- *"Enabling people and goods move around our growing city easily, efficiently and safely around the city, more space is given over to people walking, cycling or travelling by public transport, helping to reduce people's dependence on the car for their everyday journey by making these more viable and attractive;*
- *Improving the attractiveness of public spaces and streets to support growth, improve health and wellbeing and enable sustainable growth;*
- *Tackling inequalities through improving accessibility and by designing transport improvements so that they meet the needs of everyone in society and that everyone can get around more safely and easily;*
- *Working with partners and stakeholders to invest in reliable, high-quality connections between national and regional road and public transport networks that support our main economic employment hubs;*
- *Taking advantage of new and innovative technology to enable the transport network to operate as efficiently as possible, helping to accommodate new trips generated by growth without increasing levels of congestion; and*
- *Reducing the level of emissions from transport towards zero."*

2.58 To achieve their goal of sustainable growth, SCC are concentrating on:

- *"Reducing the growth in the amount of traffic coming into Southampton by improving public transport connectivity and by intercepting car trips into the city from further afield at the edge of the city and transferring them to public transport, cycling or walking to get more sustainable travel patterns;*
- *Maintaining reliable and efficient access to the Port, Airport, Economic Drivers, and the City Centre from the national transport networks;*
- *Restructuring and reallocating road space on the highway network so it can support more trips by sustainable and active ways;*
- *Developing options for consolidating freight and logistics on the edge of the City and delivering goods and support services in clean low-emission ways;*
- *Developing a high-quality innovative public transport system that supports sustainable growth by making in a mode of first choice on a network that is reliable, prioritised, integrated and inclusive;*

- *Ensuring that the transport asset is in a good condition and can accommodate the demands placed on it; and*
- *Looking at making best use of new innovative technologies to exploit their full potential."*

Southampton City Council LTP Implementation Plan (2022)

2.59 This document sets out specific actions to achieve the goals outlined in the LP and Transport Strategy documents. This includes a feasibility study which details various bus improvement projects, including an 'Enhanced Bus Partnership' and 'Bus Priority Measures' to improve public transport within Southampton and across the boundaries to Eastleigh. This is in addition to a Southampton Mass Rapid Transit feasibility study.

Southampton City Council Bus Service Improvement Plan (BSIP) (2024)

2.60 SCC's BSIP states that "Buses need to be an attractive alternative to travelling by car".

2.61 In Section 4.1, in specific relevance to the Site, the Council aims to implement a Rapid Bus Service from the city centre to Eastleigh, routed north along Wide Lane and turning at Bishopstoke Road. The introduction of new/improved services along this corridor will also be accompanied by proposed bus signal priority measures.

2.62 Southampton Airport is recognised in Section 2.1 of the document as a '*multi-modal interchange opportunity"*, with plans to link rail, air and bus services at a transport hub. The Airport is also identified as a "*key destination"* for travellers in Section 5.1.

3 Existing Conditions

Site Description

3.1 The Site is situated to the northeast of Southampton International Airport, in Eastleigh Borough. Eastleigh town centre is located circa 1.4km to the north of the Site and Southampton City Centre is located circa 6.5km crow flies distance to the south of the Site. The Site is 34 ha in size, predominantly comprising undeveloped grassland.

3.2 The Site is formed of two plots of land, which are separated by a narrow woodland belt. Both plots of land are allocated within the Eastleigh Borough Local Plan. The location of the Site is presented in **Figure 1-1**.

3.3 Southampton International Airport is located immediately to the south and west of the Site. To the north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. A residential parcel of land, referred to as Campbell Road is located in between the train depot sites. To the north of the train depot is the Barton Park Industrial Estate.

3.4 The River Itchen and the Itchen Navigation leisure route runs to the east of the Site and the Itchen Valley Country Park is located to the southeast.

Existing Travel Patterns

2011 Census Data

3.5 **Table 3-1** presents the 2011 Census 'method of travel to work' data for the middle layer super outputs area (MSOA) relevant to the Site – Eastleigh 006/007.

3.6 2021 Census data has not been used as it was collected whilst Covid restrictions were in force and so it is not representative of current likely mode shares.

3.7 Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.

Table 3-1: 2011 Census Transport Mode Shares

Mode	Percentage of Work Trips
Underground, metro, light rail, tram	0.1%
Train	7.3%
Bus, minibus or coach	3.0%
Taxi	0.4%
Motorcycle, scooter or moped	1.3%
Driving a car or van	62.4%
Passenger in a car or van	6.0%
Bicycle	4.0%
On foot	15.1%
Other method of travel to work	0.4%
Total	**100%**

Southampton International Airport Passenger and Staff Travel Mode Shares

3.8 In 2023, Southampton International Airport Ltd published an Airport Surface Access Strategy 2017-2021, Mobility Management Supplement. This included actual mode share data from a 2016 travel survey (passengers and staff) and also set travel mode share targets for future years. These are presented in **Table 3-2** below. The strategy was reviewed at the Airport Transport Forum in July 2023 where both HCC and EBC were in attendance.

Table 3-2 Southampton Airport Passenger and Staff Travel Mode Shares and Targets

Target Year	Private Hire & Car	Taxi	Rail	Bus/ Coach
2016 Target	56.8%	20.5%	15.6%	7.1%
2016 Actual	55.7%	18.6%	18.2%	7.5%
2021 Target	54.1%	18.1%	19.7%	8.1%
2026 Target	52.6%	17.8%	21.0%	8.6%
2031 Target	51.1%	17.4%	22.3%	9.2%
2037 Target	49.5%	17.0%	23.7%	9.7%

Table 2-1: Airport Surface Access Strategy 2017-2021, Mobility Management Supplement, Southampton International Airport Ltd, July 2023

3.9 The 2016 survey indicated that use of private hire & cars and taxis was less than targeted, and use of rail and buses/ coaches was more than targeted. The dataset provides a promising indicator of a shift away from vehicle use, towards public transport. This FTP aims to continue this trend.

3.10 As this dataset does not include active travel modes, it has not been used as a benchmark for predicting mode shares at the Proposed Development.

Local Highway Network and Vehicular Access

3.11 There is currently no public access to the Site. The local highway network is shown in **Figure 3-1**.

Site Access

3.12 There is currently no public access to the Site.

3.13 The Plot 1 land parcel, immediately south of the railway line, is accessed via a farm gate from the southern section of Conegar Road. A farm track runs from the gate on Conegar Road, though HCC owned land and passes under the railway line into Plot 1.

3.14 Planning consent has recently been granted by HCC (Ref: HCC/2022/0071) for the development of a Materials Recycling Facility (MRF) on the HCC land referenced above. The Site plans can be found at **Appendix B.**

3.15 The Plot 2 land parcel is accessed via private airside access, which itself is accessed from the long stay car park at the northern end of Mitchell Way. This access sits within the land between the two Airport perimeter fences and is not publicly accessible.

Conegar Road / Chickenhall Lane

3.16 Conegar Road is directly adjacent to the MRF facility and is a single carriageway road (c.6m wide), which falls under the ownership of HCC up until c18.5m before the junction with the north-south running section of Chickenhall Lane to the north.

3.17 The section of Chickenhall Lane between this point and to the point c58m to the south of the Tower Lane junction is a single carriageway private road (c6m wide). It is understood that this is owned by Prysmian Group. The section of Chickenhall Lane between this point and the Bishopstoke Road roundabout is a single carriageway road (c.9m wide) and is adopted public highway open to all.

3.18 Chickenhall Lane between Bishopstoke Road and Conegar Road forms part of the alignment safeguarded for the Chickenhall Lane Link Road.

Mitchell Way

3.19 Mitchell Way is a two-way single carriageway road that connects to the Spitfire roundabout (comprising George Curl Way/ Wide Lane/ Mitchell Way arms) to the south and a long stay car park operated by Southampton Airport to the north.

3.20 A drawing of the existing Mitchell Way alignment and associated transport facilities is included in **Appendix C**.

3.21 Mitchell Way is public highway up to the HSBC House building (see **Appendix D**). This section is approximately 7.3m wide and subject to a 30mph speed limit.

3.22 Beyond this point, the remainder of Mitchell Way to the north is privately owned by the Airport and is subject to a 20mph speed restriction. Double yellow lines are located along the length of the road and in places there are double red lines, restricting any stopping within the vicinity of the airport. The private section of Mitchell Way, from the HSBC House

building to the Signature Aviation Building, is approximately 7-7.3m wide. The road narrows north of the Signature Aviation Building, ranging from 7.3m wide to approximately 6m wide at its narrowest point.

3.23 The Proposed Development will utilise Mitchell Way, linking onto Wide Lane (A335) in order to access the nearby M27 to the south or the M3 further to the north. Mitchell Way will be extended into the Site in order to provide access. Further details are provided subsequently in **Chapter 4.**

External Local Highway Network

3.24 At the southern end of Mitchell Way is the four arm Spitfire Roundabout. The other three arms are George Curl Way, serving an Industrial Estate to the east, Wide Lane to the south which leads to Mountpark and onwards routes to Swaythling/Southampton, and Wide Lane to the north. The roundabout has two-lane flares on each approach arm. Footways are present on the perimeter of the roundabout and each arm has a pedestrian refuge island with dropped kerbs and tactile paving at the crossings.

3.25 The Wide Lane northern approach has a staggered cycle and pedestrian crossing with guard rails to separate users from traffic, facilitating the safe continuation of NCR23. There is a shared use path running between the Wide Lane northern and Wide Lane southern approaches on the western side of the Spitfire Way roundabout. Wide Lane to the south of the roundabout is 40mph up to the Mountpark Industrial Estate and then reduces to 30mph after the junction. The road is c 6.7m with localised widening for uncontrolled pedestrian crossings. The road is bordered by a pedestrian footway to the east c 1.5-2m wide and a shared use path to the west (north of Mountpark) measuring c 2-3m wide. Signalised pedestrian crossings are present at all arms of the Mountpark junction.

3.26 The northern section of Wide Lane between the Spitfire Roundabout and the A335/ Wide Lane roundabout is 40mph and passes over a railway bridge, which has an acute bend at the southern end. The road width reduces to approximately 6.2m at the bridge deck with a narrow 1.7m wide footway on the eastern side (see **Appendix E**). The narrow nature of the bend means two-way HGV movements are not possible on the bend. The railway bridge is also used by cyclists including those on National Cycle Route (NCR 23).

3.27 The southbound section of the carriageway (north of the railway bridge) has a single left in only access to the Southampton Airport Parkway multi-storey carpark.

3.28 The A335/ Wide Lane roundabout is a three-arm roundabout with Wide Lane forming the southern arm (leading to the Spitfire Roundabout), the A335 forming the western arm which provides the key link to the M27 Junction 5 (J5), and A335 Wide Lane north forming the northern arm, which is a key route serving Eastleigh to the north. The roundabout has two lane flares on each approach arm.

3.29 The A335 (M27 Junction 5 link) is a single carriageway road (c. 8m wide at its narrowest point), with the eastbound and westbound carriageways separating on the approach to the M27 junction 5 splitting into three lanes (including a dedicated filter lane onto the M27 eastbound on-slip) on the approach to the junction. There are no pedestrian or cycle facilities provided on this link.

3.30 The A335 Wide Lane to the north of the A335/ Wide Lane roundabout provides access to Southampton Airport Parkway Station at a signalised junction and Eastleigh town centre further north. The width of the carriageway is 6.5m and the road comprises a single lane in

each direction. On the eastern side of the carriageway there is a 3m shared use path forming part of NCR23 which switches to the western side of the road via a signal controlled crossing located c 160m to the north of the A335/ Wide Lane roundabout.

3.31 A vehicle access junction is present on the eastern side of A335 Wide Lane providing access to Southampton Airport Parkway Station. The northern part of the junction is controlled by signals with all vehicles entering via this location, and a right turn only exit lane is present allowing vehicles to exit and turn right on the Wide Lane northbound only. There is a left turn exit priority junction present c. 37m to the south of the signals, for vehicles turning left out of the station onto the A335 Wide Lane southbound carriageway.

Strategic Road Network (SRN)

3.32 The M27 and its junctions are managed by National Highways (NH). The M27 J5 (Stoneham Interchange) is 2.7km southwest of the Site and is the main link to the SRN. All vehicles travelling between Southampton Airport and the M27 J5 would route via the Spitfire Roundabout and the A335 via the A335 Wide Lane roundabout.

3.33 The M27 routes in an east/west direction to access the south coast of England. The M27 provides connection to the M3 at J4 and J14, in order to access destinations north of the Site. The M3 can also be accessed via the A335 (turning into Leigh Road) at J13, 3.5km northwest of the Site and via the A27 to the west of the Site.

3.34 The M27 J5 is a grade separated roundabout interchange, with a five-arm multi-lane roundabout with dedicated on/ off slip-roads linking the roundabout with the M27. The speed limit is 40mph.

3.35 Traffic signals are present on all arms except for the A335 Stoneham Way approach. Segregated left turn lanes are provided on the eastbound on-slip and westbound off-slip.

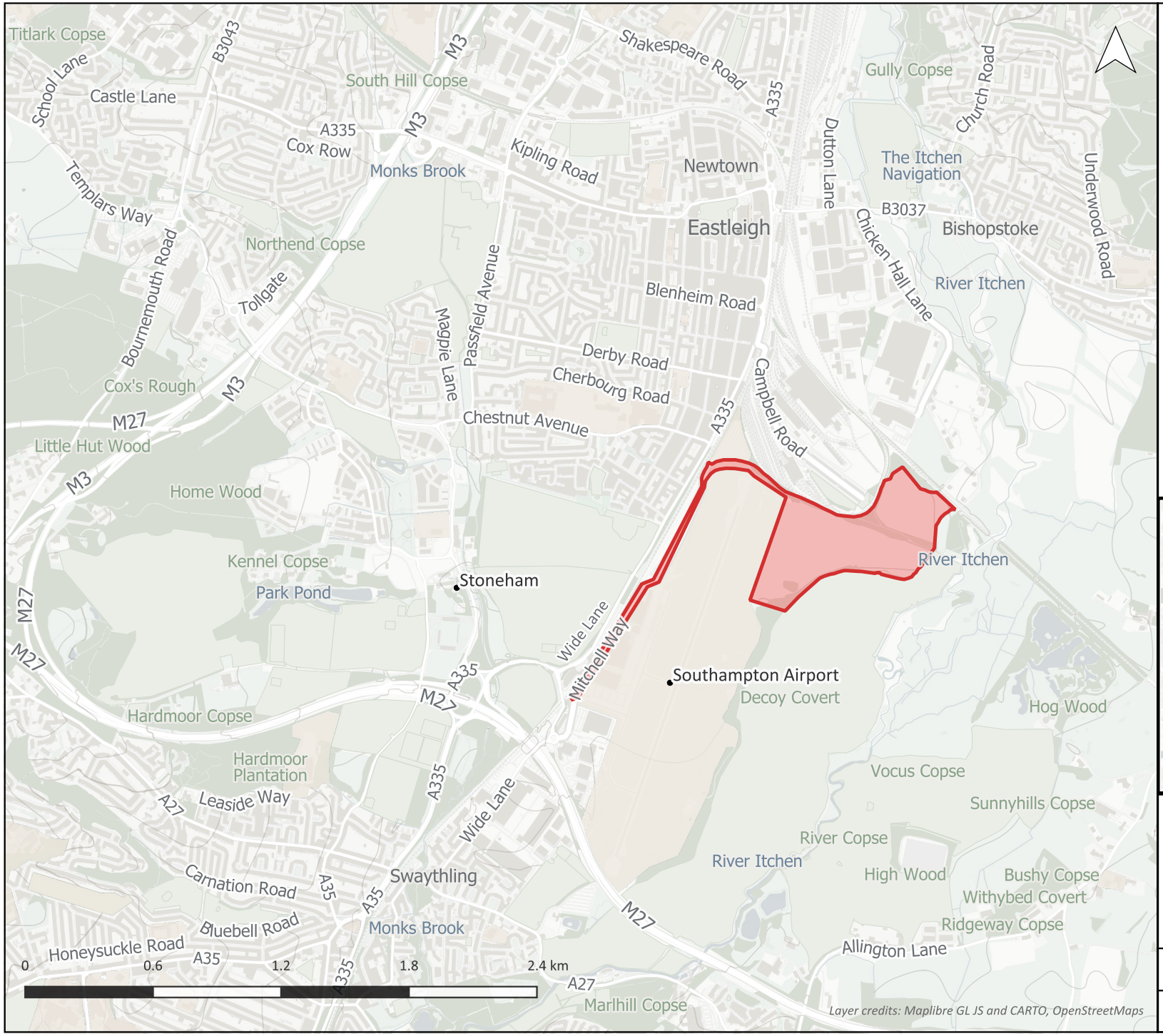
3.36 The northern arm of the junction is the Stoneham Lane approach; this approach splits into three lanes, with traffic signals controlling access.

3.37 The A335 forms the eastern arm of the junction and provides a three-lane approach to the roundabout. A segregated left-turn lane is provided for the nearside lane which leads directly onto the M27 eastbound on-slip. All three lanes are signal-controlled but the nearside lane is part of a ramp metering system rather than relating to the operation of the roundabout.

3.38 The south-eastern arm is a three-lane approach from the M27 westbound off-slip. This approach also includes a nearside lane segregated from the two offside lanes, leading directly onto Stoneham Way southbound. The remaining two offside lanes lead onto the roundabout circulatory.

3.39 The southern approach to the roundabout is via A335 Stoneham Way which is subject to a two-lane give-way arrangement. Vehicles are able to enter the junction during gaps in the circulatory flow.

3.40 The western approach to the roundabout is from the M27 eastbound off-slip and comprises of three signal-controlled lanes. There are no pedestrian or cycling facilities on the roundabout or around the perimeter.



Navigator Quarter
Figure 3-1: Local Highway Network

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Public Transport

3.41 The Site is well connected by local bus services as well as rail, which provides links to a number of local, regional and national towns and cities.

3.42 The existing public transport network is illustrated in **Figure 3-3.**

Bus

3.43 The closest bus stops are located on Mitchell Way and at Southampton Airport Parkway Rail Station. These are both a c1.6km walk from the western edge of the Proposed Development masterplan.

3.44 The northbound Mitchell Way bus stop is an inset bus layby and includes a bus shelter. The Airport Parkway bus shelter is located in the forecourt area at the western side of the station.

3.45 There is also a bus stop on the southern side of the Spitfire Loop at the forecourt of the Airport Terminal which is a c.1.5km walk from the western part of the Proposed Development via Mitchell Way, with a further southbound bus stop on Mitchell Way (on road) to the south of the Royal Mail car park entrance.

3.46 To the north of the Site, a bus stop is located at the Bishopstoke Road/Chickenhall Lane roundabout (named Recreation Ground), an approximate 1.6km walk from the northern part of the Site (link below the railway line), if a pedestrian connection were theoretically in place to the north, via Conegar Road / Chickenhall Lane.

3.47 Bus and coach routes stopping at the above locations and their frequencies are presented in **Table 3-3**. Journey times to Southampton City Centre from the airport are approximately 35 minutes, and journey time to Eastleigh is under 10 minutes.

Table 3-3: Existing Bus and Coach Routes and Frequencies Near the Site

Bus Stop	Bus Service	Weekday AM Peak Hour Frequency (per hour)
Southampton Airport Parkway	U1E: Southampton City Centre – Airport (To Airport)	0 (2 PM services only)
	24/ 424/425: Eastleigh – Hedge End	1
	U8: Airport Parkway – Science Park	1
	Megabus (Coach)	Once per day
Mitchell Way/ Spitfire Loop (Airport Parkway/ Outside Royal Mail)	U1A: Southampton City Centre – Airport (To Airport)	8
	U1C: Airport – Southampton City Centre (from Airport)	6
Recreation Ground (Bishopstoke Road/ Chicken Hall Lane roundabout)	2: Southampton – Fair Oak	3
	3: Southampton – Eastleigh	1
Campbell Road	5: Romsey – Boyatt Wood	1

3.50 The U1A/U1C/U1E routes provide the most frequent bus services between the Airport and the National Oceanography Centre (NOCS), located at the Port of Southampton. The U1E

bus service follows a route between the NOCS, University of Southampton and Southampton Airport Parkway Rail Station. The U1E service is only operational during University term time.

3.51 The U1A bus route runs between the NOCS/ Southampton City Centre and the Airport. The U1C runs in the opposite direction between the Airport and NOCS.

Airport Shuttle Bus

3.52 In addition to the above there was a Southampton Airport shuttle bus which ran between the Spitfire Loop and the long stay car parks at the northern end of Mitchell Way (at the very end of Mitchell Way and to the western side of Mitchell Way).

3.53 The shuttle bus had no set schedule but at its peak there were generally two buses per hour in each direction. These buses either waited at the Airport Terminal or at the long stay car parks for 5 minutes prior to their return journeys.

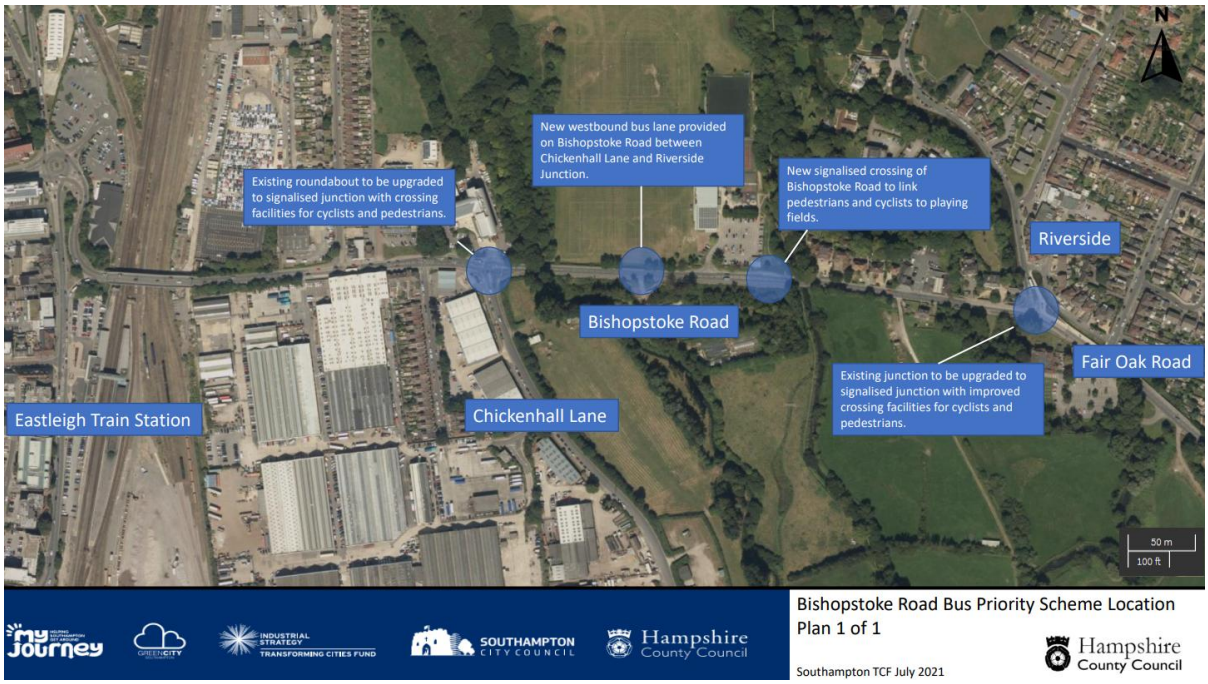
3.54 As the northern airport long stay car park is currently shut following Covid and the cessation of Flybe operations the shuttle bus is not currently in operation. It is currently proposed to re-open the shuttle bus in summer 2027/2028 subject to passenger numbers.

Bishopstoke Road Bus Priority Improvements Scheme

3.55 Major works are underway by EBC to upgrade the Bishopstoke Road bus stops. The HCC website lists the Bishopstoke Road, Eastleigh Bus Priority Improvements under their upcoming transport schemes.

3.56 The scheme will deliver junction improvements for all users at Riverside and Chickenhall Lane and will offer a length of bus only lane between the two junctions (for westbound buses). It will also provide improved bus stops for waiting passengers, including real-time information facilities and enhanced bus stops/shelters, in additional to improved facilities for pedestrians and cyclists travelling along Bishopstoke Road. A high-level graphic of the improvements is provided at **Figure 3-2**.

Figure 3-2: Bishopstoke Road Bus Priority Scheme Location



Source: HCC (**https://www.hants.gov.uk/transport/transportschemes/bishopstoke-road-bus-priority**)

Rail

3.57 The nearest rail station is Southampton Airport Parkway. It is located approximately 1.5km from the western side of the Proposed Development masterplan on foot / by bike. The journey time to the Site is approximately 25-minutes on foot or 5-minutes by bike. The main direct destinations from this station include Winchester, Basingstoke, Woking, London Waterloo, Southampton Central, Bournemouth, Poole Romsey and Salisbury. Cross country services also link the station to Reading, Birmingham New Street and Manchester Piccadilly.

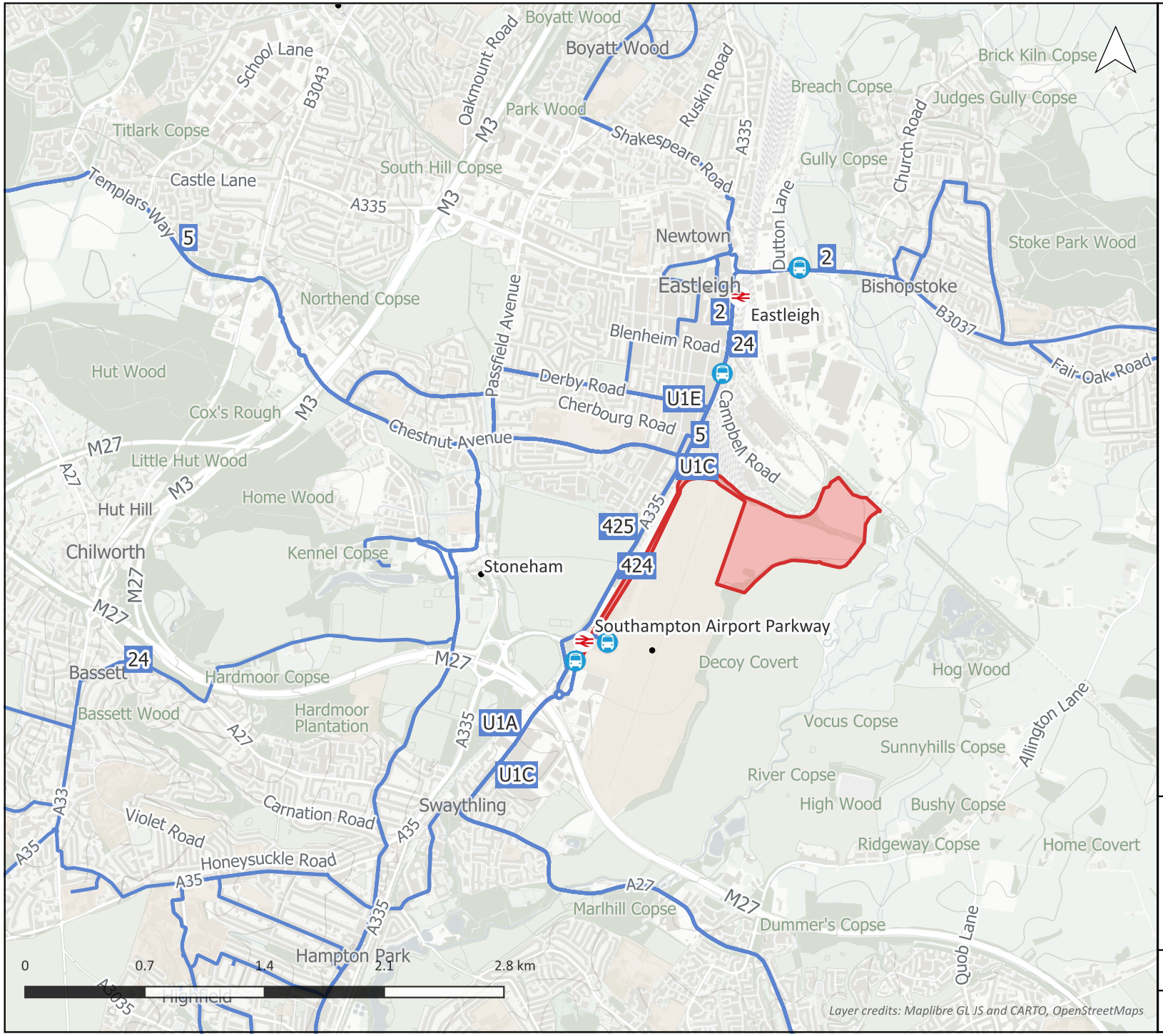
3.58 Eastleigh Station is located approximately 2km north of Southampton Airport Parkway Station, albeit accessing the station from the Site is limited due the railway lines which bound the Site.

3.59 Services to/from Eastleigh Station are the same as for Southampton Airport Parkway, except there are no direct services to Birmingham New Street, Weymouth, Poole or Manchester Piccadilly. In addition, services to Portsmouth stop at Eastleigh Station but not at Southampton Airport Parkway Station.

3.60 Services from both stations are summarised in **Table 3-4**.

Table 3-4: Existing Direct Rail Services

Train Station	Service	Weekday AM Peak Hour Frequency (per hour)
Southampton Airport Parkway Station	Bournemouth	3
	Basingstoke	2
	London Waterloo	2
	Weymouth	1
	Manchester Piccadilly	1
	Salisbury	1
	Poole	2
	Romsey	2
	Birmingham New Street	1
Eastleigh Station	Bournemouth	2
	Basingstoke	2
	London Waterloo	1
	Salisbury	1
	Romsey	2
	Portsmouth Harbour	1



Legend

- Navigator Quarter
- Key bus stops
- Local Bus Routes
- Rail Stations

Navigator Quarter

Figure 3-3: Existing Public Transport Network

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Pedestrian and Cycle access

Existing Site Access

3.61 Pedestrian and cycle access is currently limited due to the Site being on undeveloped land.

3.62 There is no formal public pedestrian access from the northern end of Mitchell Way or from the private road at the southern end of Conegar Road.

3.63 The Applicant is currently in dialogue with HCC regarding a potential access route through the plot of the HCC owned land north of the railway line (consented MRF site - Ref: CS/22/92463), to facilitate access by active travel users (pedestrians and cyclists) to the proposed Navigator Quarter masterplan.

Conegar Road / Chickenhall Lane – North of Site

3.64 The section of Conegar Road directly adjacent to the HCC owned MRF site and Chickenhall Lane which is within private ownership have no footway provision, cycle facilities or lighting, however there is a verge running adjacent to the carriageway, which appears to be used by pedestrians. These roads are lightly trafficked and cyclists share the carriageway with other road users. This provision was deemed acceptable by EBC / HCC to serve the MRF site.

3.65 The public highway section of the road has street lighting and includes a footway on the western side of the carriageway, which is generally wide. All pedestrian crossings along the Chickenhall Lane side roads between Bishopstoke Road and Tower Lane have dropped kerbs and tactile paving.

Mitchell Way Facilities

3.66 The existing footway infrastructure and associated dimensions along Mitchell Way are shown in the Drawings in **Appendix C**.

3.67 On Mitchell Way there is an initial section of shared use footway (c2.5m wide) which runs along the western footway for the initial c. 70m of the road, north of the Spitfire Roundabout. This merges into a footway which then runs along the western side of the road. The width of this footway between the end of the shared use footway and the station car park, north of HSBC House, ranges from c2m wide to 1.4m wide. The latter width is a pinch point immediately to the south of the northbound inset bus layby. There is also footway present on the eastern side of Mitchell Way up the station which is c 1.9m wide.

3.68 The eastern footway width (from the edge of kerb) directly adjacent to the station platforms ranges from 1.3m wide to 2.1m wide, but the actual usable footway width of this section, is further reduced by the presence of guard railings and street furniture on the footway. This footway along Mitchell Way (south of the northern zebra crossing) experiences pedestrian flows of approximately 88 users in the AM peak hour, 123 users in the PM peak hour and c 1,435 across the daily period.

3.69 To the north of Southampton Airport Parkway Station, the footway continues along the western side of the road up to the Signature Aviation building with widths from the edge of kerb ranging from 1.3m to 1.8m. Guard railing is again present along this section up to a point c150m to the north of the station, and this further reduces the usable footway width.

3.70 There is no continuous footway on the western side of Mitchell Way to the north of the Signature Aviation building, other than intermittent sections providing access to the airport shuttle bus shelters, on the eastern side of Mitchell Way, opposite the long stay airport car park.

3.71 There is no continuous footway on the eastern side of Mitchell Way, between the Spitfire Loop access and the long stay car park entrance. The eastern footway then recommences adjacent to the long stay car park and is c2m wide from edge of kerb, but the usable width is narrower in places due to the presence of guard railing. This section of footway serves the long stay car park and provides access to the airport shuttle bus stops.

Southampton Airport Parkway Station Access

3.72 There are two zebra crossings across Mitchell Way outside Southampton Airport Parkway Station. The southern zebra crossing provides access between the station and the eastern footway leading to the Royal Mail site, the southbound bus stop, and the Mitchell Way roundabout.

3.73 The northern zebra crossing provides access between the station, the Airport Terminal building and Spitfire Loop.

3.74 Southampton Airport Parkway Station can be accessed directly from stairs and ramps to the western side of Mitchell Way with two footbridges provided to access the northbound platforms. The northern footbridge includes lift facilities.

3.75 Southampton Airport Parkway Station has approximately 236 cycle parking spaces. Short stay cycle parking spaces for airport users are provided in the short stay car park, opposite the main airport terminal building.

Wide Lane (north of Spitfire Roundabout)

3.76 On Wide Lane, between the Spitfire Roundabout and the A335/ Wide Lane roundabout, there is a footway running along the eastern side of the road. This ranges from c 2m closer to the Spitfire Roundabout to a pinch point of 1.44m to the south of the railway bridge and is c1.66m on the bend of the bridge. However, the footway width is further reduced in places by signage and street clutter. Although the footway is not a shared use footway, it is used by cyclists given the narrow nature of the carriageway, particularly at the bend.

3.77 NCR 23 provides a connection for cyclists between Southampton and Reading via Winchester, Basingstoke and Bramley. NCR 23 runs along Wide Lane, passing the Southampton Airport Parkway Station and routing over the Wide Lane Bridge, providing direct access to Mitchell Way. It provides access to the Site from Eastleigh and Southampton, running north / south. NCR 24 also runs east / west through Eastleigh, Connecting with NCR23 at Passfield Avenue.

Itchen Way Navigation

3.78 The Itchen Way Navigation Heritage Trail passes to the east of the Site, along the western side of the River Itchen. The trail is a long-distance walking and cycling route which follows the River Itchen between Winchester in the north to Swaythling in the south. It is understood that the current path along the River Itchen adjacent to the Site is difficult to access during winter conditions (i.e. susceptible to flooding and is overgrown with vegetation).

3.79 A map of the existing pedestrian and cycling conditions is presented in **Figure 3-4**. A map showing the local Public Rights of Way (PRoWs) to the Site is found at **Appendix F.**

3.80 A 20-minute walk catchment plan is presented in **Figure 3-5** and a 30-minute cycle catchment plan is presented in **Figure 3-6**.

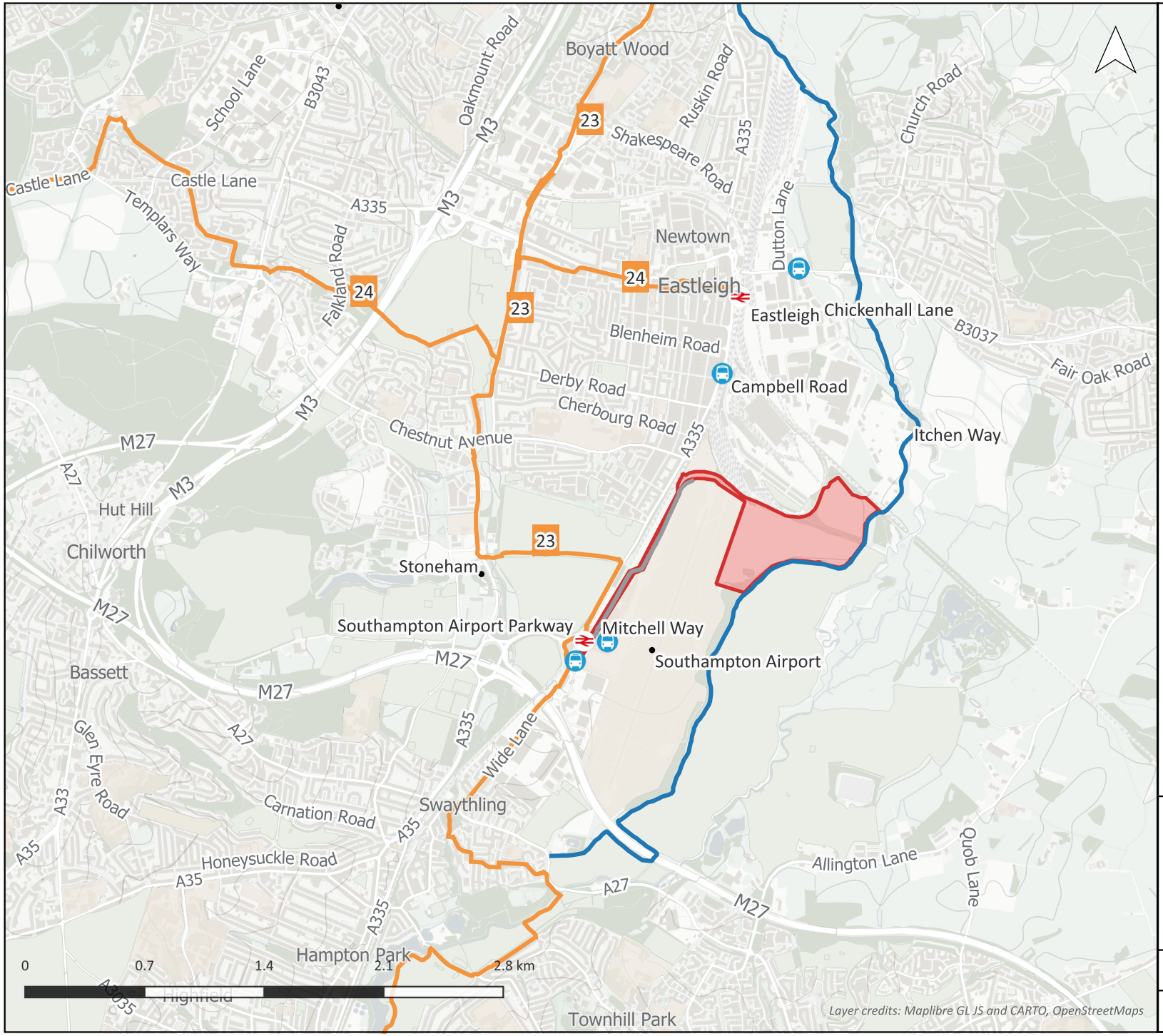
Local Amenities

3.81 **Table 3-5** summarises the local amenities that are accessible from the Site. The amenities have been selected that are appropriate for the employment land use category.

Table 3-5: Local Amenities

Type	Name	Distance (m)	Walking time (mins)	Cycling time (mins)
Public Transport	Nearest bus stops	1,700m	20	7
	Southampton Airport Parkway Rail Station	1,600m	19	7
	Eastleigh Rail Station	2,400m	29	10
Retail	WHSmith (Southampton Airport – landside)	1,600m	19	7
	Tesco Express (Bishopstoke Road)	2,300m	27	9
	Eastleigh Town Centre/ Swan Centre	2,600m	31	11
Health	Old Anchor Surgery	2,600m	31	11
	Wainwrights Chemist	2,550m	30	10
Leisure/Fitness	Wide Lane Sports Ground	2,200m	26	9
Café	Costa Coffee (Southampton Airport - landside)	1,600m	19	7
	Pumpkin Café (Southampton Airport Parkway Rail Station)	1,600m	19	7
	Costa Coffee (Eastleigh)	1,900m	23	8
Outdoor Open Space	Eastleigh Lakeside Country Park	2,700m	32	11
	Itchen Country Park	2,700m	32	11
Post Office	Southampton Mail Centre	2,200m	26	9

Note: Walking time is based on a 1.4 m/s speed and cycling time is based on a 4.1 m/s speed.



Legend

- Navigator Quarter
- Key bus stops
- National Cycle Network
- Mitchell Way
- Walking routes

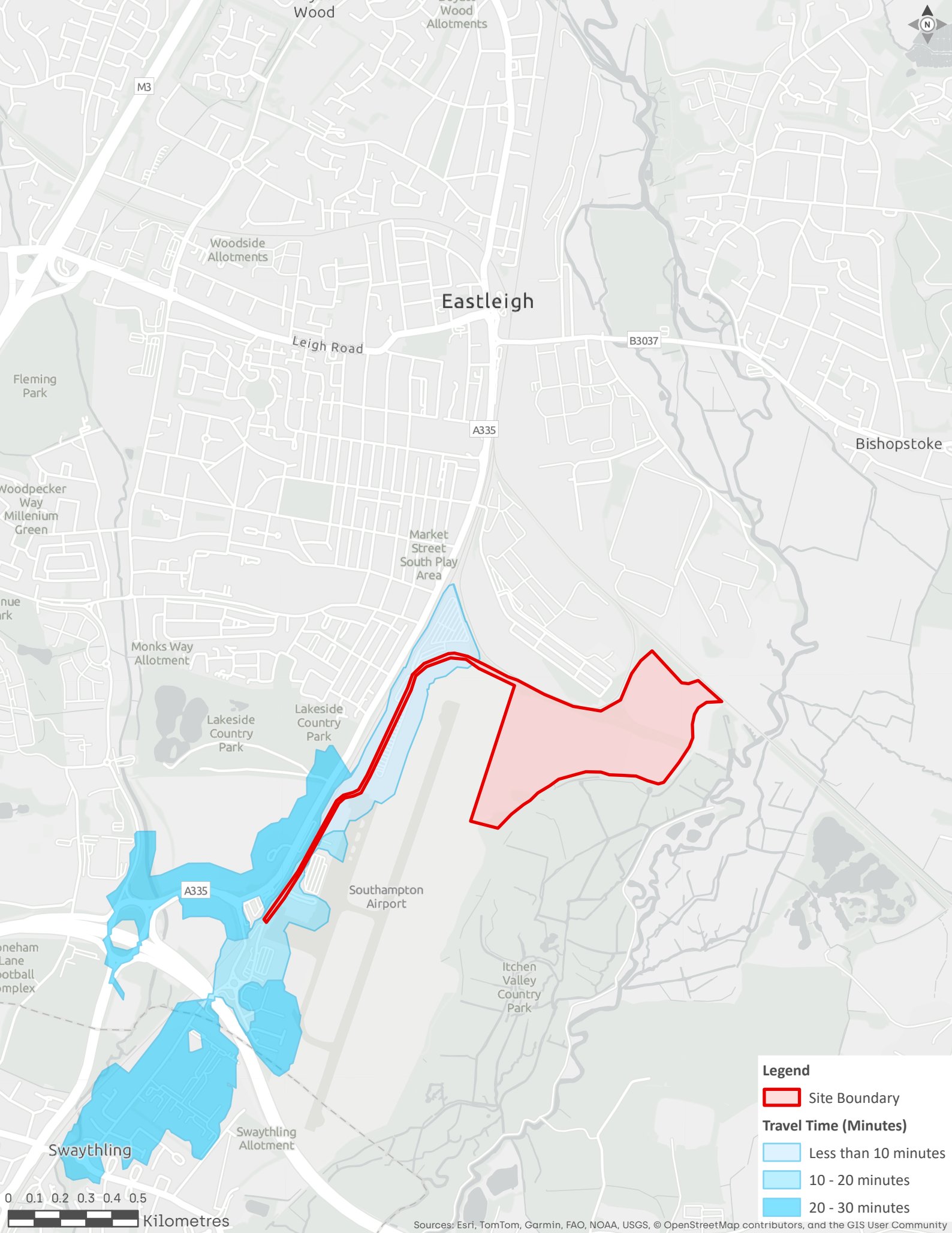
Navigator Quarter

Figure 3-4: Existing Pedestrian and Cycling Network

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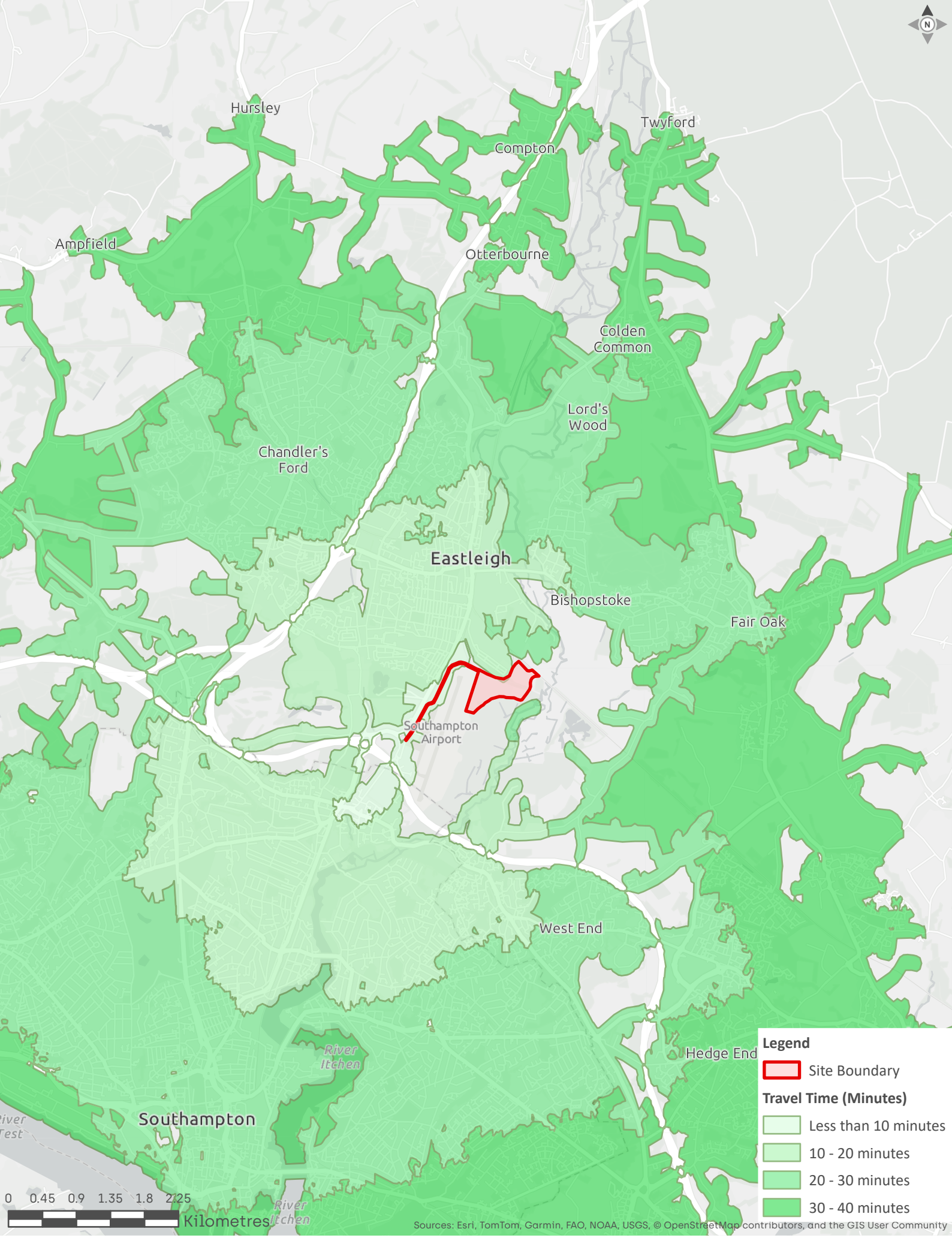
Navigator Quarter

Figure 3-5:Walking Catchment - 40 minutes - Current Infrastructure

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Navigator Quarter

Figure 3-6: Cycling Catchment - 40 minutes - Current Infrastructure

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4 Sustainable Travel Measures

Measures

4.1 The key FTP measures for the Proposed Development involve a provision of infrastructure to facilitate the use of non-car modes of transport and promotion of these modes. This section provides details of the infrastructure to be provided, as well as the 'soft measures' to be implemented, and publicity and promotion of these. These measures will collectively contribute to achieving targets and meeting the objectives of the FTP.

The Vision

4.2 In line with Vision Led Decide and Provide development principles, and as required by National Highways circular 01/2022, the transport vision for the Site has been set out below, with sustainable transport measures provided to fulfil that vision.

The Navigator Quarter development will deliver a high quality, well-connected masterplan designed around delivering flexible, modern employment units that will provide for a range of occupier's requirements. This will be within an environment that meets their operational needs where people want to work within, and is accessible to all, via safe and sustainable transport modes. The Site is well located to take advantage of local populations, and specifically Eastleigh and Southampton. It is well connected by rail and bus, allowing for employees to easily access the Site via sustainable travel modes from both the local area and further afield. Measures both on and off site will improve facilities for pedestrians and cyclists, helping to minimise vehicular traffic to and from the site and also assisting the authorities and National Highways aims of reducing car-based tips within the immediate vicinity of the Site and on the Strategic Road Network.

Notwithstanding the issues that accompany employment sites such as this, whereby opportunities to affect modal shift are limited by the nature of the mix of vehicle types they generate, the Applicant supports the national, regional and local guidance and best practice which seeks to shift away from planning for vehicles, towards planning for people and places, i.e. a Vision Led approach based on Decide and Provide principles.

Site Layout and Infrastructure Measures

4.3 The following infrastructure elements are included in the Site design to encourage and support the use of sustainable travel modes:

Proposed Development Active Travel Facilities

4.4 A high-quality north-south active travel route will be provided along Mitchell Way and within the new primary spine road within the masterplan. This will include:

- Upgrading the southern section of Mitchell Way between where the existing shared use footway/ cycleway ends and the existing station car park entrance to the north of the northbound bus stop (Departure from Standard submission approved). The proposed design (**Appendix G**) achieves a minimum 2.5m shared use footway on the western side of Mitchell Way. This has been achieved by:
  - Reducing the carriageway width to an absolute minimum of 6.5m in places.
  - Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus stop.
  - Revising the Mitchell Way kerbline to the east. The original location is shown in pink. This also requires the removal of some of the grass verge but does not alter the current back of footway location on the eastern side and does not impact on the airport fence line. The Airport consider that the attached is suitable from an operational/ security perspective.
  - Reducing the width of the footway in places on the eastern side to a min of c. 1.5m.

  A 20mph speed limit is proposed on the public highway section of Mitchell Way from the Spitfire Roundabout up to the public/private boundary (where the private section of Mitchell Way is already 20mph).
- Upgrading the pedestrian footway along the western side of Mitchell Way between the existing station car park entrance (just to the south of the station) and the S-bend to the north of the Signature Aviation building to a 3m wide shared use path.
- Provision of a segregated cycle and pedestrian route (a 3m cycle route, adjacent 2m footway and 500mm buffer to the edge of the carriageway) on the western side of Mitchell Way up to the northern end of Mitchell Way, prior to the bend north of the airport runway.
- Provision of a parallel pedestrian and cyclist crossing point at the northern end of Mitchell Way, with the western segregated cycle route and footway, then crossing to the southern side of the road. It will then run along the southern side of the road around the bend (the vehicle carriageway will run in a cutting), with the route continuing to run along the southern side of the primary spine road through the masterplan.

4.5 The above enhancements to Mitchell Way will ensure there is a high-quality active travel link between the masterplan, Southampton Airport Parkway Station and the southern airport bus stops. The route would also serve users travelling further south into Southampton.

4.6 The above improvements are illustrated in **Appendices G** (Mitchell Way improvements)**, H** (masterplan primary spine road design) and **I** (north and south plot highway layouts)**.**

4.7 High quality active travel facilities will be provided on the secondary masterplan roads including:

- A shared-use 3m footway/ cycleway on both sides on both sides of the internal masterplan secondary roads.
- Crossings with dropped kerbs and tactile paving will be provided for pedestrians/ cycles to travel across the side junctions and Plot entrances within the North and South Plots.
- All internal secondary roads will include street lighting. It is proposed to secure the street lighting design on the primary spine road and on the secondary roads by condition.

4.8 These improvements are illustrated in **Appendix I**.

Masterplan Active Travel Connections

4.9 Additional active travel connections are proposed to link the masterplan with adjacent areas. A connection has been explored between the northern boundary of the North Plot beneath the railway line leading into the HCC-owned Materials Recycling Facility (MRF) site to the north will be retained, with a shared use 3m footway/ cycleway being provided to run up to and through the railway line underpass (which is currently a width of 4.5m). This will create a new publicly available route under the railway line, with the potential to reduce north / south severance that is currently created by the railway line.

4.10 The opportunity to connect the Site to the Itchen Way PRoW route has been considered, via a 3m section of shared-use footway/ cycleway from the masterplan. However, while it may be technically feasible to provide this connection, the ecological impact of these proposals is considered to outweigh the benefits of providing a connection to the PRoW at this time.

4.11 Internally within the masterplan a 3m wide shared use active travel route has been included between Units 5 and 6.

4.12 The proposed active travel connections are illustrated in **Appendix I**.

4.13 Cycle parking will be provided across all units. The cycle parking will include spaces for staff and visitors and will be provided via secure and covered shelters (to be detailed as part of subsequent RMAs or pursuant to planning conditions). The provision of showers and changing facilities will be provided for each unit within each internal fit-out.

4.14 Two bike / micromobility bays will also be provided within the development, each with capacity for eight bikes. It has been agreed with HCC that a contribution will be made towards micromobility infrastructure. Following discussions with a Micromobility operator the cost of installing the two bays and the associated E-bikes has been identified as £20,200 excl VAT and the cost of the membership package is an initial upfront cost of £30,000 excl VAT. This is for the equivalent of Beryl Minute Bundles to be distributed among staff to embed positive travel behaviours. The staff will be able to redeem the Bundle by entering a code into the Beryl app, which will then also provide them with promotional assets.

4.15 Further discussions will be held with the providers ensure that there are a sufficient number of bikes and e-scooters and that they are fully charged to support the journey between the Site and the bus stops and rail stations. This will be secured via the S106.

Public Transport

4.16 To safeguard the potential for a future bus route connection within the Site, the illustrative Masterplan includes the following measures:

- All internal roads have been designed to a width of 7.3m which is sufficient width for a bus to pass an oncoming HGV.
- The provision of a single bus stop southbound outside Unit 12 within the South Plot. This will provide good connectivity within the South Plot, which contains the majority of the Proposed Development units/ floorspace, with the majority of the units falling within 400 metres.
- The provision of a bus turnaround (in the form of a roundabout layout) south of Units 13/15 to allow buses to turnaround and exit the South Plot in a forward gear.

4.17 The Southampton Airport Masterplan 2037 proposes a new airport long stay car park to the eastern side of the airport runway, to the south of the Navigator Quarter site. This would be served by an extension to the Airport Shuttle bus, which would, run between the long stay car park, Navigator Quarter site and the Airport Parkway Station. By the time Navigator Quarter comes forward the airport will be running a continuous bus service between the Terminal (adjacent to Airport Parkway Rail Station) and the long stay car park which is a free service.

4.18 The shuttle bus when operating to the long stay car park runs constantly from 04:30 to 23:30. Outside of these hours there is a driver on duty who can be called by one of the contact points in the bus stops. The shuttle bus would run to/from the long stay car parks every 10-15 minutes. A S106 commitment is proposed to ensure the shuttle bus service is operational and serves the development up to 50% occupation of the Navigator Quarter development.

4.19 In addition the Applicant will also make a bus service contribution as part of the S106 (£215,000 per annum - £1,075,000 over a period of five years) after 50% of the Navigator Quarter development is completed. This would only be forthcoming if by that time no airport shuttle bus service is operational to serve the relocated and extended long stay car parks (passing through and serving the Navigator Quarter site).

4.20 In the event that the free shuttle bus is operational at some stage within the five-year period applicable to the bus service contribution, then the Applicant will not be required to make any further contribution from that point onwards.

Parking Provision

4.21 Electric vehicle charging provision will be provided across the development in line with local planning policy, which will be detailed once the final form of layout of the employment development is known.

External Strategic Connections (Outside Application Boundary)

4.22 In addition to the delivery of new infrastructure through the masterplan and the improvements to Mitchell Way, there are opportunities to facilitate improvements to both the pedestrian and cycle facilities locally (outside the application boundary) as well as address existing capacity / safety issues on the highway network. These include:

- The proposed shared use footway/ cycleway connection from the North Plot to underneath the railway bridge, provides the potential for a wider onward active travel connection to be provided subsequently through the MRF site, and along Conegar Road and Chickenhall Lane to the industrial estates and Eastleigh to the north. The following is proposed for each section:
  - Section through MRF site (from rail bridge to Conegar Road) - Applicant to Fund and deliver this section prior to first occupation or, if the MRF site completion is after first occupation, as soon as reasonably possible following completion of construction of the MRF site.
  - Conegar Road Section (from MRF site to Chickenhall Lane junction) - HCC to fund and deliver improvements in full.
  - Prysmian Land Section (from Conegar Road junction to Prysmian northern boundary) - Applicant to fund this section through the Prysmian land in full. Trigger: upon occupation of 20,001sqm+ unfettered.
  - Northern Public Highway Section (Prysmian northern boundary to Bishopstoke Road) - Applicant to fund and deliver 50% of the delivery cost estimate for the adopted highway section (northern Prysmian boundary to Bishopstoke Road), based on the physical infrastructure required only. This excludes costs associated with third party land, and/ or removal of on-street pay and display parking bays, as these are unknown costs that are outside of the Applicant's control. It also excludes any costs for improvements to the Bishopstoke Road/ Chickenhall lane junction. HCC will fund the other 50%. Trigger: Upon occupation of 20,001sqm+ unfettered.
- Improving Wide Lane Bridge is a long-standing aspiration of EBC / HCC. It is considered that the best option is to provide a new active travel bridge to the north east of the existing structure, to provide a 3m wide shared use route for pedestrians/ cyclists. This will remove pedestrian and cycle activity from the bridge and allow the existing carriageway to be widened to facilitate two-way HGV movements. Its delivery will improve conditions for existing pedestrians and cyclist using NCR23, help encourage more walking and cycling and also address the existing geometric alignment issues. The Applicant will fund and deliver the bridge improvements, post occupation of 20,000sqm of the development floorspace unfettered.
- Improvements to the Spitfire Roundabout including the provision of a new signalised toucan crossing on the northern A335 Wide Lane arm. The Applicant will fund and deliver this improvement prior to first occupation of the development.

Soft Measures

4.23 The following paragraphs describe the 'soft' FTP measures which support the stated objectives, including:

- Measures to encourage employees to walk and cycle.
- Measures to encourage employees to use public transport.
- Measures to manage car use.
- Opportunities to reduce the need to travel.

Walking Measures

- Walking trips will be encouraged, supported and facilitated through the development, including the provision of walking route maps that will identify routes between the

Site and transport connections, local services and amenities, including walking times, calories burned, and carbon saved compared to driving. These will be provided within an employee travel pack, provided to employees upon their induction, and on communal noticeboards.

Cycling Measures

- Provide two bike / micromobility bays within the masterplan.
- Cycle maps from HCC/EBC covering the local area will be included in the employee travel packs and displayed on communal noticeboards;
- The FTP Coordinator (i.e. Travel Plan Coordinator (TPC)) will seek to organise a discount with a local cycle shop to offer reduced cost of servicing/purchasing cycles;
- Promote the Cycle to Work scheme and its associated benefits;
- Provide interest free loans to staff in to assist with cycle purchasing;
- Arrange annual 'Bike Doctor' visits;
- Provide subsidised cycle training to employees; and
- Promote the health, fitness and time saving benefits of cycling, through specific events such as National Bike Week and Bike2Work Days.

Public Transport Measures

- Providing public transport information within employee travel packs and on communal noticeboards.
- Maintaining regular contact with HCC/bus operators to ensure staff are kept up to date on service improvements.

Car Sharing

- Lift Share Schemes (https://liftshare.com/uk) will be advertised with details provided to all employees to encourage staff and visitors to car share.

Employee Travel Packs and Employee Noticeboards

4.24 Employee travel packs will be provided to employees upon their induction, and noticeboards will be established in communal areas. The noticeboards will be updated annually or when there is a material change in bus or rail timetables.

4.25 The noticeboards will contain the following information listed overleaf:

- Contact details for the nominated TPC;
- Pedestrian, cycle and public transport network maps and information, including typical journey times, routes to local facilities;
- Information on the health benefits of walking and cycling;
- Full set of published timetables for bus services operating in the vicinity of the Site, including contact details for operators;
- Contact details of local taxi companies;
- Information regarding local businesses selling bicycles and protective clothing and providing cycle maintenance services;
- Details of the car sharing scheme (including guaranteed ride home);
- Information on initiatives and proposals detailed in this FTP; and
- Information on sources of travel information, including telephone numbers and internet links (e.g. Traveline - http://traveline.info/).

Sustainable Travel Toolkit

4.26 The suite of measures that will form the transport strategy for the Site to enable the successful implementation and operation of the Proposed Development are summarised at **Table 4-1**.

Table 4-1: Sustainable Travel Toolkit

Theme	Measure
Reduce single occupancy vehicle trips	Restraint-based car parking from the outset compliant with local policy, subject to conditioned agreement at RMA stage.
	Encourage car sharing through Site-wide smartphone application, priority measures, financial incentives and 'guaranteed ride home' scheme for emergencies.
Encourage sustainable vehicle travel	Electric Vehicle Charging (EVC) will be provided in line with EBC standards.
Enable and support active travel	Provide new minimum 2.5m shared use footway on the western side of Mitchell Way between the existing use footway and the station car park. A further 3m wide shared use footway/cycleway will also be provided along the western side of Mitchell Way between the Airport Parkway Station and the S-bend north of the Signature Aviation building. A segregated cycling and walking route will be provided to the north of this on the western side of Mitchell Way up to just before the northern bend where Mitchell Way connects with the primary masterplan spine road . In this location a parallel pedestrian/ crossing will then be provided, with the segregated cycle route then running along the southern side of the primary spine road around the bend (north of the airport runway) and continuing on the southern side of the primary masterplan spine road. Suitable crossing points with dropped kerbs and tactile paving will be provided at side junctions.
	Provision of the shared use footway/cycleway connection from the North Plot to underneath the railway line could enable a future strategic active travel connection to be delivered to provide a northern link to Eastleigh. Note that this relies on third party land which is beyond the control of the Applicant.
	Provision of high-quality pedestrian and cycle infrastructure within the Site, including routes and supporting end-of-trip facilities within the individual units. On secondary roads, a continuous network of 3m wide shared pedestrian/cyclist routes will be provided throughout the Masterplan on both sides of the secondary roads.
	Cycle parking will be provided in line with EBC parking standards.
	The Development Proposals accommodate for an electric shared bicycle scheme/ micromobility scheme at the outset, with provision for two painted bays with each designated bay having capacity for eight electric bicycles. A contribution will be made towards micromobility infrastructure. The Applicant will work with micromobility provider to

Theme	Measure
	ensure that there are a sufficient number of bikes and e-scooters and that they are fully charged to support the journey between the Site and the bus stops and rail stations. This will be secured via the S106.
Maximise use of public transport	Safeguard bus access provision with the Proposed Development design including space for a bus stop and turnaround facilities in the South Plot. This will include comfortable passenger waiting areas and real-time information.
	Comfortable passenger waiting areas and real-time travel information.
Access for All	The buildings have been designed to be accessible to disabled people.
	Provision of disabled persons parking and level access to the Site have been included.
	Cycle parking for larger / adaptable bikes will be provided.
Framework FTP	Occupiers will be encouraged to implement measures within the Framework FTP and there will be Site-wide events and centralised cycle maintenance, training, etc.
	Secured as part of the S106 Agreement to include a series of measures to achieve its objectives and targets.
Monitoring	Those responsible for the delivery of the FTP will meet regularly to assess progress against targets/triggers, and, if required, will implement further sustainable travel measures.

5 Travel Patterns

Expected Mode Split

5.1 **Table 5-1** presents the existing 2011 Census mode shares relevant to the Site at Eastleigh 006/007 MSOA level, and the adjusted mode shares that have been assumed for the Proposed Development.

5.2 2021 Census data has not been used as it was collected whilst Covid restrictions were in force and so it is not representative of current likely mode shares.

Table 5-1: 2011 Census Transport Mode Shares and Adjusted Proposed Development Mode Share

Mode	2011 Census	Adjusted
Driving a car or van	62.4%	63%
On foot	15.1%	15%
Train	7.3%	7%
Passenger in a car or van	6.0%	6%
Bicycle	4.0%	4%
Bus, minibus or coach	3.0%	3.5%
Motorcycle, scooter or moped	1.3%	0.5%
Other method of travel to work	0.4%	0%
Taxi	0.4%	1%
Underground, metro, light rail, tram	0.1%	0%
Total	**100%**	**100%**

Trip Generation Summary

5.3 The forecast multi-modal trips for the Proposed Development has been calculated by summating the total Proposed Development Scenario 1[1] car and LGV trips. The trips for the other modes were then calculated by proportioning these off the vehicle trips using the adjusted mode shares in **Table 5-1**. The Proposed Development Scenario 1 multi-modal trip forecast is presented in **Table 5-2.**

Table 5-2: Proposed Development Scenario 1: Multi-modal Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Train	34	7	41	6	27	33	163	166	329
Bus, minibus or coach	17	3	20	3	14	17	81	83	164
Taxi	5	1	6	1	4	5	23	24	47
Motorcycle, scooter/ moped	2	0	3	0	2	2	12	12	23
Driving a car or van	304	62	366	53	246	300	1,465	1,495	2,960
Passenger in a car or van	29	6	35	5	23	29	139	142	282
Bicycle	19	4	23	3	16	19	93	95	188
On foot	72	15	87	13	59	71	349	356	705
Other	0	0	0	0	0	0	0	0	0
Total Vehicles	**483**	**98**	**581**	**85**	**391**	**476**	**2,325**	**2,373**	**4,698**

5.4 **Table 5-2** demonstrates that across the day, 2,960 trips will be undertaken by driving a car/van, 893 trips will be undertaken by active travel (walking and cycling and 493 trips will be undertaken by public transport (bus and rail).

[1] Scenario 1: 15% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 60% B8 - Warehousing Use + 10% B8 – Parcel Distribution. This is the selected Proposed Development scenario for ascertaining the forecast trip generation for the Site.

6 Objectives and Targets

Introduction

6.1 This chapter outlines the overarching Objectives and Targets of the FTP for the Proposed Development.

6.2 The Objectives are supported by a set of quantified SMART (Specific, Measurable, Achievable, Realistic and Timed) Targets so that progress towards achieving them can be measured.

Objectives

6.3 The overarching objective of this FTP is:

> "To facilitate the sustainable movement of staff and goods to and from the Proposed Development."

6.4 To support the realisation of this overarching objective, several sub-objectives have been set:

- Ensure the Site is accessible to all and that the needs of vulnerable groups, e.g., those with mobility impairments;
- Promote walking and cycling as an alternative to public transport use;
- Increase awareness of the FTP and its constituent measures;
- Encourage the most efficient use of servicing vehicles;
- Promote smarter working and living practices that reduce the need to travel overall or during the peak periods;
- Encourage staff to use sustainable transport modes to access the Site, particularly walking and cycling;
- Encourage the use of cycle parking and associated facilities on Site;
- Improve the safety of persons travelling to and from the Proposed Development on foot or by cycle;
- Improve the health of staff and minimise the impacts on the environment; and
- Reduce single occupancy car use by 10 percentage points over the life of the FTP.

Targets

Overview

6.5 The key aim of the FTP is to reduce single occupancy car use for travel to the Site by future staff. Targets are the measurable goals through which the progress of the FTP can be assessed against the objectives.

6.6 The targets will be reviewed as part of the on-going promotion and implementation of the FTP to ensure that they are challenging but realistic. Targets apply to the first five years of the FTP.

6.7 At this stage (i.e. prior to baseline site surveys) it is accepted practice to derive interim targets based on the estimated baseline trip generation set out in the TA accompanying the planning application.

Interim Targets

6.8 The following targets have been set:

- **Target 1** – To reduce the proportion of single occupancy staff car trips by 10 percentage points from the baseline position over a five year period;
- **Target 2** – To increase the proportion of staff travelling by sustainable travel modes by 10 percentage points from the baseline position over a five year period; and
- **Target 3** – To achieve a 75% (minimum) awareness of the FTP.

6.9 The proposed multi-modal targets are presented at **Table 6-1**.

Table 6-1: Proposed Employment Mode Share

Mode	Census 2011 Mode Share – Adjusted	Interim Target Mode Share
Driving a car or van	63%	53%
On foot	15%	17%
Train	7%	10%
Passenger in a car or van	6%	6%
Bicycle	4%	6%
Bus, minibus or coach	3.50%	6%
Motorcycle, scooter or moped	0.50%	1%
Other method of travel to work	0%	0%
Taxi	1%	0%
Underground, metro, light rail, tram	0%	0%
Total	**100%**	**100%**

7 FTP Management

FTP Delivery

7.1 Effective management of the FTP combined with clearly defined roles and responsibilities, is recognised as being fundamental to achieving the overarching objectives.

7.2 It is envisaged that Unit/ Plot specific Travel Plans will be required at Reserved Matters stage (secured by S106 Agreement) for any Units exceeding the Travel Plan threshold requirement (see **Paragraph 2.47**). These will be prepared in accordance with the overall aims and targets of this overarching site-wide FTP.

7.3 In order to co-ordinate the overall implementation, monitoring and review of this FTP, and the subsequent full Travel Plans for each occupier, a TPC will be appointed. This role will be part-time and will commence prior to the opening of the new development.

7.4 Within each unit, a member of staff will also be appointed as a Travel Plan Manager (TPM). The TPM roles will require part time involvement, and appointing a TPM will be mandatory for the occupiers. Each end occupier will be required to enter into an appropriate legal agreement within the lease or occupier tenancy agreement, which requires them to participate in implementing the Travel Plan process in accordance with this document.

7.5 In the eventuality that any companies are relocating to the development, the TPM role will need to be appointed once they have leased/rented the unit, but prior to occupation. This will ensure there is adequate time to promote the Travel Plan and the sustainable travel opportunities to the Proposed Development. This will allow employees to identify potential travel modes before they relocate.

7.6 For new companies that require the recruitment of new staff the TPM role will need to be appointed prior to the point new staff are recruited and the unit is occupied.

7.7 The names, addresses, and telephone numbers of each TPM will be supplied to the TPC as soon as they are appointed. The name, address (postal and email), and telephone number of the TPC will be provided to EBC/ HCC upon appointment.

7.8 The TPC will be the key point of contact for the development and the council's will be informed of any changes to the TPC's details.

7.9 The contact details for the Interim TPC will be provided prior to occupation of the units.

7.10 Under the leadership of the TPC the TPMs will be responsible for:

- Overseeing the development, promotion, and implementation of the measures within their unit. Each unit will follow the same procedures specified by the TPC.

- Designing and implementing continuous effective marketing and awareness raising strategies to promote sustainable travel within their unit. For example, they will be responsible for the effective display of information on the staff notice boards and staff intranet etc. The information will highlight that car sharing be organisations/units is still beneficial. The information will be compiled by the TPC, to ensure that all staff receive the same relevant information.
- Acting as a point of contact for all staff, visitors, and/or suppliers at their unit who require information. Where necessary, the TPM will provide the TPC's details.
- Setting up any internal meetings or site wide meetings in conjunction with the TPC.
- Co-ordinating the necessary data collection exercise and monitoring procedures within their individual unit, which are required to develop their individual Travel Plan, which will be overseen by the TPC.
- Building upon this FTP to develop and review their individual full Travel Plan for their business, with assistance from the TPC. This includes the analysis of the travel questionnaires, including trends against previous years, and determining whether any additional measures require promotion.
- Reporting back to the TPC and EBC/HCC's FTP officers with the results of the FTP monitoring.
- Assisting the TPC with securing a sufficient budget for the Travel Plan to ensure the site-wide measures can be implemented and promoted, and their use is efficient and effective in relation to their unit.

Securing and Funding the FTP

7.11 It is envisaged that this FTP will be secured via an appropriately worded planning condition or Section 106 obligation. A series of sustainable transport measures will be implemented as part of the Proposed Development, demonstrating the commitment to this FTP by the Applicant.

7.12 The Applicant will ensure that suitable funding and a sufficient budget for the FTP are provided, subject to viability discussions. This will ensure future commitment and ongoing monitoring and review.

FTP Awareness and Marketing

7.13 The success of the FTP is dependent on the development and implementation of an effective marketing strategy which will be progressed by the occupier.

7.14 To increase awareness of the FTP, staff and visitors will be given information on the sustainable ways to travel to and from the application sites within the local area.

7.15 It is essential that staff are involved in the implementation and evolution of the FTP. The travel surveys and pre-survey marketing will contribute to raising awareness at the outset. It will also allow staff to have input into the ongoing development of the Full FTP.

7.16 The TPC and TPM will liaise to produce a marketing strategy which could include:

- Provision of local transport information to prospective buyers and commercial unit tenant prior to occupation with links to relevant external websites, e.g., real-time travel information; and
- Annual review and update of all marketing information and material for the employee travel packs and the employee/ visitor noticeboard.

Efficient Use of Private Vehicles

7.17 This FTP recognises that the use of private cars varies and that whilst this can be reduced, it cannot be totally eradicated for several reasons such as shift patterns and mobility issues.

7.18 The FTP will therefore encourage staff to make informed decisions about how they travel and will discourage the use of private cars, including setting a target of reducing single occupancy car use over the life of the FTP by 10%.

7.19 This measure will be supported by the initial designation of car-sharing spaces close to building entrances and the conversion of further parking spaces for the exclusive use of car sharers in response to observed activity.

7.20 In addition, this FTP advocates good access for servicing and deliveries, to avoid congestion in and around the Proposed Development.

Visitor Travel

7.21 The FTP aims to reduce the number of visitors and to encourage essential journeys to be made by sustainable modes of transport. Visitors will be able to access guidance on how to reach the Site by all modes so that they can make an informed decision. This guidance will highlight the commitment to sustainable transport modes and that car parking is limited.

Management Challenges

7.22 Times of operation will vary as will shift patterns of employees. It is important that the TPC and unit specific TPMs recognise this challenge and adapt measures to suit individual shifts.

8 Monitoring and Review

8.1 The FTP is a continuous process requiring monitoring, review and revision to ensure it remains relevant.

8.2 This section sets out the strategy for each Unit Travel Plan for monitoring and review over a five-year period from first occupation, but will continue until five-years from the occupation of the final qualifying unit.

8.3 Further details on the anticipated monitoring period will be explored within the Full FTPs, once occupiers are known.

Monitoring Programme

8.4 The Site-wide TPC and unit specific TPMs will oversee the monitoring and review of the TP to ensure that the measures are delivered effectively and access by sustainable transport modes are promoted. The Applicant will ensure suitable funding is provided for the TPC to deliver the proposed measures.

8.5 A monitoring programme for each unit will be devised once each unit is occupied and will be co-ordinated by the unit specific TPMs.

8.6 Monitoring will be undertaken through the distribution of a staff travel questionnaire survey, to understand how staff travel to/from work, alongside traffic surveys at the proposed Site access which will record vehicle movements (including vehicle classification) across the day.

8.7 **Table 8-1** below gives estimated plans and timescales for the monitoring and review of the TP.

Table 8-1: Plans and Timescales for FTP Monitoring

Action Timescale	Action Timescale
Baseline travel surveys	Within 6 months of occupation
Undertake annual audits of cycle parking, accessible car parking demand and EV charging demand.	Annually
Future travel surveys	Annually for 5 years
Feedback to employees	Annually
Undertake comprehensive strategic review of all aspects of the TP (including the objectives, targets, action plan and the monitoring programme)	Annually

Travel Surveys

TRICS SAM Surveys

8.8 In compliance with HCC's guidance on Travel Plans, TRICS SAM surveys will be undertaken at the Site in Years 1, 3 & 5.

8.9 The survey will be undertaken by TRICS-approved data collection contractors within one of the two annual windows dictated by TRICS, which will capture 'neutral' traffic patterns, avoiding main and local holiday periods, local school holidays and other abnormal traffic periods. Survey hours will likely be 07:00 – 19:00.

8.10 Them monitoring will also comply with the Department for Transport (DfT) definition of a neutral monitoring period:

"Surveys should typically be carried out during a 'neutral', or representative, month avoiding main and local holiday periods, local school holidays and half terms, and other abnormal traffic periods. Neutral periods are defined as Mondays to Thursdays from March through to November (excluding August), provided adequate lighting is available, and avoiding the weeks before/after Easter, the Thursday before and all of the week of a bank holiday, and the school holidays."

Staff Questionnaire

8.11 Monitoring will also be undertaken through the distribution of a staff travel questionnaire survey to compliment the TRICS SAM surveys. The travel surveys will be undertaken within 6 months of initial occupation of each respective unit. The surveys will be produced and issued by the TPC annually to ensure consistent data is obtained from all of the units.

8.12 The surveys will determine: the level of Travel Plan awareness; the baseline modal split and travel patterns within each unit, and thus at the Site as a whole; the uptake of any measures and incentives proposed in this Travel Plan; and help identify any further measures that need to be investigated and proposed.

8.13 To maximise the response rate to the questionnaire, each employee that responds to the questionnaire will be entered into a prize draw to win a retail voucher.

Review Process

8.14 The TPM will be responsible for undertaking a regular review of the Travel Plan for their unit, Travel Plan awareness and travel patterns of staff and visitors to their unit, under the leadership of the Site-wide TPC. The TPC will in turn be responsible for monitoring trends for the Site as a whole.

8.15 The data gathered by the surveys outlined above will be made available to the EBC, SCC and HCC.

8.16 The baseline survey targets outlined in **Table 8-1** will be reviewed and updated to reflect the actual modal splits observed. The targets will be reviewed annually and updated in accordance with new surveys.

8.17 The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals by the TPC:

- demand for car parking and car share parking spaces (number of spaces occupied);
- demand for electric vehicle charging points;
- uptake of a shared bicycle/ micromobility scheme; and
- informal comments made by employees and visitors regarding the operation of the Plan.

8.18 The results of the travel surveys and hard data monitoring will be presented in a report form to EBC/ HCC for discussion and agreement by the TPC. The individual sections, that are relevant to each unit, will be the responsibility of the TPM, whilst the TPC will be responsible for compiling the information and analysing the characteristics of the Site as whole. This includes analysing the potential to encourage inter-unit car sharing.

8.19 The report will outline the actual travel patterns of staff and visitors. The TPMs will use the analysis and results of this initial monitoring process for their individual unit to inform and develop their own full Travel Plan for their unit. It is expected that future unit specific Full Travel Plans will be secured via a Section 106.

8.20 In addition, this FTP will be expanded to include the following sections:

- Introduction.
- Travel Plan aims, objectives, and benefits.
- Transport audit – a description of the existing transport links and infrastructure to support sustainable travel.
- Description of the number of staff, and working hours etc. Detail will be provided in pie charts, or diagrams on the employee characteristics – such as home location, method of travel to work, working hours etc. This information would be gathered in the travel surveys.
- Details will also be provided on visitor travel, including where they travel from, mode of travel, and Travel Plan awareness.
- Modal shift potential – this will detail any opportunities for employees/visitors to switch their travel mode to a more sustainable mode.
- Travel Plan targets will be revised if necessary.
- Measures to be implemented in order to encourage modal shift – with possible incentives identified based on the travel surveys.
- Implementation - The methodology for implementing the Travel Plan. This will be similar to the methods detailed above, with surveys and data collection.
- Monitoring and review – methodology for monitoring and reviewing the success of the travel plan.

8.21 It is proposed that every 12 months for a period of five years, an Annual Monitoring Report will be prepared by the TPC and issued to EBC/ HCC. The report will comprise the following structure:

- Introduction & Background –number of staff employed, working hours, number of parking spaces per unit etc.
- Results of surveys – results of the surveys that have been undertaken against indicators defined in the Travel Plan.
- Description of work undertaken over the past 12 months with evidence and examples.
- Problems and issues encountered – details of any problems encountered in implementing the Travel Plan, and any issues that have not yet been resolved.

- Specific measures from Travel Plan – details on how the measures from the Travel Plan have been implemented in terms of infrastructure, policy, and promotion for each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc.), with evidence of how each measure has been implemented.
- Summary – detail whether the Site is on track to meet targets and any key issues to achieving these.
- Strategy for the next 12 months – detail of any specific outcomes or desired results.

8.22 The Annual Monitoring Reports would be made available to employees and visitors within the development, so individuals can see how their travel choices fit into the Travel Plan.

Remedial Measures

8.23 Should the modal shift targets set out in the TP not be met, various remedial measures can be implemented to further encourage modal shift, which could include:

- Increasing the level of personalised travel planning on offer;
- Increasing the number of cycle parking spaces provided;
- Providing additional changing facilities;
- Increasing the number of shared bikes provided;
- Exploration into the provision of an on-site car club (if necessary); and
- Increasing the number of electric vehicle charging points on the Site.

9 Action Plan

Overview

9.1 An indicative Action Plan is presented in Table 9-1 which sets out the proposed initiatives and the timescale and responsibility for implementation. This will be refined in due course as more details are confirmed.

9.2 Table 9-1 also sets out the fee schedule for the Year 1 and Years 2-5 costs for the implementation of the Action Plan.

Table 9-1: FTP Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
Baseline Surveys	Undertake a TRICS SAM survey along with a staff questionnaire to establish a baseline.	Within 12 months of first occupation	TPC	£6,000	£10,000
Retail voucher incentive (Raffle cost?)	Retail voucher to incentivise the surveys	Linked to survey periods – within Years 1, 3 and 5	TPC	£100	£200
Managing the on-going development and delivery of the FWTP with future tenants					
Appoint a TPC	Applicant to identify a TPC	Prior to occupation	The Applicant	£9,500 (assuming appointment of an external TPC)	£28,000 Years 2-5 (assuming appointment of an external TPC) Plus a subsequent £5,000 per annum post Year 5 of final unit occupation (or ten years post first unit occupation), (£25k in total). To ensure that the 5-Year post final unit occupation duration of the Travel Plan is met.
Appoint TPMs	Appointment of TPMs for each Unit	Prior to occupation of each unit	The Applicant/ TPC		
Unit TPs	Production of TPs for each unit in accordance with this FTP	6 months following occupation of each employment unit.	TPM		
TPM / TPC meetings	Ad-hoc meetings with the TPC to encourage staff to sign up and discuss matters with TPC	Upon occupation	TPC/ TPM		
Increasing Awareness of the FTP					
Feedback to staff	Regular feedback to staff through meetings/ newsletters	Within first year of occupation then annually	TPC/ TPM	Included in TPC role	Included in TPC role

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
	on progress of FTP measures and site-wide transport issues				
Site information/ Staff Information and Welcome Packs	TPC to provide information to staff such as access arrangements, walking, cycling, public transport, including maps, website links and real-time journey information	Upon occupation and ongoing	TPC/ TPM	£4,000	£6,000
FTP information for prospective buyers and commercial unit tenant	TPC to provide information on the details of the FTP and a summary of the benefits, targets and measures to prospective buyers	Prior to occupation and ongoing	TPC		
Health and financial benefits	Inform staff and visitors of the health and financial benefits of walking and cycling, through marketing material. Information will include safe walking and cycling routes with distances and times and possibly discounts for local cycle shops	Upon occupation and ongoing	TPC/ TPM		
Sustainable Travel Contribution					
Sustainable Travel Contributionand Travel Vouchers	A sustainable travel fund to contribute to the initiatives outlines within this Travel Plan (includes Sustainable Travel	Upon occupation and ongoing	The Applicant	£30,000	£10,000

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
	vouchers for staff to use public transport services).				
Encouraging Walking and Cycling					
Cycle parking and facilities	To provide cycle parking in line with EBC standards and to ensure that they are covered and secure. This will be detailed as part of RMA applications	Prior to occupation	The Applicant	Included in site masterplan	Included in site masterplan
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area	Prior to occupation	The Applicant	Included in site masterplan	Included in site masterplan
Local Walking and Cycling Maps	Provide local walking and cycling maps with isochrones to encourage walking and cycling, plus knowledge of local sites and amenities accessible by foot/cycle	Prior to occupation	TPC/ TPM	Included in Site Information Packs	Site Information Packs
'Cycle to Work' Schemes	The TPC will publicise the possibilities and benefits of "Cycle to Work" schemes (e.g. CycleScheme UK) to tenants and encourage them to enrol their organisation. Such schemes are free to enrol in for both businesses and employees and represent a key low-cost means of reducing the	Upon occupation and ongoing	TPC/ TPM	Included in TPC role	Included in TPC role

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
	cost of cycling equipment which can thus be used for commuting				
Bicycle User Group	Establish a regular meeting to discuss cycle issues facilitated by the TPC and encourage the use of local services and facilities	Upon occupation and ongoing	TPC/ TPM	Included in TPC role	Included in TPC role
Shared bicycle/ micromobility scheme	The Development Proposals accommodate for an electric shared bicycle scheme at the outset, with provision for two painted bike / micromobility bays to each designate an area for eight electric bicycles	Upon occupation and ongoing	The Applicant and TPC / shared bicycle operator	Cost of installing two bays with 8 E-bikes - £20,200 Cost of membership - £30,000. Note: these costs will be secured separately in the S106.	
'Try before you buy' bicycles	TPM to coordinate with a local bike shop, to provide Site users with an opportunity to try using bikes / e-bikes for 2months before they can then buy the bike they are renting at a discounted price or choose a different one. Includes e-bikes / child bikes / Brompton / cargo	Upon occupation and ongoing	TPC/ TPM	Included in TPC role	Included in TPC role
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant	Upon Occupation	TPC/ TPM	Included in TPC role	Included in TPC role
Cycle to Work Days	The TPC will encourage tenants to organise cycle-to-work days	Ongoing	TPC/ TPM	Included in TPC role	Included in TPC role

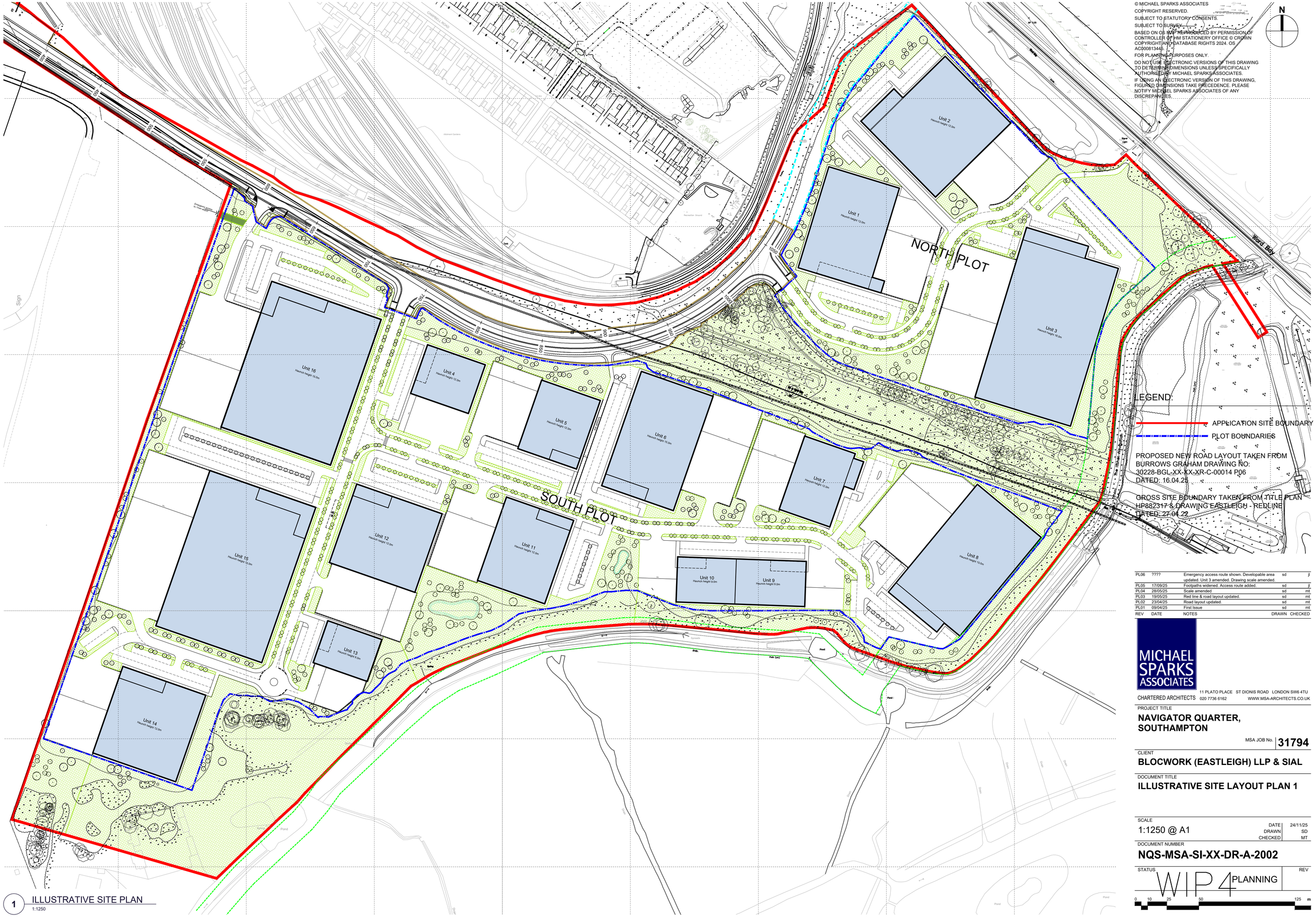
Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
	aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already				
On Site Cycles Maintenance Visits	The TPC will organise on-site Cycles maintenance visits to the Site, which will give cyclists the opportunity to get free assistance with minor repairs. This measure should be successful in encouraging employees to either more regularly cycle or try cycling if they do not do so already	Ongoing	TPC/ TPM	Included in TPC role	Included in TPC role
Promotion of Health and Financial Benefits	The TPC will publicise the health and financial benefits of walking and cycling via the measures listed within this Action Plan and promotional material. Information will include: *safe walking and cycling routes to/from the Site and walking and cycling distances to/from local amenities and public transport interchanges*.	Prior to and upon occupation and ongoing	TPC/ TPM	Included in TPC role / information packs	Included in TPC role / information packs
Encouraging the use of Public Transport					
Employee travel packs and employee/ visitor noticeboard	To provide details on key routes, maps and timetables to users of the Development	As part of Proposed Development	TPC/ TPM	Cost included in information packs	Cost included in information packs

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
Provision of a bus stop and turn around facility	The provision of a single bus stop southbound outside Unit 12 within the South Plot and the provision of a bus turnaround (in the form of a roundabout layout) south of Units 13/15 to provide potential for buses to serve the site in the future.	Prior to occupation	The Applicant	Included in site masterplan	Included in site masterplan
Encouraging the best use of cars and servicing vehicles					
Car Parking	Car parking will be provided in line with local parking standards. Further detail will be provided at RMA stage.	Upon occupation and ongoing	The Applicant	Included in site masterplan	Included in site masterplan
Car Sharing	Sign up to Lift Share Schemes (https://liftshare.com/uk) and provide details to staff.	Upon occupation	TPC/ TPM	Included in TPC role / information packs	Included in TPC role / information packs
Car Club	It is not proposed to provide a car club space from the outset, due to previous limited take-up at similar sites with the proposed land use. If demand for a car club should arise, this will be explored with Co Wheels following full occupation.	Post occupation	TPC/ The Applicant / Co Wheels	Included in TPC role	Included in TPC role
Launch Event	TPC to hold a launch event to advertise the FTP and promote sustainable travel.	Three months after first occupation	TPC/ TPM	£1,500	-

Measure	Initiative	Timescale for Implementation	Responsibility	Year 1 Cost	Years 2-5 Cost
Promoting smarter working and living practices					
Development Location	Highlight that the proximity of the Site to a range of public transport links can reduce the number of trips and the distance of those that are made.	Upon occupation and ongoing	The Applicant	Included in TPC role	Included in TPC role
Internet Connectivity	To allow the infrastructure for super-fast fibre optic internet connections to be made available in each commercial unit.	Upon occupation and ongoing	The Applicant	Included in site masterplan	Included in site masterplan
Six Monthly Newsletter	Providing a brief marketing update for staff to maintain awareness of the FTP and promote initiatives and events – to be delivered via email.	Upon occupation and ongoing	The Applicant	Included in TPC Role / Site information pack costs	Included in TPC Role / Site information pack costs
Total				**£51,100**	**£54,200**

Appendices

A Site Masterplan



1 ILLUSTRATIVE SITE PLAN
1:1250

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LEGEND:

- APPLICATION SITE BOUNDARY
- PLOT BOUNDARIES

PROPOSED NEW ROAD LAYOUT TAKEN FROM BURROWS GRAHAM DRAWING NO: 30228-BGL-XX-XX-XR-C-00014 P06 DATED: 16.04.25

GROSS SITE BOUNDARY TAKEN FROM TITLE PLAN HP882317 & DRAWING EASTLEIGH - REDLINE DATED: 27.04.22

REV	DATE	NOTES	DRAWN	CHECKED
PL06	????	Emergency access route shown. Developable area updated. Unit 3 amended. Drawing scale amended.	sd	jl
PL05	17/09/25	Footpaths widened. Access route added.	sd	jl
PL04	28/05/25	Scale amended	sd	mt
PL03	19/05/25	Red line & road layout updated.	sd	mt
PL02	23/04/25	Road layout updated.	sd	mt
PL01	09/04/25	First Issue	sd	mt

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE ST DIONIS ROAD LONDON SW6 4TU
020 7736 6162 WWW.MSA-ARCHITECTS.CO.UK

PROJECT TITLE
NAVIGATOR QUARTER, SOUTHAMPTON

MSA JOB No. **31794**

CLIENT
BLOCWORK (EASTLEIGH) LLP & SIAL

DOCUMENT TITLE
ILLUSTRATIVE SITE LAYOUT PLAN 1

SCALE
1:1250 @ A1

DATE 24/11/25
DRAWN SD
CHECKED MT

DOCUMENT NUMBER
NQS-MSA-SI-XX-DR-A-2002

STATUS WIP 4 PLANNING

REV

0 10 25 50 125 m

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N

NORTH PLOT

SOUTH PLOT

Unit 1
Haunch height 12.0m

Unit 2
Haunch height 13.0m

Unit 3
Haunch height 18.0m

Unit 4
Haunch height 15.0m

Unit 5
Haunch height 18.0m
207.000 AOD

Unit 6
Haunch height 15.0m

Unit 7
Haunch height 15.0m

Unit 8
Haunch height 12.0m

Unit 9
Haunch height 15.0m

Unit 10
Haunch height 15.0m

Ward Bay

LEGEND:

APPLICATION SITE BOUNDARY

PLOT BOUNDARIES

PROPOSED NEW ROAD LAYOUT TAKEN FROM BURROWS GRAHAM DRAWING NO: 30228-BGL-XX-XX-XR-C-00014 P06 DATED: 16.04.25

GROSS SITE BOUNDARY TAKEN FROM TITLE PLAN HP882317 & DRAWING EASTLEIGH - REDLINE DATED: 27.04.22

1 ILLUSTRATIVE SITE PLAN
1:2000

REV	DATE	NOTES	DRAWN	CHECKED
PL01	????	First Issue	sd	mt

MICHAEL SPARKS ASSOCIATES
CHARTERED ARCHITECTS
11 PLATO PLACE ST DIONIS ROAD LONDON SW6 4TU
020 7736 6162
WWW.MSA-ARCHITECTS.CO.UK

PROJECT TITLE
NAVIGATOR QUARTER, SOUTHAMPTON

MSA JOB No. **31794**

CLIENT
BLOCWORK (EASTLEIGH) LLP & SIAL

DOCUMENT TITLE
ILLUSTRATIVE SITE LAYOUT PLAN 2

SCALE
1:1250 @ A1

DATE 24/11/25
DRAWN SD
CHECKED MT

DOCUMENT NUMBER
NQS-MSA-SI-XX-DR-A-2005

STATUS WIP 4 PLANNING

REV

0 10 25 50 125 m

B Materials Recycling Facility (MRF) Site Layout

N

CHICKEN HALL LANE

Track

Tank

KIOSK

WEIGHBRIDGE

WEIGHBRIDGE

111.1m

KEY

- EXISTING PUBLIC FOUL SEWER
- EXISTING PUBLIC RISING MAIN
- EXISTING PRIVATE SURFACE WATER SEWER
- PROPOSED S185 RISING MAIN
- PROPOSED FOUL WATER SEWER
- PROPOSED SURFACE WATER SEWER
- PROPOSED CHANNEL DRAIN
- EXISTING PUBLIC FOUL/COMBINED MANHOLE
- EXISTING PRIVATE SURFACE WATER MANHOLE
- PROPOSED FOUL WATER MANHOLE
- PROPOSED SURFACE WATER MANHOLE
- GROUNDWATER MONITORING LOCATION
- SITE BOUNDARY
- EXISTING GROUND LEVEL
- EXCEEDANCE FLOW ROUTE

NOTES

1. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT WEETWOOD DRAWINGS.
2. ALL DIMENSIONS IN mm UNLESS NOTED OTHERWISE.
3. ALL LEVELS IN METRES.
4. ALL PROPOSED DRAINAGE TO BE MINIMUM 150Ø UNLESS NOTED OTHERWISE.
5. MINIMUM GRADIENTS:
   5.1. 150Ø FOUL WATER = 1:100
   5.2. 150Ø SURFACE WATER = 1:100
6. ALL CONNECTING PIPES TO ADOPTABLE DRAINAGE TO BE MINIMUM 150Ø.
7. ALL RAINWATER PIPES MUST BE FITTED WITH A RODDABLE ACCESS ABOVE GROUND.
8. ALL PRIVATE DRAINAGE TO BE INSTALLED IN ACCORDANCE WITH PART H OF THE BUILDING REGULATIONS AND BS EN 752 & 12056.
9. PRIVATE DRAINAGE TO BE 150Ø UPVC PIPES WITH GRP OR UPVC INSPECTION CHAMBERS. SYSTEM DESIGN & CONSTRUCTION TO CONFORM WITH MANUFACTURER'S INSTRUCTIONS & "GOOD PRACTICE GUIDE".
10. EXISTING LEVEL INFORMATION TAKEN FROM AXIS PROPOSED SITE PLAN (REF: 2710-01-005,JUNE 2021).
11. EXISTING PRIVATE DRAINAGE INFORMATION TAKEN AXIS DRAINAGE PLAN DRAWING (REF: N/A, MAY 2021)
12. EXISTING PUBLIC SEWER RECORDS INDICATIVELY LOCATED FROM SOUTHERN WATER SEWER RECORDS AND AXIS DRAINAGE PLAN. PUBLIC SEWER CONNECTIONS TO BE CONFIRMED ON SITE.

ACCESS TO THE INFILTRATION BASIN TO BE MADE AVAILABLE TO ENSURE MAINTENANCE CAN BE CARRIED OUT AT ALL TIMES

INFILTRATION BASIN 01

TOP LEVEL = 11.300 m AOD
BASE LEVEL = 9.800 m AOD
DEPTH =1.500 m
TOP AREA = 327.8 m²
IL AREA = 73.6 m²
MAX CAPACITY = 278.4 m³
SIDE SLOPE = 1:3

INFILTRATION RATE FOR SIDE AND BASE : 0.18 m/hr

1 IN 100 +25%CC AEP RAINFALL EVENT WATER LEVEL = 10.786 m AOD (0.514 m FREEBOARD)
1 IN 100 +40%CC AEP RAINFALL EVENT WATER LEVEL = 10.886 m AOD (0.414 m FREEBOARD)

PROPOSED CLASS 1 BYPASS OIL SEPARATOR - SPEL STORMCEPTOR ESR (REF: ESR15/C1) OR EQUIVALENT APPROVED
CL 11.300
IL 10.00 (300Ø IN)
IL 9.95 (300Ø OUT)

WS02
NO GROUNDWATER ENCOUNTERED
GL - 11.30 m AOD
GWL - N/A
Depth - 4.20 m

ASSUMED EXISTING SERVICES DIVERTED OR PROTECTED WHERE CROSSING UNDER PROPOSED ACCESS ROADS

PROPOSED FOUL WATER CONNECTION TO EXISTING FOUL SEWER TO BE AGREED WITH WATER AUTHORITY VIA A SECTION 106 AGREEMENT - GRAVITY CONNECTION SUBJECT TO CONFIRMATION OF LEVELS OF EXISTING SEWER.

PACKAGE PUMP STATION MAY BE REQUIRED DUE TO DEPTH OF EXISTING FOUL WATER SEWER

PENSTOCK TO BE FITTED ON OUTLET FROM MANHOLE - TO AUTOMATICALLY CLOSE TO BLOCK DISCHARGE OF FIRE WATER

APPROX 540 FIRE WATER ABOVE GROUND STORAGE WITH MAX DEPTH OF APPROX 500 mm, TO BE ACTIVATED BY CLOSURE ON PENSTOCK VALVES ON FOUL AND SURFACE WATER DRAINAGE SYSTEMS.

ACO ROADDRAIN PD100F 20.1

ACO ROADDRAIN PD100F 20.1

ACO ROADDRAIN PD100F 20.1

CONTINUATION

CONTINUATION

FOR PLANNING PURPOSES ONLY

Rev	Date	Description	Drawn	Check
P5	09.11.23	Drainage updated to suit LLFA comments	TB	DH
P4	28.07.23	Drainage updated to suit revised basin extents	TB	DH
P3	19.07.22	Proprietary treatment systems added to drainage network	MD	TB
P2	12.07.22	Drainage layout amended due to groundwater monitoring results	MD	TB
P1	05.08.21	Issued for comment	MD	GW

Weetwood
Development • Planning • Environment
Suite C22 Josephs Wells
Hanover Walk, Leeds
LS3 1AB
Tel 0113 244 1377
info@weetwood.net
www.weetwood.net

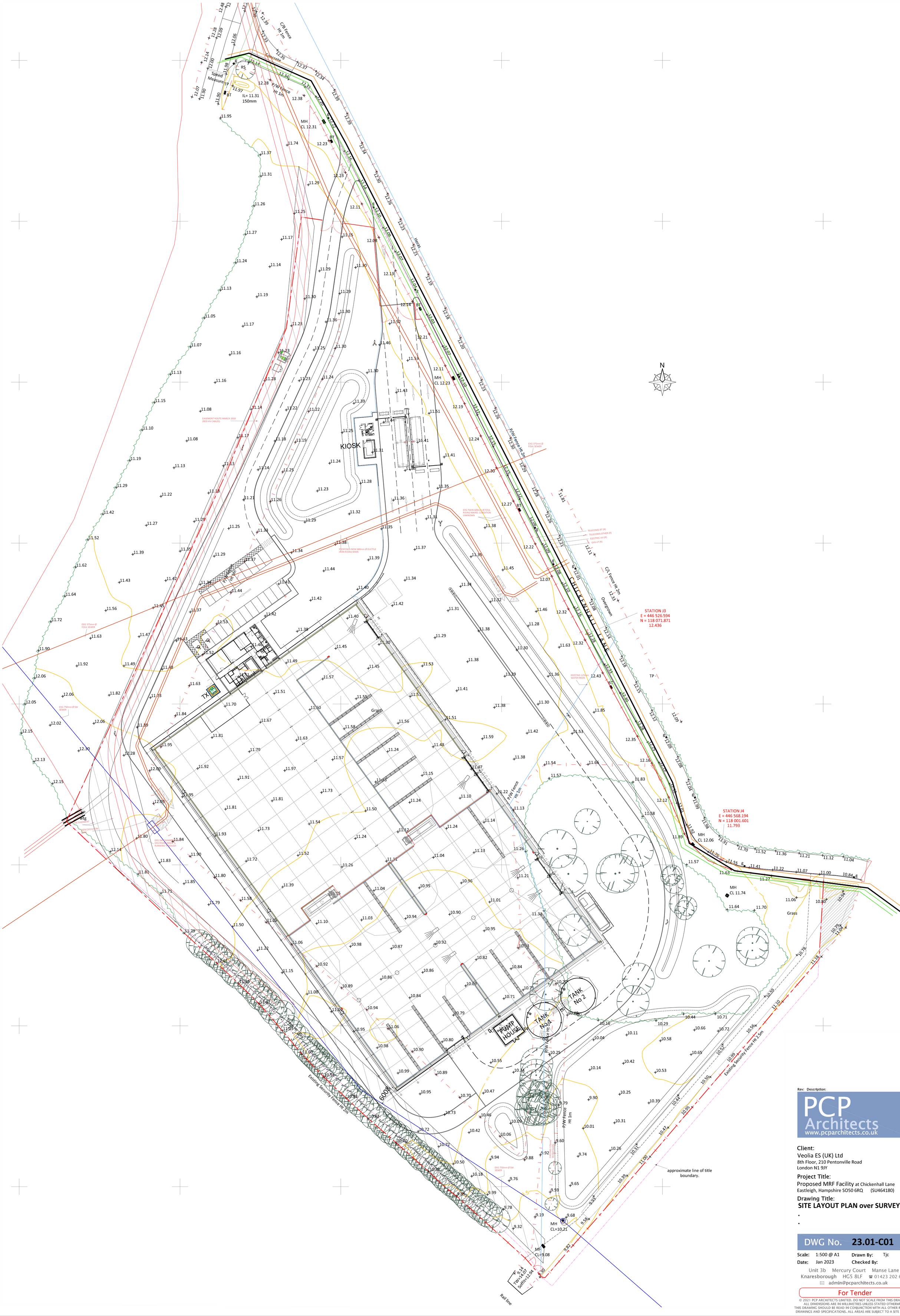
Client: AXIS P.E.D. LTD

Drawing Status: PLANNING
Date: JUN 2021
Scale (A0): 1:250
Project: LAND OFF CHICKENHALL LANE EASTLEIGH MRF SITE
Drawn: MD
Checked: GW
Project No: 4986
Title: INDICATIVE DRAINAGE LAYOUT
Drawing No: 100
Revision: P5

1 OF 2

THIS DRAWING MUST BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER RELEVANT DRAWINGS. DO NOT SCALE FROM THIS DRAWING.

Notes:



Rev: Descriptlon:

PCP Architects
www.pcparchitects.co.uk

Client:
Veolia ES (UK) Ltd
8th Floor, 210 Pentonville Road
London N1 9JY

Project Title:
Proposed MRF Facility at Chickenhall Lane
Eastleigh, Hampshire SO50 6RQ (SU464180)

Drawing Title:
SITE LAYOUT PLAN over SURVEY

DWG No. **23.01-C01**

Scale: 1:500 @ A1 Drawn By: Tjc
Date: Jan 2023 Checked By:

Unit 3b Mercury Court Manse Lane
Knaresborough HG5 8LF ☎ 01423 202 600
admin@pcparchitects.co.uk

For Tender

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ALL DIMENSIONS ARE IN MILLIMETRES UNLESS STATED OTHERWISE.
THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS AND SPECIFICATIONS. ALL AREAS ARE SUBJECT TO A SITE SURVEY.

C Existing Mitchell Way Alignment

N

VIEWPORT 1

VIEWPORT 2

VIEWPORT 3

VIEWPORT 4

0 50m 100m 150m 200m

NOTES:

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

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- BLOCWORK FREEHOLD OWNERSHIP
- AIRPORT FREEHOLD OWNERSHIP
- RED LINE PLANNING BOUNDARY
- EXISTING SHARED-USE FOOTWAY

REV	DATE	DESCRIPTION	DES	CHK	APP
P02	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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www.steergroup.com

Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
MITCHELL WAY
EXISTING HIGHWAY LAYOUT

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:2500	S2	P02

Drawing No.
24733101-STR-HGN-100-DR-D-00001

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\31\31\01\CAD\Drawing\\24731101-STR-HGN-100-DR-D-000 -00001

DATE: 09/12/2025

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VIEWPORT 1

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

FOOTWAYS RUN ALONG BOTH SIDES OF MITCHELL WAY UP TO THE FIRST ZEBRA CROSSING

NORTHBOUND INSET BUS STOP

ZEBRA CROSSING LINKING TO FOOTBRIDGE / COVERED WALKWAY FOR THE STATION

SEE VIEWPORT BELOW

CUT LINE

VIEWPORT 2

ON-STREET CAR TRANSPORTER LOADING BAY FOR CAR HIRE VEHICLES

ZEBRA CROSSING

FOOTWAY ON THE NORTH SIDE OF MITCHELL WAY ONLY

ZEBRA CROSSING LINKING TO FOOTBRIDGE / COVERED WALKWAY FOR THE STATION

SEE VIEWPORT ABOVE

SEE NEXT DRAWING SHEET

PROVISION WITHIN SPITFIRE LOOP FOR BUSES TO TURN AROUND/STOP

0 12.5m 25m 37.5m 50m

NOTES:

1. THIS DRAWING IS BASED ON:
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   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
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REV	DATE	DESCRIPTION	DES	CHK	APP
P03	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
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P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY AND WIDE LANE BRIDGE EXISTING HIGHWAY LAYOUT DRAWING 1 OF 2

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P03

Drawing No. 24733101-STR-HGN-100-DR-D-00002

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\13\101\CAD\Drawing\247331010STR-HGN-100-DR-D-0000 - 00002

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VIEWPORT 3

FOOTWAY ON THE NORTH SIDE OF MITCHELL WAY ONLY, UP TO THE ZEBRA CROSSING

NO FOOTWAYS ALONG THIS SECTION OF MITCHELL WAY

CUT LINE

SEE PREVIOUS DRAWING SHEET

CUT LINE

ON-STREET BUS STOPS IN EITHER DIRECTION USED BY AIRPORT SHUTTLE BUSES (TWO BUSES RUN IN OPPOSITE DIRECTIONS, STOPPING BY REQUEST ONLY

AIRPORT FREEHOLD

1.33m
7.22m
1.48m
1.22m
7.30m
1.28m
7.12m
1.98m
5.03m
6.71m
6.37m
2.23m
6.12m
6.10m
3.12m

STOP

STOP

CUT LINE

SEE VIEWPORT BELOW

CUT LINE

VIEWPORT 4

FOOTWAY ON THE SOUTH SIDE OF MITCHELL WAY BETWEEN THE TWO ZEBRA CROSSINGS WHICH SERVE THE LONG STAY CAR PARK ON THE SOUTH SIDE OF THE ROAD

AIRPORT FREEHOLD

CUT LINE

SEE VIEWPORT ABOVE

CUT LINE

6.22m
6.14m
2.04m
1.94m
6.20m
1.99m
6.07m
1.99m
1.47m
6.02m

CARS ONLY

CUT LINE

0 12.5m 25m 37.5m 50m

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   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
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   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
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KEY:

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P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY EXISTING HIGHWAY LAYOUT DRAWING 2 OF 2

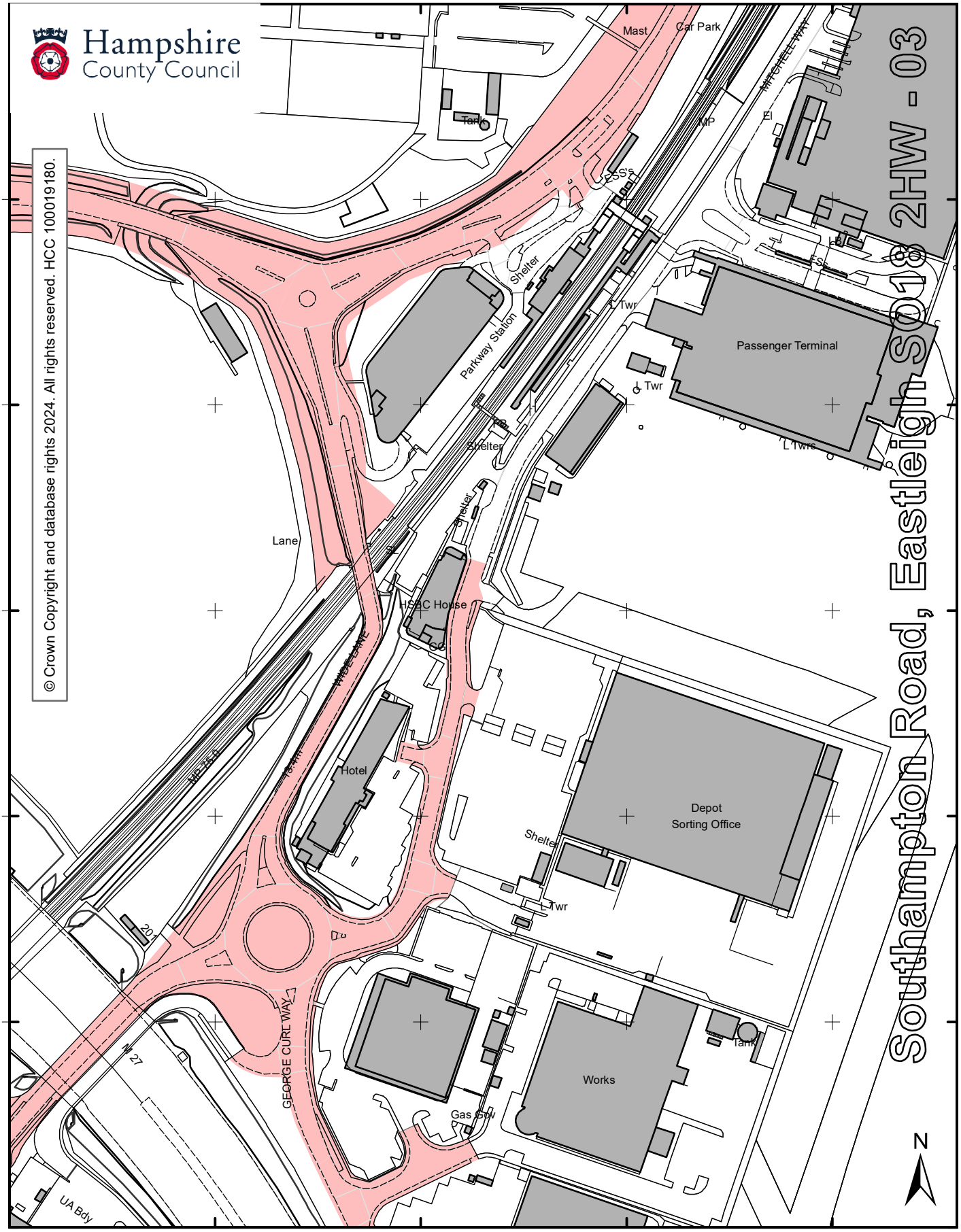
Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P02

Drawing No. 24733101-STR-HGN-100-DR-D-00003

DATE: 09/12/2025 CAD REFERENCE: \\uksword.net\Data\London\Projects\247\13\10\01\CAD\Drawings\24733101-STR-HGN-100-DR-D-000 - 00003

D Mitchell Way Highway Boundary



Ordnance Survey maps are topographic maps and show a representation of the physical features on the ground at the time of survey, which are drawn according to specified tolerances, by the Ordnance Survey. For further information on Ordnance Survey mapping please see: http://www.ordnancesurvey.co.uk/support/property-boundaries.html
For questions about the responsibility for ditches please refer to Hampshire County Council's website at: http://documents.hants.gov.uk/flood-water-management/ditchmaintenanceposter.pdf

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

E Existing Wide Lane Bridge Alignment

VIEWPORT 1

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

FOOTWAYS RUN ALONG BOTH SIDES OF MITCHELL WAY UP TO THE FIRST ZEBRA CROSSING

NORTHBOUND INSET BUS STOP

ZEBRA CROSSING LINKING TO FOOTBRIDGE / COVERED WALKWAY FOR THE STATION

SEE VIEWPORT BELOW

CUT LINE

VIEWPORT 2

ON-STREET CAR TRANSPORTER LOADING BAY FOR CAR HIRE VEHICLES

ZEBRA CROSSING

FOOTWAY ON THE NORTH SIDE OF MITCHELL WAY ONLY

ZEBRA CROSSING LINKING TO FOOTBRIDGE / COVERED WALKWAY FOR THE STATION

SEE VIEWPORT ABOVE

SEE NEXT DRAWING SHEET

PROVISION WITHIN SPITFIRE LOOP FOR BUSES TO TURN AROUND/STOP

0 12.5m 25m 37.5m 50m

NOTES:

1. THIS DRAWING IS BASED ON:
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   AIRPORT FREEHOLD OWNERSHIP:
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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY AND WIDE LANE BRIDGE EXISTING HIGHWAY LAYOUT DRAWING 1 OF 2

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P03

Drawing No. 24733101-STR-HGN-100-DR-D-00002

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\13\101\CAD\Drawing\247331010STR-HGN-100-DR-D-0000 - 00002

DATE: 09/12/2025

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F Public Rights of Way

THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2008

Hampshire County Council

This sheet was reprinted on 02.01.2024 to take account of legal changes to the rights of way network made or discovered since the publication of the 2008 definitive map.

Given this day of

The Common Seal of Hampshire County Council was hereunto affixed in the presence of:-

.....

Authorised Signatory

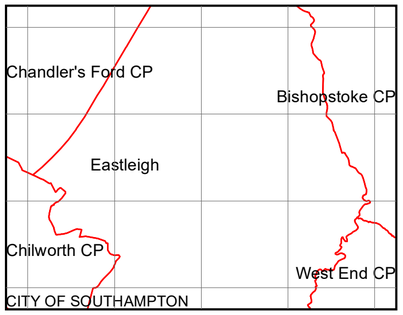
Map Scale 1:10,000

N
W E
S

Legend

- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic
- Parish Boundary
- County Boundary

Public Rights of Way are not shown over any areas shaded in grey on the map below, as these are outside the administrative boundary of Hampshire County Council



Index to adjoining maps

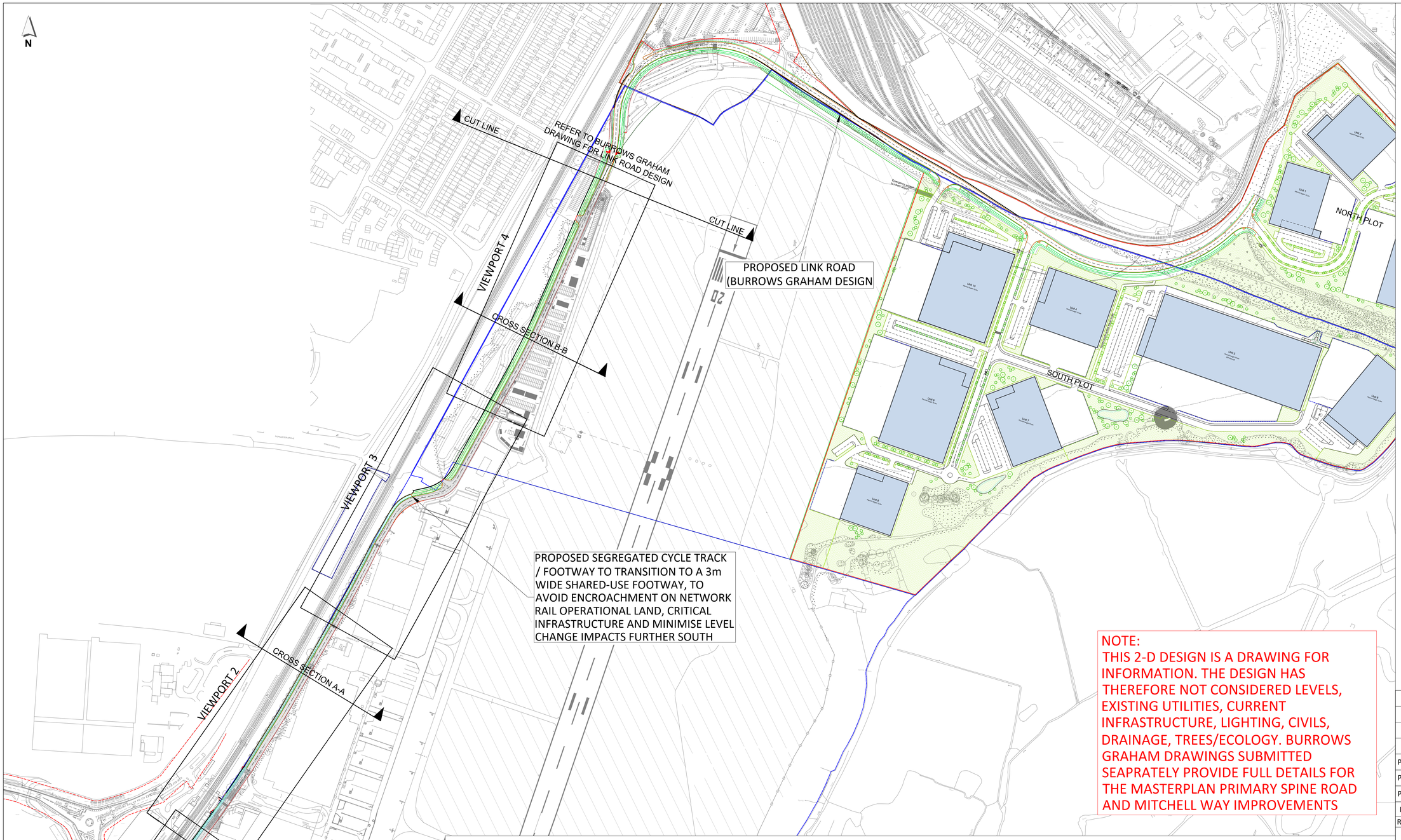
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10.09	11.09	12.09

Map Number

11.10

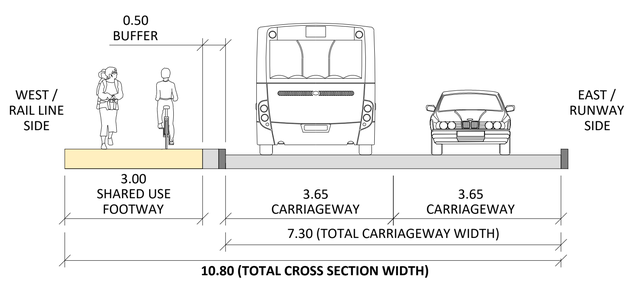
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G Proposed Mitchell Way Improvements

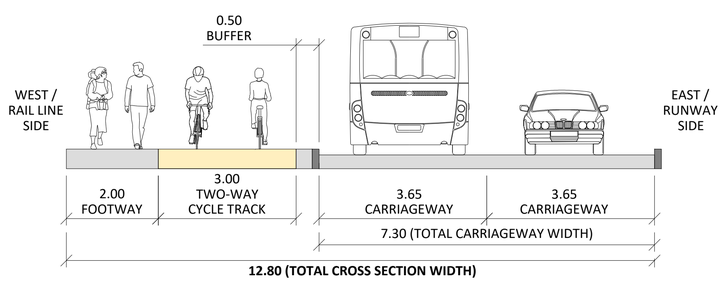


NOTE:
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PROPOSED SHARED USE FOOTWAY CROSS SECTION (SOUTHERN PART OF MITCHELL WAY)
A-A



PROPOSED SEGREGATED FOOTWAY / CYCLE TRACK CROSS SECTION (NORTHERN PART OF MITCHELL WAY)
B-B



NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
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   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
   BURROWS GRAHAM DRAWING NO. 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6, DATED 16 SEP 2025.
   30228-BGL-XX-XX-DR-C-00008 Mitchell Way BGL Layout
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2005 Illustrative Site Plan 2 REV PL01, DATED 23 NOV 2025.
2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
3. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
4. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

KEY:

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- AIRPORT FREEHOLD OWNERSHIP
- RED LINE PLANNING BOUNDARY
- PROPOSED KERB
- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TWO-WAY CYCLE TRACK
- PROPOSED SHARED-USE FOOTWAY (TO TIE-IN TO EXISTING)
- EXISTING SHARED-USE FOOTWAY

REV	DATE	DESCRIPTION	DES	CHK	APP
P03	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
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P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
MITCHELL WAY
PROPOSED CONCEPT DESIGN
(SEGREGATED/SHARED CYCLE ROUTE)

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:2500	S2	P03

Drawing No.
24733101-STR-HGN-100-DR-D-00201

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\33\101\CAD\Drawing\24733101-STR-HGN-100-DR-D-002 - 00201
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SUPERSEDED BY
24733101-STR-HGN-100-SK-D-01101 REV P1

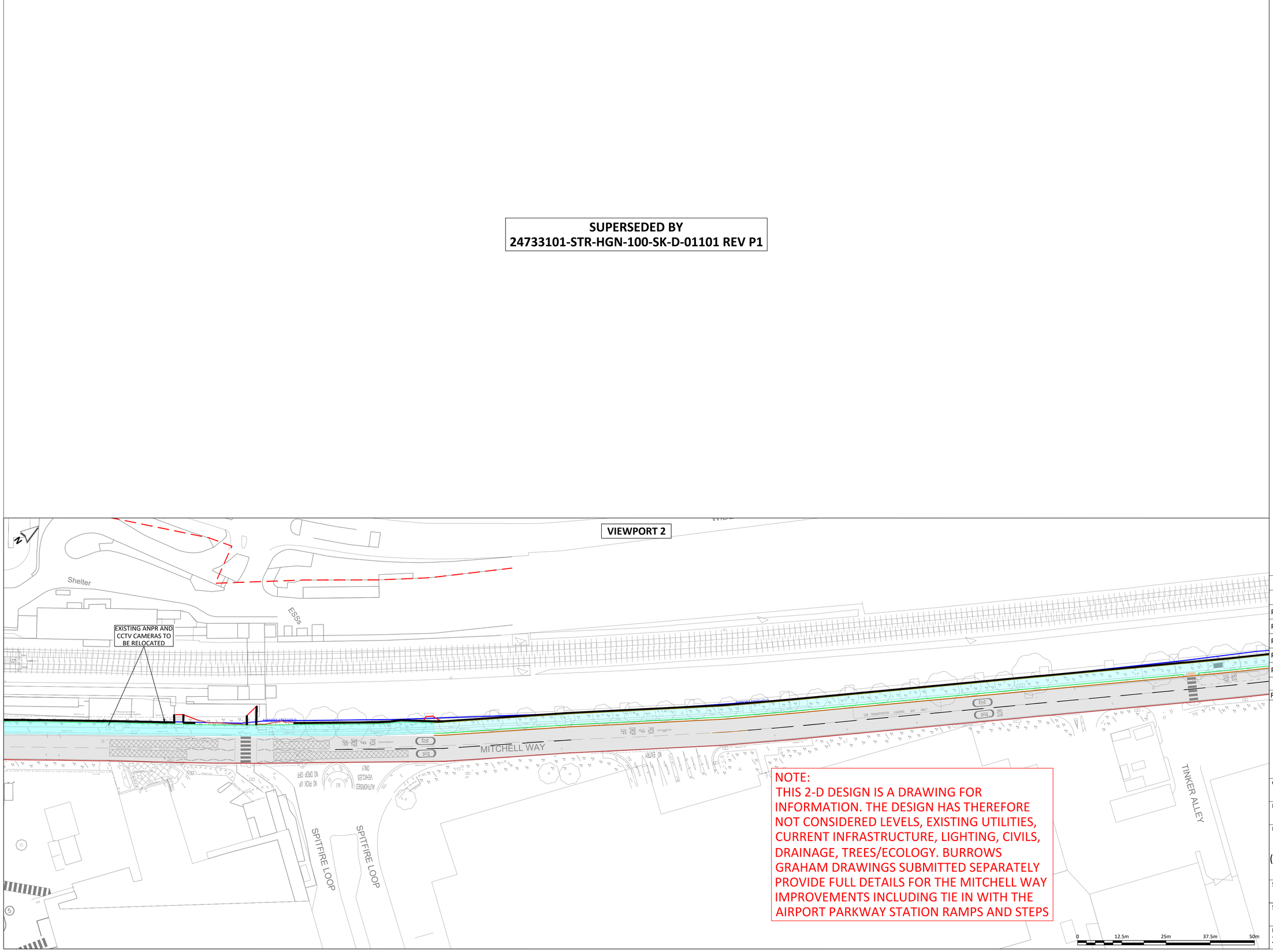
NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REVO DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
   BURROWS GRAHAM DRAWING NO. 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6, DATED 16 SEP 2025.
   30228-BGL-XX-XX-DR-C-00008 Mitchell Way BGL Layout
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2005 Illustrative Site Plan 2 REV PL01, DATED 23 NOV 2025.
2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
3. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
4. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- BLOCWORK FREEHOLD OWNERSHIP
- AIRPORT FREEHOLD OWNERSHIP
- RED LINE PLANNING BOUNDARY
- PROPOSED KERB
- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TWO-WAY CYCLE TRACK
- PROPOSED SHARED-USE FOOTWAY (TO TIE-IN TO EXISTING)
- EXISTING SHARED-USE FOOTWAY

VIEWPORT 2



NOTE:
THIS 2-D DESIGN IS A DRAWING FOR INFORMATION. THE DESIGN HAS THEREFORE NOT CONSIDERED LEVELS, EXISTING UTILITIES, CURRENT INFRASTRUCTURE, LIGHTING, CIVILS, DRAINAGE, TREES/ECOLOGY. BURROWS GRAHAM DRAWINGS SUBMITTED SEPARATELY PROVIDE FULL DETAILS FOR THE MITCHELL WAY IMPROVEMENTS INCLUDING TIE IN WITH THE AIRPORT PARKWAY STATION RAMPS AND STEPS

REV	DATE	DESCRIPTION	DES	CHK	APP
P05	15MAY26	LAYOUT UPDATED	CJM	CJM	MHU
P04	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P03	01OCT25	MINOR AMENDMENTS	CJM	CJM	MHU
P02	11JUN25	UPDATED MASTERPLAN LAYOUT	CJM	CJM	MHU
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
MITCHELL WAY
PROPOSED CONCEPT DESIGN
(SEGREGATED/SHARED CYCLE ROUTE)
DRAWING 1 OF 2

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P05

Drawing No.
24733101-STR-HGN-100-DR-D-00202

DATE: 15/05/2026 CAD REFERENCE: P:\Projects\24733\3101\CAD\Drawings\24733101-STR-HGN-100-DR-D-002 - 00202

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NOTE: WESTERN END OF MITCHELL WAY FROM SPITFIRE ROUNDABOUT UP TO AIRPORT FREEHOLD BOUNDARY TO BE CONVERTED TO 20MPH, TO ALIGN WITH EXISTING 20MPH LIMIT ALREADY IN PLACE FURTHER NORTH ON THE PRIVATE SECTION OF MITCHELL WAY

2 NO. EXISTING ELECTRICAL SUBSTATIONS ADJACENT TO THE STATION CAR PARK

EXISTING BUS STOP LAYBY RETAINED BUT RELOCATED EAST

NEW SHARED USE PATH ALIGNED WITH THE EXISTING HIGHWAY BOUNDARY/HSBC HOUSE ON THE WEST SIDE OF MITCHELL WAY

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

PEDESTRIAN ACCESS POINT TO THE ROYAL MAIL CAR PARK

EXISTING SOUTHBOUND BUS STOP RETAINED

CARRIAGEWAY WIDENING BY REDUCING THE EXISTING VERGE WIDTH, WITH MINIMUM 1.5m FOOTWAY RETAINED ON THE EAST SIDE OF MITCHELL WAY TO ACCOMMODATE THE SHARED USE PATH ON THE WEST SIDE (EXISTING BACK OF FOOTWAY/FENCELINE RETAINED)

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

Hatched Body Envelope

Wheel Tracks

0 12.5m 25m 37.5m 50m

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'TOPOGRAPHIC SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV3 DATED 06 OCT 2025.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
2. BURROWS GRAHAM DRAWING NOS. 30228-BGL-XX-XX-DR-C-00008 AND 30228-BGL-XX-XX-DR-C-00012 REV P06, DATED 14 MAY 2025.
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2002 REV PL04, DATED 28 MAY 2025.
3. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
4. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
5. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

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- RED LINE PLANNING BOUNDARY
- PROPOSED KERB
- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED SHARED-USE FOOTWAY
- EXISTING SHARED-USE FOOTWAY
- PROPOSED WIDENED/RE-PROVIDED FOOTWAY
- EXISTING RETAINED VERGE

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	19DEC25	AMENDED FOLLOWING DfS COMMENTS	CJM	CJM	MHU
P0	27OCT25	ORIGINAL ISSUE	CJM	CJM	MHU

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY 2.5m SHARED USE FOOTWAY ON WEST SIDE (ROAD REALIGNED)

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P1

Drawing No. 24733101-STR-HGN-100-SK-D-01101

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\3\3101\CAD\Drawings\Sketches\24733101-STR-HGN-100-SK-D-011- 01101

DATE: 19/12/2025

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VIEWPORT 3

PROPOSED TRANSITION FROM SEGREGATED CYCLE TRACK TO THE NORTH, TO A SHARED-USE FOOTWAY, TO AVOID IMPACTS ON CRITICAL INFRASTRUCTURE OF THE STATION

NOTE:
THIS 2-D DESIGN IS A DRAWING FOR INFORMATION. THE DESIGN HAS THEREFORE NOT CONSIDERED LEVELS, EXISTING UTILITIES, CURRENT INFRASTRUCTURE, LIGHTING, CIVILS, DRAINAGE, TREES/ECOLOGY. BURROWS GRAHAM DRAWINGS SUBMITTED SEAPRATELY PROVIDE FULL DETAILS FOR THE MITCHELL WAY IMPROVEMENTS

VIEWPORT 4

CUT LINE

REFER TO BURROWS GRAHAM DRAWING FOR LINK ROAD DESIGN

CUT LINE

0 12.5m 25m 37.5m 50m

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REVO DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
   BURROWS GRAHAM DRAWING NO. 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6, DATED 16 SEP 2025.
   30228-BGL-XX-XX-DR-C-00008 Mitchell Way BGL Layout
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2005 Illustrative Site Plan 2 REV PL01, DATED 23 NOV 2025.
2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
3. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
4. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

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- AIRPORT FREEHOLD OWNERSHIP
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- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY
- PROPOSED TWO-WAY CYCLE TRACK
- PROPOSED SHARED-USE FOOTWAY (TO TIE-IN TO EXISTING)
- EXISTING SHARED-USE FOOTWAY

REV	DATE	DESCRIPTION	DES	CHK	APP
P03	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P02	11JUN25	UPDATED MASTERPLAN LAYOUT	CJM	CJM	MHU
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
MITCHELL WAY
PROPOSED CONCEPT DESIGN
(SEGREGATED/SHARED CYCLE ROUTE)
DRAWING 2 OF 2

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P03

Drawing No.
24733101-STR-HGN-100-DR-D-00203

DATE: 09/12/2025 CAD REFERENCE: \\uksword1net\Data\London\Projects\24733101\CAD\Drawings\24733101-STR-HGN-100-DR-D-002 - 00203

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H Proposed Masterplan primary Spine Road Drawing

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

MAINTENANCE

DEMOLITION

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

GENERAL NOTES:

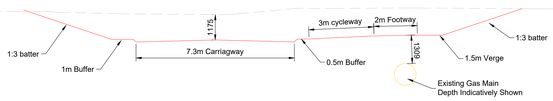
1. This drawing shall be read in conjunction with all the relevant architects, engineers' and service engineers drawings & specifications.
2. All units in meters U.O.N. on the drawing.
3. Do Not Scale off the drawing.

KEY:

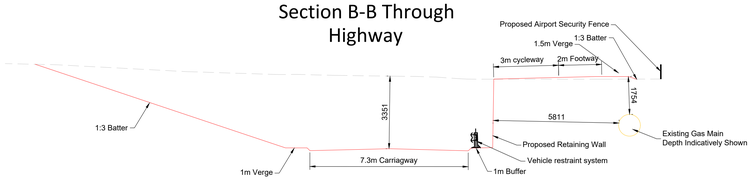
- Proposed Carriageway
- Proposed Footway & Cycleway
- Proposed Verge
- Proposed Retaining Wall
- Existing High Pressure Gas Main
- Indicative extent of covered footway

3m wide cycleway
7.3m wide carriageway
2m wide footway
3rd Party Land
Existing Gas Main
Proposed Retaining Wall
Proposed Retaining Wall typically 5.7m from Gas Main
Indicative extent of covered footway based on drawing ref. 400602-MMD-00-XX-DR-Z-0008-Jet Blast Analysis. Southampton Airport to confirm extent and requirements.
Proposed Airport Security Fence
Levels to tie into existing here
Extent of works (highway beyond this point to be undertaken by others)
Earthworks to be reviewed during plot design
SOUTH PLOT
Unit 16 Haunch height 13.0m
Unit 4 Haunch height 12.0m
Unit 5 Haunch height 12.0m
Unit 6 Haunch height 10.0m
Unit 7 Haunch height 12.0m
Unit 12 Haunch height 12.0m
Unit 11 Haunch height 12.0m
Unit 10 Haunch height 8.0m
Unit 9 Haunch height 8.0m
Unit 13 Haunch height 8.0m
Unit 14 Haunch height 12.0m

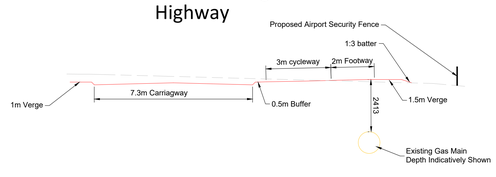
Section A-A Through Highway



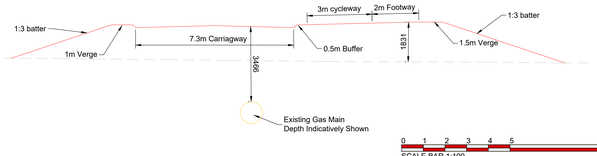
Section B-B Through Highway



Section C-C Through Highway



Section D-D Through Highway



0 1 2 3 4 5 10
SCALE BAR 1:100

0 10 20 30 40 50 100
SCALE BAR 1:1000

REV	DATE	BY	DESCRIPTION	CHKD
P01	16.09.25	MM	Issued for Information	JW

Burrows Graham
North Office:
5 Ambassador Place, Stockport Road, Altrincham WA15 8DB
Tel: +44 (0)161 804 8046
South Office:
Buckland House, Dower Mews, High Street, Berkhamsted HP4 2BL
Tel: +44 (0)1442 508 402

CLIENT
BLOCKWORK (EASTLEIGH) LLP & SIAL

PROJECT
BLOC NAVIGATION QUARTER SOUTHAMPTON

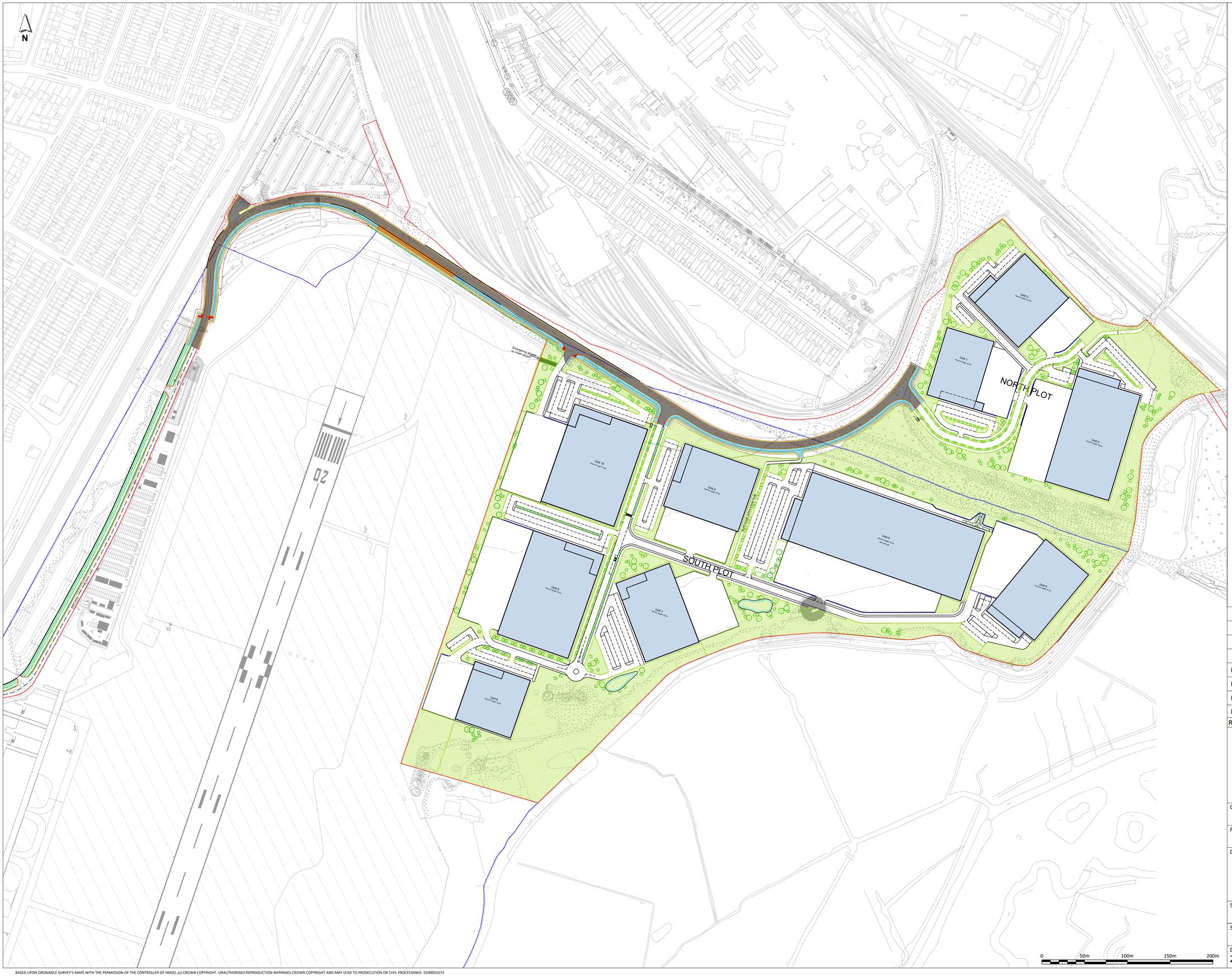
DRAWING TITLE
HIGHWAY GENERAL ARRANGEMENT OPTION 6

BGL PROJECT NUMBER	DRAWING STATUS	OFFICE
30228	PRELIMINARY	NORTH

SCALE @ A0	DATE	DRAWN BY	CHECKED BY
1:1000	SEPTEMBER 25	MM	JW

DRAWING No	REV
30228-BGL-XX-XX-DR-C-00013	P01

I Proposed Masterplan Highway Layout



NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REVO DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
   BURROWS GRAHAM DRAWING NO. 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6, DATED 16 SEP 2025.
   30228-BGL-XX-XX-DR-C-00008 Mitchell Way BGL Layout
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2005 Illustrative Site Plan 2 REV PL01, DATED 23 NOV 2025.
2. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
3. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
4. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

KEY:

RED LINE PLANNING BOUNDARY

REV	DATE	DESCRIPTION	DES	CHK	APP
P3	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P2	11JUN25	UPDATED MASTERPLAN LAYOUT	CJM	CJM	MHU
P1	21MAY25	MASTERPLAN UPDATED	CJM	CJM	MHU
P0	16APR25	ORIGINAL ISSUE	CJM	CJM	JWL

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Client:
BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title:
NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title:
MASTERPLAN LAYOUT
GENERAL ARRANGEMENT
OVERVIEW PLAN

Status:
FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:2000	S2	P3

Drawing No.
24733101-STR-HGN-100-DR-D-00401

DATE: 12/12/2025
CAD REFERENCE: \\uk.qworld.net\Data\London\Projects\247\13\101\CAD\Drawings\24733101-STR-HGN-100-DR-D-0041 -00401

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NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV0 DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
   BURROWS GRAHAM DRAWING NO. 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6, DATED 16 SEP 2025. 30228-BGL-XX-XX-DR-C-00008 Mitchell Way BGL Layout
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2005 Illustrative Site Plan 2 REV PL01, DATED 23 NOV 2025.
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N

ACCESS JUNCTION TO SERVE UNIT 10

ACCESS JUNCTION TO SERVE SOUTH PLOT

ACCESS JUNCTION TO SERVE NORTH PLOT

LINK ROAD ALIGNMENT SAFEGUARDED FOR A POTENTIAL FUTURE EXTENSION TO THE NORTH OVER THE RAIL LINES (CHICKEN HALL LINK ROAD)

PROPOSED LINK ROAD (7.3m WIDE SINGLE CARRIAGEWAY) INCORPORATING SEGREGATED PEDESTRIAN FOOTWAY (2m WIDE) AND CYCLE TRACK (3m WIDE) ON THE SOUTH SIDE

PROPOSED ACTIVE TRAVEL (PEDESTRIAN/CYCLE) LINK VIA EXISTING RAILWAY UNDERBRIDGE TO LINK TO CHICKEN HALL LANE/MATERIAL RECYCLING FACILITY TO THE NORTH

Emergency access to / from airport

PROPOSED MICROMOBILITY BAY - 8 BIKES

PROPOSED MICROMOBILITY BAY - 8 BIKES

PROPOSED SOUTH PLOT INTERNAL ROADS (7.3m WIDE SINGLE CARRIAGEWAY), WITH 3m WIDE SHARED USE PATH ON THE WEST/SOUTH SIDE AND 3m WIDE SHARED USE PATH ON THE EAST/NORTH SIDE

PROPOSED NORTH PLOT INTERNAL ROADS (7.3m WIDE SINGLE CARRIAGEWAY), WITH 3m WIDE SHARED USE PATH ON THE SOUTH SIDE AND 3m WIDE SHARED USE PATH ON THE NORTH SIDE

PROPOSED ACTIVE TRAVEL ROUTE BETWEEN NORTH AND SOUTH PLOTS

North-south active travel route

PROPOSED BUS STOP

PROPOSED ROUNDABOUT/BUS TURNAROUND POINT

NORTH PLOT

SOUTH PLOT

Unit 1 Haunch height 12.0m

Unit 2 Haunch height 12.0m

Unit 3 Haunch height 18.0m

Unit 4 Haunch height 15.0m

Unit 5 Haunch height 18.0m 207,000 sqft

Unit 6 Haunch height 15.0m

Unit 7 Haunch height 15.0m

Unit 8 Haunch height 12.0m

Unit 9 Haunch height 15.0m

Unit 10 Haunch height 18.0m

0 25m 50m 75m 100m

REV	DATE	DESCRIPTION	DES	CHK	APP
P3	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P2	11JUN25	UPDATED MASTERPLAN LAYOUT	CJM	CJM	MHU
P1	21MAY25	MASTERPLAN UPDATED	CJM	CJM	MHU
P0	16APR25	ORIGINAL ISSUE	CJM	CJM	JWL

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: INTERNAL MASTERPLAN LAYOUT GENERAL ARRANGEMENT PLAN

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:1250	S2	P3

Drawing No. 24733101-STR-HGN-100-DR-D-00402

CAD REFERENCE: \\uk\world.net\Data\London\Projects\247\3\3101\CAD\Drawing\247331013101-STR-HGN-100-DR-D-0004 - 00402

DATE: 12/12/2025

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J Proposed Wide Lane Bridge Improvements

N

NEW BRIDGE TO ABUT THE EXISTING SHARED-USE FOOTWAY ON WIDE LANE

SURFACE LEVEL OF NEW BRIDGE ~16.40m (TO MATCH SURFACE LEVEL OF WIDE LANE ROAD BRIDGE) - EXACT LEVEL/HEIGHT CLEARANCE TO RAIL LINES TBC)

INDICATIVE EXTENT OF FOOTWAY REQUIRING REMOVAL TO ACCOMMODATE TWO-WAY HGV FLOWS ON WIDE LANE BRIDGE (REFER TO BURROWS GRAHAM DRAWINGS FOR DETAILS)

PROPOSED SHARED USE BRIDGE TO TIE-IN TO EXISTING WIDE LANE FOOTWAY, WIDENED TO A 4.0m WIDE SHARED FOOTWAY ALONG THIS SECTION UP TO THE EXISTING CROSSING POINT (SUBJECT TO LEVELS/STRUCTURAL FEASIBILITY)

EXISTING ISLAND / UNCONTROLLED CROSSING POINT

THIRD PARTY / UNKNOWN PARCEL OF LAND

Sports Field

DENSE VEGETATION

<< DRAIN UNDER DENSE VEGETATION COVER >>

<< FENCE MISSING >>

WIDE LANE

HCC HIGHWAY

SECRETARY OF STATE FOR TRANSPORT

HSBC HOUSE

PREMIER INN

Hotel

Premier Inn

HSBC

HSBC House

El Sub Sta

AIRPORT FREEHOLD

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

0 5.0m 10.0m 15.0m 20.0m

NOTES:

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

KEY:

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

PROPOSED PEDESTRIAN / CYCLE BRIDGE:

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

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

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

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

Status: FIT FOR INFORMATION

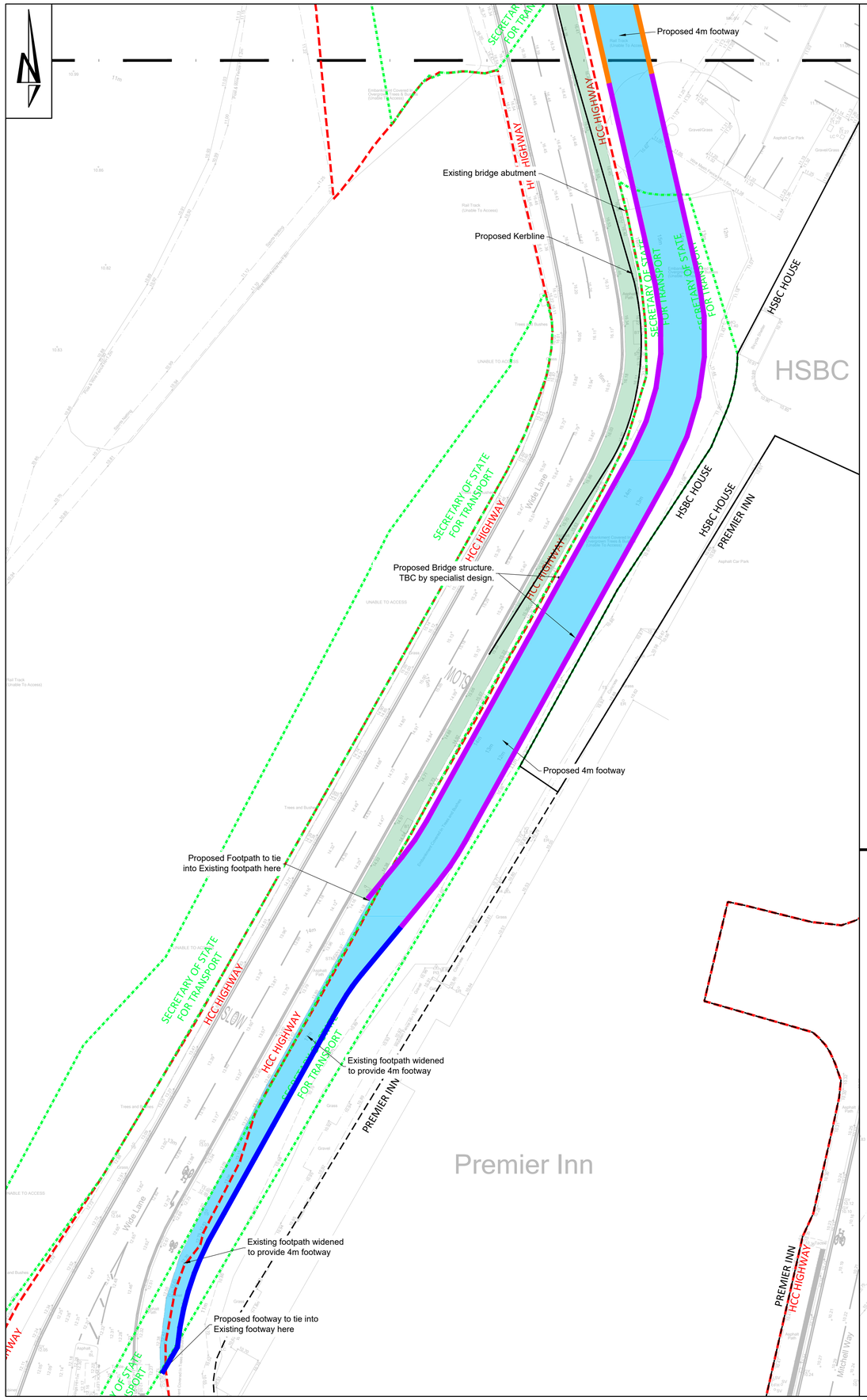
Size:	Scale:	Suitability	Rev.
A1	1:250	S2	P03

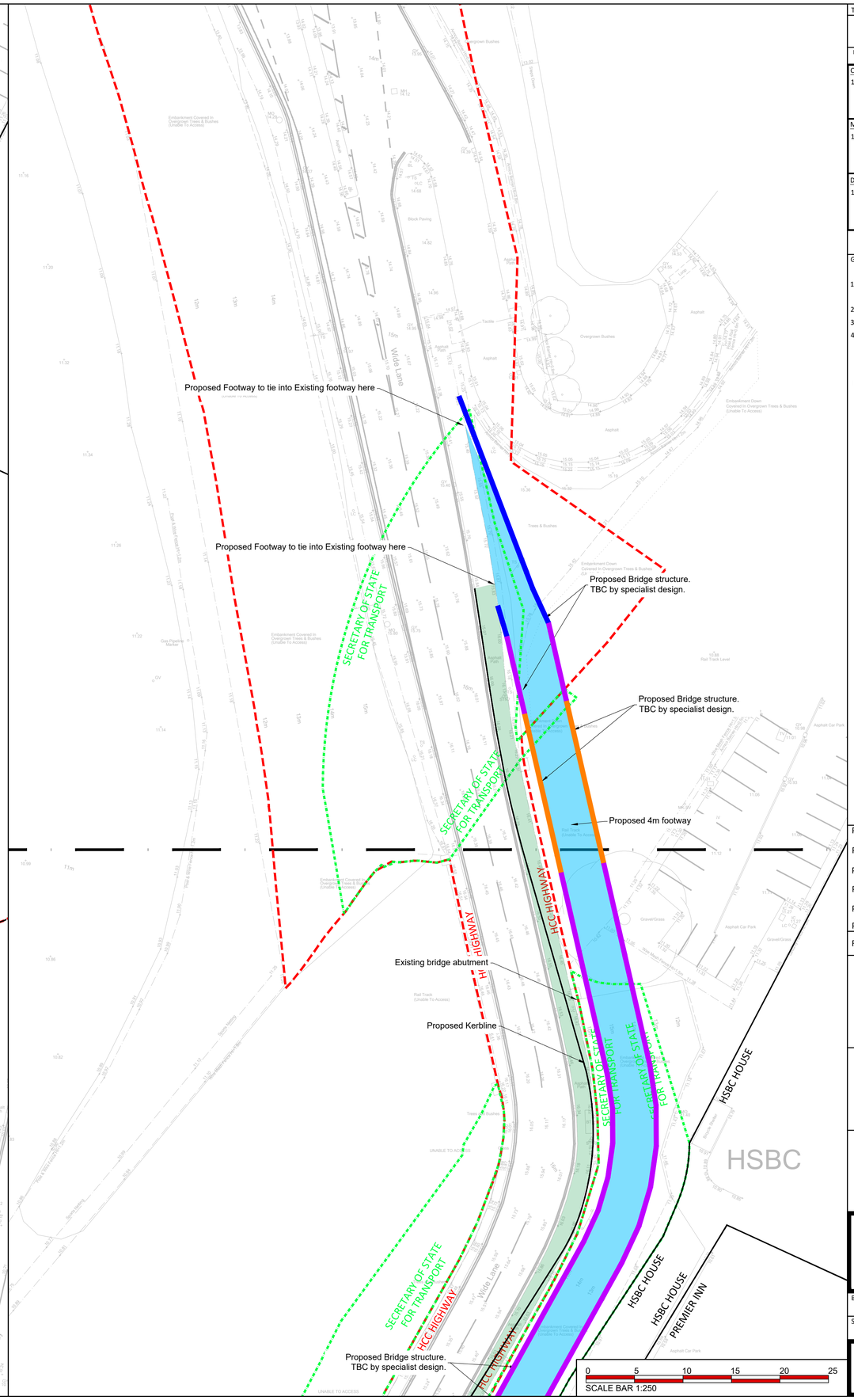
Drawing No. 24733101-STR-HGN-100-SK-D-00301

CAD REFERENCE: \\sgworld.net\data\London\Projects\247\31\01\CAD\Drawings\Sketches\24733101-STR-HGN-100-SK-D-00301

DATE: 09/12/2025

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

CONSTRUCTION

1. Add residual risks here

MAINTENANCE

1. Add residual risks here

DEMOLITION

1. Add residual risks here

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

GENERAL NOTES:

1. This drawing shall be read in conjunction with all the relevant architects, engineers' and service engineers drawings & specifications.
2. All units in millimeters U.O.N. on the drawing.
3. Do Not Scale off the drawing.
4. Refer to BGL sketch '30228-BGL-XX-XX-SK-C-00003 Proposed Wide Lane Bridge Sections' for cross sections

KEY:

- Proposed Footway
- Proposed Bridge Support
- Proposed Bridge Structure
- Proposed Retaining Structure
- Extent of existing footway to be removed
- Proposed Kerbline

REV	DATE	BY	DESCRIPTION	CHKD
P06	24.10.25	MM	Proposed Kerbline extended to extent of footway removal	JW
P05	26.09.25	MM	Updated to suit Steer comments	JW
P04	25.09.25	MM	Footway widened to 4m	JW
P03	24.04.25	MM	Updated to suit Steer comments	JW
P02	24.04.25	MM	Footway removal added	JW
P01	20.02.25	MM	Issued for Information	JW

Burrows Graham

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

South Office:
Buckland House, Dower Mews, High Street, Berkhamsted HP4 2BL
Tel: +44 (0)1442 508 402

CLIENT
BLOCKWORK (EASTLEIGH) LLP & SIAL

PROJECT
BLOC NAVIGATION QUARTER SOUTHAMPTON

DRAWING TITLE
PROPOSED WIDE LANE BRIDGE IMPROVEMENTS

BGL PROJECT NUMBER	DRAWING STATUS	OFFICE	
30228	INFORMATION	NORTH	
SCALE @ A1	DATE	DRAWN BY	CHECKED BY
1:250	FEB 2025	MM	JW

DRAWING No
30228-BGL-XX-XX-SK-C-00002

REV
P06

Control Information

Prepared by	Prepared for
Steer 14-21 Rushworth Street London SE1 0RB +44 20 7910 5000 www.steergroup.com	blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) The Toll House Delamare Terrace London W2 6ND

Steer project/proposal number	Client contract/project number
24733101	

Author/originator	Reviewer/approver
Alice Twyning	Martin Hubbard/ Jon Williams

Other contributors	Distribution
Ali Memory	Client: Steer:

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Framework FTP - FINAL	13 June 2025
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Framework FTP – FINAL (Post Submission)	18 May 2026
Framework FTP – Updated (HCC Comments)	22 June 2026

QUALITY SYSTEM CERTIFICATION
DNV·GL
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