

27 March 2026

Sarah Boyd Esq
Eastleigh Borough Council
Eastleigh House
Upper Market Street
Eastleigh
SO50 9YN

Dear Sarah,

This letter responds to your comments made on behalf of Eastleigh Borough Council (EBC, dated 25th March 2026) to the outline planning application O/25/99506 on Southampton Airport Navigator Quarter (herein referred to as the “Site”).

We acknowledge your continued concern regarding the loss of reptile habitat connectivity and your recommendation that discussions with the third-party landowner and leaseholder to the north of the Site should continue. We can confirm that these discussions are ongoing and will continue as we seek to reach a resolution.

With regard to the inclusion of additional land to the north to form a fully connected link, we consider that the land currently identified for inclusion is sufficient to maintain functional connectivity in the vicinity of the Site. As shown on **Figure 1**, the corridor forms a continuous linear feature along the northern boundary of the Site, adjacent to the railway infrastructure. The corridor is located on land outside of the application boundary and is therefore not secured as part of the current application.

While a localised ‘pinch point’ is present within the Site, the corridor currently retains a minimum width of approximately 5m at its narrowest extent, widening to approximately 7.5m and up to 10m elsewhere. On this basis, the corridor is considered capable of supporting functional east–west connectivity for reptiles.

The corridor currently comprises a mosaic of habitats, including scrub, grassland, and hedgerows, providing a structurally diverse baseline. The proposed mitigation will include habitat management and enhancement measures to further strengthen this structure and improve its suitability for reptiles, reflecting the need to balance ecological function with the operational and safety requirements of the adjacent railway infrastructure.

We recognise the aspiration to secure a wider and fully connected corridor beyond this initial illustration. However, opportunities to extend the corridor further north are constrained by the presence of operational railway infrastructure and associated safety and clearance requirements, including the need to manage vegetation in proximity to the railway to ensure safe and reliable operation. Notwithstanding this, the Applicant will continue to engage proactively

with the relevant landowner and leaseholder to explore whether additional land can be incorporated to further strengthen connectivity where feasible.

The Applicant also recognises that the proposed access road has the potential to interrupt east–west connectivity. However, the detailed design will incorporate measures to maintain permeability for reptiles. This may include the provision of herpetofauna-friendly crossing features (e.g. reptile culverts or similar structures), as well as ensuring that any road safety barriers are designed to allow permeability for reptiles. The precise specification and location of these features will be developed at the Reserved Matters stage, informed by detailed design and best practice guidance, to ensure that connectivity across the Site is maintained.

In summary, while opportunities for further enhancement outside the Site boundary are being explored, the proposed reptile mitigation corridor is considered to be continuous, feasible, and functionally robust, taking into account the physical and operational constraints of the surrounding infrastructure.

With kind regards,



Katrina Diedericks BSc (Hons)
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Figure 1 Reptile Mitigation Strategy

- KEY
- Site boundary
 - Reptile corridor (0.38ha)
 - Retained
 - Bracken
 - Other neutral grassland
 - Bramble scrub
 - Mixed scrub
 - Created
 - Tree
 - Species-rich native hedgerow
 - Developed land; sealed surface
 - Introduced shrub
 - Mixed scrub
 - Modified grassland
 - Other neutral grassland

SCALE: 1:1,250 at A3

0 20 40 60 80 Metres

N



CLIENT: Bloc Works

PROJECT: Southampton Airport - Navigator Quarter

DATE: 27 March 2026