



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

ENVIRONMENTAL STATEMENT (VOLUME 1)

NON-TECHNICAL SUMMARY

HYBRID PLANNING APPLICATION

JUNE 2025

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



Environmental Statement

NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON
AIRPORT

Hybrid Planning Application

Volume 1 Non-Technical Summary

Contact name: Matthew Thomas

Contact email: m.thomas@msa-architects.co.uk

Client: blocwork (Eastleigh) LLP & SIAL

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1. Introduction

- 1.1 This document comprises the Non-Technical Summary (NTS) to the Environmental Statement (ES) that has been prepared and co-ordinated by Michael Sparks Associates with input from Kairus, Wessex Archaeology, EPR, SQW, Hoare Lee, Stephenson Halliday and Steer.
- 1.2 This ES accompanies a hybrid planning application for the proposed development of new employment units on land that is situated adjacent to Southampton Airport in Eastleigh, known as the Navigator Quarter.
- 1.3 Blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (collectively referred to as The Applicant) propose to develop this site for employment units to accommodate uses across use classes E(g)(ii & iii), B2 and B8. The employment units would have ancillary office areas and the proposed development also includes works to create the site access into the site as well as areas for car parking, service yards to accommodate HGVs and servicing activity as well as soft landscaping and associated works.

Site Description

- 1.4 The Application Site covers an area of circa 34 Ha, which is currently vacant comprising areas of grassland and tree planting, with parts of the site used for agricultural purposes, comprising grazing. The site is located to the east of Eastleigh Town Centre and the airport, south of existing residential and commercial areas and to the north of the River Itchen Valley, which is designated as a Site of Special Scientific Importance and Special Area of Conservation. The surroundings include railway lines and the airport runway (see figure 1). There is a public right of way (PRoW) near the southern boundary that runs through the River Itchen Valley.
- 1.5 There are residential properties located along Campbell Road on the other side of the railway line to the north, with an operational railway depot and other commercial uses adjoining these residential uses.
- 1.6 Southampton Airport is located immediately to the south and west of the site, on the edge of the city's suburbs. To the north of the airport and overlapping the site is an Airport Public Safety Zone. To the immediate north of the site there is a train depot, located at the converging of trainlines to Southampton and Portsmouth. Positioned between the train depot land there is also a residential area on Campbell Road and Barton Park Industrial Estate is also located beyond the depot to the north.

- 1.7 The site currently comprises an open area of grassland that is generally undeveloped and has previously understood to have been in use for grazing but is not presently in agricultural use. There are areas of scrub and tree planting within the site and around its boundaries. The site is effectively formed of three parts, with two areas of grassland (one to the north adjacent to the railway line, with the other to the south west adjacent to the airport) divided by an area of vegetation scrub and tree planting that divides these and this area of vegetation stretches between the north of the Airport runway and the south of the area for the adjacent airport and extends to the car park area that is situated to the around the borders of the site.
- 1.8 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. Land to the north, south and west relates to the airport, railway and associated infrastructure but to the east is the River Itchen and its largely undeveloped valley, consisting of tributaries, grassland and areas of woodland. The valley is especially important as a Site of Special Scientific Interest (SSSI) and as a Special Area of Conservation (SAC).
- 1.9 From the airport's long stay car park off Mitchell Way, the only access to the site from the west is currently an informal track which loops to the south of the train depot and north of the airport runway onto the site. This route has been identified as a route for potential long-term access that would connect Mitchell Way to Chicken Hall Lane, with this new route known as the Chicken Hall Lane Link Road, with a broad alignment of this route indicted on the Proposals Map that forms part of the adopted Eastleigh Local Plan.
- 1.10 The airport is located in close proximity to the A335, a direct route into Eastleigh town centre, which is also designated as an Air Quality Management Area (AQMA). From the A335, there is direct access onto the M27, a major road linking Portsmouth with wider areas of Hampshire and Southern England. The site also has good access onto the M3, which connects Southampton with London.
- 1.11 There are also good options for sustainable travel in the area including Southampton Airport Parkway train station, which supports six different services, with routes serving London, Manchester, Cardiff, and key cities on the South Coast. The UC1 bus also provides a local service between Southampton city centre, the airport and Eastleigh town centre. In terms of walking, a public footpath runs by the site along the River Itchen and links Eastleigh with

Southampton. National Cycle Route 23 also runs close to Southampton Airport and connects Southampton with Reading via Eastleigh.

- 1.12 The site falls outside of the River Itchen's floodplain and is located within Flood Zone 1.

Freeport Context

- 1.13 The M27 Freeport site is part of the wider Navigator Quarter (NQ) area that has been designated as a Tax site under the Solent Freeport. This reduced in size following the decision of Diageo to withdraw the Eastleigh Works land holding from the Freeport project. The site now includes developable land to the northeast of the recently extended Southampton Airport main runway, which is located near to the M27/M3. The strategic position of the site provides an opportunity for the Freeport to be a catalyst for growth in low carbon, industrial, logistics and tech-related sectors. The area is within five miles of the Port of Southampton, thereby offering an attractive mix of land, sea and air connectivity. The site is the only Solent Freeport Port site to be directly served by an airport, while also being adjacent to two motorway junctions and close to two mainline stations with potential future links to a direct freight railway connection.

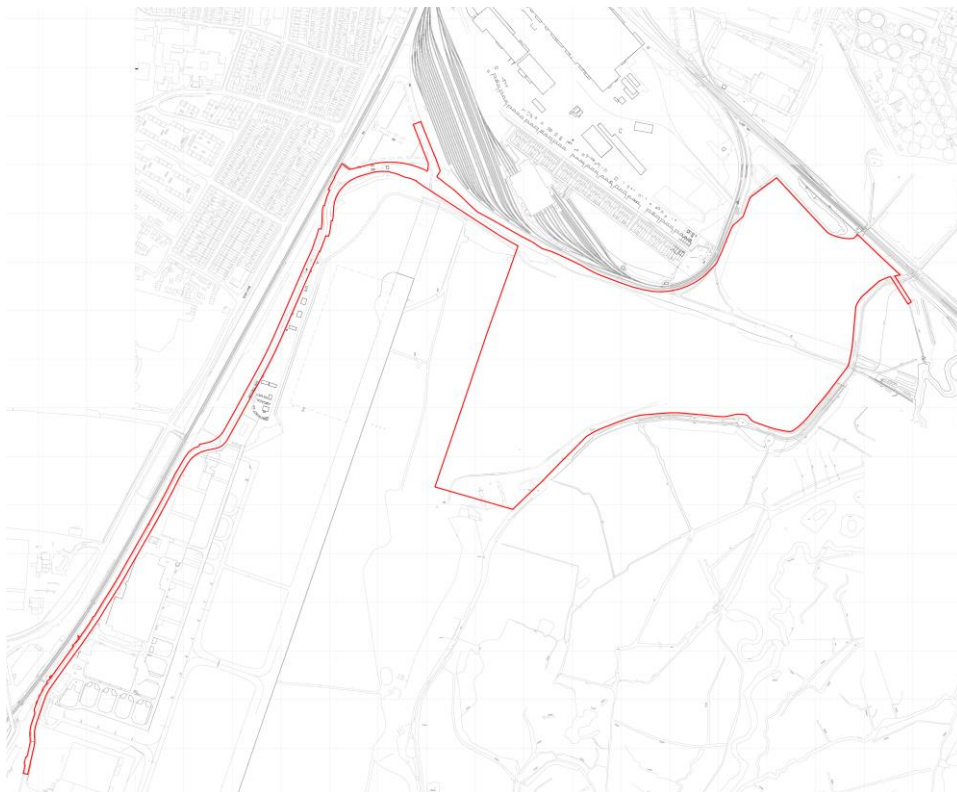


Figure 1. Site Location (site outlined in red)

- 1.14 The landform is generally flat, with the existing railway sitting at a higher level around the northern parts of the site, and a raised linear feature that separates the 2 fields, which is understood to have supported a former rail line.
- 1.15 The site falls towards to the River Itchen, with areas of vegetation, some of it dense, around the site boundaries and along the liner feature through the site.

Development Proposal

- 1.16 This proposal is for a hybrid application which seeks outline approval to develop the site for the provision of flexible and modern employment units across Classes E, B2 and B8, totalling circa 92,000 sqm (GIA) of floorspace. All matters are reserved apart from the mean of access to the site, which is detailed and includes the extent of new Estate Road required to serve the development parcels at the site.
- 1.17 This application also seeks detailed approval for the initial infrastructure works including site levelling and other engineering works required to facilitate the development.
- 1.18 A number of assessments have been undertaken to support this application and these use the maximum parameters to identify potential impacts that could arise from the proposed development. The reports that set out these assessments use professional judgement as required to consider how development will likely come forward at the site, supported through the preparation of an illustrative layout to demonstrate the design principles and potential arrangements of buildings, infrastructure and landscaping at the site.
- 1.19 The submission of a hybrid planning application will detail the infrastructure required to support development, to provide certainty for the access into the site, whilst allowing for flexibility to accommodate a variety of operational needs for future employment uses on the development plots at the site. The alignment of the new access route and the location of the development plots is identified on a parameters plan that has been prepared to support this application. This parameters plan will form the primary reference document for any planning permission and identifies maximum thresholds related to development areas, strategic landscape buffers, building heights and floorspace that any future Reserved Matters applications will need to respond to.

- 1.20 The description of development is as follows:

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.

Scope of EIA

- 1.21 The scope of the Environmental Statement was agreed through the preparation of a Request for a Scoping Opinion, with a Scoping Opinion issued by Eastleigh Borough Council on 3rd March 2025.
- 1.22 The issues that were identified for assessment within the ES and the consultants who have assessed these issues are set out below:

Air Quality	Kairus
Archaeology	Wessex Archaeology
Climate Change	Hoare Lee
Ecology	EPR
Landscape and Visual	Stephenson Halliday
Socio-Economics	SQW
Transport	Steer

- 1.23 A summary of the findings for these individual assessments is summarised in this report, which comprises Volume 1 of the ES. The body of the ES and the detailed findings of the technical assessments are set out in the main report, which is presented in Volume 2 of the ES, with supporting appendices for the various chapters set out in Volumes 3 to 8.

2. Air Quality

- 2.1 The Air Quality chapter considers the likely effects of the Proposed Development in respect of air quality during both the construction and operational phases, on nearby sensitive receptors including designated ecological sites, as assessed by Kairus. A review of current baseline conditions was undertaken so that an assessment was made about the significance of effects and mitigation to address these effects was also identified.
- 2.2 The proposed development has the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road traffic exhaust emissions associated with vehicles travelling to and from the site during operation, as well as expose future occupants to existing air quality issues. As such, assessments were undertaken in order to determine baseline conditions and assess potential effects as a result of the proposed development.

Construction Phase

- 2.3 Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 2.4 Dispersion modelling was undertaken in order to predict the impact of operational traffic on human and ecological receptors. Outputs were subsequently verified using local monitoring data.

Operational Phase

- 2.5 During the operational phase of the development there is the potential for air quality impacts as a result of traffic exhaust emissions associated with vehicles travelling to and from the site. The modelling assessment concluded that impacts on human receptors would not be significant as a result of the operational development. Furthermore, impacts within the application site due to exposure of future occupants would also be not significant.
- 2.6 The dispersion modelling predicted impacts on ecological receptors in excess of the 1% screening criteria at a number of locations. Impacts on ecological receptors cannot therefore be concluded as not significant and further assessment is required by the project ecologist.

- 2.7 Further assessment by the project ecologist concluded that impacts on designated sites sensitive to nitrogen deposition will be minor and following implementation of embedded mitigation measures including EV infrastructure, travel plan measures and sustainable travel options, impacts will not be significant.

3. Archaeology

- 3.1 The Archaeology chapter was prepared by Wessex Archaeology and was informed by desk based research and geophysics surveys across the site to identify any potential areas that may have potential for archaeological remains.
- 3.2 The conclusions of the assessment noted the following.

Construction Phase

- 3.3 The proposed development has the potential to cause archaeological impacts as a result of groundworks during construction. As such, assessments were undertaken in order to determine baseline conditions and assess potential effects as a result of the proposed development. A historic environment desk-based assessment and geophysical survey were undertaken in order to understand and characterise this resource.
- 3.4 A number of sensitive receptors have been identified and their value and the magnitude of impact assessed.
- 3.5 Potentially significant effects have been identified in respect of the majority of the sensitive receptors however the significance of this effect this can be reduced through mitigation comprising a scheme of archaeological investigation and recording. A phased mitigation approach is proposed comprising trial trench investigation in the first instance followed by a scheme of archaeological excavation, monitoring and recording. The need for and scope of the subsequent mitigation would depend on the results of the trial trench investigation and would be agreed with the archaeological advisor to the local planning authority.

Operational Phase

- 3.6 No impacts have been identified during the operational phase.

4. Climate Change

- 4.1 An assessment has been undertaken of the potential for impacts in respect of Climate Change resulting from the proposed development, prepared by Hoare Lee.
- 4.2 An assessment has been made of the likely significant environmental effects of the Proposed Development on the global climate. While the focus of the Climate Change chapter is on Greenhouse Gas (GHG) emissions, consideration has also been given to the anticipated effects on other receptors sensitive to climate change in collaboration with the wider design team and EIA experts in charge of the relevant topics.
- 4.3 Climate change is the most pressing environmental issue currently facing humanity. It is recognised that all new development potentially emits carbon, contributing towards global climatic change. In fact, the Institute of Environmental Management and Assessment (IEMA) stipulates that all GHG emissions might be considered significant because “the GHG emissions from all projects will contribute to climate change...”. There are currently no global carbon emission budgets defined beyond which significant impacts of climate change would be likely to occur. Therefore, in line with the industry guidance, all GHG emissions in the assessment are considered to be potentially significant. This reasoning is also consistent with the Precautionary Principle which stipulates that if there is threat or risk of serious or irreversible damage to human health or the environment, precautionary actions must be taken even if there is lack of full certainty surrounding the issue.
- 4.4 The global climate has been identified as the ‘sensitive receptor’ for the purposes of the climate change impact assessment. In light of the extreme importance of limiting global warming to below 2°C and in the absence of published standard definition of receptor sensitivity of GHG emissions, the assessment has assumed that the sensitivity of global climate to increases in GHG emissions is always considered to be ‘high’.
- 4.5 In accordance with the requirements of the EIA Regulations, consideration has been given to the following aspects of climate change:
- 4.6 Climate change mitigation (i.e. measures implemented in the design of the Proposed Development to prevent or reduce greenhouse gas emissions); and
- 4.7 Climate change resilience & adaptation (i.e. measures implemented to future-proof the Proposed Development and adapt to the anticipated impacts of a changing climate).

- 4.8 The hybrid nature of the planning application submitted for the Proposed Development introduces a high level of uncertainty to the quantification of indirect emissions which precludes the delivery of a robust and reliable assessment. The assessment has made reasonable assumptions to establish a likely scenario to represent the Proposed Development, as outlined within the methodology. additionally. the chapter has excluded indirect emissions both at construction and operational stages.
- 4.9 Overall, it is expected that the Proposed Development has the potential to deliver a resilient, low-carbon scheme that is expected to continue to reduce its operational emissions in view of the ongoing grid decarbonisation trends and expected future technology breakthroughs.
- 4.10 The significance of operational GHG emissions associated with the buildings' regulated and unregulated energy consumption is considered to be negligible in the short term with continued reduced impact in the medium to long term as a result of the ongoing decarbonisation of the national electricity grid, due to the recommendation for combustion-free energy strategy for the Application Site. Similarly, the significance of GHG emissions stemming from operational traffic have been classified as low in the medium to long-term following an increased uptake of electric vehicles in view of the expected forthcoming legislation to ban new petrol and diesel cars.
- 4.11 Consideration has also been given to the potential for cumulative increases in GHG emissions upon completion of the schedule of relevant committed schemes in the vicinity. While robust data is not available to undertake a detailed quantitative assessment of the Proposed Development in combination with other schemes, it is considered that so long as all new developments carefully consider and factor in suitable climate change mitigation and adaptation measures in their design in line with local, regional and national policy requirements, there will be an overall positive in-combination effect.

5. Ecology

- 5.1 A detailed assessment was undertaken by EPR to consider the potential for effects in respect of ecology and biodiversity. This was supported by a wide range of surveys undertaken across the site to consider the contribution that the site makes to support habitat for various species of flora and fauna.

Loss of Habitat

- 5.2 The proposed development will result in the loss of existing habitat, which is required in order to meet the objectives of the site allocation and the Eastleigh Local Plan.
- 5.3 Mitigation in the form of habitat enhancement measures on the site following the development, to be secured by an Environmental Management Plan (EMMP/LEMP) will address these issues to support biodiversity at the site across a range of species.
- 5.4 The on- site landscape proposals, to include appropriate planting and wetland scrapes will also support biodiversity at the site as part of a strategy to achieve biodiversity net gain, that will secure off-site enhancements as part of the proposals to mitigate habitat loss.
- 5.5 Following the implementation of this mitigation, habitat loss will be compensated either on or offsite, and habitat connectivity for faunal receptors will be retained or reinstated, with species-specific enhancements further offsetting the temporary losses during construction. Therefore, residual effects from habitat loss and fragmentation are considered Not Significant.

Works within the River Itchen SSSI

- 5.6 As part of the sustainable drainage strategy to support development at the site works are required to provide a drainage outfall within the River Itchen SSSI.
- 5.7 Construction works associated with the drainage strategy for the proposed development will require temporary encroachment into the on-site 20m vegetated buffer zone to facilitate the installation of a surface water outfall connection to the River Itchen. A 300mm diameter pipe will be installed through the onsite buffer zone using an open-cut trenching method, with a working width of approximately 5m. To protect ecological integrity, vegetation and soils within the buffer, these will be carefully stripped, stored, and reinstated post-works, in accordance with best practice.

- 5.8 Beyond the buffer zone, where the drainage infrastructure enters the River Itchen SSSI boundary, the outfall connection will be completed using directional drilling to avoid any surface disturbance within designated habitats. However, limited access by tracked plant and machinery will still be required around the drilling interface, where the connection is made to the existing drainage infrastructure. No construction or material storage will occur within the river channel or wetland areas.
- 5.9 The working corridor within the buffer zone will be clearly marked and fenced to prevent unnecessary encroachment. Ecological supervision will be provided throughout the clearance, installation, and reinstatement works. Topsoil and subsoil will be stripped and stored separately, handled in accordance with BS 3882:2015, and reinstated to retain structure and seedbank viability. Vegetation will be re-established using a combination of natural recolonisation and seeding with a locally appropriate mix, informed by adjacent habitat composition
- 5.10 Within the SSSI, directional drilling will avoid above-ground impacts. At the connection interface, access will be carefully managed using track mats or low-ground-pressure machinery. Erosion and sediment control measures, including silt fencing, runoff barriers, and temporary bunding will be implemented. Post-works monitoring will confirm successful habitat reinstatement and recovery. This will be secured through the CEMP and EMMP.
- 5.11 As a result of this approach to mitigate the works, no no long-term or irreversible effects are anticipated on the River Itchen SSSI. The affected buffer area is expected to recover fully within 1–2 growing seasons and the residual effect is assessed as Not Significant.

General Construction Works

- 5.12 The general construction works could potentially give rise to some potential ecology effects. Construction activities such as machinery operation, vegetation clearance, and site access may generate temporary noise, vibration, and lighting impacts. These could potentially affect sensitive species associated with the River Itchen SAC/SSSI and Itchen Valley Country Park SINC.
- 5.13 Measures to avoid or minimise disturbance which will be embedded in the CEMP to include use of directional task lighting, retention and enhancement of vegetated buffers, tool box/induction talks identifying sensitive areas to contractors and using appropriate method statement and precautionary measures near sensitive areas such as bat roosts.

Reptiles

- 5.14 Potential impacts have been identified to reptiles during the construction phase of the development and a suite of precautionary measures have been identified to mitigate these potential impacts, including phased site clearance, toolbox talks to raise awareness with the contractor(s) and the possible creation of logpiles.
- 5.15 Subject to implementation of the secondary mitigation above, the risk of injury or mortality to reptiles will be substantially reduced and limited to isolated, non-population level effects. This effect is considered to be Not Significant.

Traffic Emissions

- 5.16 Overall effects from air pollution arising from future traffic emissions are considered Not Significant and no secondary mitigation is required.

Water Pollution

- 5.17 With all embedded measures implemented, and the SuDS functioning as designed, the risk of operational-phase surface water pollution reaching the River Itchen SAC/SSSI or downstream designated sites is assessed as Not Significant.

Bats and Birds

- 5.18 Residual effects on bats and birds during the operational phase from noise, light and human disturbance are considered to be Not Significant and no secondary mitigation is required.

Invertebrates and Reptiles

- 5.19 Following implementation of the embedded mitigation measures within the EMMP, including habitat enhancement and green infrastructure corridors, residual effects on invertebrates and reptiles are assessed as Not Significant. The mitigation will ensure habitat availability is maintained or enhanced in the long term, with ecological function preserved.
- 5.20 Subject to the implementation of all embedded and secondary mitigation measures, including those secured through the CEMP, EMMP/LEMP, and drainage strategy, the proposed development is not expected to result in any significant residual adverse effects on important

ecological features, including designated sites, protected species, or priority habitats located within the Zol.

- 5.21 The scheme incorporates a range of ecological enhancements, including BNG measures (some of which will be provided off-site) and long-term management and maintenance of biodiversity habitats and features, to be secured through the EMMP/LEMP. These interventions are expected to deliver net positive outcomes for biodiversity at the local scale by improving habitat structure, enhancing invertebrate and reptile resource availability, and maintaining foraging and commuting corridors for bats and birds.

6. Landscape and Visual

- 6.1 An assessment of the likely effects of the proposed development in respect of landscape and visual was prepared by Stephenson Halliday, informed by desk based research, the preparation of a Zone of Theoretical Visibility (ZTV), site visits and discussions with stakeholders that have informed the landscape and Visual Impact Assessment (LVIA).
- 6.2 The chapter includes consideration of effects during both the construction and operational (post completion) phases of the Proposed Development. A review of current baseline conditions is also presented, from which the significance of effects can be established, compared against visualisations that represent the potential visual effects of the proposed development once it has been implemented in full, based on the illustrative site layout for the proposed development. Where appropriate, mitigation measures proposed to reduce or remove any potential effects are described and any likely effects are assessed.

Baseline Conditions

- 6.3 Site visits were undertaken to record the existing site condition and take baseline photography, at a time when the trees around the site were not in leaf to provide a robust assessment. The viewpoints for these photographs were informed by the ZTV, professional judgement and were discussed and agreed with Officers at Eastleigh Borough Council.

Likely Impacts

- 6.4 The LVIA has identified that, while the proposed development would introduce significant new built form into the landscape, its effects are largely contained within the immediate surroundings of the site. The site itself lies within an area already allocated for business park development and is adjacent to existing industrial and transportation infrastructure, including the airport, railway, and associated depots. As such, its introduction is generally consistent with the evolving character of the area.
- 6.5 Significant visual effects have been identified primarily in close proximity to the site. Notably, users of the Itchen Navigation Heritage Trail, the northern part of the water meadows and residents along Campbell Road are predicted to experience significant adverse effects, particularly during the early years of the development prior to the maturation of mitigation planting. Over time, established landscape mitigation would help soften and filter views, reducing but not eliminating these effects.

- 6.6 Effects on wider landscape character areas, including the Lower Itchen Floodplain and Southampton Airport character area, are assessed as not significant. The visual influence of the development diminishes with distance, with moderate / minor adverse effects recorded from the edge of Bishopstoke, along the Eastleigh to Fareham line and from within the countryside between Allington Lane and West Horton Farm, minor / negligible from Eastleigh and Lakeside Country Park and negligible effects recorded from Eastleigh, Horton Heath.
- 6.7 From within the Itchen Valley Country Park, effects from the wooded area would be no greater than minor adverse while from the more accessible southern part of the water meadows there would be moderate / minor adverse effects.
- 6.8 Overall, while the development would have localised significant visual effects, its impact on the broader landscape character and visual amenity is limited and not considered significant. The design response, including the retention and reinforcement of existing vegetation and the integration of new screening, provides appropriate mitigation to manage and reduce potential impacts over time.
- 6.9 The assessment concludes that, with the proposed mitigation, the development can be accommodated within the receiving landscape without causing unacceptable landscape or visual harm.

7. Socio-Economics

- 8.1 An assessment of the likely significant effects of the development in respect of socio economics was undertaken to consider potential impacts of the new employment development at the Navigator Quarter.
- 8.2 The assessment considered the potential impacts at construction and operational phases.
- 8.3 The Socio-Economic chapter of this ES states concludes that the development will support economic growth both in Eastleigh and the wider Solent area.

Construction Phase

- 8.4 The chapter however reports that the construction stage of the development could support between a total of circa 1,609 construction job years in Eastleigh, equating to 5% of construction jobs in the Borough. While it is acknowledged that some employees may come from the wider area, it is shown that creating these jobs will still have a positive impact in Eastleigh.

Operational Phase

- 8.5 During the operational phase of the development, it is estimated the site could yield 1,893 gross jobs, which includes a variety of roles in R&D, industry and distribution. It is however noted that this figure could be higher, depending on the share of each use class operating at the site. The chapter adds that displacement of jobs elsewhere in the Borough is expected to be low.
- 8.6 In terms of employment multipliers, which concerns knock-on effects through supply chains and as a result of the wages and profits that are re-spent in the economy, the chapter reports that the development will have a major impact for operational jobs across Eastleigh and Southampton. The chapter also assess Gross Value Added (GVA) annual impacts of up to £136.6 million per annum in the wider impact area a result of the development, predicting a major and significant effect.
- 8.7 The chapter explains that the Navigator Quarter will ultimately generate substantial business rate receipts. Recognising the business rate reliefs awarded to the Solent Freeport by the Government, it is estimated that the Navigator Quarter equates to up to £14.3 million per annum in retained business rates, which is considered to be of major level of effect for Eastleigh and Southampton.
- 8.8 Other socio-economic benefits are reported, notably that the development of the Navigator Quarter will boost momentum and attraction of the wider Solent Freeport. Furthermore, it is

noted that the development can provide opportunities for more deprived local neighbourhoods through the delivery of skills and training strategies for residents. The chapter adds that the development will likely benefit from a greater scope of automation, which will support greater efficiency at the site.

8. Transport

- 8.1 The Transport, Accessibility and Movement assessment dealt with the effect of the change in traffic associated with the Proposed Development, against 2028 and 2036 future year baselines, on traffic flows on the surrounding roads and on sensitive receptors (including people using and living on said roads).
- 8.2 It addressed Transport, Accessibility and Movement impacts in terms of changes to assessment criteria;
- Severance of communities;
 - Road vehicle driver and passenger delay;
 - Non-motorised user delay;
 - Non-motorised user amenity;
 - Fear and intimidation on and by road users; and
 - Road user and pedestrian safety.
- 8.3 The potential Transport, Accessibility and Movement impacts of the Proposed Development in 2028 and 2036 have been modelled using baseline data, proposed trip generation, and trip distribution for vehicular mode types.

Impacts of the Proposed Development

Construction Phase

- 8.4 Construction traffic is expected to be relatively modest during the duration of the construction programme, and HGVs will be directed to the route via M27 Junction 5. Consequently, the impacts of the construction phase on transport, accessibility and movement criteria are expected to be temporary, negligible and not significant. Given this, the potential environmental effects during the construction phase are therefore not considered significant and have not been considered further.

Operational Phase

- 8.5 Changes in AADT flows greater than 30% are predicted on the A335 (between M27 J5 Stoneham Interchange and Wide Lane), Wide Lane (north of Spitfire Roundabout) and Mitchell Way. The Proposed Development will have a **not significant** effect on severance in 2028 and 2036.
- 8.6 Changes in peak hour journey time greater than 10% are predicted at several junctions in 2028 and 2036. There will be major, major/ moderate or moderate effects on road driver and passenger delay caused by the Proposed Development on the following junctions/ arms, which will be **significant**, in 2028:

AM peak period;

- Spitfire Roundabout (Wide Lane – Northern Arm);
 - Spitfire Roundabout (Wide Lane – Southern Arm);
 - A335/ Wide Lane Roundabout (A335 Wide Lane – right turn only);
 - A335/ Wide Lane Roundabout (A335 Wide Lane – left turn only);
 - A335/ Wide Lane Roundabout (Wide Lane – right turn only);
 - PM peak period;
 - Spitfire Roundabout (Wide Lane – Northern Arm);
 - Spitfire Roundabout (Mitchell Way);
 - Spitfire Roundabout (Wide Lane – Southern Arm);
 - Wide Lane/ Mountpark (Wide Lane – Northern Arm);
 - A335/ Wide Lane Roundabout (A335 Wide Lane – right turn only);
 - A335/ Wide Lane Roundabout (A335 Wide Lane – left turn only); and
 - A335/ Wide Lane Roundabout (Wide Lane – right turn only).
- 8.7 There will be major, major/ moderate or moderate effects on road driver and passenger delay caused by the Proposed Development on the following junctions/ arms, which will be **significant**, in 2036:

AM peak period

- Spitfire Roundabout (Wide Lane – Northern Arm);
- Spitfire Roundabout (Wide Lane – Southern Arm);
- A335/ Wide Lane Roundabout (A335 Wide Lane – right turn only);

- A335/ Wide Lane Roundabout (A335 Wide Lane – left turn only);
- A335/ Wide Lane Roundabout (Wide Lane – right turn only);
- PM peak period
- Spitfire Roundabout (Wide Lane – Northern Arm);
- Spitfire Roundabout (Mitchell Way);
- Spitfire Roundabout (Wide Lane – Southern Arm);
- Wide Lane/ Mountpark (Wide Lane – Northern Arm);
- A335/ Wide Lane Roundabout (A335 Wide Lane – right turn only);
- A335/ Wide Lane Roundabout (A335 Wide Lane – left turn only); and
- A335/ Wide Lane Roundabout (Wide Lane – right turn only).

8.8 Changes in AM peak hour and PM peak hour magnitude based on two-way traffic flows as a result of the Proposed Development, inform the professional judgment applied for non-motorised user delay. In the 2028 AM peak, there will be a **significant** impact on non-motorised user delay on Wide Lane (north of Spitfire Road). Mitchell Way has a **moderate** effect in 2028 and 2036 in the AM peak and PM peak, which is **significant**. However, Mitchell Way is proposed to be improved for non-motorised users with the provision of a new footway/ cycleway facility on the western side of the road, with a new crossing added at the northern end where the facility then crosses to the southern side of the primary masterplan spine road. Applying professional judgment reduces the impact to low in both peak periods in 2028 and 2036, and the effect to **minor**, which is **not significant**.

8.9 The proposed improvements to pedestrian and cycle infrastructure adjacent to the carriageway and formal crossings on Mitchell Way will have a **moderate beneficial** effect on non-motorised user delay, which will be **significant**.

8.10 The additional motor traffic generated by the Proposed Development will not have a significant effect on non-motorised user amenity on all links. The infrastructure improvements explained above will also have a **significant** benefit on non-motorised user amenity in 2028 and 2036 in both peaks.

8.11 Mitchell Way has a **minor** effect in 2028 in the AM peak and PM peak, and in 2036 in the AM peak on non-motorised user amenity, which is **not significant**. Mitchell Way is proposed to be improved for non-motorised users with the provision of a new footway/ cycleway facility on the western side of the road, with a new crossing added at the northern end where the facility then

crosses to the southern side of the primary masterplan spine road. Applying professional judgment reduces the impact to low in both peak periods in 2028 and 2036, and the effect to **negligible**, which is **not significant**.

- 8.12 The proposed improvements to pedestrian and cycle infrastructure adjacent to the carriageway and formal crossings on Mitchell Way will have a **moderate beneficial** effect on non-motorised user amenity, which will be **significant**.
- 8.13 The Proposed Development is expected to have a **not significant** impact on fear and intimidation on and by road users on all links, in 2028 and 2036, except for Mitchell Way. However, Mitchell Way is proposed to be improved for non-motorised users with the provision of a new footway/ cycleway facility on the western side of the road, with a new crossing added at the northern end where the facility then crosses to the southern side of the primary masterplan spine road. This will improve the feeling of the route for existing and future users. Applying professional judgment reduces the effect to **minor**, which is **not significant**, in 2028 and 2036.
- 8.14 In 2028 and 2036, the Proposed Development will have a **not significant** impact on road user and pedestrian safety.

Mitigation

Construction Phase

- 8.15 Construction traffic is expected to be relatively modest during the duration of the project with HGVs be directed to route via M27 Junction 5. The impacts of the construction phase on transport, accessibility and movement are expected to be temporary, negligible and not significant.
- 8.16 Notwithstanding this, to further mitigate the impact of the construction phase, a Framework Construction Environmental Management Plan (CEMP) has been prepared and accompanies the planning application. The purpose of the CEMP is to;
- i. Demonstrate that construction materials can be delivered, and construction waste can be removed in a safe, efficient and sustainable manner;
 - ii. Identify the routing strategy for HGVs, which will see HGVs use the M40 Junction 15 for inbound and outbound movements;

- iii. Identify deliveries to the Site that may be re-timed, reduced or consolidated, particularly during peak periods;
 - iv. Help decrease congestion on the local highway network, by; encouraging construction workers to travel to the Site by car sharing or non-car modes; and
 - v. Improve the reliability of deliveries and waste collection.
- 8.17 A Detailed CEMP will be submitted to EBC for approval prior to enabling and demolition works for each phase.

Operational Phase

- 8.18 The operational phase of the Proposed Development includes comprehensive mitigation strategies regarding access arrangements and improvements to Mitchell Way. Access will be via a single vehicle point through the existing and improved Mitchell Way, connecting to the wider highway network at the Spitfire Roundabout. Enhancements to Mitchell Way will include improved facilities for pedestrians and cyclists, connecting to key locations such as the Airport, Southampton Airport Parkway, Wide Lane, and the National Cycle Route 23.
- 8.19 Based on the delays assessment and the application of professional judgement the effects on road driver and passenger delay caused by the Proposed Development at the following junctions/ arms, will be significant, in 2028:

PM peak period;

- Wide Lane/ Mountpark (Wide Lane – Northern Arm); and
- Stoneham Interchange (A335 Stoneham Way).

- 8.20 Based on the delays assessment and the application of professional judgement the effects on road driver and passenger delay caused by the Proposed Development on the following junctions/ arms, will be significant, in 2036:

PM peak period

- Wide Lane/ Mountpark (Wide Lane – Northern Arm); and
- Stoneham Interchange (A335 Stoneham Way).

- 8.21 Changes in AM peak hour and PM peak hour magnitude based on two-way traffic flows as a result of the Proposed Development, inform the professional judgment applied for non-motorised user delay. In the 2028 AM peak, there will be a significant impact on non-motorised user delay on Wide Lane (north of Spitfire Road).
- 8.22 Infrastructure improvements on Mitchell Way (formal pedestrian crossings as well as improved pedestrian footways and the introduction of cycle infrastructure) and the active travel link on Wide Lane (north of Spitfire Roundabout) will have a significant beneficial impact on non-motorised user delay in 2028 and 2036 in both peaks.
- 8.23 The additional motor traffic generated by the Proposed Development will not have a significant effect on non-motorised user amenity on all links. The infrastructure improvements explained above will also have a significant benefit on non-motorised user amenity in 2028 and 2036 in both peaks.
- 8.24 Additionally, there will be a pedestrian and cycle connection under the railway to facilitate an active travel connection to the north. Improvements within the Airport Freehold ownership will ensure high-quality active travel connections between the Proposed Development masterplan and key transport hubs.
- 8.25 The new primary spine road will join the northern end of Mitchell Way, bending south of the existing long-stay airport car park before entering the main masterplan site. This road will feature a 7.3m wide carriageway with a segregated cycleway/footway along its southern side, designed to an adoptable standard with a 30mph speed limit.
- 8.26 The internal road network of the Proposed Development will include high-quality active travel facilities, such as shared-use footways/cycleways and crossings with dropped kerbs and tactile paving. The masterplan also includes provisions for active travel connections, such as a shared-use footway/cycleway under the railway line to the north and connections to the Itchen Way Public Right of Way route.
- 8.27 Car and cycle parking will be provided according to EBC Draft Non-Residential Car Parking Standards, and a Beryl electric shared bicycle scheme will be implemented. The public transport strategy includes improving pedestrian/cycle routes and making an allowance within the masterplan design to accommodate buses in the future.
- 8.28 A Framework Workplace Travel Plan has been submitted as part of the planning application, considering all aspects of travel behaviour for staff, visitors, and commercial trips.

- 8.29 Mitigation schemes have been proposed for the Spitfire Roundabout and the A335/ Wide Lane Roundabout to improve operational efficiency. Both of these schemes will reduce road driver delay across the roundabouts and provide a **beneficial** effect.
- 8.30 Additionally, a mitigation scheme is proposed for the Wide Lane Bridge to create a new active travel link to the northeast of the existing bridge, which will enable the existing eastern footway to be removed to facilitate two-way HGV movements. This scheme will improve non-motorised user delay, non-motorised user amenity and reduce fear and intimidation on and by road users. Subsequently, providing a **beneficial** effect.

9. Cumulative and In Combination Effects

- 9.1 An assessment of the likely significant effects of the potential Cumulative Effects arising from the development was undertaken to consider potential impacts of combined effects for reasonably foreseeable changes arising from the development as well as other development coming forward in proximity to the site.
- 9.2 The other developments that were considered as part of the cumulative assessment comprise existing and approved schemes in the immediate area. These developments are as follows:
- CS/22/92463, Chicken Hall Lane: Material Recycling Facility and Associated Infrastructure, approved, not yet constructed.
 - F/20/87841, X/23/96250, Eastleigh Railway Works: Construction of up to 2,444 sq m of employment buildings plus open storage. Approved but not yet implemented/operational.
- 9.3 The likely cumulative impacts were considered in relation to the topics assessed in the EIA and no significant cumulative effects were identified.
- 9.4 The potential for cumulative effects to arise in relation to each of the topics may be summarized as follows:
- Air Quality and Transport: Trip generation has been “growthed” for modelling purposes using TEMPro factors, 2023 survey data (including projected job and housing) and airport passenger forecasts). The predicted effects therefore reflect data that is intrinsically cumulative.
 - Archaeology: No cumulative schemes have been identified within a 500m radius of the site, and it can be assumed that any such developments would be subject to similar levels of investigation and mitigation, so as to comply with policy requirements.
 - Climate Change: No effective allowance can be made within the methodology for the impact of cumulative schemes.
 - Ecology: The modelling of airborne pollutant concentrations has been based on the “growthed” traffic data, and is therefore inherently cumulative.

- Landscape and Views: No cumulative impacts considered likely.
- Socio-Economics: Cumulative developments within the study area are likely to reinforce the beneficial effects of the development.

8. Summary

- 8.1 In summary, an Environmental Statement was prepared to analyse the potential effects on air quality, archaeology, climate change, ecology, landscape and visual, socio economics and transport for both the construction and operational phases of the proposed development. The Environmental Statement also considers the cumulative impact of the scheme alongside other development proposals in the immediate vicinity of the site.
- 8.2 Whilst some potential effects were found for the construction phase of the development, the impacts during construction are to be carried out in line with best practise and any effects can be controlled through appropriate management measures to be controlled by a Construction Environmental Management Plan. Any impacts during the construction phase will be temporary and only during the time that works take place.
- 8.3 As for the operational phase of development, although potential adverse impacts were found to range from negligible to moderate/major, through the use of both embedded and secondary mitigation measures these impacts can be reduced to ensure that the development is carried out in a manner that will not result in any unacceptable impacts.