

Navigator Quarter, Land adjacent to Southampton Airport

RESPONSE TO LLFA COMMENTS

DOCUMENT CONTROL SHEET

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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 August 2025 in relation to the planning application ref. SWM/2025/0457.

LLFA Comment dated 11/08/2025	Burrows Graham Response
Site investigation	
We note site investigations have not been undertaken.	<i>Refer to section 3.4 through 3.6 of FRA which gives brief outline of current site Geology & hydrogeology. Reference is also made to Appendix C which shows 'Phase 1 Preliminary Geo-Environmental Risk Assessment by Geo2'. See attached document.</i>
Discharge Destination	
A pre development overland flow route plan is required to demonstrate the existing site surface water runoff destination and an assessment of existing catchments. The topographic survey implies a relatively flat site. The proposed access road drainage includes a surface water pump and rising main and some relatively deep drainage to connect to the proposed outfall to the East. In accordance with best practice, the LLFA would encourage design of drainage systems to follow natural drainage routes and discharge locations should mimic the existing drainage arrangement as closely as possible. Pumped surface water drainage systems are only considered where no other option is viable. The proposed drainage cover levels appear significantly different from the existing ground levels (in places approximately 3.5m below existing ground level). Further explanation is required to justify the change in level as this appears to have resulted in an unusual and inefficient surface water drainage strategy.	<i>An overland flow route plan demonstrating existing run off has been provided. Please see attached.</i> <i>Due to the nature of the development, it is a requirement to lower a section of the proposed highway, namely in an area where the highway crosses the flight path for aircraft landing into Southampton International Airport. This refers to cover levels being "approximately 3.5m below existing ground level". In turn these lowered cover levels has meant that the drainage becomes deeper than desired quite soon in the drainage network so therefore it is not possible to drain to the existing outfall location without the introduction of a Surface Water Pump.</i> <i>The same principle applies for the plots on the western edge of the development due to maximum ridge height constrains adjacent to the airport which drives the depth of the drainage.</i>
Hydraulic Calculations	
The submitted hydraulic calculations do not demonstrate an appropriate drainage strategy for the site can be delivered. The model includes only the proposed primary pipe network in the	<i>As the plot are going for outline planning, it is not necessary to fully model this element. The flooding shown will be mitigated through the detailed design of the plots, which are currently</i>

access road and the results show excessive volumes of flooding. It is not clear what the applicant intends to show with this hydraulic model report.	<i>indicated within the model as an area to ensure the detailed element of the application downstream is sized suitably to accommodate the flows. It is worth noting that the plots will be restricted prior to runoff into the road so this reflects an accurate scenario once the plots are developed.</i> <i>Further information is relating to this is outlined under Section 5 & Section 8 of the FRA</i>
Proposed Discharge Rate	
The site is described as 31ha where the hydraulic calculations appear to include a drained area of 20ha. Section 5.7 to 5.15 inclusive of the above FRA document suggest proposed discharge rates will be based on estimated greenfield runoff for the whole development site 31 hectares. The report also states total drained impermeable area if the proposed development 22.75ha. Although this section of the document is not clear the LLFA would like to make clear that proposed discharge rates, calculation of existing greenfield runoff and calculation of post development runoff must be in accordance with best practise guidance and National Standards. Calculation of post development runoff that considers only permeable drained areas and ignores permeable areas will not be accepted. The area used in the calculation of greenfield runoff and therefore the allowable discharge rate, must match the total drained area in the post development hydraulic calculations. We request that the applicant provides additional information on the proposed surface water management within the application site. This should include detail of the entire proposed drainage, calculations and sufficient information to cover each of the points on our checklist.	<i>Calculations amended to suit flow rate relative to impermeable areas only.</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.