



NAVIGATOR QUARTER, LAND ADJACENT TO SOUTHAMPTON AIRPORT

PLANNING AND DESIGN ADDENDUM

HYBRID PLANNING APPLICATION

February 2026

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

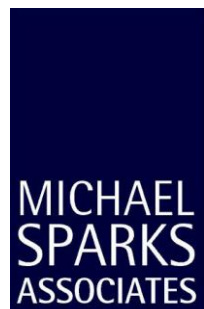


Planning & Design Statement Addendum

Navigator Quarter, Land Adjacent to Southampton Airport

Prepared on behalf of blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL)

February 2026



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1. INTRODUCTION

- 1.0 This Planning & Design Statement addendum has been prepared on behalf of blocwork (Eastleigh) LLP and Southampton International Airport Limited (SIAL) (the Applicant), to summarise the engagement with consultees and changes to the development proposals at the Navigator Quarter, following the submission of the hybrid application (ref O/25/99506) in June 2025.
- 1.1 Since the application's submission, consultation responses have been received on various matters including: design, air quality, biodiversity, highways and transport, landscaping and trees, noise, and drainage. Following review of these responses, where necessary, amendments have been made to the Parameters Plan and Illustrative Site Layout Plans, and these changes are described in this addendum.
- 1.2 The layout and design of the development has been improved and it is considered that the proposals are now acceptable such that the development meets the criteria for sustainable development.
- 1.3 Furthermore, to address concerns raised by consultees, necessary clarifications and / or further information has been provided. This addendum summarises the changes made and the further information that has been submitted to demonstrate that the development can be carried out in an appropriate manner.
- 1.4 This Addendum should be read in conjunction with the following information:

Drawings

- i. Location Plan – NQ-MSA-SI-ZZ-DR-A-2004 PL07
- ii. Parameters Plan – NQ-MSA-SI-XX-SDR-A-2001 PL06
- iii. Illustrative Site Layout Plan 1 – NQS-MSA-SI-XX-DR-A-2002 PL09
- iv. Illustrative Site Layout Plan 2 – NQS-MSA-SI-XX-DR-A-2005 PL04
- v. Detailed / Outline Boundary Plan – NQS-MSA-SI-ZZ-DR-A-2000 PL05
- vi. Mitchell Way Proposed Kerbing Layout Sheet 1 – 30228-BGL-XX-MTW-DR-C-00215 Rev. P03
- vii. Mitchell Way Pavement Construction Sheet 1 – 30228-BGL-XX-XX-DR-C-00230 Rev. P03

- viii. Mitchell Way Proposed Finished Levels Sheet 1 – 30228-BGL-XX-MTW-DR-C-00255 Rev. P03
- ix. Mitchell Way Proposed Site Clearance Sheet 1 – 30228-BGL-XX-MTW-DR-C-00258 Rev. P03
- x. Mitchell Way Highway GA Sheet 1 – 30228-BGL-XX-XX-DR-C-00007 Rev. P03
- xi. Proposed Access Road: Future Northern Connection – 30228-BGL-XX-XX-SK-C-00021 Rev. P01
- xii. Illustrative Masterplan Landscape Sections – 1001 Rev. 03
- xiii. Illustrative Masterplan Landscape Proposals – 1000 Rev. 06
- xiv. Existing Catchment Plan – 30228-BGL-XX-XX-SK-C-00020 Rev. P02

Reports

- i. Air Quality Technical Note – Kairus, October 2025
- ii. Updated Biodiversity Metric – EPR, February 2026
- iii. Ecological Note – EPR, February 2026
- iv. ES Addendum - MSA, February 2026 (including)
 - Landscape and Visual Addendum
 - Amended Appendix 10.3 BNG Report
 - Amended Appendices 11.4 & 11.6 - ZTV and Wirelines
 - Amended Appendix 14.1 - CEMP Rev 4
- v. Flood Risk Assessment & Drainage Strategy v6 – Burrows Graham, December 2025
- vi. Noise Impact Assessment Rev. 02 – Hoare Lea, October 2025
- vii. Noise Note – Hoare Lea, January 2026
- viii. Transport Technical Note (with supporting appendices) – Steer, January 2026
- ix. Updated Tree Survey and Arboricultural Impact Assessment – Haydens, January 2026

- 1.5 In addition to the above information, various notes have also been provided and submitted to the Planning Authority to provide clarification on issues raised through the determination period.

2. CLIENT BRIEF AND KEY CONSIDERATIONS FOR APPLICATION

- 2.1 This application has been prepared to meet a number of objectives and to take account of various constraints at the site.
- 2.2 The site is allocated for employment development and there has been a longstanding ambition from both the Local Planning Authority and the Applicant to bring the site forward to meet ongoing needs from businesses looking for modern, flexible employment space in Eastleigh and the wider Solent area.
- 2.3 The site benefits from an allocation in the adopted Development Plan for employment use and it is also designated as a Freeport Tax Site, to support its development and encourage economic growth through inward investment into infrastructure and the development of employment units at the site.
- 2.4 This planning application has had to consider a number of issues to bring the site forward for development, including but not limited to:
- Operational issues related to Southampton Airport to ensure it continues to operate in a safe and effective manner.
 - Providing an appropriate means of access to the site that takes account of:
 - Supporting access for a range of transport modes.
 - Ensuring safe operations at the Airport (requiring the access road to be in cut as it extends past the end of the runway).
 - Existing utilities that are present at the site, including a high-pressure gas main and other water and electricity services.
 - Presence of existing habitat areas and the Site's relationship with designated ecological sites.
 - The location of other sensitive receptors including residential properties at Campbell Road.

- Providing infrastructure that is capable of forming a future route for the Chickenhall Lane Link Road.
 - Land ownership under the control of the Applicant.
 - The presence of the adjacent designated ecological sites and existing habitat features of the site, as well as the requirement to secure a 10% Biodiversity Net Gain (BNG)
 - Existing constraints on the highway network, such as Wide Lane Bridge.
 - The surrounding landscape context and views towards the site.
 - Providing a form of development that makes best use of land to meet occupier needs in a flexible manner that takes account of the site context and constraints.
- 2.5 The application has therefore sought to meet the objective of bringing the site forwards for development in an appropriate manner that seeks to manage these competing issues.
- 2.6 There are some parts of the site that are previously developed and affected by man-made interventions; however, the majority of the site comprises grassland with areas of tree and scrub planting around boundaries.
- 2.7 This means that any development will impact upon the site's more open context and will introduce urbanising features to the site. However it is not possible to meet the objectives of the Adopted Development Plan or the Freeport designation without giving rise to some level of impact.
- 2.8 The amendments set out within this addendum therefore seek to further reduce identified impacts to a level that allows development to come forward in a manner that optimises site utilisation, meets designated land use and economic objectives whilst considering the site context in an appropriate manner.
- 2.9 As occupiers are not yet identified for the development, and will only commit to sites once planning permission has been secured, the employment areas of the site are covered in outline, with illustrative layouts prepared to set out how development could come forward in the future. Detailed layouts will be prepared at subsequent Reserved Matters stage, informed by occupier requirements in respect of footprint, unit height and appearance, and will be subject to approval by the Local Planning Authority.

3. APPLICATION COMMENTS & RESPONSE

Design & Landscape

- 3.1 During the consultation period, comments from the Urban Design and Landscape Officers were received in relation to the maximum height of the proposed units closest to Campbell Road and along the boundaries with the Airport Runway and the Itchen Navigation public footpath.
- 3.2 These comments were reviewed by the project architect and landscape architect and the proposed maximum unit heights have been lowered at key points across the site, which are considered to be the most sensitive. These changes have been incorporated into a revised parameters plan, which are described below.
- 3.3 Next to the western boundary of the North Plot is Campbell Road, a residential street with an associated play area. After review of the scheme, the Urban Design Officer concluded that when viewed from the playground off Campbell Road, if built at their maximum proposed height parameters, the units would be too visible and dominant.
- 3.4 On the updated Parameters Plan (ref. NQ-MSA-SI-XX-SDR-A-2001 PL06) two new zones have been created next to the site's boundary with the play area, where potential maximum building heights have been reduced from 35.95m AOD to 28.28m AOD and 31.28m AOD (see figure 2 below).
- 3.5 The effect of this reduction and staggered height zone is illustrated in the updated Wireline Drawing covering viewpoint 11. This shows that from the play area, the potential visibility of new units from this area has been significantly reduced.
- 3.6 The Urban Design Officer also raised concern that along the western boundary of the South Plot, where the site is overlapped by the Airport Public Safety Zone, building heights are '*fairly high*'. On the updated Parameters Plan, a new zone has therefore been created next to the western boundary of the South Plot, where maximum building heights have been reduced from 35.95m AOD to 29.65m AOD.

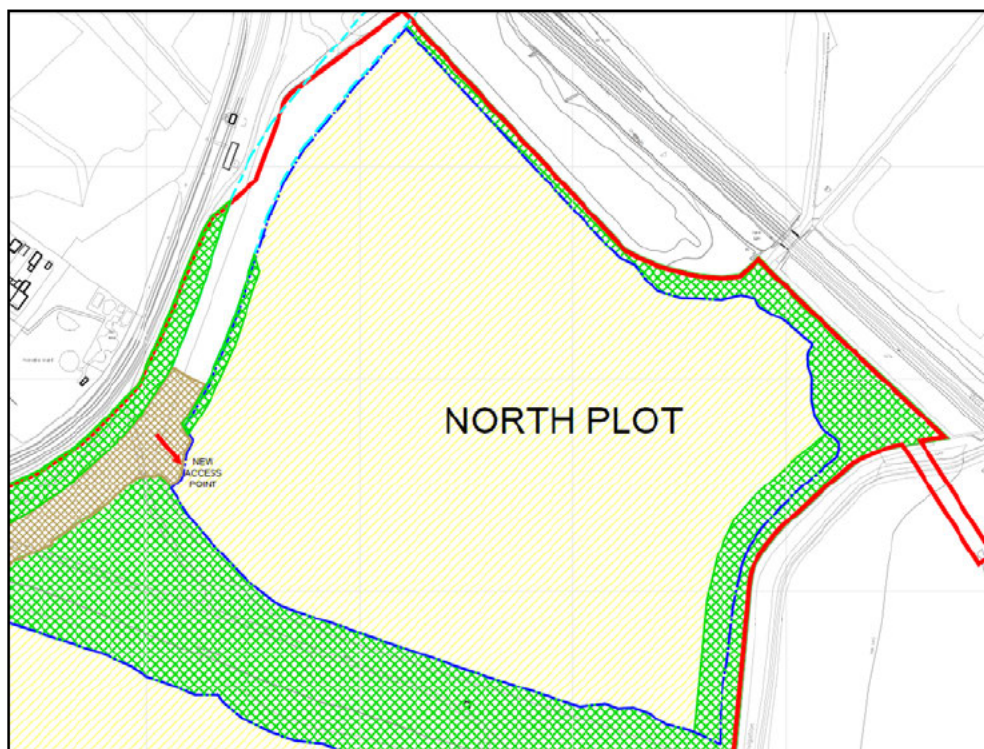


Figure 1. Extract of the Original Parameters Plan showing North Plot (original max height parameter was 35.95m)

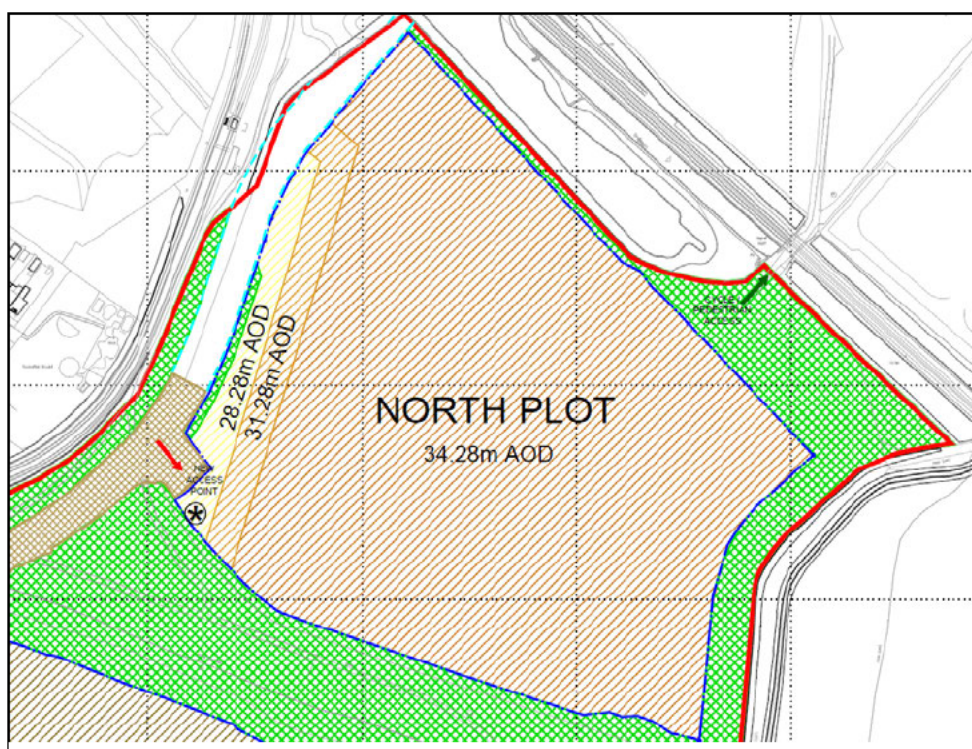


Figure 2. Extract of the Revised Parameters Plan showing North Plot.

- 3.7 Comments also referred to the impact of the development on views from the Itchen Valley Country Park and from the Itchen Navigation public footpath. These impacts have been considered and the Parameters Plan has been updated so that the developable area of the North Plot has been pulled back from the boundary with the Itchen Navigation public footpath by approximately 12m. Furthermore, across the North Plot, maximum unit heights have been reduced from 35.95m AOD to 34.28m AOD (see figure 2). These changes will reduce the visual impact of the development when viewed from the Itchen Valley Country Park and Itchen Navigation public footpath, to the east of the development.
- 3.8 The Landscape and Visual Impact Assessment demonstrates that the proposed development will generally not be visible from short range views towards the site from users of the Itchen Navigation, although the development will have visibility from longer range views towards the site.
- 3.9 To ensure that this inter-visibility is kept to a minimum from these shorter range views, and at the request of the Urban Design Officer, Council Ecologist and County Archaeologist, the proposed development maintains a continuous, uninterrupted landscape buffer along the boundary with the Itchen Navigation, which will be enhanced with additional planting where feasible. This will ensure that there are no openings along the boundary, which would otherwise increase inter-visibility between the site and the countryside to the east, affect the experience of users of the footpath and reduce the connectivity of the existing habitats.
- 3.10 The proposed parameters have been prepared to allow for flexibility in building heights to meet occupier requirements, with the objective of making best use of the site to meet economic needs. Development of buildings at the site needs to come forward in a manner that will also accommodate parking and service yard areas as well as internal access roads and fire paths around new employment units. The maximum potential built envelope of the development will therefore not be as extensive as the maximum parameters shown in the wirelines, with a more realistic proposition for the development shown by the illustrative layouts prepared to support the development.
- 3.11 A further illustrative layout has been prepared (Illustrative Layout 2) to include a larger employment unit up to the maximum height parameter, with the southern plot identified as the area of the site where such units have the greatest potential to be developed. This amended

layout has been used as the basis for the updated wireline images to identify the potential impacts of the development.

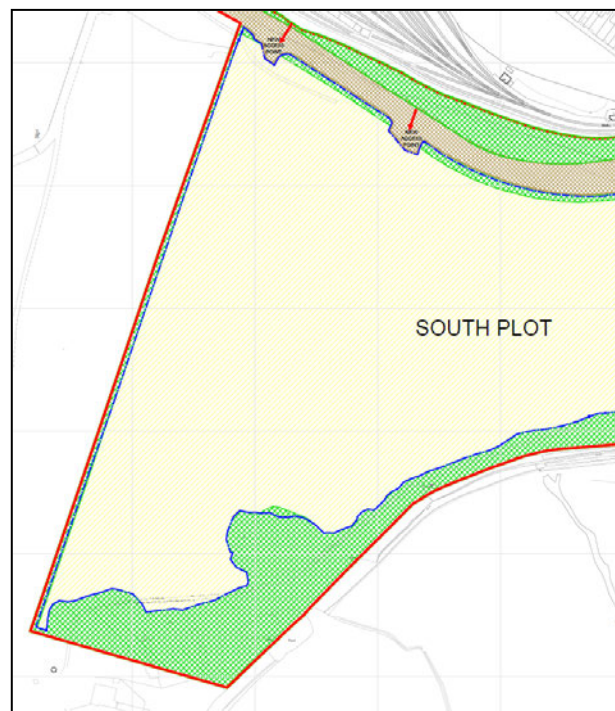


Figure 3. Extract of the Original Parameters Plan showing South Plot.

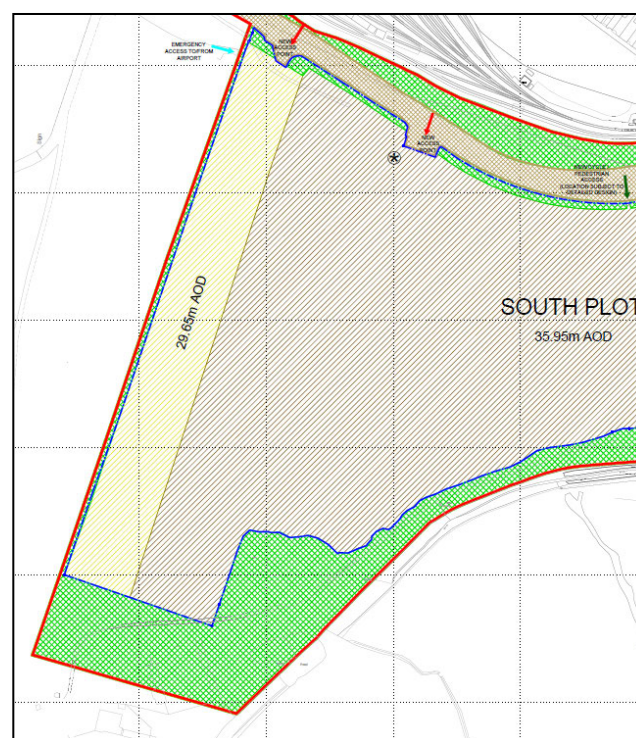


Figure 4. Extract of the Revised Parameters Plan showing South Plot.

- 3.12 The wireline images are based on a standard rectangular built form to demonstrate a worst-case position. It is proposed that the employment units developed at the site will have a curved/barrel vaulted roof form, which will further reduce the perceived height of the development so that the planting around the site perimeter will effectively screen the majority of the new built form.
- 3.13 Careful choice of materials and colour scheme, which will be submitted to the Planning Authority for their approval as part of Reserved Matters applications, will also provide further mitigation to minimise the visibility of the proposed development. The Applicant has committed to providing supporting colour elevations and visuals with any Reserved Matters application to illustrate how the detailed proposals seek to integrate into the site context as much as possible, which can be secured through an appropriately worded planning condition.

Air Quality

- 3.14 After review of the submitted Air Quality Chapter of the Environmental Statement (ES), the Council's Environmental Health Officer requested clarity on the following points:
- a) Confirmation of the scope of cumulative impacts.
 - b) Confirmation of modelling approach.
 - c) Update and quality-check tables.
 - d) Correct references and text errors.
 - e) Address ecological impact concerns.
 - f) Review human receptor coverage.
 - g) Update assessment and modelling.
- 3.15 To address these comments, the applicant's Air Quality consultant provided a Technical Note, which was submitted to the Council in October 2025. It is considered that this Technical Note has addressed the concerns about Air Quality.
- 3.16 The proposed development includes mitigation measures that will be secured to minimise emissions, including micro mobility hubs, additional infrastructure to support active and

sustainable travel modes, a Framework Travel Plan and a commitment to provide EV charging points for car parking areas.

Biodiversity Net Gain & Ecology

- 3.17 Following the submission of the planning application, comments relating to ecology were received from NatureSpace and the Council's Ecologist.
- 3.18 NatureSpace are responsible for administering the District Licensing scheme for Great Crested Newts (GCN) and commented that whilst the surveys undertaken at the site did not confirm the presence of GCN in nearby waterbodies, there was still the potential that GCN could be present and may be affected by the proposed development.
- 3.19 NatureSpace therefore recommended that the applicant enter into the District Licensing Scheme. Following discussions with NatureSpace, the Applicant has now agreed to enter the District Licensing Scheme to ensure that any potential impacts on GCN are mitigated.
- 3.20 The Council's Ecologist reviewed the application and their main comments centred on the following:
- a) The BNG proposals rely heavily on off-site units, with on-site losses not fully accounted for.
 - b) The proposed site access results in an unacceptable narrowing of the east-west corridor to the north of the Airport runway, which is used by reptiles.
 - c) Additional areas of existing habitat should be retained to minimise impacts on bat species, particularly in the north east corner of the site.
 - d) Current 20m buffer near SSSI/SAC & SINC may be insufficient; edge habitats for bats and other species not accounted for.
 - e) The Outline Construction Environmental Management Plan (CEMP) should note in its appendix that soil management measures should be included in the later Detailed CEMP.
 - f) A condition should be imposed requiring an Air Quality Strategy to be submitted prior to the commencement of development.

- g) The proposed drainage strategy should more closely reflect the existing water flows and hydrology in the area.
 - h) The loss of trees along Mitchell Way and in the landscape belt between the north and south plots needs to be more clearly defined and justification needs to be provided why alternative routes are not available.
- 3.21 To address the Ecologist's concerns about habitat loss on the site, additional areas of existing vegetation have been identified for retention will be retained or planted along the landscaped buffer of the site, adjacent to the Itchen Navigation. Most notably, this includes stronger landscape buffers in the south western and north eastern corners of the site.
- 3.22 An updated BNG Report, with updated Statutory Biodiversity Metric is provided with this addendum, demonstrating how a minimum 10% Biodiversity Net Gain (BNG) will be achieved through on-site habitat creation and the purchase of biodiversity credits. The application is submitted in outline, so the actual on-site BNG provision will depend on the final form of development that comes forward at the site. Further details will be secured through a Biodiversity Gain Plan and Habitat Monitoring Plan, submitted by way of planning condition, in compliance with the Environment Act (2021) as well as Local and National Planning Policy.
- 3.23 The Ecologist raised concern about the loss of vegetation to the north of the runway, which currently acts as a corridor for reptile movements. Next to this corridor is a track, which must be upgraded, as part of the Council's plans for the Navigator Quarter and the Chicken Hall Lane Link Road, to provide sole access to the site for all vehicle types as well as pedestrians and cyclists. As a result, widening of the route is unavoidable, which will require the loss of vegetation along this corridor / track.
- 3.24 Conversations have taken place with Network Rail to ensure the strip of land immediately north of the site is retained and enhanced for reptile use but this has revealed that the land is currently under a long lease of a Freight Operating Company. The applicant has reached out to the tenant so that the land can be kept as it is, but at this stage, it cannot be included as part of the ecological mitigation measures associated with the development. Further details are provided in the accompanying letter from Network Rail (See Appendix 1).
- 3.25 To address the above issue, the Ecologist suggested that a strip of the reptile corridor could be preserved by introducing a one-way section of road to the north of the runway, which could be controlled by a traffic lighted system. The applicant's Transport Planners and Engineers have

however reviewed access to the site with HCC Highways, and concluded that a two-lane estate road would be a suitable arrangement for the development.

- 3.26 To address the Ecologist's concerns that insufficient ecological buffers are provided on the site, both Illustrative Site Layout Plans have been updated, identifying a 20m buffer from the adjacent SSSI and SAC, as well as a 10m buffer from the central scrub / tree belt. In all cases, these plans clarify that the developable areas of the site do not encroach inside these buffers.
- 3.27 The Outline CEMP has been updated to include a list of all details to be included in the later Detailed CEMP, to be submitted prior to commencement of development.
- 3.28 In February 2026, MSA clarified to the Planning Authority that the Ecologist's suggestion for an Air Quality Strategy to be submitted prior to the commencement of development, is not required. As noted above, the measures set out by this proposed Air Quality Strategy are also proposed by the application, and in accordance with the NPPF (paragraph 57), and reaffirmed by Planning Practice Guidance (Para: 003 Reference ID: 21a-003-20190723), such a condition would not meet the relevant tests.
- 3.29 The Ecologist's concerns about arboricultural matters and the drainage impacts of the development are addressed in below sections of this addendum dedicated to those topics.
- 3.30 Submitted with this addendum is an Ecological Note (EPR, February 2026), prepared by the applicant's Ecologist, which addresses the Council's Ecologists concerns in greater detail.

Highways Transport & Parking

- 3.31 Following the submission of the Transport Reports with the application, there has been extensive engagement with Hampshire County Council (HCC), Eastleigh Borough Council (EBC), Southampton City Council, National Highways and Active Travel England with regards to the following points, among others:
- a) The proposed mitigation package to support highway capacity as well as active and sustainable travel options.
 - b) Clarification of modelling for key junctions.
 - c) Detailed design of the Mitchell Way improvement works.
 - d) Emergency Access provision.

- e) Creating a pedestrian link between the North Plot and the South Plot.
- f) The provision of micro mobility hubs.
- g) Future road alignment with HCC's Recycling Facility to the north, which may form a future Chicken Hall Lane Link Road (CLLR).
- h) Caps on possible use classes to control traffic generation.
- i) Potential access to the site from Wide Lane / Campbell Road, the Itchen Navigation PROW and George Curl Way.
- j) Impact of development on the proposed Airport car park expansion.
- k) The impact of widening Mitchell Way.
- l) Bus service provision.
- m) Potential site access points to the site from Chicken Hall Lane.
- n) Impact of development in relation to the Airport's northern long stay car park.

3.32 The Applicant's transport consultants have prepared a detailed response to these issues, which is covered in their technical note and various appendices (Steer, January 2026). This includes confirmation that the Applicant has committed to fund a significant package of transport measures, including improvements to the Wide Lane Bridge that is a known, existing highway constraint. The Applicant has also committed to providing funding for a Sustainable Transport Fund, that will support other transport interventions in the area to improve junction capacity and/or active and sustainable transport links in the local area.

3.33 Minor changes have also been proposed to the design of the proposed access that will improve Mitchell Way. These have already been discussed with HCC and the technical detail has been approved in principle. Consequently, the five engineering drawings showing this section of the site have been updated and are provided to support the changes to the application.

3.34 In respect of emergency access, MSA submitted a Note (dated November 2025) detailing the secondary means of emergency access, via Southampton Airport, in the event that use of Mitchell Way is impeded. This emergency access point is now identified on the updated Parameters Plan submitted with this Addendum (see figure 5). HCC Highway Authority have raised no objection to this proposal, subject to the agreement from emergency services.

Consultation has been carried out with the emergency services by Steer, as referred to in their Technical Note.

- 3.35 In respect of providing a direct pedestrian link between the North Plot and South Plot, this has been considered and cannot be provided through the central tree belt because of the significant arboricultural and ecological impacts this cut-through would result in. Any route would require substantial earthworks, surfacing treatment and lighting, which would be against the objective to retain as much existing habitat as possible to ensure connectivity with the surrounding area.
- 3.36 The significant level differences between the tree belt and the plots, would require considerable engineering work to construct the route. Instead, the updated Parameters Plan identifies a new pedestrian link to the western most point of the tree belt, (between Units 5 and 6 as indicated on Illustrative Site Layout Plan 1), which will create a more convenient route between the two Plots (see figure 6). This addition will therefore enable more efficient and convenient pedestrian movements throughout the site.
- 3.37 The exact alignment of this route is subject to detailed design, and the objective of creating such a route is set out on the amended parameters plan as reproduced in Figure 6 below)

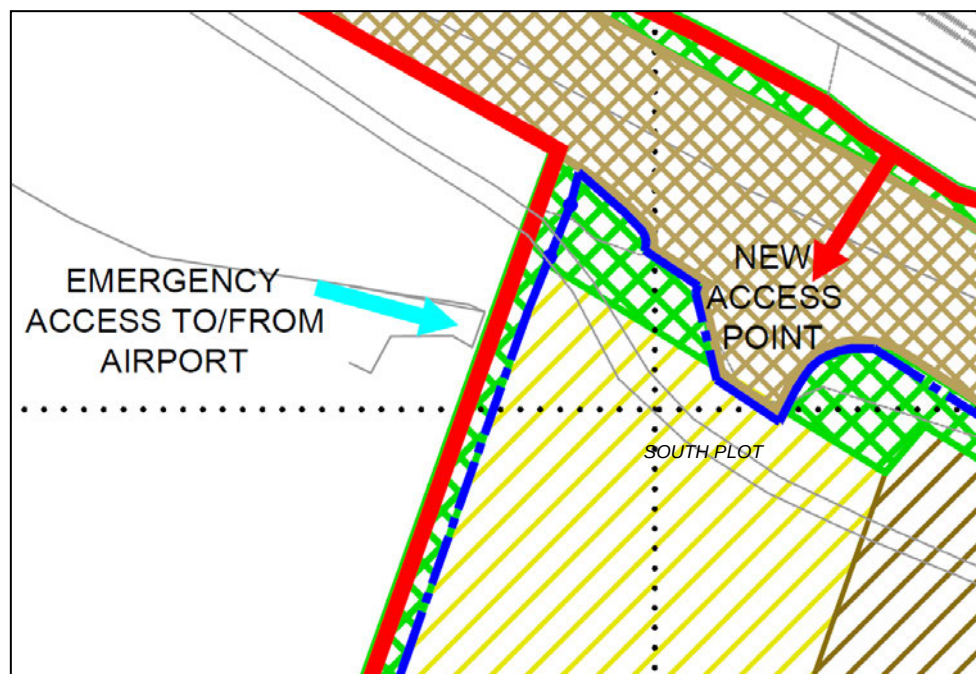


Figure 5. Extract of Parameters Plan showing Emergency Access via Southampton Airport into the South Plot.

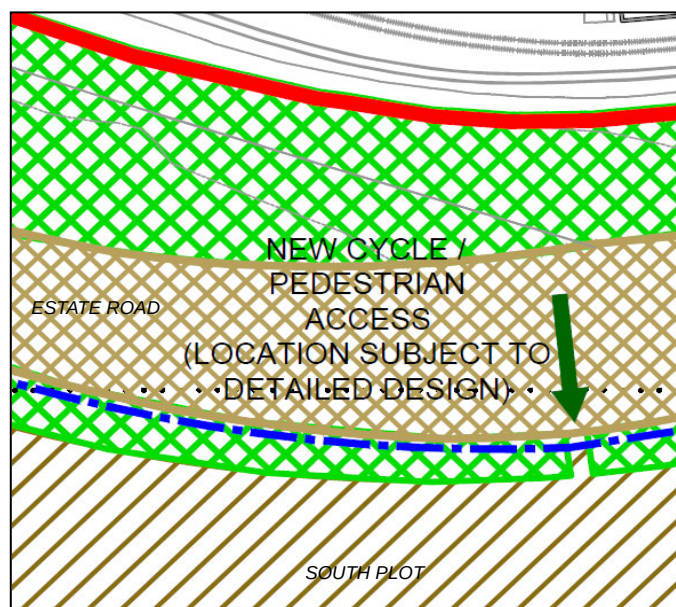


Figure 6. Extract of Parameters Plan showing indicative new cycle / pedestrian access to the South Plot.

- 3.38 During discussions with the Council, it was also requested that proposed micromobility hubs are identified on the updated Parameters Plan. This has been actioned and a hub is shown both in the North and South Plots, which will promote Active Travel use at the site.
- 3.39 As requested by EBC, the Site Layout has been designed so that the estate road running through the North Plot can be aligned for future connection with the HCC Material Recycling Facility, to form the CLLR. While this potential connection has been factored into the design of the development, it should be highlighted that HCC's own assessment included in Appendix 2 EBC's draft Transport Strategy (September 2025), concluded the following:

"The link road has been a policy goal of various authorities for decades, but it has been consistently undeliverable due to high levels of cost and lack of funding. To date there has been limited assessment work that shows inconclusive benefits and a lot of unknowns. The available funding frameworks have changed, the expected costs have increased, and it is unlikely to provide value for money whereby it would secure the level of funding needed to deliver it. Hampshire County Council will therefore not include this scheme in the Transport Strategy and prioritise schemes that will create modal shift and be deliverable (p.2)..."

The full link road is not needed to access the proposed Navigator Quarter. Access can be suitably achieved via Mitchell Lane and improvements to Wide Lane Bridge. (p.15)"

3.40 Therefore, while EBC's request to account for the CLLR has been actioned, the likelihood is that the CLLR will be removed from policy, as the position of HCC is that its provision is unrealistic and resources could be better focused elsewhere.

3.41 The site allocations that relate to the application site require:

The design and layout of new development shall not preclude but shall make allowances for the provision of a new Chickenhall Lane link road

3.42 A notional design has been prepared to show how the Chickenhall Lane Link Road could come forward at a later stage (included at Appendix 4 of this Addendum). Therefore, if it is later determined that the Link Road is likely to proceed, then the design and layout of the proposals set out in this application do not preclude this from happening.

3.43 Other various points listed above have been addressed by emails and notes submitted by MSA between October – December 2025. The Council have since accepted that additional access points cannot be provided from Wide Lane, Campbell Road or George Curl Way. The Council also now understand that Southampton Airport are exploring parking options that will not compromise the proposed development of the Navigator Quarter.

3.44 EBC have stated their desire for the development to provide a pedestrian link between the site and the Itchen Navigation. This request has been reviewed with the applicant's Transport Planners, Ecologist and Landscape Architect, and following these discussions, MSA submitted a note in November 2025 detailing why this route cannot be provided. The reasons are reiterated below:

- The development requires controlled access and limited permeability to reduce crime risk, particularly as some occupiers may handle high-value goods and require strong security measures. Creating access from the Itchen Navigation would introduce unmonitored entry points, increasing the risk of break-ins and insurance concerns.
- The existing public right of way (PROW) along the Itchen Navigation is unsuitable for year-round commuting due to lack of lighting, proximity to areas of high flood risk, and safety concerns during dark winter hours or inclement weather.
- Parts of the PROW fall within Flood Zone 3 and can become flooded or muddy, making the route unreliable for regular employee use.
- Narrow sections of the path (under 1m wide) make it inappropriate for cyclists.

- For these reasons alone, it would be irresponsible for an employer to encourage their employees to use the Itchen Navigation to access the site. Lighting and surfacing works would therefore be required to upgrade the PROW along the Itchen Navigation, which would ultimately urbanise the river valley setting, harm biodiversity, damage tree roots, increase soil erosion, and potentially heighten flood risk.
- The County Archaeologist supports maintaining a strong landscaped buffer to protect the rural setting and heritage significance of the Itchen Navigation. Formalising a pedestrian link would require vegetation clearance, path widening, and lighting installation, creating a visible break in the landscape buffer and harming the heritage setting.
- The Council ecologist supports enhancing vegetated buffers, and introducing a pedestrian route would undermine these ecological objectives. Creating a formal path would result in woodland loss, habitat fragmentation, disruption to wildlife movement, and light spill affecting nocturnal species such as bats.
- Any existing routes between the site and the Itchen Navigation are overgrown and informal, used only by dog-walkers trespassing on the site. The development of the site will make this land off-limits for dog walking, removing the need to formalise these routes.
- The informal routes into the site are used in large part by dog walkers. The development of the Navigator Quarter would not be an open space suitable for dog walking as it would be an employment area, reducing the need for access to this area.

3.45 As listed above, providing a pedestrian connection between the site and the adjacent PROW has therefore been ruled out for a combination of reasons, including security, useability, safety, archaeology and ecology as well as landscape and visual impacts. It is considered that any route would not benefit employees traveling to work at the site as there will be safer, more attractive and more convenient routes on offer and so the Itchen Navigation should continue to be considered as a leisure and less urbanised route for people to enjoy, rather than a commuting route.

3.46 A number of changes have been made to the application in light of consultation comments, however in this instance the Applicant is clear that this is not required, is not necessary and the dis-benefits and harms of such a route would outweigh any limited benefits of such a route.

Trees

- 3.47 The Council's Tree Officer reviewed the Arboricultural Impact Assessment submitted with the application and their main comments were as follows:
- a) Provide a more detailed tree survey of the central east–west tree belt to demonstrate the impact of the proposed access.
 - b) Quantify tree loss, including those along Mitchell Way, to allow a calculation of replacement planting required.
 - c) Demonstrate that proposed access routes to the site, with less arboricultural impact, have been assessed.
 - d) Justify the proposed route of the estate road through the east-west tree belt.
- 3.48 An updated Arboricultural Impact Assessment has been prepared with this Addendum, which quantifies tree loss across the whole site.
- 3.49 In November 2025, a Note was sent by MSA to the Council justifying the route of the estate road through the tree belt. The Tree Officer has since responded to this Note and accepts that the proposed route of the estate road is acceptable.
- 3.50 In December 2025, a Note was also sent by MSA to the Council stating that the proposed widening of Mitchell Way is appropriate, and some tree loss along the road is unavoidable. This assessment confirms that the total number of trees required to be felled and compensated for either on-site or off-site.
- 3.51 Replacement tree planting will be accommodated on the development plots where possible, and any trees lost will be mitigated for under the off-site BNG provision that will secure a net gain in habitat areas for all types of habitat including those relating to trees and woodland.

Noise

- 3.52 The Council's Environmental Health Officer reviewed the Noise Impact Assessment submitted with the application and their main comments were as follows:
- a) Provide an assessment of cumulative impacts of noise related to the proposed development, including in relation to the HCC Materials Recovery Facility and Campbell Road industrial areas.

- b) Assess the potential of airport noise reflecting off the development's buildings towards nearby residential areas.

- 3.53 Following these comments, updated Noise Surveys were prepared and sent to the Council. The Surveys were reviewed by the Environmental Health Officer, and in relation to projected noise from traffic, the office requested that more robust mitigation measures be implemented.
- 3.54 The applicant's Acoustician has assessed the provision of a 2.5m acoustic fence along the site boundary closest to Campbell Road. The further assessment demonstrates that with this fence in place, noise levels from the site during both daytime and night-time will comply with desirable noise standards and so adverse impacts are unlikely. These details, including diagrams showing the effectiveness of the acoustic barrier on preserving residential amenity, were issued to the Council in January 2026. Later that month, the Environmental Health Officer confirmed that they had no further comments.
- 3.55 The acoustic barrier is also shown on the updated Illustrative Site Layout Plans provided with this addendum (see figure 7).

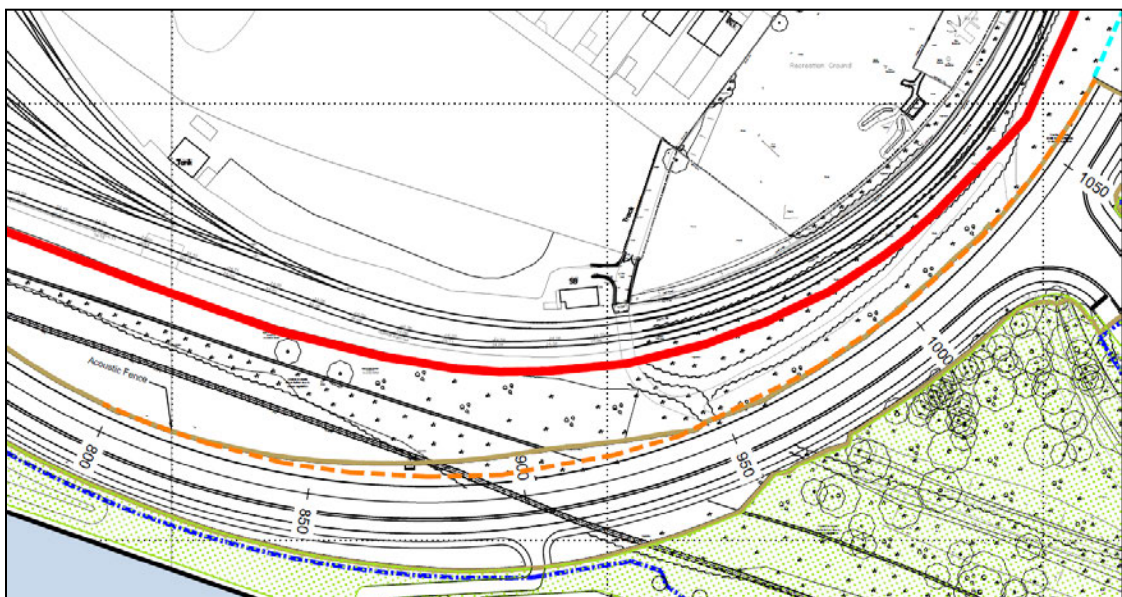


Figure 7. Extract of Illustrative Site Layout Plan showing an Acoustic Fence between the estate road and the dwellings at Campbell Road (shown by dashed orange line).

Flooding & Drainage

3.56 The Hampshire Flood & Water Management Team reviewed the Flood Risk Assessment and Drainage Strategy submitted with the application and made the following comments:

- a) Undertake a site investigation.
- b) Provide a pre-development overland flow route plan.
- c) Follow natural drainage routes and justify need for pumped surface water drainage.
- d) Revise and resubmit hydraulic calculations.
- e) Resolve inconsistencies in the site area, drained area, and impermeable area used in runoff calculations.
- f) Recalculate greenfield and post-development runoff rates.
- g) Provide full surface water management details.

3.57 In September 2025, the applicant's Drainage Engineers provided a technical response to the Council's drainage team and, where necessary, additional drainage documentation was provided.

3.58 The Ecologist also reviewed the Flood Risk Assessment and Drainage Strategy submitted with the application and provided the following comments:

- h) Show the location of SuDS features on the planning drawings.
- i) Identify attenuation pond inlets and flow directions on drainage drawings.
- j) Assess and design drainage to reflect existing natural flow paths.
- k) Avoid redirecting surface water in ways that could harm existing water features or habitats. Assess and mitigate impacts on wetlands, woodland, and protected sites (SINC, SSSI, SAC).
- l) Review the use of a single discharge point and consider more natural, diffuse discharge.
- m) Use naturalised SuDS treatment trains. Limit proprietary treatment systems (e.g. petrol interceptors) and justify their use if proposed.
- n) Minimise underground storage and keep water at the surface where possible.

o) Design SuDS features with gentle side slopes (max 1 in 4).

- 3.59 The Drainage Strategy has since been amended in accordance with these comments and is provided in the updated Flood Risk Assessment (v.6) issued to the Council in January 2026. Most notably, the single discharge point via the north-east corner of the North Plot has been removed, in favour of a more sensitive strategy, following natural flow paths, via existing wetland on the North Plot and in a south-easterly direction on the South Plot.
- 3.60 On the North Plot, the surface water will be disposed via a swale, into the existing wetland in the northeast corner of the site. This will ensure that this habitat does not dry out and will prevent construction and engineering works offsite, within the SSSI. On the South Plot, surface water will be disposed via two offsite swales, whereby water will be directed into existing feeder channels to the south and east of the site. A third swale at the South Plot will also feed water into an existing spring and pond, which drain off-site. These four swales have been identified on the updated Illustrative Site Layout Plans while the drainage connection zone in the north-east corner of the site has been removed from the Parameters Plan.
- 3.61 Where possible, the Drainage Strategy uses naturalised SuDS treatment trains, including permeable paving, ponds, and swales. Where necessary, proprietary systems such as petrol interceptors, will be in place to provide additional resilience to water quality measures on site.
- 3.62 Further details are provided in the submitted Flood Risk Assessment and Drainage Strategy (v.6). A meeting also took place with the Council and the Design Team on 19th January 2026, whereby the Council's Ecologist recognised that the strategy was now appropriate and more sensitively designed to relate to the existing hydrology of the surrounding area. At this meeting, the Ecologist also requested a plan be provided showing the catchment areas on site for each drainage feature. This plan is provided to support the changes made as summarise in this of this addendum.

4. OTHER MATTERS

- 4.1 This section of the report addresses additional points concerning the development, which do not relate to amendments to the planning application.
- 4.2 In August 2025, due to the close proximity of the development to Network Rail's land and operational railway, Network Rail requested that the developer engage with Network Rail's Asset Protection and Optimisation (ASPRO) Team prior to the commencement of works. Appendix 3 of this addendum therefore includes a letter from AGS, on behalf of SIAL, confirming their commitment to enter into a Basic Asset Protection Agreement with Network Rail.
- 4.3 In August 2025, Scotia Gas Networks Limited (SGN) also commented on the application, identifying the close proximity of the site to their assets. Appendix 4 of this addendum therefore includes a letter from AGS, on behalf of SIAL, confirming their commitment to enter into an Asset Protection Agreement with SGN.

5. CONCLUSION

- 5.1 This Planning Statement Addendum has been prepared to demonstrate how the Navigator Quarter proposals have evolved in response to consultation feedback received since the submission of the hybrid planning application in June 2025. The addendum clearly evidences that the applicants have engaged constructively with consultees and have taken a proactive and collaborative approach to addressing the issues raised.
- 5.2 As set out in this addendum, a range of targeted amendments have been made to the Parameters Plan, Illustrative Site Layout Plans and supporting technical documentation. These changes have resulted in measurable improvements to the scheme, particularly in relation to building heights and visual impact, protection of residential amenity, biodiversity and ecological connectivity, noise mitigation, surface water management, and the promotion of sustainable and active travel. Importantly, the revised proposals respond positively to site sensitivities, including the Itchen Navigation corridor, neighbouring residential areas, the operational requirements of Southampton Airport, and designated ecological assets.
- 5.3 With this addendum and throughout the consultation period, updated and additional technical information has been submitted to address consultees' concerns. Where necessary, mitigation measures have been strengthened, and consultees have confirmed that outstanding matters are capable of being resolved through reserved matters submissions or planning conditions and obligations.
- 5.4 The amendments described in this addendum do not materially alter the nature of the development but instead enhance its quality and sustainability in a way that aligns with national planning policy as well as Eastleigh's vision for the Navigator Quarter in the development plan.
- 5.5 Accordingly, it is considered that the proposals set out in this application comprise a sustainable form of development that will give rise to a number of benefits, whilst minimising and mitigating any likely impacts.

APPENDICES

APPENDIX 1. Letter from Network Rail to blocwork, January 2026



Mr A Connor
Bloc Group
The Toll House,
Delamere Terrace,
London, W2 6ND

22 January 2026

Dear Mr Connor,

Regarding Land for Reptile Preservation, Campbell Road, Eastleigh

I have reviewed the request for land preservation for reptile preservation at Campbell Road.

Currently the land in question is under a leasehold interest. This interest began on 1 April 1994 and expires on 31 March 2119. Therefore, we require tenant consent to enable this land to be preserved in this manner.

As this site is a freight site, under a long leasehold interest with specific freight protections, it may also require wider consultation with the Freight Operating Companies (FOC's), to form agreement to release the land from protected freight use and allow for the requested use.

I have begun the process of establishing communication with the tenant to make the request and will make enquiries to confirm whether wider consultation will be required.

At at this stage, the request is being considered but cannot be granted, as this has not been discussed with the tenant or FOC's prior planning consultation.

Please do not hesitate to contact me if you require any further information.

Yours Sincerely,

Layla Davey

Freight Surveyor

Southern Property

Network Rail

APPENDIX 2. Letter from AGS to Eastleigh Borough Council re. Network Rail, February 2026

Liz Harrison
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh SO50 9YN

2nd February 2026

Dear Liz

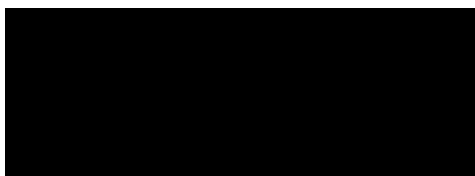
Re: App Ref 0/25/99506 - Navigator Quarter – Network Rail Basic Asset Protection

I write to you on behalf of Southampton International Airport Limited (SIAL) who are joint applicants and will be leading on the construction activities relating to the above-named planning application associated with access to Navigator Quarter.

As part of the delivery of the access road there will be a requirement for SIAL to deliver an Active Travel bridge over the Bournemouth Main Line (engineering line reference; BML1 mileages; 74 miles 541 yards). As part of the stakeholder consultation, we have been informed that Network Rail will require us to enter into Basic Asset Protection Agreement relating to the development, including the approval in principle phase for the proposed new foot bridge.

Having recently entered into similar agreements with Network Rail SIAL can confirm that it agrees that once the scheme has been developed to an appropriate stage then it will formally enter into an agreement and is happy for this to be a Condition of the planning approval.

Yours sincerely,



Steve Thurston
AGS Airports Ltd Group Head of Development



APPENDIX 3. Letter from AGS to Eastleigh Borough Council re. Southern Gas Networks Plc, February 2026

Liz Harrison
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh SO50 9YN

2nd February 2026

Dear Liz

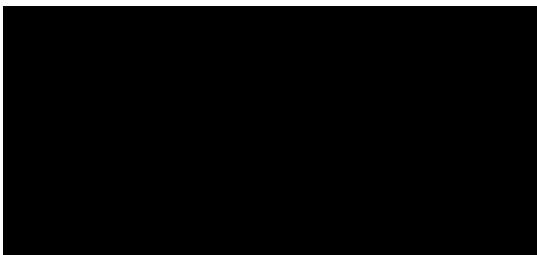
Re: App Ref 0/25/99506 - Navigator Quarter – Southern Gas Networks Asset Protection

I write to you on behalf of Southampton International Airport Limited (SIAL), who are joint applicants and will be leading on the construction activities relating to the above-named planning application associated with access to Navigator Quarter.

As part of the delivery of the access road there will be a requirement for SIAL to deliver a cutting for the access road around the northern end of the runway which also passes alongside a high-pressure gas main, owned by Southern Gas Networks Plc (SGN). As part of the stakeholder consultation, we have been informed that SGN will require us to enter into a Asset Protection Agreement relating to the road development alongside their assets.

SIAL has been working closely with SGN during the early design stages and SIAL can confirm that it agrees that once the scheme has been developed to an appropriate stage then it will formally enter into an agreement and is happy for this to be a Condition of the planning approval.

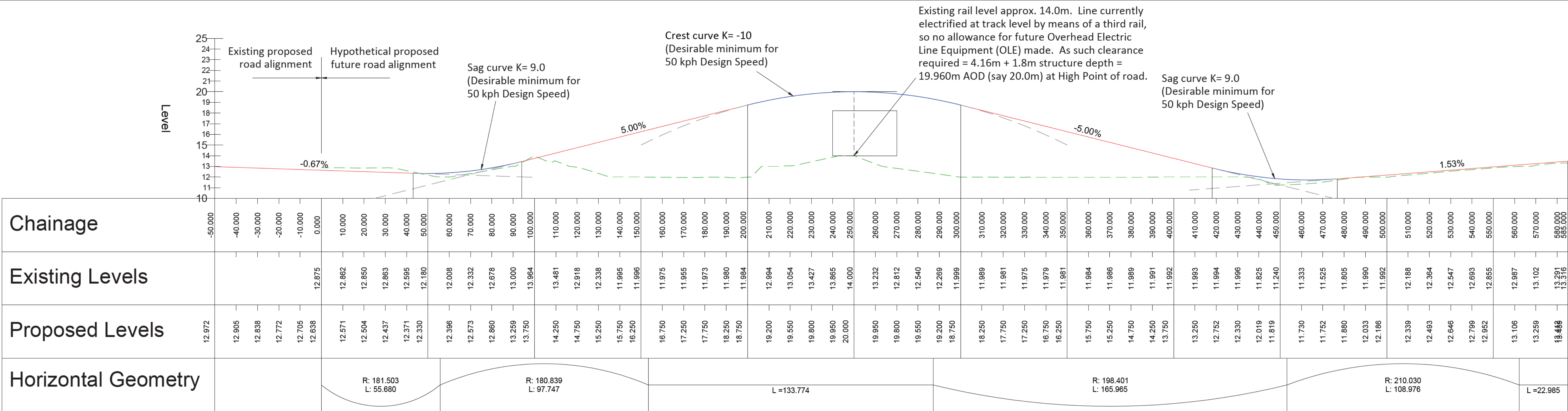
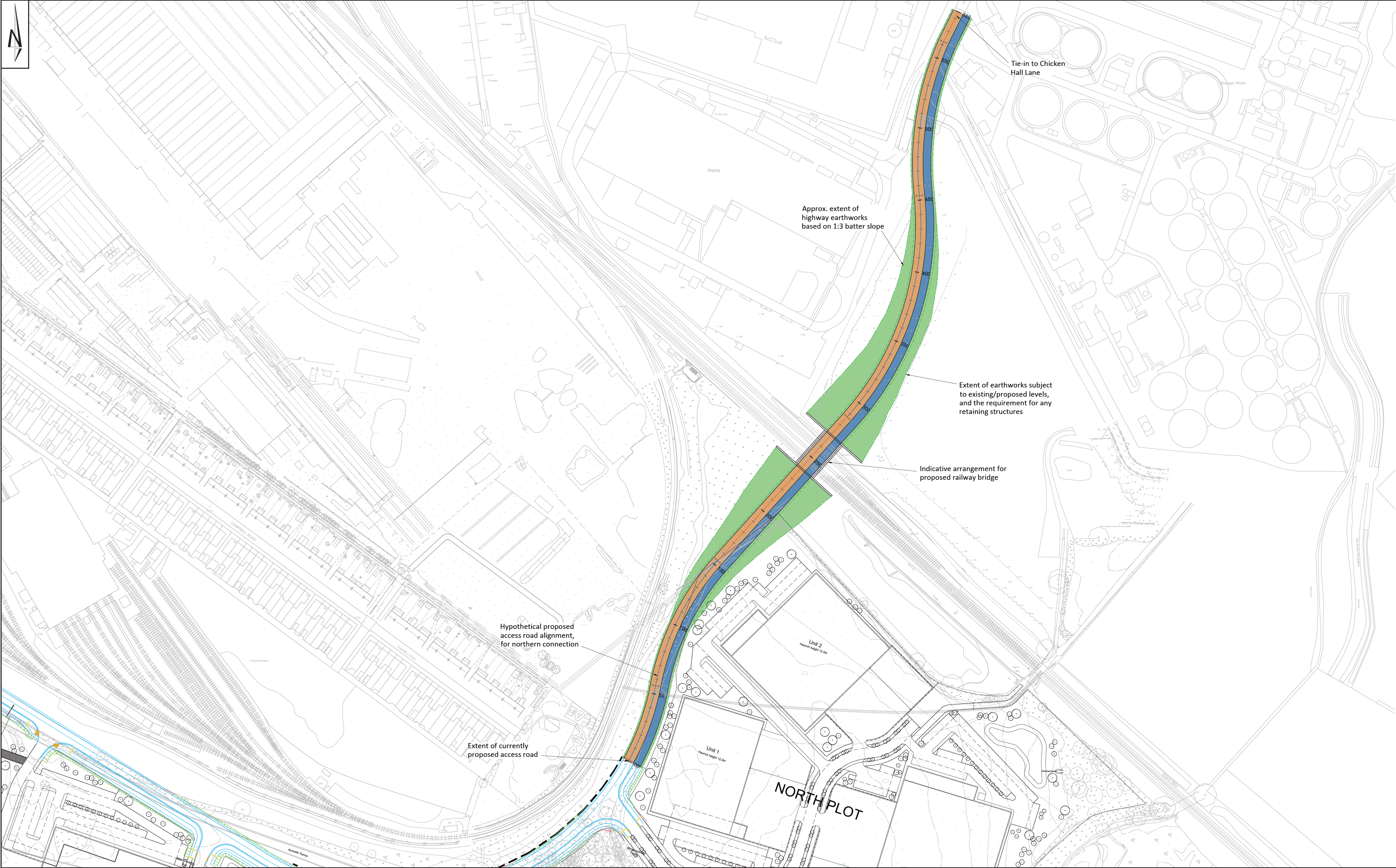
Yours sincerely,



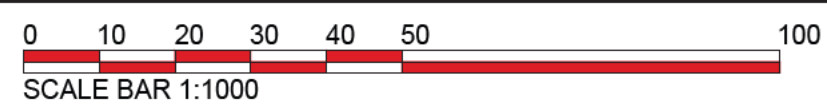
AGS Airports Ltd Group Head of Development



APPENDIX 4. Notional design for future Chickenhall Lane Link Road connection



CL01 - LONGSECTION
SCALE: H 1:1000,V 1:200, DATUM: 10.000



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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:

CONSTRUCTION

MAINTENANCE

DEMOLITION

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

GENERAL NOTES

1. This drawing shall be read in conjunction with all the relevant architects, engineers' and service engineers drawings & specifications.

2. All units in millimeters U.O.N. on the drawing.

3. Do Not Scale off the drawing.

LEGEND

P02	16.02.26	PMA	Earthworks to north-east side of embankment amended.	JW
P01	13.02.26	PMA	Issued for information	JW
REV	DATE	BY	DESCRIPTION	CHKD

Burrows Graham

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5 Ambassador Place, Stockport Road,
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Tel: +44 (0)161 804 8046

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Buckingham House, Dover Mews,
High Street, Bechingham HA4 2BL
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CLIENT

BLOC GROUP

PROJECT

**BLOC NAVIGATION QUARTER
SOUTHAMPTON**

DRAWING TITLE

**PROPOSED ACCESS ROAD:
FUTURE NORTHERN CONNECTION**

BSL PROJECT NUMBER 30228	DRAWING STATUS PRELIMINARY	OFFICE NORTH
SCALE @ A0 1:1000	DATE FEBRUARY 2026	DRAWN BY PMA
DRAWING No 30228-BL-XX-XX-SK-C-00021	CHECKED BY JW	REV P02