



National Highways Planning Response (NHPR 26-09) Formal Recommendation to an Application for Planning Permission

From: Hermes Luli (Head of Planning & Development)
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South East Region
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To: Eastleigh Borough Council, FAO: David Huckfield

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: O/26/101417

Location: Land adjacent to Windhover Roundabout, Bursledon, Bursledon Road, Bursledon, SO31 8BN

Proposal: Outline planning application (all matters reserved except for access) for employment development (Use Class B2/B8) of up to 18,580 square metres together with ancillary offices (Use Class E(g)(i)) and other ancillary buildings, structures, parking, servicing and manoeuvring areas, landscaping and sustainable urban drainage features, following demolition of existing buildings

National Highways Ref: NH/26/16517

Referring to the consultation on a planning application dated 2 June 2026 referenced above, in the vicinity of the M27 Motorway that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B, regarding the highway authority consent required for trunk road access, is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they must consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:



Date: 23 September 2026

Name: Mrs Beata Ginn

Position: Assistant Spatial Planner –
Area 3

National Highways

**National Highways, Three Snowhill, Queensway,
Birmingham, B4 6GA**

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¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

In case of this development proposal, our interest is in the M27 motorway, particularly Junction 8.

We reviewed initial information available on your planning portal for the outline planning application (with all matters reserved except for access), comprising of employment development (Use Class B2/B8) of up to 18,580 sqm together with ancillary office and other ancillary buildings, on land adjacent to the Windhover Roundabout, Bursledon. Given that the development site lies approximately 0.3 miles west of the M27 Junction 8, and in close proximity of the Windhover roundabout, we requested information to better understand its operation in our holding response dated 23 June 2026. The applicant's consultants (Motion) provided response to the holding response in their Technical Note (NO4) dated 17 July 2026 and we issued our comments to Tech. Note NO4 in Advisory Note AN001 issued on 12 August 2026. We are awaiting response to our latest comments and we continue to work with the applicant to resolve outstanding matters.

Recommendation:

We recommend that the Local Planning Authority does not grant planning permission for the application ref: O/26/101417 until 23 December 2026 to allow applicant to provide further information. This does not prevent the authority, if they so wish, to either refuse the application or agree an extension of time beyond 23 December 2026.

Reason: To allow National Highways to understand the impact of the development on the safe and efficient operation of the Strategic Road Network and provide the Local Planning Authority with fully informed advice.

Standing advice to the local planning authority

The UK Government has committed to achieving net zero greenhouse gas emissions by 2050 through amendments to the Climate Change Act 2008. The National Planning Policy Framework (NPPF) supports this objective, with Chapter 5 recognising the need to support the transition to a low carbon future and contribute to achieving net zero by 2050. Policies CC2 and TR3 promote sustainable patterns of movement, reduce reliance on the private car and seek to ensure that significant development is located where it offers a genuine choice of transport modes.

Policies TR3 and TR4 also advise that opportunities to improve walking, wheeling, cycling and public transport should be taken up as part of a vision-led approach to creating sustainable, inclusive and well-connected places.

These considerations should be weighed alongside any relevant Development Plan policies to ensure that planning decisions support sustainable travel patterns and align with the transition to net zero by 2050.