



Hampshire
County Council

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Date	15 th August 2025	E-mail	Nick.gammer@hants.gov.uk

Dear Liz

Hybrid Planning Application O/25/99506, Navigator Quarter, Eastleigh, SO18 2NL - 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. (EIA development).

Thank you for your consultation regarding the submitted amended Outline Construction and Environmental Management Plan in relation to the above application. The Highway Authority (HA) have reviewed this and make the following comments. The application site under consideration is situated to the north of Southampton Airport within Eastleigh Borough Council. It is 92,000sqm in size and comprises two plots of undeveloped agricultural land. The development forms part of the Solent Freeport scheme.

The Outline CEMP confirms that Detailed CEMPs will be provided for each phase (or combination of phases) of the development; this is considered an appropriate approach and should be secured in any future planning permission. It is also noted that Detailed CEMPs will be prepared in conjunction with the detailed Construction Logistics Plan, to manage impacts on the nearby highway network.

Details of site, compounds, welfare facilities, storage and site hoardings/ fencing will be confirmed in the Detailed CEMPs, provided at the reserved matters stage, prior to the commencement of development of individual phases.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

2.3 Site Establishment

- Reference is made to the use of a road brush to ensure roads are kept cleared, the HA assume this is a water-assisted dust sweeper vehicle.
- The location of wheel washing facilities to prevent debris being carried to the public highway has not provided. It is assumed this will be provided as part of the required future detailed CEMPs.
- As stated, no water should be drained onto public highway.

3.2 Site Management

- Reference is made to access via Stockingswater Lane. This is incorrect as there is no Stockingswater Lane in the vicinity of the site and should be corrected.
- Reference is made to a new access being formed onto existing highway. The HA understand no new vehicular access is proposed. This should be clarified/ corrected.

3.4 Access and Traffic Management

- No mention of the delivery times is made. It may be appropriate to restrict deliveries to avoid busy periods such as peak hours and school pick up/drop off in detailed CEMPs.
- The Outline CEMP states sufficient parking will be provided. The number of car parking spaces will need to be confirmed within each Detailed CEMP.
- Within detailed CEMPs, a site set up plan should be provided to highlight parking spaces, where deliveries can enter/exist the site compound and tracking demonstrating suitable turning movements provided.
- No construction traffic/ delivery routing to the site has been identified; this should be confirmed and included within the Outline CEMP.

3.5 Public Rights of Way

- The proposals in this section are acceptable in principle, however, it is suggested the heading is changed to Pedestrian Access or similar to avoid confusion, as there are no Public Rights of Way via this route. A plan highlighting this pedestrian route (and any others if applicable) should be provided for clarity.
- Cycle access should also be considered.

General comment

- It is noted in Appendix 2 that a Travel Plan will be provided (assumed to be specific to construction traffic). This should be included and clarified in the main body of text.

Recommendation

Should the Applicant wish to secure approval for the outline CEMP at this stage, the amendments set out above should be made and a revised Outline CEMP submitted for review. Alternatively, the Highway Authority considers it appropriate for the Outline CEMP to be conditioned within any future planning permission, to be provided and agreed prior to commencement of any development.

I look forward to receiving further information in due course, at which point I will be able to provide an update on the position. I trust the above is clear; please do not hesitate to contact Nick Gammer should you wish to discuss anything further.

Yours sincerely,

Gemma McCart
Transport Team Leader