

Harrison, Liz

From: Waite, Oxana
Sent: 28 January 2026 15:22
To: Harrison, Liz; Boyd, Sarah
Subject: RE: AQ RE: Planning Application O/25/99506 (Process No: PR202507-110070) for Navigator Quarter, land adjacent to Southampton airport Eastleigh, SO18 2NL

Hi Liz

Based on the information provided in the Environmental Statement: Volume 2, Chapter 7 (Air Quality Assessment), prepared by Kairus Ltd, and subsequent Technical Annex B, I have no objection to the proposed development, subject to the inclusion of appropriate conditions. These should include a site-specific Construction Environmental Management Plan (CEMP) and suggested in Ch 7 mitigation measures as well as a separate or incorporated Air Quality Mitigation Strategy, taking into account respond by [@Boyd, Sarah](#).

Many thanks.

Oxana

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From: Waite, Oxana <oxana.waite@eastleigh.gov.uk>
Sent: 08 December 2025 11:45
To: Harrison, Liz <Liz.Harrison@eastleigh.gov.uk>; Boyd, Sarah <Sarah.Boyd@eastleigh.gov.uk>
Subject: RE: Planning Application O/25/99506 (Process No: PR202507-110070) for Navigator Quarter, land adjacent to Southampton airport Eastleigh, SO18 2NL

Hi Liz

Following our previous communication, I have now reviewed the response to my comments prepared by Kairus Ltd and dated 16th October 2025 (ADDITIONAL Air Quality Technical Note - Version 1).

Overall, I welcome the acknowledgment of a few technical errors, identified during the review that do not alter the overall conclusions for human health receptors and accept the responses provided.

However, the response does not provide further clarification or resolution in respect of the Ecological Impact conclusions presented within the original assessment. In particular, it remains acknowledged that:

- For some receptors, “in-combination” effects exceed the 1% AQAL threshold, requiring ecological advice and potentially additional mitigation.
- Dust risks to River Itchen SAC are assessed as high for construction earthworks (within 20 m).
- While changes in NO_x and NH₃ concentrations may be minor when assessed in isolation, cumulative in-combination effects could pose a risk to sensitive woodland and grassland habitats.

As previously discussed, these matters — together with construction dust impacts — can appropriately be addressed through a robust Construction Environmental Management Plan (CEMP) and either separate or incorporated a clear Air Quality Mitigation Strategy. Please let me know if our ecology department and [@Boyd, Sarah](#) agrees with it.

We have previously discussed that this as well as the dust impact could be addressed by a CEMP and an AQ mitigation strategy (conditioned) that could be written into CEMP.

Since our earlier discussions, a **Framework Construction Environmental Management Plan (Rev 3, November 2025)** has been submitted and I have reviewed the Environmental Statement (Volume 3) Technical Annex H. Outline Construction and Environmental Management Plan (November 2025) by **blocwork (Eastleigh) LLP & Southampton International Airport Ltd.**

Section 4.3 of the document outlines the approach to construction phase air quality impacts and references the *IAQM Guidance on the Assessment of Dust from Demolition and Construction* (January 2014). While the framework approach is noted, a **detailed, site-specific CEMP**, including defined dust mitigation measures and a Dust Management Plan (DMP), will need to be submitted to and approved by the Council prior to commencement, in line with Appendix 2 of the framework document.

Importantly, this detailed CEMP should be prepared in accordance with the **latest IAQM Guidance (Version 2.2, 2024)**. The updated guidance adopts a more precautionary and conservative approach, including:

- Revised magnitude thresholds for demolition, earthworks, construction, and trackout;
- Updated dust risk classifications; and
- Expanded guidance on circumstances requiring enhanced mitigation and monitoring.

This is particularly relevant given the proximity of sensitive residential receptors along Campbell Road and the adjacent River Itchen SAC. While $PM_{2.5}$ remains less explicitly quantified, the 2024 guidance reflects evolving health evidence and reinforces the expectation for robust dust control measures, with monitoring more likely to be required where risk is elevated.

Finally, I note the proposal to register with the Considerate Constructions Scheme. This is welcomed, as it will support proactive community engagement and good construction practice, although it should be acknowledged that scheme registration formally applies “**contractors**” in their title (**Considerate Constructors Scheme**, describing the best construction practice).

Kind regards.

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Tink!

From: Waite, Oxana <oxana.waite@eastleigh.gov.uk>

Sent: 19 September 2025 12:10

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

Subject: Planning Application O/25/99506 (Process No: PR202507-110070) for Navigator Quarter, land adjacent to Southampton airport Eastleigh, SO18 2NL

Hi Liz

I have reviewed the Air Quality Assessment, chapter 7 and Annex B of Planning Application O/25/99506 (Process No: PR202507-110070) for Navigator Quarter, land adjacent to Southampton airport Eastleigh, SO18 2NL

Proposal: Hybrid Planning Application - Outline application for development of the land adjacent to Southampton Airport to provide employment floorspace of up to 92,000 sqm (GIA) within Use Classes E(g) (ii & iii), B2 and B8 with ancillary offices and areas for service yards, car parking, landscaping, ancillary buildings and associated activities, and access from Wide Lane (all matters reserved except for access). Full planning application for initial infrastructure works and construction of new access road including site levelling and other engineering works (EIA development).

The Air Quality section provides a detailed and largely comprehensive assessment of the potential impacts of the proposed development during both construction and operational phases. It is broadly equivalent to a full planning stage air quality assessment, although certain site specific assumptions remain. The assessment considers both human and ecological receptors and aligns with IAQM and DMRB best practice. It references relevant national guidance and uses the latest version of dispersion modelling (ADMS Roads).

It appears that the assessment used v8.1 of the NO_x to NO₂ calculator. The most recent v9.1 (available Aug 2024), however, in this case, we would not require revision, assuming the use of the previous version would provide more conservative calculations.

All baseline conditions are aligned and appropriately refer to year 2023, and verified with 2023 monitoring for NO₂, PM₁₀ and PM_{2.5}, as well as traffic and meteorological data.

Clear measures are proposed to mitigate the impact, including dust suppression, EV infrastructure, sustainable travel promotion, and monitoring protocols as per the IAQM guidance, listed in Table 7.24 (but wrongly referenced in the text as 7.25, para 7.180, 7.185 & 7.187). Findings of the report suggest that residual impacts will be negligible and not significant, supported by modelling outputs.

Please see areas for improvement and technical observations that need to be addressed following the review. The assessment to be updated accordingly before it can be taken to the next stage.

1. It is not clear what nearby developments are included in the assessment to conclude on cumulative impacts.
2. The report notes potential use of ADMS Extra for energy plant assessment but lacks such results. Confirmation is needed.
3. It appears some tables contain duplicate rows (e.g. same receptor/habitat with identical values). Consolidation to avoid confusion is advisable.
4. Table 7.2.2 omits speed for Wide Lane, despite its link to AQMA 1, without providing a rationale for such a decision.

Considering the public-facing nature of the document, the following should be addressed:

5. In the Cumulative Effects paragraph, the report incorrectly refers to Chapter 9 Ecology and the HRA, this should be Chapter 10.
6. Paragraphs 7.48 and 7.93 could benefit from additional review.
7. Table 2.2 refers to "Oana White," whereas paragraph 7.5 refers to "Oana Waite." Please use the correct name.
8. Several links in the main body of the statement could be improved, as there are discrepancies between the text and the corresponding footnotes. For example, the body references TG22 while the footnotes cite London Local Air Quality Management (LLAQM) Technical Guidance 2019 (LLAQM.TG(2019), GLA 2019, p. 34, refs 4 & 5).

At the same time, Ecological Impact assessment demonstrated that

- Nitrogen deposition modelling suggests negligible effects at more distant sites, however,
- For some receptors, "in-combination" effects exceed the 1% AQAL threshold, requiring ecological advice and potentially additional mitigation.
- Dust risks to River Itchen SAC are assessed as high for construction earthworks (within 20 m).

Predicted changes in NO_x and NH₃ concentrations are generally minor when assessed "alone," but cumulative "in-combination" effects could pose risks to sensitive habitats.

For **human receptors**, predicted changes in NO₂, PM₁₀, and PM_{2.5} concentrations are negligible, with no significant impact on air quality objectives. However, Figure 7.3.2 refers to human health receptors but **overlooks residential receptors** on Campbell Road, which are within 100 m of the boundary. These should be included, especially to understand the construction dust impact.

R2, R3 and R4 receptors located along Southampton Road for PM_{2.5} and PM₁₀, appear to have been assessed only for the operational phase rather than for construction. In my view, these receptors, together with those on Campbell Road, are likely to experience the greatest dust impacts during construction and cause concern from the public.

Planning Conditions could apply once the amendments are made and the assessment/modelling is updated accordingly.

Kind regards.

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