

Appendix E: Healthy Streets Approach and Report

To Hampshire County Council (HCC)
From Steer
Date 11 November 2025
Project Navigator Quarter, Southampton

Technical Note

Project No. 24733101

Navigator Quarter – Healthy Streets Assessment

Introduction

1. This Technical Note (TN) reports on the findings of the Healthy Streets assessment undertaken to support the planning application submitted for the Navigator Quarter development, as part of the Solent Freeport. 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).
2. This TN has been prepared in response to Hampshire County Council (HCC) comments on the application.

Healthy Streets Indicators

3. The key local routes to/from the site have been assessed with regard to the ten healthy streets indicators, in line with HCC requirements. The ten indicators are illustrated in **Figure 1**.

Figure 1: Healthy Streets Indicators

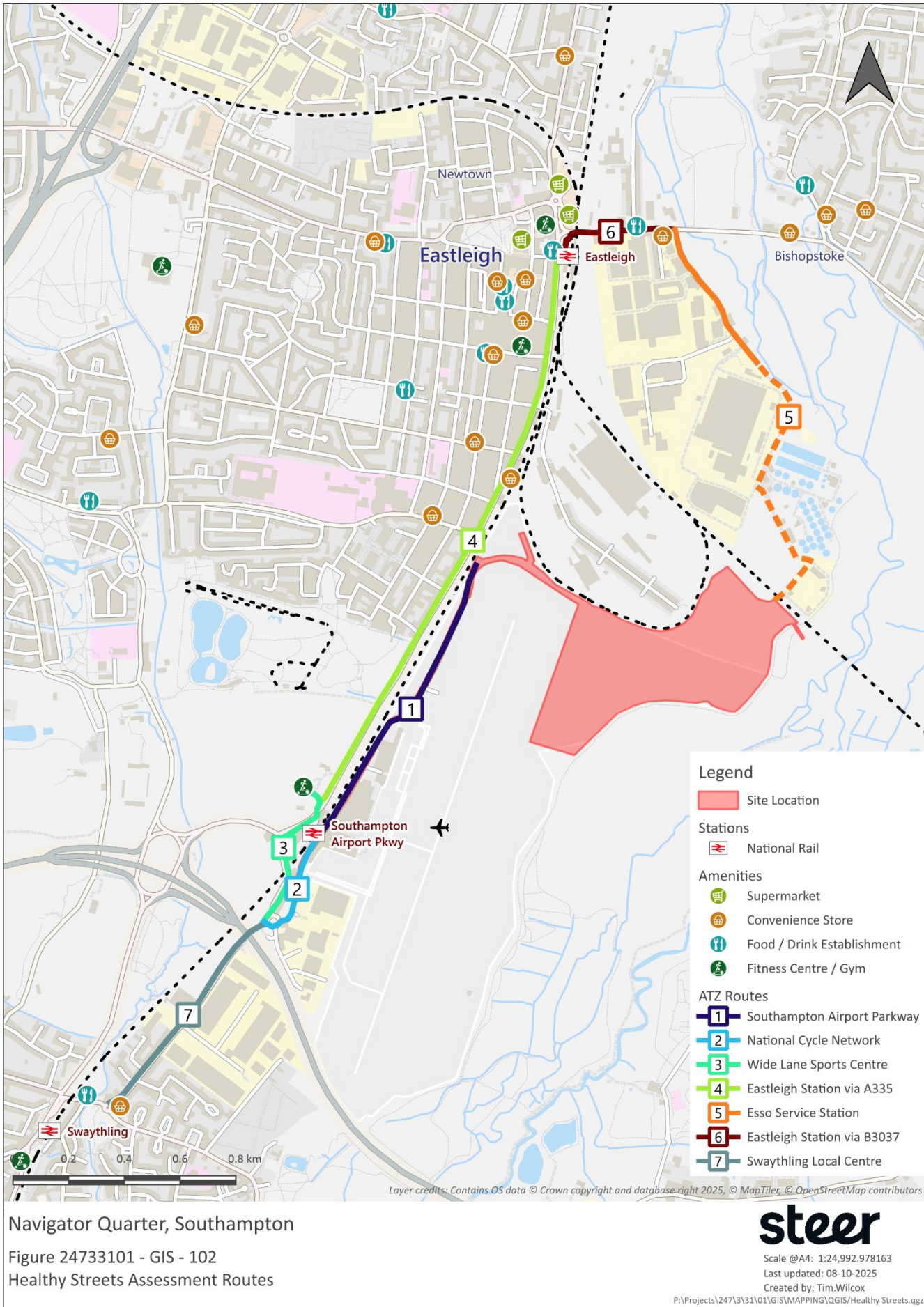


Source: Lucy Saunders (healthystreets.com)

Key Routes

4. The site is located to the north of Southampton Airport within Eastleigh. The following facilities have been identified as the main public transport services, and the main local facilities in the vicinity of the proposal. The route corridors which serve each have also been assessed:
 - **Route 1** – Southampton Airport Parkway (SAP) Station
 - **Route 2** – National Cycle Network (Route 23) via Mitchell Way south
 - **Route 3** – Wide Lane Sports Centre
 - **Route 4** – Eastleigh Station via the A335
 - **Route 5** – Esso Service Station via Conegar Road and Chickenhall Lane
 - **Route 6** – Eastleigh Station via B3037
 - **Route 7** – Swaythling Local Centre via Wide Lane
5. The chosen routes for assessment have been agreed with HCC.
6. All routes have been assessed against the ten Healthy Streets Indicators. The following sections detail each of the routes outlined above and Error! Reference source not found. illustrates the location of each of the routes to /from the site.
7. The site visit was undertaken on Tuesday 23rd September 2025 between 11:00 – 15:00. The weather was sunny and temperatures were around 15 degrees.

Figure 2: Healthy Streets Assessment Routes



Route 1: Southampton Airport Parkway Station

8. Route 1 connects the Site with Southampton Airport Parkway (SAP) station. The route begins at SAP station.
9. SAP 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. Exiting SAP station from platform 2, an accessible ramp is provided onto Mitchell Way, as shown in **Figure 3**. A raised zebra crossing is provided across Mitchell Way, which facilitates crossing between SAP station and Southampton Airport (**Figure 4**). The crossing is equipped with tactile paving on both sides, which is in good condition and the road markings are bright and very prominent.

Figure 3: SAP Accessible Ramp



Figure 4: Zebra Crossing on Mitchell Way, connecting SAP Station and Southampton Airport



10. Travelling northbound on the western footway on Mitchell Way, for the first 150m from SAP station, a guardrail is provided which provides separation between pedestrians and vehicles (**Figure 5**). The footway is generally in good condition but is of limited width (significantly below 2m), with the effective width further reduced by the presence of guard railing. The speed limit for Mitchell Way is 20 mph which, combined with low traffic volume, provides an opportunity for people to cycle on the carriageway.
11. Street lighting and CCTV is provided along the route.
12. A sheltered bus stop is provided (**Figure 6**), associated with Airport shuttle bus services.

Figure 5: Mitchell Way – Guardrail and Footway



Figure 6: Unused Bus Shelter on Mitchell Way



Figure 7: Zebra Crossing at Northern Footway Extent on Mitchell Way



13. The footway along the western side of the road terminates circa 385m to the north of the station, and a zebra crossing is provided with dropped kerbs and tactile paving to guide pedestrians onto the footway on the eastern side of the road. The pedestrian route terminates at the access to Oceanair Express Logistics Ltd and Concept Building Services (Southern) Ltd. To the north of this point, no continuous footway is currently provided. The only further sections of footway to the north are adjacent to the long

stay car park on the eastern side of Mitchell Road, and short sections on the western side providing access to northbound Airport shuttle bus stops. These are linked to the eastern footway (adjacent to the car park) via zebra crossings. The zebra crossings and road line markings including 20mph on road markings at the northern end of Mitchell Way are badly faded and require re-painting.

14. Cyclists are currently required to cycle on the road, as there are no dedicated cycle facilities north of the station.
15. The Proposed Development includes significant improvements to Mitchell Way north of the station including:
 - 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.
16. The above improvements will provided dedicated off-road pedestrian/ cycle facilities to the north of the station, significantly widening the footpath and providing a high quality facility for both pedestrians and cyclists.
17. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 1**.

Table 1: Healthy Streets Assessment - Route 1

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✗ / ✓	All crossing points have dropped kerbs and tactile paving. The raised crossing connecting SAP station and Southampton Airport acts as a traffic calming measure to slow down vehicles and give way to pedestrian movements. The western footway to the north of the station is of limited width and feels very constrained, which is exacerbated by guard railing.
Easy to cross	✓	Dropped kerbs and tactile paving are provided at crossings. The traffic flows down Mitchell Way are generally low.
Shade and Shelter	✓	There are some trees on the route, and an unused bus stop which is sheltered.
Places to stop and rest	✗ / ✓	No seating is provided along this route, however the route is short. A bench is provided on platform 2 of SAP station, which at the south of the route.
Not too noisy	✗	Quite noisy due to proximity to the airport and the railway line.
People choose to walk and cycle	✗ / ✓	SAP station can be accessed from Wide Lane. The footway along the western side of Mitchell Way to the north side of the station is well surfaced and there are a number of zebra crossing points which are well maintained (up to the Signature Aviation building) and have dropped kerbs and tactile paving. However, the western footway to the north of the station is of limited width and feels very constrained, which is exacerbated by guard railing. The footway is also not continuous to the

Healthy Street Indicator	Met (✓/✗)	Comments
		north of the Signature Aviation building with footways to the north of this provided intermittently as routes linking the long stay car parks with Airport shuttle bus stops. The lack of continuous facilities are not currently required due to the limited destinations to the north but upgrade will be required to serve the Navigator Quarter development. The zebra crossings and road line markings including 20mph on road markings at the northern end of Mitchell Way are badly faded and require re-painting. The area to the north of the station is not a cyclist destination so there are no cycle facilities present. Significant pedestrian/ cycle improvements are proposed along Mitchell Way adjacent and to the north of the station as detailed in the narrative above this table.
People feel safe	✓	The guardrail provided along the footway protects pedestrians from traffic flows accessing the short stay or long stay car parking, as well as the industrial uses to the north of the road associated with the airport. There are no dedicated cycle facilities to the north of the station.
Things to see and do	✗	There are not many things on route to see and do, however the route is short.
People feel relaxed	✓	Greenery is provided along the boundary of the footway. To the north of the route, away from the station and the airport, it is less overlooked, with fewer options for natural surveillance.
Clean air	✗ / ✓	There are low traffic volumes along Mitchell Way, however the route is adjacent to an airport. Air quality is generally worse around airports due to emissions from aircraft, ground equipment and associated road traffic.

Route 2: Access to the National Cycle Route

21. Travelling to the south of SAP Station, there are wide footways that are in good condition on the western side of the road (**Figure 8**). The guard rail adjacent to the station provides separation between pedestrians and traffic which increases the feeling of safety, however, this does restrict the usable width of the footway in an area with high pedestrian footfall, including an area where airport travellers are carrying/ wheeling luggage which further reduces the usable width available.
22. A zebra crossing is provided across Mitchell Way at the southern end of the station (guard railing ceases to the north of this), as shown in **Figure 9**, which provides dropped kerbs and tactile paving to facilitate accessible crossing. The line markings adjacent to the crossing are bright and prominent. Adjacent to the crossing is the access to the cycle parking associated with SAP station.

Figure 8: Footway Along the Western Side of Mitchell Way



Figure 9: Southern Zebra Crossing on Mitchell Way



23. To the south of the zebra crossing there is an eastern footway which runs continuously down to the Spitfire roundabout. This serves the Mail Centre and the southbound on carriageway bus stop. Along the eastern side of the road for the first 100m from the zebra crossing in **Figure 9**, there is a grass verge that separates the footway from the carriageway.
24. The western footway runs across the station car park which includes dropped kerbs and tactile paving (**Figure 10**), in order to access the Airport Parkway bus stop. The bus stop provides good quality facilities

including a shelter with seating, and a live information board (**Figure 11**) and buses pull into the bus stop layby.

Figure 10: Dropped Kerbs Across Car Park Access



Figure 11: Airport Parkway Bus Stop



25. There is a significant pinch point of the footway at the northern eastern corner of HSBC House with the clear width being sub-standard at 1.59m wide. To the south of this point the footway is c 2m wide.
26. Circa 20m south of the Premier Inn vehicle access the footway merges into a shared footway cycleway, as shown in **Figure 12**. The footway cycle / way is substandard being c 2.5m in width (as opposed to a standard width of 3m), although it does include marked buffer zone. The shared use footway/ cycleway continues to just to the north of the pedestrian/ cycle crossing on the northern Wide Lane arm of the Spitfire roundabout. There is adjacent vegetation on this section between Mitchell Way and the crossing which is overgrown in places and further reduces the effective width of the shared use route.

Figure 12: Mitchell Way Footway / Cycleway



27. Dropped kerbs and tactile paving are provided across all arms of the Spitfire Roundabout. Pedestrian refuge islands are also provided on all arms (**Figure 13**). The northern Wide Lane arm includes a central refuge island with guard railing to channel pedestrians between the carriageway crossing points.

Figure 13: Pedestrian Refuge Crossing on Mitchell Way Arm of the Spitfire Roundabout



28. The Proposed Development proposes significant improvements to the southern section of Mitchell Way, south of the station including converting the footway to provide a continuous shared use footway/ cycleway. This is proposed to be c 3m wide to the south of the station up to the north of HSBC House, reducing to 2.5m wide between HSBC House and the point of the existing shared use footway/ cycleway. It is not possible to widen this section any further due to third party land ownership constraints.

29. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 2**.

Table 2: Healthy Streets Assessment - Route 2

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✗ / ✓	The footway along Mitchell Way is well maintained and surfaced. Tactile paving and dropped kerbs are provided at crossing points along this route. There is a significant pinch point of c 1.59m adjacent to HSBC House.
Easy to cross	✓	Crossing points along the route are equipped with dropped kerbs and tactile paving with prominent markings. The crossing point across the Southampton Mail Centre access provides tactile paving and dropped kerbs. Traffic volumes and turning movements near the Spitfire Roundabout create barriers, however pedestrian refuge islands are provided on all arms which helps crossing.
Shade and Shelter	✗	Minimal tree cover and limited weather protection along the route.
Places to stop and rest	✓	The Airport Parkway bus stop provides sheltered seating. No further seating is provided along this route, however the route is short.
Not too noisy	✓	Low to moderate traffic at the time of the site visit, therefore not too noisy.
People choose to walk and cycle	✗ / ✓	The footway is in good condition along this route, with clear signage and crossing points provided. There is a significant pinch point of c 1.59m adjacent to HSBC House. The shared use footway/cycleway provided along the southern section of Mitchell Way, which is well maintained, but is substandard being only 2.5m wide, which is further reduced by overgrown vegetation on the northern side of the Spitfire Roundabout. Significant improvements are proposed to the western side of Mitchell Way to provide a continuous shared use footway/ cycleway. Full details are provided above.
People feel safe	✓	Route is overlooked by adjacent uses, and street lighting is provided along the route.
Things to see and do	✗	The area is primarily functional, with limited visual interest or active frontages.
People feel relaxed	✓	Some greenery provided along the western side of the footway along the route. Vehicle speeds are slow.
Clean air	✓	Traffic flows are low to moderate. Air quality may be compromised by congestion at the Spitfire Roundabout.

Route 3: Wide Lane Sports Centre (via Wide Lane Bridge)

30. Route 3 Connects the Spitfire Roundabout with Wide Lane Sports Centre, via Wide Lane Bridge.
31. A short section of shared use footway/ cycleway is provided just to the north of the unsignalised pedestrian/ cycle crossing on the northern Wide Lane arm of the Spitfire roundabout, but this terminates after 18m. A continuous footway is present along the eastern side of the road between this point and SAP station on Wide Lane.
32. The point where the shared-use footway merges into the footway is confused as unofficial signage is present which implied the shared-use footway continues when it is actually only a footway over the rail bridge (see Figure 14). No footway is present along the western side of the road.
33. The NCN Route 23, passes over the bridge, however, although cyclists are theoretically supposed to use the carriageway, the narrow nature of the carriageway, use of the route by HGV's and narrow bend mean the majority of cyclists cycle along the footway which is also used by pedestrians. The footway is very narrow in places reducing to c 1.4m wide to the south of the bend and its effective width is further impeded by street furniture, signage and overgrown vegetation meaning it is an unattractive route for both pedestrians and cyclists (see **Figure 14** and **Figure 15**).

Figure 14: Wide Lane Footway / Cycleway



34. Significant improvements are proposed by the Applicant to Wide Lane Bridge including the provision of a new adjacent active travel bridge with a 4m clear shared use footway/ cycleway. The existing eastern footway will be removed, to facilitate two-way HGV movements across the bridge.

Figure 15: Wide Lane Bridge



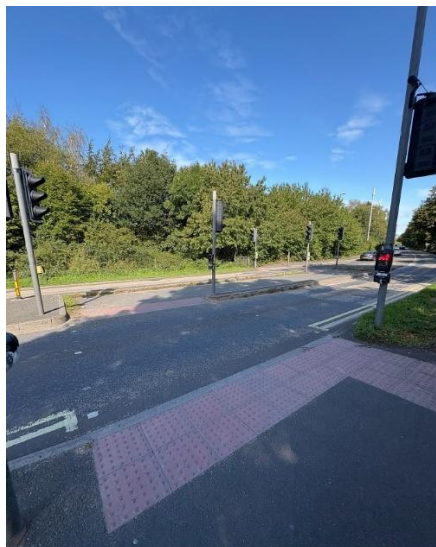
35. On the approach to the A335 / Wide Lane, a pedestrian desire line was observed through the grass area (**Figure 16**), created by continuous footfall of pedestrians utilising this route as a more direct shortcut.

Figure 16: Footway / Cycleway at the A335 / Wide Lane Roundabout



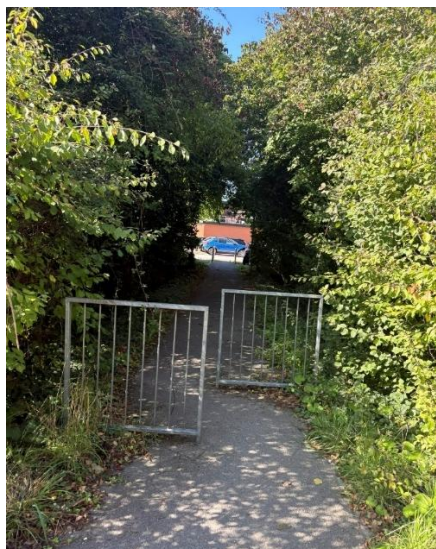
36. A staggered signalised pedestrian crossing is provided across the A335 Wide Lane to access the footway along the western side of the carriageway. This includes good quality dropped kerbs with tactile paving.

Figure 17: Signalised Pedestrian Crossing - A335 Wide Lane



37. The pedestrian access to the Wide Lane Sports Ground is shown in **Figure 18**.

Figure 18: Pedestrian Access to the Wide Lane Sports Ground



38. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 3**.

Table 3: Healthy Streets Assessment - Route 3

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✗	Wide Lane Bridge is currently constrained for pedestrian and cycle infrastructure, with limited width. Crossing points along the route have dropped kerbs and tactile paving to facilitate accessible crossing.
Easy to cross	✓	Crossing points along the route have dropped kerbs and tactile paving to facilitate accessible crossing. The crossing of Wide Lane opposite the SAP station access is signalised, facilitating safe crossing.
Shade and Shelter	✗	Some tree canopies may cover the route at certain times of the year, however other shade / shelter is limited.
Places to stop and rest	✗	No places to stop and rest on this route, however this route is short.
Not too noisy	✓	Some vehicular noise along this route, which is likely to be worse at peak time of day. Noisier on the A335 section of the route due to higher flows of traffic.
People choose to walk and cycle	✗	The narrow infrastructure on the bridge creates a barrier to active travel for pedestrians and cyclists. The provision of dropped kerbs and tactile paving at the crossing points aid crossing by walking or wheeling. The signalised pedestrian crossing opposite the station provides a safe and accessible crossing point.
People feel safe	✗	The bridge lacks natural surveillance and lighting details. The narrow infrastructure (used by both pedestrians and cyclists) and high traffic volumes (including HGVs) contributes to perceived insecurity. Adjacent to the station, the lighting and natural surveillance increase the feeling of safety.
Things to see and do	✓/✗	The route provides access to the Wide Lane Sports Centre, however there are limited things to see or do on route.
People feel relaxed	✗	Trees are provided along the eastern side of the route which limits adjacent surveillance. High traffic flows and presence of HGVs whilst walking along the narrow footway on Wide Lane bridge may feel stressful for pedestrians.
Clean air	✓	Moderate traffic flows on the route. Air pollution likely worse when slow moving traffic is present around the A335 / Wide Lane roundabout.

Route 4: Eastleigh Station via A335

39. Route 4 connects SAP station to Eastleigh station, along the A335 Wide Lane. A shared footway / cycleway is provided along the western side of the carriageway (**Figure 19**). The route is well surfaced and is street lit throughout its entirety.
40. This route forms part of LCWIP Route 340, which is the main north-south route through Eastleigh linking Otterbourne to the north with Eastleigh, Southampton Airport and Swaythling to the south. A number of improvements are proposed along this section of the route, which are signposted throughout the description.
41. The Eastleigh LCWIP notes that there is scope to widen the existing shared use path between South Street and the Wide Lane roundabout to provide a segregated cycle track, albeit, this may require some land purchase and the removal of a large number of trees. It further states that a priority crossing should be considered at the entrance to Lakeside Country Park and the Wide Lane Sports Ground.
42. Dropped kerbs and tactile paving are provided across the access points along Wide Lane.
43. Traffic is subject to a 40mph speed limit, and traffic flows are moderate.

Figure 19: Footway / Cycleway along A335 Wide Lane



The Lakeside Country Park bus stops located on either side of the road are basic, with only a flag pole and timetable information provided at each, with no shelter or seating provided (**Figure 20**).

Figure 20: Lakeside Country Park



44. A signalised pedestrian crossing is provided across the South Street arm of the junction between A335 Wide Lane / South Street. A pedestrian refuge island is also provided (**Figure 21**) and dropped kerbs with tactile paving is provided.

Figure 21: South Street Pedestrian Crossing



45. The Eastleigh LCWIP notes that the Southampton Road/South Street junction should be reconfigured to provide priority for cyclists across the junction.
46. Circa 85m north of the junction with York Street, a bus stop is provided (York Road bus stop), which has a flagpole and shelter. A build out is provided to facilitate pedestrians with boarding / alighting buses (**Figure 22**).

Figure 22: York Road Bus Stop



47. In this section, the Eastleigh LCWIP notes that there appears to be sufficient space within the highway boundary to provide a segregated cycle route along Southampton Road between the South Street junction and the Chestnut Avenue, albeit this would require the removal of on-street residential parking or purchasing of third party land.
48. The junction between A335 Wide Lane and Chestnut Avenue is wide and has poor visibility, making it difficult to cross. A pedestrian refuge island is provided to assist pedestrians crossing across the junction. However, this refuge island is narrow and includes no tactile paving. Users also have to walk directly underneath a sign, between the two supporting sign poles.

Figure 23: A335 Wide Lane / Chestnut Avenue Junction



49. The section to the north the Chestnut Avenue junction includes overhanging trees which overhang the footway during the summer months and should be regularly trimmed. The shared use footway/ cycleway narrows adjacent to the northbound bus stop to the south of the Derby Road junction, with this further reduced by a hedge to the north of the bus stop which should be trimmed regularly.
50. The tactile paving at the dropped kerbs at the junction with Derby Road has defective surfacing (**Figure 24**).

Figure 24: Derby Road Tactile Paving



51. Approaching Eastleigh town centre, there are a number of locations where street furniture impedes the footway and restricts the available width to pedestrians (**Figure 25**). At the Swan Centre car park access dropped kerbs and tactile paving is present but users have to cross underneath the oversailing building which feels very confined and dark.

Figure 25: Street Furniture on A335 Wide Lane



52. Continuing north on Wide Lane, The Swan Centre bus stops provide sheltered seating and bus route information.

Figure 26: The Swan Centre Bus Stop



53. The northern end of the route features a signalised pedestrian crossing opposite Eastleigh station, as shown in **Figure 27**.

Figure 27: Signalised Pedestrian Crossing opposite Eastleigh Station



54. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 4**.

Table 4: Healthy Streets Assessment - Route 4

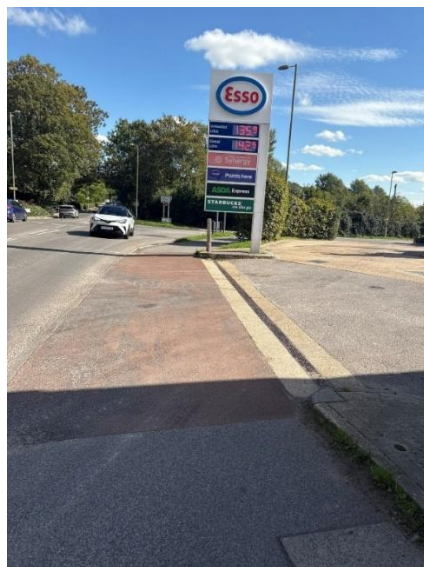
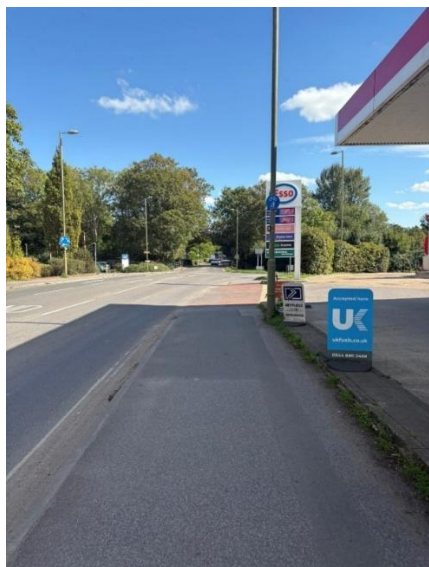
Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✓/✗	The area is dominated by vehicular traffic, with limited pedestrian priority. The majority of the route has a fairly wide footway / cycleway. There are areas where street furniture impedes the footway, restricting the width, which reduces inclusivity for people with mobility impairments or those using wheelchairs and prams.
Easy to cross	✓	Whilst most crossing points have dropped kerbs and tactile paving, there are a couple of wide access roads (Wide Lane Sport Ground access, the Lakeside Country Park access and the A335 / Chestnut Avenue junction), which could be difficult to cross.
Shade and Shelter	✓/✗	Limited tree cover and shelter along Wide Lane is provided. The Lakeside Country Park bus stops do not provide shelter, however the York Road and Swan Centre bus stops do.
Places to stop and rest	✓	There are few resting points on this route. Seating is provided at the Swan Centre bus stop, and a bench is provided at Eastleigh station.
Not too noisy	✗	A moderate level of noise due to traffic flows and limited areas with buffer planting or barriers to alleviate this.
People choose to walk and cycle	✓	Active travel infrastructure is provided including shared-use paths and crossings. NCR 23 routes between the beginning of this route to the south (access to Wide Lane Sport Centre) and Doncaster Road. The Eastleigh LCWIP notes that there are a number of opportunities to improve the walking and cycling infrastructure along this route.
People feel safe	✓/✗	Street lighting is provided along this route. High vehicular flows during peak hours may reduce the feeling of safety along this route.

Healthy Street Indicator	Met (✓/✗)	Comments
		To the north of this route, residential properties and frontages provide natural surveillance. At the Swan Centre car park access dropped kerbs and tactile paving is present but users have to cross underneath the oversailing building which feels very confined and dark.
Things to see and do	✓	The corridor is functional rather than attractive, with limited visual interest or active frontages. Adjacent land uses are mainly employment and transport hubs. Eastleigh town centre is located just off the route to the north, which provides access to a number of shops and facilities.
People feel relaxed	✓	Not much greenery and moderate flows of traffic along Wide Lane. Formal crossings and refuge islands provided at most crossing points.
Clean air	✓/✗	Moderate traffic flows along Wide Lane. Close proximity to the airport and M27.

Route 5: Esso Service Station via Chickenhall Lane

55. Route 5 runs between Bishopstoke Road to the north and the potential pedestrian access into the northeast corner of the Navigator Site, via Chickenhall Lane, Conegar Road and the arch under the railway line.
56. A footway / cycleway is provided along the south side of Bishopstoke Road. The vehicular access to the Esso petrol garage from Bishopstoke Road is wide (circa 12m in width), which is unattractive for pedestrians to cross. Dropped kerbs are provided, however tactile paving is not provided (**Figure 28**).

Figure 28: Footway / Cycleway Across Esso Petrol Station Access



57. Chickenhall Lane is well used by HGVs given that it serves industrial/commercial units. Dropped kerbs and tactile paving are provided across the majority of access points (**Figure 29**).

Figure 29: Accesses along Chickenhall Lane



58. In some areas, the tactile paving is defective. **Figure 30** illustrates defective tactile paving across the Esso service station access from Chickenhall Lane.

Figure 30: Chickenhall Lane Tactile Paving



59. The Barton Park Industrial Estate access is notably wide (circa 20m between the dropped kerbs), which is less attractive for pedestrians crossing the access road (**Figure 31**). The road surfacing at this location is uneven, which could provide a trip hazard.

Figure 31: Barton Park Industrial Estate Access



60. There are locations along the route which are restricted by street furniture and utility units. **Figure 32** shows the signage provided at the north of the route and the utility units located to the south of the Pheonix Park access.

Figure 32: Furniture and Utilities within Footway



61. There is no crossing point across the Tower Lane junction and the pedestrian footway terminates in this location (**Figure 33**).

Figure 33: Prysmian Vehicular Access



62. To the south of Tower Lane, the section of Chickenhall Lane up to the Conegar Road junction is privately owned by Prysmian. Conegar Road which joins at the southern end of Chickenhall Lane is owned by HCC.
63. Chickenhall Lane and Conegar Road have no footway provision, cycle facilities or lighting, however there is a verge running adjacent to the carriageway, which appears to be used by some pedestrians (**Figure 34**).

Figure 34: Chickenhall Lane (Private Extent) and Conegar Road (Private)



64. Both routes are currently lightly trafficked, however traffic is primarily HGVs.
65. At the southern end of Conegar Road there is an unmade track through the recently consented Materials Recycling Facility (MRF) site (Ref: HCC/2022/0071), which is used by farmers vehicles to access the Navigator Quarter site below the railway arch. The MRF proposal includes two new vehicular access points, however no pedestrian/ cycle infrastructure is proposed. The area below the arch floods during winter.
66. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 5**.

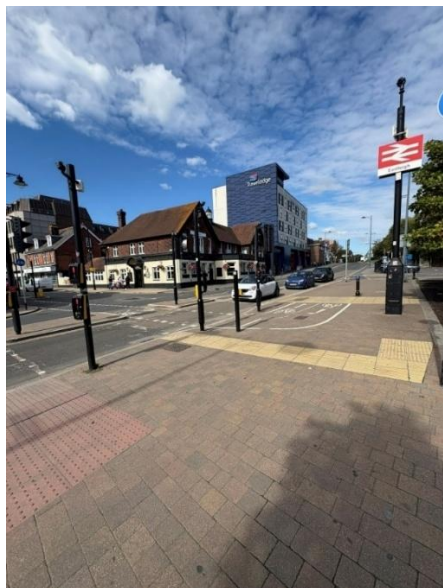
Table 5: Healthy Streets Assessment - Route 5

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✗	Chickenhall Lane is primarily industrial. A western footway is proposed along the northern section but this has no cycle facilities. There are no pedestrian/ cycle facilities south of Tower Lane, which is also unlit with very limited surveillance from adjacent land uses.
Easy to cross	✓/✗	Most crossings points have dropped kerbs and tactile paving, however the tactile paving is broken in a number of locations. There are a few wide access roads to accommodate the HGV movements, which are difficult to cross as a pedestrian.
Shade and Shelter	✗	Minimal tree cover or weather protection is provided along the route.
Places to stop and rest	✗	No, places to stop and rest noted on the route.
Not too noisy	✗	Noise levels are high due to heavy goods traffic and proximity to industrial operations.
People choose to walk and cycle	✗	There is limited active travel infrastructure. A footway is provided along the western side of the road north of Tower Lane, however it is narrow in places and there are no cycle facilities. Accesses are wide, however dropped kerbs and tactile paving are generally provided (some in poor condition). There are no pedestrian/ cycle facilities south of Tower Lane, which is also unlit with very limited surveillance from adjacent land uses.
People feel safe	✓/✗	Moderate numbers of HGVs along this route, coupled with wide accesses which are difficult to navigate as a pedestrian. Street lighting is provided along the route, up to the Prysmian vehicular access, where the road becomes private.
Things to see and do	✓	The area is dominated by industrial units and service yards, offering little visual interest or active frontage. An Esso garage which has an Asda Express and a Starbucks on-the-go is provided at the north of the route.
People feel relaxed	✗	The presence of HGVs and the industrial nature of the route may lead pedestrians to feel less at ease. There are few pedestrian/ cyclist destinations south of Tower Lane, however, anyone who does need this route would need to use the carriageway, which deters walking and cycling.
Clean air	✓	The route borders fields to the east, however air quality is likely compromised by HGVs.

Route 6: Eastleigh Station via B3037

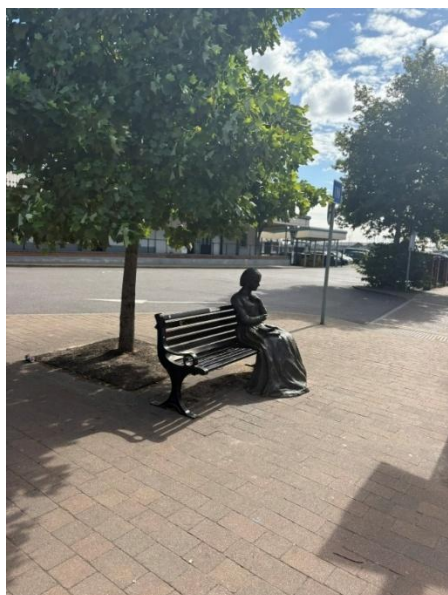
- 67. Route 6 connects Eastleigh station with the Esso Garage on Bishopstoke Road.
- 68. The signalised crossing at Eastleigh station (**Figure 35**) provides a segregated cycle crossing adjacent to the pedestrian crossing, which guides cyclists from the shared footway / cycleway on the eastern side of Station Hill to the segregated cycle lane along Leigh Road.

Figure 35: Signalised Crossing Opposite Eastleigh Station



- 69. A bench with the statue of Charlotte Mary Yonge (Victorian novelist and benefactor) is provided between the crossing and the station (**Figure 36**).

Figure 36: Bench with Charlotte Mary Yonge Statue



- 70. Eastleigh station accommodates a Beryl Bike bay within the car park (**Figure 37**). Bike hire schemes make cycling more convenient by providing bikes without personal maintenance or ownership worries, offering a gateway to new cyclists and encouraging people to travel by bicycle for shorter journeys, as opposed to by private car.
- 71. Dropped kerbs and tactile paving, along with a demarked crossing route, are provided across the station vehicle access. Lighting and CCTV are provided in the vicinity of the station.

Figure 37: Beryl Bikes - Eastleigh Station



72. On the approach to Bishopstoke Road from Station Hill, some street furniture impedes the width of the footway, and no tactile paving is provided at the crossing of the road linking Bishopstoke Road to Station Hill to the south (**Figure 38**).

Figure 38: Station Hill - Street Furniture and Crossing Point



73. Bishopstoke Road crosses the railway line via a bridge, which has a shared footway / cycleway along the southern side that is separated from the carriageway by metal guard railing (**Figure 39**).

Figure 39: Bishopstoke Road Bridge Footway / Cycleway



74. To the eastern end of the route, the shared footway/ cycleway is well maintained and a good width, however some street furniture impedes the available width in places. A bench is provided which gives the opportunity for pedestrians / cyclists to stop and rest (**Figure 40**).

Figure 40: Bishopstoke Road Bench and Street Furniture



75. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 6**.

Table 6: Healthy Streets Assessment - Route 6

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✓	There are a couple of opportunities to stop and rest on benches along this route. Dropped kerbs are provided at all crossing points. Beryl bikes are provided from Eastleigh station which provides opportunity for those to cycle who may not own a bike. Street furniture impedes the footway in places which can impact accessibility for all.
Easy to cross	✓	Signalised crossings and dropped kerbs with tactile paving are provided at key points, making crossing easier for most users. However, some crossings (e.g. at the road linking Bishopstoke Road to Station Hill) lack tactile paving, which may hinder accessibility for visually impaired users.
Shade and Shelter	✗	Some tree cover is present (e.g. near the Charlotte Mary Yonge statue/bench), offering limited shade and shelter.
Places to stop and rest	✓	Benches are provided at several points, including near the station and along Bishopstoke Road, supporting rest opportunities for pedestrians and cyclists
Not too noisy	✗	Users are likely to experience moderate to high noise levels, especially during busy periods, due to the route's alignment alongside main roads and the railway line and the lack of substantial noise mitigation features.
People choose to walk and cycle	✓	The presence of crossing facilities, shared footway/cycleways, and bike hire scheme (Beryl Bikes) encourages walking and cycling. The route connects directly to Eastleigh station, supporting public transport use.

Healthy Street Indicator	Met (✓/✗)	Comments
People feel safe	✓	Lighting and CCTV are provided in the vicinity of the station, enhancing safety. The guard railing on the bridge help separate users from traffic.
Things to see and do	✓	Eastleigh town centre is located just off this route to the west (via Leigh Road) and provides access to retail facilities. The Charlotte Mary Yonge statue adds local interest and character to the route.
People feel relaxed	✓	The route is generally well maintained, with lighting and CCTV near the station, which can help users feel safer and more relaxed. However, street furniture impedes the footway in places, which may cause discomfort or inconvenience
Clean air	✓	The route runs alongside busy roads, so air quality may be affected by traffic, but the encouragement of cycling and walking supports cleaner travel choices

Route 7: Swaythling Local Centre

76. Route 7 routes between the Spitfire Roundabout and the Wide Lane / Mansbridge Road roundabout at Swaythling.
77. Dropped kerbs and tactile paving are provided across all arms of the Spitfire Roundabout, and pedestrian refuge islands are also provided on all arms, again with dropped kerbs and tactile paving.
78. The predominant route for pedestrians and cyclists heading south is via the Wide Lane northern crossing at Spitfire roundabout, and then using the Wide Lane western shared footway/ cycleway to continue south.
79. The crossing across the northern Wide Lane arm of the Spitfire roundabout comprises a central refuge island crossing with dropped kerbs and tactile paving. The crossing includes guard railing to channel users into defined crossing points. The crossing connects the shared use footway/ cycleway from Mitchell Way with the shared use footway/ cycleway which runs southwards from this crossing to the west of the Spitfire roundabout.
80. This shared use footway/ cycleway runs continuously between the Spitfire Roundabout and the Mansbridge Road roundabout and is the key route into Southampton for pedestrians and cyclists. A standard footway runs along the eastern side of Wide Lane between the Spitfire Roundabout and Mansbridge Road Roundabout.

Figure 41: The Spitfire Roundabout – George Curl Way Arm



81. On the George Curl Way arm of the Spitfire Roundabout, loose gravel was observed. The crossing point on the southern side of the Wide Lane (S) crossing was restricted by overgrown vegetation (**Figure 42**).

Figure 42: George Curl Way Loose Gravel and Overgrown Vegetation on Wide Lane (W) Crossing



82. To the south of the Spitfire Roundabout, Wide Lane routes through the tunnel underneath the M27. The western shared use footway/ cycleway and the eastern footway are of reasonable width, however poor levels of lighting might result in pedestrians feeling less at ease (**Figure 43**). It is noted that the site visit was undertaken during daylight hours and is therefore inconclusive regarding the level of lighting provision. However the presence of graffiti and the lack of natural surveillance suggests that there may be some usage issues after dark.

Figure 43: Wide Lane Tunnel Under M27



83. Just south of the tunnel, there is a section of footway which is separated from the carriageway by a grass verge (**Figure 44**) and a crossing point (circa 100m to the south of the tunnel) with dropped kerbs, tactile paving and a refuge island is provided to access the shared footway / cycleway along the western side of Wide Lane.

Figure 44: Wide Lane Grass Verge and Pedestrian Refuge Crossing



84. The footway continues along the eastern side of the carriageway, with grass verge separation intermittently provided. The shared footway / cycleway routes along the western side of the carriageway.
85. Mountpark bus stop on the eastern side of the road provides sheltered seating, as well as live timetable information (**Figure 45**).

Figure 45: Mount Park Bus Stop



86. The junction between Wide Lane and Mount Park is relatively new (circa 2018) and provides a signalised pedestrian crossing on all arms. The crossings are therefore in good condition, are well surfaced, and provide dropped kerbs and tactile paving. The crossings across the Wide Lane arms provide pedestrian refuge islands to facilitate safe crossing.

Figure 46: Wide Lane / Mountpark signalised Crossings



87. Numerous residential properties are located further south along Wide Lane, which provide natural surveillance over the route, and street lighting is provided.
88. At the south terminus of the route is the Wide Lane / Mansbridge Road roundabout. On the approach to the roundabout from the Wide Lane northern arm, a metal guard rail is provided to separate users from traffic along the eastern footway, and along the western footway / cycleway. Pedestrian crossings with refuge islands, dropped kerbs and tactile paving are provided across the northern and western Wide Lane arms of the roundabout. On the Mansbridge Road arm, a zebra crossing is provided circa 27m to the east of the roundabout, with guard rails provided along both sides of the road, separating users from traffic.

Figure 47: Wide Lane Arm of the Wide Lane / Mansbridge Road Roundabout



89. A summary of the route against the 10 Healthy Streets Indicators is presented in **Table 7**.

Table 7: Healthy Streets Assessment - Route 7

Healthy Street Indicator	Met (✓/✗)	Comments
Everyone feels welcome	✓	Dropped kerbs and tactile paving are provided at all major crossings, supporting accessibility for people with mobility or visual impairments. Pedestrian refuge islands are present at roundabouts, further aiding safe crossing.
Easy to cross	✓	Signalised crossings with dropped kerbs and tactile paving are provided at key junctions. Pedestrian refuge islands are present at roundabouts, and a zebra crossing is provided on Mansbridge Road.
Shade and Shelter	✓	Some tree cover provides intermittent shade, however this is limited. The bus stops at Mountpark and Walnut Avenue offer shade and shelter.
Places to stop and rest	✓	Sheltered seating is available at the Mount Park bus stop.
Not too noisy	✓	Some traffic noise experienced on the route close to the M27 bridge. Wide Lane is subject to a 30mph speed limit south of the Mountpark access, therefore route is quieter in this location.
People choose to walk and cycle	✓	A shared footway / cycleway is provided along this route. Crossing facilities along this route are good, providing dropped kerbs, tactile paving and pedestrian refuge islands.
People feel safe	✓/✗	Street lighting is provided along much of the route, except for poor lighting in the tunnel section. The presence of graffiti and the lack of natural surveillance under the M27 suggests that there may be some usage issues after dark, which may make people feel unsafe. Guard rails separate pedestrians from traffic at key points, enhancing safety. Residential properties provide natural surveillance.

Healthy Street Indicator	Met (✓/✗)	Comments
Things to see and do	✓	The route passes through residential and local centre areas, providing some visual interest and natural surveillance. Retail uses and a Starbucks are provided on the western side of the route.
People feel relaxed	✓/✗	Grass verges separate footways from the carriageway in places, reducing stress from traffic. However, poor lighting in the tunnel under the M27 and loose gravel/overgrown shrubbery at the Spitfire Roundabout may cause discomfort or stress.
Clean air	✓	The route runs alongside a busy road, so air quality may be affected by traffic, but the encouragement of cycling and walking supports cleaner travel choices.

Summary

90. This Healthy Streets assessment has provided a qualitative review of the routes from the site to a variety of local destinations, in line with HCC requirements. This demonstrates that the infrastructure in the vicinity of the development is appropriate to accommodate additional pedestrian and cycle trips from the proposed development.
91. The assessment demonstrates that there are several routes that offer reasonable levels of accessibility, safety and comfort for pedestrians and cyclists. There are some deficiencies, particularly along Mitchell Way and Wide Lane Bridge, that currently limit the overall quality of the active travel environment.
92. Mitchell Way benefits from some existing infrastructure such as zebra crossings, tactile paving, and guardrails, however is constrained by narrow footways and a lack of continuous, high-quality facilities for both pedestrians and cyclists. Similarly, Wide Lane Bridge presents significant barriers due to its limited width, lack of dedicated cycle infrastructure, and insufficient natural surveillance, which collectively deter active travel and reduce perceived safety.
93. The proposed development includes a series of targeted improvements designed to address these shortcomings. Planned upgrades to Mitchell Way will deliver a widened footway/cycleway, enhancing both capacity and safety for users. The proposal for a new active travel bridge adjacent to Wide Lane Bridge will provide a high-quality, dedicated route for pedestrians and cyclists, mitigating the current constraints and supporting increased active travel to and from the site.
94. Other assessed routes, such as those connecting to Eastleigh station and Swaythling Local Centre (via Wide Lane and the A335 Wide Lane/Southampton Road) generally perform well against the Healthy Streets Indicators, with good provision of crossing facilities, street lighting, and some opportunities for rest and shelter. Nonetheless, issues such as pinch points, overgrown vegetation, and inconsistent maintenance remain, and should be addressed through ongoing monitoring and collaboration with local stakeholders.
95. In summary, while the current active travel environment around Navigator Quarter exhibits some areas requiring improvement, the proposed mitigation measures will significantly enhance the accessibility, safety, and attractiveness of key routes. These include:
 - Localised widening of the carriageway along Mitchell Way north of SAP;
 - Upgrades to the pedestrian footway along the western side of Mitchell Way north of SAP to a 3m wide shared 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) to the north of Mitchell Way;
 - Conversion of the footway along Mitchell Way to the south of SAP to provide a continuous 3m shared footway/ cycleway; and
 - Provision of a new active travel bridge adjacent to Wide Lane Bridge, with a 4m clear shared use footway/cycleway.
96. Continued engagement with HCC and reference to local strategies such as the Eastleigh LCWIP will be key to ensure that the development supports healthy, sustainable travel choices for all users.

From: [Gammer, Nick](#)
To: [Ali Memory](#); [McCart, Gemma](#)
Cc: [Cali.Sparks](#); [Jamie Loxley](#); [Matthew Thomas](#); [Martin Hubbard](#); [Jon Williams](#); [AdamConnor](#); [richardpage](#); [steve.thurston](#); [john](#); [Carl Morrish](#); [Dan Watts](#); [Alice Twynning](#); [Harrison, Liz](#)
Subject: RE: O/25/99506 - Navigator Quarter - Steer responses to HCC comments - 11 Sept 2025
Date: 15 September 2025 12:59:50
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[HCC Post-Application Comments Log Steer responses 11 Sept 2025.pdf](#)

Hi Ali

Thanks for the email, I'll go through the table and get back to you asap. Regarding the two urgent matters, I sent an email Friday regarding TEMPro, which closes this point out. In terms of the Healthy Streets review, I feel the attached routes are acceptable, you've covered the main transport hubs/ amenities. I would just note that HCC's boundary is just south of the motorway, so most of route 7 is in SCC's jurisdiction, but continuing the review to Swaythling Local Centre is sensible in my opinion and I imagine Iain wouldn't see this as a bad thing.

Best wishes

Nick

Nick Gammer
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Hampshire County Council operates a pre-application highway advice service for developers.

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information

<https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning>

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Subject: FW: O/25/99506 - Navigator Quarter - Steer responses to HCC comments - 11 Sept 2025

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Dear Gemma, Nick,

Many thanks again for your post-application comments received on 8th Aug regarding the Navigator Quarter planning application. As you understand, we are working our way through the comments, and would like to share our initial responses to some of the priority matters.

Please see our initial responses in the attached PDF and Excel files (includes same content), which has been extracted from our live 'work in progress' comments log.

- We have provided relevant responses where we are able to currently, but have also flagged where additional info will follow subsequently. We will continue to work on addressing those remaining comments in the meantime.
- Please can you mark any comments that HCC is happy to 'close out' as green ('Complete') on the last 'Status' column. If you wish to provide additional comments, please add those in a new column with the date. This may be easier to add to the Excel version of the file.
- I have uploaded supporting materials within this OneDrive file here for reference:  [Issued 11 Sept 2025](#)

Priority technical areas:

- Comment ref. 7 (row 16 of the Excel) includes the **Healthy Streets comment** and the OneDrive includes a map of the proposed study area (also attached to this email for ease - *ATZ Routes (Labels)*). **Nick** – please can you confirm ASAP that this area is satisfactory
- **Tempo – Nick**, please can you provide a response ASAP on Martin's email regarding this point, given it is a priority, as this is a key area that feeds into our traffic forecasts and junction models.

We look forward to receiving your thoughts on our initial set of responses, particularly on the two above technical points as a priority. Please note I have some upcoming annual leave (15-17th Sept & 24-26th Sept), therefore please ensure that the Steer

team cc'd in are included within any comms, so we can keep things moving quickly.

Please also let me know if anyone else needs to be sent this material.

Kind regards

Ali

Ali Memory

Associate

—



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From: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>

Sent: 08 August 2025 13:25

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Subject: O/25/99506 - Navigator Quarter

Some people who received this message don't often get email from liz.harrison@eastleigh.gov.uk. [Learn why this is important](#)

Dear All

Thank you for this morning's meeting it was useful to hear the discussion.

Please find attached the consultation response from HCC Highways. As mentioned in the meeting, any information you wish to produce in response to this, or any other consultation responses, needs to be submitted via the local planning authority for us to then publish and consult on.

I will be in touch in due course to arrange another meeting once we have received Southampton City Council's response.

Many thanks

Liz

Liz Harrison

Principal Planning Officer

Planning & Environment - Planning/Development Management

023 8068 8284



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