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12 December 2025

Liz Harrison  
Principal Planning Officer  
Planning & Environment - Planning/Development Management  
Eastleigh Borough Council  
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Dear Liz,

Thank you for the opportunity to respond on the transport aspects of the proposed development at Navigator Quarter. Please find within this document our technical response, which addresses the comments received to date from statutory consultees including Eastleigh Borough Council (EBC), Hampshire County Council (HCC), Southampton City Council (SCC), Active Travel England (ATE) and National Highways (NH).

As you are aware, the Site is allocated for employment development in the adopted Development Plan (**Eastleigh Local Plan**) and forms part of the Solent Freeport area as a designated Tax Site, reinforcing its strategic and political importance for economic growth and connectivity for Eastleigh and beyond. The proposals are in line with the level of development considered within the Local Plan and tested through Local Plan modelling. The Site has therefore already been considered at a strategic level and considered to be positioned in a sustainable location, and the resulting road network impacts can be accommodated without a severe impact on capacity and delay.

The planning application has been subject to detailed highways pre-application discussions with officers from HCC, EBC, SCC and NH. We are committed to delivering a transport vision-led scheme that supports sustainable development in line with national policy and aligns with the regional and local strategic infrastructure objectives.

The Applicant is also prepared to accept conditions which set floorspace caps for different land uses, largely based on the Core Scenario assessed within the Transport Assessment. This was set out by email to the EBC Case Officer on 22 October 2025.

The proposed transport strategy and package of improvements is in accordance with **Local Plan policies**, and should also be read against regional policy set out in HCC's Local Transport Plan 4 (LTP4). The traditional approach of 'predict and provide' of creating additional highway capacity to cater for predicted traffic growth has often created additional demand, maintaining levels of private car usage. This previous approach that increases the number of vehicles on the road is replaced with 'vision-led planning' and the promotion of active and sustainable travel choices, designed to bring about modal change. These measures help to address existing issues, minimise highway impacts and provide wider benefits for the community.

The **proposed masterplan** supports the provision of high-quality workplaces accessible to Eastleigh, Southampton, and nearby populations via rail and embeds active travel. The proposed commensurate package of measures reduces development impact and improves infrastructure for the wider transport network. The development is taking place in the context of pre-existing issues on the highway network and the proposals include a significant mitigation package that

offers a unique chance to resolve the key local highway bottleneck at Wide Lane Bridge, and to deliver new pedestrian and cycle routes, that would not otherwise be realised.

**Wide Lane Bridge** in particular has been viewed by HCC and EBC as a historic constraint on the local highway network for both HGV and active travel movements. The Applicant is prepared to fund and deliver the bridge improvements, which would comprise a new active travel bridge for pedestrians and cyclists alongside the existing bridge. This would then allow the existing carriageway over the bridge to be widened to facilitate two-way HGV movements and improve traffic flow.

It is proposed that the improvements to Wide Lane Bridge are in place and available for use before following the completion of Phase 1 of the proposed development, which will allow unfettered occupation of up to 20,000 sq m of development before completion of these works. Later development phases could only then be occupied following completion of these improvement works. Given the significant costs and risk that the Applicant will be taking on to deliver this new infrastructure that will benefit the wider area as well as the proposed development, agreement in principle on this is critical to the viability of the development.

The above commitment is also predicated on the basis that the funds already secured towards works to Wide Lane Bridge from other S106 agreements can also be drawn down by the Applicant to deliver these improvements. We understand that this is in the region of £420,000 but would welcome confirmation on the exact figure and the mechanism to use these available funds.

The proposed improvements will be delivered in their entirety and will encourage sustainable travel, resolve an existing historic constraint, and improve network resilience. The scheme therefore, not only benefits the proposed development but will also assist in delivering economic growth and the aspirations contained within HCC's LTP4.

The Applicant will also be committing to provide a proportionate contribution towards a 'Sustainable Transport Fund' to be secured by S106 agreement. This fund will support further highways and transport improvements in the local area and address impacts of the proposed development. A number of potential measures have been identified by consultees, many of which are long-standing aspirations, fixes to existing transport issues, and/or proposals to support sustainable growth that will benefit existing and future developments to meet the objectives of with national, regional and local policy. Measures that the Sustainable Transport Fund could support include the following:

- Provision of a strategic pedestrian/ cycle link between Bishopstoke Road and Wide Lane.
- A bus Level of Service agreement.
- Supporting other sustainable transport measures, or, if required a 'monitor and manage' approach, implementing capacity improvements at off-site junctions such as the A335/ Wide Lane junction and Spitfire Roundabout, and potential improvements to the active travel crossing on the latter.
- Shared mobility measures within the site.
- A comprehensive Travel Plan with associated incentives.

In total, the delivery of the Wide Lane Bridge improvements plus the above items amounts to a **multi-million pound package of measures**. The Applicant will make a proportional contribution towards these. This is in addition to the improvement works to Mitchell Way that will also form the first part of a future Chicken Hall Lane Link Road (CLLR), and a commitment to fund and deliver the Wide Lane Bridge improvements. Without this commitment, improvements to Wide Lane Bridge will not otherwise be delivered and the bridge will continue to be a significant constraint on the existing transport network and future developments.

The exact level of Sustainable Transport Fund contributions still needs to be determined, but given the Applicant is now committing to funding and delivering the Wide Lane Bridge improvements, we consider that a pragmatic view should be taken on the level of these contributions. Any proposed contribution will need to meet the requirements of Paragraph 122 of the CIL Regulations so that it is proportionate given the current and historic operation of the network, and the likely impacts arising from the scheme.

It is recognised that some of the aforementioned proposed external connections require further co-ordination from other landowners and HCC to deliver some of the proposed elements due to **various third-party land ownerships**. The Applicant is committed to continuing to progress these matters and help facilitate the delivery of a new strategic link between Bishopstoke Road and Wide Lane. However, it is considered unreasonable to make the grant of any planning permission dependent upon the delivery of works over third party land when the Applicant has no control over this.

In summary, comments raised by stakeholders have been addressed and are summarised in the attached Technical Note, providing detail on specific highways and transport comments raised by the consultees. The note further clarifies consultation queries, and updates on mitigation measures to encourage active travel, support public transport, reduce car use, and manage the scheme's residual impacts. These comments and the pre and post submission discussions have helped to shape the aforementioned mitigation package.

As set out in the Transport Assessment and demonstrated through the proposed mitigation package, the proposals are in line with **National, Regional and Local Policy**, and specifically:

- **Policies EC7 and E9** of the EBC Local Plan, whereby vehicular access to the Site has been agreed, the design and layout of development allows for the provision of the CLLR, bringing forward a substantial section of road. Unlike Policy E6 (Eastleigh River Side), policies EC7 and E9 do not include a requirement for a separate active travel link to the north. Notwithstanding this, the Applicant has shown a commitment to help EBC/HCC to achieve this.
- The scheme complies with **HCC's LTP4** by providing an accessible Site with a range of sustainable travel options linked to nearby residential areas, supporting local job creation, and promoting zero emission vehicles.
- The proposal aligns with **NPPF paragraph 115**, ensuring safe access for all modes and prioritising sustainable transport. Identified impacts on capacity, congestion, and safety can be effectively mitigated through a vision-led approach, with measures to encourage walking, cycling, and public transport use. It has been shown that in terms of capacity, congestion and highway safety any impacts can be cost effectively mitigated to an acceptable degree through a vision-led approach.

Paragraph 116 of the NPPF states “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*” The proposals are in compliance with Paragraph 115 of the NPPF, as no unacceptable impacts on highway safety have been identified and any residual cumulative impact is certainly not severe.

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

Yours sincerely



**Jon Williams**

Associate Director | Steer

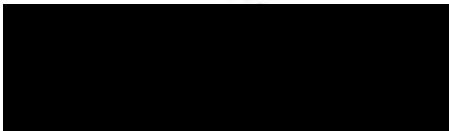
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**Adam Connor**

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# Annex A

The following provides a summary of key items raised in consultation and how these have been addressed (12 December 2025).

Table A shows the baseline position in the 'Item / existing issue' column, and the RAG status shows the position of each item based on whether the issue has been fully resolved (green), improved (amber), or not improved / worsened (red). This RAG comparison is based on the existing baseline data (forecast to 2036) versus the impact of the completed development and its impact on the network taking into account the mitigation proposals.

**Table A: Navigator Quarter proposals – headline RAG status**

| Item / existing issue                                                                                                                                                                                                  | Description of proposals                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | RAG Status |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Supporting Local Plan Allocation Policies EC7 and E9.                                                                                                                                                                  | Vehicular access to the Site agreed with Hampshire County Council (HCC).<br>Design and layout of new development does not preclude the provision of a new Chickenhall Lane Link Road (CLLR).<br>Proposal brings forward a substantial section of the CLLR and safeguards land for its delivery in future.                                                                                                                                                                                                                                                                                                                     |            |
| Sub-standard pedestrian /cyclist facilities on Wide Lane Bridge.                                                                                                                                                       | Delivery of new pedestrian/cycle bridge over the railway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |            |
| Limited width for vehicles on Wide Lane Bridge.                                                                                                                                                                        | Carriageway to be widened following delivery of pedestrian/cycle bridge over the railway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |            |
| Spitfire Roundabout – future junction performance and capacity issues that will be exacerbated by the development proposals.<br><br>Pedestrian / cycle route over northern arm of Spitfire Roundabout is uncontrolled. | Two mitigation options have been provided for the roundabout to address capacity issues - with and without provision of a signalised toucan crossing on the northern arm of Spitfire Roundabout. The ultimate decision as to whether a signalised toucan crossing will be feasible is subject to review by HCC on whether associated queuing resulting from the potential signalised crossing option will be acceptable. A proportional contribution is proposed towards the preferred improvement option.                                                                                                                    |            |
| A335/Wide Lane Roundabout – existing junction performance and capacity issues that will be exacerbated by the development proposals.                                                                                   | Proportional contribution towards improvement, including signalisation and widening based on a scheme that mitigates the impact of the development and enhances the capacity relative to the 2036 baseline.                                                                                                                                                                                                                                                                                                                                                                                                                   |            |
| Improved connectivity to north / Bishopstoke Road.                                                                                                                                                                     | The scheme masterplan includes segregated footway / cycleway provision and a link to the northern boundary and provision for opening up the existing rail underbridge for walking and cycling.                                                                                                                                                                                                                                                                                                                                                                                                                                |            |
| Limited onwads connection for pedestrians and cyclists to the north of the railway line (towards Bishopstoke Road).                                                                                                    | Applicant is providing a contribution through the Sustainable Transport Fund to a scheme to deliver a potential northern active travel link between the Site and Bishopstoke Road. This would be via the Network Rail bridge underpass, utilising HCC's Materials Recycling Facility site and Conegar Road (controlled by HCC) and land in third party ownership safeguarded for the Chickenhall Lane Link Road. The feasibility of this route is subject to third party agreement outside the Applicant's control. The Applicant has tried to facilitate this as much as possible by holding discussions with third parties. |            |

| Item / existing issue                                            | Description of proposals                                                                                                                                                                                                                               | RAG Status |
|------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Limited or absent pedestrian / cycle facilities on Mitchell Way. | Delivery of improvements to pedestrian and cycle infrastructure, as well as new infrastructure and a road, creating a new active travel link between the railway line to the north and Spitfire roundabout, as part of new strategic North-South link. |            |
| Public transport connectivity                                    | Pedestrian and cycle improvements to / from the Site.<br>Sustainable Transport Fund contribution towards improving connectivity and public transport services.                                                                                         |            |
| On site infrastructure.                                          | Masterplan includes a network of walking and cycling routes, and opportunity for public access into the Site and space allocated for micromobility.                                                                                                    |            |
| Access to micromobility.                                         | Micromobility infrastructure included within the masterplan and contributions to incentivise and promote micromobility included in the Travel Plan.                                                                                                    |            |
| Achieving modal change.                                          | Delivery of a comprehensive Travel Plan with associated measures to meet sustainable transport aims and targets.                                                                                                                                       |            |

To HCC; EBC; SCC; NH  
cc Bloc Group; AGS Airports; MSA; Atkins Property  
From Steer  
Date 12 December 2025  
Project Navigator Quarter, Southampton

## Technical Memo

Project No. 24733101

# Post-Application Highways/Transport Comments – Technical Response

## Introduction

1. The Hybrid Planning Application related to Navigator Quarter was submitted to Eastleigh Borough Council (EBC) on behalf of Blocwork (Eastleigh) LLP and Southampton Airport Limited (SIAL) and was validated on 17 July 2025. The EBC planning application reference is O/25/99506. Steer prepared the following transport documents to support the planning application:
  - Transport Assessment (TA);
  - Outline Framework Travel Plan (FTP); and
  - Environmental Statement (ES) – Transport Chapter.
2. Responses have since been received from relevant highways and transport consultees, as summarised in Table 1.

**Table 1: Format of responses from consultees**

| Organisation                   | Format of comments                                                                                                      | Date issued       |
|--------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------|
| Hampshire County Council (HCC) | PDF File: HCC Highways Comments (O_25_99506)                                                                            | 8 August 2025     |
|                                | Email exchange regarding TEMPRO factors assumptions                                                                     | 12 September 2025 |
|                                | Email exchange regarding Spitfire Roundabout mitigation measures                                                        | 4 October 2025    |
|                                | Email exchange regarding Mitchell Way southern section shared use footway design                                        | 7 October 2025    |
|                                | Excel file - updated comments log with HCC responses added as new column                                                | 8 October 2025    |
|                                | Email from HCC relating to Mitchell Way south design and agreement to proceed with a Departure from Standard submission | 20 October 2025   |
|                                | Email exchange from HCC relating to Wide Lane Signalised Crossing                                                       | 24 October 2025   |
|                                | HCC Response Note on Wide Lane and Spitfire Roundabout mitigation option designs and modelling.                         | 25 November 2025  |
| EBC                            | Email exchange regarding the application for the airport runway extension                                               | 2 October 2025    |

| Organisation                   | Format of comments                                                               | Date issued       |
|--------------------------------|----------------------------------------------------------------------------------|-------------------|
|                                | Microsoft Teams meeting with transport statutory consultees (coordinated by EBC) | 2 October 2025    |
| Southampton City Council (SCC) | PDF File: SCC Consultation Response                                              | 29 August 2025    |
| National Highways (NH)         | PDF File: 010825 Navigation Qtr NHPR Hold_Redacted                               | 1 August 2025     |
|                                | Email exchange regarding M27 J5 LinSig model                                     | 12 September 2025 |
|                                | Email exchange regarding TEMPro assumptions                                      | 25 September 2025 |
|                                | Email exchange regarding M27 Junction 5 merge and diverge assessment             | 4 November 2025   |
| Active Travel England (ATE)    | PDF File: Planning Response Full - Deferral - 2025-08-15                         | 15 August 2025    |
| All consultees                 | Microsoft Teams meeting (coordinated by EBC)                                     | 2 October 2025    |

## Technical Responses

3. Steer's responses to the post-application comments received to date (Table 1) are documented in a tabular format (per consultee) throughout this Technical Note in the following format:
- Table 3: Response to HCC comments
  - Table 4: Response to EBC comments
  - Table 5: Response to SCC comments
  - Table 6: Response to NH comments
  - Table 7: Response to ATE comments

## Supporting information (appendices)

4. Supplementary evidence for the responses in Tables 3-7 is provided in the following appendices (summarised in Table 2), which include detailed technical notes, highway design drawings and other sources of information. An Environmental Statement (ES) Conformity Note follows at the rear of this document.
5. Following comments from highway/transport consultees, an updated Site masterplan illustrative layout has been produced and this is included in **Appendix A**. Changes specifically relating to this are also referenced in subsequent Tables 3-7 where applicable.

**Table 2: List of supporting information**

| Appendix reference | Document name                                        | Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|--------------------|------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A                  | PDF - NQS-MSA-SI-XX-DR-A-2002 Illustrative Site Plan | <p>Updated Site masterplan illustrative layout (dated 24 November 2025, produced by MSA) – 2 options (Site 1 and Site 2).</p> <p>The following transport related changes have been made to the masterplan layout east of the Southampton Airport runway in response to the Stage 1 Road Safety Audit (dated 11/06/2025):</p> <ul style="list-style-type: none"> <li>• Minor straightening of the primary spine road to the west of the southern plot vehicular access junction.</li> <li>• The pedestrian/ cyclist crossing points across the northern and south plot access junctions have been inset further into the junction bellmouths.</li> </ul> |

| Appendix reference | Document name                                                       | Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|--------------------|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                                     | <p>In addition, the following changes have been made in response to the HCC responses (dated 8 August 2025):</p> <ul style="list-style-type: none"> <li>• 3m wide shared use footway/ cycleways have been provided on both sides of the secondary roads within the masterplan.</li> <li>• The two Beryl bike bays in the northern and southern plots have been re-labelled as micromobility bays.</li> <li>• A 3m wide shared use footway/ cycleway has been provided between Units 5 and 6.</li> <li>• The shared use active travel link running northwards between the Unit 3 entrance leading to the underneath of the railway arch (to facilitate a connection to the potential future northern active travel route) has been widened to 4m.</li> </ul> <p>An emergency vehicle access gate and vehicle connection has been added from the airport runway to the west of Unit 16. An additional indicative layout (Site Plan 2) has been included to demonstrate how larger employment units could come forward at the site. Such large units would likely extend to the maximum height parameter that is set out within the application material and identified on the submitted Parameters Plan. This layout has then been used to supplement the work undertaken by the Landscape and Visual Assessment to identify the potential impact of units such as this where they are built up to the maximum height parameter.</p> <p>Steer's highway drawings have been prepared based upon Site Plan 2. The detailed primary masterplan primary spine road is identical in both options. It is only the areas of the masterplan that are in outline that differ such as unit sizes, service yards and the south plot east-west secondary road alignment. Indicative swept paths have been provided based on the Option 2 layout, however final unit, service yard and highway layouts will be agreed at Reserved Matters stage with finals designs agreed and swept paths run at that stage.</p> <p>Burrows Graham primary spine road plan: 30228-BGL-XX-XX-DR-C-00013 P01 Highway GA Option 6</p> |
| B                  | Additional Personal Injury Accident (PIA) Location Details and Data | <ul style="list-style-type: none"> <li>• Additional commentary relating to PIA locations</li> <li>• Eastleigh PIA (including A335 Wide Lane and the M27 J5) <ul style="list-style-type: none"> <li>- Figure showing the locations of the PIAs by severity</li> <li>- Accident analysis report</li> <li>- Excel summary spreadsheet</li> </ul> </li> <li>• Southampton PIA (including A335 Stoneham Way and Wide Lane) <ul style="list-style-type: none"> <li>- Figure showing the locations of the PIAs by severity</li> <li>- Accident analysis report</li> <li>- Excel summary spreadsheet</li> </ul> </li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| C                  | Stoneham Lane PIC Assessment                                        | Technical Note setting out an additional PIA assessment along Stoneham Lane using data obtained from the Department for Transport.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Appendix reference | Document name                            | Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| D                  | Updated GIS Catchment Maps               | <ul style="list-style-type: none"> <li>Cycling Catchment Plan (Current Infrastructure)</li> <li>Walking Catchment Plan (Current Infrastructure)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| E                  | Healthy Streets Approach and Report      | <ul style="list-style-type: none"> <li>Email correspondence with HCC to confirm the scope and approach of the Healthy Streets Assessment</li> <li>Healthy Streets Assessment Report</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| F                  | Wide Lane Bridge Drawings – Steer and BG | <p><b>Steer drawings:</b></p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00002 - REV P03 – Existing Wide Lane Bridge Layout</li> <li>24733101-STR-HGN-100-SK-D-00301 - REV P02 - Wide Lane bridge pedestrian / cycle bridge indicative alignment</li> <li>24733101-STR-HGN-100-SK-D-00302 - REV P02 - Wide Lane bridge pedestrian / cycle bridge HGV swept paths</li> </ul> <p><b>Burrows Graham drawings:</b></p> <ul style="list-style-type: none"> <li>30228-BGL-XX-WLB-SK-C-00001 P04 Wide Lane Bridge Vehicle Tracking</li> <li>30228-BGL-XX-XX-SK-C-00002 P06 Proposed Wide Lane Bridge Improvements</li> <li>30228-BGL-XX-XX-SK-C-00016 P01 Proposed Wide Lane Bridge Visibility Splays Sheet 1</li> <li>30228-BGL-XX-XX-SK-C-00017 P01 Proposed Wide Lane Bridge Visibility Splays Sheet 2</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| G                  | Mitchell Way Drawings                    | <p>This includes the existing Mitchell Way highways layout drawings:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00001 - REV P02</li> <li>24733101-STR-HGN-100-DR-D-00002 - REV P03</li> <li>24733101-STR-HGN-100-DR-D-00003 - REV P02</li> </ul> <p>The proposed conceptual layout drawings for the off-road footway/ cycleway along the western side of Mitchell Way are detailed in drawings:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00201 - REV P01</li> <li>24733101-STR-HGN-100-DR-D-00202 - REV P01</li> <li>24733101-STR-HGN-100-DR-D-00203 - REV P01</li> </ul> <p>This Appendix also includes layout drawings for the proposed improvements to provide a shared use footway/ cycleway at the southern end of Mitchell Way between the southern station car park and where the existing shared use footway/ cycleway commences at the southern end of Mitchell Way and is linked to the Departure from Standard (DfS) submission.</p> <p><b>Steer drawings:</b></p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-SK-D-01101 - REV P0</li> </ul> <p><b>Burrows Graham drawings for Mitchell Way:</b></p> <ul style="list-style-type: none"> <li>30228-BGL-XX-MTW-DR-C-00215 P02 Proposed Mitchell Way Kerbing Sheet 1</li> <li>30228-BGL-XX-MTW-DR-C-00216 P02 Proposed Mitchell Way Kerbing Sheet 2</li> <li>30228-BGL-XX-MTW-DR-C-00217 P02 Proposed Mitchell Way Kerbing Sheet 3</li> <li>30228-BGL-XX-MTW-DR-C-00230 P02 Proposed Mitchell Way Pavement Construction Sheet 1</li> </ul> |

| Appendix reference | Document name                                                 | Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------|---------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                               | <ul style="list-style-type: none"> <li>30228-BGL-XX-MTW-DR-C-00231 P02 Proposed Mitchell Way Pavement Construction Sheet 2</li> <li>30228-BGL-XX-MTW-DR-C-00232 P02 Proposed Mitchell Way Pavement Construction Sheet 3</li> <li>30228-BGL-XX-MTW-DR-C-00255 P02 Proposed Mitchell Way Levels Sheet 1</li> <li>30228-BGL-XX-MTW-DR-C-00256 P02 Proposed Mitchell Way Levels Sheet 2</li> <li>30228-BGL-XX-MTW-DR-C-00257 Proposed Mitchell Way Levels Sheet 3</li> <li>30228-BGL-XX-MTW-DR-C-00258 P02 Proposed Mitchell Way Site Clearance Sheet 1</li> <li>30228-BGL-XX-MTW-DR-C-00259 P02 Proposed Mitchell Way Site Clearance Sheet 2</li> <li>30228-BGL-XX-MTW-DR-C-00260 P02 Proposed Mitchell Way Site Clearance Sheet 3</li> </ul> |
| H                  | Departure from Standard (DfS) Mitchell Way South HCC Comments | <p>Correspondence received from HCC relating to the above proposals for Mitchell Way South.</p> <p>This Appendix also includes the Departure from Standards (DfS) submission Form. The DfS meeting was held on 11 December 2025. The principle of the design is supported.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| I                  | RSA 1 (June 2025)                                             | <ul style="list-style-type: none"> <li>Steer Stage 1 Road Safety Audit Brief (June 2025)</li> <li>Capital Road Safety Stage 1 Road Safety Audit Report for Navigator Quarter masterplan and proposed Mitchell Way improvements, including designers' response (June 2025)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| J                  | RSA 2 (September 2025)                                        | <ul style="list-style-type: none"> <li>Steer Stage 1 Road Safety Audit Brief (September 2025)</li> <li>Capital Road Safety Stage 1 Road Safety Audit Report for Navigator Quarter Proposed External Highway Mitigation Measures (September 2025) – This included Wide Lane Bridge improvements. Please note it also included an audit of the external highway mitigation measures proposed for the Spitfire Roundabout and A335 Wide Lane roundabout in the originally submitted Transport Assessment (June 2025). Note the mitigation measures for the junctions reviewed in this audit have now been superseded and will be covered in a subsequent Road Safety Audit once agreed.</li> </ul>                                            |
| K                  | RSA 3 (November 2025)                                         | <ul style="list-style-type: none"> <li>This Road Safety Audit covers the proposed improvements to provide a shared use footway/ cycleway at the southern end of Mitchell Way between the southern station car park and where the existing shared use footway/ cycleway commences at the southern end of Mitchell Way. This is related to the DfS (see Appendices G and H above).</li> </ul>                                                                                                                                                                                                                                                                                                                                                |
| L                  | Mitchell Way Swept Path Analysis                              | <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-SK-D-00801 - REV P0: MITCHELL WAY PROPOSED CONCEPT DESIGN VEHICLE SWEPT PATHS</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| M                  | Updated Masterplan Highways Drawings                          | <p>Updates to Steer drawings for information relating to the updated Masterplan layout:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00401 - Masterplan Layout General Arrangement Overview Plan</li> <li>24733101-STR-HGN-100-DR-D-00402 - Internal Masterplan Layout General Arrangement Plan</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                         |

| Appendix reference | Document name                                                                                                                                                  | Details                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| N                  | Internal Masterplan Swept Path Analysis                                                                                                                        | <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00403 - REV P1 North Plot/Unit 3 – HGVs Swept Path Analysis</li> <li>24733101-STR-HGN-100-DR-D-00404 - South Plot/Unit 15 – HGVs Swept Path Analysis</li> <li>24733101-STR-HGN-100-DR-D-00405 - South Plot/Unit 16 – HGVs Swept Path Analysis</li> <li>24733101-STR-HGN-100-DR-D-00406 - Unit 3 – Car Parking Swept Path Analysis</li> <li>24733101-STR-HGN-100-DR-D-00407 - Unit 15 – Car Parking Swept Path Analysis</li> <li>24733101-STR-HGN-100-DR-D-00408 - P1 South Plot – Buses Swept Path Analysis</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| O                  | Example Layouts of Pedestrian Access Routes                                                                                                                    | Two images showing examples of pedestrian access layouts, sent by MSA for a site completed 2024 in Bourn, Cambridgeshire.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| P                  | MSA Technical Note on Ecological Factors                                                                                                                       | 31794 Access Road Trees File Note 10.11.25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Q                  | Emergency Vehicle Access Route AGS and AIP Comments                                                                                                            | <ul style="list-style-type: none"> <li>Correspondence relating to the emergency access using Southampton International Airport</li> <li>Drawing illustrating the emergency access route through Southampton International Airport</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| R                  | Itchen Way Ecological Constraints Tech Note                                                                                                                    | 31794 Itchen Way Access Note 10.11.25                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| S                  | <p>Junction mitigation designs</p> <p>Part 1: Spitfire Roundabout Mitigation Layout Design</p> <p>Part 2: A335/Wide Lane Junction Mitigation Layout Design</p> | <p><b>Part 1: Spitfire Roundabout Mitigation Layout Design</b></p> <p>The following drawing includes the existing layout for the Spitfire Roundabout:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00501 – Existing</li> </ul> <p>The following drawings include mitigation design options for the Spitfire Roundabout with and without signalisation of the pedestrian/cycle crossing on the Wide Lane northern arm:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-SK-D-01301 - REV P0: PROPOSED SPITFIRE ROUNDABOUT MITIGATION &amp; UNCONTROLLED CROSSING</li> <li>24733101-STR-HGN-100-SK-D-01102 - REV P1: PROPOSED SPITFIRE ROUNDABOUT MITIGATION &amp; SIGNALISED CROSSING</li> </ul> <p><b>Part 2: A335/Wide Lane Junction Mitigation Layout</b></p> <p>The following drawing includes the existing layout design for the Wide Lane junction:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-DR-D-00301 Exist</li> </ul> <p>The conceptual A335/Wide Lane signalised junction mitigation design drawings and swept paths are included in the following drawings:</p> <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-SK-D-01200 - REV P0</li> <li>24733101-STR-HGN-100-SK-D-01201 - REV P1</li> <li>24733101-STR-HGN-100-SK-D-01202 - REV P1</li> <li>24733101-STR-HGN-100-SK-D-01203 - REV P1</li> </ul> |

| Appendix reference | Document name                                                     | Details                                                                                                                                                                                                                                              |
|--------------------|-------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                    |                                                                   | <ul style="list-style-type: none"> <li>24733101-STR-HGN-100-SK-D-01204 - REV P1</li> </ul>                                                                                                                                                           |
| T                  | Correspondence with HCC ITS Team on the Wide Lane Toucan Crossing | Correspondence from HCC ITS Team confirming that they are happy with the crossing location and format.                                                                                                                                               |
| U                  | PV <sup>2</sup> Assessment at Spitfire Roundabout                 | Technical Note setting out the PV <sup>2</sup> assessment undertaken to understand the most suitable pedestrian crossing format on the northern arm (Wide Lane) of the Spitfire Roundabout.                                                          |
| V                  | Highways Modelling Technical Note                                 | Technical Note setting out the modelling results of the seven junctions within the study area using Junctions 9 and Linsig v3.                                                                                                                       |
| W                  | Chickenhall Lane Connections – Layout and Specification           | Drawings setting out the conceptual layout for the Chickenhall Lane connection to follow subsequently.                                                                                                                                               |
| X                  | MSA Note on TA Core Scenario 1 – Trip Generation                  | Email correspondence from MSA setting out the Applicant's position regarding the trip budget/use class caps for any permission that may be approved for the Navigator Quarter development.                                                           |
| Y                  | Stoneham Lane Roundabouts Memo                                    | A memo responding to comments from HCC on the development impact on the Stoneham Lane / Highwood Avenue Roundabout.                                                                                                                                  |
| Z                  | TEMPro Email Correspondence                                       | <ul style="list-style-type: none"> <li>Email correspondence with HCC confirming approach to applying TEMPro factors; and</li> <li>Excel Spreadsheet setting out a TEMPro factor comparison.</li> </ul>                                               |
| AA                 | Updated Travel Plan                                               | Updated Travel Plan, reflecting updates to the proposed mitigation and comments received.                                                                                                                                                            |
| BB                 | Airport Related Car Parking Note                                  | Technical Note prepared by MSA regarding the eastern Mitchell Way car park expansion.                                                                                                                                                                |
| CC                 | Network Rail (ASPRO) Correspondence regarding Active Travel Links | Correspondence from Network Rail's Asset Protection and Optimisation team (ASPRO) team on 19 November 2025 confirming that it is not recommended to open up active travel connection underneath the railway line between Mitchell Way and Wide Lane. |
| DD                 | Merge and Diverge Assessment Technical Note                       | Technical Note summarising the merge and diverge assessment undertaken at the M27 J5.                                                                                                                                                                |

Table 3: Response to HCC comments

| Ref                     | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| <b>Transport Vision</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 1                       | <p><i>Comments are provided below regarding the sustainable mode connections, however, the HA would disagree that under the current proposals the site is accessible to all, via safe and sustainable transport modes or well located to take advantage of local populations, particularly north of the site. Given the currently proposed public transport strategy, the HA would also disagree that it is well connected by bus and rail, again, particularly to areas north of the development. It is unlikely that vehicular traffic to and from the site will be minimised; the current proposals plan for vehicles much more than for people and places. Finally, currently the TA fails to demonstrate the vision can be achieved.</i></p> | <p>The site is allocated in the EBC Local Plan and has therefore already been considered as a sustainable site suitable for development.</p> <p>The trip generation assessment and therefore the impact upon the network takes account of the existing characteristics of the site, whereby the site is accessible to the Southampton Parkway Station and bus services associated with the station.</p> <p>The Transport Assessment set out a comprehensive package of mitigation measures to deliver improvements to Non-car modes, and through subsequent discussions with HCC further measures have been identified.</p> <p>To ensure safeguarding for bus services, the masterplan layout makes an allowance for bus services to loop through the site. Adequate space will also be provided to assist the delivery of a bus stop within the site.</p> <p>The masterplan has been updated (see <b>Appendix A</b>) and includes an enhanced pedestrian and cycle connection up to and under the existing tunnel under the railway line.</p> <p>HCC have also identified that in addition to bus services that serve Southampton Parkway, there are services on Bishopstoke Road to the north of the site. While direct access to bus stops to the north is dependent on improvements to Conegar Road and Chickenhall Lane, the delivery of improved infrastructure between the site and Bishopstoke Road is entirely consistent with EBC and HCC's desire to deliver improved accessibility, on a north-south alignment, through the delivery of the Chickenhall Lane Link Road, or similar interventions which bring forward improve strategic walking and cycling infrastructure.</p> <p>The Applicant is in discussions with Hampshire County Council (Highways and Estates Teams) and other third parties to review the feasibility of providing a strategic active travel link for pedestrians and cyclists from the masterplan to Bishopstoke Road, including the delivery of access under the railway line. However the feasibility of this connection is subject to third party land constraints, which are outside of the Applicant's control.</p> <p>Delivery of that opportunity would not come forward should the Development Proposal not come forward.</p> |

| Ref             | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <p>The site also makes allowance for the Chickenhall Lane Link Road (CLLR), delivering the section of the link that falls within the site and ensuring the ability for onward connections in the future should it come forward. This includes dedicated pedestrian and cycle facilities along the alignment of the new spine road link, within the masterplan and a proposed new off-road pedestrian/ cycle facility on the western side of Mitchell Way.</p> <p>The scheme is in full compliance with Policy E7 and E9 which sets out the requirements for the development Proposals.</p>                                                                        |
| <b>PIA Data</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 2               | <p><i>The Transport Assessment includes an analysis of personal Injury Accident (PIA) data for the most recent 5 year period. A brief description of accidents is included; however, the location is not always clear. Appendix F contains plots of accidents, but no data, so this cannot be analysed and should be provided.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>As requested this was issued to HCC on 11 September 2025 and is re-provided within <b>Appendix B</b> of this Technical Note.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 3               | <p><i>There are some known PIA clusters in the area, as set out below. This has been updated from pre-application comments in accordance with the revised trip generation and distribution.</i></p> <ul style="list-style-type: none"> <li><i>• Northbound A335 at the M27 junction 5 interchange. This is operated by National Highways, who will comment, however, there is a cluster of accidents here that may require mitigation.</i></li> <li><i>• A335 Station Hill/ Twyford Road/ A335 Leigh Road/ B3037 Bishopstoke Road/ Coles Close roundabout records a cluster of accounts. However, the increase in forecast vehicular trips through this junction is not expected to unacceptably exacerbate concerns here.</i></li> <li><i>• The A335 Wide Lane has several concerns, primarily associated with the various junctions along the route. Further details and analysis of this route, and possible mitigation, should be provided. Improvements noted within LCWIP Route 340 may be beneficial in terms of accident reduction.</i></li> <li><i>• The Eastleigh grid system in general. This has not been included within the accident data and should be considered in terms of walking and (particularly, given the distance) cycling routes from residential areas to the site.</i></li> </ul> <p><b>Additional HCC comments received 8 October 2025:</b><br/> Agreed [re Steer response “The Applicant is in the process of negotiating the northern active travel link (which would alleviate demand travelling</p> | <p>This additional PIA data was issued to HCC on 11 September 2025 and is contained within <b>Appendix B</b> of this Technical Note.</p> <p>Steer provides additional responses to the HCC comments received 8 October 2025 as part of the aforementioned Technical Note at <b>Appendix B</b> (see paragraph 3 onwards within that document).</p> <p>Regarding inclusion of the Eastleigh grid system, Steer has extended the PIA study area to further include a relevant section of Stoneham Lane (using data obtained from the DfT) – see <b>Appendix C</b>. The study area is considered proportionate to the location and scale of Proposed Development.</p> |

| Ref                                      | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                          | <i>south), however this is subject to third party land constraints”, unless a northern ped/ cycle route from the site is not provided (which would put a lot more peds/ cycles on Southampton Road A335) then accident mitigation would need to be looked at again on this route.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <b>Sustainable Mode Access - General</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4                                        | <i>A summary of LCWIP improvements is provided, however, no commitment (or mention) of delivering these is included within the TA.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>The proposed development is making a considerable contribution towards improving conditions for pedestrians and cyclists, including facilitating the Wide Lane bridge improvements which addresses historic issues associated with the bridge. It is not the role of development to fix and improve all aspects of the local highway, pedestrian and cycle network.</p> <p>The Applicant will be providing a contribution towards Sustainable transport improvements/ scheme mitigation, which seeks to address and facilitate north / south movements. Should the identified scheme not be deliverable, then the sustainable transport contribution could be used to deliver wider improvements, such as those identified. However, EBC, HCC and the Applicant will need to agree on reasonable/ balanced contributions and which schemes are prioritised within the Applicant’s contribution ceiling and ensure that any contributions are consistent with National Policy.</p>                                                                                                                                                                                                               |
| 5                                        | <i>The walking and cycle catchments shown in figures 3-5 and 3-6 assume there is pedestrian and cycle access to the north, which is agreed to be necessary, however is not considered to be realistic given the current access strategy proposed by Applicant. Table 3.3 of the Transport Assessment shows a relatively high propensity of people in the local area to walk to work. This positive trend should be built upon through the delivery of active travel routes. Figure 3.6 is described in the TA as a 30 minute cycle catchment plan, although shows many areas within a 30-40 minute zone. Again, it is not clear if any assumptions have been made about the routes required to make these journeys</i> | <p>Figure 3-5 and 3-6 in the TA had assumed the following:</p> <ul style="list-style-type: none"> <li>• Campbell Road connection via rail line was ‘open’. It is accepted that this does not actually allow access. Therefore, it has been removed in the updated catchment map (<b>Appendix D</b>).</li> <li>• Site northern active travel route via the Network Rail bridge underpass was ‘open’ and would provide access to those northern catchments. It is accepted that this does not actually allow access in the existing situation, as it is restricted to farmer and Network Rail maintenance access only (not public access). This as a connection has been removed in the updated catchment map (<b>Appendix D</b>).</li> <li>• As part of the updated catchment map, the following assumption was also applied:</li> <li>• There is currently no formal connection between the Site and the Itchen Way Navigator.</li> </ul> <p>The updated catchment map therefore shows a more realistic representation of currently accessible areas in the existing situation, which is namely limited to areas along Mitchell Way, George Curl Way, A335 and Wide Lane (towards Swaythling).</p> |
| 6                                        | <i>Tables 3.7 and 3.8 demonstrate a high level of pedestrian crossings of Mitchell Way, particularly at the southern zebra crossing, with almost</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | The existing zebra crossings have good quality road markings and are on a straight section of road with good visibility. It is therefore not proposed to upgrade these crossings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

| Ref                              | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|                                  | <i>5,000 users per day. The Applicant should ensure through appropriate design that these movements are not impact due to development traffic.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 7                                | <i>On a general note, a Healthy Streets assessment of the access routes and onward connections will be required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <p>The scope of the HS assessment has been agreed with HCC. This can be seen in <b>Appendix E</b>.</p> <p>The completed assessment is also included in <b>Appendix E</b>.</p> <p>The proposed key issues identified along Mitchell Way are proposed to be addressed by a new dedicated footway/ cycleway along Mitchell Way. The issues on Wide Lane Bridge are proposed to be addressed by the Applicant as part of the proposals to widen the carriageway across the bridge to facilitate two-way HGV movements and to deliver a new active travel route adjacent to the existing bridge. Further details can be found in <b>Appendix F</b> which includes drawings of the existing Wide Lane Bridge layout and the proposed Wide Lane Bridge layout improvements.</p> <p>The applicant is working with HCC (Highways and Property department) and other third parties to help facilitate the delivery of a northern active travel route from the Proposed Development to Bishopstoke Road.</p>                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Mitchell Way Improvements</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 8                                | <i>The pedestrian and cycle routes run alongside the existing and proposed access road into the site from the south where it links into existing pedestrian and cycle infrastructure heading in both the Eastleigh and Southampton directions. For the existing sections of the Mitchell Way, this currently consists of a shared use foot/cycleway measuring c.2.5m in width, that terminates a short distance north of Spitfire Roundabout. The existing footway from this point to the train station varies in width, reducing to points as narrow as 1.59m wide. To the north of the rail station, footway widths narrow further (1.3m), and there is no continuous link provided beyond the Signature Building. Whilst current levels of vehicle, pedestrian and cycle flows may suggest that this provision is acceptable, clearly the increase levels of all these modes as a result of the proposed development requires upgraded provision to provide suitable access for all and to promote sustainable transport options</i> | <p>Improvements to these sections of Mitchell Way were proposed in the originally submitted Transport Assessment.</p> <p>The proposed improvements included the following and remain unchanged:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• A parallel pedestrian and cyclist crossing point will then be provided at the northern end of Mitchell Way, prior to its connection with the new proposed masterplan primary spine road. This crossing point will effectively transfer the segregated facility on the western</li> </ul> |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>side of Mitchell Way to the segregated pedestrian/ cycle route that will run along the southern side of the proposed masterplan primary spine road.</p> <p>Existing Mitchell Way alignment drawings, and the proposed Mitchell Way improvement drawings are included in <b>Appendix G</b>. Additional improvements to Mitchell Way to the south of the southern station car park and northbound bus stop are detailed in the following comment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9   | <p><i>Whilst it would have been preferable to have a segregated foot / cycle link along the whole length of Mitchell Way, it is acknowledged that land constraints affect the implementation of this, and a shared use facility would therefore be acceptable in this case. However, it is noted that the existing footway between the end of the existing shared use section and the Southern Station carpark access on the western side of Mitchell Way will not be improved. It appears the applicant is suggesting changing this existing footway to shared use; the width varies between 1.59 and 2.08m, with no margin, for a length of c.175m. This area has high current pedestrian flows and that would see a large increase in vehicular traffic (including HGVs) and active travel use as a result of the proposed development. Furthermore, the effective width would be even less than the 1.59-2.08m stated above due to constraints around the path. The existing infrastructure is not considered acceptable to convert to a shared use path, also accommodating cycles. The resulting in a gap in suitable cycle facilities is not acceptable; provision of an acceptable width (minimum 3m effective width) shared use path in this area is required. Pedestrian and cycle priority over side roads/ accesses should be included</i></p> | <p>See previous response to comment 8 relating to section of Mitchell Way adjacent and to the north of the station.</p> <p>Following a meeting with HCC on 8 October 2025 an alternative design has been prepared for this southern section of Mitchell Way between the southern station car park and the existing Mitchell Way shared-use route. This was submitted by email to HCC Highways on 14 October 2025 and the revised conceptual layout design is included in <b>Appendix G</b>. Additional civils layout designs have been produced by Burrows Graham, also included in <b>Appendix G</b>.</p> <p>The proposed design achieves a minimum 2.5m shared use footway on the western side of Mitchell Way (without encroaching on third party land). This was achieved by:</p> <ul style="list-style-type: none"> <li>• Reducing the carriageway width to 6.8m in places.</li> <li>• Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus stop.</li> <li>• Revising the Mitchell Way kerbline to the east. The original location is shown in pink. This also requires the removal of some of the grass verge but does not alter the current back of footway location on the eastern side and does not impact on the airport fence line. The Airport consider that the attached is suitable from an operational/ security perspective.</li> <li>• Reducing the width of the footway in places on the eastern side to a min of c 1.62m.</li> </ul> <p>It is not possible to provide a 3m shared use footway on the western side of Mitchell Way without encroaching on third party land so a Departure from Standard (DfS) is to be submitted for the proposed 2.5m shared use path width.</p> <p>HCC reviewed the design and agreed by email on 20 October 2025 that it is an enhanced design from their perspective. (see <b>Appendix H</b> for correspondence). The DfS has been submitted and a meeting was held on 11 December 2025. The design was supported in</p> |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <p>principle although a few minor revisions to the design have been requested. These are currently being explored by Steer and will follow subsequently.</p> <p>The submitted DfS Form is included in <b>Appendix H</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 10  | <p><i>However north of the southern Station Carpark access along the station frontage there are existing steps, retaining features and services; further details should be provided regarding how a 3m wide path will be delivered here. Lamp columns and signage will also require relocation, which should be detailed within the proposals.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/> <i>Given the observed constraints, the HA don't have sufficient certainty this can be delivered. Please provide more information.</i></p> | <p>It is proposed for detailed information on the relocation of lamp column and signage to be secured by condition.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 11  | <p><i>A Stage 1 Road Safety Audit has not been included and is required for all works [northern part of link road to the site]</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>A Stage 1 RSA (RSA 1) was undertaken (June 2025) for:</p> <ul style="list-style-type: none"> <li>• Internal masterplan area</li> <li>• Mitchell Way improvements</li> <li>• The brief and RSA with Designers Response is included within <b>Appendix I</b>.</li> </ul> <p>A separate Stage 1 RSA (RSA 2) was further undertaken (Sept 2025) to cover:</p> <ul style="list-style-type: none"> <li>• Wide Lane Bridge – proposed new active travel bridge and improvements to existing bridge.</li> <li>• Spitfire Roundabout improvements to address junction capacity constraints.</li> <li>• Wide Lane/A335 Roundabout improvements to address junction capacity constraints.</li> <li>• The brief and RSA with the Designers Response is included within <b>Appendix J</b>.</li> </ul> <p>It should be noted that the audit originally included a review of the original Spitfire and Wide Lane/ A335 roundabout mitigation improvements initially proposed in the Transport Assessment submitted in June 2025. The Designers responses state that these two options are no longer applicable within the audit and will be addressed in a subsequent RSA.</p> <p>A further additional, separate Stage 1 RSA (RSA 3) was undertaken in November 2025 for the proposed improvements to the southern end of Mitchell Way. This covers the proposed new section of shared use footway/ cycleway between the southern station car park and where the existing shared use footway/ cycleway commences at the southern end of Mitchell Way. This is related to the aforementioned DfS submission.</p> |

| Ref                     | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                          |
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|                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>The brief and RSA with Designers Response for RSA 3 are included within <b>Appendix K</b>.</p> <p>Please note that all RSAs related to this planning application have been undertaken by Capital Road Safety (Andy Haunton). HCC confirmed to Steer this company is on their approved auditor list on 10 April 2025 (via email exchange).</p>                                            |
| <b>Vehicular Access</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                             |
| 12                      | <p><i>With regard to the existing element of the access road, this is discussed within the submitted TA at sections 3.14 to 3.18, where it outlines that the carriageway width ranges between 7.0 and 7.3m, which would again be acceptable. However, it outlines at section 3.17 that the carriageway does narrow at a point north of the 'Signature Aviation Building' to just 6.0m wide. Whilst it would be anticipated that this narrowed width remains potentially sufficient for the purpose of two-way articulated vehicle movements, given the straight carriageway layout at this point, it is noted that no vehicle tracking drawing has been submitted to demonstrate this.</i></p> <p><i>Whilst the route accommodates articulated vehicle movements at the present time, there will be a significant increase in these movements as a result of the proposals, and therefore the Applicant should produce a vehicle tracking drawing (noting an appropriate tracking speed on drawings) for this area of the site and ensure free-flowing movements can be achieved. Should a pinchpoint be identified that restricts movement, localised widening should be investigated, which appears achievable given the area of undeveloped land to the west.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/> <i>Swept paths around the s-bend have been provided (and are considered acceptable) but these stop before the Signature Aviation Building. Also, confirmation of vehicle tracking speeds should be provided on drawings: Tracking shall be undertaken at a minimum of 10mph and/or comply with the requirements of HCC TG2 3.2.10. In this scenario we would expect to see speeds higher than 10mph which are deemed appropriate for the design speed for Mitchell Way</i></p> | <p>Swept paths were previously issued to HCC on 11 September 2025. These were based on a vehicle speed of 20mph. See <b>Appendix L</b> of this Technical Note and drawing 00801 which presents the swept paths at the Signature Aviation Building and to the north.</p> <p>Steer confirms that the tracking was undertaken at a speed of 20mph (confirmed with HCC on 15 October 2022).</p> |

| Ref                    | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| 13                     | <i>Regarding the proposed new section of road construction, the retaining wall proposed adjacent to the railway may require network rail approval/ agreement. Network Rail should confirm the proposals are acceptable in principle. There are elements of the design that would be unacceptable if offered for adoption, however, the Applicant has been clear this is not the case therefore no comments have been made in this regard</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The Applicant has entered into a BAPA agreement with Network Rail for the Navigator Quarter scheme (Wide Lane Bridge and Mitchell Way improvements). Network Rail only typically enter into BAPA agreements if they are happy that schemes can be delivered.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 14                     | <i>No Stage 1 Road Safety Audit has been included for any of the works and is required. [re new section of road construction]</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | See previous responses to comment 11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>Internal layout</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 15                     | <p><i>However, it would be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <a href="https://www.hants.gov.uk/transport/developers/constructionstandards">https://www.hants.gov.uk/transport/developers/constructionstandards</a> and that an appropriate Private Management Plan is put in place to deal with any future issues. Developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <a href="http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf">http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf</a></i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/>Noted and acceptable.</p> | Noted. Roads have been designed to HCC and industry standards. Design of secondary roads and individual plots fall within the Outline part of the masterplan, with further details will be provided at Reserved Matters stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 16                     | <i>As a general comment, the proposed access road infrastructure will result in a segregated 2.0m footway and a 3.0m cycleway which extends alongside the length of the proposed road to individual site access junctions where segregated foot and cycleways cease, and a shared provision begins to the individual buildings proposed. It would be questioned why this cessation of segregation ends at this point, with the preference to be that full segregation is fully continuous to the end destinations.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>The primary masterplan spine road east of the airport runway includes a 2.0m footway, 3m shared use cycleway and 0.5m buffer.</p> <p>The secondary roads are submitted for outline approval only. The originally submitted indicative masterplan included a 3.0m shared use path on one side of the secondary road and 2m wide footway on the other side. The masterplan has now been revised to accommodate 3m wide shared use paths on both sides of the secondary masterplan roads as a compromise. At the Local Authorities transport meeting on 2 October HCC advised that they accepted this in principle.</p> <p>The updated masterplan layout drawing is included in <b>Appendix A</b> and associated updated Steer drawings for the plots are included in <b>Appendix M</b>.</p> |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 17  | <p><i>It would however be questioned why a more even split of units accessed from each junction could not be provided, in order to better spread the predicted flows between each. Whilst capacity issues at these junctions would not affect the public highway, for the future users it may be prudent to investigate a change in layout accordingly given that it does not appear that the internal layout is set at this stage.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/>Noted and acceptable.</p> | <p>This is not feasible due to the presence of the landscape buffer and vegetation between the North and South Plots.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 18  | <p><i>HGV turning areas are also provided in service yards to enable forward gear access and egress, however these drawings do not show all units. It is recommended that the applicants ensure tracking drawings are provide for all units to ensure they are workable in order to prevent (a) the need for a reverse out of the service yard, and also to (b) provide an indication of what areas will need to be clear of stored materials, racking, etc.</i></p>                                                                 | <p>Swept paths of turning manoeuvres for example service yards (Unit 3, Unit 15 and Unit 16) and example car parks (Unit 3 and Unit 16) had been provided as part of the application (Appendix J of TA) but are included within <b>Appendix N</b> for ease. These have been based on the Masterplan Site Plan Option 2 layout to provide an indication of the swept path manoeuvres.</p> <p>However, it should be noted that the individual service yards fall within the Outline areas of the masterplan. Full swept paths of individual service yards will be provided at Reserved Matters stage.</p> |
| 19  | <p><i>It is recommended that any[parking] spaces adjacent to landscaping of a vertical obstruction (wall/ fence) are afforded an additional 0.3m step out strip to allow for full door opening and remove the need to step onto landscaped areas when accessing a vehicle.</i></p>                                                                                                                                                                                                                                                   | <p>To be addressed at Reserved Matters stage for Outline areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 20  | <p><i>Cycle parking is also to be provided, but no details of either location or type of shelter appear to have been included in the TA, nor have the number of individual spaces. This will be required as part of an internal site reserved matters application,</i></p>                                                                                                                                                                                                                                                           | <p>Details to be provided at Reserved Matters stage for Outline areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 21  | <p><i>Bin collections will also need to be catered for, with bin collection points required in suitable locations for ease of both use by the occupiers of the individual units and also for collection by the refuse operatives. These should be in unobstructed locations with appropriate drag distances to and from the refuse vehicles. Again, these will be required as part of an internal site reserved matters application.</i></p>                                                                                         | <p>Details to be provided at Reserved Matters stage for Outline areas.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 22  | <p><i>Finally, in terms of pedestrian and cycle routes, it is noted that the cycle ceases prior to entering a plot. It is recommended that cycle facilities continue on site for safety reasons, given the potential flow and type of</i></p>                                                                                                                                                                                                                                                                                        | <p>These details are to be agreed at Reserved Matters stage for the Outline area.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|     | <i>vehicles which will be accessing the plots, rather than pushing cyclists into the carriageway</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Example layouts of pedestrian access routes within plots for another similar site is included in <b>Appendix O</b> . Bourn, Cambridgeshire was completed in 2024 and is a best-in-class development offering space for a broad spectrum of businesses requiring R&D, light manufacturing, office and warehouse facilities.).                                                                                                                                                                                                                                                                                    |
| 23  | <i>HGV turning areas are also provided in service yards to enable forward gear access and egress, however these drawings do not show all units. It is recommended that the applicants ensure tracking drawings are provide for all units to ensure they are workable in order to prevent (a) the need for a reverse out of the service yard, and also to (b) provide an indication of what areas will need to be clear of stored materials, racking, etc.</i>                                                                                                                                                                                                 | <p>Swept paths of turning manoeuvres for example service yards (Unit 3, Unit 15 and Unit 16) and example car parks (Unit 3 and Unit 16) have been provided as part of the application (see Appendix J of TA) but are included within <b>Appendix N</b> for ease.</p> <p>These have been provided for the Site Plan 2 option layout to provide an indication of how these manoeuvres would occur. However, it should be noted that as the individual service yards fall within the Outline areas of the masterplan, full swept paths of individual service yards will be provided at Reserved Matters stage.</p> |
| 24  | <i>A visibility splay drawing has been provided (30228-BGL-XX- LNK-DR-C-00264 Rev P01) that demonstrates appropriate visibility splays (set against anticipated road speeds) can be achieved from the access junction that comes off of the proposed road into the northern plot. This visibility splay should be free of any vertical obstruction above 1m for the entirety of the splay envelope.</i>                                                                                                                                                                                                                                                       | Noted to be secured by condition.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 25  | <i>Each unit has its own dedicated car park, which appears acceptable in terms of layout, bar the potential need for 0.3m step out strips. The quantum of parking has not been assessed.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Details to be provided at Reserved Matters stage for Outline areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 26  | <i>Cycle parking and bin collection points will also need to be shown on 'Reserved Matters' plans for full assessment.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Details to be provided at Reserved Matters stage for Outline areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 27  | <i>The widths of shared foot/ cycle routes within the built area, a widened segregated route would be preferential, the proposed route appears to be a narrower shared route. Lighting of this route will be required.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                    | Full details on waste strategy to be confirmed at Reserved Matters stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 28  | <i>During pre-application discussions HCC requested the inclusion of a north- south pedestrian/ cycle route within the site between the North and South Plots to provide better and shorter permeability between the two, and also for access to the northern pedestrian/ cycle route in particular. This has not been included. Without this, an elongated route is required between plots and to reach the northern pedestrian and cycle access (with onward routes to bus stops) and to reach the on- site bus stop. This is detrimental to sustainable mode access, would likely result in informal mud tracks developing and should be reconsidered.</i> | <p>A proposed 3m wide shared use route is now proposed between Units 5 and 6 in the masterplan.</p> <p>Please refer to the Technical Note prepared by MSA at <b>Appendix P</b> which sets out these ecological factors, which have been taken into account to inform the alignment of the estate road linking Plots 1 and 2.</p>                                                                                                                                                                                                                                                                                |

| Ref                              | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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| <b>Emergency access</b>          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 29                               | <i>To the north of the proposed sites, it is noted that no vehicle access is proposed. This raises concern given, should an incident occur that results in a blockage to movements south of the site, it is unclear how emergency vehicles would access the proposed development, particularly given the proposed single access road is in a cutting and in close proximity to a runway. The only reasonable option for a secondary emergency access, unless this can be taken across the runway is via the northern link onto Chickenhall Lane.</i> | <p>Emergency Vehicle Access to Southampton Airport has been considered within the TA.</p> <p>All roads within the development plots are designed to standard widths to allow emergency vehicle access into each individual unit, including the vehicle fleet operated by Hants Fire services.</p> <p>The routing into the masterplan would be via the Mitchell Way existing access point from the Spitfire Roundabout (as per existing airport traffic), with these vehicles then using the new proposed masterplan roads.</p> <p>In the event that the single access road (as outlined above) is blocked, a secondary emergency vehicle access route would be provided as per the route shown in <b>Appendix Q</b>. AGS Airports Limited has confirmed that the airport has the ability to escort any emergency vehicles across the runway to the emergency gate in the northeast corner of the airfield. The route is on tarmac surface as AGS need to have an emergency route for fire vehicles should an aircraft run-off the runway to the north beyond the airfield fence. This is documented in AGS' Emergency Orders which is a Civil Aviation Authority requirement to access any aircraft emergency within 1,000m of the airfield boundary. Agreement in principle from emergency services has been provided in <b>Appendix Q</b> (with the exception of ambulance services which is still pending).</p> <p>The updated scheme masterplan in <b>Appendix A</b> includes the emergency access gate to the east of Unit 16, for vehicles to access the masterplan from the above route.</p> <p>To the north of the masterplan, emergency vehicles would be able to pass underneath the Network Rail bridge (there is sufficient width and height to accommodate them). However a potential emergency access route from the north is subject to the outcomes of discussions with applicant around access across the MRF and the northern active travel link discussions.</p> |
| 30                               | <i>Should the intention be to provide emergency access from within the airport, the details of this should be provided, including how the internal layout (to be considered under future Reserved Matters applications) is secured to facilitate this. Evidence of consultation with and agreement from the emergency services in this regard should also be provided.</i>                                                                                                                                                                           | See previous response to comment 29.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Active travel connections</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| 31  | <p><i>A connection from the North Plot to the eastern end of Campbell Road has also been considered but is not proposed. This would significantly reduce the distance to Eastleigh town centre, rail station and surrounding residential areas. In the absence of a northern link via Chickenhall Lane, the HA disagree with the conclusion that there would be insufficient demand to warrant the delivery of a bridge over the railway line to support the application. It does not appear delivery opportunities have been explored with the relevant landowners, including Network Rail, prior to this option being discounted; further consideration of this option should be explored as a potential mechanism to unlock the site for sustainable travel.</i></p> | <p>A connection to Campbell Road was not considered feasible for the following reasons as detailed in the original TA submission:</p> <ul style="list-style-type: none"> <li>• The current at grade crossing point to the south of Campbell Road is for Network Rail operational use only and is gated and therefore, not publicly accessible. There are significant deliverability issues associated with crossing the Network Rail tracks at grade and Network Rail's general presumption is that at grade crossing should be removed wherever possible (due to safety issues as it is an active rail track), rather than creating new level crossings.</li> <li>• An active travel bridge landing in the Campbell Road playground would have</li> <li>• significant adverse land take impacts on the playground and green space. This option therefore requires third party land or access rights across third party land which is currently beyond the Applicant's control.</li> <li>• Although there is footway provision within the Campbell Road residential estate, the footway ends to the east of the railway works depot, with pedestrians/ cyclists then needing to travel on carriageway on the remaining section of Campbell Road, including over the railway line, which is narrow and has tight bends. This presents a significant safety constraint.</li> <li>• The planning application for the Eastleigh railway works (Ref F/20/87841) included pedestrian improvement works for Wide Lane Bridge, but an application was submitted (ref: X/23/96250) to vary associated planning conditions 36 and 37 for an extended timeframe of 18 months. This was permitted on 16 January 2024. As a result the improvements have not been implemented on-site, however, once delivered, pedestrians and cyclists will still need to walk/ cycle in the carriageway across the bridge and pedestrians would need to negotiate steps onto Southampton Road. Adding additional pedestrian and cycle flows to this route would therefore, present safety risks.</li> </ul> <p>A strategy has been put forwards to facilitate pedestrian and cycle connectivity to the north via HCC and third party controlled land which forms part of the safeguarding for Chickenhall Lane Link Road. See response 62.</p> <p>It is still the Applicants position that this development cannot bring forward a connection into Campbell Road and neither is it necessary in policy terms (i.e Policy E7 and E9 of the adopted Local Plan) or to make the development acceptable.</p> |
| 32  | <p><i>There appears to be no connection proposed to the Itchen Way; paragraph 4.37 of the TA states:<br/>The opportunity to connect the Site to the Itchen Way PRow route has been considered, via a 3m section of shared-use footway/ cycleway from</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>Correct, there is no connection provided to the Itchen Way directly from the Site. This is due to the ecological limitations; please refer to the Technical Note prepared by MSA at <b>Appendix R</b> which sets out these ecological factors, in addition to security, useability, safety, archaeology as well as landscape and visual impacts reasons.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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|     | <i>the masterplan. However, while it may be technically feasible to provide this connection, the ecological impact of these proposals is considered to outweigh the benefits of providing a connection to the PRow at this time.</i>                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 33  | <p><i>As currently proposed, the only pedestrian and cycle access to the site is via Mitchell Way to the south, with no northern connection delivered as part of the proposals. This represents a significant and unacceptable barrier to sustainable mode use for all residents to the north, not only on foot and by cycle, but also by bus given there is no direct bus route from the northern residential areas to the site, nor Southampton Airport Parkway</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/> <i>Noted and suggest this is chased/ prioritised as it is a key issue.</i></p> | <p>A potential strategy to assist with the provision of a new active travel link to the north (connecting the masterplan to Bishopstoke Road) has been identified and discussions are ongoing with third parties (see comment 62). This would assist with the aspirations to deliver a strategic north-south route between Bishopstoke Road and Spitfire roundabout. The proposed development would go a significant way to delivering a substantial part of the route, as well as access under the railway, which is not currently available. See response in relation to comment 1.</p>                                                                                                                                                                                                                                                                                                                                                                                            |
| 34  | <i>The route from Eastleigh via the A335, between South Street and Wide Lane bridge, is currently poor. Consideration should be given to providing pedestrian and cycle improvements as set out within the LCWIP. This includes priority at side roads, potentially provision of a segregated route and improving the narrow section of shared use between the Southampton Airport Parkway access and Wide Lane bridge.</i>                                                                                                                                                                                              | <p>The proposed development is making a considerable contribution towards improving conditions for pedestrians and cyclists, including facilitating the Wide Lane bridge improvements which addresses historic issues associated with the bridge. It is not the role of development to fix and improve all aspects of the local highway, pedestrian and cycle network.</p> <p>The Applicant will be providing a contribution towards Sustainable transport improvements/ scheme mitigation, which seeks to address and facilitate north / south movements. Should the identified scheme not be deliverable, then the sustainable transport contribution could be used to deliver wider improvements, such as those identified. However, EBC, HCC and the Applicant will need to agree on reasonable/ balanced contributions and which schemes are prioritised within the Applicant's contribution ceiling and ensure that any contributions are consistent with National Policy.</p> |
| 35  | <i>Finally, consideration should be given to improving the crossing of the northern arm of Spitfire Roundabout. This is currently wide and uncontrolled and is a barrier to active travel trips between Southampton and the site.</i>                                                                                                                                                                                                                                                                                                                                                                                    | <p>While it is not considered to be wholly necessary to support the application, it is accepted that delivering an improvement in this location, linked to the Wide Lane Bridge improvements would improve conditions for pedestrians and cyclists and therefore may help deliver modal shift, thus limiting the impacts of the development on the wider network.</p> <p>A potential design for a signalised toucan crossing on the northern Wide Lane arm of the Spitfire Roundabout has been discussed with HCC at a meeting on 8 October 2025 with the associated drawing submitted to HCC by email on 20 October 2025. The drawing is included in <b>Appendix S</b> and is shown in the context of a conceptual mitigation design for the northern Wide Lane arm (increasing the flare length from 12m to 18m) to address future capacity issues on this arm in the 2036 Baseline + Proposed Development scenario. An alternative</p>                                            |

| Ref                                   | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                               | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                                       |                                                                                                                                                                                                                                                                                                                                                                                                           | <p>layout design which shows the increased flare length mitigation but retains an unsignalised pedestrian/ cycle crossing on the Wide Lane arm has also been produced and is also included in <b>Appendix S</b>.</p> <p>The email exchange with comments from HCC ITS team relating to the initial signalised crossing design can be found at <b>Appendix T</b>. HCC confirmed that they were generally happy with the signalised crossing location and format and further design comments would be provided at preliminary S278 stage.</p> <p>HCC also stated that as long as the roundabout exit arm crossing stop line does not get any closer to the roundabout, a DfS is not required in this instance. The PV<sup>2</sup> assessment for the signalised crossing design is included at <b>Appendix U</b>.</p> <p>The ultimate feasibility of the signalised crossing is subject to review by HCC as updated junction capacity modelling has been undertaken for scenarios with and without the signalised toucan crossing in the context of the capacity mitigation proposal for the arm (extension of the flare length. The detailed junction capacity modelling results for both scenarios are included in the updated Highways Modelling Technical Note in <b>Appendix V</b> (see comment 114 response).</p> |
| <b>Sustainable transport strategy</b> |                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 36                                    | <p><i>It is felt expansion and delivery of a micromobility schemes in the areas would be required in order for this to be taken up. Commitments at this stage should not be specific to Beryl Bikes given potential to expand existing provisions within the SCC network.</i></p> <p><i>This needs to be explored further and incentives to try/ use these should be included in the Travel Plan.</i></p> | <p>It is anticipated that the two Beryl Bike areas defined on the originally submitted masterplans will have flexibility to either be used by Beryl bikes or another micromobility provider such as Voi if it were able to operate into Eastleigh in the future.</p> <p>The former Beryl Bike locations have therefore been relabelled on the updated masterplan (see <b>Appendix A</b>) and parameter plan as Micromobility bays.</p> <p>It is envisaged that Unit/ Plot specific Travel Plans will be required at Reserved Matters stage (secured by S106 Agreement) for any Units exceeding the Travel Plan threshold requirement (thresholds to be agreed with EBC and HCC). These will be prepared in accordance with the overall aims and targets of this overarching site-wide FTP, and will include specific incentives regarding micromobility schemes.</p> <p>The Applicant is prepared to fund the installation of two bike / micromobility bays/ or similar and the associated membership package.</p>                                                                                                                                                                                                                                                                                                    |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| 37  | <p><i>The proposed improved connections to bus stops are noted. However, the Parkway stops are at least 1.6km from the site, and for some parts of the development over 2km. The connection under the railway line to the north is also noted, but this does not provide an onward link to connect to bus services on Bishopstoke Road.</i></p> <p><i>The options proposed in the TA are summarised below.</i></p> <ol style="list-style-type: none"> <li><i>1. Extend Unilink U1A/U1C into the site from the existing Southampton Airport stop.</i></li> <li><i>2. A bespoke service for the site to align with staff shift changeover patterns.</i></li> <li><i>3. Extending the Airport Shuttle Service into the site.</i></li> </ol> | <p>The applicant has liaised with the local bus operator Go-Ahead, who has identified that the likely success of integrating a bus service into the site is dependent on the mix of land uses which come forward, and thus the number of employees who would be employed. To ensure safeguarding for bus services, the masterplan layout makes an allowance for bus services to loop through the site. Adequate space will also be provided to assist the delivery of a bus stop within the site.</p> <p>HCC have also identified that in addition to bus services that serve Southampton Parkway, there are services on Bishopstoke Road to the north. While direct access to bus stops to the north is dependent on improvements to Conegar Road and Chickenhall Lane, the delivery of improved infrastructure between the site and Bishopstoke Road is entirely consistent with EBC and HCC's desire to deliver improved accessibility, on a north south alignment, through the delivery of the Chickenhall Lane Link Road, or similar interventions which bring forward improve strategic walking and cycling infrastructure.</p> <p>The Applicant is working with Hampshire County Council (Highways and Property department) and other third parties to help facilitate this strategic link, including the delivery of access under the railway line. Delivery of that opportunity would not come forward should the Development Proposal not come forward.</p> <p>Given the fluid nature of bus services and the requirement to provide the greatest possible flexibility to strengthen existing services, or potentially introduce new services, it is proposed for the Sustainable Transport Fund (to be secured by S106 agreement) to contribute towards the provision of bus access in future if viable and deemed necessary, as part of a Bus Level of Service agreement.</p> |
| 38  | <p><i>Regarding Option 1 [see comment 37], while this would benefit Southampton residents, the U1A/ U1C does not serve areas north of Southampton Airport, with the exception of two evening Services that run to Eastleigh Bus Station. This change would serve no benefit to Hampshire residents and would not encourage bus use from the surrounding areas north of the site.</i></p>                                                                                                                                                                                                                                                                                                                                                 | See response to comment 37                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 39  | <p><i>Option 2 [see comment 37] could potentially benefit residents in the northern (Hampshire) surrounding areas, for example Eastleigh town, Chandlers Ford, Bishopstoke and Fair Oak. Further details of the areas served and a commitment to provision of this service should be provided</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                    | See response to comment 37                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |

| Ref                     | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Applicant Response                                                                                                                                                                                                                                                                                                                                          |
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| 40                      | <i>Option 3 [see comment 37]: Extending the Airport Shuttle Service into the site could be beneficial, particularly if the Unilink U1A/U1C services are not extended into the site and for those travelling by train, as it would avoid the 20-30 minute walk to from these stops to the site. However, given there are effectively no direct bus services from the residential areas to the north, users would already have had to make a change to a second bus or rail service to reach Southampton Airport Parkway. Another change to the shuttle service (or a significant walk) would make journeys unattractive and it is felt would not prioritise sustainable transport modes nor be considered a high-quality public transport service.</i> | See response to comment 37                                                                                                                                                                                                                                                                                                                                  |
| 41                      | <i>As stated within the TA, further discussion is required to agree acceptable public transport provision.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | See response to comment 37                                                                                                                                                                                                                                                                                                                                  |
| 42                      | <i>Also of note is that some destinations are better served by Eastleigh Rail Station than Parkway. In the absence of a connection via Campbell Road, the shortest route from here to the site is via the northern link, adding weight to the requirement for this route to be provide to a high standard</i>                                                                                                                                                                                                                                                                                                                                                                                                                                         | See previous responses to comment 1.                                                                                                                                                                                                                                                                                                                        |
| <b>Waste collection</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                             |
| 43                      | <p><i>Waste - Given the site would not be offered for adoption, this matter should be considered by Eastleigh Borough Council.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/>Agreed.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Full details of the proposed waste strategy for each Plot to be confirmed at Reserved Matters stage.                                                                                                                                                                                                                                                        |
| <b>WLB Enhancements</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                             |
| 44                      | <i>Freight movement is likely to be a key component of the development proposal. The most direct route to the Strategic Road Network (motorway) is via Wide Lane to M27 J5; this is proposed to be the only HGV route to/ from the site, secured by condition. The route is currently constrained for HGV traffic at the Wide Lane rail overbridge and is unsuitable in its current form to accommodate significant additional HGV traffic.</i>                                                                                                                                                                                                                                                                                                       | <p>The Applicant is willing to commit to funding and delivering the Wide Lane Bridge improvements which comprise the following:</p> <ul style="list-style-type: none"> <li>A new active travel bridge to the northern side of the existing railway bridge. This could comprise a 4m clear width shared use pedestrian/ cycleway which will fully</li> </ul> |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| 45  | <i>The recorded average weekday 2-way HGV movements of 178 (1% of the total 17,760 vehicular movements from tables 3.4 and 3.5 of the TA) would increase significantly as a result of the proposed development to a forecast of 942 daily HGV movements. Unless an appropriate improvement resolving this issue is delivered via S278 agreement by the applicant, it will be considered a severe impact on the highway network and an unacceptable impact on highway safety. Furthermore, this is a high demand route for pedestrians and cyclists between Southampton and Eastleigh and provides pedestrian and cycle access to the proposed development</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>separate pedestrians/ cyclists from the main carriageway over the main part of the bridge. This will tie into the existing eastern footway to the north of the bridge and will also tie back into the pedestrian footway to the south of the bridge, to the north of the existing Wide Lane pedestrian/ crossing on the northern arm of the Spitfire Roundabout.</p> <ul style="list-style-type: none"> <li>Removing the existing footway to the eastern/ northern side of the carriageway, along the bridge to enable the carriageway to be widened to at the bend of the bridge, to facilitate two-way HGV movements.</li> </ul> <p>The Steer drawings associated with this proposal are included in <b>Appendix F</b>.</p> |
| 46  | <p><i>It is the HA's view that improvement of this [Wide Lane] bridge is fundamental. It is considered necessary for the development to fully fund and deliver an acceptable mitigation scheme for the following reasons:</i></p> <ul style="list-style-type: none"> <li><i>• To allow two-way HGV movements required to avoid an unacceptable residual cumulative impact on the road network.</i></li> <li><i>• To facilitate safe access to the development. The forecast level of movements would result in a significantly increased chance of two large vehicles meeting and having to either perform unsafe reversing movements or mount the footway. This would result in an unacceptable impact on highway safety for drivers, cyclists and other footway users.</i></li> <li><i>• Encourage sustainable modes. The increase in HGV movements either very close to (and potentially upon), the footway and on the NCN23 cycle route will be extremely off putting to existing and future pedestrians and cyclists. In the absence of an alternative route, the site would not be considered to meet the NPPF criteria of prioritising sustainable modes of transport, providing safe and suitable access for all users, give priority first to pedestrian and cycle movements or creating places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles.</i></li> </ul> | <p>The updated Burrows Graham drawings are included in <b>Appendix F</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 47  | <i>The applicant proposes measures to enable two-way HGV traffic to pass on Wide Lane bridge through provision of an active travel bridge on the northern side to allow carriageway widening which would facilitate two-way HGV movements</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 48  | <p><i>The Following comments are made on these improvement proposals:</i></p> <ul style="list-style-type: none"> <li><i>• Confirmation should be provided from Network Rail that they consider the improvements deliverable.</i></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | See previous response to comment 13                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                     | Applicant Response                                                                                                                                                                                                                                                                                                                                                                         |
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| 49  | <ul style="list-style-type: none"> <li>It is presumed the land the new sustainable mode bridge over sails is in Network Rail ownership, and is therefore within the applicant's control, but this should be confirmed.</li> </ul>                                                                                                                                                                                                               | See previous response to comment 48                                                                                                                                                                                                                                                                                                                                                        |
| 50  | <ul style="list-style-type: none"> <li>Drawing 24733101-STR-HGN-100-SK-D-00301 Rev P01 notes a potential width of the share use path south of the bridge as 3.5m. The deliverable width should be confirmed (noting drawing 30228-BGL-XX-XX-SK-C-00002 Rev P03 does not have this ambiguity and states a 3.5m width).</li> </ul>                                                                                                                | The deliverable width is confirmed to be 4m. Please see drawings attached in <b>Appendix F</b> .                                                                                                                                                                                                                                                                                           |
| 51  | <ul style="list-style-type: none"> <li>The tracking shown on drawings 24733101-STR-HGN-100-SK-D-00302 Rev P01 and 30228-BGL-XX-WLB-SK-C-00001 Rev P03 appears to show two HGVs passing. However, tracking is tight leaving little margin for error, and the tracking speed has not been included; this is required and should be appropriate for the speeds expected.</li> </ul>                                                                | A revised drawing has been prepared which shows the centreline markings as a proposed intervention, which will aid the routeing for HGVs. It is confirmed that the tracking speed applied is 20mph due to the tight bend and reduced visibility for drivers (recognising the maximum speed limit is 40mph along this section). Please see revised drawings attached at <b>Appendix F</b> . |
| 52  | <ul style="list-style-type: none"> <li>The tracking is close to the new kerbline, and the distance from the new kerbline to the parapet is not stated. As above, agreement that the improvements are acceptable from Network Rail should be provided</li> </ul>                                                                                                                                                                                 | <p>See updated Burrows Graham tracking drawing in <b>Appendix F</b>.</p> <p>See previous response to comment 13 regarding the Network Rail approval.</p>                                                                                                                                                                                                                                   |
| 53  | <ul style="list-style-type: none"> <li>Consideration could be given to additional widening to lengthen the leading and trailing tapers. Lengthening of the northern leading taper for example may mean the southbound HGV is set further east, hugging this kerb before entering the bend and therefore increasing the spacing between passing vehicles.</li> </ul>                                                                             | Burrows Graham has extended the proposed kerbline to cover the extent of the footpath removal – see updated drawings in <b>Appendix F</b> .                                                                                                                                                                                                                                                |
| 54  | <ul style="list-style-type: none"> <li>Revised central road markings should be shown to reflect the widening and new swept paths</li> </ul>                                                                                                                                                                                                                                                                                                     | See previous response to comment 51.                                                                                                                                                                                                                                                                                                                                                       |
| 55  | <ul style="list-style-type: none"> <li>The forward visibility on approach and through the works area should be provided in both directions or the appropriate speeds (these should be recorded 85%ile speeds as per TG3). Vegetation removal could be considered to improve forward visibility.</li> </ul>                                                                                                                                      | <p>Visibility splays for 70m Stopping Sight Distance (SSD) are included on the revised Burrows Graham drawings contained in <b>Appendix F</b>.</p> <p>Whilst the bridge itself is subject to a 40mph speed limit, the tracking has assumed that vehicles will travel at 20mph (due to tight bend and reduced visibility for drivers – existing issues).</p>                                |
| 56  | <ul style="list-style-type: none"> <li>The width of the path over the bridge is 3m. Given the parapets/ railings on both sides, the effective width would be 2m. The minimum effective width should be 3m (TG10 paragraph 5.2.14), meaning a 4m width bridge would be required. If this cannot be achieved, an in-principle Departure from Standard should be progressed at this planning stage to ensure the works are deliverable.</li> </ul> | Please see previous response to comment 51 – 4m clear width can now be achieved.                                                                                                                                                                                                                                                                                                           |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|     | <p><b>Additional HCC comments received 8 October 2025:</b></p> <p>Noted and suggest this is prioritised as the DfS process takes time to complete. However, I believe the drawing was incorrect and the width as proposed is actually 4m (effective width of 3m). This should be shown on an updated drawing if so.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 57  | <ul style="list-style-type: none"> <li>• No Stage 1 Road Safety Audit has been included for any of the works and is required.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Please see the previous response to comment 11.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 58  | <p>It is noted in Chapter 8 of the TA that the Applicant feels some development would be acceptable without the Wide Lane Bridge being able to accommodate 2-way HGV movements. The trigger for delivery of improvements can be discussed once the delivery mechanism (Section 278) and further details of the scheme (as requested above) have been agreed.</p>                                                                                                                                                                                                                                                                                                                                                                                        | Noted. Further discussion required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 59  | <p>Tables 8.8 records HGV flows A335 (North West of Wide Lane/ A335 Rbt) . This does not appear relevant as it does not show the number of HGVs using Wide Lane Bridge.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | See response to comment 60                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 60  | <p>Table 8.9 records 'Wide Lane (South of Wide Lane/ A335 Rbt)' and therefore, as the HA understands it, does show HGVs using Wide Lane Bridge. The recorded HGV movements in the AM and PM peaks are 64 and 37 respectively. The forecast HGV movements from the development is 73 AM peak hour and 70 PM peak hour 2-way trips. That is a 114% increase in 2-way HGV movements in the AM peak a 189% increase in the PM peak. The forecast increase in daily HGV trips is 178 to 942; a 529% increase. There are also c.195 2-way bus movements per day across this bridge. In the HA's view this supports the requirement for an appropriate improvement to be delivered via S278 agreement by the applicant to make the development acceptable.</p> | <p>Table 8.8 of the TA includes AM peak flows for the Wide Lane (South of the Wide Lane/ A335 roundabout) - the section of Wide Lane Bridge. This equates to 64 two-way HGV movements in the 2023 Baseline. Table 8.9 shows that 37 two-way HGV flows use the bridge in the 2023 Baseline. In the 2036 Baseline there are 71 two-way HGV flows during the AM peak and 41 during the PM Peak. The proposed development adds an additional 73 two-way HGV's during the AM peak and an additional 70 during the PM peak. The 2036 Baseline + Proposed Development two-way HGV AM peak flows are a 101% increase over the 2036 Baseline and the 2036 Baseline + Proposed Development two-way HGV flows are a 170% increase over 2036 Baseline two-way HGV flows.</p> <p>See response to Comment 44.</p> |
| 61  | <p>It is noted pedestrian/ cycle count surveys have been completed on Wide Lane Bridge and at the pedestrian crossing points on Mitchell Way. This is likely (especially for Wide Lane bridge) to underreport the typical pedestrian and cycle use given the winter weather conditions and lack of daylight. Furthermore, a severe weather warning due to Storm Darragh was in place on the 7th and 8th of December.</p>                                                                                                                                                                                                                                                                                                                                | <p>The original counts (Dec 2024) were scheduled to meet earlier envisaged planning application timescales at the point they were commissioned. Whilst the Saturday 7<sup>th</sup> Dec 2024 active travel counts are considered non-representative due to Storm Darragh (and subsequently discounted), Friday 6<sup>th</sup> Dec 2024 reflected more usual weather conditions and only data from this day has been used to inform further assessment. The data from Friday 6<sup>th</sup> Dec 2024 is more up to date than the 2015, which is now c. 10 years old.</p>                                                                                                                                                                                                                              |

| Ref                                         | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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|                                             | <i>The LHA hold one historic survey of cycles only (not pedestrians) for Wide Lane bridge, undertaken Wednesday 11th November 2015, which is only a marginally better time of year. Over the 12-hour survey period 7am to 7pm, 177 cycles were recorded, demonstrating significant usage even during winter/ darker conditions.</i>                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| <b>Northern Chickenhall Lane Connection</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 62                                          | <i>This land has been granted planning permission (CS/22/92463) as a Material Recycling Facility, which does not currently facilitate public access. However, HCC feel land could be made available (subject to the Applicant concluding discussions and coming to agreement with HCC's Estates and Minerals and Waste Teams), delivery of this route would not form part of the MRF construction, or any other HCC works, and should be delivered by the Applicant.</i>                                                                                                                                                                                  | <p>A meeting was held with the HCC Estates Team and HCC highways on 22 October 2025. Discussions are currently ongoing regarding the feasibility of providing an active travel route along the eastern boundary of the MRF site.</p> <p>A conceptual layout will be provided subsequently as discussions are ongoing.</p>                                                                                                                                                                                       |
| 63                                          | <i>Conegar Road is also HCC owned and currently has no pedestrian or cycle facilities. As noted in the TA, HCC has discussed this matter with the Applicant. The Applicant should further progress discussions with HCC to agree delivery of suitable facilities, a maintenance regime and access rights in perpetuity over this area.</i>                                                                                                                                                                                                                                                                                                                | <p>HCC Estates have advised that Conegar Road is privately owned.</p> <p>A meeting was held with the HCC Estates Team and HCC highways on 22 October 2025. Discussions are currently ongoing regarding the feasibility of providing a footway in the southern grass verge along Conegar Road between the carriageway and the MRF site fence line. Cyclists may potentially need to use the carriageway.</p> <p>A conceptual layout for this route will be provided subsequently as discussions are ongoing.</p> |
| 64                                          | <i>The section of Chickenhall Lane between the junction with Conegar Road and the point it becomes adopted highway at the Prysmian access is private and in third party ownership. The TA notes that this section of Chickenhall Lane has no pedestrian or cycle facilities, but there is a verge adjacent to the existing Chickenhall Lane carriageway sufficient to provide a shared use path. Provision of appropriate facilities, ongoing maintenance arrangements and rights for pedestrians and cycles for this section should be progressed between the Applicant and relevant landowner; HCC are amenable to being part of these discussions.</i> | See previous response against comment 1 and Comment 63 above.                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 65                                          | <i>The link from the site boundary to Bishopstoke Road is required for active travel access to the north of the site for pedestrians and cycles, and to allow vital access to bus stops/ services on Bishopstoke Road as well as onward pedestrian and cycle connections. The Applicant should set out</i>                                                                                                                                                                                                                                                                                                                                                | Further to the comments above, a meeting was also held with Prysmian, the Applicant and HCC Highways on 1 October 2025 to discuss the potential for this section of the potential northern active travel connection through Prysmian land. The PowerPoint presentation                                                                                                                                                                                                                                          |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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|     | <i>details (including drawings/ designs for review) of how the full route will be improved, secured and delivered. A metalled surface, suitable width/ arrangement, rights suitable for walking and cycling and lighting allowing year-round use should be provided throughout. Cycling on carriageway within the current public highway section of Chickenhall Lane is not considered appropriate and off carriageway facilities for this section should be considered. Finally, the route should be secured to be complete and open for use prior to first occupation of the proposed development.</i>                                                                               | delivered in the meeting was shared with Prysmian on 7 October 2025. Further feedback is currently awaited from Prysmian.<br>A conceptual layout for the route will be provided subsequently.                                                                                                                                                                                                                                                                                                                                                                                                           |
| 66  | <i>While provision of this route would have some wider sustainable mode connectivity benefits, a connection to the north is required to make this development acceptable. In the absence of this connection the HA consider the development does not prioritise sustainable transport modes and does not provide suitable access for all users.</i>                                                                                                                                                                                                                                                                                                                                    | Please see previous response in relation to comment 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 67  | <i>Regarding the MRF permission referenced within the TA, this development is significantly different in scale. The MRF is a relocation proposal for an existing facility and is forecast to generate c. 120 two-way vehicular movements per day, compared to almost 4,000 vehicle movements forecast under this application. The mitigation and access requirements for these sites are not comparable.</i>                                                                                                                                                                                                                                                                           | While these comments are noted, the TA only refers to points made in support of the MRF application in the context of understanding the wider picture in respect to the available network of pedestrian and cycle routes locally.                                                                                                                                                                                                                                                                                                                                                                       |
| 68  | <i>Chapter 8 of the TA suggests a contribution may be appropriate mitigation to provide this link and states: should be as part of the ‘sustainable transport interventions fund’ and for these works to be delivered by HCC as land owner and also the relevant highway authority. An appropriate funding mechanism would be secured through the S106 legal agreement. While it is appreciated that the Applicant does not own the land required to deliver the route, the link is required to make the development acceptable and therefore further discussions regarding the delivery of the route and the associated mechanism for this is required with the relevant parties.</i> | See response to Comment 1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 69  | <i>The TA notes possible improvements to the Itchen Way that could facilitate an alternative northern connection. These improvements are not well progressed and are far from guaranteed. If they were progressed, there is no certainty the improvements would provide a suitable amenity link to serve the site. The provision of a connection to and potential for a future improvement of the Itchen Way does not address the need for a northern link as part of these proposals.</i>                                                                                                                                                                                             | It is not possible to provide a connection to the Itchen Way directly from the Site. Please refer to the Technical Note prepared by MSA at <b>Appendix R</b> which sets out these ecological factors, in addition to security, useability, safety, archaeology as well as landscape and visual impacts reasons.<br><br>It is also noted that the Itchen Way would only provide a leisure route during daylight hours and appropriate times of the year, due to existing drainage/flooding issues experienced along the PROW during winter months. There is subsequently limited benefit in delivering a |

| Ref                   | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>connection from the Site to the Itchen Way, and it would not provide a suitable active travel route alternative to northern route utilising the Network Rail bridge underpass, Conegar Road, etc.</p> <p>The Applicant understands the importance of providing a northern link and this is currently being progressed, but is subject to third party land constraints.</p>                                                                 |
| <b>ATE Assessment</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 70                    | <p><i>This assessment is aimed at addressing ATE criteria and, as such, the HA will defer to ATE to comment on the suitability of the assessment. However, in relation to each criteria, the HA note:</i></p> <p><i>1. The design of improvements and delivery mechanism has not been agreed for either appropriate connections to the north or the pedestrian and cycle improvements at Wide Lane Bridge.</i></p>                                                                                                                                                                                                                                                                                                  | <p>Steer has reviewed the comments received from ATE on the TA (see Table 6 of this Technical Note, and Steer's relevant responses).</p> <p>Regarding HCC's comment regarding appropriate improved connections to the north, please see the response to EBC's comment 1, contained within Table 3 further down this Technical Note.</p> <p>Wide Lane Bridge active travel improvements – see previous response to Table 3 comments 44-47.</p> |
| 71                    | <p><i>2. Section C relates to Bishopstoke Road itself, rather than Chickenhall Lane between Conegar Road and A335/ Bishopstoke Road junction (where the HA feel improvements are required). The proposed solution of planning conditions (/obligations) to provide access from the Site to Mitchell Way and Conegar Road do not address the access issues. Contributions to improving these routes are mentioned, but as currently set out, this does not provide sufficient certainty the required improvements and public access to make the development acceptable will be delivered.</i></p>                                                                                                                    | <p>See responses to Comments 1 and 62-66, which both reference discussions relating to the feasibility of a northern active travel link.</p>                                                                                                                                                                                                                                                                                                  |
| 72                    | <p><i>3. The amendments to Mitchell Way have been reviewed by the HA (comments above). Access to Bishopstoke Road bus stops (and onward routes) is not proposed to be delivered by the applicant. Paragraph 4.11 of the TA states a connection to the Itchen Way will be made, however, paragraph 6.52 (and 6.66) states the ecological impact of these proposals is considered to outweigh the benefits of providing a connection to the PRoW at this time. Clarity on what is proposed is required. The nearest bus stops (in the absence of a route to the north, or a change in service), are 1,700m from the site. The nearest facilities, within the airport itself or rail station, are a mile away.</i></p> | <p>Regarding confirmation on the Itchen Way connection, please see previous response against comment 69.</p> <p>The Bishopstoke Road bus stops would be accessed via the potential northern active travel connection if this were to be viable/ deliverable within third party land. Please see previous responses (Comments 1 and 62-66) which outline the Applicant's latest position on this.</p>                                          |

| Ref                                           | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                             |
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| 73                                            | 4. Comments on cycle access via Wide Lane (including Wide Lane Bridge), Mitchell Way and from the north are provided above.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Please see previous response to Comments 1, 8-9, 44 and 62-66 .                                                                                                                                                                                                |
| 74                                            | 5. It is not clear if service U1C will be diverted to serve the proposed bus stop within the site. If it is, this only provides direct bus access to the site from Southampton, highlighting the need for a route to bus stops north of the site. There is no direct link for pedestrians between the southern and northern plots, as noted above, to conveniently access this stop if it is served; a significant 'dog leg' via the access road is required under the current proposals.                                                                                                                                                                                                                            | <p>Please see response to Comment 28.</p> <p>Measures are being explored to provide an active travel connection from the Site towards Bishopstoke Road (and its various bus stops), however this is subject to third party land constraints.</p>               |
| 75                                            | 6. Concerns with both the internal and external links are set out above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | See responses outlined to the above relevant comments.                                                                                                                                                                                                         |
| 76                                            | 7. As above, there is no direct active travel connection between the plots and segregated cycle provision has not been provided internal to the parcels.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>See previous response to Comment 28.</p> <p>See previous responses to comment 16 and 22 regarding provision on secondary masterplan roads and within individual plots.</p>                                                                                  |
| 77                                            | 8. No comments.<br>9. To be agreed during any future Reserved Matters applications                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Noted, no further action required.                                                                                                                                                                                                                             |
| 78                                            | In general, the TA has not considered the suitability of pedestrian and cycle routes beyond the immediate access points to the site, Mitchell Way, Wide Lane bridge and Chickenhall Lane. A wider assessment of the existing infrastructure and potential improvements to encourage the use of sustainable modes and provide access for all links from residential areas and public transport connections to the site should be provided.                                                                                                                                                                                                                                                                            | Please see the Healthy Streets assessment undertaken to further assess the existing situation (study area as per agreed with HCC) and the impact of potential improvements ( <b>Appendix E</b> ).                                                              |
| <b>Trip generation &amp; HGV distribution</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                |
| 79                                            | In terms of trip generation, Class E (g) (ii) R&D and (iii) Industrial Processes generates the highest forecast number of car trips and B8 – Parcel Distribution generates the highest forecast number of HGV trips. These proportions are relatively low in the suggested scenarios above. Assuming any future planning permission limits these two land uses to the percentages given in Scenario 1 above (that is, 15% Class E (g) (ii) R&D and (iii) Industrial Processes and 10% B8 – Parcel Distribution) then Scenario 1 is considered acceptable to assess the development impact on the highway network. Restricting the quantum of floor space on this basis, rather than a percentage, would add clarity. | It is proposed to restrict the quantum of floorspace in line with the TA Core Scenario 1 that was assessed in the Transport Statement. Further details are provided in the MSA Note issued on 22/10/2025 which is included in <b>Appendix X</b> for reference. |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                             |
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| 80  | <i>Should the Applicant not be willing to restrict these land uses to the above, a more robust assessment, with higher proportions of these land uses, is required. The proposal of a 'Trip Budget' for the site is not acceptable, further comments on this below.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | See above comment.                                                                                                                                             |
| 81  | <i>The HA's concern is that in the absence of this reduction the 100% B8 (Warehousing) scenario would generate more HGV trips than is being tested by the Scenario 1 trip generation.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | See comment above                                                                                                                                              |
| 82  | <i>It is also proposed to apply the 50% reduction to the total mezzanine trips at the Reserved Matters stage when full details of the proposed mezzanine floorspace are known for individual units. The Applicant has confirmed that the TRICs sites used do not include any element of mezzanine floor space, and therefore trip generation from mezzanines is not already included in the forecast trip generation. As such, a reduction in trips associated with mezzanine floor area may be considered acceptable, however, the justification provided is anecdotal and regarding the application referenced, while the TA suggests a 50% reduction, the LPA did not specifically accept this, simply stating "The development proposals for Plot 12 would not result in traffic or person trip generation levels above that permitted and assessed as part of the DCO for SLPEMG".</i> | It is not proposed to apply this reduction for the Hybrid application trip generation. Further justification will be provided in Reserved Matters submissions. |
| 83  | <i>If a reduction is agreed at the Reserved Matters stage, it could be that mezzanine flooring is restricted to storage only in any future permission. Furthermore, the LPA should confirm that Mezzanine floor area would be included in the total floor area permitted (and any change in use of mezzanine floorspace would be restricted); that is, any future permission will be restricted by Gross Internal Area, which would include mezzanine floor areas, and not Gross External Area, which would not. Finally, any reduction, if agreed, would only apply to B2 and B8 land uses/ trips.</i>                                                                                                                                                                                                                                                                                     | To be considered further at Reserved Matters stage.                                                                                                            |
| 84  | <i>To retain flexibility of land uses whilst ensuring that the proposed development trips do not exceed those tested in Scenario 1, it is proposed that a 'Trip Budget' is secured in planning. The trip generation associated with each Reserved Matters Application would be calculated (and presumably agreed with the LPA in consultation with the HA). If the cumulative trip generation for any Reserved Matters application exceeded the Trip Budget (although it's not clear if this relates to all vehicles, PCUs or if there would be a separate HGV cap), that parcel would not be allowed to</i>                                                                                                                                                                                                                                                                                | See response to comment 79.                                                                                                                                    |

| Ref                                             | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|-------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                 | <i>be developed as that land use. This approach is not considered acceptable by the HA</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 85                                              | <i>The Applicant suggests a condition where HGVs route to and from the M27 only, to reduce the potential impact of HGVs on local roads. This may be acceptable and to some extent will be self-enforcing given height restrictions and the nature of the surrounding highway network, however further discussion around enforcement including the Local Planning Authority will be required before this approach can be confirmed. The HGV distribution and assignment on the road network Hampshire County Council as HA is responsible for are considered acceptable.</i> | It is proposed for HGVs to route to the M27 and the Applicant is willing to accept a condition on this matter and discuss this further with EBC.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 86                                              | <i>It is noted that delivery and servicing vehicle trips are already incorporated within the vehicular trip rates and that a delivery and servicing strategy will be provided and agreed as part of any future Reserved Matters applications. Similarly, a detailed construction management plan would be a condition of any future permission if granted, to be updated in accordance with any future Reserved Matters Applications.</i>                                                                                                                                   | Noted, no further action required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>Junction model overview &amp; study area</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 87                                              | <p><i>The proposed study area and junctions assessed is not considered acceptable. The traffic distribution includes a forecast 91 trips using Stoneham Lane. As such, this route should be assessed.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/> <i>The flows are within the threshold where we consider junction capacity assessment/ modelling necessary.</i></p>                                                                                                                                                                            | <p>See <b>Appendix Y</b> for a detailed technical response to address these comments. This also includes PIA analysis.</p> <p>The analysis identifies that the additional Navigator Quarter flows will have negligible impact on the Stoneham Lane/ Highwood Avenue Roundabout as by 2036 they will equate to less than 3% of the total flows using the roundabout.</p> <p>The PIA analysis identified two PIAs in the extended study area which resulted in two slight injuries, with these occurring in isolation.<br/> Therefore it is not considered that the Navigator Quarter development traffic flows will have a significant impact on Stoneham Lane or given the existing safety record, result in a significant additional risk of PIAs occurring.</p> |
| 88                                              | <i>It is also noted that Twyford Road Roundabout is not included in the study area. Given the level of forecast traffic this is acceptable, however, in the absence of a northern pedestrian and cycle link (also connecting to bus services), vehicular trips may be higher in this location, necessitating a capacity assessment and potentially mitigation.</i>                                                                                                                                                                                                          | See previous response to comment 1 – consultation is being undertaken with Prysmian and HCC regarding the feasibility of delivering this connection.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

| Ref                       | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                            |
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| <b>TEMPRO Growth</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                               |
| 89                        | <p><i>The HA have not been able to replicate the standard or adjusted factors presented within the TA. The growth factors presented in the TA for 2023-2025 are higher than those extracted by the HA. The factors extracted for 2025-2028 and 2025-2036 are lower than those extracted by the HA. Therefore, this should be revisited by the applicant and clarification provided to the HA on the scenario and version of TEMPRO utilised and how the alternative assumptions have been applied. The HA require the core scenario to be utilised in the assessment. At this stage the growth factors applied in the TA are not agreed.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/>Resolved.</p> | <p>Response provided in Martin Hubbard email to Nick Gammer dated 11/09/2025. Correspondence has been included in <b>Appendix Z</b>. No further action required – HCC and National Highways have confirmed approach is acceptable.</p>                                                                                                                                                                        |
| <b>Junction modelling</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                               |
| 90                        | <p><b>J01 Southampton Road/ Wide Lane/ South Street</b><br/>1. Saturation flow for Arm 2 lane 1 has been directly entered whilst the others have been calculated using the RR67 method. Please could this be explained.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <p>This was based on the original 2023 video survey footage, it was only possible to measure Saturation Flow and DoS from the video footage for this arm. This is detailed in para 4.9 of the Modelling Technical Note included as Appendix Y to the TA.</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p> |
| 91                        | <p>2. How the cycle time has been determined should be confirmed. The cycle times could be increased in forecast scenarios to provide additional capacity.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>The average cycle time during the course of the hour has been calculated by dividing 3600s by the number of cycles.</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p>                                                                                                                                   |
| 92                        | <p>4. Intergreens from D to E are missing (this will not affect the results).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <p>Noted, although as stated this will not impact results.</p>                                                                                                                                                                                                                                                                                                                                                |
| 93                        | <p>5. Bonus green times have been used. It is not clear whether these are to represent Phase E (Stage 2) demand dependency, the pedestrian crossing phase D (Stage 3) or both. Given the very low flow turning right into South</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <p>Bonus greens have been applied to replicate the low call rate of Stage 2 (3x calls in AM, 5x calls in PM) and Stage 3 (1x call in AM, 3x calls in PM)</p>                                                                                                                                                                                                                                                  |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                    | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|     | <i>Street from Southampton Road, it is unlikely that phase E will run, therefore stage 2 could be removed from the stage sequence and any bonus times for this lane also removed. If bonus greens have been used to account for the demand dependency of the pedestrian crossing, then details, surveys and any assumptions that have been made to calculate the times should be provided.</i> | <p>The AM average Greentime per cycle for each stage is: Stage 1 = 64s, Stage 2 = 0s, Stage 3 = 0s and Stage 4 = 6s</p> <p>The AM adjusted* greentime per cycle for each stage is: Stage 1= 41s, Stage 2= 4s, Stage 3 = 6s and Stage 4 = 7s</p> <p>Therefore, the positive bonus green time is applied to lanes within Stage 1 so that on a given cycle in LinSig, these lanes achieve 64 seconds of greentime and a negative bonus green time is applied to the lane within Stage 3 to achieve 6s of greentime on a given cycle.</p> <p>*The adjusted rebalances the signal timings so that all stages can run within the average cycle time</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p> |
| 94  | <i>6. Lane 3/1 has a minus -1 second bonus green; this should be explained.</i>                                                                                                                                                                                                                                                                                                                | See previous response to comment 93.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 95  | <i>7. How the queueing up and down Wide Lane/ Southampton Road affects this junction should be considered; a queue survey or any observations of peak hour traffic conditions at this junction should be provided.</i>                                                                                                                                                                         | <p>Queues for this junction were considered in the paragraph 4.7 and the associated tables in the Technical Note within Appendix Y of the originally submitted Transport Assessment. Video data has been reviewed, which showed no impact and models have been validated against observed queue data.</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p>                                                                                                                                                                                                                                                                                                                                         |
| 96  | <b>J02 Southampton Road/ Parkway Station</b><br><i>1. Phase delays are included in the configuration although they have not been entered in the model (this will not affect the results).</i>                                                                                                                                                                                                  | Noted, although as stated this will not impact results                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 97  | <i>2. The cycle times can be modified to achieve around 1-5% positive PRC to reflect MOVA operation.</i>                                                                                                                                                                                                                                                                                       | <p>The average cycle time during the course of the hour has been calculated by dividing 3600s by the number of cycles.</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 98  | <i>3. Stage 5 and Phase H do not need to be modelled and can be removed.</i>                                                                                                                                                                                                                                                                                                                   | Noted, this will not impact the results.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 99  | <i>4. Details of how the bonus greens have been calculated should be provided.</i>                                                                                                                                                                                                                                                                                                             | Bonus greens have been applied to replicate the call rate of Stage 2 (22x calls in AM, 17x calls in PM), Stage 3 (15x calls in AM, 19x calls in PM) and Stage 4 (19x calls in AM, 16x calls in PM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Ref | HCC Comment                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|     |                                                                                                                                                                                                                                                                                         | <p>For example, the AM average Greentime per cycle for each stage is: Stage 1 = 55s, Stage 2 = 7s, Stage 3 = 3s and Stage 4 = 3s</p> <p>The AM adjusted* greentime per cycle for each stage is: Stage 1= 45s, Stage 2= 5s, Stage 3 = 3s and Stage 4 = 6s</p> <p>Therefore, the positive bonus green time is applied to lanes within Stage 1 so that on a given cycle in LinSig, these lanes achieve 65 seconds of greentime and a negative bonus green time is applied to the lane within Stage 4 to achieve 3s of greentime on a given cycle.</p> <p>*The adjusted rebalances the signal timings so that all stages can run within the average cycle time</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p>                                                                                                                                                                            |
| 100 | 5. Some of the saturation flows have been directly entered, whilst others have been calculated using RR67. Clarification regarding this approach should be provided.                                                                                                                    | <p>As mentioned in the Technical Note in submitted TA (June 2025 - Appendix Y), based on the video footage it was only possible to measure the Saturation Flow and DoS values for the SAP Right and Wide Lane South approach. hence the hybrid approach was used.</p> <p>HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 101 | <b>J03 A335/ Wide Lane Roundabout</b><br>1. The geometry CAD plans do not include any Xref layers so it is not possible to review or comment on the geometric parameters used in the model.                                                                                             | CAD files provided in SharePoint link previously issued to HCC on 11 Sept 2025.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 102 | 2. It is not clear why so many different scenarios have been produced with dummy lanes when the lane simulation facility in J9 or J10 could be used. This method is not taking into account the flaring, assuming that traffic always has access to the lane. This should be corrected. | <p>Junction modelling was undertaken to be aligned with TfL's modelling guidelines, which state:</p> <p>Accounting for unbalanced lane usage (in Junctions) may include:</p> <ul style="list-style-type: none"> <li>• Use of Lane Simulation Mode, to restrict Lane choice to specific traffic movements;</li> <li>• Modification of modelled geometry / flows; or</li> <li>• Use of appropriately calculated intercept / capacity adjustments</li> </ul> <p>In this case, modification of the modelled geometry with addition of dummy lanes was utilised because TRL advise that results in Lane Simulation Mode should not be relied on as being as accurate as the empirically-derived models.</p> <p>This initial response was discussed further at the modelling meeting with HCC ITS Team on 10 October 2025 with HCC requesting that all model runs were updated to reflect the lane simulation facility approach. The modelling assessments for all assessment years with and</p> |

| Ref                            | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | without the development for the Spitfire and Wide Lane roundabouts have been updated to include the lane simulation facility. The findings have been included within the updated Highways Modelling Technical Note in <b>Appendix V</b> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 103                            | <i>3. The Wide Lane S arm approach half width (6m) looks very wide; this should be confirmed.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | This is due to adjacent junction to the east, which means that the approach is two lanes. HCC confirmed this response was acceptable during a modelling meeting with the HCC Intelligent Transport Systems Team on 10 October 2025.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 104 /<br>105 /<br>106 /<br>107 | <p><i>Regarding the mitigation design at this junction (Appendix DD, drawing 24733101- STR-HGN-100-DR-D-00302 Rev P01), the HA has the following comments.</i></p> <p><i>1. On the A335 arms it is proposed to amend the lane entries allowing 2-way movements through the roundabout. There is concern that this would lead to side on collisions due to the limited roundabout footprint and number of movement options being put through the circulatory carriageway and on exit. This is also not allowed under CD116.</i></p> <p><i>2. Further to the above the design is also expecting these side-by-side movements to merge over a short length immediately after exiting. This is particularly problematic on the western arm where you have 2 lanes merging into 1 lane and the segregated lane from the south also merging (3 into 1).</i></p> <p><i>3. The design may create capacity issues and conflict on the exit arms. Proposals raise road safety concerns and there are concerns that the operation may not be as modelled.</i></p> | <p>Following Road Safety Audit comments (see <b>Appendix J</b>) and subsequent discussions with the HCC ITS Team on the 10 October 2025 in relation to the revised roundabout mitigation option (included in the June 2025 TA), it was agreed that Steer would prepare an alternative design for signalisation of the A335/ Wide Lane junction, with the signals linked to the Southampton Airport Parkway (SAP) Station junction signals. This is referred to as A335/ Wide Lane – Signalised Mitigation Option 1.</p> <p>This potential mitigation option was submitted to HCC for comment on 14 November 2025, with comments received on 25 November 2025. These comments were reviewed and a separate mitigation option was produced (A335/ Wide Lane – Signalised Option 2). This includes the following:</p> <ul style="list-style-type: none"> <li>• Signalised stop-lines at all approaches.</li> <li>• Dualling on the northwestern arm between the junction and M27 J5.</li> <li>• Left turn lane on A335 northwestern arm feeding into additional lane on the approach to the Southampton Airport Parkway junction (northeastern arm) (physical separation to stop traffic changing lanes to access SAP).</li> <li>• Additional left turn lane flare on the northeastern arm approach – traffic destined for Wide Lane south.</li> <li>• Two lane exit on the Wide Lane southern arm, with these merging into one lane 75m south of the junction.</li> </ul> <p>The evolution of this option is described further in the Highways Modelling Technical Note in <b>Appendix V</b>.</p> <p>A conceptual layout of this mitigation design is included in <b>Appendix S</b>. The existing junction layout design is also included in <b>Appendix S</b> for context.</p> |

| Ref | HCC Comment | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|     |             | <p>Junction capacity assessments have been undertaken for the signalised junction mitigation and the results of this assessment are included in the updated Highways Modelling Technical Note in <b>Appendix V</b>.</p> <p>It is important to note that existing roundabout junction is operating at theoretical capacity (Ratio of Flow to capacity (RFC) of 1.0) in the 2025 Baseline and exceeds theoretical capacity in the 2028 and 2036 Baselines (without Navigator Quarter development) in its current roundabout configuration. In the 2036 Baseline AM peak the queue on the northwestern arm is c 378m (66 PCU) which extends back almost as far to the M27 J5 central junction circulation lanes (a 380m distance).</p> <p>The addition of Navigator Quarter trips in the 2028 and 2036 Baseline + Proposed Development scenarios (without mitigation) exacerbates this and means queues extend into the M27 J5 central circulation with a queue of 953m (166 PCU). In the 2036 Baseline (without Proposed Development) PM peak scenario, the queue on the Wide Lane NE arm is c 325m (57 PCU) and on the Wide Lane S arm it is 142m (25 PCU). This is exacerbated by the Proposed Development and in the 2036 Baseline + Proposed Development PM peak the queue on the Wide Lane NE arm is 443m (77 PCU) and 809m (141 PCU) on the Wide Lane southern arm which would queue back to the Spitfire Roundabout and beyond.</p> <p>As the junction is already operating above capacity in the 2028 and 2036 Baseline scenarios any additional traffic results in queues rising exponentially as the junction is over theoretical capacity.</p> <p>Although the proposed signalised junction mitigation option (Signalised Mitigation Option 2) is at theoretical capacity in the 2036 Baseline + Proposed Development, it is considered to provide an acceptable mitigation solution for the junction (compared to the existing roundabout layout) for the following reasons:</p> <ul style="list-style-type: none"> <li>Queues on the A335 NW arm in the AM Peak are lower than in the 2036 Baseline without mitigation (287m queue vs 378m queue in the 2036 Baseline without mitigation) and are also lower than in the 2036 Baseline + Development minus mitigation AM peak (953m queue). The 287m queue, therefore, does not extend back to M27 J5 which is a c380m distance from the Wide Lane junction.</li> <li>Queues on Wide Lane NE arm in the AM peak (97m) are slightly higher than 2036 Baseline + Development without mitigation (89m) but are not queuing back to the SAP signals (c. 117m from the junction).</li> </ul> |

| Ref         | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Queues on Wide Lane S arm in the AM peak are 259m, which are longer than the 2036 Baseline + Development without mitigation (82m) but do not extend back to the Spitfire roundabout (a c. 290m distance).</li> <li>The junction in the PM peak is performing better than the existing roundabout would operate in the 2036 Baseline and 2036 Baseline + Development without mitigation scenarios.</li> </ul> <p>The full assessment results are in the updated Modelling Technical Note in <b>Appendix V</b>. The full model files are to be issued separately.</p> |
| 108/<br>109 | <p>• Further points to note include the effectiveness of the segregated lanes and safe operation, these include:</p> <p>1) The Wide Lane to M27 lane merges so soon after this will not really allow a true opportunity to merge and would just push waiting on the exit arm</p> <p>2) Regarding the A335 to Eastleigh movement, the longer merge could create issues for vehicles getting across to access</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | See response to comments 104 / 105 / 106 / 107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 110         | <p>• The following additional information is required to assess the acceptability of the mitigation design:</p> <p>- Vehicle tracking of all movements through the roundabout, including side by side merging, to be provided to the Safety Auditor for review.</p> <p><b>Additional HCC comments received 8 October 2025:</b></p> <p><b>General - Tracking speeds to be confirmed.</b> Tracking shall be undertaken at a minimum of 10mph and/or comply with the requirements of HCC TG2 3.2.10. In this scenario we would expect to see speeds higher than 10mph which are deemed appropriate for the design speed. Regardless of the tracking shown for the Wide Lane roundabout, the previous comments remain with regards to the proposed arrangement and the multiple lane entry directions in accordance with DMRB requirements.</p> <p><b>A335 into Wide Lane (south)</b> - Whilst the tracking for from the A335 into Wide Lane (south) would appear to show 2 vehicles can navigate the roundabout, there are still concerns that the merge length is not sufficient and unlikely to allow vehicles to exit and merge in a safe and efficient</p> | See response to comments 104 / 105 / 106 / 107                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Applicant Response                                                                                                                  |
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|     | <p><i>manner. It is therefore deemed that the proposals do not comply with the requirements of DMRB CD116 3.28.6, and the proposals introduce a road safety and capacity issue on exit.</i></p> <p><b>A335 into Wide Lane (north)</b> - <i>The tracking for from the A335 into Wide Lane (north) would appear to show 2 vehicles can navigate the roundabout reasonably – the point at which the lanes merge has not been shown and therefore cannot be assessed, but should be considered as part of the previous and wider comments</i></p> <p><b>Wide Lane (east) to the A335</b> - <i>Whilst the tracking for from the Wide Lane (east) to the A335 would appear to show 2 vehicles can navigate the roundabout, there are still concerns that the merge length is not sufficient and unlikely to allow vehicles to exit and merge in a safe and efficient manner. In addition, the left segregated lane from is not considered but likely further to compound the merging and capacity issues at this point. It is therefore deemed that the proposals do not comply with the requirements of DMRB CD116 3.28.6 shown below, and the proposals introduce a road safety and capacity issue on exit.</i></p> <p><b>Movements from Wide Lane (south)</b> - <i>The tracking for from Wide Lane (south) would appear to show 2 vehicles can navigate the roundabout reasonably – the point at which the lanes merge has not been shown and therefore not assessed – but should be considered as part of the previous and wider comments</i></p> |                                                                                                                                     |
| 111 | <i>Road Safety Audit 1 and designer's response</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | See response to comments 104 / 105 / 106 / 107                                                                                      |
| 112 | <i>Even if the above are considered acceptable, an in-principle Departure from Standards will need to be agreed with the HA at this planning stage to ensure the works proposed are deliverable.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                     |
| 113 | <p><b>J04 Wide Lane/ George Curl Way/ Mitchell Way 'Spitfire' Roundabout 1.</b> <i>The geometry CAD plans do not include any Xref layers so it is not possible to review or comment on the geometric parameters used in the model.</i></p> <p><b>Additional HCC comments received 8 October 2025:</b><br/><i>Suggest meeting with ITS to resolve.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | CAD files provided in Sharepoint link previously circulated on 11 September 2025. However, please note the response to comment 114. |

| Ref | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| 114 | <p>2. The mitigation involves adding a left turn only and ahead marking into the Wide Lane Northern arm. The base scenario modelling assumes a total capacity for the lane plus a flare and the demand is applied to the total capacity (effectively assuming traffic will use both lanes evenly). The mitigation limits which traffic can use either lane and unless the flows are exactly 50/50 one of the lanes will exceed 50% of the total demand flow. With no other geometric changes, it does not follow that Arcady would produce a more favourable result as demonstrated. Regardless of whether practically the mitigation provides an improvement on site the methodology used in the modelling is flawed. The more favourable result demonstrated in the Arcady mitigation scenario is likely to be due to the use of a dummy arm. The entry width has been halved but the mitigation model assumes two separate approach lanes each with its own effective flare length. This does not reflect the mitigation layout and results in an overestimation of capacity on this arm. Instead, the lane simulation function in Arcady Junctions9 (or preferably Junctions10) should be used, which would forecast a reasonable result.</p> | <p>Junction modelling for the Spitfire Roundabout was initially undertaken to be aligned with TfL's modelling guidelines, which state:</p> <p>Accounting for unbalanced lane usage (in Junctions) may include:</p> <ul style="list-style-type: none"> <li>• Use of Lane Simulation Mode, to restrict Lane choice to specific traffic movements;</li> <li>• Modification of modelled geometry / flows; or</li> <li>• Use of appropriately calculated intercept / capacity adjustments</li> </ul> <p>In this case, modification of the modelled geometry with addition of dummy lanes was utilised because TRL advise that results in Lane Simulation Mode should not be relied on as being as accurate as the empirically-derived models.</p> <p>This initial response was discussed further at the modelling meeting with HCC ITS Team on 10 October 2025 with HCC requesting that all model runs for the Spitfire Roundabout were updated to reflect the lane simulation facility approach. The modelling assessments for all assessment years with and without the development for the Spitfire and Wide Lane roundabouts have now been updated to reflect the lane simulation facility approach. The findings have been included within the updated Highways Modelling Technical Note in <b>Appendix V</b>.</p> <p>The updated model runs including the lane simulation facility approach identify that the current Spitfire roundabout layout will be operating above theoretical capacity (RFC &gt;1.0) on the northern Wide Lane arm in the 2036 Future Baseline without the Navigator Quarter Development.</p> <p>The addition of Navigator Quarter development trips (2036 Baseline + Proposed Development) exacerbates this if there is no mitigation at the junction:</p> <ul style="list-style-type: none"> <li>• Increases the RFC to 1.22 (further over theoretical capacity) on the northern arm with a queue of 90 PCU (517m) during the AM peak which would queue back across the Wide Lane junction to the north.</li> <li>• Increases the RFC to 1.43 on the western arm (Wide Lane west – towards Southampton) in the AM peak with a queue of 213 PCU.</li> </ul> <p>It should be noted that queues rise exponentially when a junction exceeds theoretical capacity, so they would not be to the extent of the above, but the junction would be over theoretical capacity.</p> |

| Ref | HCC Comment | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|     |             | <p>The following two mitigation designs have been considered for the roundabout with and without a signalised pedestrian/ cycle crossing on the Wide Lane northern arm:</p> <ul style="list-style-type: none"> <li>• <b>Mitigation Option 2a in Highways Modelling Technical Note (see Appendix V)</b> - Extending the flare on the Wide Lane north arm from 12m to 18 metres (22m in JUNCTIONS measurement terms) (to increase capacity) without a signalised crossing on the northern Wide Lane arm. This involves reprofiling the existing pedestrian/ cycle crossing refuge island.</li> <li>• <b>Mitigation Option 2b in Highways Modelling Technical Note (see Appendix V)</b>- Extending the flare on the Wide Lane north arm to 18 metres (21m in JUNCTIONS measurement terms) with a signalised toucan crossing included on the northern arm.</li> </ul> <p><b>Appendix S</b> includes drawings for both of these mitigation options, with an existing layout drawing included for context.</p> <p>Modelling has been undertaken for these mitigation options with the results presented in the updated Highways Modelling Technical Note in <b>Appendix V</b>.</p> <p><b>Mitigation Option 2a</b> which extends the flare on the northern arm but retains the existing unsignalised pedestrian/ cycle crossing on a reprofiled island and includes better lane delineation on the western arm enhances the operation of the junction as follows:</p> <ul style="list-style-type: none"> <li>• Northern arm RFC reduces to 0.98, below theoretical capacity in the 2036 Baseline + Proposed Development PM peak with a queue of 20.8 PCU (119m). This queues back to the current bend on Wide Lane bridge so will not extend back to the Wide Lane junction.</li> <li>• Western arm RFC still operates over theoretical capacity in 2036 Baseline + Proposed Development AM peak (1.12 RFC) but the queue is c 51m (294m). This would not queue back to the Mount Park junction (480m).</li> </ul> <p>The <b>Mitigation Option 2b</b> scenario which extends the flare on the northern arm and includes a new signalised crossing on the northern Wide Lane arm increases the length of queue on the western arm during the 2036 Baseline + Proposed Development AM peak to 62 PCU (356m) but also results in a very large queue on the northern arm (106 PCU – 607m) back from the signalised crossing stop line. This would extend into and beyond the Wide Lane junction.</p> <p>The full assessment results are in the updated Highways Modelling Technical Note in <b>Appendix V</b>, with the output files in the Appendices.</p> |

| Ref                | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                         | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                    |                                                                                                                                                                                                                                                                                                                                                                                                                                     | The full model files will be issued separately.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Travel Plan</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 115                | <p>Some key omissions are listed below:</p> <ul style="list-style-type: none"> <li>• There is no provision for subsidised or free Beryl Bike access to introduce/ encourage usage, despite the fact that two Beryl Bike stands are proposed for the site.</li> </ul>                                                                                                                                                                | The Applicant is prepared to fund the installation of two Beryl Bike bays/ or micromobility bays and the associated membership package. The previous quotations provided by Beryl were £20,200 excl VAT for construction of two bays each with 8 bikes and a £30,000 upfront payment for the membership package cost.                                                                                                                                                                                                                                                                                                     |
| 116                | <ul style="list-style-type: none"> <li>• ‘Restraint based car parking’ is briefly mentioned; while any staff parking strategy will be forthcoming at the reserved matters stage should the development progress, the Framework Travel Plan should include any proposed parking restrictions for staff.</li> </ul>                                                                                                                   | This will be agreed at Reserved Matters Application stage.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 117                | <ul style="list-style-type: none"> <li>• It is proposed that employee information is disseminated via a noticeboard. This would be more effective in an employee pack, made available to all new employees at the point of hire. This pack should include a bespoke map showing cycling and walking links from the site, bus stops and the time it takes to walk to them, etc, not just HCC/ EBC maps of the wider area.</li> </ul> | Applicant confirms acceptance of this.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 118                | All measures need to be accurately costed for the full duration of the travel plan, including the travel plan coordinator post and presented in the Framework Travel Plan. These costings will form the value of the travel plan cash deposit, to be secured via S106 Agreement, and should be included as a column at the end of the action plan in Table 9.1.                                                                     | These measures are included in the updated Travel Plan included in <b>Appendix AA</b> .                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 119                | The applicant should review the measures list, add in further measures that are relevant and achievable and cost these accordingly. An updated Travel Plan should be submitted for review.                                                                                                                                                                                                                                          | See previous response to comment 118.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 120                | The proposed monitor and manage agreement with the Councils to ensure that a ‘sustainable transport interventions fund’ is used to address the impacts of the proposal, requires further discussion. As set out above, the mitigation at Wide Lane Bridge and the northern link should be delivered directly by the applicant. However, this approach may be acceptable for other mitigation measures.                              | <p>The proposed development is making a considerable contribution towards improving conditions for pedestrians and cyclists, including facilitating the Wide Lane bridge improvements which addresses historic issues associated with the bridge.</p> <p>The Applicant will be providing a contribution towards Sustainable transport improvements/ scheme mitigation, which seeks to address and facilitate north / south movements.</p> <p>Should the northern active travel connection scheme not be deliverable, then the sustainable transport contribution could be used to deliver wider improvements, such as</p> |

| Ref               | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                                                                                                                     |
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|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                             | those identified. However, EBC, HCC and the Applicant will need to agree on reasonable/ balanced contributions and which schemes are prioritised within the Applicant's contribution ceiling and ensure that any contributions are consistent with National Policy.                                                                                                    |
| <b>Mitigation</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                        |
| 121               | <p><i>The TA summarised the mitigation package. This is copied below in italics, with HA comments below.</i></p> <ul style="list-style-type: none"> <li>• <i>Provision of a new active travel footway/cycleway to the western side of Mitchell Way between the masterplan and the Airport Parkway Station.</i></li> </ul>                                                                                                                                   | This is still proposed.                                                                                                                                                                                                                                                                                                                                                |
| 122               | <ul style="list-style-type: none"> <li>• <i>Full provision of a new primary spine road to serve the proposed development with a segregated cycle/pedestrian route running alongside it. This has the potential to form part of the future CLLR if it were to subsequently come forward.</i></li> </ul> <p><b>HCC Comment:</b> Noted, however for the purposes of the application this represents a private development access road, and not mitigation.</p> | This is still proposed.                                                                                                                                                                                                                                                                                                                                                |
| 123               | <ul style="list-style-type: none"> <li>• <i>Provision of a shared use footway/ cycleway link from the North Plot to underneath the railway line to the north, that could ultimately connect with a potential future active travel route to the north.</i></li> </ul> <p><b>HCC Comment:</b> The onward active travel link to Bishopstoke Road needs to be designed and secured as set out above.</p>                                                        | See previous responses to comment 1.                                                                                                                                                                                                                                                                                                                                   |
| 124               | <ul style="list-style-type: none"> <li>• <i>An obligation/ S106 requirement for Unit/ Plot specific Travel Plans to be produced prior to occupation of any Units, with associated monitoring undertaken for a 5-year period post occupation of each Unit/ Plot.</i></li> </ul> <p><b>HCC Comment:</b> Travel Plan comments above need to be addressed.</p>                                                                                                  | This is agreed by the Applicant. The updated Travel Plan is included in <b>Appendix AA</b> .                                                                                                                                                                                                                                                                           |
| 125               | <ul style="list-style-type: none"> <li>• <i>A financial contribution for the provision of two Beryl Bike bays within the masterplan and associated membership.</i></li> </ul> <p><b>HCC Comment:</b> Comments above need to be addressed. Wider implementation of micromobility should be considered.</p>                                                                                                                                                   | See previous response to comment 115.                                                                                                                                                                                                                                                                                                                                  |
| 126               | <ul style="list-style-type: none"> <li>• <i>Full payment for the identified off-site improvement to the Spitfire Roundabout.</i></li> </ul> <p><b>HCC Comment:</b> Mitigation, once agreed, should be delivered by the Applicant via S278 Agreement.</p>                                                                                                                                                                                                    | <p>As this junction will be operating over theoretical capacity in the 2036 Baseline without Proposed Development, it is considered that a contribution could be made towards the improvement from the overarching scheme Sustainable Transport Fund.</p> <p>In this context it is not considered reasonable that the Applicant should fund the whole improvement.</p> |

| Ref                   | HCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                        | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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| 127                   | <p>• <i>Appropriate financial contribution to a Sustainable Transport Fund towards improvements for the Wide Lane Roundabout. This could potentially be a monitor and manage solution.</i></p> <p><b>HCC Comment:</b> <i>Mitigation, once agreed, should be delivered by the Applicant via S278 Agreement. Given the forecast impact, a monitor and manage approach to the direct delivery requirements is not acceptable.</i></p> | <p>As this junction is forecast to be operating at theoretical capacity in the 2025 Baseline and over theoretical capacity in both the 2028 and 2036 Baseline without Proposed Development, it is considered that a contribution could be made towards the improvement from the overarching scheme Sustainable Transport Fund.</p> <p>In this context it is not considered reasonable that the Applicant should fund the whole improvement.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 128                   | <p>• <i>Provision of an appropriate financial contribution towards the Wide Lane Bridge active travel bridge (to support design fees and/or capital costs for its provision)</i></p> <p><b>HCC Comment:</b> <i>Mitigation, once agreed, should be delivered by the Applicant via S278 Agreement</i></p>                                                                                                                            | <p>The Applicant is prepared to fund and deliver the bridge improvements, which would comprise a new active travel bridge for pedestrians and cyclists alongside the existing bridge. This would then allow the existing carriageway over the bridge to be widened to facilitate two-way HGV movements and improve traffic flow.</p> <p>It is proposed that the improvements to Wide Lane Bridge are in place and available for use be following the completion of Phase 1 of the proposed development, which will allow unfettered occupation of up to 20,000 sq m of development before completion of these works. Later development phases could only then be occupied following completion of these improvement works. Given the significant costs and risk that the Applicant will be taking on to deliver this new infrastructure that will benefit the wider area as well as the proposed development, agreement in principle on this is critical to the viability of the development.</p> <p>The above commitment is also predicated on the basis that the funds already secured towards works to Wide Lane Bridge from other S106 agreements can also be drawn down by the Applicant to deliver these improvements. We understand that this is in the region of £420,000 but would welcome confirmation on the exact figure and the mechanism to use these available funds.</p> |
| 129                   | <p><i>This HA response notes the requirement for additional consideration and assessment of a number of areas, which may lead to further mitigation requirements not listed above.</i></p>                                                                                                                                                                                                                                         | <p>Noted – see previous responses to those specific comments within this Technical Note.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Recommendation</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 130                   | <p><i>There are a number of areas where further information is required as set out in this response before the Highway Authority can provide a recommendation. Until the additional information is provided the Highway Authority will not be in a position to agree the transport impacts of the development proposals and suitable mitigation.</i></p>                                                                           | <p>Noted – see previous responses to those specific comments (where additional information is required) within this Technical Note.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |

Table 4: Response to EBC comments

| Ref | EBC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| 1   | <p><i>The application for the airport runway extension was F/19/86707. Drawing SOU-STL-04-XX-DR-A-ZZZZ-90001 rev P05 “Site Plan – Proposed Car Park Expansion Layout” shows the realignment of Mitchell Way that would be required to accommodate the Mitchell Way car park expansion.</i></p> <p><i>Please could you provide a plan demonstrating that the proposed access road as it heads into the Navigator Quarter site at the end of the runway, could still be provided if Mitchell Way was realigned and the new car park provided as approved.</i></p> | <p>The proposed improvement works along Mitchell Way to provide a segregated pedestrian/ cycle route to the western side of Mitchell Way are not consistent with the consented eastern Mitchell Way Airport car park expansion. Discussions are currently ongoing between the Applicant and EBC on this matter, and a Technical Note prepared by MSA is found at <b>Appendix BB</b>.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 2   | <p><i>Would it be possible to re-open the previous historic connection underneath the railway line between Mitchell Way and Wide Lane half way along Mitchell Way, to allow this to be used as an active travel route.</i></p>                                                                                                                                                                                                                                                                                                                                  | <p>There did used to be an underpass under the railway for farm access prior to the airport. Around 10 years ago The Airport were approached by Network Rail as the underpass was becoming unstable and a financial agreement was reached for them to buy the access rights allowing Network Rail to fill the underpass in and make it safe. There is no remaining access in that location now apart from a cable duct for the airport main power supply from Eastleigh. The adjacent area on the western side of the railway line is also used by Network Rail for their operational requirements.</p> <p>The Applicant has since received confirmation from Network Rail’s Asset Protection and Optimisation team (ASPRO) team on 19 November 2025 which is contained at <b>Appendix CC</b>. This states that it is not recommended to open up these active travel connections.</p> |

Table 5: Response to SCC comments

| Ref. | SCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| 1    | <i>Southampton City Council raise no objection, in principle, to the above planning application subject to a condition relating the scope of the Class E uses and further engagement relating to transport and the management of future employment opportunities.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Noted – clarification responses regarding these points are outlined in the below responses.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 2    | <i>The development takes a 'Vision based approach' in line with the new NPPF but this still appears a standard assessment with little done on non-vehicular trip assessment.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | A forecast of the multi-modal trips was presented in Table 7.21 of the Transport Assessment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 3    | <i>On Figure 3.5 the walking isochrones indicate the area within 10-minute walking distance of the site incorporates adjacent parts of Eastleigh such as Campbell Road, but there is not a direct route across the railway lines (either South West Main Line or the loop for the Eastleigh works that connects to Campbell Road). This appears to indicate that the site is sustainable but the actual walking route to these points is longer (2-3 miles) via Southampton Airport Parkway station footbridges, and an accessible route for wheeling is significantly longer via Wide Lane. This is likely to mean that non-car based trips to local services will not be as attractive. We recommend that this and the cycling catchment map are done on actual networks rather than straight line/as crow flies.</i> | <p>Figure 3-5 and 3-6 in the TA had assumed that following:</p> <ul style="list-style-type: none"> <li>• Campbell Road connection via rail line was 'open'. We accept that this does not actually allow access however, and have removed this in the updated catchment map (<b>Appendix D</b>).</li> <li>• Site northern active travel route via the Network Rail bridge underpass was 'open', and would provide access to those northern catchments. We accept that this does not actually allow access in the existing situation however, as it is restricted to farmer and Network Rail maintenance access only (not public access). We have removed this as a connection in the updated catchment map (<b>Appendix D</b>).</li> </ul> <p>As part of the updated catchment map, it is also confirmed that the following assumptions were applied:</p> <ul style="list-style-type: none"> <li>• There is currently no connection between the Site and the Itchen Way Navigator.</li> <li>• The updated catchment map therefore shows a more realistic representation of accessible areas in the existing situation, which is namely limited to areas along Mitchell Way, George Curl Way, A335 and Wide Lane (towards Swaythling).</li> </ul> |
| 4    | <i>Due to the difference in trip rates between the use classes under the proposal, a couple of scenarios have been provided with suggested split in land uses. We note that the applicant wishes for a more 'flexible' application but in terms of trip generation and assessment a land use needs to be applied and assessed with the potential for the highest level of vehicle trips. This is consistent with HCC's approach for ensuring the assessment is robust.</i>                                                                                                                                                                                                                                                                                                                                              | See Comment 79 in Table 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 5    | <i>It is noted that the highest trip generators (Business Park and Parcel Distribution) have a low percentage share of total floorspace/land use in all scenarios. As such, it is not considered to be a robust assessment and as described by the TA as 'worst-case'. It is noted TRICS land use 'Business</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | See Comment 79 in Table 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

| Ref. | SCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | <i>Park' is used to represent the planning Use Classes E (g)(ii) and (iii). Looking at some of the TRICS surveyed sites, arguably the sites are broadly representative of the development whereby these survey sites contain a complex of large units similar in design and scale of the proposal. As such, a more robust assessment could consider a much higher percentage or even full 100% split for Business Class use.</i> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 6    | <i>Looking at the trip distribution figures, it is not clear what the level is for Wide Lane South of the M27 (leading to Mansbridge Road roundabout). There were count data done for this and a junction assessment at (Junction 5) Wide Lane/Mount Park but it is not clear if the Wide lane/Mansbridge Roundabout has been assessed.</i>                                                                                      | <p>Due to the close proximity of Wide Lane / Mansbridge Roundabout to Stoneham Way / Wide Lane / Wessex Lane, it has been assessed in LinSig as part of a multi-junction network (J07 in the submitted TA).</p> <p>The full LinSig model output files have been submitted alongside this response on 23 October 2025. The output results are contained in Highways Modelling Technical Note in <b>Appendix V</b>.</p> <p>The westbound traffic queuing on the western arm of the Mansbridge Road roundabout (heading towards to the Wessex Lane junction), already exceeds the length of the link in the 2025 base models. This validates well with the observed queue data (2025 Observed: 13.5 PCU in AM peak, 13.6 in PM peak; 2025 Modelled: 13.6 PCU in AM peak, 13.9 PCU in PM peak).</p> <p>In reality, this interferes with the performance of the Mansbridge Road roundabout but this is not reflected in the junction model nor the observed queue data at the stop lines of Mansbridge Road roundabout. The 2036 + Proposed Development scenario only increases this level of queuing by 5 PCUs westbound on the westbound arm of the Mansbridge Road roundabout. Verses the 2025 Baseline. Therefore the Proposed Development will not have a significant impact on the Mansbridge Road roundabout relative to the 2025 Baseline or 2028 and 2036 Future Baselines.</p> |
| 7    | <i>The queuing data for Junction 7 (Stoneham Way/Wide Lane /Wessex Lane and Wide Lane/Mansbridge Road) indicates that the additional queues would significantly impact on the Mansbridge Roundabout. Further clarification on this is needed.</i>                                                                                                                                                                                | See previous response to comment 6.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 8    | <i>The 2028 future year assessment carried out for Wide lane/Mountpark junction appears to show that the development would result in the junction breaching capacity. This is not explained in the write up but does mention that in the 2036 future year assessment, the baseline assessment already breaches capacity and therefore no mitigation is needed. Without further</i>                                               | The 2028 + Proposed PM shows the Wide Lane northern arm just exceeding theoretical capacity (90% DoS – 16.6 PCU mean max queue). The 2036 Baseline PM has DoS of 92% and mean max queue of 17.7 PCU and the 2036 + Proposed Development PM has a 99% DoS and a mean max queue of 28.5 PCU. The latter equates to a queue length of c 164m, with the                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

| Ref. | SCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
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|      | <i>explanation, mitigation is considered to be needed as the 2028 baseline is operating within capacity whilst with development results in breaching capacity. Furthermore, if a junction breaches capacity based on general network growth, it doesn't mean adding to it is acceptable without mitigation. Mitigation is considered to be important especially if the junction is already at or over capacity as any increase in traffic flows would exacerbate the harmful impact.</i>                                                                                                                                                                         | <p>distance from the Mount Park northern arm stop line and the Spitfire Roundabout being c 455m, so it would not queue back sufficiently to encroach on the Spitfire Roundabout</p> <p>As well as this, the future modelling used the same cycle time as the base models to maintain consistency. However, additional cycle time would improve the junction's capacity and would not require further mitigation.</p> <p>The future year scenarios have been re-run with revised cycle times of 58 seconds to 82 seconds, which reduces queuing on the northern arm by the following under the various scenarios:</p> <ul style="list-style-type: none"> <li>• Baseline 2028 PM – reduces queue length by 0 PCUs. 12.8 PCU down to 12.8 PCU</li> <li>• Proposed 2028 PM – reduces queue length by 2 PCUs 16.6 PCU down to 14.3 PCU</li> <li>• Baseline 2036 PM– reduces queue length by 3 PCUs. 17.7 PCU down to 14.9 PCU</li> <li>• Proposed 2036 PM – reduces queue length by 11 PCUs. 28.5 PCU down to 17.5 PCU</li> </ul> <p>The full LinSig model output files have been submitted alongside this response on 23 October 2025 and the output results are contained in the Highway Modelling Technical Note in <b>Appendix V</b>.</p> |
| 9    | <i>It is not clear how the wording for the trip budget would work to allow flexibility for the end user. It first talks about a daily cap of 7,984 trips. Then it shows a table which represents daily trips permitted per use class. For example, for Class E (g)(ii)(iii), the figure is 1,004 trips per 100sq/m2. It would seem that the 1,004 figure is based on the daily trips generated by the Class E(g)(ii)&amp;(iii) land use at 15% of overall floorspace (as sown in table 7.10 in the TA). Is this an error whereby the this section of the condition should be the raw trip rate ('7.272' as per table 7.6)? Clarification is needed for this.</i> | See Comment 79 in Table 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10   | <i>It is suggested that pre-occupation of each unit and subsequent occupations, a reserved matters application (RMA) will be submitted whereby trip data will be provided and then be assessed against the overall development in order to keep to the agreed cap on daily trips. In which case, would the RMA simply be refused or mitigation measures be provided? If the latter, we have concerns with the practicality if, for example, the development is small and only breaches the capacity by a small amount and the mitigation measure needed is unviable for the particular development parcel. An option would be that remedial works</i>            | See Comment 79 in Table 3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Ref. | SCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                     |
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|      | <i>should at least be identified and agreed at this stage should the daily cap be breached and some form of bond/surety is secured. However, the question is how the level of contribution will be agreed mainly due to the risk if the breach doesn't occur until further in the future, the contribution originally sought may not be able to fund the agreed works.</i>                                                                                                                                                                  |                                                                                                                                                                                                                                                                        |
| 11   | <i>Ideally, a worst-case scenario (as mentioned above) should be provided at this stage whereby any mitigation measures can be agreed and designed to be effective and also cost reflective of current of the current market.</i>                                                                                                                                                                                                                                                                                                           | See Comment 79 in Table 3.                                                                                                                                                                                                                                             |
| 12   | <i>The TA has assessed the pedestrian and cycle network around the site but has not looked at the Southampton network to the south of the Mitchell Way/Wide Lane (Spitfire Roundabout) which will be vital connection to those coming from Southampton to the site. We request that assessment is done on the route along Wide Lane to, and including, the Wide Lane/Mansbridge Road roundabout which forms part of SCN7 (Southampton Cycle Network) as the main cycle route to Southampton. This is similar to the highway assessment.</i> | A Healthy Streets assessment has been included at <b>Appendix E</b> , which covers this section of Wide Lane towards Swaythling.                                                                                                                                       |
| 13   | <i>On the Spitfire Roundabout, there are existing crossing points for people walking &amp; cycling but they are uncontrolled and represent a key point on the cycle network (SCN7) between Southampton and Eastleigh. The increase in trips, both vehicular and cycle, mean that safer crossing points with better visibility/control should be provided as part of a mitigation package linked to the delivery of the Wide Lane Bridge as requested by HCC.</i>                                                                            | See Comment 35 in Table 3 above.                                                                                                                                                                                                                                       |
| 14   | <i>SCC would support a Healthy Streets Assessment of the access routes and onwards connections to Southampton.</i>                                                                                                                                                                                                                                                                                                                                                                                                                          | The scope of the HS assessment has been agreed with HCC, which includes the section of Wide Lane towards Swaythling (Southampton). This can be seen in <b>Appendix E</b> . The completed assessment is also included at <b>Appendix E</b> .                            |
| 15   | <i>The TA references the existing Beryl bike operation in Eastleigh, but it is recommended that the current Solent micromobility operator Voi is also included, subject to HCC approval, to extend to the site to provide Southampton residents with an option of travelling there.</i>                                                                                                                                                                                                                                                     | See comment 36 in Table 3 above.                                                                                                                                                                                                                                       |
| 16   | <i>Southampton Airport is served by the high-frequency U1 service (from City Centre via University) which terminates at the stop by Southampton Airport Parkway station. This is over 1 mile from the development site and likely to be unattractive as people would have a more than 20 minute walk to the site. The U1 has long hours of operation (0500-0100) but given the distance</i>                                                                                                                                                 | The Applicant has liaised with the local bus operator Go-Ahead, who has identified that the likely success of integrating a bus service into the site is dependent on the mix of land uses which come forward, and thus the number of employees who would be employed. |

| Ref. | SCC Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|      | <i>between the site and bus stop it unlikely to an attractive option for those living in Southampton travelling to the site. There is mention of expanding bus services or the existing shuttle service, a new service similar to new Bluestar 61 to Nursling Industrial Estate that provides a connection to Southampton would benefit residents in Southampton, and/or extensions to some of the U1 services would be a way to improve sustainable travel as a genuine option for Southampton residents and reduce vehicular traffic associated with the development. The extension of the shuttle service would not be considered acceptable as this would introduce an exchange penalty (i.e. changing from one bus to another) which would be unattractive and not a high-quality public transport link.</i> | <p>To ensure safeguarding for bus services, the masterplan layout makes an allowance for bus services to loop through the site. Adequate space will also be provided to assist the delivery of a bus stop within the site.</p> <p>Given the fluid nature of bus services and the requirement to provide the greatest possible flexibility to strengthen existing services, or potentially introduce new services, it is proposed for the Sustainable Transport Fund (to be secured by S106 agreement) to contribute towards the provision of bus access in future if viable and deemed necessary, as part of a Bus Level of Service agreement.</p> |
| 17   | <i>Funding for improved bus services should be secured through the S106 Agreement</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | See previous response to comment 16.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

Table 6: Response to National Highways comments

| Ref.                | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Introduction</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                   | <p>Related to para 1.1 of the submitted Transport Assessment (June 2025):</p> <p><i>SIAL's role as Applicant suggests that the proposed development could very likely have an airport-related element which the site is ideally located to fulfil. However, that won't necessarily reduce the potential traffic impact on the broader highway network if, say, the site accommodates air-related parcel/goods movements. With the exception of air-to-air transfer, parcels/goods travelling through the airport will still use the highway network to travel to and from the airport.</i></p>              | <p>The exact nature of the units proposed will be confirmed at Reserved Matters stage. However, it is important to note that the trip generation assessments undertaken in the Transport Assessment made no allowance for any potential trip generation reduction associated with any air-to-air transfer activities. Any potential reduction applied to trip generation associated with this activity will be discussed at Reserved Matters stage.</p>  |
| 2                   | <p>Related to para 1.15 of the submitted Transport Assessment (June 2025):</p> <p><i>This does not appear to require the proposed development to assess a traffic impact scenario assuming a new Chickenhall Lane Link Road. It only requires that '[the] design and layout of new development ... not preclude ... the provision of a new Chickenhall Lane Link Road' and 'the development proposals ... make a contribution towards the full link road proportionate to the traffic impact' and that '[p]arts of [the Link Road] ... be constructed as part of the new Site access arrangements'.</i></p> | <p>Noted</p>                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                   | <p>Related to para 1.15 of the submitted Transport Assessment (June 2025):</p> <p><i>How much can the proposed Chickenhall Lane Link Road (CLLR) be expected to affect the trip generation of the proposed development and potential flows on the SRN?</i></p> <p><i>Would it possibly (i) heighten the accessibility of the site thereby maximising possible traffic generation possibilities and (ii) increase the possibility of development traffic routing to and from the north via M3 J12 and to and from the west via M3 J13?</i></p>                                                               | <p>All Transport Assessment scoping discussions for the planning application have reflected the Proposed Development being delivered in future highway assessment scenarios without the CLLR being implemented, as a vehicle access route. That methodology has been agreed with EBC and HCC and the Transport Assessment has therefore been undertaken on the basis that the CLLR is not in place at the point the development becomes operational.</p> |

| Ref.                                                         | NH Comment                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |  |
|--------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Existing Site, Accessibility and Transport Conditions</b> |                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |  |
| 4                                                            | <i>See 3 above for routing possibilities if the proposed CLLR was to be delivered</i>                                                                      | See response to comment 3                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |  |
| 5                                                            | <i>Pedestrian and cycle access isn't simply limited by the site being on undeveloped land; railway lines arguably present the biggest challenges.</i>      | This is recognised.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |  |
| 6                                                            | <i>Is the Itchen Way Navigation Heritage Trail a plausible walk and cycle option - at least at the moment?<br/>See paragraphs 5.35 and 5.36 in the TA.</i> | <p>There is no formal connection currently between the site and the Itchen Way Navigation Heritage Trail.</p> <p>The TA recognises the limitations with this route during poorer weather conditions/ hours of darkness, and that is it more suitable for leisure users. It is intended that alternative active travel routes will be used in the first instance, given their higher suitability.</p> <p>It is not possible to provide a connection to the Itchen Way directly from the Site. Please refer to the Technical Note prepared by MSA at <b>Appendix R</b> which sets out the constraining ecological factors, in addition to security, useability, safety, archaeology as well as landscape and visual impacts reasons.</p>                                                                                                                                                                                                                                                       |  |
| 7                                                            | <i>Is the 'Less than 10 minutes' isochrone to the west and northwest of the site realistic given the severance associated with the rail lines?</i>         | <p>Figure 3-5 and 3-6 in the TA had assumed that following:</p> <ul style="list-style-type: none"> <li>Campbell Road connection via rail line was 'open'. We accept that this does not actually allow access however, and have removed this in the updated catchment map (<b>Appendix D</b>).</li> <li>Site northern active travel route via the Network Rail bridge underpass was 'open', and would provide access to those northern catchments. We accept that this does not actually allow formal access in the existing situation however, as it is restricted to farmer and Network Rail maintenance access only (not public access). We have removed this as a connection in the updated catchment map (<b>Appendix D</b>).</li> </ul> <p>As part of the updated catchment map, it is also confirmed that the following assumption were applied:</p> <ul style="list-style-type: none"> <li>There is currently no connection between the Site and the Itchen Way Navigator.</li> </ul> |  |

| Ref.                   | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                            |  |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The updated catchment map therefore shows a more realistic representation of accessible areas in the existing situation, which is namely limited to areas along Mitchell Way, George Curl Way, A335 and Wide Lane (towards Swaythling).       |  |
| 9 / 10                 | <p><i>Related to para 3.80 -3.81 of the submitted Transport Assessment (June 2025):</i></p> <p><i>Irrespective of whether the 2021 Census data was used or not, the specific location of the site cannot be expected to have a similar walk or cycle share as the more densely developed parts of Eastleigh which would dominate the 2021 data.</i></p> <p><i>Mode split assumptions appear irrelevant to the assessment of vehicular impacts given the way vehicular trip generation has been estimated (using TRICS vehicular rates rather than person rates broken down across the different modes).</i></p> | The forecast vehicular trip generation for the proposed development (used to assess the impacts on M27 J5) was based on vehicle trip rates from the selected TRICS sites. Census mode shares were not used to forecast vehicle trips.         |  |
| 11                     | <p><i>Related to para 3.93 of the submitted Transport Assessment (June 2025):</i></p> <p><i>This section ought to be updated/corrected to include the counts undertaken at M27 J5 in 2025 (c.f. paragraph 8.74 and paragraph 3.6 of the 'Highways Modelling Technical Note' in Appendix Y).</i></p>                                                                                                                                                                                                                                                                                                             | A summary of the updated traffic counts is provided in the Highways Modelling Technical Note located in <b>Appendix V</b> of this response.                                                                                                   |  |
| 12                     | <p><i>Related to para 5.3 of the submitted Transport Assessment (June 2025):</i></p> <p><i>Surely the Wide Lane Bridge is to the southwest of the site.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                 | This was a typo in the original Transport Assessment.                                                                                                                                                                                         |  |
| 13                     | <p><i>Related to para 6.9 of the submitted Transport Assessment (June 2025):</i></p> <p><i>When were baseline mode shares agreed with National Highways?</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                | Please note the response to Comment 10 above.                                                                                                                                                                                                 |  |
| <b>Trip Generation</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                               |  |
| 14                     | <p><i>Related to Table 7.4 of the submitted Transport Assessment (June 2025):</i></p> <p><i>The upper end of the 'Class B2 General Industrial (TRICS - Industrial Unit)' and 'Class B8 Storage and Distribution (TRICS Parcel Distribution Centres)' appear low - 9,216sqm and 6,016sqm respectively.</i></p> <p><i>Note: Table 7.5 suggests that the latter is incorrect: Site SO-02-G-01 Horton Road, Slough, Colnbrook' is 15,583sqm.</i></p>                                                                                                                                                                | It is confirmed that TRICS site SO-02-G-01 Horton Road, Slough, Colnbrook does have a 15,583sqm, however this site was discounted as the survey was undertaken during COVID-19 and not considered an accurate reflection of travel behaviour. |  |
| 15                     | <p><i>Related to Table 7.5 of the submitted Transport Assessment (June 2025):</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | See previous response to comment 14.                                                                                                                                                                                                          |  |

| Ref. | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|      | Site SO-02-G-01 Horton Road, Slough, Colnbrook' is 15,583sqm. The upper end of the 'Class B8 Storage and Distribution (TRICS Parcel Distribution Centres)' in Table 7.4 therefore appears incorrect.                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |  |
| 16   | <p>Related to Tables 7.22 and 7.23 of the submitted Transport Assessment (June 2025):</p> <p>National Highways' feedback at the scoping stage included the following:</p> <p>'Use B8 accommodates potential parcel distribution activity. Parcel distribution rates should also be used to represent a potential B8 worst case trip generation.'</p> <p>10% and 5% parcel distribution does not represent a potential 'worst case trip generation' for the site.</p>                            | It is proposed to restrict the quantum of floorspace in line with the TA Core Scenario 1 that was assessed in the Transport Statement. Further details are provided in the MSA Note issued on 22/10/2025 which is included in <b>Appendix X</b> for reference.                                                                                                                                                                                                             |  |
| 17   | <p>Related to para 7.40 of the submitted Transport Assessment (June 2025):</p> <p>National Highways' feedback at the scoping stage included the following:</p> <p>'HGV trip generation is not typically associated with the number of loading bays available – it is the other way around (i.e. the number of HGV loading bays required is a function of the HGV trip generation). The number of HGV loading bays available does determine HGV bay capacity (which is a different matter).'</p> | <p>No reduction has been applied to mezzanine floorspace trips within the main TA trip generation Scenario 1 which is proposed to be reflected in the land use restrictions. Further details are provided in the MSA Note issued on 22/10/2025 which is included in <b>Appendix X</b> for reference.</p> <p>Any potential reduction in trips associated with mezzanine floorspace will be discussed at Reserved Matters stage when the extent of mezzanines are known.</p> |  |
| 18   | <p>Related to para 7.31 of the submitted Transport Assessment (June 2025):</p> <p>This is true as long as the mezzanine floor space is not re-purposed for additional site activities (e.g. business-related activities additional to those normally associated with the activities the site was developed to accommodate).</p>                                                                                                                                                                 | See response to comment 17                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 19   | <p>Related to para 7.32 of the submitted Transport Assessment (June 2025):</p> <p>Decisions reached elsewhere or even locally for other developments do not necessarily stand as precedents.</p>                                                                                                                                                                                                                                                                                                | See response to comment 17                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |
| 20   | <p>Related to para 7.34 of the submitted Transport Assessment (June 2025):</p> <p>Scenarios 1 and 2 would not be considered 'worst case' scenarios by National Highways. See comment 16.</p>                                                                                                                                                                                                                                                                                                    | See response to comment 17                                                                                                                                                                                                                                                                                                                                                                                                                                                 |  |

| Ref. | NH Comment                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                    |  |
|------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| 21   | <i>Related to para 7.47 of the submitted Transport Assessment (June 2025):<br/>The increases in LGV and OGV trips are significant, especially the latter in terms of pcus</i>                                                                                                                                                                                                                   | Noted.                                                                                                                                                                                                                                                |  |
| 22   | <i>Related to para 7.57 of the submitted Transport Assessment (June 2025):<br/>Scenarios 1 and 2 would not be considered 'worst case' scenarios by National Highways. See comment 16</i>                                                                                                                                                                                                        | See response to Comment 16.                                                                                                                                                                                                                           |  |
| 23   | <i>Related to para 7.58 and 7.59 of the submitted Transport Assessment (June 2025):<br/>Mode split assumptions appear to be irrelevant to the assessment of vehicular impacts given the way vehicular trip generation has been estimated (using TRICS vehicular rates rather than person rates broken down across the different modes).</i>                                                     | This is correct.                                                                                                                                                                                                                                      |  |
| 24   | <i>Related to Table 7.23 of the submitted Transport Assessment (June 2025):<br/>As significant (i.e. in addition to trips actually using the M27) are the 62% and 67% of employees travelling through M27 J5 in the morning and evening peaks hours (M27 East, M27 West, Stoneham Lane, Basset Green Road and an estimated 50% of Stoneham Way trips).</i>                                      | The trips passing through M27 J5 have been assessed within the Transport Assessment highway impacts and junction modelling.                                                                                                                           |  |
| 25   | <i>Related to para 7.70 of the submitted Transport Assessment (June 2025):<br/>This appears to be reasonable until one recognises the step-change in LGV traffic that the proposed development might involve with LGVs having a wider footprint because not simply service in nature. LGV trips associated with parcel distribution activities would be expected to have a large footprint.</i> | This point is noted. However please see response to comment 16.                                                                                                                                                                                       |  |
| 26   | <i>Related to para 7.71 of the submitted Transport Assessment (June 2025):<br/>The proportions of LGVs travelling from/to the M27 and through M27 J5 appear to be reasonable unless strategic rather than local parcel distribution occurs on the site.</i>                                                                                                                                     | Noted.                                                                                                                                                                                                                                                |  |
| 27   | <i>Related to para 7.71 of the submitted Transport Assessment (June 2025):</i>                                                                                                                                                                                                                                                                                                                  | This was an error in the % change formula. 13 HGV trips are forecast out of the total 60 proposed development movements (21% HGVs) during the AM peak on the M27 J5 westbound off-slip. During the PM peak 24 HGV trips are forecast out of the total |  |

| Ref.                       | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                            |  |
|----------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                            | <i>JSJV's calculations yielded slightly higher but sufficiently close flows (6% and 4% higher in the AM and PM peak hours) through M27 J5 than those presented in Appendix W. 0% HGVs on the M27 westbound off-slip at M27 J5 in the AM and PM peak hours is incorrect.</i>                                                                                                                                                                                                                                                      | 37 trips (65% HGVs) on the off-slip. The physical number of HGVs was used in the modelling assessments and not the percentage.                                |  |
| 28                         | <i>Related to para 7.77 of the submitted Transport Assessment (June 2025):<br/>JSJV's calculations yielded higher flows (10% and 13% higher in the AM and PM peak hours) through M27 J5 than those presented in Appendix X possibly because of the 0% HGVs on the M27 westbound off-slip at M27 J5 in the AM and PM peak hours in Appendix W.</i>                                                                                                                                                                                | Without further context it is not possible to respond to this comment.                                                                                        |  |
| <b>Highways Assessment</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                               |  |
| 29                         | <i>JSJV is still to review the material provided in Appendix Y. Such a review will await receipt of model materials for M27 J5. See comments 31 and 33.</i>                                                                                                                                                                                                                                                                                                                                                                      | Actioned – material sent to NH on August 7 2025 (via Sharepoint link).                                                                                        |  |
| 30                         | <i>National Highways would be interested in the modelling of Junction 06 (M27 J5).</i>                                                                                                                                                                                                                                                                                                                                                                                                                                           | Actioned – material sent to NH on August 7 2025 (via Sharepoint link)                                                                                         |  |
| 31                         | <i>Please supply the models of M27 J5 and all materials used to develop them (traffic surveys, drawings, etc.) to National Highways.</i>                                                                                                                                                                                                                                                                                                                                                                                         | Actioned – material sent to NH on August 7 2025 (via Sharepoint link)                                                                                         |  |
| 32                         | <i>Five model links for J06 are missing from the table (9/2 Southern Circulatory Right Ahead, 9/3 Southern Circulatory Right, 10/1 Western Circulatory Ahead, 10/2 Western Circulatory Right Ahead and 10/3 Western Circulatory Right).</i>                                                                                                                                                                                                                                                                                      | Actioned – This was included in the material sent to NH on August 7 2025 (via Sharepoint link)                                                                |  |
| 33                         | <i>Please supply the models of M27 J5 and all materials used to develop them (traffic surveys, drawings, etc.) to National Highways.</i>                                                                                                                                                                                                                                                                                                                                                                                         | Actioned – material sent to NH on August 7 2025 (via Sharepoint link)                                                                                         |  |
| 34                         | <i>Related to para 8.63-8.68 of the submitted Transport Assessment (June 2025):<br/>The use of parcel distribution rates and distributions for a higher amount of the B8 use is likely to result in higher flows through M27 J5. National Highways will therefore require the full assessment of M27 J5 (i) with a higher amount of parcel distribution activity than assumed and (ii) a review of the off and on slips in both directions (i.e. CD 122 assessments) to confirm that the additional traffic generated by the</i> | i) See response to comment 16 above.<br><br>ii) A Merge and Diverge assessment has been undertaken – the output results are contained at <b>Appendix DD</b> . |  |

| Ref.                                                                           | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                               |  |
|--------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                                                | <i>proposed development will not create or aggravate safety issues on the off and on slips.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| <b>Comments received by email from National Highways on 12 September 2025.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| <b>M27 Jct 5 LinSig Model</b>                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |  |
| 35                                                                             | <i>Lane 5/1 should arguably be a short lane since it is only around 90m in length. However, given the relatively low levels of queuing on this arm converting from the current 'long' lane to a 90m short lane is unlikely to have any material impact on the model.</i>                                                                                                                                                                                                                                                                                                                                              | <p>This lane has been coded as a long-lane because, although it is 90m in length (~16 PCUs), only ~10 PCUs can discharge during its 16s of green (based on its lane capacity of 2133 PCU/hr). As the stored vehicles cannot normally clear in one cycle, the lane behaves as a continuous long-lane rather than a short lane/flare.</p> <p>The modelling results for the revised M27 Jct 5 have been provided in the Highways Modelling Technical Note in <b>Appendix V</b>.</p> |  |
| 36                                                                             | <i>Saturation flows used comprise a mix of mostly directly entered with some using RR67. The directly entered discharge rates are slightly higher (some 2,100-2,200 PCUs/hr) than normally expected (around 2,000 PCUs) for this type of site, although the values used appear to be supported by saturation flow survey information supplied with the model (16367 Southampton Sat Flows Site 4.xlsx). The saturation flows are therefore probably acceptable, but the methodology for the setting of saturation flows, including reference to the survey, needs to be detailed in the modelling technical note.</i> | The Highways Modelling Technical Note has been updated with these results, and can be found at <b>Appendix V</b> .                                                                                                                                                                                                                                                                                                                                                               |  |
| 37                                                                             | <i>Lane 1/1 which uses RR67 to estimate saturation flow has no radius specified for the ahead movement even though vehicles proceeding ahead would be passing through the same bend as those turning left. Please check and correct as appropriate.</i>                                                                                                                                                                                                                                                                                                                                                               | <p>This update would have minimal impact on the Saturation Flow/DoS value &lt;1% and is therefore deemed unnecessary to update.</p> <p>The modelling results for the revised M27 Jct 5 have been provided in the Highways Modelling Technical Note in <b>Appendix V</b>.</p>                                                                                                                                                                                                     |  |
| 38                                                                             | <i>All internal lanes with signal-controlled upstream feeds should be set to 'Ignore Random Delay'.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <p>This update would have minimal impact on the queue lengths and is therefore deemed unnecessary to update.</p> <p>The modelling results for the revised M27 Jct 5 have been provided in the Highways Modelling Technical Note in <b>Appendix V</b>.</p>                                                                                                                                                                                                                        |  |
| 39                                                                             | <i>The give-way parameters for lane 4/2 include a Maximum Flow of 1439 PCUs/hr which seems high for single lane entry to a roundabout (and also happens to be the same as the default setting for give-way behaviour as opposed right turn situations). Please check if this is</i>                                                                                                                                                                                                                                                                                                                                   | This has been included in the re-run modelling assessments for M27 J5. The Highways Modelling Technical Note has been updated with these results, and can be found at <b>Appendix V</b> .                                                                                                                                                                                                                                                                                        |  |

| Ref. | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Applicant Response                                                                                                                                                                                                                                                                                                                                                         |  |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|      | <i>correct. Also, it would be helpful if the rationale for the setting of give-way parameters were explained in the modelling technical note.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                            |  |
| 40   | <i>Controller parameter values used matches the controller configuration information provided with the model.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | No action required.                                                                                                                                                                                                                                                                                                                                                        |  |
| 41   | <i>It is noted that there are Green Time adjustments of between -1 and -2 seconds on most lanes. The modelling technical note does not mention these or provide an explanation and rationale for their use in the model. Please can an explanation for the use of these adjustments be provided and set out in the modelling technical note?</i>                                                                                                                                                                                                                                                                                                                                                                                                           | These are based on UGT values calculated as part of the saturation flow/DoS survey measurements. More details have been provided in the Highways Modelling Technical Note ( <b>Appendix V</b> ).                                                                                                                                                                           |  |
| 42   | <i>Spot checks suggest that the surveyed traffic flows do not match the flows used in the model, with those in the latter slightly higher (e.g. movement from Zone A 'A335' to M27 East in the 7:30-8:30am hour is 361 PCUs in the survey but 375 PCUs in the model). What is the reason for the discrepancy?</i>                                                                                                                                                                                                                                                                                                                                                                                                                                          | The difference is based on slightly different application of PCU factors/ grouping of vehicle types. The Steer assessment was 14 PCU's higher than the surveyed flows, so is a worse case, but the level of difference is negligible.                                                                                                                                      |  |
| 43   | <i>All modelled scenarios use a cycle time of 80 seconds. This appears to be supported by traffic signal timing survey information supplied with the model (16367 Southampton Signals Times Survey Site 4.xlsx).</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | No action required.                                                                                                                                                                                                                                                                                                                                                        |  |
| 44   | <i>Base model calibration and validation is thorough with comparisons of queue lengths and Degrees of Saturation provided in the modelling technical note. These show a reasonable correlation in both cases suggesting that the model is generally sound. However, queue length comparisons for the A335 (South) Stoneham Way arm appear to be omitted from Tables 4-15 and 4-16. Why is this? Some form of check on this approach is important given (1) the apparent high levels of queuing on this arm evident in the queue survey information provided (16367 Southampton Queues Site 4 only.xlsx); and (2) the need to ensure that assume give-way parameters are set accurately (especially given the potential error in lane 4/2 noted above).</i> | The Highways Modelling Technical Note has been updated to further include this information, and can be found at <b>Appendix V</b> .                                                                                                                                                                                                                                        |  |
| 45   | <i>Table 5-1 sets out the modelled forecast scenarios. However, the modelling technical note does not provide any detailed information regarding growth factors applied, proposed development traffic flows and so on. This should be provided or at least some reference given to other documentation which provides details of the forecasting assumptions. Traffic flow diagrams of base and future turning</i>                                                                                                                                                                                                                                                                                                                                         | The submitted Transport Assessment (June 2025) included the following: <ul style="list-style-type: none"> <li>Chapter 7 – Proposed Development trip generation and distribution, including diagrams.</li> <li>Chapter 8 – Highways impact assessment methodology including: <ul style="list-style-type: none"> <li>Summary of Assessment scenarios.</li> </ul> </li> </ul> |  |

| Ref.                                                                         | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                      |  |
|------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|                                                                              | <i>movements would also be useful so that the input of traffic into the models can be checked.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>• Temprow growth assumptions. Please note Martin Hubbard also provided clarification on the Temprow growth calculations applied by email to Nick Gammer HCC dated 11/09/2025. This correspondence has been included in <b>Appendix Z</b>.</li> <li>• Committed schemes and Airport Masterplan growth methodology.</li> <li>• Turning movement diagrams.</li> </ul>               |  |
| <b>Comments received by email from National Highways on 4 November 2025.</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| <b>Merge and Diverge Assessment</b>                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                         |  |
| 46                                                                           | As stated in an email to Steer on 3rd September 2025, National Highways has noted the absence of a 'worst case' assessment assuming greater parcel distribution activity on the site (5% and 10% parcel distribution do not represent a potential 'worst case trip generation' for the site). Should the applicant stand by the statements in the TA that the assumed scenarios represent 'worst case' assessments, National Highways will want information concerning the mechanisms the applicant will be proposing to limit parcel distribution activities on the site to those assumed in the assessment. | No further action required.                                                                                                                                                                                                                                                                                                                                                                                             |  |
| 47                                                                           | roadtraffic.dft.gov.uk shows that DfT count site reference 48091 is to the west not east of M27 Junction 5 (paragraph 7.23 of the TA acknowledges as much). DfT count sites references 73068 and 48064 are to the east of M27 Junction 5. Please confirm that the correct counts have been used and have also been correctly applied to calculate traffic for the merge/diverge assessments. ALL OF THE COMMENTS CONCERNING THE MERGE AND DIVERGE ASSESSMENTS BELOW ARE SUBJECT TO THIS BEING CONFIRMED.                                                                                                      | The correct location was used to establish the mainline flows, however the reference within the text of the Merge and Diverge Assessment Technical Note (TN) is incorrect. The reference number should be ref: 73608 rather than ref: 48091. The flows within the TN are therefore accurate, and the TN has been updated to reflect the correct DfT count reference. The updated TN is included at <b>Appendix DD</b> . |  |
| 48                                                                           | It is difficult to establish the exact layout that currently exists in the field from online material. However, the existing layout appears to be Layout A1 (Figure 3.30a) with 4 upstream lanes and 4 downstream lanes rather than Layout B2 (Figure 3.30d) with 4 upstream lanes and 4 downstream lanes.<br>All the other layouts appear to be correctly identified.                                                                                                                                                                                                                                        | The report has been updated to identify the existing layout of the eastbound diverge as A1 Taper Diverge.                                                                                                                                                                                                                                                                                                               |  |
| <b>Merge Analysis</b>                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                         |  |

| Ref. | NH Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Applicant Response                       |  |
|------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------|--|
| 49   | JSJV's checks focused only on the 2036 with development flows. The following comments therefore only relate to the 2036 with development assessments.                                                                                                                                                                                                                                                                                                                        | No further response required.            |  |
| 50   | The number of lanes required in the case of each layout ought to be specified (i.e. the number of upstream and downstream lanes given on Figure 3.12b).                                                                                                                                                                                                                                                                                                                      | The TN has been updated to include this. |  |
| 51   | See comment 47 above                                                                                                                                                                                                                                                                                                                                                                                                                                                         | See response to comment 47.              |  |
| 52   | This statement would only be true if the existing 'C' layout was less than it actually is – i.e. 4 upstream lanes and 4 downstream lanes. The required layout according to Figure 3.12b is Layout E with 2 upstream lanes and 3 downstream lanes. Layout C with 4 upstream lanes and 4 downstream lanes provides 2 additional lanes upstream of the merge for mainline traffic to distribute across in advance of the merge facility significantly lessening merge conflicts | This has been updated in the TN.         |  |
| 53   | 4 downstream lanes as well as 4 upstream lanes already exist. Paragraph 20 appears to acknowledge as much.                                                                                                                                                                                                                                                                                                                                                                   | This has been updated in the TN.         |  |
| 54   | The type of E layout ought to be specified (i.e. an E layout with 2 upstream lanes and 3 downstream lanes) because it is significant. JSJV believes that the existing layout – Layout A1 (Figure 3.30a) with 4 upstream lanes and 4 downstream lanes – could be adequate for all of the demand flows tested.                                                                                                                                                                 | This has been updated in the TN.         |  |
| 55   | The number of lanes required in the case of each layout ought to be specified (i.e. number of upstream and downstream lanes).                                                                                                                                                                                                                                                                                                                                                | The TN has been updated to include this. |  |
| 56   | See comment 47 above                                                                                                                                                                                                                                                                                                                                                                                                                                                         | See response to comment 47.              |  |
| 57   | Agreed assuming the flows used are correct.                                                                                                                                                                                                                                                                                                                                                                                                                                  | No further response required.            |  |
| 58   | JSJV's checks focused only on the 2036 with development flows. The following comments therefore only relate to the 2036 with development assessments.                                                                                                                                                                                                                                                                                                                        | The TN has been updated to include this. |  |
| 59   | The number of lanes required in the case of each layout ought to be specified (i.e. the number of upstream and downstream lanes given on Figure 3.12b).                                                                                                                                                                                                                                                                                                                      | See response to comment 47.              |  |

#### Diverge Analysis

| Ref.              | NH Comment                                                                                                                                                                                 | Applicant Response                                                                                      |  |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|--|
| 60                | The number of lanes required in the case of each layout ought to be specified (i.e. number of upstream and downstream lanes).                                                              | The TN has been updated to include this.                                                                |  |
| 61                | JSJV concluded that a 'C' layout with 3 upstream and 2 downstream lanes is required as a minimum rather than an 'A' layout with 2 upstream and 2 downstream lanes.                         | This has been updated in the TN.                                                                        |  |
| 62                | See comment 47 above                                                                                                                                                                       | See response to comment 47.                                                                             |  |
| 63                | The existing layout appears to be Layout A1 (Figure 3.30a) with 4 upstream lanes and 4 downstream lanes rather than Layout B2 (Figure 3.30d) with 4 upstream lanes and 4 downstream lanes. | The Note has been updated to identify the existing layout of the eastbound diverge as A1 Taper Diverge. |  |
| 64                | Agreed but assuming the existing layout is Layout A1 with 4 upstream lanes and 4 downstream lanes and also assuming the flows used are correct                                             | No further response required – see response to comment 47.                                              |  |
| 65                | The number of lanes required in the case of each layout ought to be specified (i.e. number of upstream and downstream lanes).                                                              | The TN has been updated to include this.                                                                |  |
| 66                | See comment 47 above                                                                                                                                                                       | See response to comment 47.                                                                             |  |
| 67                | Agreed assuming the flows used are correct.                                                                                                                                                | No further response required.                                                                           |  |
| 68                | JSJV believes that the existing layout – Layout A1 (Figure 3.30a) with 4 upstream lanes and 4 downstream lanes – could be adequate for all of the demand flows tested.                     | This has been updated in the TN.                                                                        |  |
| <b>Appendices</b> |                                                                                                                                                                                            |                                                                                                         |  |
| 69                | App B – End of sentences on final page missing.                                                                                                                                            | Updated and replaced in Appendices.                                                                     |  |
| 70                | App C – See comment 47 above                                                                                                                                                               | See response to comment 47.                                                                             |  |
| 71                | App D – See comment 47 above                                                                                                                                                               | See response to comment 47.                                                                             |  |

**Table 7: Response to ATE comments**

| Ref. | ATE Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Applicant Response                                                                                                                                                                                                                                                                                                                                                                              |
|------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1    | <i>Reliance on 2011 Census data, particularly in the context of planning for new and improved active travel infrastructure and access to services, can be problematic in establishing a vision-led baseline for active modes, as envisaged in the updated National Planning Policy Framework (NPPF)</i>                                                                                                                                                                                                         | 2011 Census data remains the most accurate source of data to establish a baseline, as the 2021 Census was significantly impacted by Covid-19 restrictions.                                                                                                                                                                                                                                      |
| 2    | <i>Whilst it is recognised that 2021 Census data also has limitations, ATE encourages the applicant to adopt a more ambitious baseline and to commit to further improvements over the monitoring period. Alternative sources, such as the National Travel Survey and TRICS data from alternative sites travel surveys, could support a forward-looking scenario, whilst acknowledging inherent limitations in sample size and geography.</i>                                                                    | Whilst the Census 2011 data has been used to establish an interim baseline of anticipated mode share, surveys will be undertaken at the site upon occupation to determine the actual baseline of the site. The Travel Plan targets will be applied to the observed baseline, to ensure that the targeted end stage mode share is not underestimated.                                            |
| 3    | <i>In relation to the infrastructure proposed, we note the Highway Authority's position that neither the design nor the delivery mechanism for appropriate northern connections nor improvements to pedestrian and cycle provision at Wide Lane Bridge have been agreed. Greater clarity on the is required on how these works will be funded and secured, and the implications for active travel should they not proceed, as they are necessary to support the sustainable transport vision for this site.</i> | See previous response to Table 3 comments 44-47.                                                                                                                                                                                                                                                                                                                                                |
| 4    | <i>"The applicant states that interim surveys will inform the Full Travel Plan (FTP) and assist in identifying site-specific measures to reduce car use and encourage sustainable modes. While this is noted, ATE's preference is for specific, measurable targets to reduce vehicle trips and increase sustainable travel mode share to be set at this stage.</i>                                                                                                                                              | Unable to provide these specific targets at this stage as Applicant does not know the exact nature of development yet and the details of the bus strategy. Targets will be developed as the TA/Framework TP submitted for planning suggests.                                                                                                                                                    |
| 5    | ATE expects a measurable reduction in vehicle trips over a five-year monitoring period from first occupation, alongside an increase in sustainable mode share. Targets should be clearly set out at the outset, in line with the vision-led approach promoted in NPPF paragraph 118, to support ambition and avoid the entrenchment of unsustainable travel behaviours                                                                                                                                          | The targets as set out in the Framework Travel Plan propose a 10 percentage point reduction in single occupancy staff trips. This is considered appropriate for the type and location of the development.<br>The baseline will be established from baseline site surveys.                                                                                                                       |
| 6    | <i>The applicant's Table 6.2 in the Transport Assessment (TA) lists nearby amenities. It is disappointing that the site is not within 800 m of any existing amenities; several are, however, within 2 km. For a development of this scale and type, it is essential that public transport and opportunities to purchase food are within convenient walking distance.</i>                                                                                                                                        | While these facilities are outside of the 800m walk distance identified, this must be read against the type of development that is being proposed and its need to be accessible to the Strategic Road Network.<br>The facilities landside at Southampton Airport, and those at Southampton Airport Parkway station are 1.6km from the site, equivalent to a 19-minute walk or a 7-minute cycle. |

| Ref. | ATE Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                            |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7    | <i>The nearest rail station is 1,600 m away, which is considered acceptable. However, the nearest bus stop is 1,700 m from the site. Although 400 m is the typical benchmark for bus stop accessibility (most often applied to residential developments), provision within easy reach of this site is likely to discourage private vehicle use.</i>                                                                                                                                                                                                                                                                                                                                  | A single bus stop southbound is proposed outside Unit 12 within the South Plot. This will provide good connectivity within the South Plot, which contains the majority of the Proposed Development units/ floorspace, with the majority of the units in the South Plot falling within 400 metres. No bus stop will be provided in the North Plot, although the bus stop in the South Plot will be within 800m of all units in the North Plot. |
| 8    | <i>An Active Travel Route Audit has been undertaken, with two routes identified from the site access points. ATE does not object to the choice of routes but notes that potential off-site improvements should not be limited to these given the likely catchment of trips.</i>                                                                                                                                                                                                                                                                                                                                                                                                      | No further response required.                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 9    | <i>"To strengthen the audit, the following should be included:</i><br><ul style="list-style-type: none"> <li><i>• A map clearly showing each route.</i></li> <li><i>• Photographs cross-referenced to map locations as well as deficiencies.</i></li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                          | A map and relevant photographs have been included as part of the Healthy Streets assessment, included at <b>Appendix E</b> .                                                                                                                                                                                                                                                                                                                  |
| 10   | <i>The current assessment is largely descriptive and lacks critical analysis. Whilst national guidance is referenced in the TA, it is not applied within the audit itself. For example, the presence of a National Cycle Network route does not guarantee compliance with LTN 1/20 in terms of layout, pedestrian/vehicle, flows and speeds, yet this analysis is absent and could potentially be misleading.</i>                                                                                                                                                                                                                                                                    | A Healthy Streets assessment has been undertaken to include a deeper analysis into these points (including a description of mitigation works), with the study area agreed by HCC. The report is included at <b>Appendix E</b> .                                                                                                                                                                                                               |
| 11   | <i>ATE also notes the Highway Authority's comments regarding access and contributions, which should be incorporated into the route audit, as well as consideration of how the Local Cycling and Walking Audit (LCWIP) improvements interact with the routes chosen. This is supported.</i>                                                                                                                                                                                                                                                                                                                                                                                           | See previous response to Table 3 comment 4.                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12   | <i>ATE notes the Highway Authority's detailed comments on the need to secure improved pedestrian and cycle provision across Wide Lane Bridge and ATE supports this position. This is a key access route to the site.</i><br><i>The appropriateness of shared-use facilities should be carefully considered, in line with Figure 4.1 and Part 6.5 of LTN 1/20 given current ped/cycle flows. A separate active travel bridge may be more suitable to support shared use, provided it meets the needs of cycle traffic in terms of width, gradients, and access transitions, in accordance with section 10.8 of LTN 1/20. The current design falls somewhat short in terms widths.</i> | See previous response to Table 3 comment 34.                                                                                                                                                                                                                                                                                                                                                                                                  |
| 13   | <i>ATE considers this [northern active travel] connection to be essential. Whilst Policy E9 of the Local Plan anticipates the provision of a new Chickenhall Lane link road, the Highway Authority has presented sound justification for securing an active travel link at this location. Such a link would deliver significant public benefits and,</i>                                                                                                                                                                                                                                                                                                                             | See previous response to Table 3 comment 1.                                                                                                                                                                                                                                                                                                                                                                                                   |

| Ref. | ATE Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Applicant Response                                                                                                                                                                                                                                                            |
|------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | <i>importantly, provide an opportunity to enhance active travel to a much wider catchment and improve accessibility to the site in support of its role as a commercial development, thereby meeting the objectives set out within the Travel Plan. Steps should therefore be taken to secure this link.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                               |
| 14   | <i>By providing this connection, the proposals would help ensure compliance with NPPF policies 96a, 115, and 117, which seek to secure sufficient connectivity and accessibility for all modes, with a clear priority given to pedestrians and cyclists. The implications for journey times and catchment opportunities should be provided should the connection not be delivered.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Noted on alignment with policies.<br><br>Regarding the GIS catchment map and journey times, the assumptions for 'available' connections have been amended to represent a more accurate picture of the existing conditions. Please see previous response to Table 3 comment 5. |
| 15   | <p><i>The following improvements have been identified in Paragraph 6.70 of the TA. Where comments are considered necessary by ATE, they have been provided:</i></p> <p><i>1. The pedestrian footway along the western side of Mitchell Way upgraded from the current footway to a 3m wide shared-use footway/ cycleway.</i></p> <p><i>Generally ATE do not support shared use infrastructure. Off-site cycling infrastructure should be coherent, direct, safe, comfortable and attractive in line with the five core design principles and geometric requirements in LTN 1/20 (see Sections 4.2 and 5). Ideally, well- used cycle and pedestrian linkages should not be reliant on shared use routes in full or intermittently, which conflicts with the government's clear position in paragraph 1.6.1 (2) of LTN 1/20 that cycles must be treated as vehicles and not as pedestrians.</i></p> <p><i>2. Shared-use footway cycleway merge into a segregated cycle and pedestrian</i></p> <p><i>Segregation will significantly improve the legibility, safety, and overall attractiveness for those considering walking, wheeling, or cycling, in line with Figure 4.1 of LTN 1/20.</i></p> <p><i>However, consideration should be given to the current intention to deliver these as two- way tracks on one side of the highway, rather than as single-direction tracks on either side. Paragraph 6.2.16 of LTN 1/20 highlights several potential issues associated with two-way cycle tracks, all of which should be carefully addressed as part of these proposals. This approach may also assist in managing land availability constraints which have led to shared use approaches.</i></p> <p><i>All shared-use and segregated cycle infrastructure should be designed to meet the</i></p> | See previous response to Table 3 comments 8 and 9.                                                                                                                                                                                                                            |

| Ref. | ATE Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      | <i>specific needs of cycle traffic, particularly in relation to side road treatments and the provision of priority for both pedestrians and cyclists over vehicles.</i>                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 16   | <i>Wide Lane / Mitchell Way / George Curl Way Roundabout: Existing pedestrian and cycle crossings are poor and should be improved to align with desire lines. Possible improvements could include a side road zebra or a signalised roundabout crossing.</i>                                                                                                                                                                                                                                                                                                   | See previous response to Table 3 comment 35.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 17   | <i>It is understood that Southampton Airport Parkway Rail Station can be accessed directly via stairs and ramps from the western side of Mitchell Way, with two footbridges providing access to the northbound platforms. The northern footbridge is equipped with lift facilities. Further clarification would be welcomed on how this connection will be integrated into the proposals, including any potential constraints or issues affecting its ongoing use.</i>                                                                                         | Southampton Airport Parkway station provides accessible access to both platforms via the ramp to/from platform 2, accessed from Mitchell Way, and the lift access to both platforms on the northern footbridge.<br>Mitchell Way provides a direct route from the site to Southampton Airport Parkway station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 18   | <i>The assertion that the ecological impact of providing a connection from the site would outweigh the benefits is not supported by any ecological evidence or feasibility assessment.</i><br><i>Whilst it is accepted that the Itchen Way in its entirety may not be feasible as an alternative utility route for active travel, there is a clear opportunity to enhance access in connection with these proposals, given its proximity to the site boundary. The potential for a low-impact, ecologically sensitive access should therefore be explored.</i> | It is not possible to provide a connection to the Itchen Way directly from the Site. As discussed, this proposal is limited due to ecological issues. Please refer to the Technical Note prepared by MSA at <b>Appendix R</b> which sets out these ecological factors, in addition to security, useability, safety, archaeology as well as landscape and visual impacts reasons.<br><br>It is also noted that the Itchen Way would only provide a leisure route during daylight hours and appropriate times of the year, due to existing drainage/flooding issues experienced along the PROW during winter months. There is subsequently limited benefit in delivering a connection from the Site to the Itchen Way, and it would not provide a suitable active travel route alternative to northern route utilising the Network Rail bridge underpass, Conegar Road and Chickenhall Lane. |
| 19   | <i>ATE notes that the Highway Authority has sufficiently addressed this matter and endorses their commentary regarding layout and permeability.</i>                                                                                                                                                                                                                                                                                                                                                                                                            | Noted – no further action required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 20   | <i>It is noted that there are no pedestrian or cycle routes through the site other than those following the primary vehicular corridors. There is merit in considering an alternative route that is separated from the highway, providing safe and coherent access to the northern connection beneath the railway line and connecting the two land parcels.</i>                                                                                                                                                                                                | Regarding the connection underneath the railway line to provide the onward active travel route north, please see previous response to Table 3 comment 1.<br><br>Regarding the connection between the two land parcels (North and South Plots), it is not possible to provide this due to the ecological constraints. Please refer to the Technical Note prepared by MSA at <b>Appendix P</b> which sets out these ecological factors, which have been taken into account to inform the alignment of the estate road linking Plots 1 and 2.                                                                                                                                                                                                                                                                                                                                                 |

| Ref. | ATE Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Applicant Response                                                                                                                                                                                                                                                                                                                                                                                                   |
|------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | See previous response to Table 3 comment 15 regarding the internal layout and the standard of internal pedestrian and cyclist routes.                                                                                                                                                                                                                                                                                |
| 21   | <i>Where footways or cycleways run adjacent to the highway, improvements should be made to enhance provision for pedestrians and cyclists by incorporating side road treatments to maintain priority and continuity for vulnerable road users. Reference should be made to LTN 1/20 Figure 10.13: Priority crossings of cycle tracks at side roads.</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | See previous response to Table 3 comments 15 and 22.                                                                                                                                                                                                                                                                                                                                                                 |
| 22   | <p><i>High-quality, accessible cycle parking is essential to meet national policy requirements and Travel Plan objectives. Provision should comply with local standards or, in their absence, with Section 11 of LTN 1/20.</i></p> <p><i>Key principles include:</i></p> <ul style="list-style-type: none"> <li>• <i>Secure, sheltered, and conveniently located parking near building entrances.</i></li> <li>• <i>Step-free access with minimal door transitions.</i></li> <li>• <i>Facilities for non-standard cycles (minimum 5%).</i></li> <li>• <i>Supporting amenities such as showers, lockers (one per cycle space), and repair facilities.</i></li> </ul> <p><i>Car parking should be minimised to avoid incentivising car use. Where end-users are unknown, cycle parking and associated facilities should be secured by planning condition or design code to ensure delivery.</i></p> | <p>Cycle parking provision numbers will also be determined at RMA stage.</p> <p>Long stay cycle parking spaces will be covered and secure, with short stay cycle parking spaces provided in the public realm, in close proximity to unit entrances.</p> <p>Full details of shelters and any security measures will be provided.</p> <p>At the RMA stage, full details of the parking provision will be provided.</p> |

# ES Chapter – Conformity Note

## Introduction

1. This Environmental Statement (ES) Conformity Note has been produced by Steer to outline any changes to the conclusions of the ES Transport, Accessibility and Movement Chapter, that was submitted in June 2025 with the original Navigator Quarter planning submission, in response to changes made to the scheme during the post submission consultation period (O/25/99506).
2. The key changes submitted are detailed in the 'Post-Application Highways/ Transport Comments – Technical Response' and the updated Travel Plan submitted on 12 December 2025.

## Embedded Mitigation

3. Minor changes have been made to the internal masterplan layout, including:
  - The provision of a north-south 3m wide active travel link between Unit 4 and Unit 5 within the masterplan, to reduce walking / cycling times between the North and South plots.
  - Amending the two active travel user crossing points across the secondary plot access roads to the north and south plots at their junction with the primary spine road, moving them further into the secondary roads. This was in response to a comment made within the Stage 1 Road Safety Audit.
  - Increasing the width of the 4m wide active travel link between the northern plot and the bridge under the railway line, to help facilitate the northern active travel connection and support potential use of the link as an emergency vehicle access route in the future (subject to third party discussions).
  - Provision of an emergency access point from the airport runway into the masterplan at the northwest point of the masterplan, the northwest of Unit 10. In the event that the single access road via Mitchell Way is blocked, a secondary emergency vehicle access route would be provided through the airport. AGS Airports Limited has confirmed that the airport has the ability to escort any emergency vehicles across the runway to the emergency gate in the northeast corner of the airfield which exits to the northwest of Unit 10 within the masterplan. The route is on tarmac surface as AGS need to have an emergency route for fire vehicles should an aircraft run-off the runway to the north beyond the airfield fence. This is documented in AGS' Emergency Orders which is a Civil Aviation Authority requirement to access any aircraft emergency within 1,000m of the airfield boundary. Agreement in principle from emergency services has been provided.
  - A further revision to the existing western footway at the southern end of Mitchell Way between the southern Airport Parkway Station car park and where the existing shared use footway / cycleway commences north of the Spitfire Roundabout. The original planning application proposed to reassign the existing footway as a shared use path, without changes to the majority of the widths along the route. Following post application discussions with Hampshire County Council, a scheme has been developed for this section of Mitchell Way to achieve a minimum 2.5m shared use path route. This has been achieved by:
    - Reducing the carriageway width to 6.8m in places (swept paths demonstrate two Heavy Goods Vehicles can pass and this width complies with HCC minimum standards).
    - Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus stop.
    - Revising the Mitchell Way kerbline to the east. This also requires the removal of some of the grass verge but does not alter the current back of footway location on the eastern side and does not impact on the airport fence line. The Airport consider that the attached is suitable from an operational/ security perspective.
    - Reducing the width of the footway in places on the eastern side to a min of 1.5m.

4. The above are considered to be minor changes and would therefore not materially impact the significance effects presented in 'Table 3-37 Summary of Residual Effects' of the originally submitted ES Chapter. The southern section of Mitchell Way was considered to be a shared use route in the original submission and therefore, the above improvements do not materially impact the conclusions of the previous assessment.

## Residual Mitigation

5. Of the residual mitigation measures identified in Table 3-37 it has now been confirmed that the Applicant is prepared to fund and deliver the Wide Lane bridge improvements, which would comprise a new active travel bridge for pedestrians and cyclists alongside the existing bridge. This would then allow the existing carriageway over the bridge to be widened to facilitate two-way HGV movements and improve traffic flow. Confirmation has been provided that this active travel bridge will have a 4m wide clear width for users.
6. It is proposed that the improvements to Wide Lane Bridge are in place and available for use following the completion of Phase 1 of the proposed development, which will allow unfettered occupation of up to 20,000 sq m of development before completion of these works.
7. Discussions are also ongoing with HCC and third parties regarding the implementation of the northern active travel link between the masterplan and Bishopstoke Road. Both the Wide Lane active travel bridge and northern active travel link were considered as residual mitigation measures/ effects in the original ES Chapter, which means there is no impact on the residual effects assessment.
8. The original June 2025 ES Chapter also included the following mitigation schemes for the Spitfire and Wide Lane junctions:
- **Spitfire Roundabout:** Better delineation of lanes by separating the two lanes on the northern approach: one designated for left-turn movements to Mitchell Way and the other for ahead movements to George Curl Way and right-turn movements to Wide Lane (W).
  - **A335/ Wide Lane junction:** These changes involved a revised roundabout with the following:
    - Addition of left-turn bypass on A335 (NW) arm;
    - This bypass would run parallel to the existing Wide Lane road until the next stop-line at the adjacent SAP junction, also resulting in increased capacity at this approach;
    - Allowance of right-turners from the nearside lane on A335 (NW) arm;
    - Replacement of the nearside lane on Wide Lane (S) with a left-turn bypass; and
    - Allowance of ahead movement on the nearside lane on the Wide Lane (NE) arm.
9. Following consultation with HCC, revised mitigation measures have now been considered. These comprise the following:
- **Spitfire Roundabout:** The following two mitigation designs have been considered for the roundabout with and without a signalised pedestrian/ cycle crossing on the Wide Lane northern arm:
    - **Roundabout option with unsignalised crossing on the northern Wide Lane arm -** Extending the flare on the Wide Lane north arm from 12m to 18 metres to increase capacity and with an uncontrolled crossing on the northern Wide Lane arm. This involves reprofiling the existing pedestrian/ cycle crossing refuge island.
    - **Roundabout option with signalised crossing on the northern Wide Lane arm -** Extending the flare on the Wide Lane north arm to 18 metres with a signalised toucan crossing included on the northern arm.
  - **A335/ Wide Lane junction:** These changes now involve signalisation of the junction including:
    - Signalised stop-lines at all approaches.
    - Opportunity to dual the northwestern arm between the junction and M27 J5.

- Left turn lane on A335 northwestern arm feeding into additional lane on the approach to the Southampton Airport Parkway (SAP) junction (northeastern arm) (physical separation to stop traffic changing lanes to access SAP).
- Additional left turn lane flare on the northeastern arm approach – traffic destined for Wide Lane south.
- Two lane exit on the Wide Lane southern arm, with these merging into one lane 75m south of the junction.

10. Discussions are ongoing with HCC in relation to both the above mitigation options.
11. Although these residual mitigation options are different to those originally considered with the June 2025 ES Chapter, the signalised mitigation of the Wide Lane junction and Spitfire roundabout mitigation option without the signalised pedestrian/ cycle crossing on Wide Lane, would mitigate the impact of the development over and above the future year baseline and therefore, these options will not materially alter the assessment of residual effects in Table 3-37, within the June 2025 ES Transport Chapter.

## **Summary and Conclusion**

12. In summary, none of the changes to the application will materially effect the findings of the ES Transport, Accessibility and Movement Chapter, that was submitted in June 2025.

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