



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

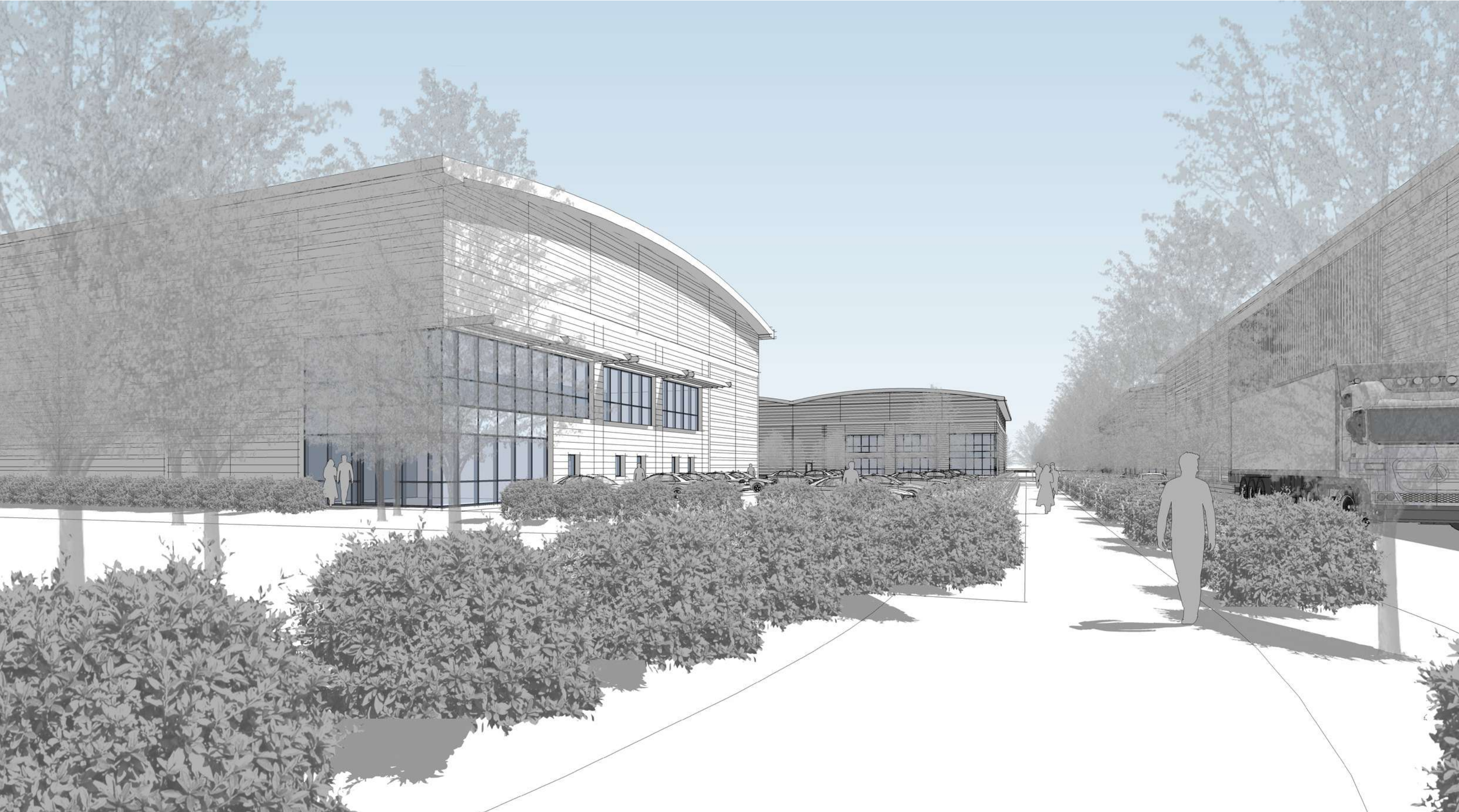
DESIGN & ACCESS STATEMENT

HYBRID PLANNING APPLICATION

MAY 2025

blocwork (Eastleigh) LLP & Southampton International Airport Ltd





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MICHAEL
SPARKS
ASSOCIATES

PREPARED FOR

**BLOCWORK (EASTLEIGH) LLP &
SOUTHAMPTON INTERNATIONAL AIRPORT LIMITED (SIAL)**

BY

Michael Sparks Associates

11 Plato Place

St Dionis Road

London

SW6 4TU

020 7736 6162

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01

Introduction

1.0 INTRODUCTION

1.1 PURPOSE OF STATEMENT

This design and access statement has been prepared on behalf of blocwork (Eastleigh) LLP and Southampton Airport (hereafter referred to as ‘CLIENT’) to accompany a hybrid planning application for the development of land adjacent to Southampton Airport (‘the Site’) for employment buildings.

This document describes the proposals as well as the principles leading to the design decisions that will form the Reserved Matters application in due course.

1.2 DOCUMENT OVERVIEW

This document describes the site context, the development proposals, including the scale, layout, appearance, landscaping and the access principles along with a Design Code section.

This design and access statement should be read in conjunction with the accompanying architectural and landscape drawings. The other documents submitted as part of this application include: -

- Application Drawings
- Design & Access Statement
- Planning Statement
- Arboricultural Impact Assessment
- Bird Hazard Management Strategy
- Biodiversity Net Gain Plan & Metric
- BREEAM Pre-Assessment
- Energy Strategy
- Flood Risk Assessment & Drainage Strategy
- Ground Conditions / Contaminated Land Assessment
- Heritage Impact Assessment
- Lighting Strategy
- Mineral Resource Assessment
- Noise Assessment
- Outline Construction Environmental Management Plan
- Public Art Statement

- Sustainability Statement
- Statement of Community Involvement
- S106 HoTs
- Tree Survey
- Environmental Statement, including the following chapters;
 - Archaeology
 - Air Quality
 - Climate Change
 - Ecology
 - Highways
 - Landscape and Visual Impact
 - Socio-Economics

Each report demonstrates that the proposed development will not have an adverse impact on the Site or the surrounding area. The uses proposed accord with the Local Plan, as well as emerging policy documents.

1.3 SUMMARY OF KEY PROPOSALS

The hybrid planning application includes details of the development of land adjacent to Southampton Airport.

This application is for:-

Hybrid Planning Application - Outline application for development of the land adjacent to Southampton Airport to provide employment floorspace of up to 92,000 sqm (GIA) within Use Classes E(g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). Full planning application for initial infrastructure works and construction of new access road including site levelling and other engineering works.

The indicative masterplan on page 20 has been designed to provide maximum flexibility to reflect market demand and to cater for a range of potential occupier requirements.

02

Site Context

2.0 SITE CONTEXT

2.1 SITE LOCATION

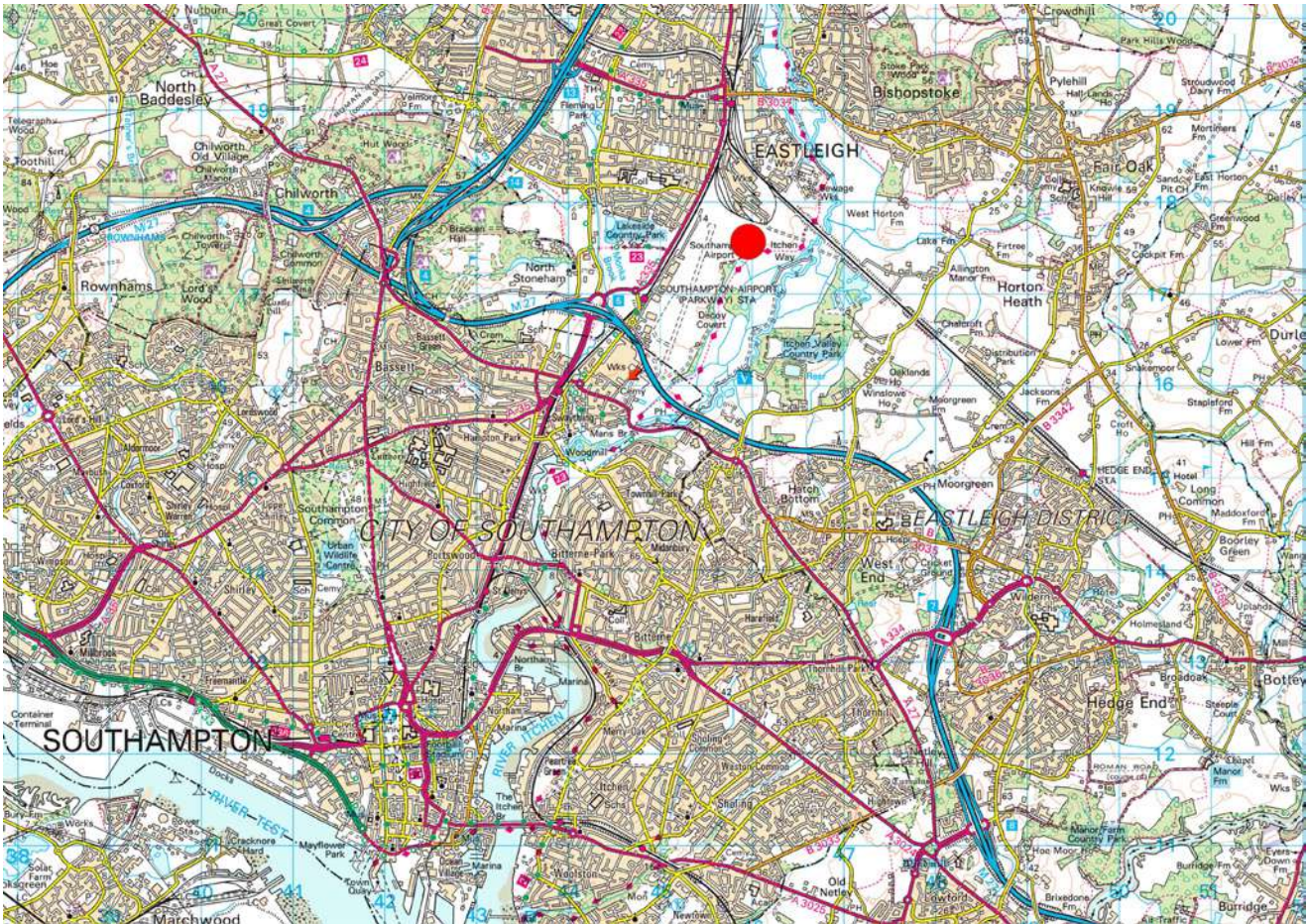
The application site is 34 hectares in size and located between the town of Eastleigh and the city of Southampton, falling within the boundary of Eastleigh Borough Council.

Southampton Airport is located immediately to the south and west of the site, on the edge of the city's suburbs. To the immediate north of the site is a train depot, located at the convergence of train lines from Southampton and Portsmouth.

The east of the site is bound by The Itchen Navigation, a tributary of the River Itchen which lies further to the west.

Sandwiched between the train depot land there is a residential area on Campbell Road, which is in a conservation area and Barton Park Industrial Estate is located beyond the depot to the north.

The site is formed of 2 plots, a larger area immediately adjacent to the Airport that is known as the South Plot, and an area of land to the north of this, known as the North Plot, which is separated from the South Plot by an area of landscape that has established on a now raised railway embankment that is now redundant and has become overgrown. The nearby railway lines form the northern boundaries to the application site, with the railway raised on an embankment.



Location map

2.2 LAND USE

In policy terms the site is designated for employment use including airport related activities but is currently made up of greenfield land, divided in places by strips of vegetation.

The only structure on the site is a radar tower next to the site's eastern boundary, which is no longer needed for airport operations and is to be removed.



Aerial view of Southampton Airport & the application site from the south

2.3 SITE DESCRIPTION & SURROUNDINGS

The two plots within the site are irregular shaped and its surroundings are relatively level with the ground levels varying on average in the north plot between approximately 12.5m AOD and 9.8m AOD in the east along The Itchen Navigation. The south plot levels vary between 13.1m AOD in the north to 9.9m AOD its lowest point in the east along The Itchen Navigation. Mitchell Way levels are approximately 13.1m AOD in the north down to 11.1m AOD in the south at the entrance to the site. It is anticipated that these levels will generally be maintained in construction.

The site boundary includes Mitchell Way access road to the south west which will be extended into the site. The main body of the site sits on existing greenfield land.

Mature established tree belts exist along the eastern boundary alongside The Itchen Navigation and between the north and south plots. Along the northern boundary of both plots, next to the railway lines, there are also established tree belts mixed with areas of scrub.

Parts of the site are used for grazing, with the grassland adjacent to the airport mown to keep this short as part of safeguarding provisions. The Itchen Navigation and its valleys are of ecological importance and designated as both a Special Site of Scientific Interest (SSSI) and Special Area of Conservation (SAC).

The Navigator Quarter sits within the M27 Freeport Site. Its strategic position provides an opportunity for the Freeport to be a catalyst for growth in low carbon, industrial, logistics and tech related sectors. The site is the only Solent Freeport Site to be directly served by an airport, while also being adjacent to two motorway junctions and close to two mainline rail stations.

The following pages show aerial and ground photos of the site in its current state.



The Aerial Plan shows the site, with the application boundary edged red.

2.4 KEY FEATURES

The key features are shown in the adjacent image. it shows Eastleigh town to the west, the railway sidings to the north and the established Barton park Industrial estate beyond. The railway lone crosses the northern boundary of the application site, with another line running north south parallel with Mitchell Way. The Itchen Navigation borders the site to the east with the River Itchen further east, both set within the SSSI and SAC.

The airport and related activities are to the west of the main site with the extended runway now built that comes close to the new proposed access road.that will run across the north.





View from the south looking up Mitchell Way



View of the Airport runway from the north boundary



View of the site from the northern boundary



View of the site from the west



View from the east



View from the east



View of the existing car park looking west



View of the two plots from the north



View of the runway from the site



View of the new access road location in the north



View of the north plot



View of the Chicken Hall Lane access



View of the north plot



View of the tree belt between plots

2.5 SITE ACCESS

Existing access to the site is limited and informal. From the airport's long stay car park off Mitchell Way, there is a track which loops to the south of the train depot onto the site. This access from the long stay car park is controlled by a gate for security purposes. There is an access to the North Plot underneath the railway line, which provides a link to Chicken Hall Lane via Coneger Road, which is privately controlled. Planning Permission has recently been approved for a Materials Recycling Facility on the other side of the railway line, which will be operated by the County Council.

Southampton Airport has direct access onto the M27, a major road linking Portsmouth with South West England. The airport also has good access onto the M3, which connects Southampton with London.

There are options for sustainable travel in the area including Southampton Airport Parkway train station which supports six different services, with routes to London, Manchester, Cardiff, and key cities on the South Coast. The UC1 bus also provides a local service between Southampton city centre, the airport and Eastleigh town centre. In terms of walking, a public footpath runs by the site along the River Itchen, which links Eastleigh with Southampton. National Cycle Route 23 also runs by Southampton Airport and connects Southampton with Reading via Eastleigh.

In accordance with the site's allocations, this hybrid application proposes to bring forward employment development at the site.

It is proposed that new vehicular access will be provided to the site as a continuation of Mitchell Way, which will extend to the north and around the end of the Airport Runway, at which point the road will be in a cutting to ensure operations at the airport are unaffected.

This new access will include provision for active travel modes, and whilst it is only proposed that this will provide access to the two development plots at this stage, land has been set aside for this road to continue to from the Chicken Hall Lane Link Road should this come forward in the future.



Site Access Diagram

2.6 SITE CONSTRAINTS & OPPORTUNITIES

The site analysis has been undertaken and opportunities and constraints have been looked at in the design process.

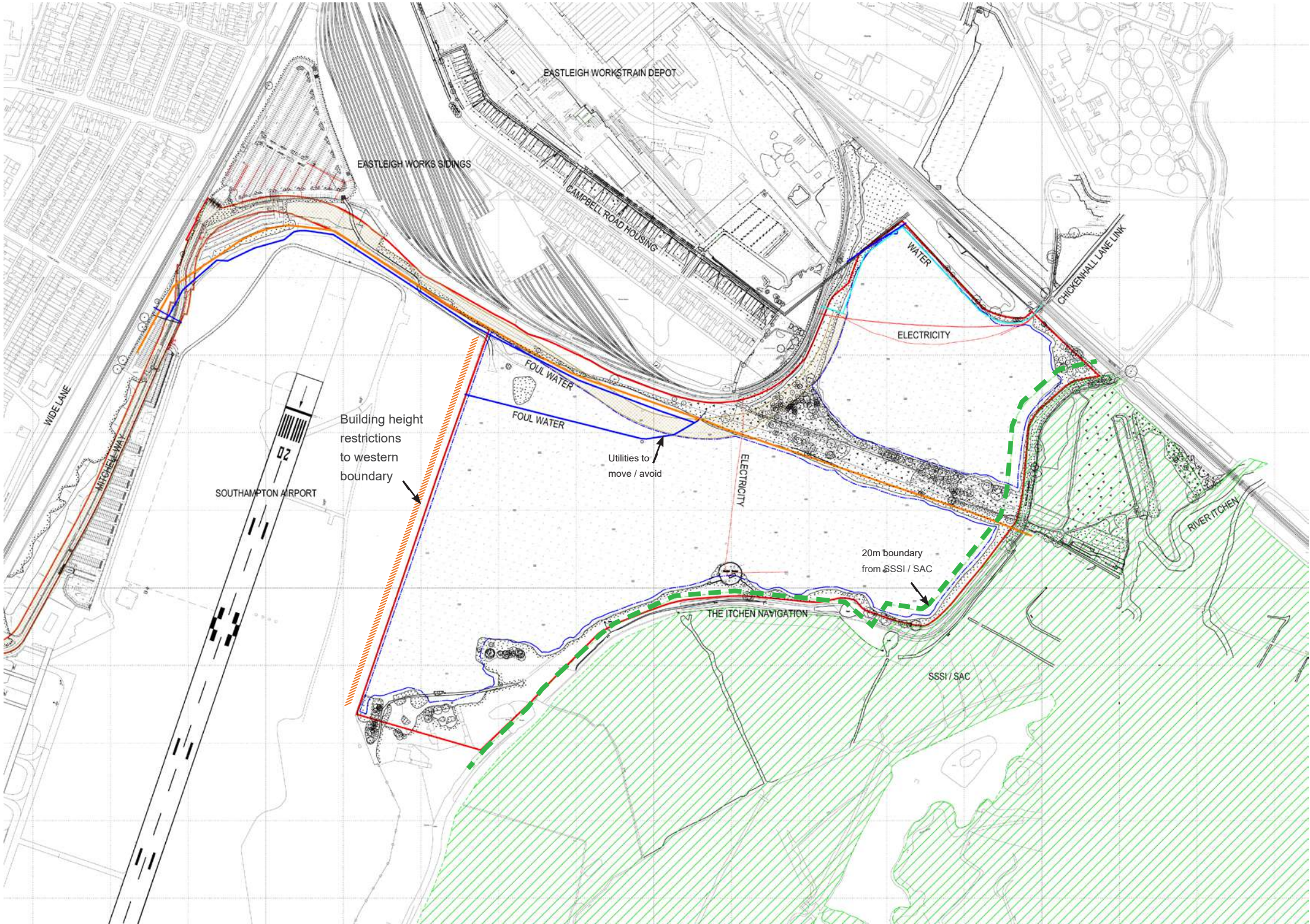
A utilities survey was carried out showing various gas, electricity and water cables and pipework running through the Site. A mains gas pipe passes under the proposed road which will be protected. Negotiations with the utility companies are ongoing to see which utility cables can be diverted and which have to remain.

The location of the SSSI / SAC close to the development site, shown in green hatch, will be a sensitive receptor. Following pre-application consultation with the Council Ecologist, a 20m buffer will be maintained between buildings on the site and the boundaries of the adjacent SSSI / SAC. This is shown by a green dashed line opposite. The illustrative site plan takes this into account and final layouts at Reserved Matters Stage will do so also.

The existing tree belts as shown opposite, within and around the site will be maintained where possible. A developable boundary has been established shown by a blue dashed line, set in 5m from the tree belts. A section of trees will need to be removed to allow the road to be built.

Height restrictions adjacent to the runway have been set out by the airport for safety reasons. These heights have been considered within the illustrative layout.

The site sits within flood zone 1 which has a low probability of flooding. Information relating to the flood zones and drainage can be found within the FRA that accompanies this application.



Constraints & Opportunities Plan

03

Consultation

3.0 CONSULTATION & PLANNING

3.1 CONSULTATION

Pre-application consultation has been undertaken to inform the contents of this application, including various meetings with the Planning Authority, relevant Highway Authorities and specific officers at Eastleigh Borough Council. A formal pre-application response was provided by Eastleigh Borough Council in January 2025.

A request for a Scoping Opinion was also made to the Planning Authority to agree the topics that would be considered as part of the Environmental Impact Assessment that supports this application. A Scoping Response was received in March 2025.

The local community have also been consulted on the project via a range of channels including direct mailing to immediate neighbours, writing to stakeholders, issuing a press release to local media with several articles published, and a dedicated website which was the main source of information on the proposals. Further details of the consultation undertaken prior to submission of this application are set out in the Statement of Community Involvement that supports the application.

3.2 PLANNING HISTORY

Two planning applications on the Site have been granted close to the application site, the extension of the runway and a multi storey car park. Both have now been built. These both sit off the lower end of Mitchell Way, away from the development area of this application.

The site itself has not been the subject of any significant planning applications listed on the Eastleigh Borough Council's Planning Register.

Public consultation:

16 January – 5 February 2025

The best-connected new strategic employment site on the South Coast



bloccwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) are bringing forward plans for a new strategic employment destination within Solent Freeport.

Navigator Quarter is a designated tax site within the Freeport. It will meet the needs of modern business and create significant economic opportunity for the region, including through the creation of up to 3,000 new jobs.

Our proposals would transform 110 acres of land adjacent to Southampton Airport into a vibrant location for local, national and international businesses to invest in and call their home.

We are bringing forward a planning application to provide up to 92,000 sq m of high-quality employment space on the site, with associated infrastructure works and a new access road.

Before we submit a planning application, we're holding a public consultation on the proposals.



Navigator Quarter site location plan

We want to hear your views on our emerging proposals. To get involved, please visit our website (see details overleaf) where you'll find plans, further details on what's being proposed and a feedback form you can use to share your views.

Connected by rail, road and air

Navigator Quarter benefits from **excellent transport links**. It has direct access to **Southampton Airport**, is close to **strategic road networks** (J5 M27 and the M3) and **Southampton Airport Parkway railway station** with a direct route to London Waterloo and other parts of the South Coast.

We will create a new vehicular access into the site, north of the airport runway, and will encourage active travel in and around the site, including cycle paths and green infrastructure. A full Transport Assessment will be submitted as part of our application.

Economic benefits

Navigator Quarter will be a new strategic employment destination, attracting new businesses to the region and delivering a range of economic benefits. The scheme is anticipated to provide **up to 3,000 new jobs** (direct, indirect and during construction) as well as various skills and training opportunities.

The development will be designed to be **flexible to suit a broad range of occupiers and sectors**, driving new employers to the region and boosting inward investment.

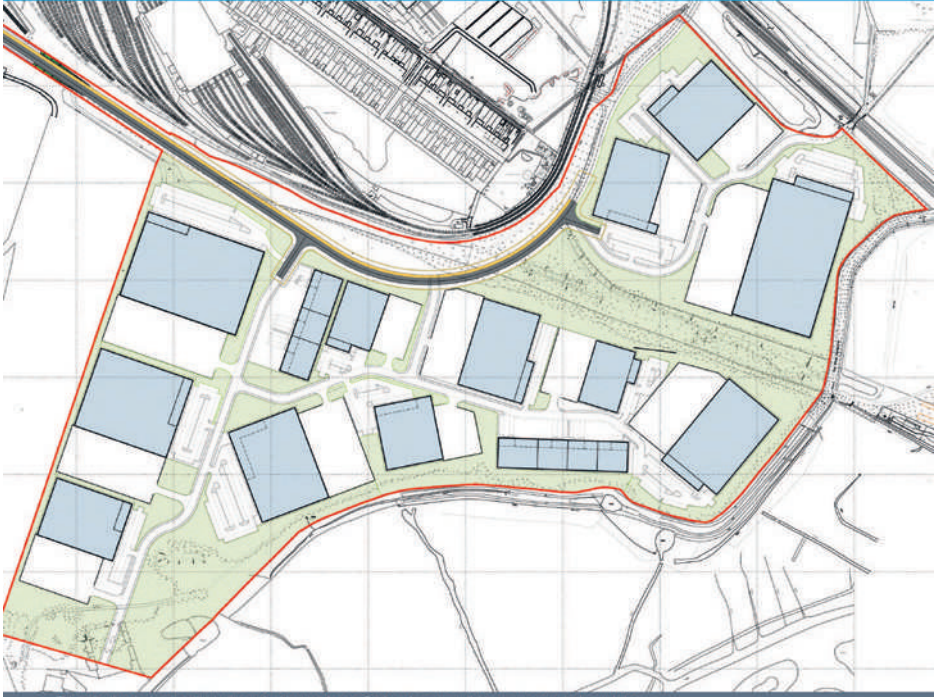
Planning policy

The Navigator Quarter site is **allocated for employment development** in Eastleigh Borough Council's Local Plan. It's where the Council wants to see new jobs created to support the balanced growth of Eastleigh and the local area.

We are preparing a planning application, which is informed by the Council's policy for the site as well as what we think is achievable here in terms of a high-quality new strategic employment development.

We're preparing a planning application to submit to Eastleigh Borough Council shortly.

This plan shows an indicative site layout for Navigator Quarter. Further plans are available on the project website where you can zoom in and view in further detail.



This indicative site layout is illustrative and subject to change. Further plans are available on our consultation website.

Find out more and have your say

We're inviting comments on our proposals from **16 January to 5 February 2025**.

To find out more and to submit feedback, please visit our website: www.navigator-quarter.com



If you would prefer to submit comments via a hard copy questionnaire, please get in touch using the contact details on the right of this leaflet and we will send you a copy.

All feedback provided during the consultation will be considered by our design team ahead of us finalising the proposals and submitting our planning application to Eastleigh Borough Council.

Contact us

If you have any questions about the proposals or would like to speak to a member of our team, please contact us:

consultation@navigator-quarter.com

**020 7323 3544**
(between 9am and 5.30pm, Monday to Friday)

**Freepost RTBU-HAYY-LCUX, 7 Bayley Street, London WC1B 3HB**

Public Consultation leaflet

Navigator Quarter, Land Adjacent to Southampton Airport | Design and Access Statement

16

04 The Proposal

4.0 THE PROPOSAL

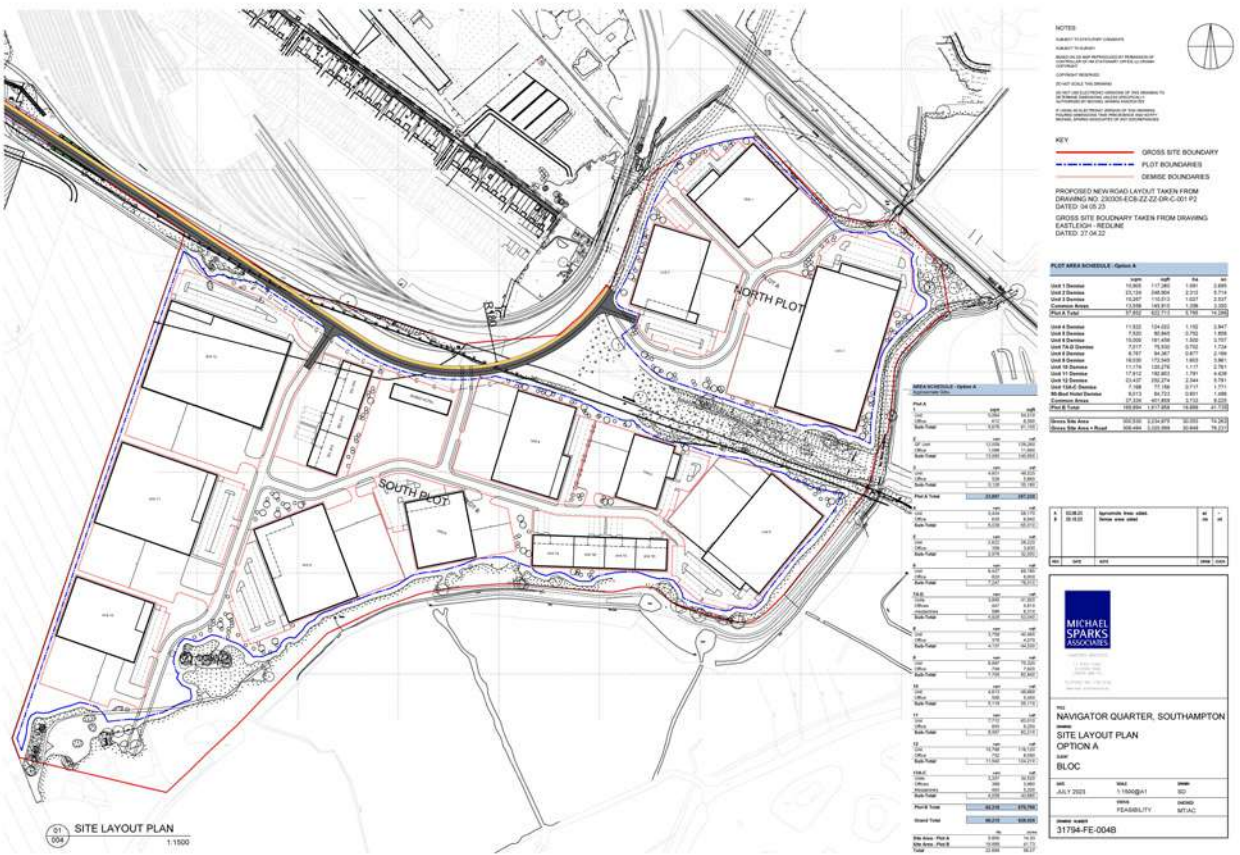
4.1 BRIEF

Michael Sparks Associates were commissioned by the Client to provide a hybrid planning application and illustrative designs for a speculative industrial / logistics development at Navigator Quarter, Southampton Airport, that meets the requirements and the aspirations of Eastleigh Borough Council and the Solent Freeport.

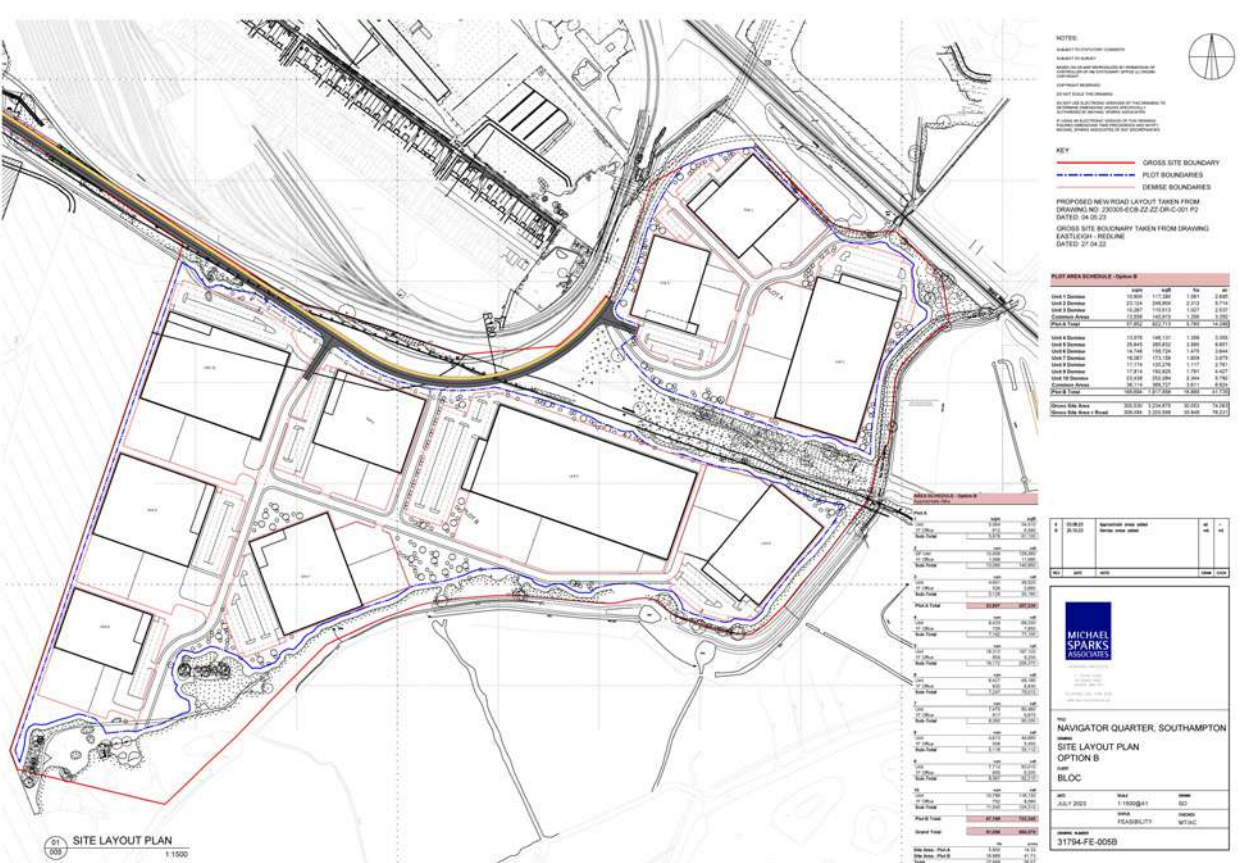
4.2 DESIGN PROCESS

After the site constraints had been identified, the new road was inserted in the site within the constraints of the ownership boundaries. Various illustrative layouts were drawn up that provide a business park feel. The design concept has been based on the following key principles:

- Create a sense of arrival to the site off the new Mitchell way extended road that will be seen first when approaching the development.
- Keep a green buffer inside all existing landscaping and especially next to the SSSI / SAC areas.
- Provide enhanced landscaping around the site and sensitive areas.
- Incorporate ancillary uses like parking, yards, manoeuvring for vehicles, amenity space, SuDS and landscaping.



Concept Studies



4.3 USE

The Site is allocated as employment use but remains undeveloped.

Hybrid planning permission is sought comprising of full planning permission for the extension and upgrade of Mitchell Way to serve the new developments, and outline planning permission with all matters reserved for up to 92,000 sq m (GIA) of commercial floorspace falling within use classes E(g)(ii) Research and Development, E(g)(iii) industrial processes and B8 warehouse and distribution, and associated infrastructure works.

This proposal is in accordance with the allocations set out within Eastleigh's Adopted Local Plan (2022).

4.4 PARAMETERS PLAN

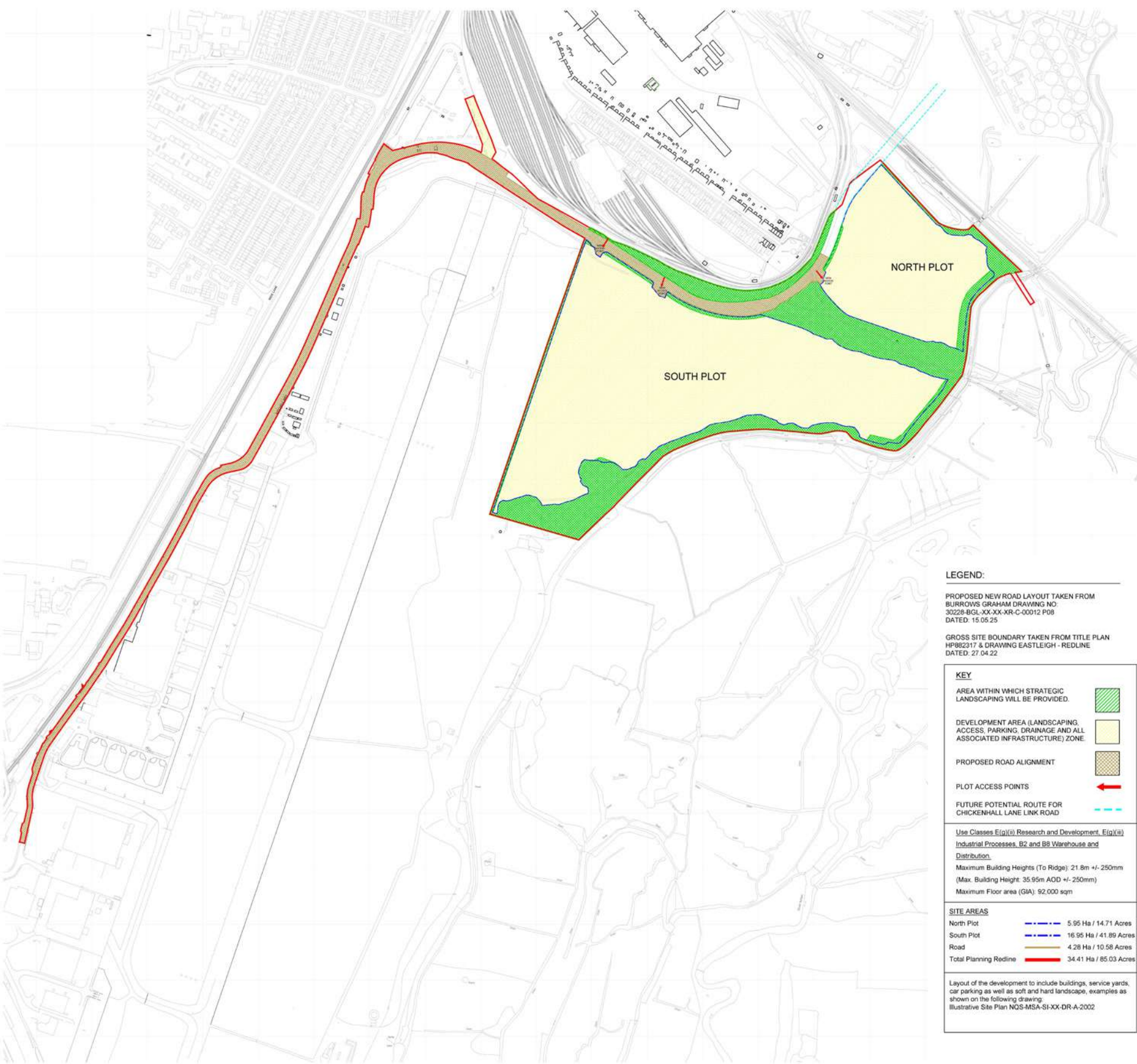
The employment aspects of this proposal are submitted in outline, reserving all matters apart from access. Future development of new employment units at the site will need to be in accordance with the parameters plan which seeks to establish key principle for future development at the site.

The parameters plan that supports this application identifies important landscape buffers that will be retained to preserve existing landscape features where possible, the development plots that will accommodate the employment units and associated infrastructure and also the proposed access to ad from the site.

The parameters plan also identifies the maximum quantum of development that is proposed, in terms of floorspace and building heights and also clarifies uses that are acceptable at the site.

The parameters set out in this plan have been tested in the form of an illustrative layout plan to demonstrate that an appropriate form of employment development is feasible.

Building heights will be to a maximum ridge height of 21.8m (35.95 m AOD +/- 250mm).



Parameters Plan

4.5 ILLUSTRATIVE SITE LAYOUT PLAN

The illustrative site layout plan was developed on the site having taken into account the constraints discussed above and the Parameters Plan.

This layout shows multiple units of varying sizes arranged around internal access roads. Offices and active frontages are shown facing towards the site entrances and along the access roads where possible. Parking is indicated adjacent to the office entrances. Extensive areas of landscaping and swales are indicated around the perimeter and within the plots in line with the Parameters Plan.

The layout of the proposal directly responds to the constraints and opportunities inherent in the site's context. It maintains as much existing landscape as possible around the perimeter of the site and allocates development uses to the centre. This perimeter landscaping will act as a noise and visual buffer to the surrounding areas. Three access points are indicated, one to the north and two to the south plot. Turning heads have been detailed and tie into the development. The estate road ends after the north plot access point for future connection to the north over the railway line. Detailed plans of the new estate road are contained in the application pack.

The buildings are positioned at least 20m from the boundary of the SSSI / SAC to the east, creating a noise and light buffer between the development and an area of ecological sensitivity.

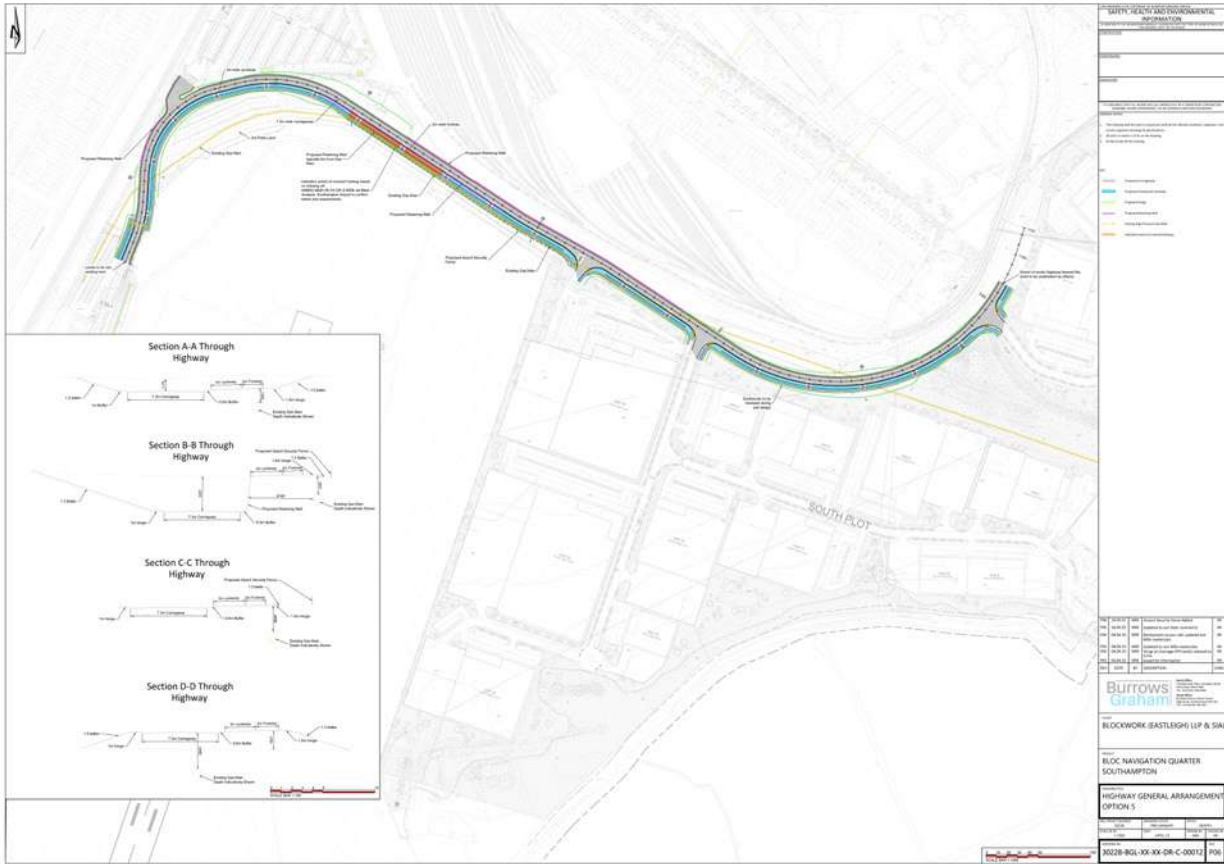
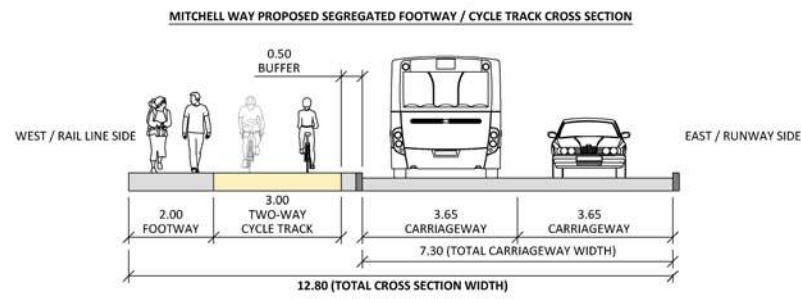
This is just one potential layout solution for the site. As all matters (apart from access) are reserved, details of the final form of the layout, appearance, scale and landscaping will be provided at Reserved Matters stage which will be informed by occupier requirements. It is anticipated that Reserved Matters application will come forward to support phased development at the site, subject to operational needs from the market.



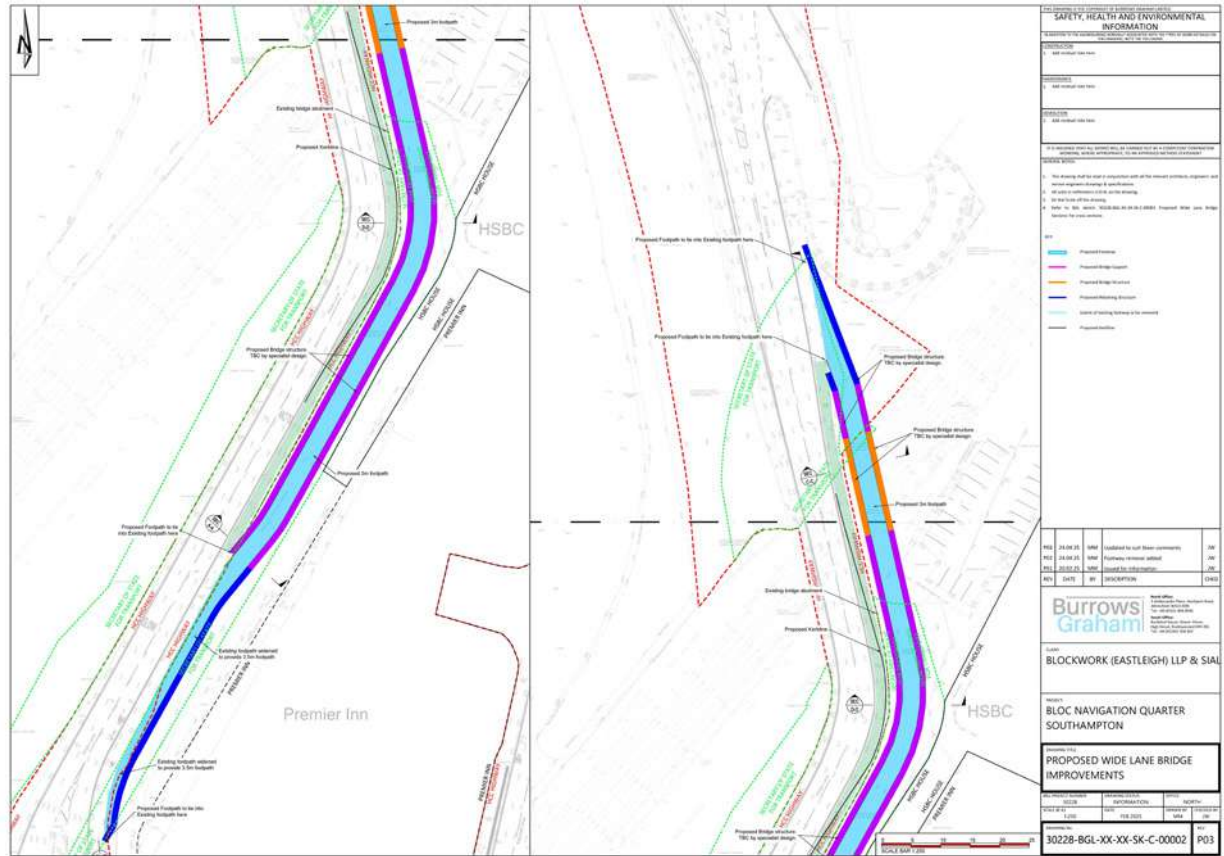
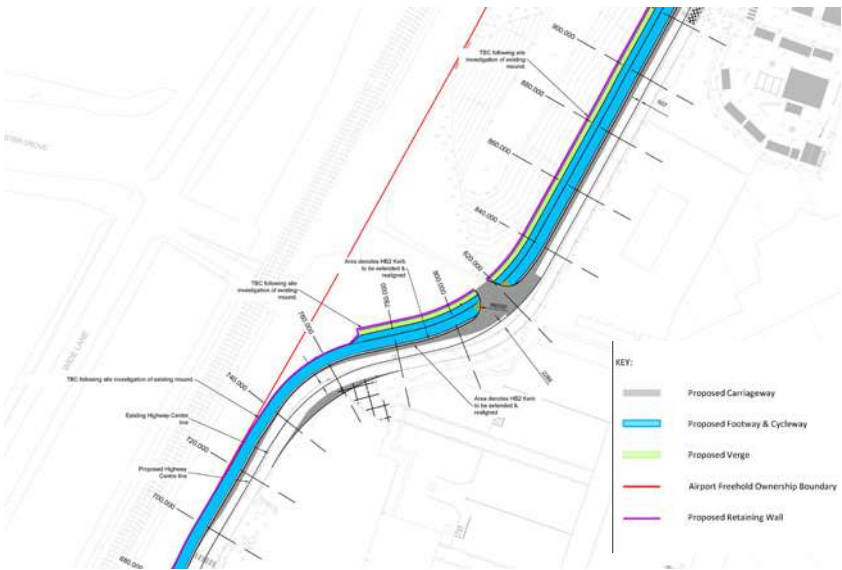
Illustrative Site Layout Pan

4.6 DETAILED ROAD DESIGN

The new road link has been designed in detail as part of the planning application. The existing Mitchell Way from the airport will be upgraded with a footway / cycleway added to the western side and then the new link road will start at the long stay car park. Just before the new link road starts the cycle footway crosses to the south side of the road. The link road will run around the northern edge of the runway towards the main site. Two accesses off the southern side will serve the southern plot. One access will serve the northern plot. The road then stops beyond this access point for a future extension north. Details of the upgraded Mitchell Way and the new link road accompany this application.



Road details



4.7 ILLUSTRATIVE BUILDING DESIGNS

Detailed designs of the units have not yet been prepared. These will follow at Reserved Matters stage.

Buildings are likely to be clad in profiled metal and have curved or parapet style roofs. Offices will contain large areas of glazing with celebrated distinctive entrances. The designs will use contemporary detailing along with innovative low carbon design solutions. Colours will be muted and of a similar palette using silvers and greys. Small accents of colour may be used if a tenant wishes to use their corporate colours.

Similar materials, colours, detailing and designs should be used throughout all buildings. This ensures that the business park benefits from the same appearance throughout and reads as one cohesive development.

The entrances to the buildings need to be in a prominent position to create a sense of arrival. Active frontages need to face the front entrance and the car park with hard and soft landscaping designed around them. Delivery areas should be located away from the entrance, hidden from view behind fencing and surrounded by landscaping where possible.

Pedestrian access should be designed into the site plan, generally within landscaping areas with way-finding elements leading building users around the development. Pedestrian and cycle routes should be linked to the previous employment phases and also to the adjacent residential areas.

4.8 SCALE & MASS

The scale of the proposed development has been determined by the clear internal heights required by potential occupiers for modern day operations. The Parameters Plan states a maximum external ridge height which is in keeping with market demands.

The density of the layout will be similar to the illustrative layout and similar business park schemes. All layouts will include extensive landscaping areas.

Typical Elevations



BUILDING PRECEDENTS - 1
31794-PR-0001



BUILDING PRECEDENTS - 2
31794-PR-0002



4.9 LANDSCAPE, BIODIVERSITY & SUDS

OVERVIEW

Located northeast of Southampton Airport, the proposed development will include warehouse units on two undeveloped grassland areas. The smaller Northern Plot covers 6.09 hectares, while the larger Southern Plot covers 17.02 hectares.

The proposed development has been strategically located to provide the necessary offsets for optimal retention and protection of the existing vegetation. The development's design and access routes are intended to safeguard the vegetation to the south and east of the site, while preserving most of the woodland belt separating the two plots and some of the scrub adjacent to the site's northern boundary.

CONSTRAINTS

Bird Strike

The landscape proposals will play a crucial role in mitigating bird strikes caused by air traffic from Southampton Airport. This will be achieved through thoughtful design and strategic planning, in line with aerodrome safety advice. Proposed habitats will be less attractive to birds by selecting vegetation that does not produce seeds or fruits, managing the grass height, and eliminating standing water.

Landscape Designations

The River Itchen, located approximately 250 meters east of the site, is designated as a Site of Special Scientific Interest (SSSI) due to its classic chalk stream characteristics and diverse habitats, including fen meadows, flood pastures, and wet woodlands, that support significant populations of nationally rare species. The River Itchen is also designated as a Special Area of Conservation (SAC) due to its unique chalk stream habitat and the presence of several important species.

These designations protect the ecological integrity of the River Itchen and ensure the conservation of its diverse species and habitats. Proposed species and habitat types will broadly reflect the existing site conditions, unless a conflicting secondary function, such as screening or amenity value, is deemed more important. Additionally, planting will adhere to aerodrome safety advice to mitigate bird strikes.

LANDSCAPE PRINCIPLES

Landscape proposals aim to retain and enhance existing landscape features, screen the development from sensitive receptors, provide ecological enhancement, and add amenity value to the site, carefully considering constraints and future management and maintenance requirements.

Retaining and Enhancing Existing Landscape Features

Introducing native scrub along areas of the existing woodland

edge will act as a buffer, protecting the woodland and enhancing its ecological integrity. It will also provide shelter and foraging opportunities for wildlife, contributing to the scheme's biodiversity value.

Additionally, the scrub will improve the landscape's visual appeal, softening the development's edges and integrating it into the existing landscape.

Screening of the Development

The proposed native scrub between the development parameters and the existing woodland at the site's periphery will create an extra screening layer, further enhancing the existing screen between the site, the adjacent water meadows, and the Itchen Navigation Trail. Additionally, proposed smaller trees and hedgerows within the site will provide further filtering of views.

Ecological Enhancement

Incorporating proposed trees into grassland, hedgerows, and scrub planting will significantly enhance biodiversity by creating diverse wildlife habitats. The proposed scrub habitats will support diverse plant and animal species, offering food and shelter to birds, insects, and small mammals. The transition zones between woodlands and grasslands, known as ecotones, are particularly rich in biodiversity, supporting species from both habitats and fostering unique ecosystems.

Mixed-species native hedgerows will further support biodiversity by providing habitats, food, and nesting sites for various species, such as hedgehogs, bats, and pollinators. The proposed amenity grassland with floristic diversity, species-rich neutral grassland, and species-rich wetland grass mix will create habitats abundant in native grasses and wildflowers, serving as homes for various insects and small mammals.

Additionally, the landscape proposals aim to enhance green infrastructure by establishing connections between the internal proposed landscape features and the surrounding existing woodland, promoting biodiversity and supporting local ecosystems.

Provision of Amenity Value

Proposed ornamental planting and tree-lined avenues will guide traffic while creating a visually appealing environment that leaves a strong first impression on clients, visitors, and employees.

Proposed breakout spaces will offer outdoor seating, providing a comfortable and inviting area for workers to relax, recharge, and connect with nature. This will enhance well-being, foster social interaction, and offer a refreshing break from the indoor work environment. Lush ornamental planting will surround the seating areas, creating a serene and natural ambience. Trees and shrubs will be strategically placed to offer shade and enhance the aesthetic appeal. Well-maintained pathways will connect the seating areas to



the warehouse, ensuring easy access for all employees.

The proposed trees will also help mitigate common industrial property challenges such as air pollution and the heat island effect.

Management & Maintenance

Proposed management and maintenance procedures will ensure the safety and health of the landscape features through regular inspections and strict adherence to best practices. Additionally, implementing adaptive management strategies will ensure that mitigation measures are continuously updated based on current data and their effectiveness.

In summary, the landscape principles enhance the proposed development's aesthetic and functional aspects while also promoting a healthier and more sustainable environment.

PLAN

The landscape masterplan and sections, based on the Illustrative masterplan, are shown below and contained within the landscape Architect's application drawings.

HARD LANDSCAPE MATERIALS

The materials for the hard landscape palette will be carefully selected using quality products using contemporary design ideas that combine with the soft landscaping and create exemplary spaces.



illustrative landscape Details

4.10 SUSTAINABILITY OBJECTIVES

The aspirations relating to the sustainability features for the project are contained in the separate supporting documents and reports that accompany this planning application. The following is a high level summary of the sustainability features incorporated into the development.

BREEAM

A BREEAM New Construction V6 rating of Excellent will be targeted for the scheme. The incorporation of the BREEAM Excellent rating means that sustainability items such as, adaptation to climate change, material efficiency, cyclist facilities, construction waste management etc. are incorporated into the scheme. A separate BREEAM Pre-Assessment report will set out the target credits to be achieved.

ENERGY STRATEGY

The scheme will target a carbon emission reduction from on-site renewable technologies of from each units and from the development overall. The energy strategy predicts a 10% reduction in carbon emissions and a 20% reduction in primary energy consumption. The separate Energy Strategy sets out how this is to be achieved.

In addition to this the roofs to each unit will be future proofed to allow for maximum practical area of PV whilst allowing for maintenance and cleaning access to the roof. Roof lights and PVs, to be installed at base build and can be added to by an occupier in the future.

WATER USAGE REDUCTION

A water efficiency assessment, based on the BREEAM credit Wat 01 calculator, will be undertaken for the development. The proposed scheme will achieve, and where possible exceed, the Eastleigh planning policy requirement.

AIR QUALITY

The scheme will comply with the Eastleigh BC planning policy as appropriate during construction and completion.

NOISE

The development and its associated services installations will comply with the Eastleigh planning requirements. Mitigations measures will be put in place to limit noise transmission, for example acoustic fencing as appropriate.

LIGHT POLLUTION

The external lighting scheme for the development should comply with the recommendations of the ILP Guidance for Environmental Zone E3. The proposed luminaires should have no upward light component and direct light into the development. They should also use low energy PIR fittings.

POLLUTION

The approach will be to utilise zero or low global warming potential materials wherever possible within the building construction.

FLOOD RISK / SuDS

The site is located in Flood Zone 1 and is at low probability of flooding, both on and off-site, from site-generated runoff. This will be addressed via a surface water drainage strategy. SuDS techniques will be incorporated into the landscaping scheme where possible.

MATERIALS & CONSTRUCTION

The careful selection of materials will be a key element in maintaining the high quality of built environment required by the client and demanded by the potential occupiers. The development will use off-site construction technologies for pre-fabricated units as far as possible. This could significantly cut down the build time on site to minimise disruption to nearby businesses whilst simultaneously reducing carbon emissions, vehicle movements and waste.

In keeping with the development’s sustainable ethos, the selection of materials should have due regard to both the embodied energy for construction, environmental impact, recyclability and ongoing maintenance. Where possible FSC certified timber will be sourced.

The choice of materials will refer to BRE Green Guide to specification where appropriate.

SUSTAINABLE TRAVEL

Public transport links will be incorporated into the designs of the area where possible. This could be car share schemes, new bus routes to the site and the provision of Electric Vehicle Charging Points and bike hire schemes.

Cycle and footways should also link through the site and to the wider network to allow people to access work in a sustainable way.



06 Access and Movement

5.0 ACCESS AND MOVEMENT

This access statement is provided to demonstrate how the provision for access for all is and can be achieved within the proposed development. This statement cannot relieve future owners and / or occupiers of their duties under the Equality Act, the disability equality duty under the Disability Discrimination Act and Approved Document Part M of the Building Regulations.

As the application is outline, the extent and type of the future designs are unknown at this time and will be detailed within the Reserved Matters application. Future proposals will have to meet legislation for access that is current at the time. Likewise, future occupiers may have to audit their own operation and management systems to accommodate the needs of their staff.

Access to the plots will be via three points from the main spine road serving both of the employment plots.

EXTERNAL ACCESS

The amount of car parking spaces, regular and accessible, that will be provided will be in line with Local Authority standards and mirror that of the previous phases.

There will also be provision for a percentage of active and passive charging points in line with the LA standards.

Cycle parking will again be in line with the current LA standards.

Dropped kerbs and tactile paving will direct pedestrian traffic towards buildings and through landscape areas.

5.1 ACCESS TO THE BUILDINGS

The entrances to the buildings will be clearly defined. Any glazing to the doors or side screens will incorporate high and low level manifestation in accordance with Building Regulations, Approved Document M. The main entrance doors are to have a minimum clear opening width of 1000mm. The door furniture is to be clearly defined, located approximately 1000mm above ground level and of a type that is easy to operate. The door opening pressure will be set as low as possible (20 Newtons recommended).

External Pedestrian Access

The development platform is generally level and pedestrian routes from the site boundary and designated parking spaces to the building entrances will be a minimum of 1200mm wide. Pedestrian routes are to be clearly defined and appropriate tactile paving is to be provided at road crossing points. Disabled parking spaces will be provided to meet the Council's parking standards. The spaces will be designed in accordance with Approved Document M recommendations and located close to office entrances. The approach route from the designated spaces to the entrance will be level with dropped kerbs.

5.2 INTERNAL ACCESS

Horizontal Circulation

The horizontal circulation will be via a single leaf doors having a clear opening width of 800mm. Doors will be fitted with vision panels between 500mm and 1500mm above floor level. Lever furniture that contrasts with the doors will be 1000mm above floor level. The opening pressures for all doors will be set as close as possible to 20 Newtons. The door surrounds and general decoration will be in accordance with Approved Document M in respect of colour contrast.

Vertical Circulation

Vertical circulation to the office areas will be via stairs and lift to all floors for employees.

Stairs will be suitable for ambulant disabled use in accordance with Approved Document M recommendations in terms of the appropriate rise and going of each step, visually contrasting nosings and handrails.

WC Facilities

Unisex accessible toilet(s) will be provided in accordance with Approved Document M recommendations. Within the corner of the accessible WC, a level access shower will be provided.

Toilets will be provided to satisfy the sanitary provisions to suit occupancy levels in accordance with the Building Regulations.

Means of Escape

The means of escape routes from the office area will be level. The routes from the warehouse/storage area will be ramped where possible.



Cycle Shelter



EVCPs

07 Crime Prevention

6.0 CRIME PREVENTION

“Safer Places – The Planning System and Crime Prevention” focuses on seven attributes of design that are particularly relevant to crime prevention. The proposed development will respond to this ODPM document and the attributes of crime prevention as set out below:

Consideration will be given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the estate can move freely without risk of injury.

ACCESS & MOVEMENT

Spaces and pedestrian routes should have well defined routes with easy to recognise entrances fronting onto the car parking areas. This provides for convenient movement without compromising security. Car parking is to be provided in the most prominent locations possible.

STRUCTURE

The development is to be designed to limit opportunities for crime. The building will either be under the tenants’ own management or that of the landlord’s site management team.

SURVEILLANCE

CCTV ducting, poles and brackets should be provided in the development with the CCTV cameras and cabling to be installed by the occupiers. Car parking should be overlooked by the offices where possible and any dark areas will be well lit.

OWNERSHIP

The application site is in dual ownership enabling a consistent approach to safety and security. The units should be designed to ensure a sense of ownership by the occupier and security will be enhanced by enclosing potentially vulnerable areas with fencing where practical.

PHYSICAL PROTECTION

The building should be designed in robust materials to PAS 24 Secure by Design Standards - profiled metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included as necessary (e.g. adjacent to yard and car parking areas). Bollards should be used for vulnerable areas of the buildings to avoid damage.

ACTIVITY

The main activity in the development will be that of the business itself and will take place within the building and its service areas. Activity is also created by businesses in the rest of the estate and traffic along the spine road which creates general surveillance beneficial for security.

MANAGEMENT & MAINTENANCE

A dedicated management team will be charged with maintenance, landscaping and security of the site to ensure that the buildings and common areas are well maintained.



Lighting bollard on walkways

08 Conclusion

7.0 CONCLUSION

This document seeks to demonstrate that development of the Navigator Quarter, on land adjacent to Southampton Airport, will result in a well designed and high quality scheme that is an asset to the area and create a business park within the employment area that will attract high-profile occupiers and investment to the area.

