



Hampshire County Council

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Enquiries to	Scott Glover	My reference	SWM/2025/0457
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Date	21 April 2026	Email	swm.consultee@hants.gov.uk

Dear Sir/Madam,

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) at Navigator Quarter, Eastleigh, SO18 2NL (Application No. O/25/99506)

Hampshire County Council as Lead Local Flood Authority has provided comments in relation to the above application in our role as statutory consultee on surface water drainage for major developments.

This response does not reflect the position of Hampshire County Council as the Highway Authority. If there is a potential for the drainage features to be offered for adoption, this will need to be discussed separately with Highways development planning as they might not be considered acceptable by the Highway Authority.

In order to assist applicants in providing the correct information to their Local Planning Authority for planning permission, Hampshire County Council has set out the information it requires to provide a substantive response at <https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

Director of Universal Services
Patrick Blogg

HCC as LLFA were consulted previously on this application and provided comments in our letter dated 11th August 2025, 14th October 2025 and 18th March. We have been reconsulted 25.03.26 following receipt of updated information. Revised information was shared with the LLFA on 14.04.26 and our response has been updated to take account of this latest information.

The County Council has reviewed the following documents relating to the above application:

- Amended Flood Risk Assessment and Drainage Strategy 30228-BGLXX-XX-RP-D-00001 Version 8 Burrows Graham 10 April 2026
- Amended Indicative Drainage Layout 30228-BGL-XX-XX-SK-C-00012 Rev P11 Burrows Graham 10.04.26
- Amended Indicative Drainage Layout 2 30228-BGL-XX-XX-SK-C-00019 Rev P06 Burrows Graham 10.04.26
- Proposed Catchment Plan 30228-BGL-XX-XX-SK-C-00022 Rev P01 Burrows Graham 24.03.26
- Hydraulic Calculations Causeway Flow Report – South Plot Indicative Drainage Network: Surface Water Burrows Graham 24.03.26
- Hydraulic Calculations Causeway Flow Report – 30228 Flow Model Planning – Network: 30228-SW-PR Burrows Graham 24.03.26

The above documents have been reviewed and HCC as LLFA has the following comments:

We previously requested clarification on the catchment / drained area of the Northern plot and the access road. The above catchment plan confirms an estimated drained area for the Northern plot of 4.84ha. This corresponds with our assessment. The hydraulic calculations submitted for the Access Road and Northern plot network has a total drained area of 5.009ha, subtracting the drained area of the proposed access road this leaves 3.829ha. We therefore conclude that the hydraulic model is not representative of the proposed drainage system as all contributing areas for the Northern plot do not appear to have been included in the calculations.

Justification for the proposed discharge rate has not been clearly presented within the above report, but based on our review of the calculation of estimated greenfield runoff of 2.12l/s/ha and the submitted catchment plan, the proposed discharge rate appears to be appropriate. A detailed catchment assessment must be carried out to confirm the discharge rate if the project progresses to detailed design.

We previously commented on the feasibility of the proposed drainage design for the northern plot. Please refer to our previous comments. We note tanks have been reduced in height and increased in plan area to ensure greater cover depth is provided. Shallow pipe gradients remain, which could be of concern for siltation risk and maintenance liability.

We previously commented that no hydraulic calculations had been submitted for the Southern plot. Calculations are included in the above report. We are unable to verify the model report for the Southern plot as the network design table - links has not been included in the report. Likewise, the revised hydraulic model report for the Northern plot, does not include the links table.

Further topographical survey information is required in the locations of the proposed drainage outfalls. It is not clear whether the drainage strategy as shown is feasible. In particular the outfall level for proposed outfall 01 appears to be below existing ground level in this location. It is not clear whether it is feasible to drain unit 8 network by gravity as shown in the submitted design.

We understand ground levels are proposed to be lowered in some areas due to the building height constraints imposed by the proximity to the airport. Very little information relating to proposed finished floor levels and external levels has been provided. Based on the cover levels in the submitted hydraulic model, ground level lowering of approximately 1.5m – 3.5m is proposed in the area of Unit 10, unit 9 and unit 8. Although the modelling indicates that technically the site could be drained utilising pumped systems, this would not be considered to be in accordance with the principles of SuDS design. This type of drainage design is approved by exception only. Consideration of exceedance flood risk is required to assess the risk to the development.

An exceedance flow route plan has not been submitted. We accept that this is a concept / outline stage design, but in consideration of the proposed land level changes, designing for exceedance should be taken into consideration at the earliest stages and prior to determining the application. Conveyance exceedance routes should follow the natural drainage routes through the site. The effect of lowering the land level to the depth proposed has been discussed in depth in our previous responses, in relation to the proposed access road, and the same principles apply to units 8, 9 and 10. We consider there would be a high level of exceedance flood risk associated with the proposed design.

As previously advised, site investigations have not been undertaken. The preliminary risk assessment included in appendix C of the above report is a desk based study, it describes previous ground investigation works undertaken within the adjacent airport site and provides recommendations for intrusive investigation work within the development site. Desk top study and previous investigations indicate that groundwater is in continuity with the river Itchen and that levels could peak within 3m of the surface. The LPA must consider the groundwater flood risk to the proposed development. Given the scale of ground level change proposed, we strongly recommend that winter groundwater monitoring is carried out prior to determination of this application.

We do not believe the applicant has presented a suitable drainage strategy for the site. Due to the constraints imposed by the nearby airport, to achieve the

desired building height, land lowering is proposed which is likely to result in high level of groundwater, surface water and exceedance flood risk to some of the proposed units and the proposed access road. The concerns that we have raised previously remain.

The LLFA consider that a feasible outline drainage strategy design has not been presented for the proposed development. The LLFA maintains its holding objection.

As a statutory consultee, the County Council has a duty to respond to consultations within **21 days**. The 21 day period will not begin until we have received sufficient information to enable us to provide a meaningful response.

Please ensure all data is sent to us via the relevant Local Planning Authority.

If you require additional guidance on providing the correct information, we recommend you use our **Surface Water Management Pre-application service** which will enable discussions with the reviewing engineer and scope out works that would address the points raised. For full details, please visit:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning> and click on [pre-application advice request form](#).

This response has been provided using the best knowledge and information submitted by the applicant as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Yours faithfully,



Flood and Water Management Team
Hampshire County Council,
The Castle, Winchester, Hampshire SO23 8UD
Web:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding>

General guidance for the application

It is important to ensure that the long-term maintenance and responsibility for Sustainable Drainage Systems is agreed between the Local Planning Authority and the applicant before planning permission is granted. This should involve discussions with those adopting and/or maintaining the proposed

systems, which could include the Highway Authority, Planning Authority, Parish Councils, Water Companies and private management companies.

For SuDS systems to be adopted by Hampshire Highways it is recommended that you visit the website at:

<https://www.hants.gov.uk/transport/developers/constructionstandards> for guidance on which drainage features would be suitable for adoption.

Where the proposals are connecting to an existing drainage system it is likely that the authorities responsible for maintaining those systems will have their own design requirements. These requirements will need to be reviewed and agreed as part of any surface water drainage scheme.

Works in relation to ordinary watercourses

*PLEASE NOTE: If the proposals include works to an ordinary watercourse, under the Land Drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent from the Lead Local Flood Authority is required. **This consent is required as a separate permission to planning.***

Information on ordinary watercourse consenting can be found at the following link

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/c/hangewatercourse>

It is strongly recommended that this information is reviewed before Land Drainage consent application is made.

For guidance on providing the correct information, we recommend you use our **Ordinary Watercourse Consents Pre-application service** and help avoid delays occurring at the formal application stage. A Pre-application service for Ordinary Watercourse Consents is available, allowing consents to go through in a smoother, often more timely manner. For full information please visit:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/c/hangewatercourse>