

31 January 2023

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The Savills logo consists of the word "savills" in a lowercase, red, sans-serif font, positioned on a solid yellow rectangular background.

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Dear Summer,

**DETAILS PURSUANT TO DISCHARGE OF CONDITIONS 3, 4, 6, 8, 9, 11, 12 & 18 OF PLANNING
PERMISSION REFERENCE F/19/86707**

SOUTHAMPTON AIRPORT, WIDE LANE, SOUTHAMPTON, SO18 2NL

This letter sets out and is accompanied by information pursuant to the discharge of conditions 3, 4, 6, 8, 9, 11, 12 & 18 attached to the planning permission for:

Construction of a 164 metre runway extension at the northern end of the existing runway, associated blast screen to the north of the proposed runway extension, removal of existing bund and the reconfiguration and extension of existing long stay car parking to the east and west of Mitchell Way to provide additional long stay spaces.

Condition 3 – Construction Environmental Management Plan (CEMP)

Condition 3 requires the submission of a CEMP to the Local Planning Authority prior to the commencement of works in order to reduce noise, air quality and environmental impacts of construction to an acceptable level and protect biodiversity and the water environment.

The Site Management Plan enclosed incorporates the information required and reflects the pre-application discussions and engagement with Eastleigh Borough Council (EBC).

The following document is enclosed pursuant to the discharge of this condition:

- Site Management Plan Revision 7 (VolkerWessels UK) (January 2023)

Condition 4- Dust Management Strategy (DMS)

Condition 4 requires the submission of a DMS to the Local Planning Authority.

The stated purpose of the condition is to reduce air quality and environmental impacts of construction to acceptable levels.

The documents enclosed provide the required information and reflect the pre-application discussions and engagement with EBC.

The following document is enclosed pursuant to the discharge of this condition:

- Site Management Plan Revision 7 (VolkerWessels UK) (January 2023)

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Condition 6- Protection of Utilities

Condition 6 requires the submission and approval of measures to protect existing gas and sewerage infrastructure pipes by EBC prior to the commencement of development.

The stated reason for the condition is to protect infrastructure on-site from construction damage.

Prior to the submission of this discharge of condition application, AGS Airports Limited have engaged with both Southern Water and Southern Gas Networks. It is believed that the details submitted for approval meet with the approval of both organisations.

It should be noted that at the present, the choice of fence supplier has yet to be confirmed. Accordingly, two different options for the design of the fence and the associated foundations are presented within the reports for approval. This would cover both possible fence designs.

The following documents are enclosed pursuant to the discharge of this condition:

- Southampton Airport-foul water rising main crossing Technical Note (Mott MacDonald) (27 January 2023)
- Southampton Airport- high-pressure gas pipeline crossing (Mott MacDonald) (26 January 2023)

Condition 8-Car Park Phasing

Condition 8 states:

Prior the commencement of the development hereby permitted, a scheme for the phased delivery of the approved car park expansion shall be submitted to and approved in writing by the Local planning Authority. The car park shall be constructed and made available for use in accordance with the approved scheme.

The stated purpose of the condition is to ensure adequate car parking capacity is provided at the site in the interests of highway safety, as demand grows through sequential passenger increases over time.

The Planning Obligation (S106) attached to the planning permission establishes an agreed a mechanism by which passenger growth will be monitored and reported. This mechanism will provide a basis upon which the trajectory of the phased delivery of the car park can be planned and delivered in accordance with the requirements of the condition, the proposed phasing set out below, and the consultative arrangements set out in the S106.

The approved documents for the permitted development include the following plans that have been used to inform the phased delivery of the approved car park:

- SOUPSA102K010P1 - Existing car park east of Mitchell Way
- SIAL PIT 20709 C 101 A - Existing car park north west of Mitchell Way
- SOU_STL_04_XX_DR_A_ZZZZ_90001_REV P05_Site Plan – Proposed Car Park Extension Layout.

These existing and proposed plans show that the baseline provision of car parking in this part of the site is 451 spaces, and the proposed provision is 797 spaces, which represents an increase of 346 car parking spaces in addition to 9 coach parking bays to be delivered through the reorganisation and extension of the existing surface car parks east and west of Mitchell Way.

The proposed trajectory for delivery of the uplift in car parking provision, to align with passenger growth from 2 million to 3 million passengers, is set out in Table 1 below. The annotation (colours) correspond with the Phasing Plan at Figure 1.

Table 1: Car park phasing and delivery trajectory

Phase	Phase Annotation in Figure 1	Provided by (pax/million)	No. of bays	Accrual (bays)
Baseline (existing)		2.0 (existing)	451	451
1	Yellow	2.2	74	525
2	Blue	2.4	74	599
3	Green	2.6	61	660
4	Red	2.8	75	735
5	Orange	3.0	62	797

Figure 1: Car park capacity phasing plan



The delivery of the car park capacity will accord with the above passenger growth trajectory unless otherwise agreed in writing by the Local Planning Authority.

Condition 9 – Rollout and management of fixed electrical ground power (FEGP)

Condition 9 states:

Prior to the commencement of development, a scheme for the phased rollout of fixed ground electrical power to additional stands and a management plan for the preferred use of stands having fixed ground electrical power shall be submitted to and approved in writing by the Local Planning Authority. Fixed ground electrical power rollout and use shall thereafter operate in accordance with the approved scheme.

The given reason for the condition is *To reduce the noise and air quality impacts of operation to acceptable levels to protect the amenity of the area*

The basis for the condition is rooted in the assessment of, and proposed mitigation for, the air quality impacts of operations at the site. The Environmental Statement concluded that the operation phase of the proposed development would not give rise to significant adverse air quality effects, but nonetheless offered additional rollout of FEGP to stationed aircraft as further enhancement of the contribution of airport operations to local air quality conditions. The unquantified commitment, as set out in paragraph 644 of the committee report to Full Council in April 2021, was that the FEGP would be installed to service the most frequently used aircraft gates.

At the time the application was being determined (June 2021), one stand had been fitted with FEGP and the rollout to further stands had been planned. A further three stands have subsequently been installed with

FEGP and these four stands (Stands 2, 3, 4 and 5) are utilised in preference of others and meet the majority of the requirements of commercial scheduled aircraft at the site. These are, and are expected to remain as passenger numbers grow, the stands linked to the most frequently-used aircraft gates.

Whilst the airport intends, as demand grows, that further FEGP (stands 6 to 12) will be rolled out to stands when their individual usage reaches an average occupancy level during operational hours in a previous given month to meet its own commercial ambitions and deliver on its own Environmental and Social Governance commitments, it is considered that the rollout to date across four stands accords with the commitments made at the time of the application to mitigate air quality effects and as such no commitment to further rollout of FEGP infrastructure is required to address the requirements of Condition 9.

Accordingly, the proposed scheme for the phased rollout of fixed ground electrical power to additional stands pursuant to the discharge of condition 9 is as set out in Table 2:

Table 2: Proposed FEGP rollout trajectory pursuant to discharge of condition 9

Rollout to Stand	Delivery trigger	Status at January 2023
2	2.25m ppa	Operational
3	2.50m ppa	Operational
4	2.75m ppa	Operational
5	3.00m ppa	Operational

Fixed Ground Power Management Plan

Maximising the use of fixed ground power will be a priority. The availability of fixed ground power will be a primary consideration underpinning arrangements for stand allocation and usage, in accordance with the commitments reflected in the committee report.

As part of stand management, the Airside Teams will refer to the relevant Operations Directors Notice and prioritise stands with FEGP subject to the following:

- Can aircraft fit on stand with FEGP [note: Stands 2, 3, 4 and 5 will be adapted prior to the first operation of the extended runway to be able to accommodate Airbus A320 and Boeing 737 aircraft]
- Is aircraft remaining on stand beyond the time necessary to keep power on. If no power required locate on non-FEGP stand to free up stand for incoming aircraft
- Can aircraft be accommodated on FEGP stand without impacting on crossflow between international or domestic arrivals or departures

Subject to compliance with the above management arrangements, the rollout of further FEGP that has already occurred since the planning permission was issued is considered to meet the obligation set out by the applicant at the time of the application and reflected in the committee report, and thus Condition 9 can be discharged.

Condition 11- Contaminated Land

Condition 11 is a three-part condition (comprising parts a, b and c). This requires a desk-based study and preliminary risk assessment (part a), site investigation report (part b) and site-specific remediation scheme (if required) (part c), to be submitted to, and approved by, EBC prior to the commencement of development.

The stated reason for the condition is to minimise the risk of land contamination in the interests of public health and safety and to protect the natural environment and designated sites.

Two documents are submitted pursuant to the discharge of this condition.

The first, the *Preliminary (Phase I) Land Quality Assessment for runway extension*, addresses the requirements of part a; namely the requirement to provide a desk study, conceptual site model and

preliminary risk assessment. This document reflects the pre-application advice and on-site discussions that have taken place with EBC in order to ensure that the subsequent site investigations meet with the Council's approval.

The second document, *Phase II Land Quality Assessment for runway extension*, addresses the requirements of part b (a site investigation report) and part c (measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed, together with measures for future maintenance and monitoring).

The site investigation report contained within the *Phase II Land Quality Assessment for runway extension* (part b) responds to the agreed investigation strategy put forward within the Phase I document and discussed with EBC. Following the site investigations undertaken, *The Phase II Land Quality Assessment for runway extension* document concludes that the risks to future site users and the environment arising from the development of the site are low. These results were shared with EBC following on-site sampling.

Given the risk of pollution is low, the *Phase II Land Quality Assessment for runway extension* does not make any recommendations for a site-specific remediation scheme (part c). Instead a watching brief, with a requirement to develop a management strategy in consultation with EBC should any hydrocarbon contamination be observed, is proposed. This approach is both proportionate and justified relative to the small residual risk of hydrocarbon contamination being discovered during works.

The following documents are enclosed pursuant to the discharge of this condition:

- Preliminary (Phase I) Land Quality Assessment for runway extension (H Fraser Consulting) (7/10/2022) (Report addresses part a of condition 11)
- Phase II Land Quality Assessment for runway extension (H Fraser Consulting) (23/01/2023) (Report addresses parts b and c of condition 11).

Condition 12- Verification of Contaminated Land Remediation Strategy

Condition 12 is a four-part condition that requires the submission, and approval, of a verification report for any contaminated land remediation strategy proposed under part c of condition 11.

It is advised that the reasoning behind the inclusion of this condition is to minimise the risk of land contamination in the interests of public health and safety and to protect the natural environment and designated sites.

A watching brief is considered to be justified and proportionate to the small residual risk of hydrocarbon contamination being discovered during ground works (as detailed within the commentary provided on condition 11 in this covering letter). Accordingly, it is not proposed to discharge this condition.

Condition 18- Programme of Archaeological Works

Condition 18 requires the submission, and approval of, a written scheme of investigation and recording to EBC prior to the commencement of development.

The stated justification for the condition is to ensure that the archaeological interest of the site is properly safeguarded and recorded.

A written scheme of investigation has been prepared by Wessex Archaeology (January 2023), supported by an Archaeological Desk-Based Assessment (Wessex Archaeology) (November 2022). This concludes that a programme of archaeological monitoring will be required, with appropriate post-excavation methods and

reporting proposed. Both documents have been devised through dialogue with the Hampshire County Council Archaeologist.

The following reports are enclosed pursuant to the discharge of this condition:

- Southampton Airport Runway Extension-Archaeological Desk-Based Assessment (Wessex Archaeology) (November 2022)
- Southampton Airport Runway Extension-Written Scheme of Investigation for Archaeological Watching Brief (Wessex Archaeology) (January 2023)

Submission Summary

This discharge of conditions application has been submitted via the Planning Portal and comprises:

- This covering letter
- Application Fee (£148.20) to be paid directly by the Applicant to the Planning Portal
- Site Management Plan Revision 7 (VolkerWessels UK) (January 2023)
- Southampton Airport-foul water rising main crossing Technical Note (Mott MacDonald) (27 January 2023)
- Southampton Airport- high-pressure gas pipeline crossing (Mott MacDonald) (26 January 2023)
- Preliminary (Phase I) Land Quality Assessment for runway extension (H Fraser Consulting) (7/10/2022)
- Phase II Land Quality Assessment for runway extension (H Fraser Consulting) (23/01/2023)
- Southampton Airport Runway Extension-Archaeological Desk-Based Assessment (Wessex Archaeology) (November 2022)
- Southampton Airport Runway Extension-Written Scheme of Investigation for Archaeological Watching Brief (Wessex Archaeology) (January 2023)

We believe that conditions 3,4,6,8,9,11,12, & 18 can now be fully discharged. If you have any questions or require further information, please do not hesitate to get in touch.

Yours sincerely

William Price
Savills Planning