Appendix H: Departure from Standard – Mitchell Way South

Please refer to the following text prior to reviewing documents:

The Departure of Exceptions Meeting on 11 December 2025 (with HCC), discussed Drawing 24733101-STR-HGN-100-SK-D-01101 - REV P0 which outlined the proposed improvements to Mitchell Way. A number of recommendations were made in the meeting, which are now covered in Drawing 24733101-STR-HGN-100-SK-D-01101 - REV P1 at the end of this Appendix. These changes comprise:

- Vehicle swept paths undertaken at 20mph.
- A 20mph speed limit proposed on the public highway section of Mitchell Way from the Spitfire Roundabout up to the public/private boundary (where the private section of Mitchell Way is already 20mph).
- The eastern footway narrowed to a minimum of 1.5m, to maximise the available width of the shared use path on the western side.
- Carriageway width reviewed and realigned based on the above and on the swept paths, narrowing to 6.5m in places but retaining 7.30m width where necessary (around the bends) based on the swept paths, to avoid overrun of vehicles in this area.

The updated DfS submission to HCC (submitted by email on 19 December 2025) included red text detailing the updates that were made to the DfS submission following the 11 December 2025 meeting. HCC confirmed the DfS was approved on 8 January 2026. The approved DfS Form is included subsequently within this **Appendix H** together with the associated updated drawings.

Ali Memory

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 08 January 2026 14:20
To: Martin Hubbard
Cc: McCart, Gemma; Ali Memory; Jon Williams; Carl Morrish; Adam Connor; Mundy, Jonathan; john; Steve Thurston; Jamie Loxley; Harrison, Liz; Lee, Graham; Longhurst, Craig; Matthew Thomas
Subject: RE: Updated Mitchell Way Design and Proposed 20mph Change
Attachments: DFS 304 Mitchell Way shared-use footway v1 - approved.pdf

Hi Martin

Happy new year.

Thank you for confirmation regarding paying the cost of the TRO associated with the reduction of the Mitchell Way public highway speed limit to 20mph.

Regarding the DfS, I've just received the attached from the Chief Engineer (the DfS has been approved in principle).

Just to be clear, we don't require anything else prior to committee regarding the TRO; there are obviously still other outstanding matters. On that point, I've received various emails from yourself, Ali, Steve and Adam on separate matters that I've not responded to; I hope to cover all of these in our response to the latest formal information submission to EBC (which we haven't been formally consulted on yet, but expect to be soon).

Best wishes

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050
Hampshire County Council, The Castle, Winchester, SO23 8UL
Email: nick.gammer@hants.gov.uk
Web: www.hants.gov.uk

Hampshire County Council

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

---

From: Martin Hubbard <Martin.Hubbard@steergroup.com>
Sent: 07 January 2026 10:58
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; Adam Connor

<AdamConnor@blocgroup.org>; Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; john <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <Graham.Lee@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>
Subject: Updated Mitchell Way Design and Proposed 20mph Change

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Hi Nick,

I hope you had a good Christmas and Happy New Year!

Further to your email below I wanted to draw together the two email chains on the proposed Mitchell Way south revisions.

In response to your email below the Client is happy to fund the cost of the TRO associated with the reduction of the Mitchell Way public highway speed limit to 20mph. I have also re-attached the updated Mitchell Way design we issued to you on 19 December for reference.

You mentioned below that you now do not require anything further pre-committee but would you please mind confirming this and that the Departure from Standard is now agreed for the benefit of those cc'd including Liz Harrison.

Kind regards.

Martin

Martin Hubbard
Associate

steer

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Direct +44 20 7910 5656
Switchboard +44 20 7910 5000

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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 22 December 2025 16:08
To: Martin Hubbard <Martin.Hubbard@steergroup.com>
Cc: McCart, Gemma <gemma.mccart2@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; Adam Connor <AdamConnor@blocgroup.org>
Subject: RE: Mitchell Way 20mph Change

Hi Martin

Thanks for the below, appreciated. I was on leave Friday I'm afraid.

The cost of a TRO is £12k and the signage should be delivered as part of the S278 works. I see you've subsequently included the speed limit change in the updated DfS drawings, which I feel is the right approach.

Given my Traffic Management colleagues and the police are comfortable with the speed limit change and this is shown on your proposals, I don't believe anything else will be required in this regard prior to committee.

A few comments on your questions below.

- Signs on leaving Mitchell Way Rbt – replace northbound signs (people entering Mitchell Way) with 20mph (currently 30mph), and retain southbound sign (just prior to people exiting onto roundabout) as 40mph (as per existing). Yes





- Provide 20mph on road markings at the entry point to Mitchell Way and repeater signs on both lanes to the north of this.Yes
- The current 30mph becomes 20mph with signs just to the north of the zebra crossing (this is in the Airport Freehold area). This includes a 20mph roundel for northbound traffic – would this be kept? Yes There is currently no southbound sign at this change in limit that shows a change to 30mph, but there is currently a 20mph on-road marking on the southbound lane at this gateway. Would any changes be required to this? To avoid possible driver confusion, the existing 600mm northbound 30mph signs could be removed and replaced with a single 300mm or 450mm repeater for each direction.





Best wishes

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050
Hampshire County Council, The Castle, Winchester, SO23 8UL
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Web: www.hants.gov.uk

Hampshire County Council

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

From: Martin Hubbard <Martin.Hubbard@steergroup.com>
Sent: 19 December 2025 10:31
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; Adam Connor <AdamConnor@blocgroup.org>
Subject: RE: Mitchell Way 20mph Change
Importance: High

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Hi Nick,

I have spoken to the Applicant regarding this (now cc'd) and they are prepared to fund this improvement.

My understanding is that the permanent TRO costs would c £3-6k plus c £2k for signage/ road markings. If you could advise if this is correct it would be appreciated. Following the DfS meeting last Thursday we are also revising the Mitchell Way south designs to reflect the feedback received and hope to send those shortly but can you please advise if the updated drawing should reflect the proposed 20mph speed change or can that be dealt with subsequently?

Please can you also advise if anything further relating to the potential speed limit change needs to be actioned pre-committee – scheduled for 27 January.

Once confirmed I will then loop in Liz Harrison.

Jon and I are on leave from cop today until 5 January so happy to discuss further today. Alternatively, Ali will be available during the intervening period so if you could ensure Jon, Ali and I are all included in any emails it would be appreciated.

Kind regards,

Martin

Martin Hubbard
Associate

steer

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Switchboard +44 20 7910 5000

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From: Martin Hubbard
Sent: 18 December 2025 11:10
To: 'Gammer, Nick' <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <gemma.mccart2@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>
Subject: RE: Mitchell Way 20mph

Hi Nick,

Thanks for the email, so just to confirm would the potential work involve the following:

- Signs on leaving Mitchell Way Rbt – replace northbound signs (people entering Mitchell Way) with 20mph (currently 30mph), and retain southbound sign (just prior to people exiting onto roundabout) as 40mph (as per existing).





- Provide 20mph on road markings at the entry point to Mitchell Way and repeater signs on both lanes to the north of this.
- The current 30mph becomes 20mph with signs just to the north of the zebra crossing (this is in the Airport Freehold area). This includes a 20mph roundel for northbound traffic – would this be kept? There is currently no southbound sign at this change in limit that shows a change to 30mph, but there is currently a 20mph on-road marking on the southbound lane at this gateway. Would any changes be required to this?





Please can you confirm if I have interpreted the above correctly and would you expect the above signage changes to also be funded by the developer. Do you have a rough feel of associated costs please for the above + TRO.

Kind regards,

Martin

Martin Hubbard
Associate

steer

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Switchboard +44 20 7910 5000

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From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 18 December 2025 08:07

To: Jon Williams <Jon.Williams@steergroup.com>; Martin Hubbard <Martin.Hubbard@steergroup.com>
Cc: McCart, Gemma <gemma.mccart2@hants.gov.uk>
Subject: FW: Mitchell Way 20mph

Hi Jon, Martin

FYI below. Please note the cost of amending the TRO would need to be covered by the applicant.

Best wishes

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050
Hampshire County Council, The Castle, Winchester, SO23 8UL
Email: nick.gammer@hants.gov.uk
Web: www.hants.gov.uk



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

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From: Goodchild, Peter <peter.goodchild@hants.gov.uk>
Sent: 18 December 2025 07:36
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Murray, Kathie <kathie.murray@hants.gov.uk>; Willoughby, Steve <steve.willoughby@hants.gov.uk>; Ware, Mandy <mandy.ware@hants.gov.uk>
Subject: RE: Mitchell Way 20mph

Hi Nick,

The designer has the option of highlighting the terminal signs when leaving the roundabout with a 20 roundel road marking and the use of repeater signs even though it is a relatively short section.

We would support this proposed reduction in the speed limit and I have spoken to the Police and they would not put forward any objections.

Kind regards
Pete

Peter Goodchild
Team Leader
Safer Roads – Traffic West
(Eastleigh, New Forest & Test Valley)

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 15 December 2025 09:32
To: Goodchild, Peter <peter.goodchild@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Murray, Kathie <kathie.murray@hants.gov.uk>; Willoughby, Steve <steve.willoughby@hants.gov.uk>; Ware, Mandy <mandy.ware@hants.gov.uk>
Subject: RE: Mitchell Way 20mph

Hi Pete

Please see attached as requested. The developer would pay. There aren't any specific design changes to reduce the speed limit, but the carriageway would be slightly realigned, and a shared use route put in on the northern side (drawing attached, not final, but gives you a good idea if their proposed works).

Many thanks

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050
Hampshire County Council, The Castle, Winchester, SO23 8UL
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Web: www.hants.gov.uk

Hampshire County Council

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

From: Goodchild, Peter <peter.goodchild@hants.gov.uk>
Sent: 15 December 2025 08:17
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Murray, Kathie <kathie.murray@hants.gov.uk>; Willoughby, Steve <steve.willoughby@hants.gov.uk>; Ware, Mandy <mandy.ware@hants.gov.uk>
Subject: RE: Mitchell Way 20mph

Hi Nick,

Please can you let me have the speed survey and, if you have them, any proposed design changes planned to reinforce the reduction in speed limit.

There would also be the issue of funding.

Kind regards
Pete

Peter Goodchild
Team Leader
Safer Roads – Traffic West

(Eastleigh, New Forest & Test Valley)

From: Smith, Andy (Traffic Management) <Andy.Smith@hants.gov.uk>
Sent: 11 December 2025 12:37
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>; Ware, Mandy <mandy.ware@hants.gov.uk>; Goodchild, Peter <peter.goodchild@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Murray, Kathie <kathie.murray@hants.gov.uk>; Willoughby, Steve <steve.willoughby@hants.gov.uk>
Subject: RE: Mitchell Way 20mph

Hi Nick

I've copied in Pete Goodchild as his West team deals with Eastleigh. I'm not sure if this has any history, so will leave it with Pete.

Regards,
Andy

Andy Smith
Team Leader
Safer Roads – Traffic South
(Fareham, Gosport, Havant)
Universal Services

From: Gammer, Nick <Nick.Gammer@hants.gov.uk>
Sent: 11 December 2025 12:00
To: Ware, Mandy <mandy.ware@hants.gov.uk>; Smith, Andy (Traffic Management) <Andy.Smith@hants.gov.uk>
Cc: McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Murray, Kathie <kathie.murray@hants.gov.uk>; Willoughby, Steve <steve.willoughby@hants.gov.uk>
Subject: Mitchell Way 20mph

Hi both

Could I have some advice please. As part of the Navigator Quarter development (to help facilitate cycle access), a suggestion has been made to reduce the short existing section of 30mph highway to 20mph. The speed limit of the private section of Mitchell Way to the north past the airport is already 20mph. Would this be supported please? Measured 85th percentile speeds are currently 24mph.

Many thanks

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050
Hampshire County Council, The Castle, Winchester, SO23 8UL
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Web: www.hants.gov.uk

Hampshire County Council

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Submission for a Departure from Standard

Project Name:	Navigator Quarter, Southampton
Project Ref:	This is your own reference. For HCC schemes it should be a combination of the HCC job number and the Departure number (i.e. C.Jxxxxxx/01, C.Jxxxxxx/02, …)
HCC DfS list Reference:	Reference will be supplied once the form is submitted 304
Client / Developer Details:	Company Name Blocwork (Eastleigh) LLP & SIAL
	Representative Name Adam Connor
	Address The Toll House, Delamere Terrace, London, W2 6ND
Consultant / Designer Details:	Company Name Steer
	Representative Name Carl Morrish
	Address 14-21 Rushworth Street, London, SE1 0RB
Date Submitted:	Date 2 December 2025 & 19 December 2025

Scheme Details

Site Location

The proposed Navigator Quarter development site location is to the north of Southampton Airport as detailed in Figure 1-1.

The sole vehicular access to the proposed development will be via an extension to Mitchell Way to the north of the airport runway. Improvements are also proposed to the whole length of the existing section of Mitchell Way to provide a dedicated off-road pedestrian/ cycle facility along the western side of the road. This includes converting the existing footway to a shared use footway between the southern station car park entrance (adjacent to the northbound inset bus layby) and where the existing shared use footway terminates to the north of the Spitfire Roundabout. The Departure from Standard (DfS) relates to this section of the route.

The submission includes the following drawings relating to this section:

- 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout
- 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout
- **24733101-STR-HGN-100-SK-D-01101 - REV P1 – Proposed Highway Layout**

Further details of the proposals are provided in the subsequent sections.

Description of Scheme

The proposed planning application to which this DfS relates is the Navigator Quarter development (Ref: O/25/99506). This was validated on 17 July 2025 and is currently awaiting determination.

The application is a Hybrid planning application for an employment site (circa 92,000 sqm) adjacent to Southampton Airport on greenfield land. The Site will effectively be split into three development parcels;

identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the site and form the new estate road for the proposed development.

The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. This is private highway land (i.e. not public highway) and is freehold land belonging to Southampton Airport.

The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage. The extent of the new road infrastructure ties in to the existing highway along Mitchell Way and then continues to ensure that access is provided to both South and North Plots.

The planning application also includes improvements along the existing section of Mitchell Way from its northern end through to the southern end of Mitchell Way where the existing shared use footway/ cycleway terminates. This includes the provision of a continuous, new dedicated off-road walking and cycling facility along the western side of Mitchell Way.

This DfS relates to the conversion of the existing footway to a shared use footway at the southern end of Mitchell Way, between the southern station car park entrance (adjacent to the northbound inset bus layby) and where the existing shared use footway terminates, to the north of the Spitfire Roundabout. The DfS relates to this section of the route.

The submission includes the following drawings which relate to this section:

- 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout
- 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout
- **24733101-STR-HGN-100-SK-D-01101 - REV P1 – Proposed Highway Layout**

The existing footway along this section is c 2.5m adjacent to the inset bus bay, with a pinchpoint of 1.59m to the northeast of HSBC House - the section to the south of this ranges from 1.97m – 2.03m wide. The adjacent carriageway ranges from 7.24m – 7.3m wide.

The proposed design achieves a minimum 2.5m shared use footway on the western side of Mitchell Way. This is achieved by:

- Reducing the carriageway width to 6.8m in places. This still meets the minimum width requirement in the HCC TG which is 6.4m on bus routes and the swept paths demonstrate that articulated vehicles can safely pass in opposing directions – a requirement under HCC TG2. The proposals also slightly open out the existing curvature of the road, an improvement in terms of tracking for southbound users.
- Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus layby 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 proposal is suitable from an operational/ security perspective.
- Reducing the width of the footway in places on the eastern side of Mitchell Way to a minimum of c 1.62m. This is over a limited duration and further to the south the proposed footway width ranges from 1.87m – 1.95m. The existing eastern footway width ranges from 1.93 – 1.99m. Pedestrian flows along this eastern footway are relatively low compared to the western side of the road which forms the main route to access Wide Lane and the shared use route along the western side of the Spitfire Roundabout/ Wide Lane towards Southampton.

Details of the proposed improvements were discussed with Nick Gammer and Craig Longhurst (HCC Highways) at a meeting on 8 October 2025, with the designs then shared subsequently by email on 14 October 2025.

Note: Steer attended a Departure of Exceptions Meeting on 11 December 2025, in which the scheme was discussed, and Rev P0 of the Proposed Highway Layout was presented. A number of recommendations were

made in this meeting, and Steer subsequently revised the drawing, with Rev P1 of the same drawing reflecting these changes, namely:

- **Vehicle swept paths undertaken at 20mph**
- **A 20mph speed limit proposed on the public highway section of Mitchell Way from the Spitfire Roundabout up to the public/private boundary (where the private section of Mitchell Way is already 20mph).**
- **The eastern footway narrowed to a minimum of 1.5m, to maximise the available width of the shared use path on the western side.**
- **Carriageway width reviewed and realigned based on the above and on the swept paths, narrowing to 6.5m in places but retaining 7.30m width where necessary (around the bends) based on the swept paths, to avoid overrun of vehicles in this area.**

The new proposed layout (Rev P1) is included with this submission; the previous (Rev P0) drawing is also included for reference/to help highlight where the improvements have been made to maximise the width of the shared use path within the constraints of the site.

Accident Data

It is noted that Mitchell Way to the north of HSBC House is a private road and not under the jurisdiction of HCC, and therefore no collision data is available for that area of interest. There have been no accidents recorded on the HCC Highways section of Mitchell Way, north of the Mitchell Way roundabout.

Speed Limit	**30mph**	**85%ile Speed**	**24mph (average, based on 2025 ATC)**

Details of the Departure

Relevant Standard(s) and Clause(s)

HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities, paragraph 5.2.14 and the subsequent table specifying the minimum effective width (3.0m) for a shared-use facility, shown on Page 15 of 42.

Details of Departure from Standard

A Departure from Standard is sought in relation to the width of the proposed shared use footway, which is proposed at a minimum of 2.50m (below the 3.0m minimum effective width requirement) in places towards its southern end where it ties back in to the existing shared use footway at the southern end of Mitchell Way. It should be noted that the existing shared use footway on Mitchell Way is 2.5m in the places just to the north of the Spitfire Roundabout.

Reason for Departure

A number of options have been reviewed and considered at the southern end of Mitchell Way to overcome the issue, however the existing constraints do not allow a design to be produced which meets all standards.

The constraints relate to land ownership, which restricts the total available highway corridor width in this location. It is not possible to widen beyond the current back of footway along both sides Mitchell Way for this reason.

On the eastern side of Mitchell Way the HCC highway boundary with third party land is a constraint. On the western side, the HCC highway boundary with the HSBC House and Premier Inn land ownership is the constraint. It is also a physical constraint in the case of HSBC House in particular, whereby the existing building physically forms the boundary, therefore it is not feasible to acquire any additional land here to provide the cross section required to meet the standards.

Options have been explored relating to various carriageway and footway widths and arrangements, and the design put forward has been agreed as the best achievable result in this location. It's should again be noted that the existing section of the Mitchell Way footway is ~2.5m wide immediately to the south of the proposed improvement.

Visibility Splays considerations

No visibility splays are relevant to this application.

Related Departures:

N/A

Detail any Relaxations in the area of the Departure:

Has the proposal been fully designed in accordance with the Hampshire County Council's Technical Guidance Notes, or The Design Manual for Roads and Bridges (where appropriate).

The design has been designed in accordance with HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities wherever possible, and acceptable widths have been provided along the remainer of Mitchell Way, except for this southern end where the Departure from Standard is required.

Justification for Departure (include positive and negative impacts)

Consultants Mitigation

It is noted that the existing shared use footway at the southern end of Mitchell Way which the design ties in to is also of a sub-standard width in places of ~2.5m, therefore this new section of shared use footway where the width is restricted does not introduce a new pinchpoint or constraint over and above the existing layout.

Environmental/Sustainability:

N/A

Accessibility:

The shared use footway is still at least 2.5m wide at its narrowest, which meets the standards for footways so it remains accessible.

Maintenance:

N/A

Construction Programme:

N/A

Cost:

N/A – this isn't a cost-based decision, but is based on land ownership and physical constraints of an adjacent building which limits the available width for the footway.

List of included documents and drawings

Provide details of drawings and documents (include references, drawing numbers with Revisions etc.) including:

The following drawings are included with the submission:

- 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout

- 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout
- **24733101-STR-HGN-100-SK-D-01101 - REV P1 – Proposed Highway Layout**

A Stage 1 Road Safety Audit - 3243-RSA-01 A (incl. Designers' Response) has also been included within the submission.

Departure Request Review (Office Use only)	
Chief Highways Engineer Comments	
Name:	**Iain Sloane**
Signed:	[redacted]
Job Title:	**Chief Engineer TED**
Date:	**8/1/26**

Departure State (X as appropriate)	Approved	Approved with comments	Declined
	X		

Appendix H.1: 24733101-STR-HGN-100-DR-D-00002 – existing highway layout

VIEWPORT 1

VIEWPORT 2

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

FOOTWAYS RUN ALONG BOTH SIDES OF MITCHELL WAY UP TO THE FIRST ZEBRA CROSSING

NORTHBOUND INSET BUS STOP

ZEBRA CROSSING LINKING TO FOOTBRIDGE / COVERED WALKWAY FOR THE STATION

FOOTWAY ON THE NORTH SIDE OF MITCHELL WAY ONLY

ON-STREET CAR TRANSPORTER LOADING BAY FOR CAR HIRE VEHICLES

ZEBRA CROSSING

PROVISION WITHIN SPITFIRE LOOP FOR BUSES TO TURN AROUND/STOP

SEE VIEWPORT ABOVE

SEE NEXT DRAWING SHEET

CUT LINE

WIDE LANE

MITCHELL WAY

SPITFIRE LOOP

TINKER ALLEY

Premier Inn Hotel

HSBC

Southampton Airport Parkway (Station)

Shelter

0 12.5m 25m 37.5m 50m

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'UTILITY SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REVO DATED DEC 2021, PROVIDED BY MSA on 24 OCT 2024.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
2. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- BLOCWORK FREEHOLD OWNERSHIP
- AIRPORT FREEHOLD OWNERSHIP
- RED LINE PLANNING BOUNDARY
- EXISTING SHARED-USE FOOTWAY

REV	DATE	DESCRIPTION	DES	CHK	APP
P03	09DEC25	REVISED FOR UPDATED SUBMISSION	CJM	CJM	MHU
P02	01OCT25	MINOR AMENDMENTS	CJM	CJM	MHU
P01	21MAY25	MINOR AMENDMENTS	CJM	CJM	MHU
P0	12DEC24	ORIGINAL ISSUE	CJM	CJM	JWL

steer
www.steergroup.com

Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY AND WIDE LANE BRIDGE EXISTING HIGHWAY LAYOUT DRAWING 1 OF 2

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P03

Drawing No. 24733101-STR-HGN-100-DR-D-00002

DATE: 09/12/2025 CAD REFERENCE: L:\s8pwork6.net\Data\London\Projects\24733101\CAD\Drawings\24733101-STR-HGN-100-DR-D-000 - 00002

BASED UPON ORDNANCE SURVEY'S MAPS WITH THE PERMISSION OF THE CONTROLLER OF HMSO, (c) CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. XXX

Appendix H.2: 24733101-STR-HGN-100-SK-D-01101 – Rev P0 (included within original DfS submission)

NEW SHARED USE PATH ALIGNED WITH THE EXISTING HIGHWAY BOUNDARY/HSBC HOUSE ON THE WEST SIDE OF MITCHELL WAY

2 NO. EXISTING ELECTRICAL SUBSTATIONS ADJACENT TO THE STATION CAR PARK

EXISTING BUS STOP LAYBY RETAINED BUT RELOCATED EAST

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

PINK LINE SHOWS EXTENT OF EXISTING KERB TO BE REMOVED WHERE THE CARRIAGEWAY IS TO BE WIDENED

CARRIAGEWAY WIDENING BY REDUCING THE EXISTING VERGE WIDTH, WITH 1.6m - 2.0m FOOTWAY RETAINED ON THE EAST SIDE OF MITCHELL WAY TO ACCOMMODATE THE SHARED USE PATH ON THE WEST SIDE (EXISTING BACK OF FOOTWAY/FENCELINE RETAINED)

PEDESTRIAN ACCESS POINT TO THE ROYAL MAIL CAR PARK

EXISTING SOUTHBOUND BUS STOP RETAINED

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'TOPOGRAPHIC SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV3 DATED 06 OCT 2025.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
2. BURROWS GRAHAM DRAWING NOS. 30228-BGL-XX-XX-DR-C-00008 AND 30228-BGL-XX-XX-DR-C-00012 REV P06, DATED 14 MAY 2025.
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2002 REV PL04, DATED 28 MAY 2025.
3. ALL WORKS TO BE IN ACCORDANCE WITH THE HIGHWAYS ENGLAND MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS.
4. DO NOT SCALE FROM THIS DRAWING. IF IN DOUBT REFER TO THE PROJECT MANAGER FOR CLARIFICATION.
5. EXISTING FEATURES ARE SHOWN IN GREY AND PROPOSED FEATURES IN BOLD, UNLESS OTHERWISE STATED.

KEY:

- EXISTING LAYOUT (TOPOGRAPHICAL SURVEY/OS BASE)
- HAMPSHIRE COUNTY COUNCIL HIGHWAY BOUNDARY
- BLOCWORK FREEHOLD OWNERSHIP
- AIRPORT FREEHOLD OWNERSHIP
- RED LINE PLANNING BOUNDARY
- PROPOSED KERB
- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED SHARED-USE FOOTWAY
- EXISTING SHARED-USE FOOTWAY
- PROPOSED WIDENED/RE-PROVIDED FOOTWAY
- EXISTING RETAINED VERGE

REV	DATE	DESCRIPTION	DES	CHK	APP
P0	27OCT25	ORIGINAL ISSUE	CJM	CJM	MHU

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www.steergroup.com

Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY 2.5m SHARED USE FOOTWAY ON WEST SIDE (ROAD REALIGNED)

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P0

Drawing No. 24733101-STR-HGN-100-SK-D-01101

DATE: 27/10/2025 CAD REFERENCE: P:\Projects\247\TJ\31\01\CAD\Drawings\Sketches\247331 01-STR-HGN-100-SK-D-011 - 01101

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Appendix H.3: 01101 – 24733101-STR-HGN-100-SK-D-01101 – Rev P1 (updated DfS post original submission)

NOTE: WESTERN END OF MITCHELL WAY FROM SPITFIRE ROUNDABOUT UP TO AIRPORT FREEHOLD BOUNDARY TO BE CONVERTED TO 20MPH, TO ALIGN WITH EXISTING 20MPH LIMIT ALREADY IN PLACE FURTHER NORTH ON THE PRIVATE SECTION OF MITCHELL WAY

2 NO. EXISTING ELECTRICAL SUBSTATIONS ADJACENT TO THE STATION CAR PARK

EXISTING BUS STOP LAYBY RETAINED BUT RELOCATED EAST

NEW SHARED USE PATH ALIGNED WITH THE EXISTING HIGHWAY BOUNDARY/HSBC HOUSE ON THE WEST SIDE OF MITCHELL WAY

EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE

PEDESTRIAN ACCESS POINT TO THE ROYAL MAIL CAR PARK

EXISTING SOUTHBOUND BUS STOP RETAINED

CARRIAGEWAY WIDENING BY REDUCING THE EXISTING VERGE WIDTH, WITH MINIMUM 1.5m FOOTWAY RETAINED ON THE EAST SIDE OF MITCHELL WAY TO ACCOMMODATE THE SHARED USE PATH ON THE WEST SIDE (EXISTING BACK OF FOOTWAY/FENCELINE RETAINED)

NOTES:

1. THIS DRAWING IS BASED ON:
   TOPOGRAPHIC SURVEYS:
   'TOPOGRAPHIC SURVEY', GREENHATCH GROUP DRAWING NO. 42270_T_UG REV3 DATED 06 OCT 2025.
   'WideLane-Track Topo-survey SURV001', PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   'SPITFIRE ROUNDABOUT SOUTHAMPTON', BRUNEL SURVEYS LTD DRAWING NO. 17972-200-01 DATED JUNE 2017, PROVIDED BY BLOC GROUP ON 22 NOV 2024.
   OS BASE MAPPING:
   EMPASITE DRAWING NO. OS_MasterMap_Topography_Layer_989487_1252669_OS_Mastermap, OS LICENCE NO. 0100031673, PROVIDED BY EMAPSITE ON 05 DEC 2024.
   HCC HIGHWAY BOUNDARY DRAWING:
   DRAWING NO. 21754829 03, PROVIDED BY BLOC GROUP ON 28 OCT 2024.
   BLOCWORK FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP882317, 25 MAY 2024.
   AIRPORT FREEHOLD OWNERSHIP:
   HM LAND REGISTRY OFFICIAL PLAN, REF: TITLE HP628421, TITLE HP411185. (PART)
   BASED ON: SAVILLS 'PLAN 1', REF: APPENDIX 1 - AIRPORT SITE TITLE PLAN.
   LINK ROAD HIGHWAY GENERAL ARRANGEMENT:
2. BURROWS GRAHAM DRAWING NOS. 30228-BGL-XX-XX-DR-C-00008 AND 30228-BGL-XX-XX-DR-C-00012 REV P06, DATED 14 MAY 2025.
   MASTERPLAN LAYOUT:
   MICHAEL SPARKS ASSOCIATES DRAWING NO. NQS-MSA-SI-XX-DR-A-2002 REV PL04, DATED 28 MAY 2025.
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- PROPOSED KERB
- PROPOSED EDGING KERB / BACK OF FOOTWAY
- PROPOSED CARRIAGEWAY
- PROPOSED SHARED-USE FOOTWAY
- EXISTING SHARED-USE FOOTWAY
- PROPOSED WIDENED/RE-PROVIDED FOOTWAY
- EXISTING RETAINED VERGE

Max Legal Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.500m
Overall Body Height	3.632m
Min Body Ground Clearance	0.396m
Track Width	2.500m
Lock to Lock Time	6.00s
Kerb to Kerb Turning Radius	6.870m

Hatched Body Envelope
Wheel Tracks

0 12.5m 25m 37.5m 50m

REV	DATE	DESCRIPTION	DES	CHK	APP
P1	19DEC25	AMENDED FOLLOWING DfS COMMENTS	CJM	CJM	MHU
P0	27OCT25	ORIGINAL ISSUE	CJM	CJM	MHU

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Client: BLOCWORK (EASTLEIGH) LLP & SIAL

Project Title: NAVIGATOR QUARTER, SOUTHAMPTON

Drawing Title: MITCHELL WAY 2.5m SHARED USE FOOTWAY ON WEST SIDE (ROAD REALIGNED)

Status: FIT FOR INFORMATION

Size:	Scale:	Suitability	Rev.
A1	1:500	S2	P1

Drawing No. 24733101-STR-HGN-100-SK-D-01101

DATE: 19/12/2025 CAD REFERENCE: \\sdlpeno4.net\Data\London\Projects\247\FS\FS101\CAD\Drawings\Sketches\247331O1-STR-HGN-100-SK-D-011 - 01101

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Appendix H.4: Road Safety Audit Designer's Response (Nov 2025)

Capital Road Safety

Navigator Quarter, Southampton

Mitchell Way Footway: Proposed Southern Widening

Stage 1 Road Safety Audit

Ref: 3243-RSA-01 A



Prepared for: **Steer, on behalf of Blocwork (Eastleigh) LLP & SIAL**

Date: **November 2025**

TRAFFIC & ROAD SAFETY SPECIALISTS

Citation ISO Certification
ISO 9001: 2015
ISO 14001: 2015
ISO 45001: 2018
REGISTERED
Certificate No 418012023

1.0 DOCUMENT INFORMATION

Project Title	**NAVIGATOR QUARTER, SOUTHAMPTON MITCHELL WAY FOOTWAY: PROPOSED SOUTHERN WIDENING STAGE 1 ROAD SAFETY AUDIT**
Document No	**3243-RSA-01**

Issue	Original (A)	Revision	Revision
Date Issued	**12/11/25**		

Prepared by	**A Haunton**		
Signature	[redacted]		

Checked by	**J Thompson**		
Signature	[redacted]		

Authorised by	**J Thompson**		
Signature	[redacted]		

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Opinions and information provided in the report are on the basis of Capital Road Safety Ltd using due skill, care and diligence in the preparation of the same and no warranty is provided as to their accuracy.

It should be noted and it is expressly stated, that no independent verification of any of the documents or information supplied to Capital Road Safety Ltd has been made.

2.0 INTRODUCTION

2.1 Commission and Terms of Reference

2.1.1 This report results from a Stage 1 Road Safety Audit carried out on proposed southern widening of the Mitchell Way Footway. This will be part of the proposed Navigator Quarter project, part of Solent Freeport. The audit was carried out on the instruction of Steer's Carl Morrish, dated 31st October 2025.

2.1.2 The Audit Team membership was as follows:

Audit Team Leader:	Andy Haunton BEng (Hons), MCIHT, FSoRSA Capital Road Safety Ltd
Audit Team Member:	Jonathan Thompson IEng, FIHE, MCIHT, MSoRSA Capital Road Safety Ltd

2.1.3 For the purposes of compliance with the National Highways standard GG 119 'Road Safety Audit' it is recorded that both the Audit Team Leader and Team Member hold a Certificate of Competency in Road Safety Audit.

2.1.4 The Audit was undertaken by Capital Road Safety in accordance with the Audit Brief provided by Carl Morrish. It took place during mid November 2025 and comprised an examination of the documents provided as listed in Appendix A, plus a visit to the site of the proposed scheme.

2.1.5 The Audit Team made a visit to the site of the scheme between 11:15 and 12:15hrs on 10th November 2025. During the site visit the weather was overcast with light rain and the paved highway surfaces were wet. A modest flow of pedestrian and cycle movements was seen passing along the route, particularly around the railway station area.

2.1.6 The terms of reference of this audit are as described in the National Highways standard GG 119 Revision 2 'Road Safety Audit'. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit.

2.1.7 Unless general to the scheme, all comments and recommendations are given an identifying label and the locations have been indicated on the plan located in Appendix B. Reference may be made to the design drawings where it is necessary to clearly indicate which drawing amongst a set is the subject of comment.

2.2 Purpose of the Scheme

2.2.1 The overall scheme proposes a new strategic employment destination within Solent Freeport. The development's website describes it as follows:

"Navigator Quarter is a special economic zone within the Freeport. It will meet the needs of modern business and create significant economic opportunity for the region, including the potential to support approximately 3,000 new jobs.

Our proposals for Navigator Quarter would transform approximately 110 acres of

land adjacent to Southampton Airport into a vibrant location for local, national and international businesses to invest in and call their home.

We're bringing forward a planning application to provide around 92,000 sq m of high-quality employment space, with associated infrastructure works and a new access road linked to Mitchell Way. The site is allocated for employment uses within the Eastleigh Borough Local Plan."

2.2.2 The RSA Brief describes the proposals subject to this RSA as follows:

"The proposed scheme covered by this audit includes proposed new pedestrian and cycle provision along Mitchell Way, in the form of a shared use footway, designed based on the expected demand, as well as spatial and land ownership constraints in places.

A Departure from Standard is being sought from Hampshire County Council for the width of the proposed shared use footway, which is proposed at a minimum of 2.50m in places towards its southern end where it ties back into the existing shared use footway at the southern end of Mitchell Way".

3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDIT

3.1 The Audit Team is not aware of any previous audits having been carried out on the proposals.

4.0 ITEMS RAISED IN THIS STAGE 1 ROAD SAFETY AUDIT

4.1 JUNCTIONS

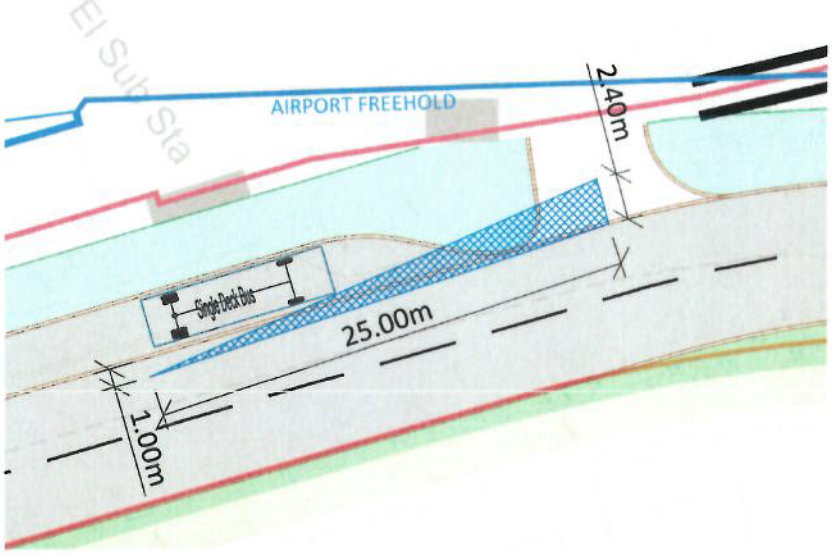
4.1.1 PROBLEM

Location: A – Station car park.

Summary: Relocated bus stop may increase the risk of 'failed to give way'-type collisions.

The existing bus stop layby will receive a modest remodelling. However, this will move the head of the bus stop closer to the railway station car park exit. This could increase the risk of 'failed to give way'-type collisions should visibility be compromised, particularly as buses have a long dwell time at this stop.

RECOMMENDATION.
Adequate visibility should be shown to be available at the car park exit.

Design Organisation Response	Rejected
Steer:	See below visibility check at the car park access, with a 20mph visibility splay drawn to a point 1m from the edge of carriageway, as vehicles/cyclists/motorcycles are unlikely to run closer to the kerb than this particularly when a bus is at the stop. It is noted that the layby is shifted slightly east, however the shelter is not proposed to remain, and the bus is therefore likely to align with the shelter, as shown below – visibility is therefore achievable past a bus. 
Client Organisation Comments	

Agree with Design Organisations' Response.

4.2 WALKING, CYCLING & HORSE RIDING

4.2.1 PROBLEM

Location: B – Bend along the footway alignment near the Premier Inn / HSBC House boundary.

Summary: Tall hedge around the inside of the bend made adversely affect NMU intervisibility.



At the bend along the footway alignment near the Premier Inn / HSBC House boundary, tall hedge growth around the inside of the bend may adversely affect NMU intervisibility. This may increase the risk of collisions between pedestrians and cyclists.

RECOMMENDATION.
Adequate forward visibility should be shown to be available along the proposed shared-use footway surface.

Design Organisation Response	Accepted
Steer:	The hedge is understood to be private (part of the Premier Inn site), however this will be brought to the attention of the highway authority to liaise with the private site if/where it encroaches on the public highway to ensure it is kept trimmed back.

Client Organisation Comments
Agree with Design Organisations' Response.

4.2.2 PROBLEM

Location: C – HSBC House parking area.

Summary: Intervisibility around the footway crossover may be inadequate.

Intervisibility around the footway crossover for the HSBC House parking area may be inadequate. This may increase the risk of collisions between motor vehicles leaving the premises and pedestrians or cyclists using the footway. The continuous nature of the footway, albeit with blister tactile paving, in combination with the raising barriers close to the footway may exacerbate the problem.



RECOMMENDATION

The design should accommodate the HSBC House parking area crossover in a manner that adequately mitigates the risk of collisions between motor vehicles leaving the premises and pedestrians or cyclists using the footway.

Design Organisation Response	Accepted
Steer:	This access appears to be out of use at the moment, however we will explore this to confirm its long-term usage, and review in detailed design to provide new/improved tactile paving and markings/signage in this area as appropriate.

Client Organisation Comments
Agree with Design Organisations' Response.

4.2.3 PROBLEM

Location: D – Bus stop by the railway station.

Summary: Risk of collisions between bus passengers and cyclists.

The shared-use surface will pass by the bus stop at the railway station. This arrangement may increase the risk of collisions between cyclists and passengers boarding or alighting from buses. This may be particularly so where passengers are unsighted, i.e. either by the bus, or by the solid ends of the existing bus shelter.



RECOMMENDATION

The design should seek to keep cyclists away from areas where bus passenger intervisibility is compromised or anticipation of approaching cyclists may be poor. The bus stop shelter should be equipped with clear end panels to improve intervisibility.

Design Organisation Response	Accepted
Steer:	Consideration will be given in detailed design to providing cycle logo markings on the footway in the vicinity of the bus stop to make bus users more aware that cyclists may pass. The bus shelter will also be reviewed in detailed design, to explore whether the end panels can be changed for clear

	panels to improve visibility.

Client Organisation Comments
Agree with Design Organisations' Response.

4.2.4 PROBLEM

Location: E – Existing shared-use footway south of the proposed section.

Summary: Inconsistent footway width.



The scheme seeks to encourage cycle access to the new developemnt. However, it has been noted that the existing shared-use footway by Spitfire roundabout has compromised effective width due to vegetation growth along its back edge. An increase in the volume of cyclists using this uneccessarily narrow surface could increase the risk of cycle collisions with pedestrians or other cyclists.

RECOMMENDATION

The vegetation growth overhanging the footway should be cut back / cleared.

Design Organisation Response	Accepted
Steer:	The hedge is understood to be private (part of the Premier Inn site), however this will be brought to the attention of the highway authority to liaise with the private site if/where it encroaches on the public highway to ensure it is kept trimmed back.

Client Organisation Comments

Agree with Design Organisations' Response.

End of list of Problems identified and Recommendations offered in this Stage 1 Audit

5.0 AUDIT STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Name: Andy Haunton
BEng (Hons) MCIHT FSoRSA
Cert Comp RSA

Signed: [redacted]

Date 12/11/2025

Position: Director

Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

AUDIT TEAM MEMBER:

Name: Jonathan Thompson
IEng FIHE MCIHT MSoRSA
Cert Comp RSA

Signed: [redacted]

Date 12/11/2025

Position: Director

Organisation: Capital Road Safety

Address: Oakdene, Oak Road, Pebmarsh, Essex, CO9 2QD

Contact: enquiries@capitalroadsafety.com
www.capitalroadsafety.com

5.2 DESIGN TEAM STATEMENT

In accordance with GG 119, I certify that I have reviewed the items raised in this Stage 1 Road Safety Audit report. I have given due consideration to each issue raised and have stated my proposed course of action for each in this report. I seek the Client Organisations endorsement of my proposals.

Design Organisation		
Steer (Steer)	**Name:**	**Carl Morrish**
	Position:	**Associate**
	Signed:	[redacted]
	Dated:	**27 November 2025**

5.3 CLIENT ORGANISATION STATEMENT

I accept these proposals by the Design Organisation.

Name: Adam Connor

Position: Senior Development Manager

Organisation: Blocwork Eastleigh LLP

Signed [redacted]

Dated: 28/11/25

5.4 SECONDARY CLIENT ORGANISATION STATEMENT (where appropriate)

I accept these proposals by the Design Organisation.

[redacted]

Name: S. THURSTON

Position: GROUP HEAD of DEVELOPMENT

Organisation: AGS

Signed [redacted] **Dated:** 1/12/2025

APPENDIX A

Documents forming the Audit Brief

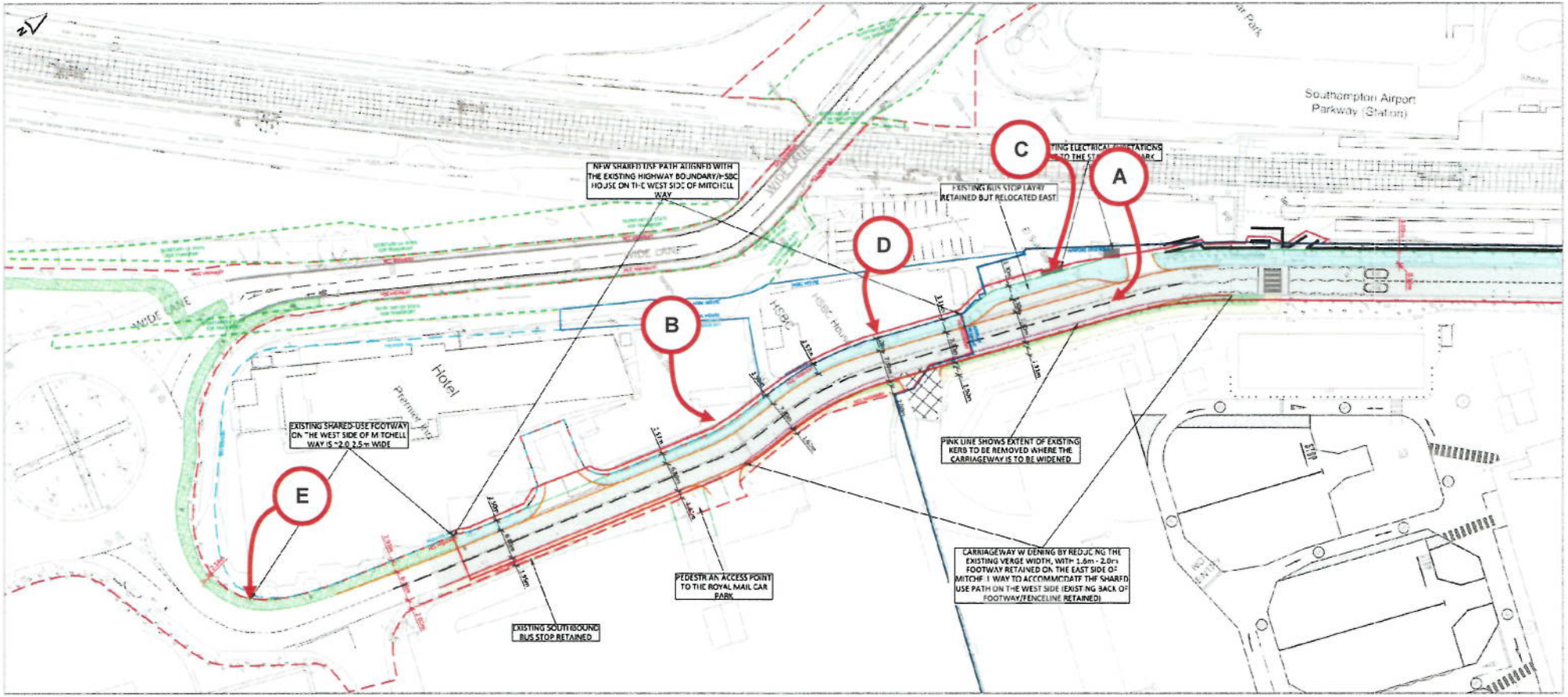
DRAWING NUMBER	DRAWING TITLE
• 24733101-STR-HGN-100-SK-D-01101 - REV P0	MITCHELL WAY 2.5m SHARED USE FOOTWAY ON WEST SIDE (ROAD REALIGNED)

DOCUMENTS

- Navigator Quarter Stage 1 Road Safety Audit - Brief_Mitchell Way

APPENDIX B

Problem Location Plan


NEW SHARED USE PATH ALIGNED WITH THE EXISTING HIGHWAY BOUNDARY/P-SBC HOUSE ON THE WEST SIDE OF MITCHELL WAY
EXISTING BUS STOP LAYBY RETAINED BUT RELOCATED EAST
EXISTING SHARED-USE FOOTWAY ON THE WEST SIDE OF MITCHELL WAY IS ~2.0-2.5m WIDE
PINK LINE SHOWS EXTENT OF EXISTING KERB TO BE REMOVED WHERE THE CARRIAGEWAY IS TO BE WIDENED
CARRIAGEWAY WIDENING BY REDUCING THE EXISTING VERGE WIDTH, WITH 1.6m - 2.0m FOOTWAY RETAINED ON THE EAST SIDE OF MITCHELL WAY TO ACCOMMODATE THE SHARED USE PATH ON THE WEST SIDE (EXISTING BACK OF FOOTWAY/FENCELINE RETAINED)
PEDESTRIAN ACCESS POINT TO THE ROYAL MAIL CAR PARK
EXISTING SOUTHBOUND BUS STOP RETAINED
A
B
C
D
E
Southampton Airport Parkway (Station)
Hotel
Premier Inn
HEDGE
WIDE DRIVE

Submission for a Departure from Standard

ONLY SUBMIT AS A WORD DOCUMENT – THE FILE WILL BE CONVERTED TO PDF ONLY UPON FINAL DECISION.
PLEASE SUBMIT **ONE FORM FOR ONE DEPARTURE** FROM STANDARDS ONLY.

Project Name:	Navigator Quarter, Southampton
Project Ref:	This is your own reference. For HCC schemes it should be a combination of the HCC job number and the Departure number (i.e. C.Jxxxxxx/01, C.Jxxxxxx/02, …)
HCC DfS list Reference:	Reference will be supplied once the form is submitted
Client / Developer Details:	Company Name Blocwork (Eastleigh) LLP & SIAL
	Representative Name Adam Connor
	Address The Toll House, Delamere Terrace, London, W2 6ND
Consultant / Designer Details:	Company Name Steer
	Representative Name Carl Morrish
	Address 14-21 Rushworth Street, London, SE1 0RB
Date Submitted:	Date 2 December 2025

Scheme Details

Site Location

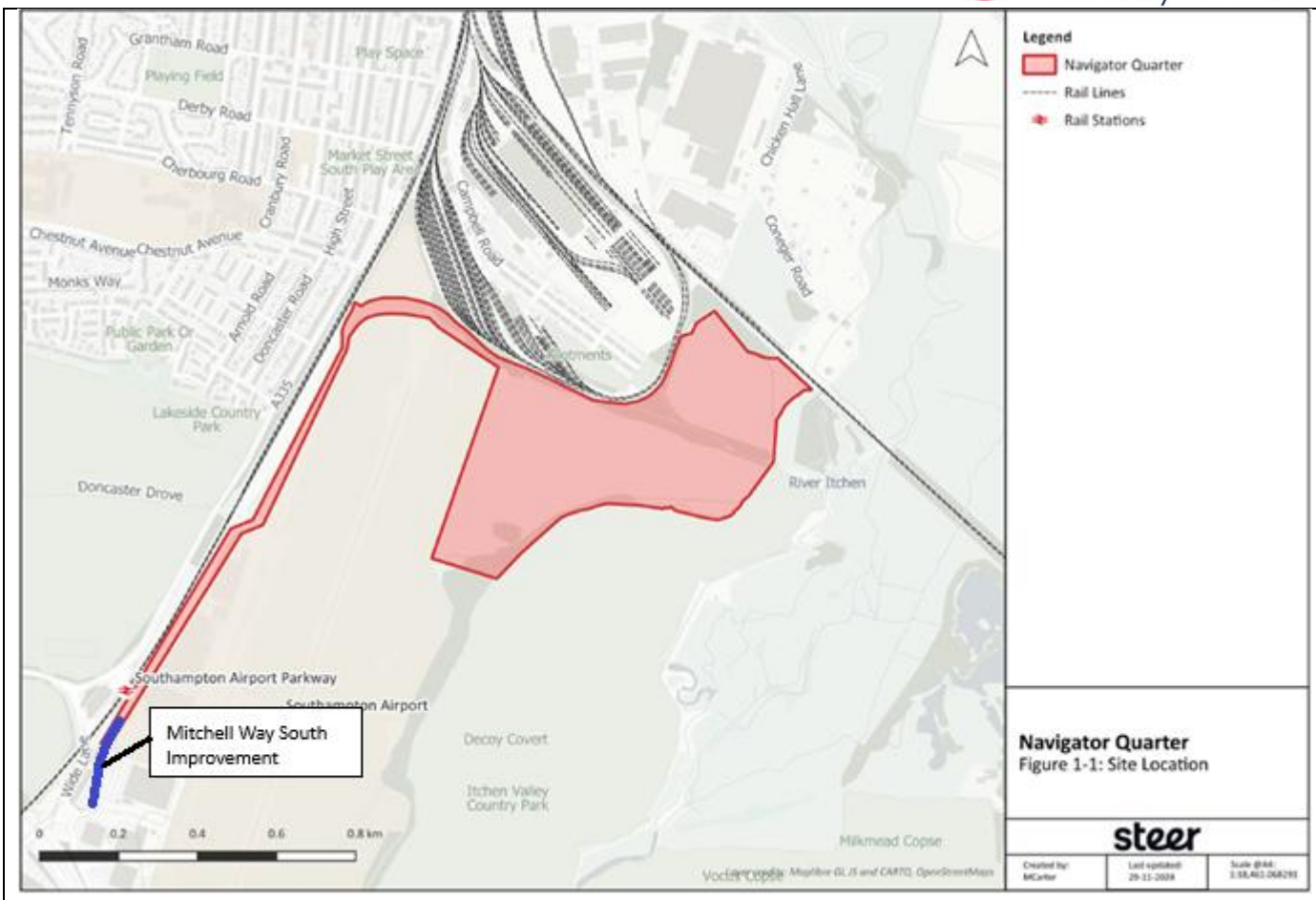
The proposed Navigator Quarter development site location is to the north of Southampton Airport as detailed in Figure 1-1.

The sole vehicular access to the proposed development will be via an extension to Mitchell Way to the north of the airport runway. Improvements are also proposed to the whole length of the existing section of Mitchell Way to provide a dedicated off-road pedestrian/ cycle facility along the western side of the road. This includes converting the existing footway to a shared use footway between the southern station car park entrance (adjacent to the northbound inset bus layby) and where the existing shared use footway terminates to the north of the Spitfire Roundabout. The Departure from Standard (DfS) relates to this section of the route.

The submission includes the following drawings relating to this section:

- 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout
- 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout

Further details of the proposals are provided in the subsequent sections.



Description of Scheme

The proposed planning application to which this DfS relates is the Navigator Quarter development (Ref: O/25/99506). This was validated on 17 July 2025 and is currently awaiting determination.

The application is a Hybrid planning application for an employment site (circa 92,000 sqm) adjacent to Southampton Airport on greenfield land. The Site will effectively be split into three development parcels; identified as South Plot and North Plot, and the area for the proposed new highway infrastructure that will serve the site and form the new estate road for the proposed development.

The new primary spine road will join the northern end of Mitchell Way and will then bend to the south of the existing long stay airport car park, before entering the main masterplan site. This is private highway land (i.e. not public highway) and is freehold land belonging to Southampton Airport.

The new estate road has been designed, and land safeguarded adjacent to North Plot, so that this can continue to form a longer-term link road aspiration (Chickenhall Lane Link Road) if required at a later stage. The extent of the new road infrastructure ties in to the existing highway along Mitchell Way and then continues to ensure that access is provided to both South and North Plots.

The planning application also includes improvements along the existing section of Mitchell Way from its northern end through to the southern end of Mitchell Way where the existing shared use footway/ cycleway terminates. This includes the provision of a continuous, new dedicated off-road walking and cycling facility along the western side of Mitchell Way.

This DfS relates to the conversion of the existing footway to a shared use footway at the southern end of Mitchell Way, between the southern station car park entrance (adjacent to the northbound inset bus layby) and where the

existing shared use footway terminates, to the north of the Spitfire Roundabout. The DfS relates to this section of the route.

The submission includes the following drawings which relate to this section:

- 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout
- 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout

The existing footway along this section is c 2.5m adjacent to the inset bus bay, with a pinchpoint of 1.59m to the northeast of HSBC House - the section to the south of this ranges from 1.97m – 2.03m wide. The adjacent carriageway ranges from 7.24m – 7.3m wide.

The proposed design achieves a minimum 2.5m shared use footway on the western side of Mitchell Way. This is achieved by:

- Reducing the carriageway width to 6.8m in places. This still meets the minimum width requirement in the HCC TG which is 6.4m on bus routes and the swept paths demonstrate that articulated vehicles can safely pass in opposing directions – a requirement under HCC TG2. The proposals also slightly open out the existing curvature of the road, an improvement in terms of tracking for southbound users.
- Moving the carriageway further to the east adjacent and to the north of HSBC house, including adjustments to the inset bus layby 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 proposal is suitable from an operational/ security perspective.
- Reducing the width of the footway in places on the eastern side of Mitchell Way to a minimum of c 1.62m. This is over a limited duration and further to the south the proposed footway width ranges from 1.87m – 1.95m. The existing eastern footway width ranges from 1.93 – 1.99m. Pedestrian flows along this eastern footway are relatively low compared to the western side of the road which forms the main route to access Wide Lane and the shared use route along the western side of the Spitfire Roundabout/ Wide Lane towards Southampton.

Details of the proposed improvements were discussed with Nick Gammer and Craig Longhurst (HCC Highways) at a meeting on 8 October 2025, with the designs then shared subsequently by email on 14 October 2025.

Accident Data

It is noted that Mitchell Way to the north of HSBC House is a private road and not under the jurisdiction of HCC, and therefore no collision data is available for that area of interest. There have been no accidents recorded on the HCC Highways section of Mitchell Way, north of the Mitchell Way roundabout.

Speed Limit	**30mph**	**85%ile Speed**	**24mph (average, based on 2025 ATC)**

Details of the Departure

Relevant Standard(s) and Clause(s)

HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities, paragraph 5.2.14 and the subsequent table specifying the minimum effective width (3.0m) for a shared-use facility, shown on Page 15 of 42.

Details of Departure from Standard

A Departure from Standard is sought in relation to the width of the proposed shared use footway, which is proposed at a minimum of 2.50m (below the 3.0m minimum effective width requirement) in places towards its southern end

where it ties back in to the existing shared use footway at the southern end of Mitchell Way. It should be noted that the existing shared use footway on Mitchell Way is 2.5m in the places just to the north of the Spitfire Roundabout.

Reason for Departure

A number of options have been reviewed and considered at the southern end of Mitchell Way to overcome the issue, however the existing constraints do not allow a design to be produced which meets all standards.

The constraints relate to land ownership, which restricts the total available highway corridor width in this location. It is not possible to widen beyond the current back of footway along both sides Mitchell Way for this reason.

On the eastern side of Mitchell Way the HCC highway boundary with third party land is a constraint. On the western side, the HCC highway boundary with the HSBC House and Premier Inn land ownership is the constraint. It is also a physical constraint in the case of HSBC House in particular, whereby the existing building physically forms the boundary, therefore it is not feasible to acquire any additional land here to provide the cross section required to meet the standards.

Options have been explored relating to various carriageway and footway widths and arrangements, and the design put forward has been agreed as the best achievable result in this location. It's should again be noted that the existing section of the Mitchell Way footway is ~2.5m wide immediately to the south of the proposed improvement.

Visibility Splays considerations

No visibility splays are relevant to this application.

Related Departures:

N/A

Detail any Relaxations in the area of the Departure:

Has the proposal been fully designed in accordance with the Hampshire County Council's Technical Guidance Notes, or The Design Manual for Roads and Bridges (where appropriate).

The design has been designed in accordance with HCC Technical Guidance Note TG10 – Pedestrian and Cycle Facilities wherever possible, and acceptable widths have been provided along the remainer of Mitchell Way, except for this southern end where the Departure from Standard is required.

Justification for Departure (include positive and negative impacts)

Consultants Mitigation

It is noted that the existing shared use footway at the southern end of Mitchell Way which the design ties in to is also of a sub-standard width in places of ~2.5m, therefore this new section of shared use footway where the width is restricted does not introduce a new pinchpoint or constraint over and above the existing layout.

Environmental/Sustainability:

N/A

Accessibility:

The shared use footway is still at least 2.5m wide at its narrowest, which meets the standards for footways so it remains accessible.

Maintenance: N/A
Construction Programme: N/A
Cost: N/A – this isn't a cost-based decision, but is based on land ownership and physical constraints of an adjacent building which limits the available width for the footway.

List of included documents and drawings
Provide details of drawings and documents (include references, drawing numbers with Revisions etc.) including: The following drawings are included with the submission: • 24733101-STR-HGN-100-DR-D-00002 - REV P01 – Existing Highway Layout • 24733101-STR-HGN-100-SK-D-01101 - REV P0 – Proposed Highway Layout A Stage 1 Road Safety Audit - 3243-RSA-01 A (incl. Designers' Response) has also been included within the submission.

Departure Request Review (Office Use only)	
S278/S38 Design Auditor's Comments & Recommendations	
Name:	
Signed:	
Job Title:	
Date:	
Chief Highways Engineer Comments	
Name:	
Signed:	
Job Title:	
Date:	

Departure State (X as appropriate)	Approved	Approved with comments	Declined

From:	Gammer, Nick
To:	Martin Hubbard; Longhurst, Craig
Cc:	Mundy, Jonathan; Ali Memory; AdamConnor; john; Steve Thurston; Jamie Loxley; Matthew Thomas; Jon Williams; Carl Morrish; McCart, Gemma; Harrison, Liz; Lee, Graham
Subject:	RE: Navigator Quarter - Updated Mitchell Way South Design
Date:	20 October 2025 12:49:30
Attachments:	image001.png 24733101-STR-HGN-100-SK-D-01101 - WIP.pdf

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Hi Martin

Thank you for the attached, comments below.

- This proposal provides an improvement with the continuation of a 2.5m shared use on the western side of Mitchell Way. It is felt these proposals would likely be more acceptable to the DfS board.
- We would suggest highlighting in the DfS submission the footway width before being reduced to 1.62m – it may already be less than 2.0m, which potentially helps support the DfS, as would any justification of relatively light pedestrian flows on this section.

- Whilst the carriageway has been made narrower in the southern section, it provides an overall improvement for southbound users in terms of tracking as the curve is opened out (a positive you may want to mention in the DfS application).
- The 6.8m width meets the minimums in the TG which is 6.4m when a bus route – and crucially appears to demonstrate articulated vehicles can pass in opposing directions, which is required under HCC TG2 for a Primary road.

Regarding the Departures from Standard, comments in red below:

- The shared use footway as the 2.5m width would be below the 3m standard (TG10). Correct, this is a clear departure.
- The eastern footway width of 1.62m at its narrowest point which would be below the 2m standard (TG10). Although TG10 does state that widths can be reduced to between 1.8m and 1.5m subject to Highway Authority approval. Technically this is not a Departure as I understand it, but would need to be considered in relation to the above; that is, justification should be provided in the above DfS regarding why the only option is to narrow this existing eastern footway.
- As set out above, the carriageway width of 6.8m is not a DfS.

One final point is that the attached includes a design for a Toucan crossing on the Wide Lane arm of Spitfire Roundabout. I've not asked my ITS colleagues to review this. I can do if it would be helpful, or will a more detailed/ standalone design of this crossing point be submitted for review in due course?

Best wishes

Nick

Nick Gammer
Team Leader - Transport Policy
Hampshire 2050

Hampshire County Council, The Castle, Winchester, SO23 8UL
Email: nick.gammer@hants.gov.uk
Web: www.hants.gov.uk

Hampshire County Council

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

Hampshire County Council welcomes and encourages discussions before a developer submits a planning application. Please follow this link for further information
https://www.hants.gov.uk/transport/developers/highwaysdevelopmentplanning

---

From: Martin Hubbard <Martin.Hubbard@steergroup.com>
Sent: 20 October 2025 11:26
To: Gammer, Nick <Nick.Gammer@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>
Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; AdamConnor <AdamConnor@blocgroup.org>; john <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; McCart, Gemma <Gemma.McCart2@hants.gov.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <Graham.Lee@hants.gov.uk>
Subject: RE: Navigator Quarter - Updated Mitchell Way South Design

EXTERNAL EMAIL - This email was sent by a person outside the organisation. Do not open any links or attachments if you were not expecting them. If in doubt, contact the IT Service Desk.

Hi Nick, Craig,

Wanted to follow up on the below and the attached to see if you have managed to review the proposals and confirm we are in agreement that this is the best solution we can find at this stage as we need to submit the Departures from Standard asap.

Kind regards,

Martin

Martin Hubbard
Associate



London office
Direct +44 20 7910 5656
Switchboard +44 20 7910 5000

www.steergroup.com

From: Martin Hubbard
Sent: 14 October 2025 19:09
To: Gammer, Nick <nick.gammer@hants.gov.uk>; Longhurst, Craig <Craig.Longhurst2@hants.gov.uk>
Cc: Mundy, Jonathan <jonathan.mundy@hants.gov.uk>; Ali Memory <Ali.Memory@steergroup.com>; AdamConnor <adamconnor@blocgroup.org>; John Atkins <john@atkinsproperty.co.uk>; Steve Thurston <steve.thurston@agsairports.co.uk>; Jamie Loxley <j.loxley@msa-architects.co.uk>; Matthew Thomas <m.thomas@msa-architects.co.uk>; Jon Williams <Jon.Williams@steergroup.com>; Carl Morrish <Carl.Morrish@steergroup.com>; McCart, Gemma <gemma.mccart2@hants.gov.uk>; Harrison, Liz <liz.harrison@eastleigh.gov.uk>; Lee, Graham <graham.lee@hants.gov.uk>
Subject: Navigator Quarter - Updated Mitchell Way South Design

Nick, Craig,

Further to our meeting last Wednesday we have under a further review of the southern section of Mitchell Way and believe we have found a better solution.

The proposed design achieves a minimum 2.5m shared use footway on the western side of Mitchell Way which was suggested as being more acceptable in principle to you. We have achieved this by:

- Reducing the carriageway width to 6.8m in places.
- 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. 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.
- Reducing the width of the footway in places on the eastern side to a min of c 1.62m.

Please confirm that this is more satisfactory from a design perspective, as we would like to submit the Departure from Standard asap. Please confirm the Departures from Standard would need to relate to:

- The shared use footway as the 2.5m width would be below the 3m standard (TG10).
- The eastern footway width of 1.62m at its narrowest point which would be below the 2m standard (TG10). Although TG10 does state that widths can be reduced to between 1.8m and 1.5m subject to Highway Authority approval.

I am assuming that a carriageway width of 6.8m would not be a Departure but please advise if you disagree.

If you could confirm the above asap it would be appreciated.

We are currently reviewing the feasibility of the signalised pedestrian/cycle crossing across Wide Lane (northern arm of the Spitfire Roundabout).

Kind regards,

Martin

Martin Hubbard
Associate

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