



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

ENVIRONMENTAL STATEMENT (VOLUME 3)

TECHNICAL ANNEX G. TRANSPORT

HYBRID PLANNING APPLICATION

JUNE 2025

**blocwork (Eastleigh) LLP
&
Southampton International Airport Ltd**



Contents

Appendices

Appendix 13.1 – Transport Assessment;

Appendix 13.2 – Travel Plan

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Report

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Navigator Quarter, Southampton – Transport Assessment

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Contents

1	Introduction	3
	Overview	3
	Application Documents	3
	The Site	4
	Site Planning Designations	4
	Transport Vision	6
	Report Structure	6
2	Policy Context	8
	Overview	8
	National Planning Policy	8
	Regional Policy	12
	Local Policy	18
3	Existing Site, Accessibility and Transport Conditions	23
	Overview	23
	Site Description	23
	Local Highway Network and Vehicular Access	23
	Strategic Road Network (SRN)	26
	Public Transport	28
	Transforming Cities Fund – Travel Hubs	38
	Existing Travel Patterns	38
	Southampton Airport Masterplan	39
	Traffic Surveys	40
	Personal Injury Accident Data	46
	Summary	53
4	Development Proposals	54
	Overview	54
	The Vision	54
	Proposed Development	55
	Waste Collection	63
5	External Strategic Transport Connections (Outside Application Boundary)	64
	Overview	64
	Wide Lane Bridge Enhancements	64
	Northern Chickenhall Lane Connection	66
	Summary	69
6	Active Travel England Assessment	71
	Introduction	71
	Methodology	71
	1) Trip Generation and Assignment	72
	2) Active Travel Route Audit	74

	3) Pedestrian Access to Local Facilities	80
	4) Cycling Accessibility	81
	5) Access to Public Transport	82
	6) Off-site Transport Contributions	83
	7) Site Permeability	84
	8) Placemaking	84
	9) Cycle Parking and Trip-End Facilities	85
	10) Travel Planning	85
	Summary	91
7	Trip Generation	93
	Overview	93
	Proposed Development SRTM Trip Generation	93
	Existing Site Trip Generation	95
	Proposed Development Trip Generation	95
	Delivery and Servicing Trip Generation	112
	Construction Trip Generation	113
8	Highways Assessment	114
	Overview	114
	Junction Model Overview and Study Area	114
	Assessment Scenarios	115
	Future Year Growth Assumptions	116
	Highways Assessment – Turning Movement Diagrams	120
	Junction Capacity Modelling Results	120
	Proposed Development Capacity Impacts and Mitigation	125
	Off-Site Transport Mitigation Package	132
	Summary	134
9	Summary and Conclusions	137
	Summary	137
	Conclusions	139

Figures

Figure 1-1: Site Location Plan	7
Figure 2-1: Locations of Potential Highway Mitigation Schemes	15
Figure 2-2: Wide Lane Bridge Location Plan	16
Figure 2-3: LCWIP Route 340	17
Figure 2-4: Chickenhall Lane Alignment (dashed blue line)	20
Figure 3-1: Existing Highway Network in the Vicinity of the Site	27
Figure 3-2: Bishopstoke Road Bus Priority Scheme Location	29
Figure 3-3: Existing Public Transport Network	31
Figure 3-4: Existing Pedestrian and Cycling Network	35

Figure 3-5: 20-Minute Walking Catchment Plan	36
Figure 3-6: 30-Minute Cycle Catchment Plan	37
Figure 3-7: ATC Locations	40
Figure 3-8: Personal Injury Traffic Collisions in the Vicinity of the Site (Eastleigh)	46
Figure 3-9: Personal Injury Traffic Collisions in the Vicinity of the Site (Southampton)	52
Figure 6-1: Route 1, Section B	75
Figure 6-2: Site Visit Photos - Route 1, Section C	76
Figure 6-3: Site Visit Photos - Route 1, Section D	77
Figure 6-4: Site Visit Photos - Route 2, Section B	78
Figure 6-5: Site Visit Photos – Route 2, Section C	79
Figure 6-6: Site Visit Photos – Route 2, Section D	79
Figure 7-1: MSOA E02004717 (Eastleigh 006)	110
Figure 8-1: Wide Lane Roundabout Mitigation Option – Proposed 2036 AM results	127
Figure 8-2: Wide Lane Roundabout Mitigation Option – Proposed 2036 PM results	127

Tables

Table 3.1: Existing Bus and Coach Routes and Frequencies Near the Site	28
Table 3.2: Existing Direct Rail Services	30
Table 3.3: 2011 Census Transport Mode Shares	39
Table 3.4: ATC – Weekday Average AM and PM Peak Traffic Flow Summary	41
Table 3.5: Proportion of vehicles over 24 Hour period (00:00 – 24:00) – 2-way average weekday flows	41
Table 3.6: Wide Lane Survey Results – Pedestrians and Cyclists	43
Table 3.7: North Crossing on Mitchell Way – Pedestrian and Cyclist Two-Way Counts	44
Table 3.8: South Crossing on Mitchell Way – Pedestrian and Cyclist Two-Way Counts	45
Table 4.1: Relevant EBC Draft Non-Residential Car Parking Standards (2023)	61
Table 4.2: EBC cycle parking standards	61
Table 6.1: Development External Generation by Mode	73
Table 6.2: Local Amenities	81
Table 6.3: FTP Action Plan	87
Table 6.4: Plans and Timescales for Travel Plan Monitoring	91
Table 6.5: Summary of ATE Assessment Scoring	92
Table 7.1: Selected TRICS Sites and Business Park Sites	94
Table 7.2: Business Park Office Use Trip Rates per 100 sqm GIA – Vehicle Trip Rates (Assumed SRTM)	94
Table 7.3: Business Park Office Use Vehicular Trip Generation	95
Table 7.4: TRICS Survey Search Criteria	96
Table 7.5: TRICS Datasets	96
Table 7.6: Proposed Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park) Vehicle Trip Rates per 100 sqm GIA	98

Table 7.7: Class B2 General Industrial (TRICS - Industrial Units) – Vehicle Trip Rates per 100 sqm GIA	98
Table 7.8: Class B8 Storage and Distribution (TRICS Warehousing (Commercial)) – Vehicle Trip Rates per 100 sqm GIA	99
Table 7.9: Class B8 Storage and Distribution (Parcel Distribution) – Vehicle Trip Rates per 100 sqm GIA	99
Table 7.10: Proposed Development Scenario 1 - 15% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation	102
Table 7.11: Proposed Development Scenario 1- 15% B2 – General Industrial Use – Industrial Units – Vehicle Trip Generation	102
Table 7.12: Proposed Development Scenario 1 - 60% B8 – Storage and Distribution – Warehousing – Vehicle Trip Generation	103
Table 7.13: Proposed Development Scenario 1 - 10% B8 Storage and Distribution – Parcel Distribution — Vehicle Trip Generation	103
Table 7.14: Proposed Development Scenario 1 – Total Vehicle Trip Generation	104
Table 7.15: Proposed Development 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 vs SRTM DS3 - Net Change in Vehicle Trips	104
Table 7.16: Proposed Development Scenario 2 - 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation	105
Table 7.17: Proposed Development Scenario 2 - 10% B2 – General Industrial Use – Industrial Units – Vehicle Trip Generation	105
Table 7.18: Proposed Development Scenario 2 - 75% B8 – Storage and Distribution – Warehousing – Vehicle Trip Generation	106
Table 7.19: Proposed Development Scenario 2 - 5% B8 Storage and Distribution – Parcel Distribution — Vehicle Trip Generation	106
Table 7.20: Proposed Development – Total Vehicle Trip Generation	107
Table 7.21: Existing 2011 Census Mode Shares and Adjusted Mode Shares	108
Table 7.22: Proposed Development Scenario 1: Multi-modal Trips	109
Table 7.23: Employee Trip Distribution	111
Table 7.24: HGV Trip Generation	112
Table 7.25: Proposed Construction Profile (Indicative)	113
Table 8.1: Junction modelling summary	115
Table 8.2: Modelling assessment scenarios	116
Table 8.3: Eastleigh Authority Job Assumptions within TEMPro	117
Table 8.4: TEMPro Growth Factors (From 2023 Base Year to Future Year Levels)	117
Table 8.5: Southampton Airport forecast passenger volumes (annual)	120
Table 8.6: Airport Distribution	120
Table 8.7: Summary of Junctions Operating at capacity and Above in either AM or PM	122
Table 8.8: A335 Northwest of Wide Lane Roundabout and Wide Lane South of A335 Wide Lane Roundabout – Link Flows (AM Peak)	130
Table 8.9: A335/ Wide Lane Flows (PM Peak)	131

Appendices

A	Indicative Masterplan
B	MRF Application
C	Existing Mitchell Way Layout
D	Existing Wide Lane Bridge Layout
E	Public Rights of Way Plan
F	PIA Reports
G	Scoping Technical Notes and Pre-Application Responses
H	Proposed Mitchell Way Improvement Layout
I	Proposed Masterplan Spine Road Layout
J	Internal Masterplan Swept Path Analysis
K	Beryl Bike Feasibility Report
L	Wide Lane Bridge Enhancements – Conceptual Drawings
M	ATE Assessment Report
N	Active Travel Audit Routes
O	TRICS Output Reports
P	TRICS Site Selection Rationale
Q	Proposed Development Light Vehicle (Employee Vehicle) Distribution
R	Proposed Development Light Vehicle (Employment Vehicle) Turning Movement Flows
S	2023 Light Goods Vehicle Flow (LGV) Distribution
T	Proposed Development LGV Trip Distribution
U	Proposed Development LGV Turning Movement Flows
V	Proposed Development HGV Turning Movement Flows
W	Total Proposed Development Turning Movement Vehicle Flows
X	Total Proposed Development Turning Movement PCU Flows
Y	Highways Modelling Technical Note
Z	Land at Former Ford Site Flow Distribution
AA	Airport Growth Flow Distribution
BB	Highway Network Turning Movement Diagrams

2023 Base Vehicles Flows and PCUs

2025 Baseline Vehicles Flows and PCUs

2028 Baseline Vehicles Flows and PCUs

2028 Baseline + Proposed Development Vehicles Flows and PCUs

2036 Baseline Vehicles Flows and PCUs

2036 Baseline + Proposed Development Vehicles Flows and PCUs

CC Highway Modelling Output Files

DD Proposed Highway Mitigation Drawings

EE Highway Modelling Output Files – Mitigation Option

1 Introduction

Overview

- 1.1 Steer is instructed by blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (“the Applicant”) to prepare this Transport Assessment (TA) in relation to the Proposed Navigator Quarter, as part of the Solent Freeport (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 planning 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). Relevant pre-application discussions have taken place with each of these organisations to help inform the Development Proposals as detailed within **Chapter 4** of this TA.
- 1.3 Southampton City Council (SCC) becomes the LHA south of Spitfire Roundabout (approximately 1.5km to the south of the Site). SCC has been consulted during the planning process.
- 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 Development forms part of the Solent Freeport scheme.
- 1.6 For information, the Proposed Development planning application boundary plan, parameter plan and indicative masterplan is presented in **Appendix A**.

Application Documents

- 1.7 This TA follows a Transport Assessment Scoping Note (TASN), which was submitted to EBC, HCC and NH for review as part of the pre-application process. This included principles for scheme design and assessment assumptions for the Proposed Development's transport impacts. SCC was also consulted. The TA is informed by the methodology outlined in the TASN, including feedback received from all parties. A subsequent Trip Generation Technical Note set out the methodology proposed for the trip generation assessment associated with the Proposed Development. The Technical Note was issued to EBC, HCC,

SCC and NH in January 2025 and included responses to the key stakeholder comments on the TASN.

- 1.8 An Outline Framework Travel Plan (FTP) has been submitted alongside this TA as part of the Planning Application and will be secured as part of the section 106 Agreement. This sets out the ways in which single occupancy vehicle movements can be reduced and sustainable travel promoted. This is prepared in line with HCC best practice guidance.
- 1.9 Given the Proposed Development buildings are in Outline, it is not the intention to draft standalone Construction Management Plans, Waste or Delivery & Servicing Plans. The TA provides an overarching ‘statement of intent’ and it would be expected that these reports would be secured as a condition(s) of any planning permission.

The Site

- 1.10 The Site is 34 hectares in size and comprises two plots of undeveloped grassland both of which are allocated within the Eastleigh Borough Local Plan (Policies E7 and E9, adopted April 2022).
- 1.11 The Site is formed of two 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. These plots are separated by an area of woodland that has established on a 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.
- 1.12 Southampton Airport is located immediately to the south and west of the Site, on the edge of Southampton city’s suburbs, but within Eastleigh. To the immediate north of the Site there is a train depot, located at the convergence of trainlines from Southampton and Portsmouth. Sandwiched between the train depot land there is also a residential area known as Campbell Road. To the north of the train depot land is the Barton Park Industrial Estate which runs from the train depot, north to Bishopstoke Road.

Site Planning Designations

- 1.13 The Site lies upon land northeast of the airport allocated to employment (use Classes B2, B8 and E(g)) in the EBC Local Plan under policies E7 and E9. 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 has been removed.
- 1.14 Policy E7 comprises ‘Development Opportunities adjoining Eastleigh River Side’. The Local Plan allocates the Site for ‘the development of approximately 8.5 hectares of land to the east of the railway works as defined on the policies map will be permitted for approximately 34,000 sqm of employment uses (in use classes B2, B8 or E(g)(ii)/(iii))’.
- 1.15 The allocation is subject to the following criteria:
 - *Vehicular access to the Site shall be provided to the satisfaction of the Highway Authority.*

- *The design and layout of new development shall not preclude but shall allow for the provision of a new Chickenhall Lane Link Road (CLLR), with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority.*
- *Where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full road link proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new Site access arrangements.*
- *There shall be no adverse impact on the sensitive nature conservation interests of the Itchen Valley or the landscape setting of the Itchen Valley Country Park and the Itchen Way. Development on any part of the Site should not cause or increase adverse impacts on the River Itchen Site of Special Scientific Interest (SSSI) or Special Area of Conservation.*
- *Land owned by Network Rail within the Itchen Valley Site of Special Scientific Interest shall be transferred to the Borough Council.*
- *A Site level Habitats Regulation Assessment is required to demonstrate how this Site will be delivered without adverse effect on any European Site.*

1.16 Policy E9 ‘Southampton Airport’ sets out that:

- *“The Borough Council will continue to work with the operators of Southampton Airport to promote its viability, and will support the expansion of the airport’s operations and related development provided that the proposals:*
 - *are necessary for economic growth within the Borough or the improvement of airport operational efficiency, and passenger safety and convenience;*
 - *would not physically or visually diminish the settlement gap between Eastleigh and Southampton;*
 - *are supported by transport assessments which confirm local network capacity and are consistent with the airport operators’ agreed Airport Surface Access Strategy; and*
 - *will not unacceptably increase noise and other environmental impacts on the Borough’s residents*
- *Approximately 19.5 hectares of land identified to the northeast of the runway as defined on the policies map may be developed for airport-related activities and/or approximately 78,000 sqm of employment uses in use classes B2, B8 or E(g), subject to the following criteria:*
 - *any new vehicular access between the site and the public highway shall be provided to the satisfaction of the Highway Authority.*
 - *The design and layout of new development shall not preclude but shall make allowances for the provision of a new Chickenhall Lane link road, with an alignment as indicated on the policies map or as agreed with the Borough Council and the Highway Authority;*
 - *where there is a reasonable prospect of a full link road being viable and deliverable, development proposals should make a contribution towards the full link road proportionate to the traffic impact of that proposal and of any contributions/funding the applicant had already made to the road. Parts of this road should be constructed as part of the new site access arrangements; and*
 - *there shall be no adverse impact on the sensitive nature of conservation interests of the Itchen valley or the landscape setting of the Itchen Valley Country*

Park and the Itchen Way. Development on any part of the site should not cause, or increase adverse impacts on the River Itchen Site of Special Scientific Interest or Special Area of Conservation”

- 1.17 As such, a total of 112,000 sqm of employment is allocated within the Local Plan across the two sites.

Transport Vision

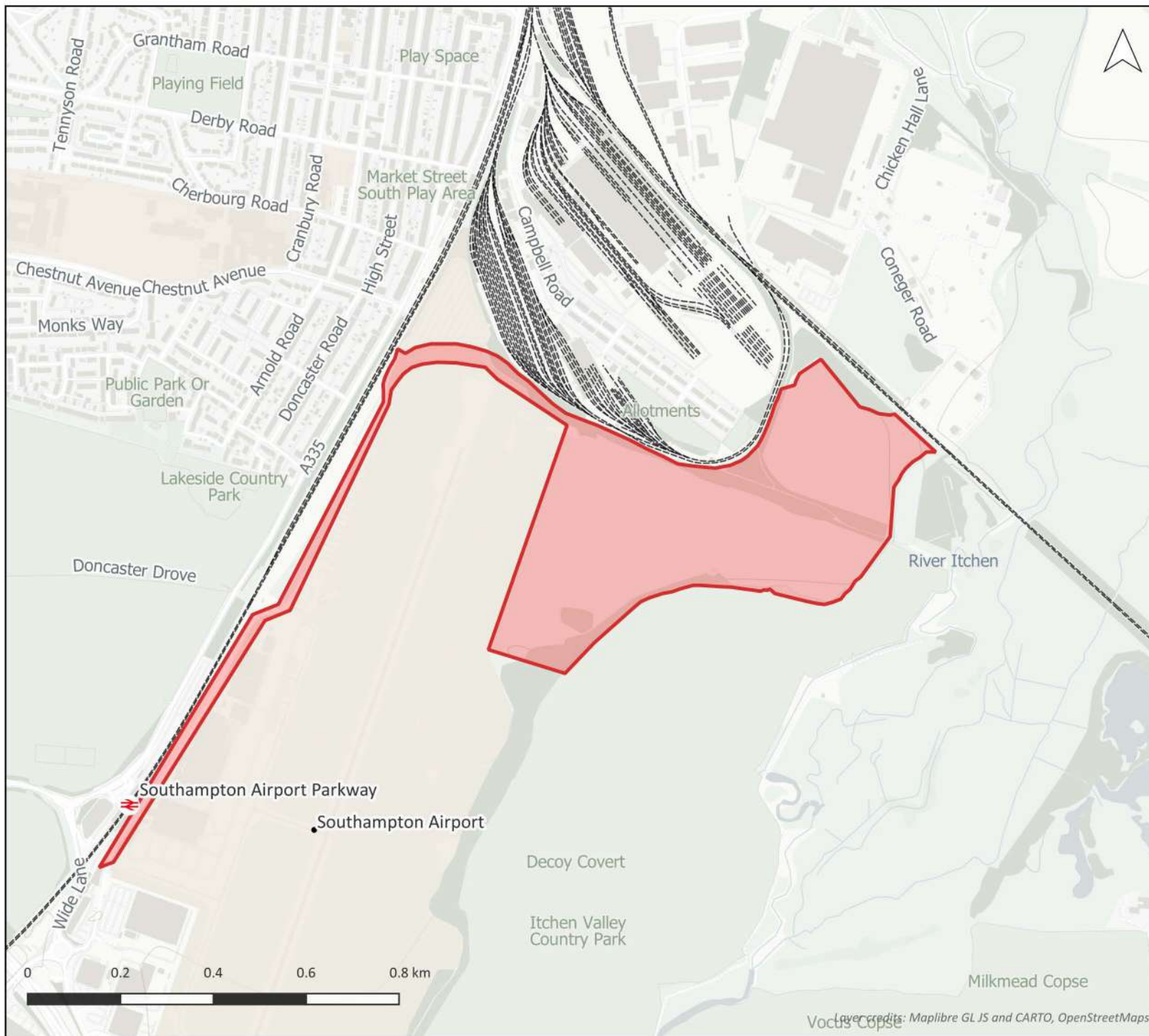
- 1.18 In line with Vision Led Decide and Provide development principles, and as required by National Highways circular 01/2022, the transport vision for the site has been set out below.

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 trips 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.

Report Structure

- 1.19 This report comprises seven chapters, of which this introductory chapter forms Chapter 1. The remaining chapters are as follows:
- **Chapter 2:** Policy Context;
 - **Chapter 3:** Baseline Transport Conditions;
 - **Chapter 4:** Development Proposals and Transport Strategy;
 - **Chapter 6:** Active Travel England Assessment;
 - **Chapter 6:** External Strategic Transport Connections (Outside Application Boundary)
 - **Chapter 7:** Trip Generation and Distribution;
 - **Chapter 8:** Highways Assessment; and
 - **Chapter 9:** Summary and Conclusions.



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.
- 2.3 Section 9 ‘Promoting sustainable transport’ has three overarching objectives:
- **“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 reasonable future 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.

2.8 The section of the NPPF regarding ‘Planning conditions and obligations’ states the following:

“56. Local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”

57. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Agreeing conditions early is beneficial to all parties involved in the process and can speed up decision making. Conditions that are required to be discharged before development commences should be avoided, unless there is a clear justification¹.

¹ Sections 100ZA(4-6) of the Town and Country Planning Act 1990 will require the applicant’s written agreement to the terms of a pre-commencement condition, unless prescribed circumstances apply.

58. *Planning obligations must only be sought where they meet all of the following tests²:*

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.”

59. *Where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable.”*

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

- 2.9 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.
- 2.10 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.
- 2.11 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)

- 2.12 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”.
- 2.13 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”.
- 2.14 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

² Set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

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”.

- 2.15 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)

- 2.16 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.

- 2.17 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”*

- 2.18 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)

- 2.19 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).

- 2.20 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)

- 2.21 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.
- 2.22 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 where dictated by traffic speeds and flows.
- 2.23 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)

- 2.24 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.”*
- 2.25 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.

2.26 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’.

2.27 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.

2.28 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:
 1. Opportunities to reduce travel demand and the need to travel;
 2. vulnerable users, including people with disabilities or long-term mobility-related health conditions.
 3. People who walk
 4. People who cycle and horse ride
 5. people who use public transport (bus, coach, rail, taxi, community transport).
 6. Delivery of goods
 7. 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)

- 2.29 This policy sets out the EBC parking standards for all new developments. The standards related to the Proposed Development are set out in **Chapter 4**, which helps to inform the proposed parking strategy for the Site.

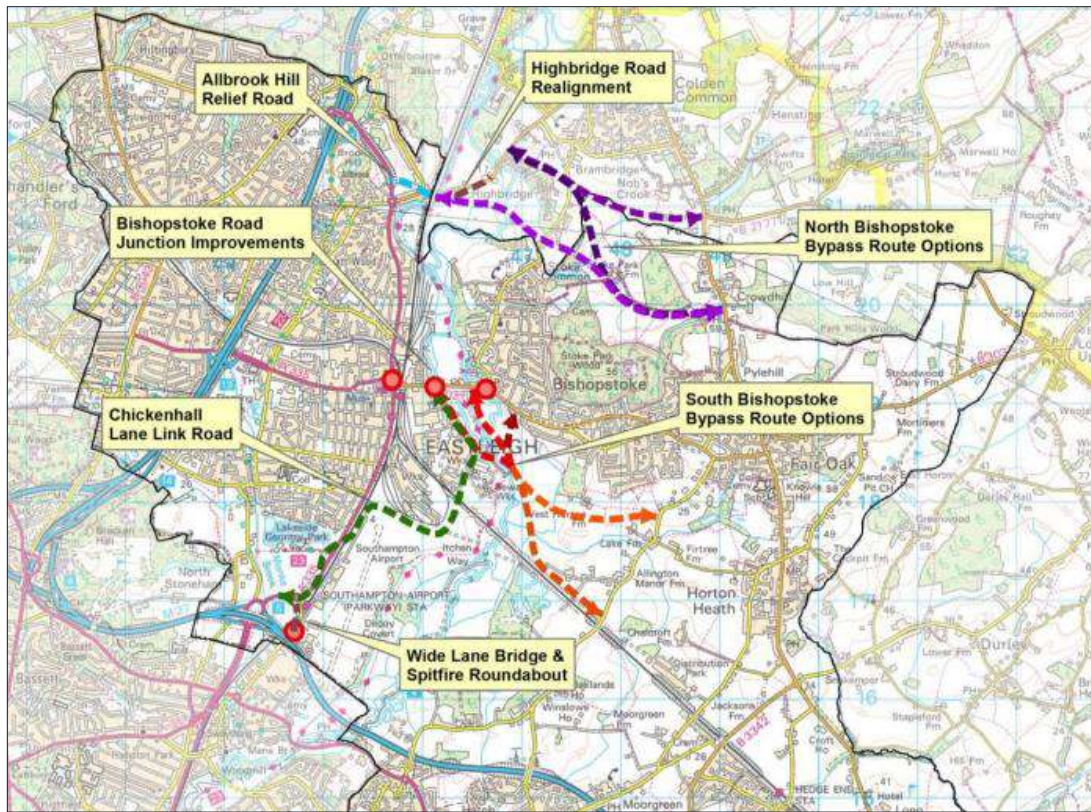
Emerging Eastleigh Strategic Transport Study (2015 and 2025)

- 2.30 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 May 2025 with formal adoption in September 2025.
- 2.31 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)

- 2.32 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.
- 2.33 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.
- 2.34 The route alignment as presented in the strategy is shown in **Figure 2-1**.
- 2.35 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

- 2.36 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.
- 2.37 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.
- 2.38 The study noted the significant constraints posed to improvements including the railway line, local land uses and gradients.
- 2.39 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.
- 2.40 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



- 2.41 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, but 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)

- 2.42 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 following “overarching principles”:

- *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.*

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

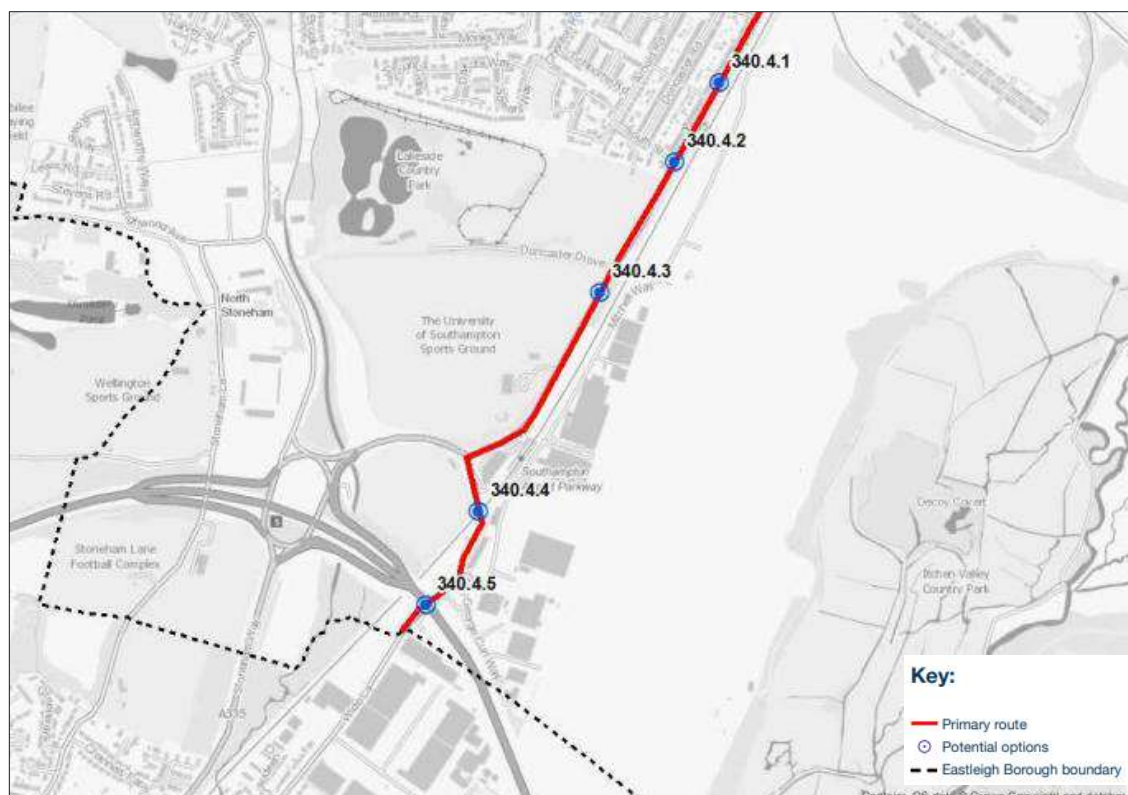
- a network plan for walking and cycling which identifies preferred routes and core zones for further development;
- a prioritised programme of infrastructure improvements for future investment;

- 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

- 2.44 Route 340 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



- 2.45 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 below:

- **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)

- 2.46 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.”
- 2.47 £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.
- 2.48 Travel Hubs would be accompanied by improvements in both improved active travel/public transport service levels and infrastructure.

Local Policy

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

- 2.49 Eastleigh Borough Council adopted its core strategy in 2022, which sets out the spatial vision, objectives, development strategy and policies for Eastleigh.
- 2.50 Specific allocations of land for employment relevant to the Site are detailed in **Chapter 1** of this TA. These are policies E7 and E9.
- 2.51 Further to this, 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.”*
- 2.52 Full details of the Site Allocation policies applicable to the Site are provided in **Chapter 1**.

Policy E6 – Eastleigh River Side

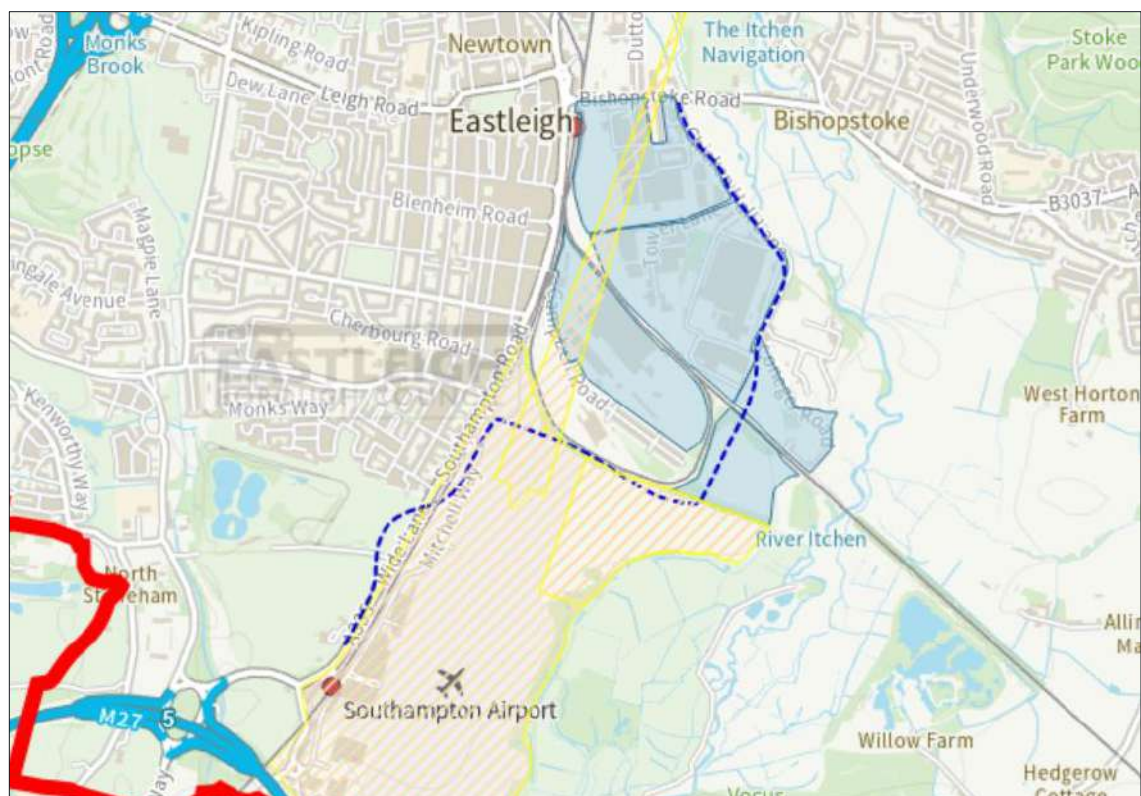
- 2.53 The land adjoining the Navigator Quarter site is allocated for development in the Eastleigh Local Plan under policy E6 Eastleigh River Side. This allocation covers the land that recently secured planning permission for a Materials Recovery facility as well as existing

employment areas that extend up to Chickenhall Lane and Bishopstoke Road. 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 Rail 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.

- 2.54 Part 2 of the allocation wording identifies that development within this allocation area will ‘....be subject to the approval by the Borough Council of a development brief including Masterplan...’ indicating that development in this particular area needs to meet certain criteria and should be considered in a strategic manner to secure the comprehensive development across the allocation. It is noted that the proposed Materials Recovery Centre recently secured planning permission prior to the preparation of a development brief and/or Masterplan for the allocation and so it is unclear how this was able to demonstrate how the development could come forward in a manner that helped meet the wider strategic objectives of the site allocation.
- 2.55 One important objective of development as part of this allocation is to provide an active travel route that connects to Eastleigh Town Centre and Railway Station. Such active travel links are constrained by existing development, land ownership and infrastructure and it was acknowledged in the Local Plan allocation that such a strategic approach would be necessary to provide such a link. The allocation specifically notes that the provision of an active travel route is needed in order for the Local Planning Authority to support new development proposals for the River Side Allocation. In addition to this active travel route, the River Side allocation also requires new development to facilitate the potential Chicken Hall Lane Link Road through a combination of measures.
- 2.56 It should be noted that the allocations which relate to the Navigator Quarter, do not include such a requirement for a separate active travel link and only requires supporting infrastructure comprising of works and safeguarding to ensure that the Chicken Hall Lane Link Road can come forward at some future stage and does not require separate, strategic provision of active travel links.
- 2.57 Policy E6 also 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)

- 2.58 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.”
- 2.59 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

- 2.60 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.”
- 2.61 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)

- 2.62 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.”*
- 2.63 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 it a 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)

- 2.64 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)

- 2.65 SCC’s BSIP states that “Buses need to be an attractive alternative to travelling by car”.
- 2.66 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.
- 2.67 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 Site, Accessibility and Transport Conditions

Overview

- 3.1 This section of the TA sets out the existing transport conditions in the vicinity of the Site, including a review of the local walking and cycling opportunities, public transport services and the local highway network.

Site Description

- 3.2 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.
- 3.3 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**.
- 3.4 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.
- 3.5 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.

Local Highway Network and Vehicular Access

Site Access

- 3.6 There is currently no public access to the Site.
- 3.7 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, through HCC owned land and passes under the railway line into Plot 1.
- 3.8 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 layout can be found at **Appendix B**. The Transport Assessment for the MRF identified that *'The accessibility of the site to sustainable transport has been assessed and*

it has been established that the site is located within an easy walk of a large residential area which can be accessed using high-quality pedestrian infrastructure.'

- 3.9 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.

- 3.10 The local highway network is presented in **Figure 3-1**.

Conegar Road / Chickenhall Lane

- 3.11 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.
- 3.12 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.
- 3.13 Chickenhall Lane between Bishopstoke Road and Conegar Road forms part of the alignment safeguarded for the Chickenhall Lane Link Road.

Mitchell Way

- 3.14 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.
- 3.15 A drawing of the existing Mitchell Way alignment and associated transport facilities is included in **Appendix C**.
- 3.16 Mitchell Way is public highway up to the HSBC House building (see **Appendix C**). This section is approximately 7.3m wide and subject to a 30mph speed limit.
- 3.17 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.
- 3.18 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**.

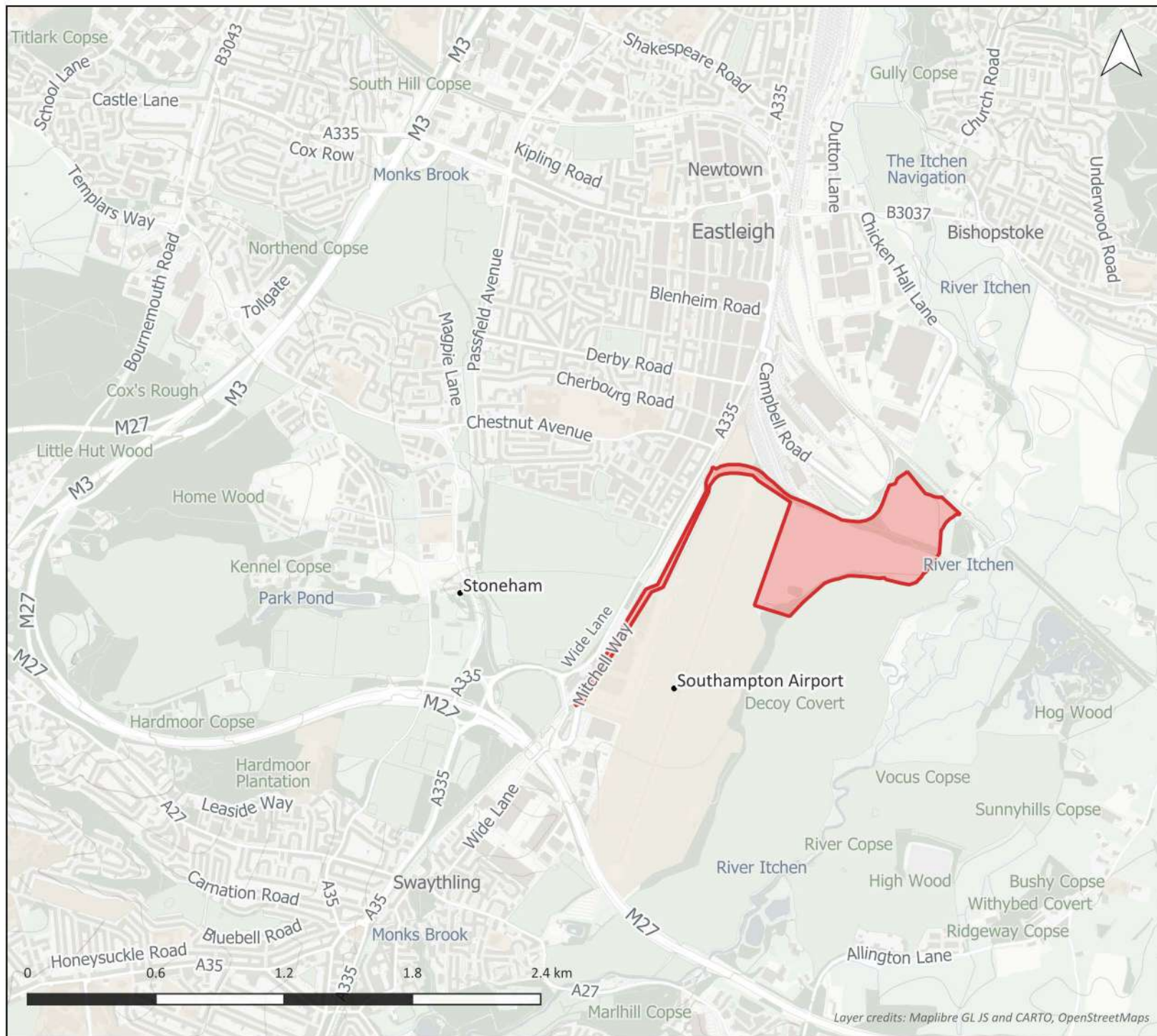
External Local Highway Network

- 3.19 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.
- 3.20 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.
- 3.21 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 D**). 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).
- 3.22 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.
- 3.23 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.
- 3.24 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.
- 3.25 The A335 Wide Lane to the north of the A335/ Wide Lane roundabout provides access to Southampton Airport Parkway Rail 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.
- 3.26 A vehicle access junction is present on the eastern side of A335 Wide Lane providing access to Southampton Airport Parkway Rail 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.

- 3.27 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)

- 3.28 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.
- 3.29 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.
- 3.30 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.
- 3.31 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.
- 3.32 The northern arm of the junction is the Stoneham Lane approach; this approach splits into three lanes, with traffic signals controlling access.
- 3.33 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.
- 3.34 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.
- 3.35 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.
- 3.36 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.



Legend

- Navigator Quarter
- Key roads
- Local sites



Navigator Quarter
Figure 3-1: Local Highway Network

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Public Transport

3.37 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.

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

Bus

3.39 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.

3.40 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.

3.41 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.

3.42 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 in place to the north, via Conegar Road / Chickenhall Lane.

3.43 Bus and coach routes stopping at the above locations and their frequencies are presented in **Table 3.1**. Journey times to Southampton City Centre from the airport are approximately 35 minutes, and journey time to Eastleigh is under 10 minutes.

Table 3.1: 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

- 3.46 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.
- 3.47 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.

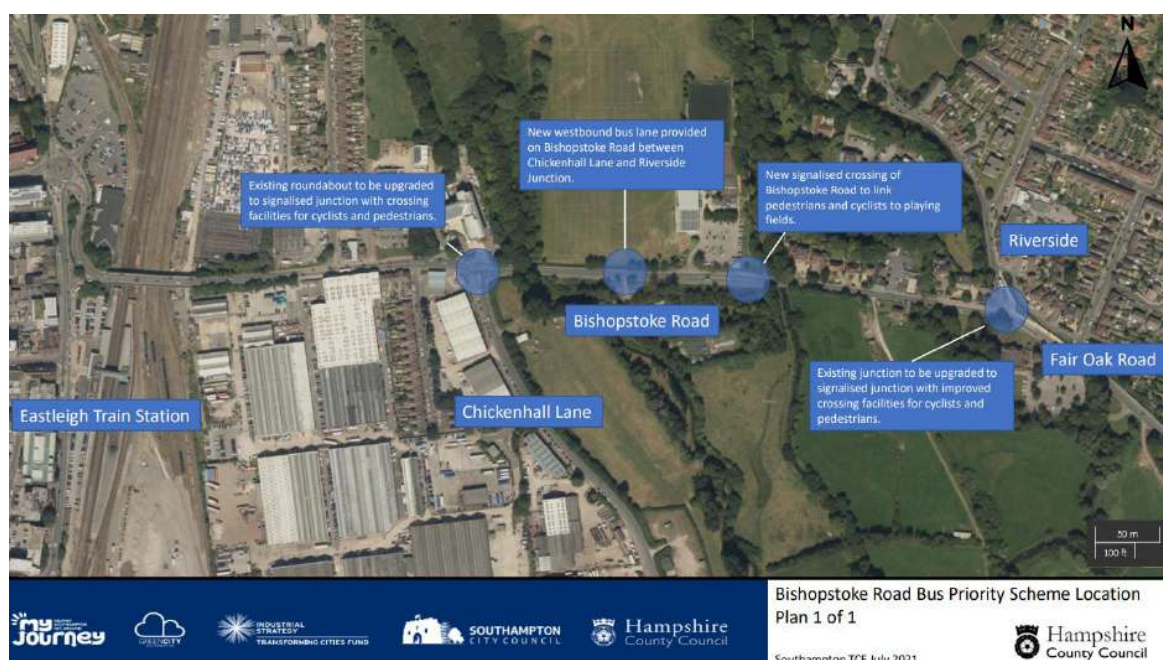
Airport Shuttle Bus

- 3.48 In addition to the above there is a Southampton Airport shuttle bus which runs 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).
- 3.49 The shuttle bus has no set schedule but at its peak there are generally two buses running in each direction. These buses either wait at the Airport Terminal or at the long stay car parks for 5 minutes prior to their return journeys.

Bishopstoke Road Bus Priority Improvements Scheme

- 3.50 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.
- 3.51 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 addition 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



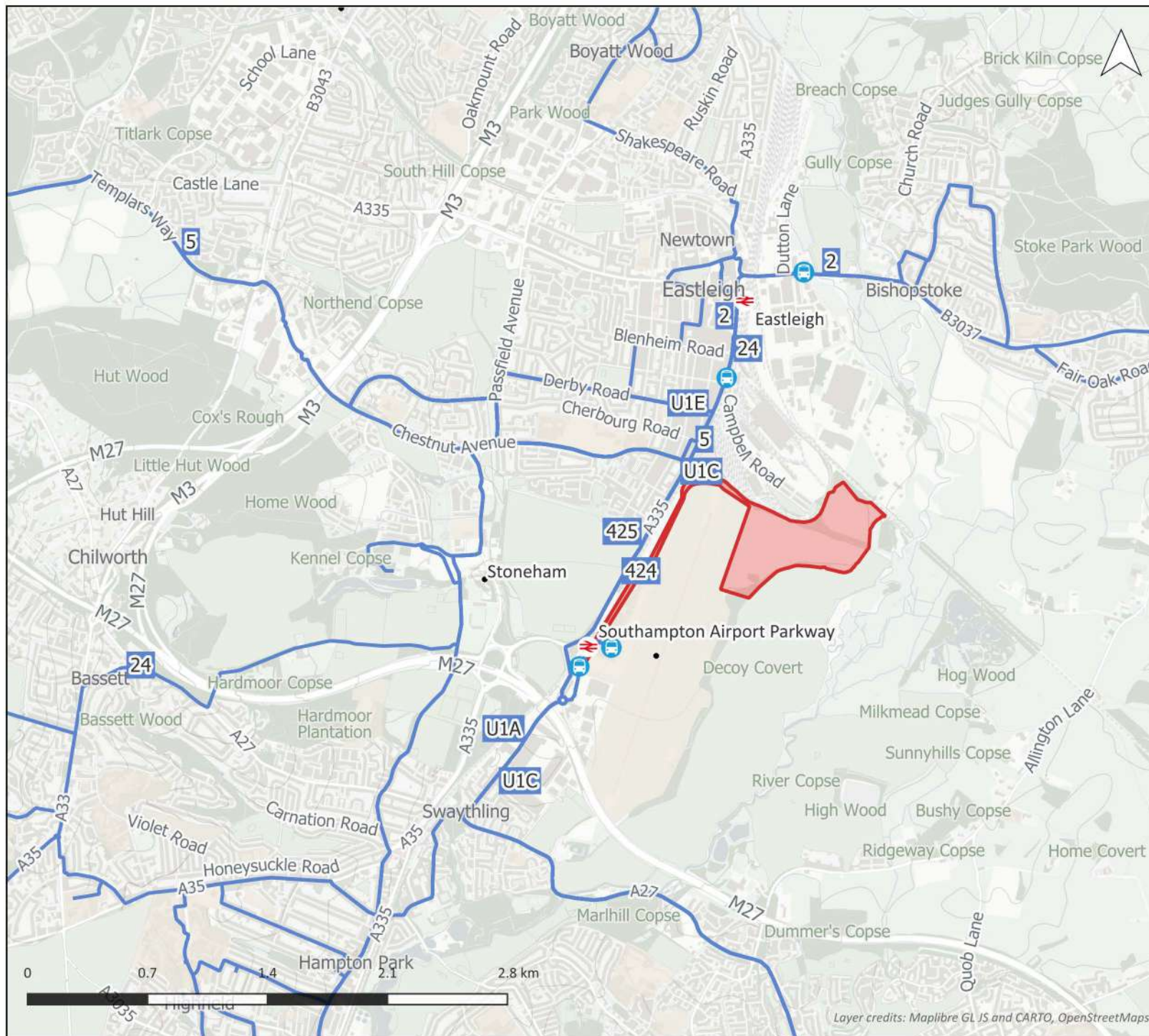
Source: HCC (<https://www.hants.gov.uk/transport/transport schemes/bishopstoke-road-bus-priority>)

Rail

- 3.52 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.
- 3.53 Eastleigh Rail Station is located approximately 2km north of Southampton Airport Parkway Rail Station, albeit accessing the station from the Site is limited due the railway lines which bound the Site.
- 3.54 Services to/from Eastleigh Rail Station are the same as for Southampton Airport Parkway Rail Station, except there are no direct services to Birmingham New Street, Weymouth, Poole or Manchester Piccadilly. In addition, services to Portsmouth stop at Eastleigh Rail Station but not at Southampton Airport Parkway Station.
- 3.55 Services from both stations are summarised in **Table 3.2**.

Table 3.2: Existing Direct Rail Services

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

- 3.56 Pedestrian and cycle access is currently limited due to the Site being on undeveloped land.
- 3.57 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.
- 3.58 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). Further details are provided in **Chapter 4**.

Conegar Road / Chickenhall Lane – North of Site

- 3.59 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.
- 3.60 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

- 3.61 The footway infrastructure and associated dimensions along Mitchell Way are shown in the drawings in **Appendix C**.
- 3.62 On Mitchell Way there is an initial section of shared use footway (c.2.5m 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 1.6m 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 to the station which is c 1.9m wide.
- 3.63 The western 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.
- 3.64 To the north of Southampton Airport Parkway Rail 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.

- 3.65 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.
- 3.66 There is no continuous footway on the eastern side of Mitchell Way, between the Spitfire Loop access to 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 Rail Station Access

- 3.67 There are two zebra crossings across Mitchell Way outside Southampton Airport Parkway Rail 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.
- 3.68 The northern zebra crossing provides access between the station, the Airport Terminal building and Spitfire Loop.
- 3.69 Southampton Airport Parkway Rail 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.
- 3.70 Southampton Airport Parkway Rail 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.

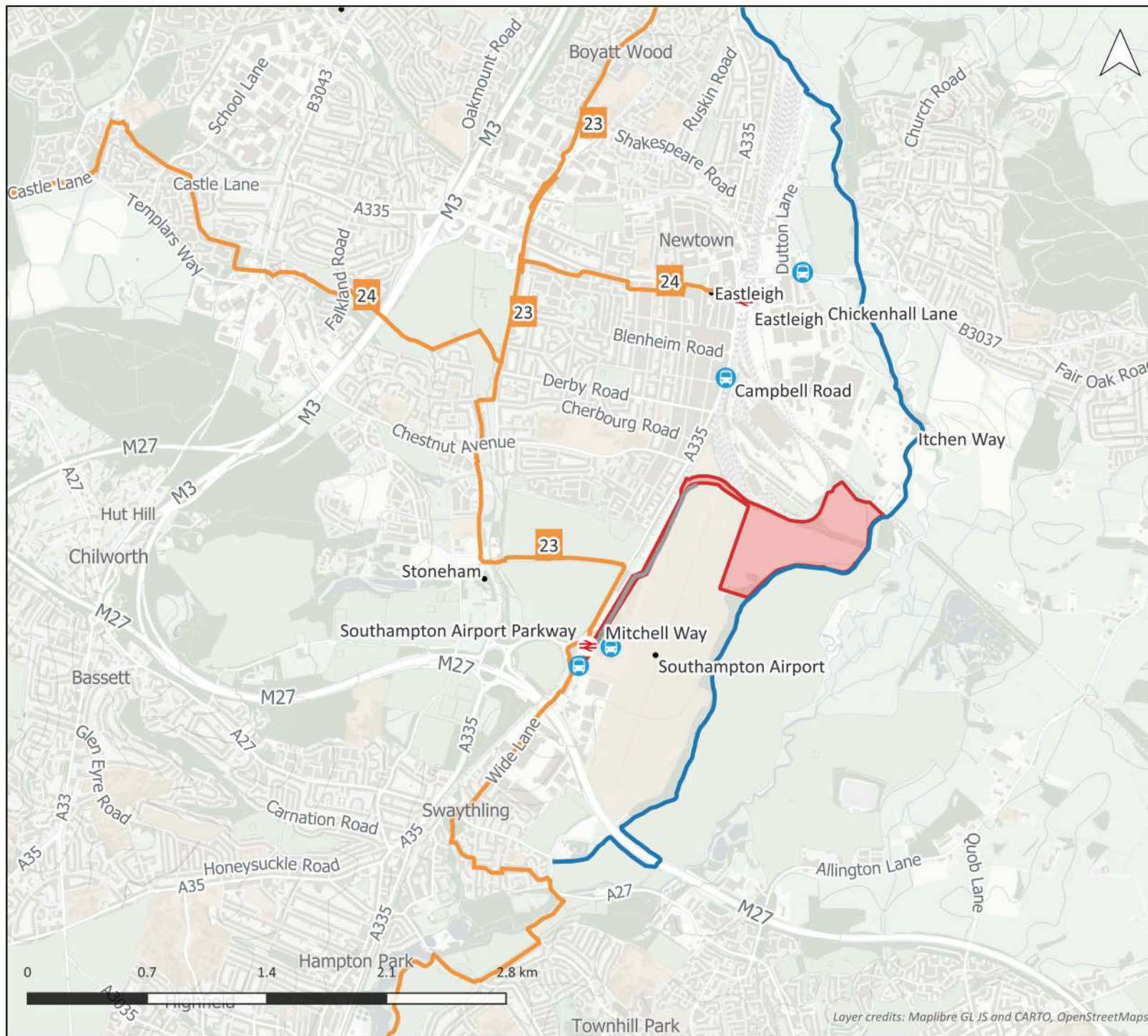
Wide Lane (north of Spitfire Roundabout)

- 3.71 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 1.4m to the south of the railway bridge and is c1.66m on the bend of 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.
- 3.72 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 Rail 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

- 3.73 The Itchen Way Navigation Heritage Trail (Itchen Way) 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).

- 3.74 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 E**.
- 3.75 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**.



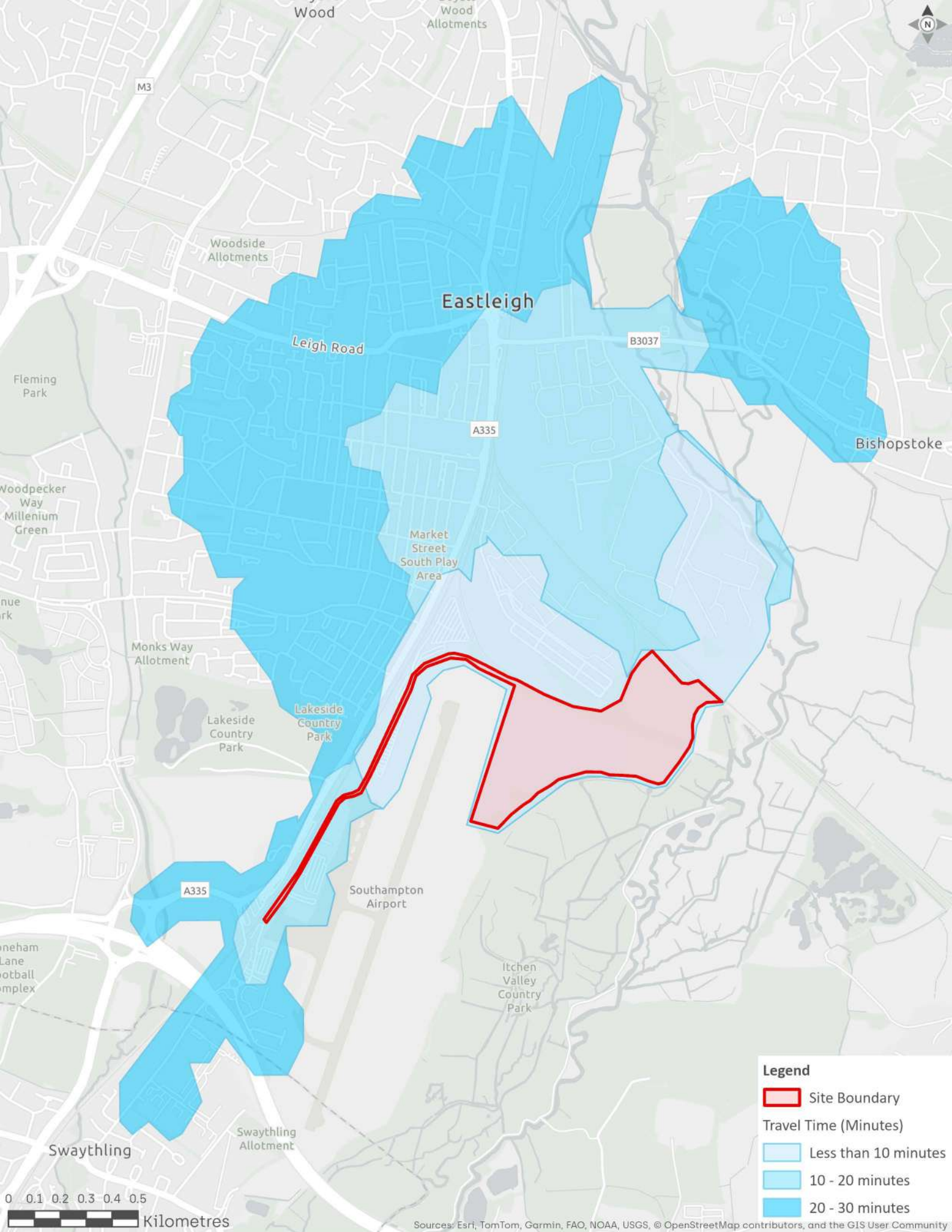
Legend

- 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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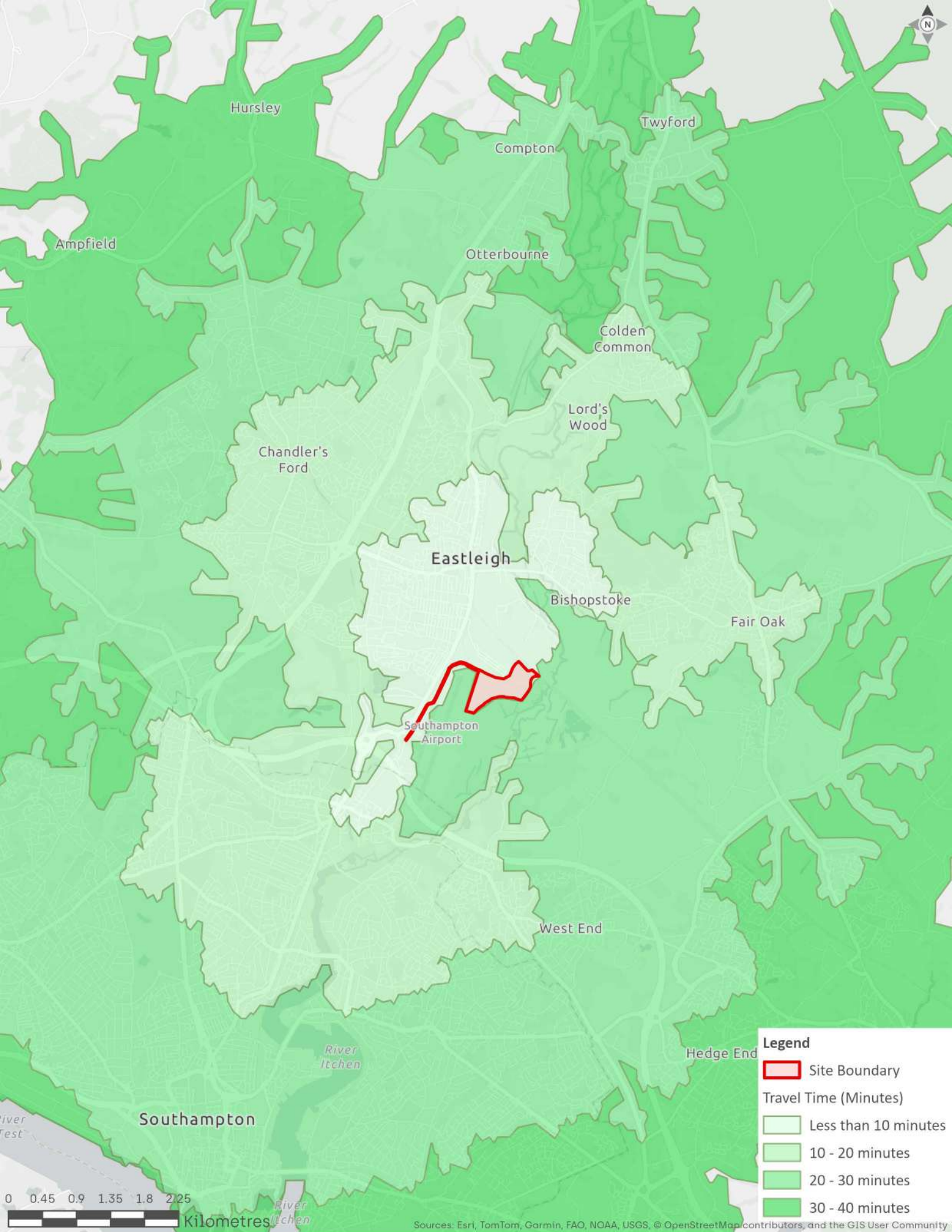


Navigator Quarter

Figure 3-5: Walking Catchment - 30 minutes

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Creator: TGoss



Transforming Cities Fund – Travel Hubs

- 3.76 The Transforming Cities Fund (TCF) is a £2.45 billion capital grant transport fund aimed at driving up productivity through investments in public and sustainable transport infrastructure, in some of England’s largest city regions.
- 3.77 The aim of the scheme in Eastleigh and at the Southampton Airport Parkway Rail Station is to provide a facility which has a focus on encouraging the use of active and sustainable transport, via the delivery of Travel Hubs. A Travel Hub offers a combination of cycle hire/cargo bikes and e-car club vehicles in addition to high quality cycle parking and access to public transport services for the local urban community. They are located in places which offer access to rail and bus services and have a nearby population to serve e.g. town or local centres.
- 3.78 Beryl Bikes operate a bike share element for Eastleigh and the Southampton Airport Parkway Rail Station Travel Hubs and have delivered over 50 e-bikes across various locations in Eastleigh and Southampton Parkway Rail Station. 45 Beryl bikes have been deployed in Eastleigh, and five e-bikes have been deployed at Southampton Airport Parkway Rail Station, complete with information totems, seating, and planters. The closest docking stations to the Site are located at Southampton Airport Parkway Rail Station (five docks), Somers Way (five docks), Chestnut Avenue Bus Stop (eight docks), Wessex House (10 docks) and Eastleigh Park (five docks).
- 3.79 The Co Wheels car share operator has recently launched three new car club spaces (totalling four car club spaces) in Eastleigh town centre. The locations of these are set out below:
- Eastleigh Bus Station: Two Renault Zoe Electric Vehicles
 - The Point, Eastleigh, Leigh Road: One Toyota Yaris Hybrid
 - Wells Place, Eastleigh Town Centre: One Toyota Yaris Hybrid

Existing Travel Patterns

- 3.80 **Table 3.3** 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.
- 3.81 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.
- 3.82 Private vehicle use is the predominant travel mode, however there is a relatively high rail percentage, while walking equates to 15% of trips.

Table 3.3: 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 Airport Masterplan

- 3.83 The Southampton Airport masterplan³ outlines the airport's vision for the next 25 years, focusing on sustainable development and responsible growth and to meet the demand for regional air travel up to 2030.
- 3.84 The masterplan includes:
- a runway extension to accommodate larger aircraft and increase passenger capacity;
 - infrastructure upgrades, including improved navigation, enhanced security screening, and enhanced passenger facilities;
 - new passenger walkway; and
 - additional car parking facilities for short stay parking and long stay parking on the available airport land to the west of the runway.
- 3.85 The Southampton International Airport Runway Extension consent to support the above masterplan (Ref: F/19/86707) considered an increase to 3 million passengers per year, with this growth accounted for in the SRTM. As the highways impact assessment within this TA has been undertaken using stand-alone junction assessments without the use of SRTM, an allowance for the consented airport growth has been included in the future growth forecasts as part of the highways impact assessments for this Proposed Development, as outlined within chapter 8 of this TA.

³ Southampton Airport: A Vision for Sustainable Growth, SOU, accessed from <https://www.southamptonairport.com/about-us/our-vision/#> in April 2025

Traffic Surveys

Vehicle Surveys

3.86 Steer has analysed Automatic Traffic Count (ATC) data collected at key highway links near to the Site to better understand existing traffic conditions. The locations of the ATCs are illustrated on **Figure 3-7**, and are as follows:

- 1 - A335 Station Hill (south of Bishopstoke Road).
- 2 - A335 Wide Lane (north of Airport Parkway Station).
- 3 - A335 (west of Wide Lane roundabout).
- 4 - A335 Wide Lane Bridge.
- 5 - Mitchell Way.
- 6 - Wide Lane (south of M27).

3.87 These surveys were undertaken between 28 June to 4 July 2023 (a consecutive 7-day period), which is considered to be a neutral traffic period.

Figure 3-7: ATC Locations



Source: OpenMap (data is available under the Open Database License)

3.88 The weekday average AM peak (08:00 – 09:00) and PM peak (17:00 – 18:00) traffic flows are presented in **Table 3.4**.

Table 3.4: ATC – Weekday Average AM and PM Peak Traffic Flow Summary

Location Ref.	AM Peak (08:00 – 09:00)			PM Peak (17:00 – 18:00)			24-Hour Total		
	North / East bound	South / West bound	2-way	North / East bound	South / West bound	2-way	North / East bound	South / West bound	2-way
1. A335 Station Hill	595	720	1,315	645	757	1402	9376	11,084	20,460
2. A335 Wide Lane	1,005	706	1,711	934	935	1869	11,778	11,675	23,453
3. A335	1,033	840	1,873	1,072	976	2,048	12,817	12,661	25,478
4. A335 Wide Lane Bridge.	754	631	1,384	656	773	1,429	8,947	8,813	17,760
5. Mitchell Way	106	105	211	96	115	211	1,551	1,537	3,088
6. Wide Lane	730	424	1,153	530	669	1,199	7,714	7,362	15,076

- 3.89 The highest traffic volume stretch of local road is the A335 Wide Lane connecting to the M27 (location reference 3), followed by Southampton Road (location reference 2).
- 3.90 The proportions of different vehicle types for each of these ATC locations are presented in **Table 3.5**. The majority of traffic flows at all survey locations comprised light vehicles. The UK standard vehicle classifications are used.

Table 3.5: Proportion of vehicles over 24 Hour period (00:00 – 24:00) – 2-way average weekday flows

Location	Vehicle Type				
	Light Vehicles	OGV1	OGV2	Bus	Total
1. A335 Station Hill	89.5%	8.9%	0.6%	1.0%	100%
2. A335 Wide Lane	90.0%	8.7%	0.5%	100%	100%
3. A335	86.0%	12.0%	0.9%	1.1%	100%
4. A335 Wide Lane Bridge	87.4%	10.6%	1.0%	1.1%	100%
5. Mitchell Way	86.7%	10.0%	0.4%	2.9%	100%
6. Wide Lane	88.9%	8.8%	0.7%	1.7%	100%

*Any discrepancies due to rounding

Junction Turning Count Summary

- 3.91 In addition to the ATC counts, the following junction turning counts (JTCs) were undertaken from 07:00 – 10:00 and 16:00 – 19:00 on Thursday 29 June 2023:
- A335 Southampton Road/ A335 Wide Lane/ South Street;
 - A335 Wide Lane/ Southampton Airport Parkway Rail Station;
 - A335/ A335 Wide Lane/ Wide Lane;

- M27 J5 Stoneham Interchange (A335 arm only);
- Spitfire roundabout;
- Wide Lane/ Mountpark;
- Wide Lane/ Mansbridge Road roundabout;
- Twyford Road/ Coles Close/ Bishopstoke Road/ A335 Station Hill/ A335 Romsey Road; and
- A335 Station Hill/ Bishopstoke Road.

3.92 Queue length surveys were undertaken at the same junctions. These JTC surveys have been used to inform the highways impact assessment and modelling scope relevant to the Proposed Development, as detailed within **Chapter 8**.

2025 Traffic Surveys

3.93 In line with comments received during the pre-application, traffic surveys were undertaken in February 2025, including Classified Turning Counts (CTC) and Automated Traffic Counts (ATCs). The locations of the surveys are summarised below:

Classified Turning Counts (CTCs)

1. A335/Wide Lane/Bassett Green Road signalised junction
2. Wide Lane/Wessex Lane signalised junction
3. Wide Lane/Mansbridge Road roundabout junction

Automatic Traffic Counts (ATCs)

4. A355 (south of A335/ Leigh Road junction)
5. Wide Lane (south of Wide Lane/ Doncaster Drove junction)
6. A335 (west of Stoneham Interchange)
7. Wide Lane (north of Wide Lane/ Mitchell Way/ George Curl Way roundabout)
8. Mitchell Way (south of Southampton Airport Parkway Rail Station access)
9. Wide Lane (north of Land Rover car dealership)
10. Wide Lane (south of Mardon Close)
11. Mansbridge Road (east of Monks Way)
12. Stoneham Way (including Wide Lane) (south of Stoneham Way/ Wide Lane/ Bassett Green Road junction)
13. Stoneham Way (north of Stoneham Way/ Wide Lane/ Bassett Green Road junction)

Pedestrian and Cycling Surveys

3.94 Steer has also commissioned pedestrian / cycle count surveys on Wide Lane Bridge and at the pedestrian crossing points on Mitchell Way. These surveys were 24-hour surveys and took place from Friday 6th December 2024 to Saturday 7th December 2024, 00:00 to 23:59.

3.95 Pedestrian and cyclist counts were undertaken at the following four locations:

- Site 1: Wide Lane;
- Site 2: Mitchell Way north crossing;
- Site 3: Mitchell Way south crossing.

3.96 Storm Darragh brought strong winds and heavy rain to western parts of England and Wales on the weekend of the 7th and 8th December 2024. Adverse weather conditions were experienced on the second day of the survey (Saturday 7th December 2024), however weather conditions were unaffected on Friday 6th December 2024. The Friday data is therefore considered to be significantly more robust.

Wide Lane

- 3.97 Pedestrian and cyclist flows were surveyed on Wide Lane, approximately at the location that Wide Lane passes over the railway lines.
- 3.98 **Table 3.6** summarises the pedestrian and cyclist count during the morning peak hour (08:00-09:00), evening peak hour (16:00-17:00), and the daily (24 hour) counts.

Table 3.6: Wide Lane Survey Results – Pedestrians and Cyclists

Hour Starting	Friday 06/12/2024						Saturday 07/12/2024*					
	Pedestrians			Cyclists			Pedestrians			Cyclists		
	NB	SB	Total	NB	SB	Total	NB	SB	Total	NB	SB	Total
08:00	6	5	11	21	16	37	3	2	5	2	1	3
16:00	8	9	17	7	16	23	1	1	2	2	3	5
Daily (24 hrs)	66	70	136	117	109	226	37	30	67	29	28	57

*Note the adverse weather conditions noted in paragraph 3.97.

Zebra Crossings on Mitchell Way

- 3.99 Pedestrian and cyclist movements were also surveyed at the two zebra crossings located along Mitchel Way, between Southampton Airport Parkway Rail Station and Southampton International Airport.
- 3.100 **Table 3.7** sets out the two-way pedestrian and cyclist counts at the northern zebra crossing on Mitchell Way, during the morning peak hour (08:00 – 09:00), evening peak hour (17:00 – 18:00) and across the day (24 hours) on Friday 6th December 2024. The eastern footpath provides the link into the airport terminal, and the west footway (south of the crossing) provides the link to Southampton Airport Parkway Rail Station and the bus stop to the south.
- 3.101 Following this, **Table 3.8** sets out the two-way pedestrian and cyclist movements at the southern zebra crossing on Mitchell Way during the morning peak hour (08:00 – 09:00), evening peak hour (17:00 – 18:00) and across the day (24 hours) on Friday 6th December 2024.

Table 3.7: North Crossing on Mitchell Way – Pedestrian and Cyclist Two-Way Counts

Time period	Pedestrians							Cyclists						
	NB on west footway (not using the crossing)	SB on west footway (not using the crossing)	Eastern footpath	West footway (south of crossing inc. station entrance)	Station access ramp	West footway (north of crossing)	Total	NB on west footway (not using the crossing)	SB on west footway (not using the crossing)	Eastern footpath	West footway (south of crossing inc. station entrance)	Station access ramp	West footway (north of crossing)	Total
08:00-09:00	1	4	221	88	132	1	447	0	0	0	0	0	0	0
17:00-18:00	3	0	229	123	100	6	461	0	0	0	0	0	0	0
Daily	20	43	2446	1435	978	33	4955	2	1	0	0	0	0	3

Table 3.8: South Crossing on Mitchell Way – Pedestrian and Cyclist Two-Way Counts

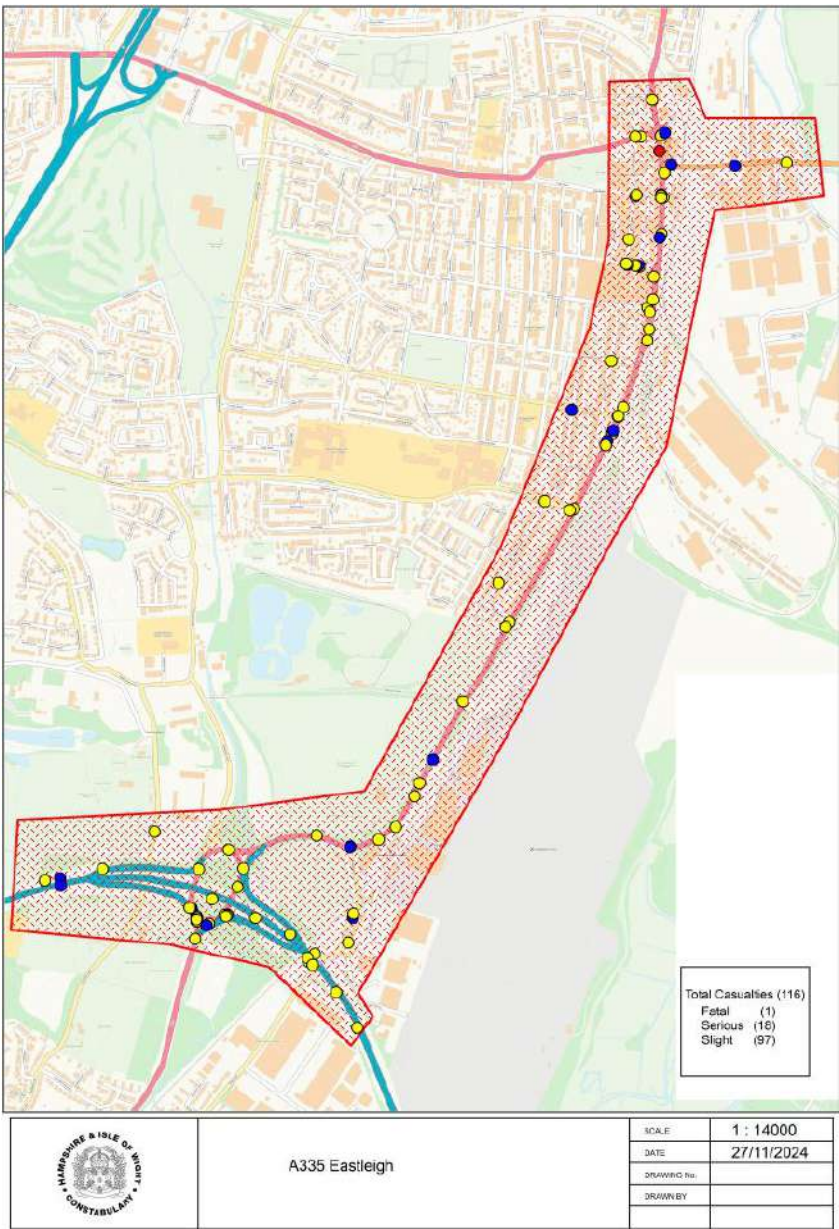
Time period	Pedestrians								Cyclists							
	Northbound (incl on-carriageway and West Footway)	Southbound (incl on-carriageway)	Eastern Footpath	Car Park Entry / Exit	Station Footbridge	Station Platform Entry / Exit	Cycle Parking Entry / Exit	Total	Northbound (incl on-carriageway and West Footway)	Southbound (incl on-carriageway)	Eastern Footpath	Car Park Entry / Exit	Station Footbridge	Station Platform Entry / Exit	Cycle Parking Entry / Exit	Total
08:00-09:00	27	52	4	48	59	40	2	232	7	37	3	36	41	17	0	141
17:00-18:00	55	36	16	47	147	104	10	415	1	1	0	0	0	2	0	4
Daily	778	561	213	731	1368	1285	36	4972	8	8	0	0	1	12	0	29

Personal Injury Accident Data

Eastleigh Area

- 3.102 To establish whether there any existing safety concerns associated with the highway network in the vicinity of the Site, Steer has obtained Personal Injury Accident (PIA) data from Hampshire Constabulary. Data is taken from the most recent available 5-year period; 2019-2024.
- 3.103 In total there were 94 PIA incidents which resulted in 116 casualties. One of the incidents resulted in a fatality, 18 resulted in serious injury and the rest (97) resulted in slight injury.
- 3.104 The study area and accident locations are provided at **Figure 3-8**, and the full incident report is included at **Appendix F**.

Figure 3-8: Personal Injury Traffic Collisions in the Vicinity of the Site (Eastleigh)



A335

- 3.105 One accident occurred on the A335, between Wide Lane and Stoneham Interchange. The accident was caused by the driver losing control due to wet weather, and resulted in a slight injury.

A335 / Wide Lane Roundabout

- 3.106 Two accidents occurred at this location, both of which resulted in serious injury. One accident occurred due to a road rage incident, and the other occurred because a vehicle failed to give way to a cyclist, who was already on the roundabout.

Bishopstoke Road

- 3.107 Three accidents occurred at this location. Two accidents occurred whereby a motorcyclist failed to give way to a cyclist, resulting in a slight injury and a serious injury.
- 3.108 One accident occurred when a motorcyclist lost control, due to defective steering and/or a slippery inspection cover or road marking. This resulted in serious injury.

Bishopstoke Road / Station Hill

- 3.109 One accident occurred at this location, caused by a vehicle failing to give way, resulting in slight injury to a motorcyclist.

Chestnut Avenue

- 3.110 One accident occurred at this location, caused by loss of control by an inexperienced/ learner driver, coupled with wet weather conditions. This resulted in a slight injury.

Derby Road / High Street

- 3.111 One accident occurred at this junction, due to a pedestrian failing to look properly / judge the vehicle speed whilst crossing. This resulted in a serious injury.

Doncaster Road

- 3.112 One accident occurred on Doncaster Road, caused by a vehicle failing to look properly, resulting in a slight injury.

Leigh Road / Upper Market Street

- 3.113 Two accidents occurred at this junction, resulting in slight injuries to pedestrians. One was caused by a car failing to look properly and turning into a pedestrian crossing, and the other resulted from a cyclist (with no lights) colliding with a pedestrian crossing the road.

Market Street

- 3.114 One accident occurred at this location, due to a motorcyclist with defective brakes, resulting in a slight injury.

Market Street / Grantham Road

- 3.115 One accident occurred at this junction due to a car failing to give way, resulting in a slight injury.

Romsey Road

- 3.116 Two accidents occurred at this location. One accident resulted from a distraction outside of the vehicle leading to a rear end shunt, and the other was caused by a pedestrian walking through stationary traffic (likely due to disability or illness). Both accidents resulted in slight injuries.

Southampton Road

- 3.117 Ten accidents occurred along Southampton Road, of which seven resulted in slight injuries and three resulted in serious injuries. The causation factors are bulleted below:

- Poor turn / manoeuvre;
- Car disobeyed road signs and collided with cyclist;
- Motorcyclist overtook stationary vehicle into path of vehicle;
- Pedestrian deliberately stepped into the path of a vehicle;
- A cyclist (no lights/ dark clothing / headphone) veered into the path of a vehicle;
- A cyclist on an electric bike failed to stop and collided with vehicle;
- A goods vehicle collided with the gliders of another goods vehicle, knocking them onto a pedestrian's ankle;
- A driver was impaired by alcohol and travelling too fast; and
- Two accidents were caused by cars following too closely, resulting in rear end shunts.

Southampton Road / Blenheim Road

- 3.118 Two accidents occurred at this location, resulting in slight injuries. One accident occurred when a car driver was unable to see due to bright sunlight and collided with a cyclist and the other resulted from sudden braking and failure to slow in time.

Southampton Road / Chestnut Avenue

- 3.119 Two accidents occurred at this junction, resulting in slight injuries. One resulted from a car failing to give way, and the other was caused by a car turning into a pedestrian crossing the road.

Southampton Road / Derby Road

- 3.120 Four accidents occurred at this junction. Three accidents were caused by drivers failing to look properly, resulting in slight injury. One accident resulted from a car failing to give way and turning into the path of a cyclist, resulting in a serious injury.

Southampton Road / Derby Road

- 3.121 One accident occurred at this location, caused by a vehicle following too closely, resulting in a slight injury.

Spitfire Roundabout

- 3.122 One accident occurred at this roundabout, caused by a car failing to give way. This resulted in a slight injury.

Station Hill

- 3.123 A fatality occurred on Station Hill, circa 55m to the south of the Station Hill / A335 / Twyford Road roundabout. The incident report outlines that a car was travelling along Station Hill at

excess speed, lost control and swerved into the opposite side of the carriageway into the path of an HGV.

Station Hill / Leigh Road

- 3.124 Four accidents occurred at this junction, all resulting in slight injuries. One resulted from a distraction inside the vehicle (coughing fit), two resulted from rear end shunts and one resulted from a cyclist entering the road from the pavement, into the path of a vehicle.

Stoneham Lane

- 3.125 One accident occurred, when a cyclist impaired by alcohol fell off their bike, resulting in slight injury.

Stoneham Way A335

- 3.126 One accident occurred due to a vehicle following too closely, resulting in a slight injury.

Twyford Road / Romsey Road Roundabout

- 3.127 Two accidents occurred at this roundabout. One was due to a vehicle failing to give way to a cyclist, resulting in a slight injury. The other resulted from a motorcyclist losing control on the roundabout, resulting in a serious injury.

Twyford Road / The Crescent

- 3.128 One accident occurred at this junction, whereby a vehicle entered the junction due to a misleading signal, resulting in a slight injury.

Wells Place / Market Street

- 3.129 Two accidents occurred at this junction. One occurred when a mobility scooter failed to stop and collided with a pedestrian, resulting in a serious injury. The other occurred when a pedestrian crossed the road in a vehicle blind spot, resulting in a slight injury.

Wells Place / Mitchell Road

- 3.130 Three accidents occurred at this junction. The causation factors are summarised below:
- A person tripped up whilst entering a stationary bus, resulting in a slight injury;
 - A pedestrian was struck by a vehicle reversing round the corner (poor turn / manoeuvre), resulting in a serious injury; and
 - A car failed to look properly whilst undertaking a poor manoeuvre, resulting in a slight injury.

Wide Lane

- 3.131 Eight accidents occurred along Wide Lane. The causation factors are summarised below:
- A car overtook a cyclist too closely, resulting in one serious injury and one slight injury;
 - A cyclist entered the junction from the pavement into the path of an oncoming vehicle, resulting in a slight injury;
 - A car failed to slow, resulting in a slight injury;
 - A cyclist clipped railings and went over the handlebars, resulting in a serious injury;

- A car failed to look properly and turned right in error, colliding with an oncoming vehicle, resulting in a slight injury;
- Failed to look properly / failed to judge other persons path or speed, resulting in a slight injury; and
- Fatigue / loss on control due to wet weather, resulting in a slight injury.

Wide Lane / South Street

- 3.132 Two accidents occurred at this junction, whereby motorcyclists failed to slow in time. Both resulted in slight injuries.

M27

- 3.133 Thirteen accidents occurred on the M27. Two accidents resulted in serious injuries and 11 resulted in slight injuries. The causation factors are summarised below:

- Loss of control due to substance;
- Failure to slow, resulting in rear end shunts;
- Vehicle travelling too fast;
- Loss of control;
- Failed to look properly when changing lanes;
- Loss of control due to a medical episode; and
- Careless / reckless / in a hurry.

Stoneham Interchange

- 3.134 20 accidents occurred at the Stoneham Interchange, resulting in two serious injuries and 18 slight injuries. The causation factors at each location of the Stoneham Interchange are summarised below.

Stoneham, Interchange – Roundabout

- 3.135 Three accidents occurred on the Stoneham Lane Interchange roundabout, caused by the following:

- A vehicle failed to slow / stop;
- A vehicle in the wrong lane cut across and collided with the adjacent vehicle; and
- A learner drive changed lanes without looking properly;

Stoneham Interchange (Stoneham Lane Arm)

- One accident occurred on the Stoneham Lane arm, which resulted from a vehicle failing to give way and sudden braking.

Stoneham Interchange (Stoneham Way Arm)

- 3.136 Ten accidents occurred on the Stoneham Way arm. The causation factors were:
- Vehicle failed to slow, resulting in a rear end shunt;
 - Vehicle failed to give way;
 - Car changed lane and collided with rear of vehicle in front, resulting in a rear end shunt;
 - Car failed to judge speed of vehicle in front causing a rear end shunt;
 - Poor turn or manoeuvre / sudden braking / failed to look properly and failed to judge other person speed or path; and

- Failed to stop in time due to failure to judge speed/path and wet weather conditions.

Stoneham Interchange (M27 WB On Slip)

- 3.137 Two accidents occurred on the M25 westbound off slip. One resulted from a bottle stuck under the brake pedal, and the other was caused by a poor manoeuvre whereby a driver cut across multiple lanes.

Stoneham Interchange (M27 WB Off Slip)

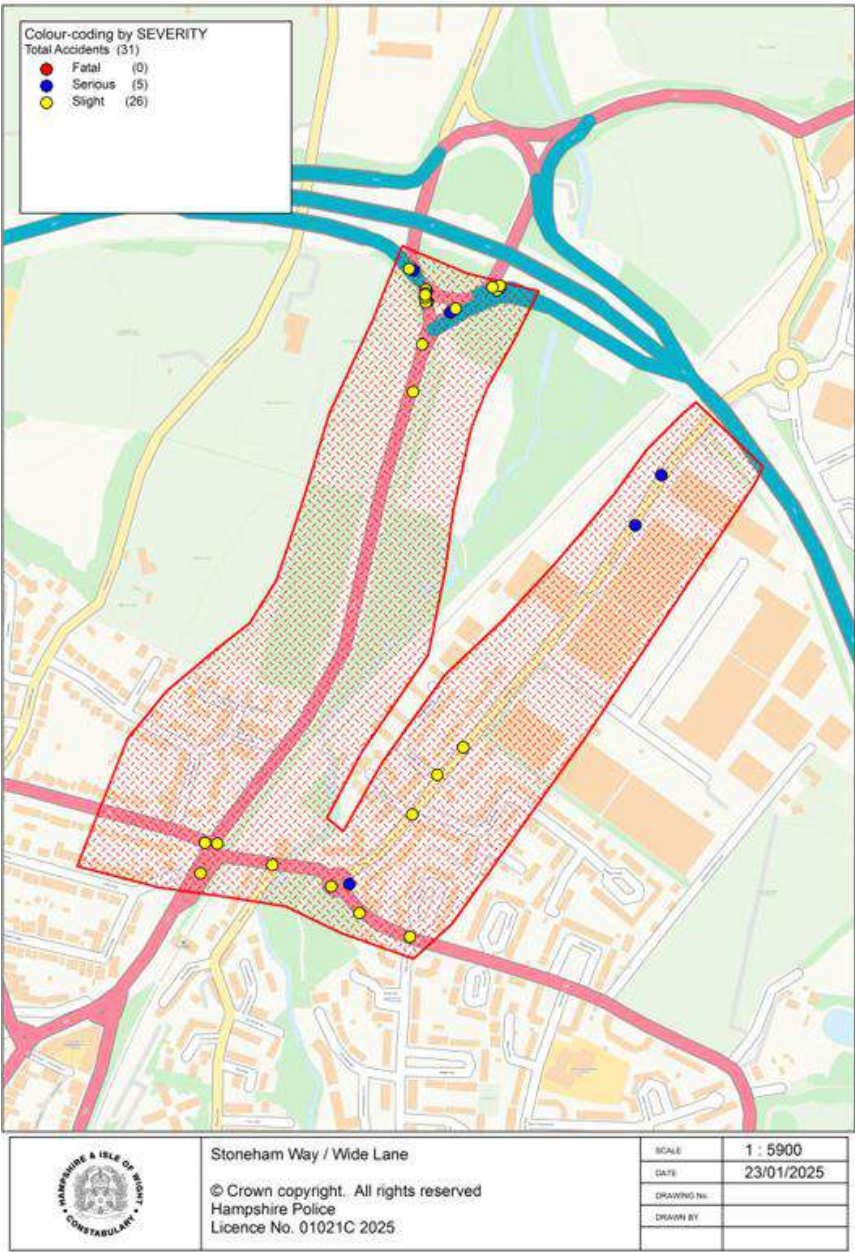
- 3.138 Four accidents occurred at the M27 westbound off-slip. The causation factors are summarised below:

- Vehicle clipped the kerb;
- Vehicle ran a red light and collided with another vehicle;
- Driver's foot slipped off the clutch; and
- Failure to judge other person speed / distracted.

Southampton Area

- 3.139 To understand the level of PIAs that have occurred within the Southampton area, to the south the M27, Steer has obtained further Personal Injury Accident (PIA) data from Hampshire Constabulary for the most recent available 5-year period; 2019-2024.
- 3.140 The study area and accident locations are provided at **Figure 3-9**, and the full incident report is included at **Appendix F**.

Figure 3-9: Personal Injury Traffic Collisions in the Vicinity of the Site (Southampton)



- 3.141 In total there were 31 PIA incidents which resulted in a casualty, of which five resulted in serious injury, and 26 resulted in slight injury.
- 3.142 The locations and causation factors associated with the PIA's are summarised below.

Stoneham Way / Wide Lane

- 3.143 Three slight accidents occurred at this junction during the five-year period, all resulting in slight injuries. The likely causation factors included loss of control (one due to wet weather), and a car running a red light.

Wide Lane / Mansbridge Road

- 3.144 Four accidents occurred at this junction during the five-year period. The likely causation factor in all accidents were the driver failing to look properly / give-way. One accident result in serious injury and three accidents resulting in slight injury.

Wide Lane / Wessex Lane

- 3.145 One accident occurred at this location, whereby a car ran a red light and collided with a motorcycle, resulting in slight injury.

M27 J5 / Stoneham Way Interchange

- 3.146 A cluster of 18 accidents occurred at the M27 J5 interchange. It should be noted that those on the southern part of the gyratory and the southern Stoneham Way approach were also captured in the Eastleigh PIA data.

- 3.147 The accidents were primarily slight in nature, however two of the accidents resulted in serious injury. The likely causation factors of the accidents in this location included:

- Driver failing to slow / look properly;
- A car running a red light;
- Incidents including a driver foot slipping off the clutch and a bottle under a brake pedal;
- A distraction outside of the vehicle;
- Wet weather conditions causing loss of control; and
- Poor manoeuvres/turns.

Wide Lane

- 3.148 Five accidents occurred along Wide Lane during the five-year study period. Two accidents resulted in serious injury (north of Mountpark) and three resulted in slight injury. The main causation factors were drivers failing to look properly, a learner driver with inexperience of the vehicle type, and loss of control due to wet weather conditions.

- 3.149 The two serious accidents in this location were caused by inexperience with the vehicle type and loss of control due to wet weather conditions.

PIA Summary

- 3.150 Overall, the accidents are predominantly focussed on the locations of junctions, due to conflicting manoeuvres. The locations and causations factors of the accidents do not indicate a fundamental issue with highway safety issues related to the geometry of the highway/ junctions.

Summary

- 3.151 The Site is very well located to access the SRN and also benefits from existing public transport infrastructure due its proximity to the airport and associated rail station.
- 3.152 It is noted that current access routes to the Site, including vehicular and active travel routes, are undeveloped. Details as to how the Proposed Development will be accessed are provide in **Chapter 4**.

4 Development Proposals

Overview

- 4.1 This Chapter describes the development proposals in terms of use, access arrangements for all modes (prioritising active modes), car and cycle parking provision levels, and the public transport strategy.
- 4.2 The Transport Assessment has been subject to a pre application scoping exercise. The Technical Notes issued to HCC are included in **Appendix G**.
- 4.3 In addition to the pre application scoping technical notes, the following organisations were consulted on the scheme proposals, access strategy and junction mitigation measures at the following meetings:
 - EBC and HCC – Monday 16 December 2024;
 - SCC – Tuesday 17 December 2024;
 - SCC, HCC and NH – Friday 10 January 2025; and
 - ECC and HCC – Monday 17 February 2025.

The Vision

- 4.4 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.

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 trips 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.

- 4.5 This approach ensures that the Proposed Development is in conformity with the NPPF, National Highways Circular 01/2022 and Hampshire County Council LTP4 and other policy documents outlined previously within this TA.

Proposed Development

Development Proposals

- 4.6 The Proposed Development planning submission is for 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.”*
- 4.7 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 and delivery of the initial site access and enabling works package.
- 4.8 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.
- 4.9 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 existing highway along Mitchell Way and then continues to ensure that access is provided to both development plots.
- 4.10 The Indicative Site Masterplan can be found at **Appendix A**.

Proposed Development Access Arrangements

Overview

- 4.11 In summary, the proposed access arrangements consist of:
- A single vehicle access point via the existing and improved Mitchell Way which connects with the wider highway network at the Spitfire Roundabout.
 - A new estate primary spine road extending from the end of Mitchell Way through the development area (with safeguarding for the CLLR).

- Improvements to Mitchell Way in the form of improved facilities for pedestrians and cyclists, connecting to the Airport, Southampton Airport Parkway Rail Station, Wide Lane and the National Cycle route 23.
- A pedestrian / cycle connection under the railway line to the north.
- A pedestrian connection to the Itchen Navigation.

Mitchell Way Improvements

- 4.12 The following sections outline the proposed improvements that will be made to Mitchell Way and the Proposed Development multi-modal access strategy.
- 4.13 The initial section of Mitchell Way up to the north of the HSBC building is public highway. This currently has a shared use footway / cycleway at its southern end. No improvements are proposed to the existing section of Mitchell Way between the Spitfire Way roundabout and the southern station car park, as third-party land ownership constraints prevent widening.
- 4.14 Improvements are proposed to the section of Mitchell Way that falls within the Airport Freehold ownership. These will ensure a high-quality active travel connection can be provided between the Proposed Development masterplan and the Southampton Airport Parkway Rail Station and southern Mitchell Way bus stops. The route could also be used by active travel users, travelling further south towards Southampton.
- 4.15 The proposed improvements comprise:
- Localised widening of the carriageway in the vicinity of the S-bend to the north of the Signature Aviation building to facilitate two-way HGV movements in this location.
 - 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 will be upgraded from the current footway to a 3m wide shared use footway/ cycleway.
 - The above shared-use footway cycleway will merge into a segregated cycle and pedestrian route (a 3m cycle route, adjacent 2m footway and 500mm buffer to the edge of the carriageway) at the S-bend north of the Signature Aviation building, with this continuing along the western side of Mitchell Way up to the northern end of Mitchell Way.
 - A parallel pedestrian and cyclist crossing point will then be provided at the northern end of Mitchell Way, prior to its connection with the new proposed masterplan primary spine road. This crossing point will effectively transfer the segregated facility on the western side of Mitchell Way to the segregated pedestrian/ cycle route that will run along the southern side of the proposed masterplan primary spine road. Full details of the proposed masterplan primary spine road are provided in the following section.
- 4.16 The improvements would only require land take to the western side of Mitchell Way and would retain the existing Mitchell Way kerbline, except at the S-bend where a small area of widening would be required to the east of the existing road.
- 4.17 Revisions will be made to the existing crossover at the western side of the road, to the north of the existing S-bend and to the western long-stay car park crossover, which has been reconfigured to be accessible by a coach. The entrance into the long stay airport car park at the far northern end of Mitchell Way will also be reconfigured, together with the car park

entrance security checkpoint. No changes are proposed to any of the junctions/ crossovers on the eastern side of Mitchell Way.

- 4.18 All of the above improvements can be delivered within the Airport Freehold ownership and the airport have been fully consulted on the proposals. The Airport section of Mitchell Way will retain a 20mph speed limit.
- 4.19 **Appendix H** presents a 2D conceptual design for the proposed improvements. Further detailed drawings, identifying the required structures, levels and swept paths for the 16.5m articulated lorries at the S-bend have been submitted separately for approval as part of the application.
- 4.20 It is proposed for any future street lighting design to be conditioned.

New Masterplan Primary Spine Road

- 4.21 The proposed alignment of the new primary spine road is detailed in **Appendix I**.
- 4.22 The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. The primary spine road will comprise a 7.3m wide carriageway, with a segregated cycleway/ footway running along its southern side. This will consist of a 0.5m buffer from the edge of the carriageway, an adjacent segregated 3m wide cycleway and an adjacent 2m footway.
- 4.23 The road has been designed to an adoptable standard, with a 30mph speed limit and terminates to the north of the North Plot access junction. The gradient of the northern section has been designed to ensure it could form part of the CLLR and pass over the railway bridge if it were to subsequently come forward.
- 4.24 The main carriageway at the bend, to the north of the airport runway will sit within a cutting, with the segregated southern footway/ cycleway provided at grade, to the south of the road, separated by a barrier. A blast screen is proposed at the end of the runway between Southampton Airport's runway and the southern side of the segregated cycle route.
- 4.25 Two main priority junctions will be provided along the route to connect with the secondary masterplan access roads that lead into the South Plots and North Plot. Space has been allocated to allow for future right-turn pockets to be provided into these access roads if the CLLR were to subsequently come forward. However, the currently proposed designs do not include the right turn pockets.
- 4.26 To maintain flexibility, a third priority junction is also proposed on the main spine road to provide vehicular access to the Unit 16 and its associated car park and service yard. This is designed to a sufficient width with an exit taper incorporated to allow HGVs to enter/exit concurrently, without overrunning of the opposing lanes on the primary spine road.
- 4.27 Crossing points, with dropped kerbs and tactile pavements will be provided at the North and South plot side junctions to facilitate the safe movement of pedestrians and cyclists along the southern side of the primary spine road.
- 4.28 Detailed drawings for the new primary spine road, plus swept path drawings and visibility splays at the side junctions have been produced by Burrows Graham and submitted separately for approval as part of the application.

Outline Masterplan Design and Secondary Roads

- 4.29 The masterplan general arrangement drawings are included in **Appendix J**.
- 4.30 The Proposed Development's internal road network has been designed to include high quality active travel facilities. The internal estate roads will include the following:
- A shared-use 3m footway/ cycleway to one-side of the road, with a 2m wide footway on the opposite side of the road.
 - 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.
 - The opportunity for a bus to enter the masterplan area and turn within the South Plot, safeguarding the opportunity for the site to be served by buses.
- 4.31 All of the secondary roads will be designed with minimum 7.3m wide carriageways to facilitate two-way HGV movements.
- 4.32 Swept path analysis drawings for the secondary roads and plot entrances are included within **Appendix J**.
- 4.33 All plot entrances will be designed as priority junctions and the plots have been designed to ensure all HGVs can enter and exit within forward gear and manoeuvre efficiently within the service yards. Associated swept path analysis for a selection of plots are included in **Appendix J**.

Emergency Access

- 4.34 All roads within the development plots are designed to standard widths to allow emergency vehicle access into each individual unit, including the vehicle fleet operated by Hants Fire services. The routing into the masterplan would be via the single Mitchell Way existing access point from the Spitfire Roundabout (as per existing airport traffic), with these vehicles then using the new proposed masterplan roads.
- 4.35 The external effect of the Proposed Development traffic associated with the Navigator Quarter has been assessed to ensure that the local highway network (with identified mitigation) can still operate within capacity. It is therefore, not anticipated that emergency vehicles would experience undue delay resulting from additional traffic associated with the development.

Masterplan Active Travel Connections

- 4.36 The connection between the northern boundary of the North Plot beneath the railway line leading into the HCC-owned 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.
- 4.37 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.

- 4.38 Pedestrian and cycle provision has been made along the length of the new spine road and land has been safeguarded for the future provision of the CLLR (including pedestrian and cycle facilities) to continue over the railway and to tie into the safeguarded alignment.
- 4.39 It is therefore evident that three opportunities to connect the site to the north have been allowed for within the masterplan. However, it should be noted that the development proposals to have pedestrian / cycle access to and from the south are not reliant upon the delivery of these additional active travel connections. Potential improvements to Conegar Road and the delivery of the CLLR, either in part or in full, and either as envisaged in the Local Plan or as an active travel route, provide opportunities for connections to be made in the future. The Applicant is actively discussing these opportunities with HCC and EBC, which would bring forward not only improved access to the Site, but a wider strategic north-south link between Bishopstoke and the Spitfire Roundabout.

Additional connections considered

- 4.40 During pre-application discussions HCC requested the inclusion of a north-south pedestrian/ cycle route within the site between the North and South Plots. This has been considered but has not been ultimately included within the proposals, due to the adverse impact it would have on the strip of vegetation between the plots, exacerbated by the need to address the level change between plots. Access between the two plots will therefore be via the main primary spine road link, which as identified earlier includes segregated pedestrian and cycle facilities.
- 4.41 Furthermore, a connection from the North Plot to the eastern end of Campbell Road has also been considered. However for the following reasons this is not considered feasible:
- The current at grade crossing point to the south of Campbell Road is for Network Rail operational use only and is gated and therefore, not publicly accessible. There are significant deliverability issues associated with crossing the Network Rail tracks at grade and Network Rail's general presumption is that at grade crossing should be removed wherever possible (due to safety issues as it is an active rail track), rather than creating new level crossings.
 - An active travel bridge landing in the Campbell Road playground would have significant adverse land take impacts on the playground and green space. This option therefore requires third party land or access rights across third party land which is currently beyond the Applicant's control.
 - Although there is footway provision within the Campbell Road residential estate, the footway ends to the east of the railway works depot, with pedestrians/ cyclists then needing to travel on carriageway on the remaining section of Campbell Road, including over the railway line, which is narrow and has tight bends. This presents a significant safety constraint.
 - The planning application for the Eastleigh railway works (Ref F/20/87841) included pedestrian improvement works for Wide Lane Bridge, but an application was submitted (ref: X/23/96250) to vary associated planning conditions 36 and 37 for an extended timeframe of 18 months. This was permitted on 16 January 2024. As a result the improvements have not been implemented on-site, however, once delivered, pedestrians and cyclists will still need to walk/ cycle in the carriageway across the

bridge and pedestrians would need to negotiate steps onto Southampton Road. Adding additional pedestrian and cycle flows to this route would therefore, present safety risks.

- 4.42 In summary, an at grade crossing is not considered acceptable and there would be insufficient demand to warrant the delivery of a bridge over the railway line to support the application.

Parking Provision

Car Parking Provision

- 4.43 The EBC Draft Non-Residential Car Parking Standards state:

“The Council will seek a well-designed solution that accommodates the expected number of vehicle trips to any new non-residential development site.

Applications with parking levels which deviate away from the expected standard should be substantiated by robust evidence contained within the Transport Assessment/Transport Statement/Travel Plan. These will be considered on an individual bases taking account of local circumstances and will have full regard to the Council’s declaration of a Climate and Environmental Emergency in July 2019.”

- 4.44 As the scheme is in outline, and it is unknown which land use would be accommodated within each building, indicative car parking courts have been included on the indicative Masterplan layout in **Appendix A**. These have been assessed based on an average of the parking standards for B8 Warehouse and B8 Distribution centres land uses (presented in **Table 4.1** overleaf).

- 4.45 At the Reserved Matters Application stage, full details of the parking provision will be provided. If a higher quantum of B2 land use is required at that stage (which presents a higher parking demand), the indicative service yard areas can be repurposed to accommodate car parking rather than HGV parking, given the lower servicing trip demand associated with B2 compared to B8 land uses. A statement of intent is set out as follows, in terms of on-site vehicle parking:

- All car parking within the Proposed Development will be provided in accordance with the car parking standards presented in **Table 4.1**, as detailed in the EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023).
- 20% of spaces will have active Electric Vehicle Charging (EVC) provision (40Kw+);
- A further 20% of spaces will have passive EVC provision;
- 5% of spaces will be designated to disabled persons parking, minimum 1 space;
- 5% of spaces will be designated to motorcycle parking, minimum 2 spaces;
- All parking proportions will be rounded up to the next whole number; and
- The Proposed Development will sum the requirements of the different uses whilst taking account of the opportunities for the shared use of space at different times of the day/week.

Table 4.1: Relevant EBC Draft Non-Residential Car Parking Standards (2023)

Use Class	Expected Standard		
	Car Parking	Loading Areas	Operational Vehicle Parking
B2 General Industrial	1 space per 45 sqm	1 space	Site-by-site
B8 Warehouse	1 space per 80 sqm	1 space	Site-by-site
B8 Distribution centres	1 space per 100 sqm	site-by-site	1 space per 500sqm
E(g)(i) Office	1 space per 35 sqm	1 space	Site-by-site
E (g)(iii) Light Industrial	1 space per 45 sqm	1 space	Site-by-site

- 4.46 Individual parking bays will measure a minimum of 2.5 x 5.0m (larger for disabled bays), and with aisle widths of 6.0m. Any car parking space located adjacent to a vertical obstruction (i.e. wall) or landscaping area will be afforded an additional 0.3m step out strip to make the space fully usable.

Cycle Parking Provision

- 4.47 Cycle parking provision numbers will also be determined at Reserved Matters Application stage. These will be provided in accordance with the minimum EBC cycle parking standards presented in **Table 4.2**, as detailed in the EBC Parking Standards Supplementary Planning Document – Draft for Consultation (July 2023).

Table 4.2: EBC cycle parking standards

Land Use	Short Stay	Long Stay
E Office	1 space per 300 sqm	1 space per 8 staff
E Light Industrial	1 space per 500 sqm	1 space per 8 staff
B2 General Industrial	1 space per 500 sqm	1 space per 8 staff
B8 Warehouse	1 space per 600 sqm	1 space per 10 staff
B8 Distribution Centres	1 space per 600 sqm	1 space per 10 staff

- 4.48 Long stay cycle parking spaces will be covered and secure, with short stay cycle parking spaces provided in the public realm, in close proximity to unit entrances.
- 4.49 Full details of shelters and any security measures will be provided.

Beryl Bikes

- 4.50 The Applicant is proposing to implement a Beryl electric shared bicycle scheme within the Proposed Development from the outset, and initial discussions have been held with Beryl Bikes.
- 4.51 Following initial discussions, provision has been made for two painted bays (each with a spatial requirement of 4.8m x 2m) which each accommodating eight Beryl electric bicycles.

The indicative locations of these bays are illustrated as part of the indicative Masterplan (**Appendix A**) at the following locations:

- Immediately south-west of the main site access junction for the North Plot (western side of the road).
- Immediately west of the main site access junction for the South Plot (south of the main spine road).

4.52 The feasibility report is included in **Appendix K**.

Car Club

4.53 Discussions were initially held with Co-wheels to investigate the potential for providing dedicated parking spaces for car club vehicles at the Site. Co-wheels advised that they do not consider it an appropriate location and land use mix to include a site-wide car sharing scheme at this stage due to the anticipated low usage levels associated with industrial sites. A Car club space could however be delivered within the site masterplan should this position change. The demand for a car club would be reviewed through the Travel Plan.

4.54 It should also be noted that the Airport Parkway Travel Hub (delivered through the Transforming Cities Fund) will potentially include one electric vehicle car club space (Co-Wheels) in the future, providing site users with this car sharing option as part of a wider multi-modal journey.

Public Transport Strategy

4.55 As previously outlined, the Applicant is proposing to improve the pedestrian/ cycle route along Mitchell Way to the Airport Parkway bus stops and railway station as part of these proposals. This is in addition to providing a pedestrian/ connection under the railway line to the north into the MRF facility that could form part of a future strategic active travel connection via Conegar Road and Chickenhall Lane to provide access to the Bishopstoke Road bus stops and the railway station in Eastleigh.

Bus Provision

4.56 Discussions are currently ongoing with Go South Coast in relation to the feasibility of providing a bus connection into the Proposed Development. Potential opportunities for the development could include:

- A Unilink U1A/U1C extension to the site from the existing Southampton Airport stop.
- Consideration of a bespoke service for the site to align with staff shift changeover patterns.

4.57 However, Go South Coast have advised that at this stage of the Proposed Development, it would not be possible to establish the exact degree of bus travel demand, until further details of occupiers are understood, and their operational needs are clear.

4.58 Alternatively, if the above options were not considered to be feasible, there could be scope to extend the Airport Shuttle bus into the site.

4.59 To safeguard the potential for a future bus route connection within the Site, the illustrative Masterplan (**Appendices A and J**) 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.

4.60 The Applicant is willing to make an appropriate financial contribution within the S106, to facilitate bus access or to enter into a Level of Service agreement, to be secured within the section 106. Further discussions will be undertaken with EBC and HCC to agree a reasonable contribution.

Waste Collection

4.61 An Outline Waste Management and Recycling Statement has been submitted alongside this planning application which contains further details about the relevant operations. Given the outline nature of the Development Proposals, the Statement is high level and identifies that waste collections will be managed by a private contractor. Dedicated areas for the storage of waste and recycling will be provided for within the various service yard areas. As the Proposed Development will be designed to accommodate large HGVs to access the units and their service yards for deliveries, the Site's highway network will also be able to accommodate refuse vehicles for waste and recycling collection.

4.62 Details of the proposed waste receptacles and storage will be outlined at RMA stage or pursuant to a planning condition, prior to the occupation of the related unit(s), as part of a Delivery and Servicing Plan (DSP) and/or a Waste Management Plan (WMP). These documents will set out the operation of each service yard within the units and the delivery and servicing and waste management strategies, including associated swept paths, numbers of loading bays/ docks, refuse storage and collection points and DSP measures.

5 External Strategic Transport Connections (Outside Application Boundary)

Overview

- 5.1 In addition to the delivery of new infrastructure delivered through the masterplan and the improvements to Mitchell Way, there are opportunities to facilitate improvements to both the pedestrian and cycle facilities locally as well as address existing capacity / safety issues on the highway network.
- 5.2 This Chapter considers infrastructure improvements that have been considered by EBC and HCC outside of the proposed masterplan planning application boundary that could provide wider strategic connectivity between Southampton, Eastleigh and Bishopstoke as well as providing benefit to modal choice and enhance connectivity to the Proposed Development.

Wide Lane Bridge Enhancements

- 5.3 The Wide Lane Bridge to the north of the site is constrained in terms of pedestrian and cycle infrastructure as well as being a bottleneck for HGVs to cross. While the constraint has not stopped development coming forward it is a long-term aspiration of EBC and HCC to improve the operation of the bridge and to provide better non-motorised user access.
- 5.4 In the past studies have been undertaken by HCC on potential improvements to the Wide Lane Bridge to enable unimpeded two-way HGV movements and provide enhanced facilities for pedestrians and cyclists.
- 5.5 The most recent options considered by HCC have included providing a new active travel modes bridge adjacent to the existing bridge and then widening the carriageway within the confines of the current bridge structure. This would provide a segregated pedestrian / cycle link over the railway, whilst allowing two-way movement of HGVs. The scheme would therefore improve safety for all users and help to encourage more walking and cycling and lead to modal shift locally. Three options have most recently been considered by HCC, and these include:
- **Option 1** – New active travel bridge to the south of the existing bridge.
 - **Option 2** – New active travel bridge to the north of the existing bridge.
 - **Option 3** – New active travel bridge at the south end of the station platforms.

- 5.6 While the need to improve the bridge was raised through the pre-application discussions with stakeholders, it is of note that:
- improvements to the Wide Lane Bridge do not form part of the EBC Adopted Local Plan; and
 - no reference is made within Policy E7 or E9 to the need to improve the bridge.
- 5.7 The Applicant's team have explored potential improvements to the Wide Lane Bridge and have identified that these could be delivered in the following form:
- A new active travel bridge to the northern side of the existing railway bridge. This could comprise a 3m wide shared use pedestrian/ cycleway which will fully separate pedestrians/ cyclists from the main carriageway over the main part of the bridge. This will tie into the existing eastern footway to the north of the bridge and will also tie back into the pedestrian footway to the south of the bridge, to the north of the existing Wide Lane pedestrian/ crossing on the northern arm of the Spitfire Roundabout.
 - Removing the existing footway to the eastern/ northern side of the carriageway, along the bridge to enable the carriageway to be widened to at the bend of the bridge, to facilitate two-way HGV movements.
- 5.8 Conceptual 2D alignment drawings are provided in **Appendix L**.
- 5.9 In addition, Burrows Graham drawings of the proposed Wide Lane Bridge improvements, including the required structures, cross-sections and levels. The Drawings can be found on EBC planning portal (Drawing No. 30228-BGL-XX-XX-SK-C-00001 and 30228-BGL-XX-XX-SK-C-00002). Both drawings include highway and land ownership information which demonstrates that the proposed improvements can be delivered within public highway, Network Rail and Secretary of State for Transport ownership.
- 5.10 The above proposal is considered to provide the best solution for the active travel improvements, as opposed to landing a bridge within the station car park, to the north of HSBC House for the following reasons:
- The proposed active travel bridge would better serve the strategic cycle route between Southampton and Eastleigh which includes NCR 23, as it would avoid routeing cyclists along the section of Mitchell Way between the Spitfire Roundabout and the Southampton Parkway rail station car park which has a substandard width (ranging from 1.6m – 2m wide). There is no scope to widen this section of Mitchell Way as it would involve third party land take.
 - Landing a bridge within the station car park would require a long, dog legged ramp. This would be less attractive to users. Furthermore it would result in significant land take from the station car park and remove the majority of the station car parking spaces.
- 5.11 The drawings that have been included are to demonstrate that there is a viable solution for the active travel route, and widening of the carriageway over the bridge, however, neither of these schemes are included within the planning application boundary.

Delivery

- 5.12 Chapter 8 provides more information regarding the suggested delivery mechanisms to bring forward the aforementioned improvements to Wide Lane Bridge.

Northern Chickenhall Lane Connection

Overview

- 5.13 As identified above, EBC have a long standing desire to deliver a link between Bishopstoke Road and the Wide Lane / A335 roundabout. This can be split into three sections; the northern section - Bishopstoke Road to the railway line, the middle section through the allocated Northern Quarter Site and Mitchell Way and then the southern section along Wide Lane to the Wide Lane roundabout. As identified earlier the site is accommodating the middle section of the link road through the site, which will deliver a 7.3m wide carriageway and segregated footway / cycleway provision.
- 5.14 It is understood that land is safeguarded through the Local Plan for the purposes of delivering the link. In terms of the northern section, this would involve widening Chickenhall Lane along its current alignment and making some geometric alterations. While concept drawings seen by the Applicant pre date LTN1/20 pedestrian and cycle guidance it is the expectation that footway / cycle provision would be provided on at least one side of the road.
- 5.15 While the CLLR is included within the EBC Local Plan its delivery is not secured and it is understood that the form of the link road and the need to delivery capacity led highways infrastructure is under review by HCC, as they move from a highway capacity ‘predict and provide’ approach toward a people first ‘decide and provide approach’.
- 5.16 As such while the CLLR is accommodated within the masterplan, alternative options for improving pedestrian and cycle connectivity to the north have been considered.
- 5.17 Feasibility discussions/ studies are currently being undertaken to explore an active travel connection between the Navigator Quarter masterplan North Plot, through the HCC owned MRF site to the north of the railway line and along Conegar Road, and Chickenhall Lane up to Bishopstoke Road, to provide access to northern bus stops and Eastleigh Railway Station. This route would utilise part of the land identified for the CLLR. As set out earlier, the indicative alignment included provision for pedestrian and cycle infrastructure. Linking any improvements to the north of the railway line with the exiting tunnel, which will be opened up to public use allied with the masterplan proposals and improvements to Mitchell Way would create a new route from Bishopstoke Road through to Wide Lane, with the potential to facilitate modal choice and improvement connectivity, especially for the Barton Park Industrial estate.

External Connection to Chickenhall Lane/ Bishopstoke Road

- 5.18 In light of the uncertainties around the CLLR coming forward, which would bring forward a route over the railway line, the opportunity to provide a pedestrian / cycle link under the railway line onwards to Bishopstoke Road has been considered.
- 5.19 Whilst the Applicant is exploring this northern connection further at the request of HCC and EBC and is proactively engaging with both Councils, this should be considered in the context of the recent MRF site planning approval. HCC owns the MRF site, between the railway line and Conegar Road to the north of the Navigator Quarter site. The Site was granted consent in November 2024 for a MRF (applicant AXIS, HCC planning application ref: HCC/2022/0071). This site is included in the land parcel allocated for development in the Eastleigh Local Plan under policy E6 Eastleigh River Side (alongside existing

employment areas that extend up to Chickenhall Lane and Bishopstoke Road) .**Appendix B** details the existing site layout and illustrative masterplan submitted as part of the planning application, and subsequent drawings provided by the Council.

- 5.20 While the Transport Assessment to support the MRF application (HCC, January 2022)⁴ noted that “there is currently no pedestrian footway along the private section of Chickenhall Lane” it also concluded that *‘The accessibility of the site to sustainable transport has been assessed and it has been established that the site is located within an easy walk of a large residential area which can be accessed using high-quality pedestrian infrastructure.’*
- 5.21 The Transport Assessment for the MRF stated that there would be c 60 staff trips per day (120 two-way movements), that the Travel Plan included incentives to encourage uptake of sustainable modes, and that a proportion of staff would either share their journey by car or use public transport. This infers that some pedestrians and cyclists would travel to the MRF site either as their main mode, or as an onward route from public transport stops. However, although it stated that *“separate access is provided for pedestrians, cyclists and cars visiting the offices to avoid conflicts with commercial vehicles delivering and collecting at the MRF”* no physical pedestrian and cycle infrastructure was shown on the illustrative masterplan layout for that access, or anywhere else on the masterplan.
- 5.22 The EBC Sustainable Transport Officer dated 25/03/2022 provided comments on the planning application in response to the HCC consultation request (ref: CS/22/92463) and stated that for pedestrian access *“The footway which runs along the length of the publicly accessible adopted section of Chickenhall Lane should be extended to the site to provide access, particularly for those with mobility issue. Whilst there is a grass verge this is not considered an attractive facility, and would push pedestrians into the carriageway, where they are likely to come into contact with HGVs.”* The officer also made the following comments in relation to cycle infrastructure: *“There is no dedicated provision or shared use facilities for cyclists along Chickenhall Lane, where cycles may come into conflict with a higher number of HGVs”.*
- 5.23 The MRF scheme also did not propose any dedicated pedestrian and cycle infrastructure on Conegar Road or Chickenhall Lane between the MRF site and the Tower Lane junction, but did identify that: *“An audit of pedestrian facilities around the site shows that the footway along Chicken Hall Lane between Tower Lane and Bishopstoke Road is of a reasonable standard with dropped kerbs and tactile paving at each crossing and is well lit. There is currently no pedestrian footway along the private section of Chicken Hall Lane but there is a well maintained wide grassed verge.”*
- 5.24 The site masterplan did however make provision for the existing farm access gate and track that connects Conegar Road with the Navigator Quarter site North Plot, via the rail under bridge. Further discussions with HCC have confirmed that a right of access of at least 3m will be provided through the MRF site.
- 5.25 Regardless of these observations, planning consent was granted for the MRF site, without any dedicated pedestrian/ cycle infrastructure being proposed on Conegar Road /

⁴ HCC (January 2022) Proposed MRF, Land of Chickenhall Lane, Eastleigh, Transport Assessment (2710-01-TS01)

Chickenhall Lane, even in the context of EBC and HCC policy (particularly LTP4) which promotes sustainable modes.

- 5.26 It should be noted that the Local Plan allocations which relate to the Navigator Quarter (unlike Local Plan Policy E6 Eastleigh River Side), do not include such a requirement for a separate active travel link, and only require supporting infrastructure comprising of works and safeguarding to ensure that the CLLR can come forward at some future stage. The allocations do not require separate, strategic provision of active travel links.
- 5.27 Notwithstanding the aforementioned points, the following sets out how a future active travel route could be delivered from the northern boundary of the Navigator Quarter masterplan to the point where the adopted highway section of Chickenhall Lane commences.

HCC Materials Recycling Facility (MRF) Site

- 5.28 Discussions have been held with HCC and EBC, post the MRF consent during which HCC (as land owner) have confirmed that a 3m wide effective corridor has been safeguarded along the eastern boundary of the MRF site to retain access to the Navigator Quarter site. Given that a 3m wide track is to be provided, which would be fenced off from the MRF facility, this provides the opportunity for a 3m wide shared use footway and cycleway to be delivered. Discussions are ongoing with HCC in respect to surfacing, however it is anticipated that this will be delivered in a form which could be used for pedestrian and cyclists.

Conegar Road

- 5.29 Conegar Road is HCC owned up to just before the junction with Chickenhall Lane. There is currently a verge of some 2m located along the southern side of the carriageway. There is then a wide landscaping belt between Conegar Road and the proposed MRF buildings.
- 5.30 Discussions are ongoing with the Councils, into the feasibility of providing a 3m wide shared-use footway along the grass verge to the north of the MRF site on Conegar Road, linked to the route identified above through the MRF site, which provides access under the railway. These amendments would increase the permeability of the MRF site as well as the Blaze construction site to the east of the MRF, as currently they can only be accessed from the north utilising Conegar Road as a shared surface. Improving accessibility to the MRF for pedestrians and cyclists would be in line with their aspirations set out in their Travel Plan to encourage non car modes.

Chickenhall Lane (Conegar Road to Tower Lane)

- 5.31 Chickenhall Lane between the junction of Conegar Road up to a point c58m to the south of the Tower Lane junction is understood to be a private road. The road is currently unlit and has no footway / cycling facilities although it does have a wide verge adjacent to the carriageway.
- 5.32 This section of Chickenhall Lane north of the Conegar Road junction forms part of the safeguarded route for the CLLR. Historic concept drawings have shown localised widening of the existing carriageway with the verge surfaced, to become a shared use footway / cycleway

- 5.33 As such, if the full CLLR were to come forward the scheme would include off carriageway pedestrian/ cycling facilities creating a link between Conegar Road and Tower Lane junction. However, if the full route were not to come forward and/ or the link were downgraded to an active travel corridor improvement there is scope to incorporate the pedestrian and cycle facilities adjacent to the existing Chickenhall Lane carriageway within the safeguarded zone.
- 5.34 Further discussions will be undertaken subsequently with HCC/ EBC and any relevant landowners to explore the feasibility of providing pedestrian/ cycle infrastructure along this route, as part of the strategic opportunities to deliver the CLLR or early delivery of part of it. It should be highlighted however that due to ownership constraints, it is not in the Applicant's gift to deliver these improvements on third party land and so no commitment can be made to do so.

Alternative Northern Connections

- 5.35 While the opportunity above identifies a potential route from the Navigator Quarter development to Tower Lane and on to Bishopstoke Road, it is of note that it has further been explored to provide a connection from the masterplan into the Itchen Way PRoW, that runs north to Bishopstoke Road. Whilst it is technically feasible to provide this route, there are ecological concerns that would need to be considered at the outset.
- 5.36 While the Itchen Way PRoW is a predominantly leisure route and it is acknowledged that surfacing and lighting the route would come with its own issues and impacts, the opportunity to use this route was also considered by the MRF and it is understood that EBC are also considering opportunities to improve the route and potentially redesignate it, so that it could be used by cyclists.

Summary

- 5.37 To the north, there is an opportunity to deliver pedestrian / cycle improvements on land controlled by HCC as well as the partial delivery of the CLLR within safeguarded land, that would create a link between Bishopstoke Road and the Northern Quarter. With the infrastructure proposed within the masterplan area and along Mitchell Way, this would open up a new strategic north south route, which is not currently available. The route would provide access to the Barton Park and Tower industrial Estate, which would assist with delivering modal shift, in line with EBC / HCC Policy.
- 5.38 It should be noted however that the Local Plan allocations which relate to the Navigator Quarter (unlike in Policy E6 Eastleigh River Side), do not include a requirement for a separate active travel link, and only require supporting infrastructure comprising of works and safeguarding to ensure that the CLLR can come forward at some future stage. The allocations relating to the Navigator Quarter do not require separate, strategic provision of active travel links.
- 5.39 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. This will remove pedestrian and cycle activity from the bridge and allow the existing carriageway to be widened. It is understood that SCC (on behalf of HCC) have already collected financial contributions from other developments locally to assist in the delivery of this infrastructure. 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.

- 5.40 While financial contributions (secured through the section 106 legal agreement) would be made towards the strategic infrastructure identified above, the aforementioned proposed external connections will require further co-ordination from other landowners and HCC to deliver some of the proposed elements due to various third-party land ownerships.
- 5.41 Further details of the proposed delivery mechanisms for the Wide Lane Bridge and northern Chickenhall Lane connection improvements are included in **Chapter 8**.
- 5.42 The proposed strategy is considered fair and reasonable given the current and historic operation of the network, and the proposed approach is commensurate with the likely impact arising from the scheme, as set out in **Chapter 8** of this TA.

6 Active Travel England Assessment

Introduction

- 6.1 The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2023 (DMPO) identifies Active Travel England (ATE) as a statutory consultee for planning applications with effect from 1st June 2023. ATE acts as a statutory consultee for all new planning applications that meet the following thresholds:
- Development includes 150 dwellings (houses and flats) or more;
 - Floorspace of 7,500sqm for non-residential uses; or
 - The overall area of the development is 5 hectares or more.
- 6.2 The quantum of development proposed for Navigator Quarter meets criteria 2 and 3, and as such an ATE Assessment is required to support the Hybrid Planning Application.
- 6.3 It is understood that as part of a planning application, that the “ATE Planning Application Assessment Toolkit” will be used by ATE as part of any development management consultation. The purpose of the toolkit is to ensure that development proposals embed high quality, safe and inclusive active travel infrastructure for all users and in all proposed elements of design. ATE encourages design and transport consultants to use the toolkit and submit a completed version with future planning application submissions.
- 6.4 The toolkit has been replicated within this chapter with commentary provided for each sub-section. The purpose of this is to demonstrate how Navigator Quarter conforms with all ATE requirements.

Methodology

- 6.5 The toolkit comprises of six columns:
- The cells in the first three columns contain pre-populated text identifying the 10 assessment criteria, a brief description of each criteria and the common shortfalls found in planning application submissions to date.
 - The cells in the fourth column allow the appraiser to apply a rating (exemplar, pass, condition/obligation to make acceptable, concern, critical issue or not applicable) against each criteria.
 - The cells in the fifth and sixth columns enable comments and relevant local policies and guidance to be entered.
- 6.6 ATE sets out that there are six seven possible outcomes from a development management consultation as follows:

- **Exemplar:** The proposal exceeds the standards in policy and guidance and represents an example of best practice.
- **Pass:** The proposal meets standards in policy and guidance. Where there are shortfalls, these are minor and do not affect the overall position.
- **Condition / Obligation to make acceptable:** The proposal does not adhere to standards in policy and guidance, however a planning condition / obligation can address any shortfalls.
- **Concern:** The proposal does not adhere to standards in policy and guidance and more detail is needed to inform the assessment of the proposal. This may include reasonable amendments, improvements to infrastructure and/or additional information.
- **Critical Issue:** The proposal represents a significant departure from standards in policy and guidance. Either comprehensive amendments or the delivery of new infrastructure would be required, or it is unlikely that the deficiency can be addressed.
- **Not applicable:** This criteria is not a material consideration.

6.7 The information entered in the user input sheet will be captured within the Assessment Report table in the ‘appraiser report’ sheet, in which pre-populated national policies and guidance will supplement any local policies and guidance entered by the appraiser. The Assessment Report can be found at **Appendix M**.

6.8 The remainder of this chapter provides the input to each of the 10 criterion that are to be assessed which include:

- Trip Generation and Assignment;
- Active Travel Route Audit;
- Pedestrian Access to Local Amenities;
- Cycling Accessibility;
- Access to Public Transport;
- Off-Site Transport Infrastructure;
- Site Permeability;
- Placemaking;
- Cycle Parking and Trip-End Facilities; and
- Travel Planning.

1) Trip Generation and Assignment

ATE criteria: “Does the application appropriately forecast all day trips to, from and within the site by walking, wheeling and cycling?”

6.9 **Chapter 7** of this TA sets out the total external trips by mode expected to be generated by the Proposed Development for the peak hours and across the day. Table 7.14 summarises the forecast peak hour trip generation for Scenario 1, as this is the time of day with the greatest generation. Mode splits have been applied based on the evidence presented within subsequent chapters of this TA, which are summarised below:

- Overarching target baseline mode shares for trips have been established for Navigator Quarter and agreed through discussions to date with HCC, EBC and NH;

- Following discussions with local authorities, the evolution of the TA and Framework Workplace Travel Plan documents, the external mode share that has been agreed for all land uses.

Table 6.1: Development External Generation by Mode

Mode	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Train	34	7	41	6	27	33
Bus, minibus or coach	17	3	20	3	14	17
Taxi	5	1	6	1	4	5
Motorcycle, scooter/ moped	2	0	3	0	2	2
Driving a car or van	304	62	366	53	246	300
Passenger in a car or van	29	6	35	5	23	29
Bicycle	19	4	23	3	16	19
On foot	72	15	87	13	59	71
Other	0	0	0	0	0	0
Total Vehicles	483	98	581	85	391	476

6.10 This sub-section demonstrates that walk and cycle trips have been determined for the Proposed Development for both the morning and evening peak periods, as well as across the day. The assignment to walk and cycle modes has been assessed and agreed upon with the local authorities. The following mode share assignment for walk/cycle modes has been agreed:

- Walk – 15%; and
- Cycle – 4%.

6.11 While the ATE Corporate Plan 2023-2025, sets out that by 2030, 50% of all short journeys in towns and cities should be walked, wheeled or cycled, this a holistic area wide figure and is only related to ‘short journeys’ not all journeys. The mode share identified is for all journeys assessed. The provision of new infrastructure and the possibility of a new strategic route from Bishopstoke to Wide Lane, with the opening up of the tunnel under the railway line will help towards meeting these aspirations.

It is considered that the Proposed Development has a rating of “**Exemplar**” for this criteria, as a detailed trip generation forecast has been undertaken to assess the likely impact from the Proposed Development. The mode share split for the trip generation assessment meets policy and guidance and have been agreed during pre-application consultations with the relevant local authorities.

2) Active Travel Route Audit

ATE criteria: “Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the site been presented?”

- 6.12 ATE advise that a qualitative analysis of local pedestrian, cycling and public transport infrastructure should be presented to inform any necessary improvements that would be compliant with current design standards. This should include maps, photographs and comments that have regard to the following national guidance and tools in the assessment of key routes:
- Inclusive Mobility (Chapters 3, 4, 6, 7 and 15; and sections 5.2, 5.7, 9.1, 9.3, 9.4 and 9.7 as appropriate);
 - PAS 6463: Design for the Mind (sections 5.2.1, 5.2.3, 6.4, 7.6.2, 7.6.3, 7.7 and 11.12);
 - LTN 1/20: Cycle Infrastructure Design (including Appendix A: Cycling Level of Service Tool; and Appendix B: Junction Assessment Tool);
 - The government’s Walking Route Audit Tool; and
 - Adopted or emerging Local Cycling and Walking Infrastructure Plans (LCWIPs).
- 6.13 Two routes were determined from the access point of the Proposed Development. The routes have been determined based on key destinations external to the Site that will likely be accessed by visitors and employees of the development, and include public transport services, a groceries superstore and cycle routes:
- **Route 1:** National Cycle Route 23 via Wide Lane, which also covers access to Southampton Airport Parkway Rail Station and Spitfire Loop Bus Stop, and therefore has been considered as one single route.
 - **Route 2:** Eastleigh Rail Station via Chickenhall Lane.
- 6.14 The two routes are illustrated in **Appendix N**.
- 6.15 A site visit was completed on Thursday 24th October 2024, during which photos were taken on the street following the routes, which were then assessed against the national guidance and tools set out above. A detailed description of each route and its compliance with the national guidance and tools is set out below.
- 6.16 The audit should be considered against the fact that the majority of Mitchell Way is currently a private access road for the Airport. The proposals for providing access via Mitchell Way as part of this application and described in **Paragraph 4.15**.

Route 1 – National Cycle Route 23 via Wide Lane (including access to Southampton Airport Parkway Rail Station and Spitfire Loop Bus Stop)

Section A: Between the Site and Mitchell Way

- 6.17 There is currently no public access for pedestrians or cyclists provided from Mitchell Way.

Section B: Between the northern end of Mitchell Way and the Signature Aviation building

- 6.18 This section is still part of the private road / footway network associated with the Airport. There is no continuous footway on either side of the Mitchell Way carriageway between the Site and Signature Aviation building, other than on the eastern side of the carriageway by the long stay cruise car park.
- 6.19 The footway is narrow and in good condition. There is plenty of lighting and dropped kerbs with tactile paving providing access into the car park. A guard rail between the footway and carriageway provides pedestrians with protection from traffic.
- 6.20 A formal pedestrian crossing is provided at the northern end of the car park to allow safe pedestrian passage across the carriageway to the northbound drop-off stop. The crossing has dropped kerbs with tactile paving.
- 6.21 Along the rest of section A, pedestrians currently have to walk on the carriageway. However, given the nature of the road and land uses to the north of Mitchell Way, it is very unlikely that pedestrians currently need to use this section. There is also no provision for cyclists.
- 6.22 A summary of the site visit photos for this route is shown below in **Figure 6-1**.

Figure 6-1: Route 1, Section B



Section C: Between Signature Aviation and Southampton Airport Parkway Rail Station

- 6.23 There is a continuous footway along the western side of the carriageway with widths from the edge of kerb ranging from 1.3m to 1.8m. The footways are in good condition, with limited lighting. There are several formal pedestrian crossings with dropped kerbs and tactile paving, including one south of Spitfire Loop (where the bus stops are located) creating a connection between the **rail station** and Southampton Airport.
- 6.24 Guard railing is again present approximately 150m to the north of the station, which reduces the usable footway width and may result in issues for pedestrians who are mobility impaired or use pushchairs.
- 6.25 No footway is provided on the eastern side of the carriageway and there is no provision for cyclists.
- 6.26 A summary of the site visit photos for this route is shown below in **Figure 6-2** overleaf.

Figure 6-2: Site Visit Photos - Route 1, Section C



Section D: Between Southampton Airport Parkway Rail Station and Spitfire Roundabout / access to the NCN Route 23

- 6.27 The footway on the **western** carriageway continues on Mitchell Way. 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 utilities on the footway. These minor sections may result in issues for pedestrians who are mobility impaired or use pushchairs. This footway (south of the northern zebra crossing) experiences high 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 (based on observation counts in December 2024).
- 6.28 South of the station, on the western footway, is a pinch point immediately to the south of the northbound inset **bus layby**, where the width of the footway reduces to 1.6m. These minor sections may result in issues for pedestrians who are mobility impaired or use pushchairs. On the eastern side of the carriageway, the footway continues as previously discussed.
- 6.29 At the access to the Premier Inn on Mitchell Way, the western footway become shared use. This continues to the Spitfire Roundabout where formal crossing points with dropped kerbs and tactile paving allows for pedestrians to access the other arms of the roundabout.
- 6.30 **NCN Route 23** is located on the opposite (western) side of the roundabout to Mitchell Way. Cyclists wishing to access the cycle route from Mitchell Way on are signposted to use the staggered crossing on Wide Lane.
- 6.31 There is sufficient street lighting along this route and footways are in good condition. Overlooking businesses and high pedestrian flows provides informal natural surveillance.
- 6.32 A summary of the site visit photos for this route is shown in **Figure 6-3** overleaf.

Figure 6-3: Site Visit Photos - Route 1, Section D



Route 2 – Eastleigh Rail Station via Chickenhall Lane

Section A: Between the Site and Conegar Road

- 6.33 No existing access, including pedestrian and cycle access, is provided from Conegar Road. Proposals for providing access via Conegar Road are planned as part of this application; see **Paragraphs 5.29** and **5.30** for a description of the **future** situation.

Section B: Between Conegar Road and Chickenhall Lane

- 6.34 Conegar Road is within the ownership of HCC and has no footway provision, cycle facilities or lighting. The road is lightly trafficked and such operates as a shared surface. There are also wide grass verges where pedestrians can step out of the carriageway.
- 6.35 Chickenhall Lane is within private ownership between Conegar Road and Tower Lane. No footway infrastructure, cycle facilities or lighting is provided. Again the road is lightly trafficked and such operates as a shared surface. There are also wide grass verges where pedestrians can step out of the carriageway.
- 6.36 To the north of Tower Lane, Chickenhall Lane is public highway and includes a footway on the western side of the carriageway, which is generally wide, in good condition and has sufficient lighting. The footway continues to the junction of Chickenhall Lane and Bishopstoke Road, with dropped kerbs and tactile paving provided at informal crossings.
- 6.37 No dedicated cycle facilities are provided on Chickenhall Lane, however cycling on-carriageway is considered suitable in this location given the observed low traffic volumes and width of carriageway.
- 6.38 A summary of the site visit photos for this route is shown in **Figure 6-4** overleaf.

Figure 6-4: Site Visit Photos - Route 2, Section B



Section C: Between Conegar Road and A335/Bishopstoke Road junction

- 6.39 At the junction of Chickenhall Lane and Bishopstoke Road, the footway on Chickenhall Lane merges with the shared use footway on the southern side of the Bishopstoke Road. The footway on Bishopstoke Road is generally wide with several pinch points created in bus stop insets.
- 6.40 A wide footway is provided on the northern side of Bishopstoke Road with several pinch points created in bus stop insets.
- 6.41 Formal pedestrian crossings are provided at several points along Bishopstoke Road to allow travel to onward destinations. These crossings have dropped kerbs and tactile paving. However, at several junctions on Bishopstoke Road with side roads no formal crossing facilities are provided.
- 6.42 As Bishopstoke Road routes over the railway tracks, the shared use footway remains wide. The northern footway, at the same point, becomes overrun with vegetation making the footway unusable.
- 6.43 The southern footway follows the left-turn only lane onto the A335, at which point the footway stops being shared use.
- 6.44 There is sufficient street lighting along this route and footways are in good condition. Overlooking businesses and high pedestrian flows provides informal natural surveillance.
- 6.45 A summary of the site visit photos for this route is shown in **Figure 6-5** overleaf.

Figure 6-5: Site Visit Photos – Route 2, Section C



- 6.46 As identified in Chapter 3, HCC are in the process of delivering improvements for public transport, walking and cycling in this area.

Section D: A335/Bishopstoke Road junction to Eastleigh Rail Station

- 6.47 A footway is provided on the eastern side of the A335 carriageway supporting pedestrian access to Eastleigh Rail Station. This is wide, in good condition and there is a sufficient level of street lighting. The observed high pedestrian and traffic flows provide informal natural surveillance which supports personal safety, however there is limited protection for pedestrians from traffic.
- 6.48 A summary of the site visit photos for this route is shown in **Figure 6-6**.

Figure 6-6: Site Visit Photos – Route 2, Section D



Summary

It is considered that the Proposed Development has a rating of “**Condition / Obligation to make acceptable**” for this criteria, when considering both audit routes (covering a wide range of destinations) as planning conditions will be needed to provide access from the Site to Mitchell Way and Conegar Road. As identified within the TA, the Applicant is proposing significant improvements to Mitchell Way between the Site and the public highway. Furthermore, contributions will be made to strategic improvements to walking and cycling, both to the north and south.

3) Pedestrian Access to Local Facilities

ATE criteria: “Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?”

- 6.49 The internal design of the Proposed Development will conform with the National Design Guide standards of being safe, direct, convenient and accessible for people of all abilities, which includes but is not limited to routes that:
- Have a minimum width of 2m, with limited pinch points no less than 1.5m;
 - Are step-free;
 - Have a smooth, even surface;
 - Have seating at regular intervals;
 - Are uncluttered;
 - Have good natural surveillance and clear lines of sight;
 - Have street lighting;
 - Have wayfinding; and
 - Have crossing points suitable for the speed and traffic flow of the road(s).
- 6.50 From the spine road access point to Southampton Airport Parkway Rail Station, there will be a separated cycleway and footway provided on the south side of the spine road and which will continue down on the western side of Mitchell Way to the existing footway. This route will provide access to Southampton Airport Parkway Rail Station and bus stops on Mitchell Way, although these locations are more than 800m from the Site.
- 6.51 As discussed in **Paragraph 5.17**, options to create an active travel connection between the Site and Conegar Road are being explored. This route will provide access to bus stops on Bishopstoke Road and Eastleigh Rail Station, although these locations are more than 800m from the Site.
- 6.52 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.
- 6.53 Local amenities that are accessible from the Site are summarised in **Table 6.2**.

Table 6.2: 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

- 6.56 While these facilities are outside of the 800m walk distance identified, this must be read against the type of development that is being proposed and its need to be accessible to the Strategic Road Network. There are opportunities to access non airside / landside facilities that are provided within the Airport, as well as facilities at the Rail Station which would be accessible to people working on site.

It is considered that in the context of the Proposed Development, the scheme has a rating of “**Pass**” for this criteria. While there are likely to be some facilities on site, these will be limited and there are limited facilities within a reasonable walking distance of the Proposed Development, however this is commensurate with the industrial nature of the proposed land use. The site is a strategic allocation and has been identified by EBC as being in an acceptable.

4) Cycling Accessibility

ATE criteria: “Are a range of local amenities, and town centres, rail stations, employment areas and the National Cycle Network as appropriate accessible for cyclists using well-designed routes?”

- 6.57 Access to the key amenities mentioned in section 3 will be improved as part of the proposals for Mitchell Way, delivering coherent, direct, safe, comfortable and attractive cycle options in line with the five core design principles and geometric requirements in LTN 1/20.
- 6.58 The minimum cycle parking standards for short stay and long stay parking, as set out by EBC (see **Table 4.2** within this TA), will be met as part of the masterplan design through a personal and secure type of cycle parking provision including lockers and bicycle repair facilities. Provision will be made within this for electric bikes in addition to Beryl Bikes electric bicycle sharing scheme. Details regarding the exact location and quantum of different types of bicycle parking will be secured through subsequent RMAs.
- 6.59 Outside of the site, there are a number of cycle routes, including those which have been recently upgraded by EBC, providing access into the town centre, including NCN 23 and 24. Improvements to Wide Lane Bridge would contribute towards improving NCN 23.
- 6.60 The provision of new infrastructure on Mitchell Way with the opening up of the tunnel under the railway line and proposed improvements to the north of the railway line will facilitate the delivery of a new strategic route from Bishopstoke to Wide Lane.

It is considered that the Proposed Development has a rating of “**Condition / Obligation to make acceptable**” for this criteria. The access to local amenities by cycle from the Proposed Development meets policy and guidance.

5) Access to Public Transport

ATE criteria: “Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?”

- 6.61 As set out earlier, the improvements to Mitchell Way will provide access to the existing Southampton Parkway Rail Station and buses that operate from in and in the vicinity of it.
- 6.62 While in Outline, the masterplan included public transport provision. It is currently shown that there will be 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 in the South Plot falling within 400 metres. Routes to the bus stop will be safe, direct, convenient and accessible to people of all abilities.
- 6.63 No bus stop will be provided in the North Plot, although the bus stop in the South Plot will be within 800m of all units in the North Plot. From professional experience, it is considered that this walking distance and the pedestrian infrastructure will be attractive and encourage employees from the units in the North Plot to use buses to/ from the South Plot bus stop. Should the CHLLR come forward, then there would be an opportunity to provide a bus stop on the link in vicinity of the North Plot.

It is considered that the Proposed Development has a rating of “**Condition / Obligation to make acceptable**” for this criteria, as planning conditions will be needed to instate the proposed bus provision detailed above.

6) Off-site Transport Contributions

ATE criteria: “Does the application include proposals to enhance local active travel and public transport infrastructure?”

Internal

- 6.64 The Site has been designed to put active travel modes first and be the top choice for employees and visitors, whilst noting that everyone has different needs and therefore in order to be inclusive, a range of options will be available.
- 6.65 There will be a comprehensive, permeable network of walking and cycling routes throughout the masterplan, as detailed in section 4. The provision of a direct network of routes aims to make active travel the most convenient choice for short journeys within the development in order to minimise the number of vehicle trips between on-site origins and destinations.
- 6.66 There will be a number of important walking connections within the development, including direct connections between individual buildings, and Plots 1 and 2, for onward leisure transport connections. The ecological impact of the considered route between the masterplan and the Itchen Way PRoW is currently considered to outweigh the benefits of providing such a connection.
- 6.67 The network also provides the connections to the edge of the development to enable good connectivity with the adjacent communities and active mobility corridors, for example underneath the Network Rail bridge towards Conegar Road and Eastleigh town centre, in addition to Southampton Airport Parkway Rail Station via Mitchell Way. Routes will be segregated from traffic and provide direct connections within the masterplan, avoiding level changes where possible.
- 6.68 A clear hierarchy of mobility corridors for active travel will be established in the masterplan, which are LTN1/20 compliant.

External

- 6.69 Equally as important as the on-site provision are the off-site mobility corridors and how the proposed network integrates with the existing and future network. There is significant potential for using active modes as a primary choice of travel to/from Navigator Quarter for external trips given its proximity to key transport nodes, residential catchment centres and surrounding amenities.
- 6.70 Improvements to external connections will include:
 - 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 will be upgraded from the current footway to a 3m wide shared-use footway/ cycleway.
 - The above shared-use footway cycleway will merge into a segregated cycle and pedestrian route at the S-bend north of the Signature Aviation building, with this continuing along the western side of Mitchell Way up to the northern end of Mitchell Way.
 - A parallel pedestrian and cyclist crossing point will then be provided at the northern end of Mitchell Way.

- A 3m wide shared-use footway / cycleway under the railway and through the MRF site onto Conegar Road.

- 6.71 In addition, contributions will be made towards improving the Wide Lane Bridge, and providing dedicated pedestrian and cycle provision, as well as contributions towards improving pedestrian / cycle accessibility to the north.

It is considered that the Proposed Development has a rating of “**Condition / Obligation to make acceptable**” for this criteria. The contributions to the LWCIP will be agreed as part of the planning obligations.

7) Site Permeability

ATE criteria: “Does the development prioritise pedestrian and cycle movements within the site?”

- 6.72 The Site has been designed to put active travel modes first and be the top choice for employees and visitors, whilst noting that everyone has different needs. Therefore, in order to be inclusive, a range of options will be available.
- 6.73 There will be a comprehensive, permeable network of walking and cycling routes throughout the development. The provision of a direct network of routes aims to make active travel the most convenient choice for short journeys within the development in order to minimise the number of vehicle trips between on-site origins and destinations.
- 6.74 A clear hierarchy of mobility corridors for active travel will be established in the masterplan, which are LTN1/20 compliant. Improvements will be made to Mitchell Way, improving pedestrian and cycle permeability, not just for potential users of the site, but also for other north – south movements and movements associated with the Airport.

It is considered that the Proposed Development has a rating of “**Pass**” for this criteria. The site permeability for the Proposed Development meets policy and guidance.

8) Placemaking

ATE criteria: “Does the development establish a strong sense of place with well-designed streets, public spaces that feel safe and key amenities provided?”

- 6.75 As described in criterion 3, 6 and 7, the Proposed Development will have local facilities and a clear hierarchy of mobility including internal walking and cycling routes.
- 6.76 Further details on the principles of placemaking and how the development will provide a strong sense of place (e.g. well-designed streets, public realm improvements, public spaces, etc) are set out in the Design and Access Statement (DAS) that supports this application.

It is considered that the Proposed Development has a rating of “**Pass**” for this criteria. The access to public transport for the Proposed Development meets policy and guidance.

9) Cycle Parking and Trip-End Facilities

ATE criteria: “Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?”

- 6.77 The minimum cycle parking standards for short stay and long stay parking, as set out by EBC (see **Table 4.2** within this TA), will be met as part of the masterplan design through a personal and secure type of cycle parking provision including lockers and bicycle repair facilities. Provision will be made within this for electric bikes in addition to Beryl Bikes electric bicycle sharing scheme. Details regarding the exact location and quantum of different types of bicycle parking will be secured through subsequent RMAs.

It is considered that the Proposed Development has a rating of “**Pass**” for this criteria. The access to public transport for the Proposed Development meets policy and guidance.

10) Travel Planning

ATE criteria: “Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?”

- 6.78 A Framework Travel Plan (FTP) taking account of all land uses provided as part of the Navigator Quarter development has been submitted as part of the Hybrid Planning Application. The main objective of the FTP is “to minimise car use and maximise active travel and the use of public transport for all trips.” An overview of the FTP is provided in this sub-section.
- 6.79 To support the realisation of the overarching objectives, several sub-objectives have been set:
- To improve the health of employees and visitors of the development and minimise impacts on the environment;
 - To ensure the Proposed Development is accessible to all users and that the needs of vulnerable groups, for example those with mobility problems, are met and respected;
 - To promote and encourage users to travel by sustainable modes including walking and cycling as an alternative to private car, taxi or public transport use;
 - To ensure maximum opportunities exist for collective travel, such as car sharing;
 - To increase awareness of the FTP and its constituent measures;
 - To encourage the most efficient use of cars and a reduction in single occupancy car use;
 - To improve the safety of persons travelling to and from the Proposed Development on foot or by cycle and provide relevant on-site facilities; and
 - To encourage the best use of taxis and private hire vehicles.
- 6.80 Interim travel surveys will be undertaken on an annual basis for a five year period, following the baseline survey (to be completed within 6 months of occupation). The interim surveys

will include multi-modal counts including delivery and servicing data together with staff and visitor questionnaires. The surveys will accommodate for all employees and commercial units.

- 6.81 This interim survey will inform the development of this FTP and assist in determining any site-specific measures to reduce car use to / from the Site and encourage sustainable travel modes.
- 6.82 The results of the interim travel surveys will be used to form targets which can be measured against the achievement of the set objectives.
- 6.83 Once the baseline data is collected there will be a better understanding of what is achievable and the most suitable measures. Targets will then be developed and quantified in line with the following key targets:
 - Identify a percentage increase in walking and cycling;
 - Ensure that all employees and visitors are aware of the FWTP and its objectives;
 - Identify a percentage decrease in servicing vehicles in peak periods; and
 - To reduce the number of vehicle trips generated over a 12-hour period (Weekday 07:00 to 19:00) by the Site.
- 6.84 To reduce the peak hour trip rate of the development to ensure there is no ‘material impact’ on the surrounding network.
- 6.85 The development will be designed to encourage walking and cycling from the outset to surrounding communities. Enabling the use of new technologies such as electric bikes and other forms of micro-mobility alongside new and improved public transport infrastructure and car parking restraint will ensure that sustainable travel is achieved from the outset.
- 6.86 Possible measures have been set out in the FTP that could be introduced to achieve the targets set. At this stage, some measures are proposed as interim as the Travel Plan Coordinator will need to develop and prioritise measures which relate directly to the needs of the staff and visitors of the Navigator Quarter development, after the baseline and interim travel surveys have been conducted.
- 6.87 The main aim of the Action Plan is to identify likely initiatives that can assist in meeting the targets. **Table 6.3** sets out the benefits of various measures and the timescale and responsibility for implementation.

Table 6.3: FTP Action Plan

Measure	Initiative	Timescale for Implementation	Responsibility
Establish Baseline	Undertake baseline surveys and staff questionnaires	Within 12 months of first occupation	TPC
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
Appoint Travel Plan Managers (TPM)	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	TMP	6 months following occupation of each employment unit.
TPM / Travel Plan Coordinator (TPC) meetings	Ad-hoc meetings with the TPC to encourage staff to sign up and discuss matters with TPC	Upon occupancy	TPC/ TPM
Increasing Awareness of the FTP			
Feedback to staff	Regular feedback to staff through meetings/ newsletters on progress of FTP measures and site-wide transport issues	Within first year of occupation then annually	TPC/ TPM
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
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 the website or 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

Measure	Initiative	Timescale for Implementation	Responsibility
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
Pedestrian facilities	To develop a high-quality pedestrian environment within the Site and create links with the wider area	Prior to occupation	The Applicant
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
‘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 cost of cycling equipment which can thus be used for commuting	Upon occupation and ongoing	TPC/ TPM
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
Beryl Bikes	The Development Proposals accommodate for a Beryl electric shared bicycle scheme at the outset, with provision for two painted bays to each designate an area for eight electric bicycles	Upon occupation and ongoing	The Applicant and TPC / Beryl Bikes
‘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
E-bike loan/subsidy scheme/grant	Encourage uptake of the proposed UK Government e-bike grant	Upon Occupation	TPC/ TPM

Measure	Initiative	Timescale for Implementation	Responsibility
Cycle to Work Days	The TPC will encourage tenants to organise cycle-to-work days aimed at encouraging employees to either more regularly cycle or try cycling if they do not do so already	Ongoing	TPC/ TPM
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
Promotion of Health and Financial Benefits	The TPC will publicise the health and financial benefits of walking and cycling via the promotional material given to prospective buyers and commercial unit tenants. Information will include: <i>safe walking and cycling routes to/from the Site and walking and cycling distances to/from local amenities and public transport interchanges</i>	Prior to occupation	TPC/ TPM
Encouraging the use of Public Transport			
Community Noticeboard	To provide details on key routes, maps and timetables to users of the Development	As part of Proposed Development	TPC/ TPM
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 allow buses to turnaround and exit the South Plot in a forward gear	Prior to occupation	The Applicant
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
Car Sharing	Sign up to Lift Share Schemes (https://liftshare.com/uk) and provide details to staff.	Upon occupation	TPC/ TPM
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	Post occupation	TPC/ The Applicant / Co Wheels

Measure	Initiative	Timescale for Implementation	Responsibility
	proposed land use. If demand for a car club should arise, this will be explored with Co Wheels following full occupation.		
Launch Event	TPC to hold a launch event to advertise the FTP and promote sustainable travel.	Three months after first occupation	TPC/ TPM
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
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
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

- 6.88 The Applicant will ensure suitable funding for the TP is provided for monitoring and review.
- 6.89 It is assumed that this sum of money will cover the costs for the monitoring and review of the FTP in conjunction with HCC. The Applicant will seek agreement with HCC regarding how this sum of money can be best utilised to ensure the TP is most effective.
- 6.90 The interim surveys will be undertaken on an annual basis up until the full completion of the development during the construction period. The surveys will be undertaken during the main operation hours of the Site on a single typical day which is considered neutral transport conditions.
- 6.91 **Table 6.4** provides the indicative programme for the monitoring and review of the TP.

Table 6.4: Plans and Timescales for Travel Plan Monitoring

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 the first 5 years, followed by Years 7, 9, 12 and 15) – to be confirmed with HCC and EBC.
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

- 6.92 The FTP will be reviewed regularly. The data gathered by the surveys will be analysed by the TPC and HCC. Following the baseline survey, the targets will be reviewed and updated to reflect the actual mode share observed. These targets will then be reviewed against new surveys on an annual basis.
- 6.93 If the results of these surveys were to identify that any targets were not being met, a review of the outcomes will be discussed with the TPC, HCC and future tenants. Following this process mitigation measures may be identified that will be implemented by the TPC. This may require reallocation of S106 funding from one measure to another to maximise the benefits of such funding and ensure that the most successful are well supported, whilst reducing those less successful.

It is considered that the Proposed Development has a rating of “**Exemplar**” for this criteria. Travel planning for the Proposed Development meets policy and guidance.

Summary

- 6.94 A summary of the ATE Assessment scoring for the Navigator Quarter development is set out in **Table 6.5**.

Table 6.5: Summary of ATE Assessment Scoring

No.	Criterion	Description	Rating for Proposed Development
1	Trip Generation and Assignment	Does the application appropriately forecast all day trips to, from and within the Site by walking, wheeling and cycling?	Exemplar
2	Active Travel Route Audit	Has an appropriate assessment on the design and accessibility of existing active travel routes in the locality of the Site been presented?	Condition / Obligation to make acceptable
3	Pedestrian Access to Local Amenities	Are most buildings within 800m from a range of amenities (such as primary schools, parks, play areas, food shops, cafes and community buildings) using well-designed routes?	Pass
4	Cycling Accessibility	Are a range of local amenities, and town centres, rail stations, employment areas and the National Cycle Network as appropriate accessible for cyclists using well-designed routes?	Condition / Obligation to make acceptable
5	Access to Public Transport	Are all buildings within 400m of a high-frequency bus stop or 800m of a rail/light rail station or tram stop, with appropriate facilities, using well-designed routes?	Condition / Obligation to make acceptable
6	Off-site Transport Infrastructure	Does the application include proposals to enhance local active travel and public transport infrastructure?	Condition / Obligation to make acceptable
7	Site Permeability	Does the development prioritise pedestrian and cycle movements within the Site?	Pass
8	Placemaking	Does the development establish a strong sense of place with well-designed streets, public spaces that feel safe and key amenities provided?	Pass
9	Cycle Parking and Trip-End Facilities	Does the application provide the requisite amount and quality of cycle parking and trip-end facilities?	Pass
10	Travel Planning	Does the travel plan outline ambitious mode share targets and measures to embed active travel, alongside appropriate monitoring and remedial strategies?	Exemplar

7 Trip Generation

Overview

- 7.1 This Chapter sets out the trip generation methodology to forecast the number of trips that could be generated by the Proposed Development. The trip generation methodology was subject to Pre-Application discussions with HCC, EBC, SCC and National Highways.

Proposed Development SRTM Trip Generation

- 7.2 Given that the site is allocated within the EBC Local Plan, the starting point for the assessment was to consider how the site has been assessed historically within the evidence base for the Local Plan.
- 7.3 The SRTM Do Something 3 (DS3) EBC Local Plan scenario originally made an allowance for 30,000 sqm of B1 office for the Navigator Quarter Site⁵, i.e. the northern plot, while it is unclear what assumptions were made in respect to the southern plot and the Airport. Therefore, a theoretical vehicle trip generation assessment has been undertaken to forecast how many trips the 30,000 sqm of office floorspace would have generated in the EBC Local Plan SRTM model.
- 7.4 A pre-application response was received from Hampshire County Council (HCC) in January 2025, which confirmed that the LHA required a standalone assessment of the proposals based on a first principles approach, rather than the use of the SRTM. However, an estimate of the Proposed Development trip generation levels has been undertaken based on the SRTM DS3 floorspace assumption, to benchmark the actual Proposed Development trips against.
- 7.5 As the exact trip rates that inform the SRTM DS3 assessment have not been provided to date a review has been undertaken of the Trip Rate Information Computer System (TRICS) v7.11.3 database to identify sites that would be applicable to office uses within a similar Business Park locational context.
- 7.6 The TRICS database was interrogated for the Land Use 02 – Employment, Business Park category to identify comparable sites that would have been applicable to the assumptions within the SRTM and based on the following criteria:
- Regions within England only, excluding Greater London;
 - Suburban and Edge of Town Areas;
 - Surveys undertaken after 01/01/2016;

⁵ Systra (2018) SRTM Modelling – Comparison of Development Options Appendix D – DS1-3 2036 Land Use (Zone 888) (Eastleigh Local Plan Reference Number 105599) (Local Plan Evidence Base)

- Non COVID-19 period surveys;
- Business Park sites comprising >90% office use;
- Sites without very high-level of bus use; and
- Sites with outlying trip rates excluded.

7.7 Vehicle-only surveys were used as this provided a higher number of surveys to select from than sites with multi-modal surveys.

7.8 This resulted in the following sites being selected as detailed in **Table 7.1**. The full output reports are presented in **Appendix O**.

Table 7.1: Selected TRICS Sites and Business Park Sites

Reference	Address	Survey Date	Location	GFA sqm	Office Use
CA-02-B-04	Swanns Road, Cambridge	22/06/2023	Suburban Area	5,070	100%
DV-02-B-01	Manton Close, Exeter	05/07/2017	Edge of Town	1,500	100%
EX-02-B-01	Brunel Court, Severalls Industrial Park, Colchester	31/07/2017	Edge of Town	2,900	90%
GS-02-B-01	Barnett Way, Barnwood, Gloucester	13/07/2023	Edge of Town	3,485	100%
NF-02-B-03	Barton Way, Norwich	02/12/2022	Edge of Town	2,634	100%
NY-02-B-02	Oakney Wood Road, Selby	15/08/2023	Edge of Town	3,150	100%
PB-02-B-01	Lynch Wood, Peterborough	19/10/2016	Edge of Town	12,800	100%
TW-02-B-01	Joicey Road, Gateshead	18/10/2018	Suburban Area	3,712	100%
WM-02-B-03	Paradise Way, Coventry	24/10/2019	Edge of Town	13,000	100%

7.9 The weighted average vehicle trip rates for the above office sites are presented in **Table 7.2**.

Table 7.2: Business Park Office Use Trip Rates per 100 sqm GIA – Vehicle Trip Rates (Assumed SRTM)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.017	0.015	0.032	0.006	0.007	0.013	0.094	0.095	0.189
Cyclists	0.033	0.009	0.042	0.000	0.015	0.015	0.079	0.092	0.171
Cars	1.189	0.171	1.360	0.236	0.848	1.084	4.004	4.041	8.045
Motorcycle	0.000	0.000	0.000	0.000	0.002	0.002	0.008	0.008	0.016
OGV	0.009	0.009	0.018	0.000	0.002	0.002	0.052	0.053	0.105
LGV	0.052	0.039	0.091	0.009	0.017	0.026	0.389	0.380	0.769
Total Vehicles	1.267	0.234	1.501	0.251	0.876	1.127	4.547	4.577	9.124

7.10 The proposed vehicular trip generation for the designated SRTM office use is presented in **Table 7.3**.

Table 7.3: Business Park Office Use Vehicular Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	5	5	10	2	2	4	28	29	57
Cyclists	10	3	13	0	5	5	24	28	51
Cars	357	51	408	71	254	325	1201	1212	2414
Motorcycle	0	0	0	0	1	1	2	2	5
PSV	0	0	0	0	0	0	0	0	0
OGV	3	3	5	0	1	1	16	16	32
LGV	16	12	27	3	5	8	117	114	231
Total Vehicles	380	70	450	75	263	338	1364	1373	2737
Percentage HGVs	0.7%	3.8%	1.2%	0.0%	0.2%	0.2%	1.1%	1.1%	1.2%

Existing Site Trip Generation

- 7.11 The existing Site is vacant and therefore generates no vehicle trips, other than occasional trips associated with maintenance and agriculture.

Proposed Development Trip Generation

Trip Rates

- 7.12 The TRICS version 7.11.3 database was searched for trip rate information pertaining to comparable developments based on the proposed uses, size, parking provision, servicing bays and Site locations.
- 7.13 The TRICS database was interrogated for the '02 - Employment' land use category and the following sub-land use categories to identify sites for each potential employment land use:
- TRICS Category B – 'Business Park' for the Proposed Development E(g)(ii) Research and development of products and processes and (iii) Industrial Processes land use.
 - TRICS Category D - 'Industrial Estate' for the Proposed Development B2 – General Industrial use.
 - TRICS Category F - 'Warehousing (Commercial)' for the Proposed B8 – Storage and Distribution use.
 - TRICS Category G - 'Parcel Distribution Centres' for the Proposed B8 – Parcel Distribution Centre use.
- 7.14 Sites were selected in England only, excluding Greater London and avoiding those surveyed during the COVID-19 period. Edge-of-town, out-of-town or suburban sites were used, with only one neighbourhood centre site used. Although the latter was classed as a neighbourhood centre it was located in an edge-of-town location and therefore, deemed to be applicable.
- 7.15 Sites with vehicle-only surveys were used as these provided a greater number of sites than multi-modal survey sites. Sites with outlying trip rates were excluded. For the TRICS Business Park category, sites that were predominantly Business Park 'office' uses were excluded, in favour of sites with research and development and light industrial uses.

- 7.16 Further details of the search criteria are provided at **Table 7.4**, and the resultant selected sites for each proposed use are provided at **Table 7.5**.

Table 7.4: TRICS Survey Search Criteria

Land Use	Actual Floor Space Range	Date Range
Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park)	2,395 – 142,687 sqm	01/01/16 – 12/09/23
Class B2 General Industrial (TRICS - Industrial Unit)	1,772 – 9,216 sqm	01/01/16 – 08/11/23
Class B8 Storage and Distribution (TRICS Warehousing (Commercial))	10,446 – 49,081 sqm	01/01/15 – 19/10/23
Class B8 Storage and Distribution (TRICS Parcel Distribution Centres)	1,496 – 6,016 sqm	01/01/12 – 23/11/23

Table 7.5: TRICS Datasets

For Proposed Use	Reference	Address	Survey Date	Location	GFA (sqm)
02 Employment, B - Business Park	CA-02-B-03	Science Park, Milton Road, Cambridge	06/10/2017	Edge Town	142687
	EC-02-B-01	Business Park, Winterton Way, Macclesfield	19/09/2016	Edge Town	2395
	EX-02-B-02	Wyncolls Road, Severalls Industrial Pk, Colchester, CO4 9HT	31/07/2018	Edge Town	4083
	LN-02-B-02	Business Park, Cardinal Close, Lincoln	18/05/2018	Edge of Town	5000
	ST-02-B-04	Stone Road, Stafford, ST16 1GZ	22/11/2017	Edge Town	20760
	WK-02-B-01	Gallows Hill, Warwick, Cv34 6UW	30/11/2019	Edge Town	56520
02 Employment, C - Industrial Units	EC-02-C-01	Brunel Road, Macclesfield	19/09/2016	Edge of Town	6658
	PB-02-C-01	Newark Road, Peterborough	29/09/2022	Edge of Town	1772
	SM-02-C-01	Robins Drive, Bridgwater	14/09/2022	Suburban Area	2300
	WK-02-C-01	Castle Mound Way, Rugby	10/11/2021	Edge of Town	9216
	WM-02-C-04	Stourvale Road, Stourbridge	21/11/2017	Suburban Area	4324

For Proposed Use	Reference	Address	Survey Date	Location	GFA (sqm)
B8 - Storage & Distribution (Warehousing)	BD-02-F-01	Distribution Company, Staithgate Lane, Bradford Newhall	14/03/2019	Edge of Town	10446
	DV-02-F-03	LIDL Distribution, ChillPark Brake, Clyst, Honiton, EX5 2DU	22/11/2021	Out of Town	49081
	GS-02-F-01	Logistics Warehouse, Golf Club Lane, Near Gloucester, Brockworth	03/05/2023	Edge of Town	24500
	HC-02-F-02	Logistics, Rutherford Road, Basingstoke	16/06/2016	Suburban Area	13200
	MW-02-F-02	Commercial Warehousing, Mills Road, Aylesford, Quarry Wood	22/09/2017	Edge of Town	11200
	NN-020F-01	Warehousing & Distribution, Halley Road, Corbey	19/10/2023	Edge of Town	18790
B8 - Storage & Distribution (Parcel Distribution)	LN-02-G-01	Parcelforce Worldwide, Whisby Way, Lincoln, Birchwood	28/06/2019	Edge of Town	1496
	NG-02-G-02	City Link, Millenium Way, Nottingham	17/06/2013	Edge of Town	3000
	SO-02-G-01	Horton Road, Slough, Colnbrook	06/03/2018	Edge of Town	15583
	WS-02-G-01	Barbour Drive, Near Crawley, Copthorne	23/11/2023	Neighbourhood Centre	6016

7.17 Several sites were manually removed from the site selection. The rationale for this is presented in the TRICS outputs in **Appendix O** and in summary tabular form in **Appendix P**. The resultant trip rates from these sites/ land uses are presented in **Table 7.6** to **Table 7.9**.

- 7.18 It should be noted that cyclist trip rates, although presented as part of the TRICS vehicle trip rate outputs, are not included within the ‘Total Vehicles’ trip rate totals.

Table 7.6: Proposed Class E (g) (ii) R&D and (iii) Industrial Processes (TRICS - Business Park) Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.011	0.009	0.020	0.003	0.003	0.006	0.047	0.050	0.097
Cyclists	0.132	0.015	0.147	0.019	0.109	0.128	0.478	0.425	0.903
Cars	1.145	0.095	1.240	0.060	0.820	0.880	3.233	3.307	6.540
Motorcycle	0.004	0.001	0.005	0.001	0.007	0.008	0.024	0.018	0.042
PSV	0.004	0.004	0.008	0.003	0.004	0.007	0.026	0.027	0.053
OGV	0.003	0.003	0.006	0.000	0.001	0.001	0.040	0.039	0.079
LGV	0.028	0.018	0.046	0.005	0.014	0.019	0.229	0.232	0.461
Total Vehicles	1.195	0.130	1.325	0.072	0.849	0.921	3.599	3.673	7.272

Table 7.7: Class B2 General Industrial (TRICS - Industrial Units) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.000	0.000	0.000	0.000	0.000	0.000	0.004	0.004	0.008
Cyclists	0.012	0.000	0.012	0.000	0.016	0.016	0.031	0.024	0.055
Cars	0.326	0.004	0.330	0.012	0.268	0.280	1.146	1.120	2.266
Motorcycle	0.004	0.000	0.004	0.000	0.004	0.004	0.019	0.012	0.031
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OGV	0.008	0.004	0.012	0.000	0.000	0.000	0.098	0.085	0.183
LGV	0.058	0.012	0.070	0.000	0.012	0.012	0.337	0.324	0.661
Total Vehicles	0.396	0.020	0.416	0.012	0.284	0.296	1.604	1.545	3.149

Table 7.8: Class B8 Storage and Distribution (TRICS Warehousing (Commercial)) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.001	0.001	0.002	0.002	0.002	0.004	0.016	0.015	0.031
Cyclists	0.006	0.000	0.006	0.000	0.005	0.005	0.037	0.028	0.065
Cars	0.114	0.026	0.140	0.033	0.110	0.143	0.868	0.921	1.789
Motorcycle	0.001	0.000	0.001	0.000	0.003	0.003	0.021	0.017	0.038
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OGV	0.036	0.058	0.094	0.060	0.023	0.083	0.556	0.553	1.109
LGV	0.029	0.022	0.051	0.008	0.012	0.020	0.201	0.205	0.406
Total Vehicles	0.181	0.107	0.288	0.103	0.150	0.253	1.662	1.711	3.373

Table 7.9: Class B8 Storage and Distribution (Parcel Distribution) – Vehicle Trip Rates per 100 sqm GIA

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0.000	0.000	0.000	0.000	0.000	0.000	0.049	0.049	0.098
Cyclists	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Cars	0.048	0.048	0.096	0.067	0.152	0.219	1.128	1.020	2.148
Motorcycle	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
PSV	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OGV	0.038	0.162	0.200	0.152	0.095	0.247	1.722	1.596	3.318
LGV	0.067	0.143	0.210	0.152	0.124	0.276	0.961	0.999	1.960
Total Vehicles	0.153	0.353	0.506	0.371	0.371	0.742	3.860	3.664	7.524

- 7.19 These vehicle trip rates are considered reflective of the Site location and are the most comparable sites within the TRICS database. The vehicle trip rates exclude walking and it should be noted that cyclists are not included in the total vehicle flows in the TRICS total vehicle calculation (as defined in TRICS).

Proposed Development – Vehicle Trip Generation

Assessment Scenarios

- 7.20 As the application is in outline, it is not currently known what the overall mix of development will be on site. As such a range of scenarios have been considered by the project team in terms of the quantum of development that can be accommodated within the site.
- 7.21 As identified above, it is evident that the different types of land use have different trip generation characteristics, in terms of both their overall trips and the proportion of light and heavy vehicle movements.

- 7.22 Therefore for the purposes of forecasting and generating a trip budget to assess the scheme against the following land use mixes have been considered.
- **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.
- 7.23 A second scenario has also been run as a sensitivity test, with a higher proportion of B8 use:
- **Scenario 2:** 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 10% B2 - General Industrial Use + 75% B8 - Warehousing Use + 5% B8 – Parcel Distribution.
- 7.24 The Scenario 1 proportions are considered to present a reasonable approximation of the likely traffic to be generated on the Site, given the type of land uses that will be developed. It is the trips generated by this scenario that have been input into the off-site junction modelling calculations, as the trips generated for this scenario are higher than for Scenario 2.
- 7.25 For the Class B2 General Industrial land use category, Industrial Unit TRICS category trip rates have been used as opposed to Industrial Estate trip rates as it is considered that this land use will comprise more advanced manufacturing / innovative technology uses large single units rather than a collection of smaller units, as is generally included within Industrial estate TRICS sites. The mix of Industrial Units and Class E (g) (ii) R&D and (iii) Industrial Processes uses provides a robust assessment of what trip generation is likely to occur from any B2 uses on Site.
- 7.26 The net change in vehicle trips compared to the theoretical trips generated by the Proposed Development in the SRTM DS3 Model, is also presented as a comparison for each of the above scenarios.

Mezzanine Level Trips

- 7.27 Depending on the scale and height of buildings some buildings may include mezzanine level development.
- 7.28 Mezzanines are typically introduced to enhance access to existing high-level storage areas, or to house automated operations. In each case, these functions do not result in a pro-rata increase in staff numbers compared to conventional floor space. The former, because, in the absence of mezzanine levels, high level storage is typically used to access the warehouse space. The latter, because automated (robotic) operations are less staff intensive.
- 7.29 The Homes and Communities Agency's (HCA) employment density guide bases employment densities for B8 uses on Gross External Area (GEA). GEA is not influenced by mezzanine floor space and therefore will not change a unit's staff numbers. This supports the approach above – that mezzanine levels do not result in a pro-rata increase in staff.
- 7.30 Importantly, HGV trip generation is typically associated with the number of loading bays, which are located on the ground floor and hence do not increase when mezzanine levels are introduced. Therefore, whilst the mezzanine levels may include automated operations which could improve efficiency and HGV throughput, there would not be a pro-rata increase in HGV numbers as these would be restricted by the number of loading bays.

- 7.31 As a consequence of the above, it is concluded that mezzanine floor space does not generate trips on a pro-rata basis as conventional floor space does.
- 7.32 The consented Plot 12 East Midlands Gateway Development (ref. 20/00718/FULM) assumed that only 50% of the mezzanine floor space would generate trips. These factors recognise that the mezzanine floor space could generate additional employee and HGV trips, but that these would not be at pro-rata levels compared to conventional floor space.
- 7.33 This approach was accepted by the local authority. It is therefore proposed that a similar approach is adopted for the B2 and B8 uses of the Site. A review of the TRICS sites used identifies that no mezzanine floorspace details were provided within the TRICS site information.
- 7.34 A proportional reduction of trips associated with mezzanine level development has not been applied to the trip generation assessment for Scenarios 1 and 2 at this stage. Therefore, the trip generation assesses a worst-case land area for these scenarios.
- 7.35 However, the 100% B8 scenario detailed in the subsequent ‘Additional Sensitivity Scenarios’ section does consider an allowance for a 50% reduction in trips associated with the B8 Storage and Distribution (warehousing) use.
- 7.36 It is also proposed to apply the 50% reduction to the total mezzanine trips at RMA stage when full details of the proposed mezzanine floorspace are known for individual units.

Proposed Trip Generation Budget

- 7.37 While the Applicant is seeking flexibility on the mix of land uses across the site, it is acknowledged that given the variation in trip generation and mix of vehicle types, some restriction must be placed on the outline consent.
- 7.38 It is considered that the most appropriate form of restraint would be to use the trip budget as a proxy for how much development can come forward, based upon the trip rates included within the assessment. All future Reserve Matters Applications (RMAs) can then be assessed against this trip budget.
- 7.39 At each RMA stage, the trip generation associated with the proposed RMA land uses would be calculated and compared against the Outline Planning Permission trip generation budget, with this undertaken cumulatively within each RMA Transport Assessment.
- 7.40 The above would maintain an element of flexibility in land use proportion terms when these come forward at RMAs stage.

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

7.41 Scenario 1 represents the ‘core scenario’ as it provides the worst-case scenario, which has been carried forward into the highways modelling assessments – see **Chapter 8**.

7.42 The trip generation for Scenario 1 is based on the following use class split:

- 15% Class E(g) (ii) R&D and (iii) Industrial Processes use
- 15% Class B2 General Industrial
- 60% Class B8 Storage and Distribution (Warehousing)
- 10% Class B8 Storage and Distribution (Parcel Distribution)

7.43 The proposed use class splits have been applied to the trip rates for each land use. The following tables present the forecast vehicle trips for each of the proposed uses:

- **Table 7.10** for the Class E (g) (ii) R&D and (iii) Industrial Processes use.
- **Table 7.11** for the B2 – General Industrial-Industrial Units use.
- **Table 7.12** for the B8 – Storage and Distribution – Warehousing use.
- **Table 7.13** for the B8 Storage and Distribution – Parcel Distribution use.

Table 7.10: Proposed Development Scenario 1 - 15% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	2	1	3	0	0	1	6	7	13
Cyclists	18	2	20	3	15	18	66	59	125
Cars	158	13	171	8	113	121	446	456	903
Motorcycle	1	0	1	0	1	1	3	2	6
PSV	1	1	1	0	1	1	4	4	7
OGV	0	0	1	0	0	0	6	5	11
LGV	4	2	6	1	2	3	32	32	64
Total Vehicles	165	18	183	10	117	127	497	507	1,004
Percentage HGVs	0.6%	5.4%	1.1%	4.2%	0.6%	0.9%	1.8%	1.8%	1.8%

Table 7.11: Proposed Development Scenario 1- 15% B2 – General Industrial Use – Industrial Units – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	1	1	1
Cyclists	2	0	2	0	2	2	4	3	8
Cars	45	1	46	2	37	39	158	155	313
Motorcycle	1	0	1	0	1	1	3	2	4
PSV	0	0	0	0	0	0	0	0	0
OGV	1	1	2	0	0	0	14	12	25

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
LGV	8	2	10	0	2	2	47	45	91
Total Vehicles	55	3	57	2	39	41	221	213	435
Percentage HGVs	2.0%	20.0%	2.9%	0.0%	0.0%	0.0%	6.1%	5.5%	5.8%

Table 7.12: Proposed Development Scenario 1 - 60% B8 – Storage and Distribution – Warehousing – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	1	1	1	2	9	8	17
Cyclists	3	0	3	0	3	3	20	15	36
Cars	63	14	77	18	61	79	479	508	988
Motorcycle	1	0	1	0	2	2	12	9	21
OGV	20	32	52	33	13	46	307	305	612
LGV	16	12	28	4	7	11	111	113	224
Total Vehicles	100	59	159	57	83	140	917	944	1,862
Percentage HGVs	19.9%	54.2%	32.6%	58.3%	15.3%	32.8%	33.5%	32.3%	32.9%

Table 7.13: Proposed Development Scenario 1 - 10% B8 Storage and Distribution – Parcel Distribution – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	5	5	9
Cyclists	0	0	0	0	0	0	0	0	0
Cars	4	4	9	6	14	20	104	94	198
Motorcycle	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	0	0
OGV	3	15	18	14	9	23	158	147	305
LGV	6	13	19	14	11	25	88	92	180
Total Vehicles	14	32	47	34	34	68	355	337	692
Percentage HGVs	24.8%	45.9%	39.5%	41.0%	25.6%	33.3%	44.6%	43.6%	44.1%

- 7.44 **Table 7.14** presents the total vehicle trip generation for the Proposed Development Scenario 1 uses combined (15% Class E (g) (ii) R&D and (iii) Industrial Processes Use + 15% B2 - General Industrial, 60% B8 – Storage and Distribution - Warehousing and 10% B8 – Storage and Distribution – Parcel Distribution).
- 7.45 Scenario 1 would generate 446 two-way vehicle movements in the AM peak, 376 two-way vehicle movements in the PM peak and 3,992 two-way vehicle movements daily.

- 7.46 In terms of HGV trip generation, during the morning peak hour it is anticipated that 74 two-way HGVs/ PSVs (16.6%) will be generated by this scenario. In the PM peak 70 HGVs/ PSVs (18.5%) will be generated, and across a day 961 HGVs/ PSVs (24.1%) will be generated. As it is unclear at this stage how many buses will serve the Proposed Development the PSVs have been considered as HGVs for the highway modelling assessments in **Chapter 8**.

Table 7.14: Proposed Development Scenario 1 – Total Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	2	2	4	2	2	3	20	20	41
Cyclists	23	2	25	3	20	23	91	77	168
Cars	270	32	303	34	225	259	1,187	1,213	2,400
Motorcycle	2	0	2	0	3	3	18	14	31
PSV	1	1	1	0	1	1	4	4	7
OGV	25	48	73	47	22	69	484	469	954
LGV	34	29	63	19	22	41	277	282	559
Total Vehicles	334	112	446	103	273	376	1,991	2,002	3,992
Percentage HGVs	7.6%	43.2%	16.6%	46.3%	8.1%	18.5%	24.5%	23.6%	24.1%

- 7.47 **Table 7.15** compares the net change in trips for the Scenario 1 Proposed Development against the theoretical SRTM DS3 vehicle trip generation. This demonstrates that 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) would generate 5 fewer two-way vehicle movements in the AM peak and 38 more two-way vehicle movements in the PM peak compared to the theoretical SRTM vehicle trips. Within both periods there would be a significant reduction in car trips but LGV trips and OGV trips would both increase.

- 7.48 Scenario 1 would also generate 1,255 more daily vehicle trips than the theoretical SRTM DS3 scenario.

Table 7.15: Proposed Development 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 vs SRTM DS3 - Net Change in Vehicle Trips

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	-3	-3	-6	0	-1	-1	-8	-8	-16
Cyclists	13	-1	13	3	16	18	67	50	117
Cars	-86	-19	-105	-36	-30	-66	-14	1	-13
Motorcycle	2	0	2	0	3	3	15	11	26
PSV	1	1	1	0	1	1	4	4	7
OGV	22	45	67	47	21	68	469	453	922
LGV	18	18	36	16	17	33	161	168	329
Total Vehicles	-47	42	-5	27	10	38	626	629	1,255

Scenario 2 - 10% Class E (g) (ii) R&D and (iii) Industrial Processes + 10% B2 - General Industrial Use + 75% B8 - Warehousing Use + 5% B8 – Parcel Distribution

7.49 Scenario 2 represents a likely scenario of what will be provided on the Site.

7.50 The trip generation for Scenario 2 is based on the following use class split:

- 10% Class E (g) (ii) R&D and (iii) Industrial Processes use.
- 10% Class B2 General Industrial
- 75% Class B8 Storage and Distribution (Warehousing)
- 5% Class B8 Storage and Distribution (Parcel Distribution)

7.51 The forecast vehicle trip generation for each of these land uses is included in the following tables.

Table 7.16: Proposed Development Scenario 2 - 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	2	0	0	1	4	5	9
Cyclists	12	1	14	2	10	12	44	39	83
Cars	105	9	114	6	75	81	297	304	602
Motorcycle	0	0	0	0	1	1	2	2	4
PSV	0	0	1	0	0	1	2	2	5
OGV	0	0	1	0	0	0	4	4	7
LGV	3	2	4	0	1	2	21	21	42
Total Vehicles	110	12	122	7	78	85	331	338	669
Percentage HGVs	0.6%	5.4%	1.1%	4.2%	0.6%	0.9%	1.8%	1.8%	1.8%

Table 7.17: Proposed Development Scenario 2 - 10% B2 – General Industrial Use – Industrial Units – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	0	0	1
Cyclists	1	0	1	0	1	1	3	2	5
Cars	30	0	30	1	25	26	105	103	208
Motorcycle	0	0	0	0	0	0	2	1	3
PSV	0	0	0	0	0	0	0	0	0
OGV	1	0	1	0	0	0	9	8	17
LGV	5	1	6	0	1	1	31	30	61
Total Vehicles	36	2	38	1	26	27	148	142	290
Percentage HGVs	2.0%	20.0%	2.9%	0.0%	0.0%	0.0%	6.1%	5.5%	5.8%

Table 7.18: Proposed Development Scenario 2 - 75% B8 – Storage and Distribution – Warehousing – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	1	1	1	1	1	3	11	10	21
Cyclists	4	0	4	0	3	3	26	19	45
Cars	79	18	97	23	76	99	599	635	1234
Motorcycle	1	0	1	0	2	2	14	12	26
OGV	25	40	65	41	16	57	384	382	765
LGV	20	15	35	6	8	14	139	141	280
Total Vehicles	125	74	199	71	104	175	1147	1181	2,327
Percentage HGVs	19.9 %	54.2 %	32.6 %	58.3 %	15.3 %	32.8 %	33.5 %	32.3 %	32.9 %

Table 7.19: Proposed Development Scenario 2 - 5% B8 Storage and Distribution – Parcel Distribution – Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 -18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	0	0	0	0	0	0	2	2	5
Cyclists	0	0	0	0	0	0	0	0	0
Cars	2	2	4	3	7	10	52	47	99
Motorcycle	0	0	0	0	0	0	0	0	0
PSV	0	0	0	0	0	0	0	0	0
OGV	2	7	9	7	4	11	79	73	153
LGV	3	7	10	7	6	13	44	46	90
Total Vehicles	7	16	23	17	17	34	178	169	346
Percentage HGVs	24.8%	45.9%	39.5%	41.0%	25.6%	33.3%	44.6%	43.6%	44.1%

Table 7.20 presents the total vehicle trip generation for the Proposed Development Scenario 2: 10% Class E (g) (ii) R&D and (iii) Industrial Processes Use + 10% B2 - General Industrial, 75% B8 – Storage and Distribution - Warehousing and 5% B8 – Storage and Distribution – Parcel Distribution uses combined.

Table 7.20: Proposed Development – Total Vehicle Trip Generation

Mode	AM Peak (08:00-09:00)			PM Peak (17:00 - 18:00)			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Taxi	2	2	3	2	2	3	18	18	36
Cyclists	17	1	19	2	15	17	72	61	133
Cars	216	29	245	32	183	215	1054	1090	2143
Motorcycle	1	0	2	0	3	3	18	14	33
PSV	0	0	1	0	0	1	2	2	5
OGV	28	48	76	48	20	69	476	466	942
LGV	31	25	56	13	16	29	235	239	474
Total Vehicles	278	104	382	96	225	321	1803	1829	3,632
Percentage HGVs	10.0%	46.7%	20.0%	50.8 %	9.2 %	21.6 %	26.5%	25.6%	26.1%
Total Vehicle Net Change vs Sc 1	-55	-8	-64	-7	-48	-55	-188	-172	-360
HGV Net Change vs Sc 1	3	0	3	1	-1	0	-10	-4	-14

- 7.52 This scenario would generate 382 two-way vehicle movements in the AM peak, 321 two-way vehicle movements in the PM peak and 3,632 two-way vehicle movements daily.
- 7.53 In terms of HGV trip generation, during the morning peak hour it is anticipated that 77 two-way HGVs/ PSVs (20%) will be generated by this scenario. In the PM peak 70 HGVs/ PSVs (21.6%) will be generated, and across a day 947 HGVs/ PSVs (26.1%) will be generated.
- 7.54 The Table also presents the net change in trips compared to Scenario 1. This demonstrates that this scenario would generate significantly lower two-way total vehicle trips than Scenario 1 (64 fewer in the AM peak and 55 fewer in the PM peak). There would be c.3 more two-way HGV trips in the AM peak than Scenario 1 which is not significant, with PM peak HGV trips being equal.
- 7.55 This demonstrates that the land use proportions for Scenario 2 could be delivered within the Scenario 1 trip generation budget and as such no additional traffic modelling is necessary to understand the impacts of this mix.

Additional Sensitivity Scenarios

- 7.56 On the basis of the agreed trip rates, it is also noted that within the above Scenario 1 trip budget it would also be possible to deliver:
- Up to 92,000 sqm of B2 General Industrial - Industrial Units land uses.
 - Up to 92,000 sqm of B8 Storage and Distribution – Warehousing land uses.

Robustness of Assessment

- 7.57 It should be noted that both the Scenario 1 and Scenario 2 trip generation assessments are considered to be a 'worst case', for the following reasons described below:

- The trip generation is based on a comparison against the 30,000sqm of office allowance for the Navigator Quarter made within the SRTM DS3 scenario. Therefore, an allowance was made for the impacts of these trips on the highway network at the Local Plan stage. As a result, the increase in trips should be viewed as a net change compared to the SRTM DS3 allowance. It should also be noted that the 30,000sqm SRTM DS3 allowance, only covers the land allocated for the northern land parcel while the Eastleigh Borough Local Plan allows for the allocation of the following two Sites, within which the Proposed Development falls:
 - Policy E7, Development opportunities adjoining Eastleigh River Site – Approximately 34,000 sqm of employment uses for use classes B2, B8 and E(g) (ii)/(iii).
 - Policy E9, Southampton Airport – Approximately 79,000sqm of employment uses in use classes B2, B8 or E(g).
- No allowance has also been made for a reduction in trips associated within mezzanine levels in Scenarios 1 or 2, should these form part of any RMA application(s), they would generate less vehicles.
- It has initially been assumed that all of the units within the masterplan would be for the uses outlined in the application and that these would be accessed from Mitchell Way. However, there is an opportunity for the buildings directly adjacent to the airfield to be utilised by the Airport, for Airside related uses, i.e. hangars. If such a strategy were implemented, these buildings would effectively be non-traffic-generating and accessed from the airport side. The trip generation assessment has therefore been based upon the ‘worst case’ scenario.

Proposed Development Multi-modal Trips

7.58 This section provides a forecast of the multi-modal trips that will be generated by the Proposed Development. **Table 7.21** 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.

Table 7.21: Existing 2011 Census Mode Shares and Adjusted Mode Shares

Mode	2011 Census	Adjusted
Underground, metro, light rail, tram	0.1%	0%
Train	7.3%	7.0%
Bus, minibus or coach	3.0%	3.5%
Taxi	0.4%	1.0%
Motorcycle, scooter or moped	1.3%	0.5%
Driving a car or van	62.4%	63%
Passenger in a car or van	6.0%	6%
Bicycle	4.0%	4%
On foot	15.1%	15%
Other method of travel to work	0.4%	0%
Total	100%	100%

- 7.59 The forecast multi-modal trips for the Proposed Development have then been calculated by summing the total Proposed Development Scenario 1 car and LGV trips (note: this excludes HGVs) and then calculating the trips for the other modes, by proportioning these off the vehicle trips using the adjusted mode shares in **Table 7.21**. The Proposed Development Scenario 1 multi-modal trip forecast is presented in **Table 7-22**.

Table 7.22: 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

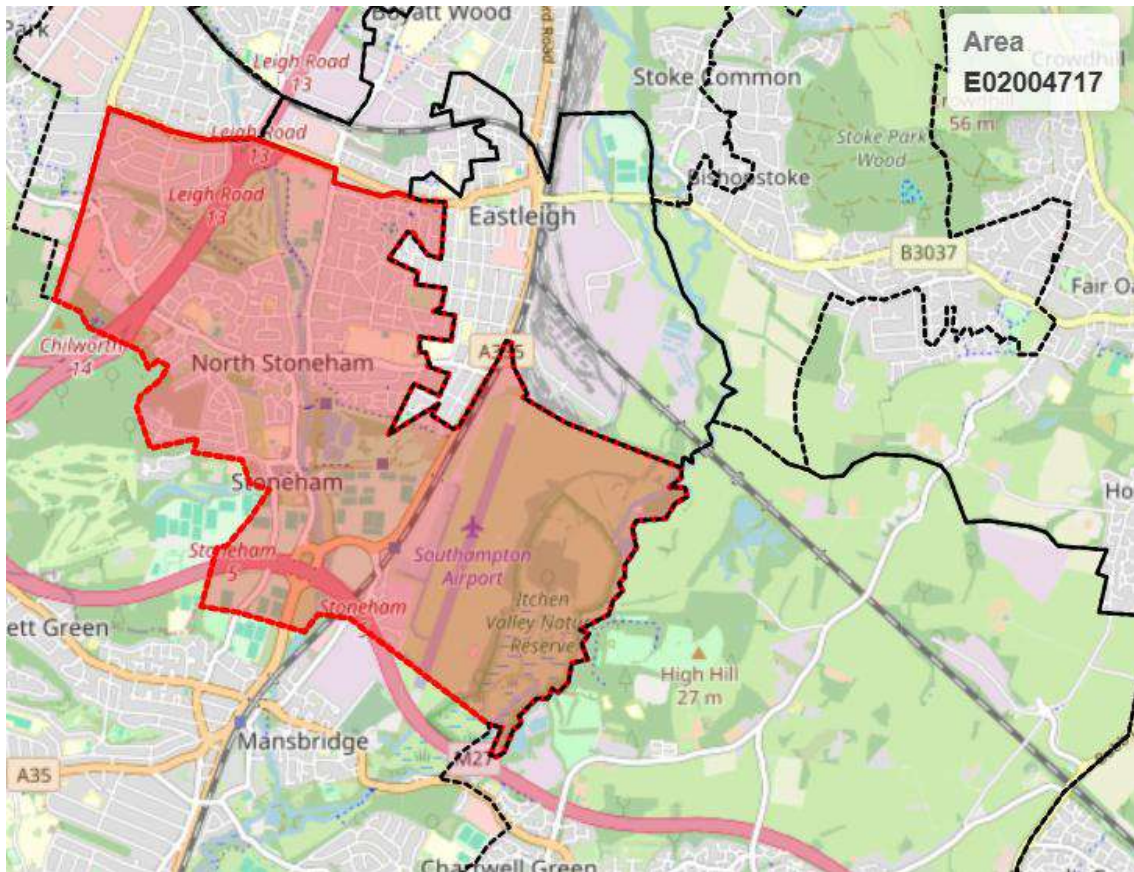
Proposed Development Vehicle Trip Distribution

- 7.60 The vehicular trip distribution associated with the Proposed Development Scenario 1 has been analysed as the first step towards determining the Site's impact on the local highway network. The key roads within the study area that have been assessed are summarised below:
- Stoneham Lane
 - Bishopstoke Road
 - Twyford Road
 - Mansbridge Road
 - M27 East
 - Stoneham Way
 - Wessex Lane
 - M27 West
 - Basset Green Road
 - Chestnut Avenue
 - Derby Road
- 7.61 Different distribution methodologies have been used in order to distribute employee trips (applied to Proposed Development car, motorcycle and taxi trips), LGVs and HGVs onto the local network. The methodologies are outlined below.

Proposed Development Employee Vehicle Distribution (Light Vehicles – Car, Motorcycles, Taxis)

- 7.62 2011 Census dataset WU03EW, ‘Location of Usual Residence and Place of Work by Method of Travel to Work’, has been used to ascertain the distribution of trips associated with the employees of the B2, B8 and E(g)(ii) and E(g)(iii) land uses. The data for trips across England to MSOA E02004717 (Eastleigh 006), where the Site is located, has been obtained. Eastleigh 006 is presented in **Figure 7-1**.

Figure 7-1: MSOA E02004717 (Eastleigh 006)



- 7.63 Data for car/ van driver and car/ van passenger modes were used for the assessment and any origins with equal to or more than 50 recorded trips were included in the assessment.
- 7.64 Google Maps was used to find the quickest route from the origin to the Site, and to assign the trips to the highway network. Trips were set to arrive on Site at 9 am on Wednesday 15th January 2025 and depart on Wednesday 15th January 2025 at 17:00, to establish routes for arrival and depart trips. Where a journey time range was provided, the average time in minutes was assumed.
- 7.65 From many of the origins, alternative routes using the SRN (primarily the M27 and M3) were available. Where an alternative route has the same average journey time as the primary route, it is assumed that 50% of trips will use the primary route and 50% will use the alternative SRN route. This has been reflected in the distribution summarised in **Table 7.23**.

Table 7.23: Employee Trip Distribution

Route	AM Distribution (%)	PM Distribution (%)
Stoneham Lane	27%	10%
Bishopstoke Road	9%	4%
Twyford Road	4%	-
Mansbridge Road	13%	15%
M27 East	15%	21%
Stoneham Way	11%	6%
Wessex Lane	6%	3%
M27 West	14%	29%
Bassett Green Road	-	4%
Chestnut Avenue	-	8%
Derby Road	-	-

- 7.66 The above indicates that 29% of employees in the morning peak hour and 49% in the evening peak hour would use the SRN to access the Site.
- 7.67 The full calculations to identify the above distribution, including the assignment of the above distributions to junctions are included in **Appendix Q**.
- 7.68 The employment distributions identified above were then applied to the Proposed Development Scenario 1, car, motorcycle and taxi trips, to distribute these trips across the highways network. The associated AM and PM peak turning movement diagrams are included in **Appendix R**.

Proposed Development LGV Distribution

- 7.69 The following methodology has been used to distribute the Proposed Development Scenario 1 Light Goods vehicles (LGVs) using the 2023 junction turning count surveys at the Spitfire Roundabout (See **Chapter 3** and **Appendix S**):
- The light vehicle flows entering/ exiting the Mitchell Way arm at the Spitfire roundabout were reviewed to ascertain the turning movement proportions of these flows at the roundabout. This was undertaken separately for the AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours.
 - The distributions of these flows at subsequent junctions across the network have then been based on the turning proportions of light vehicles at each junction. This analysis has been undertaken separately for the arrival and departure trips during the AM and PM peaks.
- 7.70 The distribution proportions calculated from the observed 2023 turning count data is included in the analysis in **Appendix T**.
- 7.71 The above turning proportion distributions were then applied to the Proposed Development Scenario 1 LGV trips. The flow diagrams showing the distribution of the Proposed Development LGV trips for the AM and PM peak periods are provided in **Appendix U**.

Proposed Development HGV Distribution

- 7.72 The Applicant is prepared to accept a condition where HGVs route to and from the M27 only, to reduce the potential impact of HGVs on local roads. The M27 provides access to/from key locations on the south coast, including Portsmouth and Southampton, and also connects with the M3 which will be used by HGVs to access the wider SRN.
- 7.73 The methodology for distributing HGVs has been identified using DfT M27 mainline flow traffic count data from 2023. Count site 48064 is located about 3.5km east of M27 Junction 5. Count site 48091 is located about 0.3km west of M27 Junction 5. The total daily HGV flows have been assessed to calculate the proportion of HGV traffic arriving and departing in each direction – see **Table 7.24**, which has been calculated from DfT count data at the M27 junction 5 (ID 48064 and ID 48091).
- 7.74 A 50%/ 50% split of HGV trips on the M27 between M27 East and M27 West, has therefore been assumed.

Table 7.24: HGV Trip Generation

	Eastbound			Westbound			Total
	Count Site	Flow	Percentage	Count Site	Flow	Percentage	
Arrival	48091	2963	49.6%	48064	3010	50.4%	5973
Departure	48064	2833	50.4%	48091	2786	49.6%	5619

- 7.75 The flow diagrams showing the distribution of the Proposed Development HGV trips for the AM and PM peak periods are provided in **Appendix V**.

Total Proposed Development Scenario 1 Flow Distribution Diagrams

- 7.76 The Total Proposed Development Scenario 1 AM and PM peak total vehicle flows (including % HGVs) are also included in **Appendix W**.
- 7.77 **Appendix X** also includes the Proposed Development Passenger Car Unit (PCU) diagrams, for each vehicle mode and total PCU's. The following factors were applied to convert vehicle flows to PCU's:
- Cars/ motorcycles, taxis and LGVs = 1 PCU (motorcycles were included as 1 PCU as opposed to 0.4 PCU given the low level of motorcycle flows.
 - HGV/ PSV = 2.3 PCUs

Delivery and Servicing Trip Generation

- 7.78 The Proposed Development will implement consolidation and management controls to minimise the number of delivery and servicing trips to the Site, in particular through the core of the Site. Delivery and servicing vehicle trips are already incorporated within the vehicular trip rates presented above.
- 7.79 Further details of the proposed delivery and servicing approach will be provided at RMA stage.

Construction Trip Generation

7.80 As the scheme is in outline, it is difficult to estimate typical construction trip generation. It is however noted that typically construction traffic would be less than the operational traffic and obviously is limited to a short period of time during the build. A Framework Construction Environmental Management Plan (CEMP) is submitted as part of the planning application which contains further details about the scheme's mitigation measures. A detailed CEMP will be prepared at a later stage in conjunction with a detailed Construction Logistics Plan (CLP) to manage impacts on the nearby highway network.

7.81 **Table 7.25** provides an indicative construction programme, including indicative forecasts of the likely construction trips resulting from the Proposed Development. These assume a flat profile of construction and will be updated in the detailed CLP prior that will be submitted and approved pre-commencement of construction works.

Table 7.25: Proposed Construction Profile (Indicative)

Theme	Navigator Quarter construction proposals
Start of construction	2026
Construction duration	5 years, however due to earthworks and infrastructure provision that will be part of the up-front construction phasing, the assumption is that the majority of traffic movements will be in the first 3 years of construction.
Initial occupation	2028
Full occupation	2036, however this may be earlier if there is strong occupier demand.
Construction working hours	Monday – Friday 08:00 – 18:00 Saturday 08:00 – 13:00 This equates to a 5.5 working days / week.
Construction trips per year	8,820 HGV trips
Construction trips per day	31 HGV trips (one way); 62 HGV trips (two-way)
Construction trips per peak hour	3 HGV trips (one way); 6 HGV trips (two-way)

7.82 For the highway assessment purposes of this TA, 2028 has been assessed as opening year and 2036 as future year. This was agreed with HCC.

7.83 It is anticipated that all of the proposed construction trips would access the Site via the SRN (Junction 5 of the M27 and via Mitchell Way). Construction trips will be scheduled to avoid peak hours where possible. For worst case assessment purposes, it has also been assumed that 10% of the proposed daily construction vehicular trips will occur during each peak hour. This equates to approximately one HGV trip every 10 minutes during peak times in each direction along Mitchell Way.

7.84 A detailed construction management plan should be a condition of the application and would be updated in accordance with any RM applications.

8 Highways Assessment

Overview

- 8.1 The previous chapter forecast the Proposed Development vehicle trip generation for the anticipated development scenarios and compared these to the theoretical trip generation ceiling for the Proposed Development within the EBC Local Plan SRTM DS3 model.
- 8.2 However, during the initial transport pre-application meetings with HCC, EBC and SCC, the Transport Officers from the various local authorities advised that they may not support the use of the SRTM transport model and would favour more traditional standalone junction capacity assessment modelling.
- 8.3 Therefore, stand-alone junction capacity assessments have been undertaken for key junctions within the study area. This Chapter sets out the junction capacity modelling traffic flow assessment scenarios, the assumptions that have informed these, the junction capacity modelling methodology and the outputs.

Junction Model Overview and Study Area

- 8.4 **Appendix Y** contains the Technical Note detailing the transport modelling analysis for the agreed study area, utilising Junctions 9 (J9) and LinSig models (including validation results). The following narrative provides a summary of the methodology and the output results, with full details provided in the Technical Note.
- 8.5 The following junctions were assessed as part of the localised junction capacity modelling assessments. Due to availability of traffic survey data (as previously described within Chapter 3), junctions within the study area have been developed using either 2023 or 2025 base year data. A summary of the base year data associated with each of the models is included in **Table 8.1**.
- 8.6 Junction models (J01 – J05) were prepared using the 2023 base year, and junction models (J06 – J07) were prepared using 2025 base year data.

Table 8.1: Junction modelling summary

Steer Junction ID	Location	Software	Base Year
J01	Wide Lane / South Street	LinSig	2023
J02	Wide Lane / Southampton Airport Parkway Rail Station	LinSig	2023
J03	A335 / Wide Lane	J9	2023
J04	Spitfire Roundabout	J9	2023
J05	Wide Lane / Mountpark	LinSig	2023
J06	M27 J5	LinSig	2025
J07	Stoneham Way / Wide Ln / Wessex Ln and Wide Lane / Mansbridge Rd	LinSig	2025

- 8.7 Each junction was modelled separately using J9 and LinSig v3, as the industry standard local junction modelling software packages.

Assessment Scenarios

- 8.8 The junction capacity modelling assessments have been undertaken for the scenarios outlined in **Table 8.2**.
- 8.9 The junction capacity assessments were undertaken for the following weekday AM (08:00 – 09:00) and PM (17:00 – 18:00) peak hours within each scenario. The only exception to this was for J05 (Wide Lane / Mountpark signalised junction), where the AM peak hour flows were found to differ significantly compared to the network AM peak hour flows. For this particular junction, the AM peak was surveyed as 07:30 – 08:30. The full justification for the selection of these time periods is provided in the Technical Note in **Appendix Y**.

Table 8.2: Modelling assessment scenarios

Scenario	Demand	Network
2023 Base	2023 observed traffic flows for model validation	Same as base (except for J05 model*)
2025 Base	2025 observed traffic flows	Same as base
2025 Baseline	Uplifted base flows from 2023 to current year, using TEMPro growth factors	Same as base (except for J05 model*)
2028 Baseline	Uplifted 2023 Baseline flows to future 2028 flows, using TEMPro growth factors	Same as base (except for J05 model*)
2028 Baseline + Proposed Development	Uplifted 2023 Baseline flows to future 2028 flows + development trips	Same as base (except for J05 model*)
2036 Baseline	Uplifted 2023 Baseline to future 2036 flows, using TEMPro growth factors	Same as base (except for J05 model*)
2036 Baseline + Proposed Development	Uplifted 2023 Baseline to future 2036 flows + development trips	Same as base (except for J05 model*)

* As requested by Hampshire CC, J05 future models include the priority junction for access to the former Ford site employment and coffee drive-through development.

- 8.10 The Proposed Development scenarios (2028 Baseline + Proposed Development and 2036 Baseline + Proposed Development), have been assessed using the Scenario 1 trip generation forecast as outlined within Chapter 6 (15% Class E (g) (ii) R&D and (iii) Industrial Processes + 15% B2 - General Industrial Use + 60% B8 - Warehousing Use + 10% B8 – Parcel Distribution).

Future Year Growth Assumptions

Tempro Growth

- 8.11 TEMPro growth factors for Eastleigh Authority have been applied to growth the 2023 survey data to the 2028 and 2036 Future Baseline traffic flows.
- 8.12 TEMPro is an industry-standard tool used to obtain growth factors for traffic flows, based on housing and employment projections. TEMPro (version 8.1) has been used to estimate future traffic growth for the key roads surrounding the Site.
- 8.13 It has been assumed that an initial allowance has been included within TEMPro for the Navigator Quarter Site based on the 30,000 sqm B1 office space that was assessed in the SRTM DS3 model. It is assumed that the Navigator Quarter site could generate up to 3,000 jobs.
- 8.14 However the following approach has been applied following initial feedback from HCC in their second pre-application response dated 7 February 2025 (see **Appendix G**) to remove associated Navigator Quarter jobs from the TEMPro growth forecasts, to avoid any double counting of the Navigator Quarter development.

- 8.15 The Eastleigh Authority job assumptions originally included within TEMPro are presented in **Table 8.3** below.

Table 8.3: Eastleigh Authority Job Assumptions within TEMPro

	Job Assumptions in TEMPro						
	2023	2025	2028	2036	2025-2023	2028-2023	2036-2023
Eastleigh Authority Job Assumptions	76,611	77,330	78,170	79,574	719	1,559	2,963

- 8.16 To avoid double counting, the growth in jobs for the 2025, 2028 and 2036 years have been assumed to be zero, with the future year jobs for each of these scenarios assumed to be equal to 76,611 jobs.
- 8.17 The adjusted TEMPro growth factors (with the growth in jobs removed) have subsequently been obtained to factor up the 2023 baseline traffic to the 2028 Baseline and 2036 Baseline scenarios. To ensure the growth factors reflect the nature of the local area, growth factors have been obtained for motorways, trunk roads, A-roads and minor roads, in urban areas.
- 8.18 **Table 8.4** presents the TEMPro growth factors for each road type using the standard job assumptions and the adjusted job assumptions (Navigator Quarter jobs removed) for an average weekday, in 2028 and 2036. These factors have been applied to the assessment.

Table 8.4: TEMPro Growth Factors (From 2023 Base Year to Future Year Levels)

Future Year	Road type	Standard factors	Adjusted factors
2023 - 2025	Motorway	1.0268	1.022
	Trunk	1.0282	1.0234
	A Road	1.0254	1.0206
	Minor	1.0266	1.0218
2025 - 2028	Motorway	1.0223	1.0118
	Trunk	1.0229	1.0124
	A Road	1.0227	1.0122
	Minor	1.0233	1.0128
2025 - 2036	Motorway	1.0821	1.0614
	Trunk	1.0878	1.0669
	A Road	1.0865	1.0657
	Minor	1.0914	1.0705

Future Year Growth - Committed Schemes

- 8.19 Traffic flows associated with the following committed schemes were then added to the future year vehicle flows. The following outlines the methodology that was applied.

Land At Former Ford Site, Southampton

- 8.20 This committed scheme is located on the former Ford site on the north west side of Wide Lane within the SCC administrative area.
- 8.21 A planning application was approved in June 2023 (planning reference: 22/00289/FUL/1117) for the delivery of 2,043sqm commercial use (Use Classes E, B2 and B8) and a 214 sqm coffee drive-through facility, with associated parking and landscaping. The planning application was supported by a Transport Assessment and a Technical Note, produced by Entran Ltd. The transport implications of the scheme are summarised below.

Access

- 8.22 The Site takes access from an existing shared private access road, which has a simple priority junction with Wide Lane. This access was established prior to the installation of the traffic signals, to serve the Mountpark development. As such, a box junction is proposed on Wide Lane, to prevent the access from being blocked by vehicle queuing at the signals. The Wide Lane / Mountpark junction will be subsequently altered with the northbound stop line shifted northwards to accommodate a new right turn lane on the southbound carriageway into the new development. However, the junction into the new development will remain non-signalised with the new access road operating as a priority arm.
- 8.23 This was taken into account as part of the traffic modelling for J05 (Wide Lane / Mountpark signalised junction).

Forecast Trip Generation

- 8.24 Vehicle trips associated with this development have been added to the 2028 and 2036 future year models, based on the proposed assignment of the trips at the development junction contained in Table 3.8 of the Entran Ltd (May 2022) 'Land at Wide Lane, Southampton – Proposed Commercial Development – Technical Note 1 – Vehicle trip rates and access options'.
- 8.25 The trips were then distributed across the wider highway network, based on existing turning proportions sourced from the 2023 junctions traffic count data. The distribution of trips is presented in the traffic flow distribution diagrams in **Appendix Z**.
- 8.26 The section 106 obligation associated with proposal required a contribution to be made towards the potential improvements of the Wide Lane Bridge.

Southampton Airport Runway Extension, Eastleigh

- 8.27 SIAL received planning permission (reference: F/19/86707) in November 2019 for the following at Southampton International Airport:
- Runway extension of up to 170m at the northern end of the current runway;
 - 470 space car park, including reconfiguration of the existing long-stay car park and realignment of Mitchell Way access road; and
 - Blast screen.
- 8.28 WSP produced the Transport Assessment to accompany the planning application.
- 8.29 As part of the Airport's masterplan up to 2037, the Proposed Development will provide an extension to the northern end of the runway by up to 170m, which would be accommodated on existing land owned by SIAL. Existing terminal buildings were not proposed to be altered.

- 8.30 The Southampton International Airport Runway Extension consent considered an increase to 3 million passengers per year. An allowance for the future growth in airport trips has been included in the 2028 and 2036 future year assessments.

Airport Masterplan Growth

- 8.31 The Southampton International Airport Runway Extension consent (Ref: F/19/86707) considered an increase to 3 million passengers per year, with this growth accounted for in the SRTM.
- 8.32 However, as the highways impact assessment has been to undertake stand-alone junction assessments without the use of SRTM, an allowance for the consented airport growth has been included in the future growth forecasts.
- 8.33 Growth factors have been derived associated with airport passenger number growth forecasts from base year 2025 to 2028 Baseline and 2036 Baseline (future assessment years). These airport passenger forecasts are presented in **Table 8.5** and were provided AGS Airports Limited (owners of Southampton Airport).

Table 8.5: Southampton Airport forecast passenger volumes (annual)

Annual Airport Passenger Volumes by Forecast year				Applied Growth Factor		
2023	2025	2028	2036	2023 - 25	2025 - 28	2025 - 36
755,000	1,102,000	1,800,000	3,000,000	1.46	1.63	2.72

8.34 The growth factors have been applied to the light vehicle class of the Mitchell Way ATCs (undertaken in 2023) to establish the level of growth this would equate to in light vehicle flows.

8.35 This growth in vehicle numbers has then been assigned to the highway network turning counts. The flows have been distributed across the highway network based upon the assumptions presented in **Table 8.6** (derived from the Southampton Airport Expansion Transport Assessment). The traffic flow diagrams related to the airport growth can be found at **Appendix AA**.

Table 8.6: Airport Distribution

Origin/ Destination	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Eastleigh	12.40%	24.50%	14.40%	25.70%
M27 East	14.20%	11.30%	14.40%	16.80%
M27 West	37.20%	29.30%	19.10%	27.90%
Wide Lane (South)	36.20%	34.90%	52.10%	29.60%

Highways Assessment – Turning Movement Diagrams

8.36 **Appendix BB** include the vehicle flow and PCU flow turning movement diagrams for each of the following assessment scenarios:

- 2023 Base
- 2025 Base
- 2025 Baseline
- 2028 Baseline
- 2028 Baseline + Proposed Development
- 2036 Baseline
- 2036 Baseline + Proposed Development

Junction Capacity Modelling Results

8.37 **Appendix Y** contains full details of the transport modelling results (including all baseline and ‘with Proposed Development’ scenarios) and the validation process, with a brief summary of the 2023 and 2025 base models validation below:

- **2023 Base and 2025 Base Modelling Validation Results:** The base models generally aligned well with observed traffic conditions, with minimal discrepancies. While a few

minor validation issues were identified they do not undermine the reliability of the overall models.

- **2023 Base Junction Operational Challenges:** The analysis highlighted significant existing operational issues at some junctions with the A335 / Wide Lane consistently operating above practical capacity and close to theoretical capacity during peak periods. Queueing effects at the Southampton Airport Parkway Rail Station contributes to this congestion issue.

8.38 The junctions operating at capacity or above (Degree of Saturation (DoS)/ Ratio of Flow to Capacity (RFC) above 90%) during either the AM or PM peaks in the future year modelling assessments are identified in **Table 8.7**.

Table 8.7: Summary of Junctions Operating at capacity and Above in either AM or PM

Junction	Lane	Junctions Operating at Practical Capacity and Above				
		2025 Base	2028 Baseline	2028 Baseline + Proposed Development	2036 Baseline	2036 Baseline + Proposed Development
J01 - Wide Lane / South Street	Southampton Rd	N	N	N	N	N
	Wide Lane	N	Y	Y	Y	Y
	South Street	N	N	N	N	N
J02 - Wide Lane / Southampton Airport Parkway Rail Station	Wide Lane N	N	N	N	N	N
	SAP	N	N	N	N	N
	Wide Lane S	N	N	N	Y	Y
J03 - A335 / Wide Lane Roundabout	1/1 - Wide Lane (NE)	N	N	N	N	N
	1/2 - Wide Lane (NE)	Y	Y	Y	Y	Y
	2/1 - Wide Lane (S)	N	N	Y	Y	Y
	2/2 - Wide Lane (S)	N	N	N	N	N
	3/1 - A335 (NW)	Y	Y	Y	Y	Y
	3/2 - A335 (NW)	N	N	Y	Y	Y
J04 - Spitfire Roundabout	Wide Lane N	N	N	N	N	Y
	Mitchell Way	N	N	N	N	N
	George Curl Way	N	N	N	N	N
	Wide Lane W	N	N	N	N	N
J05 - Wide Lane / Mountpark	Wide Lane N	N	N	Y	Y	Y
	Mountpark	N	N	N	N	N
	Wide Lane S	N	N	N	N	N
J06 – M27 J5	Stoneham Lane Ahead Left	N	N	N	N	N
	Stoneham Lane Ahead	N	N	N	N	N
	A335 (N) Left	N	N	N	N	N

	A335 (N) Ahead	N	N	N	N	N
	A335 (N) Ahead	N	N	N	N	N
	M27 (E) Off slip Left	N	N	N	N	N
	M27 (E) Off slip Ahead	N	N	N	N	Y
	A335 Stoneham Way (S) Ahead Left	N	N	N	N	N
	A335 Stoneham Way (S) Ahead	Y	Y	Y	Y	Y
	M27 (W) Off slip Ahead Left	N	N	N	N	N
	M27 (W) Off slip Ahead	N	N	N	N	N
	M27 (W) Off slip Ahead	Y	N	N	N	N
	NW Circulatory Ahead	N	N	N	N	N
	NW Circulatory Right Ahead	N	N	N	N	N
	NW Circulatory Right	N	N	N	N	N
	NE Circulatory Ahead	N	N	N	N	N
	NE Circulatory Ahead Ahead2	N	N	N	N	N
	NE Circulatory Ahead	N	N	N	N	N
	Eastern Circulatory Ahead	N	N	Y	N	N
	Eastern Circulatory Right Ahead	N	Y	Y	Y	N

	Eastern Circulatory Right	N	N	N	N	N
	Southern Circulatory Ahead	N	N	N	N	N
J07 – Stoneham Way / Wide Lane / Wessex Lane and Wide Lane / Mansbridge Road	Stoneham Way NB Ahead Left	N	N	N	N	N
	Stoneham Way NB Ahead	N	N	N	N	N
	Stoneham Way NB Right	N	N	N	N	N
	Wide Lane Left	N	N	N	N	N
	Bassett Green Road Left	N	N	N	N	N
	Stoneham Way SB Ahead	N	N	N	N	N
	Stoneham Way SB Right Ahead	N	N	N	N	N
	Wide Lane Right Ahead Left	N	N	N	N	N
	Wide Lane Ahead	N	N	N	N	N
	The Fleming Arms Right Ahead Left	N	N	N	N	N
	Wessex Lane Right	N	N	N	N	N
	Wide Lane Ahead Left Right	N	N	N	N	N
	Wide Lane Right Left	N	N	N	N	N
	Mansbridge Road Right Left	N	N	N	N	N
	Mansbridge Road	N	N	N	N	N
	Wide Lane Right Left	N	N	N	N	N

Proposed Development Capacity Impacts and Mitigation

Overview

- 8.39 This section provides a summary of the forecast impact of the Proposed Development upon the local highway network following the junction modelling, where performance issues with key junctions have been identified. This includes mitigation proposals to improve the performance of junctions experiencing issues.
- 8.40 Detailed modelling results are further presented in the technical note at **Appendix Y**, outlining the forecast Degree of Saturation (DoS), Ratio of Flow to Capacity (RFC), total delay (PCU / hour) and the mean maximum queue length. The full detailed model outputs are included in **Appendix CC**.

J01 - Wide Lane / South Street

- 8.41 For this signalised junction, performance issues already occur on the A335 Wide Lane arm specifically during the AM peak for Baseline 2028 and Baseline 2036 scenarios. This occurs prior to the application of Proposed Development trips. The modelling results indicate a Degree of Saturation (DoS) of 90% and 97% in the Baseline 2028 and Baseline 2036 scenarios respectively.
- 8.42 This marginally increases to 91% and 98% in the 2028 Baseline + Proposed Development and 2036 Baseline + Proposed Development scenarios, respectively. 90% typically represents the upper limit of practical capacity (close to theoretical capacity – 100%) for signalised junctions and any small reductions in capacity can lead to a significant increase in delay/ queues.
- 8.43 These model results indicate that background growth is the main driver of poor junction performance, therefore no mitigation is proposed at this junction.

J02 – Wide Lane/ Southampton Airport Parkway Rail Station

- 8.44 J02 operates within capacity up until the 2036 Baseline where it operates at practical capacity (90%) on the Wide Lane south arm during the AM peak. In the 2036 Baseline + Proposed Development this marginally increases to 91%. Associated queues have the potential to queue back to the A335/ Wide Lane roundabout.
- 8.45 As there is only a very marginal increase in impact from the Proposed Development and the junction is over capacity in the 2036 Baseline, no mitigation is proposed for this junction.

J03 - A335 / Wide Lane Roundabout

Prior to mitigation

- 8.46 By 2025, this junction will be at theoretical capacity in the AM peak and close to theoretical capacity in the PM peak regardless of the development trips. The AM peak results are as follows:
- The nearside lane of the A335 (NW) arm of the roundabout presents an RFC output of 1.0 in 2025 Baseline scenario (at theoretical capacity), which increases to 1.04 in the 2028 Baseline scenario (with a delay of 123 seconds), and 1.15 in the 2036 Baseline

scenario (with a delay of 243 seconds). This is prior to the addition of Proposed Development trips.

- It is generally recognised that an RFC value over 1 for existing junctions during peak periods is the point a junction exceeds theoretical capacity, with delays and queues then increasing exponentially.
- In the 2028 Baseline + Proposed Development scenario the RFC increases to 1.05 and the 2036 Baseline + Proposed Development has an RFC of 1.16.
- The offside lane of the A335 (NW) arm of the roundabout has an RFC output of 1.18 in the 2028 Baseline + Proposed Development scenario (with a delay of 304 seconds) and 1.38 in the 2036 Baseline + Proposed Development scenario (with a delay of 717 seconds).

8.47 In the PM peak, lane 1/2 of the Wide Lane (NE) arm of the roundabout experience's capacity issues in the 2025 Baseline and is close to theoretical capacity with an RFC of 0.98. It then exceeds theoretical capacity in all subsequent scenarios.

8.48 The Wide Lane (S) arm starts to experience capacity issues in the 2028 Baseline with an RFC of 0.93, and in the 2036 Baseline this increases to an RFC of 1.13, which is over theoretical capacity. The Theoretical capacity is then also exceeded in the 2028 Baseline + Proposed Development scenario (1.27 RFC) and the 2036 Baseline + Proposed Development scenario (1.47 RFC).

8.49 Although the junction is clearly over theoretical capacity and failing in the future baseline scenarios, even without the additional Proposed Development trips, it is considered that mitigation will need to be explored for this junction, given that a high proportion of the Proposed Development trips will be passing through this junction to access either M27 J5 or to use Wide Lane or Stoneham Lane to access Eastleigh.

A335/ Wide Lane Roundabout Mitigation proposals

8.50 Due to the capacity issues recorded at all arms in the 2036 Baseline + Proposed Development scenarios (as outlined in the previous section), a mitigation option for the roundabout has been explored, which includes the following design changes to the junction layout:

- Addition of left-turn bypass on A335 (NW) arm. This bypass would run parallel to the existing Wide Lane road until the next stop-line at the adjacent Southampton Airport Parkway (SAP) junction, also resulting in increased capacity at this approach.
- Allowance of right-turners from the nearside lane on A335 (NW) arm.
- Replacement of nearside lane on Wide Lane (S) with left-turn bypass.
- Allowance of ahead movement on nearside lane on Wide Lane (NE) arm.

8.51 Drawings showing the existing layout of the A335/ Wide Lane Roundabout and the proposed indicative conceptual layout of the junction, with the above mitigation are included at **Appendix DD**.

8.52 This mitigation option was modelled with the same level of demand. However, it should be noted that in the absence of network origin-destination data, it has been assumed 85% of traffic travelling ahead from the A335 (NW) arm uses the bypass. The remaining 15% would use the nearside lane on this arm. This is based on turning proportions at the SAP junction, where 13% of 2028 Baseline scenario traffic on Wide Lane (S) turns right into SAP. This has been rounded up to the nearest 5% to represent a more robust test.

- 8.53 The Proposed 2036 Baseline + Proposed Development results are presented overleaf with the detailed modelling results further presented in the technical note at **Appendix Y**.

Figure 8-1: Wide Lane Roundabout Mitigation Option – Proposed 2036 AM results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.72	10.49	2.8
	2/1 - Wide Lane (S)	0.54	7.01	1.2
	3/1 - A335 (NW)	0.64	6.30	1.9
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.82	16.86	4.7
	2/1 - Wide Lane (S)	0.61	8.40	1.6
	3/1 - A335 (NW)	0.73	8.53	2.8

Figure 8-2: Wide Lane Roundabout Mitigation Option – Proposed 2036 PM results

Scenario	Lane	RFC	Delay (s)	Queue (PCU)
2028 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.81	13.04	4.1
	2/1 - Wide Lane (S)	0.38	5.73	0.6
	3/1 - A335 (NW)	0.49	4.21	1.1
2036 Baseline + Proposed Development	1/1 - Wide Lane (NE)	0.88	21.48	6.9
	2/1 - Wide Lane (S)	0.45	6.63	0.8
	3/1 - A335 (NW)	0.55	4.84	1.3

- 8.54 The model results show that by implementing these changes, the junction performs vastly better with only slight capacity issues occurring in the 2036 Baseline + Proposed Development scenario on Arm 1 with an 88% RFC. However, that still compares favourably to even the existing 2025 Baseline scenario model, where the RFC on the offside lane (Arm 1 Lane 2) is 98%. The junction with proposed mitigation would also operate within capacity during the 2028 Baseline + Proposed Development AM and PM peak scenarios.
- 8.55 In addition, the provision of the additional lane/ stop line on the southern arm at the SAP junction (where the segregated left turn lane ties back in), will provide that junction with enhanced capacity at the southern entry signals.

J04 - Spitfire Roundabout

- 8.56 J04 – Spitfire Roundabout operates within capacity for all scenarios during both the AM and PM peaks except for the 2036 Baseline + Proposed Development scenario, where the Wide Lane (N) arm of the junction is at theoretical capacity (1.0 RFC).
- 8.57 Given that this is the single vehicular access point to the Proposed Development from the wider highway network, a mitigation option has been explored for this junction, which is explored below.

Mitigation proposals

- 8.58 The above results highlight that the Wide Lane (N) arm experiences poorly balanced flows on the northern arm approach, and therefore, a mitigation option is required. A mitigation option has been explored which provides better delineation the lanes. This involved separating the two lanes of the northern approach: one designated for left-turn movements to Mitchell Way and the other for ahead movements to George Curl Way and right-turn movements to Wide Lane (W).
- 8.59 The solution improves the performance of the junction with the RFC on this northern arm reducing to 0.71 and 0.82 for Lane 1 and 2 respectively in the AM peak, under the 2036 Baseline + Proposed Development. For the PM peak, this RFC reduces to 0.46 and 0.86 for Lane 1 and 2 respectively. Under the 2028 Baseline + Proposed Development scenario, there are no issues with the junction performance, with a maximum RFC of 0.75 and 0.78 experienced for Lane 2 in the AM and PM peak, respectively.
- 8.60 With the proposed mitigation the junction will be able to accommodate the additional demand generated from the proposed development. Further design work will need to be undertaken to finalise the layout of the junction, however an indicative sketch is provided at **Appendix DD**.

J05 - Wide Lane / Mountpark

- 8.61 The Wide Lane/ Mountpark signalised junction will operate within capacity during all of the AM peak scenarios.
- 8.62 However, during the PM peak the junction would be at practical capacity in the 2036 Baseline (90%) and 2036 Baseline, even before the addition of future development trips. No mitigation is proposed for this junction, as a result.

J06 – M27 J5

- 8.63 The modelling results indicate that the junction generally operates within acceptable capacity limits, in the 2025 and 2028 Baseline AM peak scenarios with most arms/ lanes staying below 90% DoS.
- 8.64 However, certain key movements experience increasing pressure over time. In the AM peak, DoS values exceed 80% by the 2036 Baseline on the A335 Stoneham Way arm and Eastern Circulatory section. In the 2036 Baseline + Proposed Development AM peak scenario, the M27 E off-slip ahead arm, and A335 Stoneham Way S arms and the Eastern Circulatory all operate above 80% DoS, but the junction still operates within its theoretical capacity.
- 8.65 In the PM peak, the DoS levels are generally higher than in the AM peak. In the 2028 Baseline PM peak the DoS is forecast to exceed 90% on A335 Stoneham Way ahead arm and Eastern Circulatory, which then increase further in the 2028 Baseline + Proposed Development PM peak scenario, with the A335 Stoneham Way ahead arm close to theoretical capacity (99.8% DoS).
- 8.66 In the 2036 Baseline PM peak, the A335 Stoneham Way ahead arm is forecast to be at 103% DoS, and the Eastern Circulatory is forecast to be at 97.6% DoS, and therefore the junction will be operating above theoretical capacity even before Proposed Development trips are added. Therefore, the theoretical capacity is also forecast to be exceeded in the

2036 Baseline + Proposed Development scenario on the M27 E off-slip and the A335 Stoneham Way arm (107% DoS).

J07 – Stoneham Way / Wide Lane / Wessex Lane / Mansbridge

- 8.67 The modelling results show that across all scenarios and time periods, the junction operates within acceptable capacity limits, with all lanes remaining below 90% DoS. During the 2036 Baseline PM peak scenario the Stoneham Way northbound right turn lane and Stoneham Way southbound ahead lanes operate at 83% and 81% RFC respectively, with RFC's increasing marginally to 86% on the Stoneham Way northbound right turn lane and 85% on the Stoneham Way southbound lane during the 20236 Baseline + Proposed Development PM peak scenario.

Wide Lane Bridge

- 8.68 It is considered that an initial phase(s) of the Proposed Development could be implemented prior to the full bridge improvements being delivered, particularly as the Class E (g) (ii and iii) uses which will not generate a significant level of HGV trips, and any B2/ B8 uses that have air-side operations, will not generate significant vehicle trips on the highway network.
- 8.69 **Table 8.8** and **Table 8.9** present the link flows on Wide Lane (south of the A335/ Wide Lane roundabout and the location of Wide Lane Bridge) and the A335 (northwest of the A335/ Wide Lane roundabout), in the AM and PM peaks across the assessment scenarios. This further shows the percentage uplift of total vehicular and HGV flows between the various scenarios with the application of Proposed Development traffic.

Table 8.8: A335 Northwest of Wide Lane Roundabout and Wide Lane South of A335 Wide Lane Roundabout – Link Flows (AM Peak)

		2023 Baseline			2028 Baseline			2036 Baseline			Proposed Development (PD)			2028 Baseline + PD			2036 Baseline + PD		
		Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %
A335 (North West of Wide Lane/ A335 Rbt)	WB	836	67	8.0%	922	70	7.6%	1024	73	7.2%	76	48	62.8%	998	118	11.8%	1100	121	11.0%
	EB	1195	59	4.9%	1311	61	4.7%	1449	65	4.5%	195	25	12.8%	1506	86	5.7%	1645	90	5.4%
	2-Way	2031	126	6.2%	2233	131	5.9%	2473	138	5.6%	272	73	26.9%	2504	204	8.1%	2745	211	7.7%
Wide Lane (South of Wide Lane/ A335 Rbt)	NB	830	25	3.5%	948	26	2.7%	1085	28	2.5%	94	48	51.0%	1042	74	7.1%	1179	76	6.4%
	SB	715	39	5.5%	831	40	4.9%	960	43	4.4%	238	25	10.5%	1069	65	6.1%	1198	68	5.6%
	2-Way	1,545	64	9.0%	1779	66	3.7%	2045	71	3.4%	332	73	22.0%	2112	139	6.6%	2377	143	6.0%

Table 8.9: A335/ Wide Lane Flows (PM Peak)

		2023 Baseline			2028 Baseline			2036 Baseline			Proposed Development (PD)			2028 Baseline + PD			2036 Baseline + PD		
		Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %	Total Vehs	HGVs	HGVs %
A335 (North West of Wide Lane/ A335 Rbt)	WB	1152	22	1.9%	1,265	23	1.8%	1400	24	1.7%	178	22	12.3 %	1444	45	3.1%	1578	46	2.9%
	EB	1,090	25	3.2%	1,181	26	2.2%	1282	27	2.1%	79	48	60.8 %	1260	74	5.9%	1361	75	5.5%
	2-Way	2,242	47	2.4%	2,446	49	2.0%	2682	52	1.9%	257	70	27.2 %	2704	119	4.4%	2939	122	4.1%
Wide Lane (South of Wide Lane/ A335 Rbt)	NB	733	21	2.9%	870	22	2.5%	1021	23	2.3%	213	22	10.3 %	1083	44	4.0%	1234	45	3.7%
	SB	788	16	2.0%	891	17	1.9%	975	18	1.8%	88	48	54.4 %	979	65	6.6%	1063	66	6.2%
	2-Way	1,521	37	2.4%	1,761	38	2.2%	1997	41	2.0%	301	70	23.3 %	2062	108	5.3%	2297	111	4.8%

A335 Link (North West of Wide Lane/ A335 Roundabout)

- 8.70 **2023 baseline:** A total of 2,031 and 2,242 two-way total vehicles were recorded in the AM and PM peak, respectively. A total of 126 and 47 two-way HGVs were recorded in the AM and PM peak, respectively.
- 8.71 **2036 + Proposed Development scenario:** A total of 2,745 and 2,939 two-way total vehicles were recorded in the AM and PM peak, respectively. A total of 211 and 122 two-way HGVs were recorded in the AM and PM peak, respectively.
- This scenario includes Proposed Development flows, which include an extra 272 and 301 two-way vehicle movements using the link compared to the 2036 Baseline (AM and PM peak respectively). There is an extra 73 and 70 HGVs in AM and PM peak respectively.

Wide Lane (South of Wide Lane / A335 Roundabout)

- 8.72 **2023 baseline:** A total of 1,545 and 1,521 two-way total vehicles were recorded in the AM and PM peak, respectively. A total of 64 and 37 two-way HGVs were recorded in the AM and PM peak, respectively.
- 8.73 **2036 + Proposed Development scenario:** A total of 2,377 and 2,297 two-way total vehicles were recorded in the AM and PM peak, respectively. A total of 143 and 111 two-way HGVs were recorded in the AM and PM peak, respectively. This allows for all planned and committed growth associated with the local plan, airport and locally committed schemes. This scenario includes Proposed Development flows, which include an extra 332 and 301 two-way vehicle movements using the link compared to the 2036 Baseline (AM and PM peak respectively). There is an extra 73 and 70 two-way HGVs movements in AM and PM peak respectively. This is equivalent to less than one additional movement every minute in either direction.

M27 Junction 5

- 8.74 In line with comments received during the pre-application, traffic surveys have been undertaken in February 2025, including CTC and link counts.
- 8.75 **Table 8.8** and **Table 8.9** identify the additional total two-way total vehicle movements and HGV movements generated by the Proposed Development that will pass along the A335 and then use M27 Junction 5. In summary the Proposed Development will generate the following additional vehicle trips that will travel to/ from the Site via the A335 (northwest of the Wide Lane/ A335 Roundabout) and M27 Junction 5 during the peak hour:
- 272 total vehicles movements including 73 HGV movements during the AM peak.
 - 257 total vehicle movements including 70 HGV movements during the PM peak.

Off-Site Transport Mitigation Package

- 8.76 Sustainable transport mitigation is embedded into the design of the masterplan and improvements to Mitchell Way which will provide opportunities for existing active travel modes, from Spitfire roundabout through to the railway line abutting the northern edge of the site.
- 8.77 The off-site transport mitigation measures proposed as part of the Planning Application, plus opportunities for more strategic active travel connections (outside the planning

application area - including Wide Lane Bridge and the Chickenhall Lane connection), as discussed in **Chapter 5** are summarised below.

- 8.78 In line with the Vision for the site it is proposed that a ‘sustainable transport interventions fund’ is agreed with the relevant stakeholders and is secured through the S106 agreement. The fund would assist in the delivery of sustainable travel interventions in support of the scheme.

Delivery of proposed package

Wide Lane Bridge

- 8.79 Wide Lane Bridge is an existing bottleneck on the highway network, and HCC have been considering improvements to the bridge for some time. As set out earlier, initial feasibility studies have been undertaken, and monies have been collected from schemes in the area to help fund the delivery of improved infrastructure.
- 8.80 While the scheme will have an impact upon the operation of the Wide Lane bridge, its full impact will be dependent on the mix of development that comes forward, as the greatest impact is in the form of HGV’s passing each other.
- 8.81 Given the existing issues and the complexity of delivering the scheme, and that monies have already been collected, it would not be reasonable, proportionate, or fair to expect the Applicant to fully fund the bridge improvements, or to refuse the application on these grounds.
- 8.82 It is evident that an improvement to Wide Lane Bridge has been an aspiration of EBC / HCC for some time, as evidenced in the 2015 Emerging Eastleigh Transport Strategy report. Furthermore, EBC / HCC have actively sought to collect S106 contributions towards improvements, given the potential cost of the improvement and the benefits which it would have in terms of advocating pedestrian and cycling as well as improving safety. Wide Lane Bridge is an existing constraint impacting the operation of the existing highway network in the area. It is noted that the proposed improvements will further require coordination from other landowners and HCC to deliver some of the proposed elements due to third party land ownerships. It is therefore not guaranteed that the Applicant can deliver the improvements, and this should not constrain the Site’s planning permission on the grounds of reasonability.
- 8.83 It is considered that the most appropriate measure would be for the Applicant to contribute a proportion of the estimated cost of the works, as part of the ‘sustainable transport interventions fund’ and for these works to be delivered by HCC as the relevant highway authority. An appropriate funding mechanism would be secured through the S106 legal agreement. It is proposed that the following will form the Heads of Terms for any S106 associated with development of the Site:
- Entering into a S278 Agreement (or similar) and/or agreeing an appropriate financial contribution(s) for off-site works in the public highway identified as necessary to mitigate the proposed development as agreed with the relevant Highway Authority.
- 8.84 The Applicant proposes to fund (via S106 agreement) the design of the identified improvement works and the provision of the shared use / active travel bridge parallel to the existing bridge. It is then considered that the best approach would be for HCC to assume responsibility for securing the required consents and implementing the improvement.

- 8.85 It is also the Applicant's view that HCC should fund and deliver the carriageway improvements to Wide Lane Bridge itself to remove the footway and widen the carriageway to facilitate two-way HGV movements, given that it is an existing constraint on the current operation of the highway network.
- 8.86 It is also considered that an initial phase(s) of the Proposed Development could be implemented prior to the full bridge improvements being delivered, particularly as the Class E (g) (ii and iii) uses which will not generate a significant level of HGV trips, and any B2/ B8 uses that have air-side operations, will not generate any direct vehicle trips on the highway network.

CLLR – Northern link

- 8.87 As identified, the scheme will deliver the middle part of the CLLR. Should the remainder of the link not come forward, especially north of the railway line, an alternative mechanism to provide pedestrian / cycle access has been identified. This would include assisting in the delivery of a pedestrian / cycle link within the CLLR safeguarding land, along Chickenhall Lane and also within HCC controlled Land on Conegar Road.
- 8.88 In order to retain the flexibility of delivering pedestrian / cycle infrastructure to the north, which will benefit both the site and the industrial units north of the railway line, including land controlled by HCC any contribution should be as part of the 'sustainable transport interventions fund' and for these works to be delivered by HCC as land owner and also the relevant highway authority. An appropriate funding mechanism would be secured through the S106 legal agreement.

Travel Plan

- 8.89 Additional measures are also detailed within the Framework Travel Plan (FTP) which has been submitted alongside this Transport Assessment. The Travel Plan will include objectives, targets, a comprehensive list of measures to promote sustainable modes and active travel access to the Proposed Development, and a monitoring and review strategy.
- 8.90 It is envisaged that Unit/ Plot specific Travel Plans will be required prior to occupation for any Units exceeding the Travel Plan threshold requirement (thresholds to be agreed with EBC and HCC). These will be secured as a pre-occupation obligation within the S106 Agreement and will be prepared in accordance with the overarching site-wide FTP.

Monitoring approach

- 8.91 The Applicant would support entering into a monitor and manage agreement with the Councils to ensure that the 'sustainable transport interventions fund' is used to address the impacts of the proposal, and wherever possible deliver interventions which promote sustainable travel over highway capacity improvements.

Summary

- 8.92 This Chapter has outlined the assessment methodology and results from the localised junction capacity modelling assessments.
- 8.93 The site is allocated within the EBC local Plan for the following land uses:
- Policy E7, Development opportunities adjoining Eastleigh River Site – Approximately 34,000 sqm of employment uses for use classes B2, B8 and E(g) (ii)/(iii).

- Policy E9, Southampton Airport – Approximately 79,000sqm of employment uses in use classes B2, B8 or E(g).

- 8.94 At least 30,000sqm of office floorspace was assumed for the Navigator Quarter development and Airport zones within the SRTM DS3 scenario. As set out above, the trip generation budgets associated with the scenarios tested is broadly in line with the predicted trip generation in the Local Plan modelling. Therefore, an allowance was made for the impacts of these trips on the highway network at the Local Plan modelling stage. This showed that the network operated satisfactorily.
- 8.95 The future year assessment considers this robust land scenario and its associated trip budget against the background of all planned and committed development.
- 8.96 The additional detailed assessment set out above assumes a robust assessment of a likely land use budget, set against the context of the allocation for a combined total of 113,000 sqm of employment use within the use classes of B2, B8 and E(g) (ii)/(iii). Should alternative land use mixes come forward, such as B8 warehousing, the impacts will be significantly less than those which have been modelled. Furthermore, it should be acknowledged that part of the site may come forward to deliver airside uses, such as airside hangers and as such would not generate direct trips onto the network.
- 8.97 The forecast model analysis identifies that the Spitfire Roundabout would be the only junction where the Proposed Development trips result in the junction exceeding theoretical capacity relative to the future year baseline. Mitigation has been identified for this junction that includes better delineation of the Wide Lane north approach lanes, which results in an acceptable level of operation at the junction.
- 8.98 By improving lane discipline in 2036, the Spitfire Roundabout will be able to cope with the additional demand generated from the proposed development and demonstrates a better junction performance.
- 8.99 The A335 / Wide Lane Roundabout will be close to theoretical capacity in the AM peak and over theoretical capacity in the PM peak of the 2025 Baseline and over theoretical capacity in all future year Baseline scenarios (with and without development). Despite the Proposed Development not pushing the junction over its theoretical capacity, a mitigation strategy has been explored for this junction, given that a high proportion of the Proposed Development trips will be passing through this junction to access either M27 J5 or to use Wide Lane or Stoneham Lane to access Eastleigh. This results in the junction operating within theoretical capacity on all arms.
- 8.100 In summary the Applicant is proposing the following transport mitigation measures for the Navigator Quarter:
- Provision of a new active travel footway/cycleway to the western side of Mitchell Way between the masterplan and the Airport Parkway Station.
 - Full provision of a new primary spine road to serve the proposed development with a segregated cycle/pedestrian route running alongside it. This has the potential to form part of the future CLLR if it were to subsequently come forward.
 - Provision of a shared use footway/ cycleway link from the North Plot to underneath the railway line to the north, that could ultimately connect with a potential future active travel route to the north.

- An obligation/ S106 requirement for Unit/ Plot specific Travel Plans to be produced prior to occupation of any Units, with associated monitoring undertaken for a 5-year period post occupation of each Unit/ Plot.
- A financial contribution for the provision of two Beryl Bike bays within the masterplan and associated membership.
- Full payment for the identified off-site improvement to the Spitfire Roundabout.
- Appropriate financial contribution to a Sustainable Transport Fund towards improvements for the Wide Lane Roundabout. This could potentially be a monitor and manage solution.
- Provision of an appropriate financial contribution towards the Wide Lane Bridge active travel bridge (to support design fees and/or capital costs for its provision).

9 Summary and Conclusions

Summary

- 9.1 This TA has been prepared by Steer on behalf of blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) ('the Applicant') as part of the forthcoming planning application in relation to the Proposed Navigator Quarter, land adjacent to Southampton Airport Development (the 'Proposed Development'). The Development forms part of the Solent Freepoint scheme.
- 9.2 This TA has evaluated the Proposed Development which involves 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."
- 9.3 This document has considered the existing situation, development proposals, forecast trip generation and likely impacts of the Site from a transport, highways and access perspective.
- 9.4 The Site lies upon land northeast of the airport allocated to employment (use Classes B2, B8 and E(g)) in the EBC Local Plan under policies E7 and E9. 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. There is currently no public access to the Site. The Site benefits from excellent vehicular access with connections to the SRN (M27 Junction 5), however interventions are required as part of the application to better connect the Site with public transport services (e.g. Southampton Airport Parkway Rail Station) and to support active travel users.
- 9.5 In line with Vision Led Decide and Provide development principles, as required by EBC, HCC and National Highways the transport vision for the site has been set out below.

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, which 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. Measure 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 trips 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.

9.6 The transport, access and movement strategy is summarised below:

- Well-designed permeable masterplan with a vehicle connection onto Mitchell Way.
- Segregated footway / cycle provision along the access road.
- Improvements to Mitchell Way to improve pedestrian / cycle connectivity for existing, future and more strategic movements.
- Delivery of pedestrian / cycle connection under the railway line to help facilitate a subsequent strategic north / south route between Bishopstoke and Southampton Airport, if a northern link is subsequently identified as feasible (benefitting existing residents and users of the business parks to the north).
- Delivery of the middle section of the CLLR.
- Proposed access roads have been designed to accommodate an extended bus service into the site in the future.
- Provision for Beryl bikes.
- An appropriate financial contribution towards a Wide Lane active travel bridge.
- Funding an off-site junction improvement to the Mitchell Way Roundabout.
- Appropriate financial contribution to a Sustainable Transport Fund towards improvements for the Wide Lane Roundabout.
- Delivery of a Travel Plan aimed at reducing single occupancy car trip and encouraging modal shift towards active travel.

9.7 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.

9.8 It should be noted that the Local Plan allocations which relate to the Navigator Quarter (unlike in Policy E6 Eastleigh River Side), do not include a requirement for a separate active travel link, and only require supporting infrastructure comprising of works and safeguarding to ensure that the CLLR can come forward at some future stage. The allocations do not require separate, strategic provision of active travel links.

- 9.9 The Site's access, servicing and parking strategies have been developed in line with best design practice and relevant policy requirements and has been agreed by HCC Highways during pre-application scoping discussions. Meetings have also been conducted with EBC, SCC and NH to understand their perspective on the Proposed Development, to ensure any feedback has been incorporated as part of this TA.
- 9.10 As an allocated site, the scheme has been tested through the Local Plan, which was found to be sound. The requirements necessary to deliver the schemes are set out in the policy wording within the Local Plan.
- 9.11 The comprehensive vehicle trip generation, distribution and traffic modelling assessment demonstrates that this proposal will have a slightly negative impact upon certain junctions within the local area. Highway capacity mitigation options have been outlined for the A335 / Wide Lane roundabout and Spitfire Roundabout as these junctions perform worse as a result of the additional development trips. For the other junctions modelled, performance issues occur in the Future Base scenarios (2028 and 2036) indicating that background growth is the main driver of poor junction performance rather than the Proposed Development.
- 9.12 The Proposed Development's impact on local public transport services and pedestrian/cycle infrastructure will not be significantly adverse, with supporting interventions committed by the Applicant to significantly enhance connectivity to/from the Site for these users (including an appropriate financial contribution to the Wide Lane Bridge active travel bridge). These are discussed in detail as part of **Chapters 4 and 5**, and include a range of internal features within the masterplan itself, in addition to external connections to link the Site with key destinations further afield.
- 9.13 The Applicant is committed to promoting access to the Site by sustainable modes and the proposed FWTP has been submitted as part of this planning application and should be reviewed in conjunction with this TA.

Conclusions

- 9.14 In conclusion, the proposals are in line with local, regional and national policy.
- 9.15 The proposals are in line with Policies EC7 and E9, in as much as:
- Vehicular access to the site has been agreed with the County Council as the relevant highway authority and designed to adoptable standards.
 - The design and layout of new development does not preclude for the provision of a new Chickenhall Lane Link Road (CLLR), with an alignment as indicated on the policies map.
 - While the delivery of the link road is still uncertain, the proposal brings forward a substantial section of road which has been designed to act as the link road should it come forward and has therefore made its reasonable contribution towards its delivery.
- 9.16 The scheme is in compliance with HCC's LTP4, especially with regard to:
- Providing people with a choice of high-quality travel options.
 - Providing an accessible site with a choice of travel options, reducing car dependency.
 - Providing better walking, cycling and public transport opportunities.

- creating additional job opportunities linked to local residential areas allowing people to live and work locally.
- Promoting zero emission vehicles.

9.17 With regards to the NPPF the proposal is in line with paragraph 115 on the following basis:

- Through the masterplan proposals and the proposed mitigation strategy sustainable transport modes are prioritised, taking account of the vision for the site, the type of development and its location.
- Through the access and movement strategy, including the improvement to Mitchell Way and the potential to link into off-site improvements, safe and suitable access to the site can be achieved for all users, and also provides benefits to existing users.
- While in outline the masterplan has been designed in line with best practice and guidance. The site access is designed to meet the requirements of the site and act as part of the future CLLR, with segregated pedestrian and cycle facilities where possible. Provision has been made for parking areas, and other transport elements such as public transport and active modes; and
- The impacts arising from the development, in terms of capacity and congestion have been identified and where necessary, suitable mitigation identified to either directly address them, or to provide alternative mitigation options designed to promote pedestrian, cycle and public transport use which will off-set the impacts of the scheme. It has been shown that in terms of capacity, congestion and highway safety any impacts can be cost effectively mitigated to an acceptable degree through a vision-led approach.

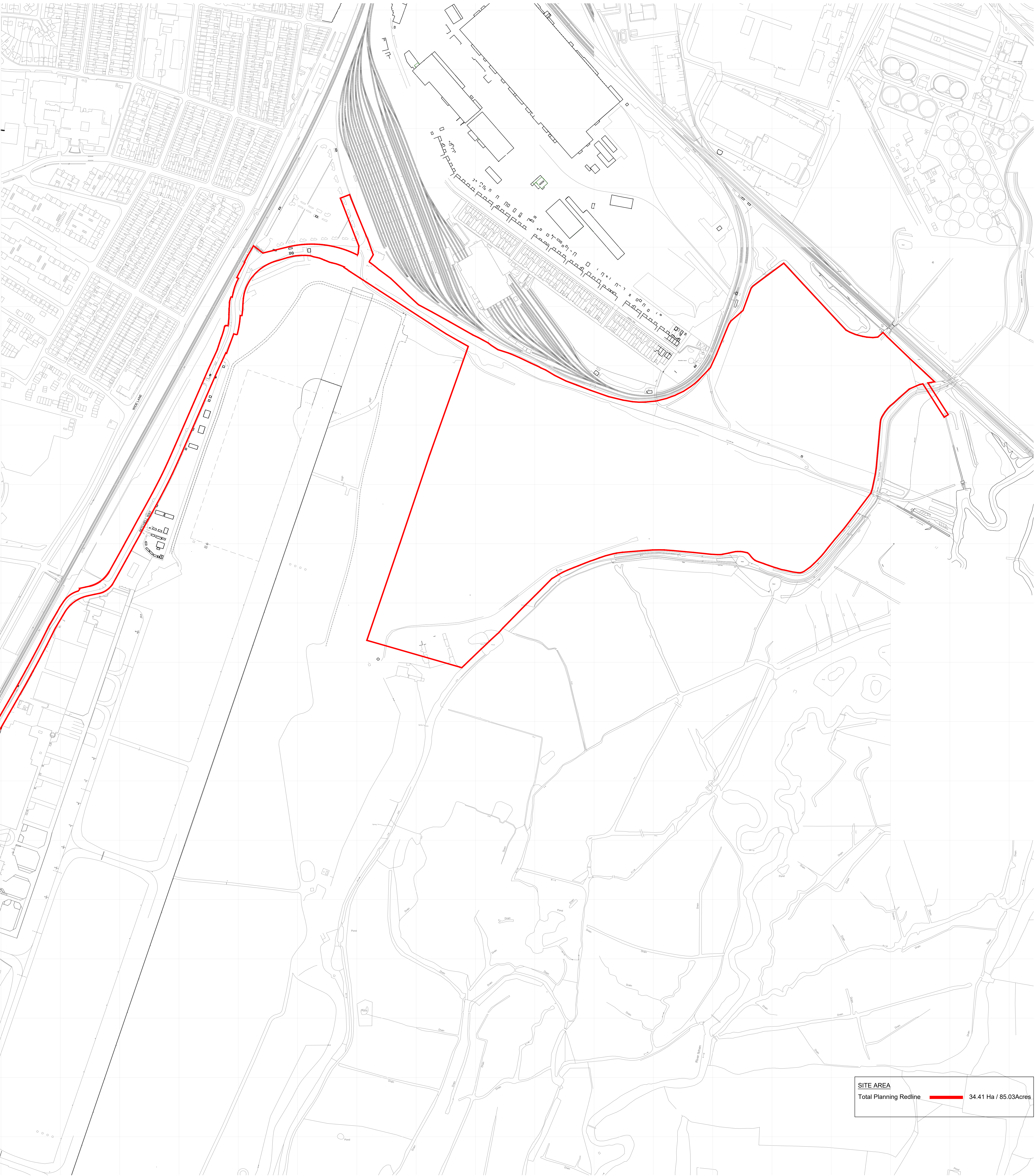
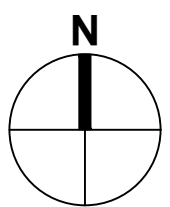
9.18 Paragraph 116 of the NPPF states “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

9.19 The proposals are in compliance with Paragraph 115 of the NPPF, the impacts on highway safety have been shown to be acceptable and any residual cumulative impact is certainly not severe.

9.20 The development is therefore acceptable in transport and highways terms and in line with paragraph 116 of the NPPF, the development should not be refused on highway grounds.

Appendices

A Indicative Masterplan



SITE AREA
Total Planning Redline 34.41 Ha / 85.03Acres

PL04	16/05/25	Boundary updated	SD	MT
PL03	08/04/25	Boundary updated	SD	MT
PL02	08/11/24	Notes updated	SD	MT
PL01	07/11/24	First issue	SD	MT
REV	DATE	NOTES		DRAWN CHECKED

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PROJECT TITLE
NAVIGATOR QUARTER
MSA JOB No: **31794**
CLIENT
BLOCWORK (EASTLEIGH) LLP & SIAL
DOCUMENT TITLE
LOCATION PLAN

SCALE
1:2500 @ A0(P)
DATE
16/05/25
DRAWN
SD
CHECKED
MT

DOCUMENT NUMBER
NQ-MSA-SI-ZZ-DR-A-2004

STATUS
PLANNING
REV
PL04

