

Harrison, Liz

From: Boyd, Sarah
Sent: 26 January 2026 20:19
To: Harrison, Liz
Cc: Waite, Oxana
Subject: AQ RE: Planning Application O/25/99506 (Process No: PR202507-110070) for Navigator Quarter, land adjacent to Southampton airport Eastleigh, SO18 2NL

Hello Liz

Oxana and I caught up at the beginning of last week.

Basically, the main AQ chapter that Oxana read, says that the modelled exceedances could adversely affect the ecology, but not humans. The (Ecology) Local Sites AQ Assessment carried out by EPR concludes no ecological impact.

In my previous comments, although I didn't think the evidence in the Ecology AQ assessment was particularly rigorous or complete, I agreed with the conclusion that there is unlikely to be a significant effect on the designated sites arising from the proposal. This was because the predicted increase in pollutants at roadside resulting from the development (figures given) is imperceptibly small and therefore will be even lower than this away from roadside (figures not given), coupled with the fact that there is a general downward trend in NOx. This general downward trend in NOx is key and an AQ strategy for the development must be submitted to ensure it conforms to this trend by reducing NOx and other pollutants arising from it.

Therefore, I suggest this condition, or similar:

No development shall commence* until an AQ Strategy has been submitted and approved in writing by the LPA. The approved strategy shall include measures to reduce air pollution arising from the development, be implemented prior to occupation and maintained for the lifetime of the development. Measures shall include but not be limited to, details (including maintenance and review periods) of the following:

1. Low emission transport commitments e.g. fleet composition and operation; traffic management
2. Electric vehicle charging points
3. Cycling and walking infrastructure
4. A Travel Plan to promote use of sustainable transport
5. Low emission technologies and fuels commitments for on-site operations
6. Green infrastructure, including green roofs and walls, which can act as buffers for air pollution

Reason: To limit reduced air quality for local ecosystems.

*I'm suggesting before commencement of construction as the trigger so that infrastructure for electric charging points and other technologies can be planned correctly.

I believe AQ construction impacts are being addressed in the CEMP and potentially a Dust Management Plan which I'll look at shortly.

Thanks
Sarah

Sarah Boyd
Ecologist (Mon, Tue, Wed)

