

Navigator Quarter, Land adjacent to Southampton Airport

RESPONSE TO ADDITIONAL LLFA COMMENTS

DOCUMENT CONTROL SHEET

Issued by: Burrows Graham Limited
5 Ambassador Place
5 Stockport Road
Altrincham
WA15 8DB

Tel: +44 (0)161 804 8046

Client: Blocwork (Eastleigh) LLP & Southampton International Airport Limited (SIAL)

Project: Navigator Quarter, Land adjacent to Southampton Airport

Document No: 30228-BGL-XX-XX-TN-D-00004

Title: Response to Additional LLFA comments

Status: P01

Date: 23.03.26

Prepared By: Jack Williams CEng MICE MCIHT – Civils Director

Document Revision Record

Version Number	Date	Revision Details
P01	23.03.2026	First issue

Burrows Graham Limited has prepared this report in accordance with the instructions of the above-named Client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

RESPONSE TO LLFA COMMENTS

This technical note has been prepared by Burrows Graham Ltd. on behalf of Blocwork (Eastleigh) LLP & Southampton International Airport Limited (SIAL) in response to the LLFA comment letter dated 18th March 2026 in relation to the planning application ref. SWM/2025/0457.

LLFA Comment dated 18/03/2026	Burrows Graham Response
The proposed drainage strategy includes pumped surface water drainage. Please refer to our previous comments regarding approval of pumped drainage systems. Please also refer to our previous comments regarding flood risk, access to the site and the requirement for an emergency access / egress plan.	<i>The only pumped requirements on the scheme are currently due to site constraints where levels cannot be raised for example.</i> <i>A. The link road is constrained on level where it passes the end of the runway which drives the finished road level lower than the drainage outfall.</i> <i>B. The western most plots on the Southern Parcel will require some element of pumping, these levels are dictated by the proximity to the runway.</i> <i>However, there will be a maintenance strategy in place which will allow these pumps to function as intended throughout the life cycle of the development. An indicative regime has been provided in the Flood Risk Assessment.</i>
Amended calculations have been included in appendix E. Calculations are only presented for the network that covers the access road and Northern Plot.	<i>Calculations for the Southern plot now provided to show that the outline strategy is feasible.</i>
Crate attenuation tanks are modelled at ground level with no cover. Pipe gradients are below recommended minimum. This indicates that if the network is to be designed in detail the proposed strategy may not be feasible. Further space may be needed to accommodate above ground drainage features such as basins. Climate change has not been applied to the 1 in 30 year design storm. Please note we have not undertaken a detailed review of the drainage calculations or the design. We understand the application is outline and proposed finished levels may not have been determined. However, based on the information provided in the proposed drainage	<i>Attenuation crates have been remodelled to show that there is sufficient space to accommodate shallow crates. We consider at outline application stage sufficient evidence has been provided to show there is a feasible drainage solution as presented.</i>

layout plan and the supporting hydraulic calculations, it is unclear whether a feasible surface water drainage solution has been presented.	
It is not clear whether the whole drained area of the northern plot has been included in the calculations. A network catchment plan has not been provided. Based on the preliminary site layout provided, the majority of the site would be paved and we would expect the total drained area could be higher.	<i>Refer to catchment plan provided.</i>
Calculations have not been provided for the Southern plot and therefore the LLFA are unable to comment on the suitability of the drainage design for this part of the proposed development.	<i>Refer to calculations for Southern Plot.</i>

In view of the above, we believe that the comments from the LLFA have been addressed and as such request that approval is granted.