

DATED 3 June **2021**

- (1) EASTLEIGH BOROUGH COUNCIL
- (2) SOUTHAMPTON INTERNATIONAL AIRPORT LIMITED
- (3) CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK

**PLANNING OBLIGATION BY AGREEMENT
RELATING TO LAND AT
SOUTHAMPTON AIRPORT**



Pinsent Masons

CONTENTS

	Page
1	DEFINITIONS AND INTERPRETATION 1
2	LEGAL BASIS 5
3	CONDITIONAL ENTRY INTO FORCE 5
4	DURATION 5
5	OWNER'S COVENANTS WITH THE COUNCIL 6
6	THE COUNCIL'S COVENANTS 6
7	MORTGAGEE'S CONSENT 6
8	SUCCESSORS IN TITLE AND RELEASE 6
9	OTHER DEVELOPMENT 7
10	PREVIOUS OBLIGATIONS 7
11	DISPUTE RESOLUTION 7
12	INDEXATION 8
13	LEGAL COSTS 8
14	CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 8
15	NOTICES 8
16	LOCAL LAND CHARGE AND LAND REGISTRY REGISTRATION 9
17	JURISDICTION AND LEGAL EFFECT 9
18	COUNTERPARTS 9
SCHEDULE 1 - LAND AND TITLE(S) BOUND BY THE OBLIGATIONS IN THIS DEED	
SCHEDULE 2 - FLYING CONTROLS	
SCHEDULE 3 - PROHIBITED AIRCRAFT	
SCHEDULE 4 - CONTROLS ON DEVELOPMENT	
SCHEDULE 5 - NOISE	
SCHEDULE 6 - AIR QUALITY AND CARBON	
SCHEDULE 7 - SOCIO-ECONOMICS	
SCHEDULE 8 - TRANSPORT	
SCHEDULE 9 - MONITORING COSTS	
SCHEDULE 10 - SAFEGUARDING FOR THE ROUTE OF THE CLLR	

SCHEDULE 11 - ECOLOGICAL MONITORING AND MITIGATION

SCHEDULE 12 - AIRPORT COMMUNITY HEALTH MITIGATION FUND

APPENDIX 1 - PLANS

APPENDIX 2 - DRAFT PLANNING PERMISSION

APPENDIX 3 - TRAFFIC MONITORING LOCATION PLAN

APPENDIX 4 - NOISE INSULATION SCHEME

APPENDIX 5 - TERMS OF REFERENCE FOR TRANSPORT FORUM

APPENDIX 6 - TERMS OF REFERENCE FOR NOISE FORUM

APPENDIX 7 - CHICKENHALL LANE LINK ROAD SAFEGUARDING PLAN

APPENDIX 8 - TERMS OF REFERENCE FOR COMMUNITY HEALTH AND WELLBEING BOARD

APPENDIX 9 - SCHEDULE 7 PLAN

APPENDIX 10 - HEALTH STRATEGY AREA PLAN

APPENDIX 11 - METHODOLOGY FOR ASSESSING NOISE LEVELS DURING ENGINE TESTING

APPENDIX 12 - DRAFT SURFACE ACCESS STRATEGY

THIS DEED OF AGREEMENT is made on 3 June 2021

BETWEEN:-

- (1) Eastleigh Borough Council of Eastleigh House, Upper Market Street, Eastleigh SO50 9YN (the “**Council**”);
- (2) Southampton International Airport Limited (No 02431858) whose registered office is at Wide Lane, Southampton, SO18 2NL (the “**Owner**”); and
- (3) Credit Agricole Corporate and Investment Bank (incorporated in France, UK registration no. FC008194) of Broadwalk House, 5 Appold Street, London EC2A 2DA (the “**Mortgagee**”).

WHEREAS:-

- (A) The Council is the local planning authority for the Airport Site (other than the area shown hatched in black on Plan 1) and can enforce the obligations contained in this Deed.
- (B) The Owner is the freehold and leasehold owner of the Airport Site described in Schedule 1 to this Deed and shown edged red on Plan 1 at Appendix 1.
- (C) The Mortgagee is a Party entering into this Deed as a mortgagee of the Airport Site.
- (D) The Council considers it expedient in the interests of the proper planning of its area that provision should be made for regulating or facilitating the Development as set out in this Deed. For the purposes of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) the Council is satisfied that the restrictions and provisions contained in this Deed are necessary to make the Development acceptable in planning terms, that they are directly related to the Development and are fairly and reasonably related in scale and kind to the Development.
- (E) The Parties enter into this Deed to secure the planning obligations contained in it and to enable the Council to grant the Planning Permission.

IT IS AGREED as follows:-

OPERATIVE PROVISIONS

1. DEFINITIONS AND INTERPRETATION

1.1 In this Deed (which includes the Recitals, Schedules and Appendices to it) the following words and expressions have the following meanings:-

- “**1990 Act**” means the Town and Country Planning Act 1990;
- “**1992 Agreements**” means the two agreements made under section 106 of the 1990 Act and dated 18 December 1992 and made between Airports UK (Southampton) Limited (1) and Eastleigh Borough Council (2) relating to planning permission reference 7535/11 and regulating the use of Southampton Eastleigh Airport Eastleigh in Hampshire, as amended by a supplemental agreement dated 20 August 1996 and made between Eastleigh Borough Council (1) Southampton International Airport (2) and Osprey Aviation Limited (3);
- “**Air Transport Movement**” means an Aircraft or helicopter take-off or landing at the Airport Site including ‘touch and go’ operations provided that one arrival and one departure will constitute two movements;
- “**Aircraft**” means an aircraft with a fixed wing and which is powered by propellers or turbo jet engine or turbofan engine;

“Airport”	means the airport known as Southampton International Airport and which is located at the Airport Site;
“Airport Consultative Committee”	means the Airport Consultative Committee for the Airport that is established in accordance with the requirements of section 35 of the Civil Aviation Act 1982 and is constituted and chaired in accordance with current Government guidance on Airport Consultative Committees, which at the time of writing is the Department for Transport’s ‘ <i>Guidelines for Airport Consultative Committees</i> ’, April 2014;
“Airport Monitoring Year”	means the period of a year running from 1 March to the last day of February with the quarters being: (a) March, April, May; (b) June, July, August; (c) September, October, November; and (d) December, January, February;
“Airport Passenger”	means a person arriving at or departing from the Airport Site by way of an Air Transport Movement;
“Airport Site”	means the land edged red on Plan 1 at Appendix 1;
“Application”	means the application for full planning permission for the Development validated by the Council on 20 November 2019 and allocated reference number F/19/86707;
“Capacity Declaration Strategy”	means the plan developed by the Owner ahead of each winter and summer airport Operational Season to determine the number of slots for Air Transport Movements that it will declare to Airport Coordination Limited (No. 02603583) that can be used at the Airport in the upcoming Operational Season, including the proportion of ad-hoc slots;
“Commence”	means to initiate the Development by carrying out a material operation as defined in section 56(4) of the 1990 Act. Where used in the context of part of the Development, commence means the carrying out of a material operation on that part. The terms “Commencement” and “Commenced” and “Commence Development” and “Commencement of Development” and “Commencement Date” are to be construed accordingly. The following matters do not constitute a material operation and consequently shall not individually or together constitute Commencement of Development:- (a) site investigations, testing or surveys; (b) the provision of infrastructure boreholes permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 or any amendment or replacement thereof; (c) the provision of underground drainage and sewers and the laying and diversion of other services and service medium;

- (d) construction of temporary accesses and/or highway works to facilitate the carrying out of the Development;
- (e) archaeological investigations and digs;
- (f) ecological surveys, investigations or assessments (including, for the avoidance of doubt, investigations or assessments relating to bats);
- (g) decontamination and remediation works;
- (h) site preparation;
- (i) the construction of boundary fencing or hoardings (including the erection of an enclosure for the purpose of site security), erection of temporary facilities for security personnel and the erection of security cameras;
- (j) interim landscaping works;
- (k) erection of boards advertising the Development;
- (l) the construction of a temporary site compound and welfare facilities/buildings/enclosures;
- (m) works and operations to enable any of the foregoing to take place;

“Commencement of Operations”

means the use of the Runway Extension by Aircraft departing from and/or landing at the Airport Site for scheduled flights and **“Commence Operations”** shall be construed accordingly;

“Comply”

means comply, perform, fulfil and/or discharge or procure compliance, performance, fulfilment and/or discharge, and **“Compliance”** shall be construed accordingly;

“Deed”

means this Deed made under section 106 of the 1990 Act and all other enabling powers;

“Development”

means the Runway Extension, associated blast screen to the north of the 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 as more fully described in the Application;

“Expert”

means an independent person of at least 10 years standing in the area of expertise relevant to the dispute to be agreed between the Parties or, failing agreement, to be nominated at the request and option of any of them, at their joint expense, by or on behalf of the President for the time being of the Law Society;

“HCC”

means Hampshire County Council;

“Operational Season”

means the six (6) month airport operational season of either winter (October to March) or summer (April to September) in any given Airport Monitoring Year;

“Parties”

means the parties to this Deed and **“Party”** shall mean any one of the parties to this Deed as the context so requires;

“Plan 1”	means the plan attached at Appendix 1 and marked “Plan 1”;
“Plan 2”	means the plan attached at Appendix 1 and marked “Plan 2”;
“Planning Permission”	means the planning permission for the Development numbered F/19/86707, a draft of which is attached at Appendix 2;
“Runway”	means the runway shown hatched in green on Plan 2, and the Runway Extension;
“Runway Extension”	means the extension of the existing runway at the Airport Site by 164 metres at the northern end as more fully described in the Application and as shown tinted blue on Plan 2;
“SCC”	means Southampton City Council;
“Utilities”	means mains services including gas, electricity, portable water, telecommunications;
“Working Day”	means a day other than a Saturday or Sunday or public holiday in England.

- 1.2 In this Deed, unless otherwise indicated, reference to any:-
- 1.2.1 Recital, Clause, sub-clause, paragraph number, Schedule, Appendix or plan is a reference to a Recital, Clause or sub-clause of, paragraph number of, Schedule to, Appendix to or plan annexed to this Deed;
 - 1.2.2 paragraph number within a Schedule to this Deed is to the corresponding paragraph number of that Schedule;
 - 1.2.3 words importing the singular meaning include the plural meaning and vice versa;
 - 1.2.4 words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, other corporate bodies, firms or legal entities and all such words shall be construed interchangeably in that manner; and
 - 1.2.5 Act of Parliament shall include any amendment, modification, extension, consolidation or re-enactment of that Act for the time being in force and in each case shall include all statutory instruments, orders, regulations and directions for the time being made, issued or given under that Act or deriving validity from it.
- 1.3 Headings where they are included are for convenience only and are not intended to influence the construction and interpretation of this Deed.
- 1.4 Any notice, notification, consent, approval, agreement, request or statement or details to be made, given or submitted under or in connection with this Deed shall be made or confirmed in writing.
- 1.5 Wherever an obligation falls to be performed by more than one person, the obligation can be enforced against every person so bound jointly and against each of them individually unless there is an express provision otherwise.
- 1.6 Each of the Parties to this Deed shall act in good faith and shall co-operate with each of the other Parties to facilitate the discharge and performance of all obligations on them contained in this Deed and the Owner shall Comply with any reasonable requests of the Council to provide documentation within its possession (such documentation to be provided by the Owner at its own expense) for the purposes of monitoring Compliance with the obligations contained in this Deed.

2. **LEGAL BASIS**

2.1 This Deed is made under:-

2.1.1 section 106 of the 1990 Act; and

2.1.2 section 1 of the Localism Act 2011 and section 111 of the Local Government Act 1972 and all other enabling powers that may be relevant to the enforcement of the obligations contained in this Deed.

2.2 The obligations, covenants and undertakings on the part of the Owner in this Deed are planning obligations for the purposes of section 106 of the 1990 Act and so bind the Owner's interest in the Airport Site as described in Schedule 1 (other than the area shown hatched black on Plan 1). Subject to Clause 8, the obligations, covenants and undertakings on the part of the Owner are entered into with the intent that they are enforceable not only against the Owner but also against any successors in title or assigns of the Owner and any person claiming through or under the Owner an interest or estate in the Airport Site or any part of it as if that person had been the original covenanting party in respect of the interest for the time being held by it.

2.3 Insofar as any obligations, covenants and undertakings in Clause 2.2 are not capable of falling within section 106 of the 1990 Act they are entered into in pursuance of the relevant powers referred to in Clause 2.1.2.

2.4 So far as the obligations, covenants and undertakings in this Deed are given by or to the Council, they are entered into under the relevant powers referred to in Clause 2.1 and those obligations, covenants and undertakings are enforceable by or against the Council.

2.5 Nothing in this Deed restricts or is intended to restrict the proper exercise at any time by the Council of any of their statutory powers, duties, functions or discretions in relation to the Airport Site or otherwise.

3. **CONDITIONAL ENTRY INTO FORCE**

3.1 Clauses 1, 2, 3, 4, 5.1, 5.3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 and 18 and Schedule 1, Schedule 2 (save for paragraphs 4 and 11), Schedule 3 and Schedule 4 to this Deed come into effect on the date of this Deed.

3.2 Clauses 5.2, 5.4, 5.5, paragraphs 4 and 11 of Schedule 2, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10 and Schedule 11 are conditional upon and will not take effect until Planning Permission has been granted and Development has Commenced.

3.3 Schedule 12 is conditional upon and will not take effect until Planning Permission has been granted.

4. **DURATION**

4.1 The obligations in Clauses 5.2, 5.4, 5.5, paragraphs 4 and 11 of Schedule 2, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10, Schedule 11 and Schedule 12 to this Deed will end (to the extent they have not already been complied with), if the Planning Permission:-

4.1.1 is quashed, revoked or otherwise withdrawn at any time so as to render such obligations or any part of such obligations irrelevant, impractical or unviable; or

4.1.2 is modified by any statutory procedure without the consent of the Owner; or

4.1.3 expires before Commencement.

4.2 Where the obligations in Clauses 5.2, 5.4, 5.5, paragraphs 4 and 11 of Schedule 2, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10, Schedule 11 and Schedule 12 to this Deed end in the circumstances set out in Clause 4.1 the Council must update all entries made

in the Register of Local Land Charges in respect of this Deed to reflect the fact that those Schedules are of no further effect.

5. OWNER'S COVENANTS WITH THE COUNCIL

5.1 The Owner, on behalf of itself and its successors in title to its interest in the Airport Site as described in Schedule 1, covenants with the Council to Comply with each obligation, covenant and undertaking in Clause 5.3, Schedule 1, Schedule 2, Schedule 3, Schedule 4 to this Deed.

5.2 The Owner, on behalf of itself and its successors in title to its interest in the Airport Site as described in Schedule 1, covenants with the Council to Comply with each obligation, covenant and undertaking in Clauses 5.4, 5.5, Schedule 5, Schedule 6, Schedule 7, Schedule 8, Schedule 9, Schedule 10, Schedule 11 and Schedule 12 to this Deed.

5.3 In the event of the Owner acquiring a legal estate in the land shaded brown on Plan 1:-

5.3.1 the Owner will notify to the Council in writing the fact of such acquisition within fourteen days of the date of such acquisition; and

5.3.2 the Owner will enter into an agreement with the Council supplemental to this Deed in order that the covenants on the part of the Owner herein contained and applicable to the Airport Site shall also relate to and be binding on the land shaded brown on Plan 1 to the extent of the legal estate of the Owner therein.

5.4 The Owner covenants that it will investigate title to the land shaded brown on Plan 1 and report to the Council on the outcome of the title investigation within 6 months of Commencement of Development.

5.5 If it is agreed between the Owner and the Council that it would be appropriate for the Owner to submit an application for adverse possession of the land shaded brown on Plan 1 the Owner covenants to submit an application within a further 3 months of the report referred to in Clause 5.4.

6. THE COUNCIL'S COVENANTS

6.1 The Council covenants with the Owner:-

6.1.1 to Comply with any Council covenants contained in the Schedules to this Deed; and

6.1.2 following a written request from the Owner, made at any time after any obligation under this Deed has been fulfilled and which contains appropriate evidence that it has been fulfilled, provided that the Council agrees that the obligation has been fulfilled, to issue a letter of release in respect of that obligation within 20 Working Days after the date on which it receives the request. Where this Deed or any document referred to herein provides for any agreement, consent, approval or direction on the part of the Council, the Council agrees that such agreement, consent, approval or direction shall not be unreasonably withheld or delayed.

7. MORTGAGEE'S CONSENT

The Mortgagee acknowledges and declares that this Deed has been entered into by the Owner with its consent and that the Airport Site as described in Schedule 1 shall be bound by the obligations contained in this Deed and that the security of the mortgage over the Airport Site shall take effect subject to this Deed provided that the Mortgagee shall otherwise have no liability under this Deed unless it takes possession of the Airport Site in which case it too will be bound by the obligations as if it were a person deriving title from the Owner.

8. SUCCESSORS IN TITLE AND RELEASE

8.1 References in this Deed to the Council include the successors to its respective statutory functions and include persons deriving title through or under them.

- 8.2 Subject to Clauses 8.3 and 8.4, references to the Owner or any other person include its heirs, assigns, successors in title and persons deriving title through or under them.
- 8.3 The obligations in this Deed are not binding on or enforceable against any statutory undertaker or other person who acquires any part of the Airport Site or any interest in it for the purposes of supplying Utilities or public transport services.
- 8.4 If the Owner or any person disposes of its entire interest in the Airport Site or in any part of it, that Owner or person will be released from its obligations in this Deed which will no longer be enforceable against that Owner or person in relation to the Airport Site or that part of the Airport Site disposed of, except to the extent that disposal is the grant of an easement, restriction, restrictive covenant or similar.
- 8.5 The release of the Owner or any person under Clause 8.4 is without prejudice to any subsisting liability for any antecedent breach or antecedent failure to Comply with its obligations arising before parting with that interest.
- 8.6 Nothing in this Deed will prevent Compliance with any obligation under it before that obligation comes into effect and early Compliance will not amount to a waiver of the effect of this Clause 8.

9. **OTHER DEVELOPMENT**

Nothing in this Deed shall prohibit or limit the right to develop any part of the Airport Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Deed.

10. **PREVIOUS OBLIGATIONS**

The Council releases and cancels all previous planning obligations in respect of the Airport Site made under section 106 of the 1990 Act or similar predecessor enactments including the 1992 Agreements.

11. **DISPUTE RESOLUTION**

- 11.1 In the event of any dispute arising between the Parties in respect of any matter contained in this Deed the same may be referred to the Expert by any Party notifying the other Party of such intention (the "**Notice**").
- 11.2 The Notice must specify:-
- 11.2.1 the nature, basis and a brief description of the dispute;
 - 11.2.2 the Clause of this Deed or paragraph of a Schedule of this Deed to which the dispute has arisen; and
 - 11.2.3 the proposed Expert.
- 11.3 The Expert will act as an expert and not as an arbitrator. His decision shall be final and binding on the Parties.
- 11.4 Each Party will bear its own costs and the Expert's costs will be paid as determined by him.
- 11.5 The Expert will be appointed subject to an express requirement that he must reach his decision and communicate it to the Parties within the minimum practical timescale allowing for the nature and complexity of the dispute, and in any event not more than 40 Working Days from the date of his appointment to act. His decision will be given in writing with reasons and in the absence of manifest error will be binding on the Parties.
- 11.6 The Expert will be required to give notice to each of the Parties inviting each of them to submit to him within 20 Working Days written submissions and supporting material and will afford to the Parties an

opportunity to make counter submissions within a further 10 Working Days in respect of any such submission and material. The Expert shall consider (inter alia) any written representations made on behalf of any Party but shall not be bound by them.

- 11.7 If the Expert shall be or become unable or unwilling to act then the above procedure for the appointment of an Expert may be repeated as often as necessary until a decision is obtained.

12. **INDEXATION**

It is agreed between the Parties that the Annual Monitoring Contribution, the Ecological Mitigation Contribution and the Annual Community Health and Wellbeing Contribution to be paid to the Council by the Owners under Schedule 9, Schedule 11 and Schedule 12 of this Deed is required to be index linked and in this respect each relevant payment shall be increased by the percentage by which the Retail Prices Index (excluding mortgages) ("**RPIX**") published by the Office for National Statistics (or amendment or replacement thereof) increased from and including the date of this Deed to the date the relevant payment is received by the Council.

13. **LEGAL COSTS**

As soon as practicable following completion of this Deed the Owner will pay to the Council the proper legal costs and disbursements and other costs incurred in the negotiation, preparation and execution of this Deed.

14. **CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999**

Nothing in this Deed will create any rights in favour of or be enforceable by any person who is not a Party to this Deed under the Contracts (Rights of Third Parties) Act 1999.

15. **NOTICES**

- 15.1 The Owner will notify the Council:-

15.1.1 upon Commencement; and

15.1.2 upon Commencement of Operations.

- 15.2 Any notice or other written communication to be served on a Party or given by one Party to any other under the provisions of this Deed will be deemed to have been validly served or given if delivered by hand or sent by first class post or sent by recorded delivery post to the Party on whom it is to be served or to whom it is to be given and will conclusively be deemed to have been received on:-

15.2.1 if delivered by hand, the next Working Day after the day of delivery;

15.2.2 if sent by post, the day 2 Working Days after the date of posting; or

15.2.3 if sent by recorded delivery, at the time delivery was signed for.

- 15.3 If a notice, demand or any other communication is served after 4.00pm on a Working Day, or on a day that is not a Working Day, it is to be treated as having been served on the next Working Day.

- 15.4 The address for any notice or other written communication shall be within the United Kingdom.

- 15.5 Where proceedings have been issued in the Courts of England the Civil Procedure Rules must be complied with in respect of the service of documents in connection with those proceedings.

- 15.6 A notice or communication will be served or given:-

15.6.1 on the Owner at its registered office from time to time, or such other address as notified in writing to the Council from time to time, marked for the attention of the Managing Director;

15.6.2 on the Council at Eastleigh House, Upper Market Street, Eastleigh SO50 9YN or such other address notified in writing to the Owner from time to time, marked for the attention of the Executive Head of Planning and Economy or such equivalent post holder; and

15.6.3 on any successor in title to the Owner at that successor in title's last known address.

15.7 Any notice or other written communication to be given by the Council will be deemed valid and effectual if on its face it is signed on behalf of the Council by an officer or duly authorised signatory.

16. LOCAL LAND CHARGE AND LAND REGISTRY REGISTRATION

16.1 The Council must register this Deed as a local land charge immediately after the date of this Deed.

16.2 The Council must cancel all entries made in the Register of Local Land Charges relating to this Deed as soon as all obligations under this Deed have been satisfied or as required under Clause 4.2.

16.3 The Owner agrees to the registration of this Deed against the title to the Airport Site at HM Land Registry.

17. JURISDICTION AND LEGAL EFFECT

17.1 This Deed will be governed by and interpreted in accordance with English Law.

17.2 If any provision of this Deed is found (for whatever reason) to be invalid, illegal or unenforceable, that invalidity, illegality or unenforceability will not affect the validity or enforceability of the remaining provisions of this Deed.

17.3 No waiver (whether expressed or implied) by the Council of any breach or default by the Owner in Complying with any obligation, covenant or undertaking in this Deed will constitute a continuing waiver and no waiver will prevent the Council from enforcing any obligation, covenant or undertaking or from acting upon any subsequent breach or default of any obligation, covenant or undertaking by the Owner.

18. COUNTERPARTS

18.1 This Deed may be executed in any number of separate counterparts, each of which when executed and delivered shall be an original, and such counterparts taken together shall constitute one and the same Deed.

18.2 This Deed shall not be effective until each Party has executed and delivered one counterpart.

EXECUTED AS A DEED by the Parties on the date which first appears in this Deed.

Executed as a Deed (but not delivered until the date of this Deed) by **SOUTHAMPTON INTERNATIONAL AIRPORT LIMITED** acting by

.....
Full Name (Director)

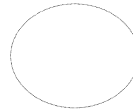
.....
Signature of Director

.....
Full Name (Director)

.....
Signature of Director

Executed as a Deed (but not delivered until the date of this Deed) by affixing the common seal of **EASTLEIGH BOROUGH COUNCIL** in the presence of

.....
Authorised Signatory



Common Seal

Executed as a Deed (but not delivered until the date of this Deed) by **CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK** acting by

Joanne Easter
.....
Full Name (Authorised Signatory)

DocuSigned by:
Joanne Easter
.....
A386CB58A8C0446.....
Signature of Authorised Signatory

Christine Gens
.....
Full Name (Authorised Signatory)

DocuSigned by:
Christine Gens
.....
208BD9ACFBB145E.....
Signature of Authorised Signatory

SCHEDULE 1**LAND AND TITLE(S) BOUND BY THE OBLIGATIONS IN THIS DEED****FREEHOLD LAND - OWNER**

Description of Land	Title Number
H M Customs & Excise, Immigration Office, Passenger Terminal and Air UK Ltd, Mitchell Way and Aurigny Air Services and Southampton International Airport, Wide Lane, Southampton	HP411185
Land and buildings lying to the North and South of Allington Lane, Swaythling	HP628421

LEASEHOLD LAND - OWNER

Description of Land	Title Number
Land lying to the east of Southampton Road, Eastleigh	HP479576
Land lying to the east of Southampton Road, Eastleigh	HP422724

SCHEDULE 2

FLYING CONTROLS

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“Adverse Weather Events” means any adverse weather phenomenon that would affect the normal operation of Aircraft or helicopters arriving at or departing from an aerodrome;

“Aircraft Emergency” means a situation affecting an Aircraft or helicopter wherein it becomes imperative for an Air Transport Movement to take place at the Airport Site including, but not limited to:-

- (a) an emergency at the Aircraft or helicopter’s scheduled destination requiring the Aircraft or helicopter to divert to the Airport Site;
- (b) a defect affecting the Aircraft or helicopter;
- (c) a request from air traffic control or Extraordinary Air Traffic Control Procedures;
- (d) where there are delays to Aircraft or helicopters resulting from widespread and prolonged disruption of air traffic;
- (e) where delays to Aircraft or helicopters are likely to lead to serious congestion at the Airport or any other airport and/or serious hardship or suffering to passengers or animals;

“Aircraft Familiarisation” means the flying of Aircraft or helicopters to and from the Airport in order that qualified aircrew thereof may become familiar with the Airport and with procedures for landing at or taking off from the Airport;

“Aircraft Movement Monitoring Report” means a report setting out:-

- (a) the number of Air Transport Movements taking place during Night Time Hours and details of the reasons for these Air Transport Movements, including details of any Aircraft Emergency, Emergency Air Response or Adverse Weather Events;
- (b) details of all Air Transport Movements divided into categories as follows:
 - (i) Non-Chapter Three Aircraft exceeding 9000 kilograms take-off weight other than those types specified in Schedule 3;
 - (ii) Aircraft engaged in Aircraft Training Movements;

- (iii) helicopters;
- (iv) Aircraft of the types specified in Schedule 3 to this Deed;
- (c) For each Air Transport Movement:
 - (i) the date, the day of the week and the time of the Air Transport Movement;
 - (ii) the type and the registration number of the Aircraft or helicopter concerned;
- (d) in the case of an Aircraft Emergency a short description of the nature of the emergency and where there has been diversion of Aircraft or helicopter the intended destination of the Aircraft or helicopter and the reason for the diversion;
- (e) in the case of Emergency Air Response a short description of the nature of the activity;
- (f) in the case where the Air Transport Movement relates to a delayed landing or take-off of an Aircraft or helicopter beyond its scheduled time for landing or take-off in accordance with paragraph 2.1.3:
 - (i) the type and the registration number of the Aircraft or helicopter concerned;
 - (ii) the expected or scheduled time of landing or take-off;
 - (iii) the actual time of landing or take-off;
 - (iv) the reason for the delay including the location of the occurrence and cause of the delay;
- (g) details of any occasion where the number of Air Transport Movements taking place during the Shoulder Hour has exceeded the cap set out in paragraph 4 and details of the reasons for these Air Transport Movements, including details of any Aircraft Emergency, Emergency Air Response or Adverse Weather Events; and
- (h) details of any Air Transport Movements which deviate from the Noise Abatement Procedures providing reasons for the deviations;

“Aircraft Training Movements”

means an Aircraft take-off or landing at the Airport Site including ‘touch and go’ operations provided that one arrival and one departure will constitute two movements carried out in the course of aircrew or private pilot training;

“Airport Director”

means the Owner’s employee or other person from time to time responsible for the day to day running of the Airport;

“Demounted Engine”	means Aircraft engines not mounted on an Aircraft;
“Emergency Air Response”	means the activities of any Aircraft or helicopter engaged in emergency medical or other emergency activities which require an Air Transport Movement to take place at the Airport Site including, but not limited to, any Air Transport Movement which is made in an emergency where there is an immediate danger to life or health whether animal or human;
“Engine Testing”	means the ground running of Mounted Engines by way of testing of such engines or of any part of an Aircraft but shall not include the ground running of Mounted Engines in the operations of starting up, warming up, pre-flight checks and idling of Aircraft engines or the taxiing, taking off or landing of Aircraft;
“Engine Testing Locations”	means the two designated locations on the Airport Site for the carrying out of Engine Testing as shown on Plan 2 or as agreed between the Council and the Owner from time to time;
“Extraordinary Air Traffic Control Procedures”	means procedures introduced by air traffic control to deal with extraordinary events including but not limited to: <ul style="list-style-type: none">(a) volcanic ash;(b) major system failures;(c) terrorist attack;(d) national security incident;(e) major events;(f) industrial action (excluding any extraordinary air traffic control procedures as a result of industrial action or labour disputes where the action or dispute has been publicised or notified to the Airport at least 14 days before the date of the Air Transport Movement);
“FAA FAR Part 36 Stage 3”	means the United States of America’s Federal Aviation Administration’s Federal Airworthiness Regulations, Part 36, Stage 3;
“ICAO Annex 16 Chapter 3”	means the United Nations’ International Civil Aviation Organisation’s Model Airworthiness Regulations Annex 16 Chapter 3;
“Jet Aircraft”	means an Aircraft powered by turbo jet or turbo fan but excludes turbo propeller;
“Large Turbo Propelled Aircraft”	means Aircraft having a maximum take-off weight exceeding fifteen tonnes and powered by turbo-propeller engines;
“Mounted Engines”	means aircraft engines mounted on an Aircraft;

“Night Time Hours”

means:-

- (a) 2300 – 0600 hours each night except Saturday night to Sunday morning;
- (b) 2300 – 0730 hours Saturday night to Sunday morning;

“Noise Abatement Procedures”

means the defined routes for departing Aircraft as published in the NATS Integrated Aeronautical Information Package (IAIP) Part 3 (UK aeronautical information publication under airport EGHJ Southampton section AD2.21) (sometimes referred to as NPRs or Noise Preferential Routes);

“Noise Dose Calculation Method”

means the method of calculation of noise dose annexed to this Deed at Appendix 11 (except that H S 125 Aircraft powered by Rolls Royce Viper jet engines shall be treated as falling within Class E therein) or an alternative methodology agreed in writing between the Owner and the Council from time to time;

“Non-Chapter Three Aircraft”

means Aircraft not falling within either FAA FAR Part 36 Stage 3 or ICAO Annex 16 Chapter 3;

“Residential Locations”

means the following residential locations:

	Easting	Northing
1	SU 45140	SU 17800
2	SU 45220	SU 17750
3	SU 46120	SU 17810

“Shoulder Hour”

means the one hour period between 0600 and 0700 hours each morning except Sunday morning;

“Spot Value”

means the spot value at each of the Residential Locations as shown in the table below or such other spot value following an alternative methodology being approved between the Owner and the Council in respect of the Noise Dose Calculation Method:

	Spot Value LAeq 12 hours
1	52.8
2	56.2
3	48.9

“Vortex Damage”

means a reasonable expectation that damage to property or personal injury may be caused by the effect of Aircraft

or helicopter vortices arising from any Air Transport Movement; and

“Vortex Scheme”

means a scheme for the investigation and resolution of events of damage caused by Aircraft or helicopter vortices emanating from the inbound or outbound Aircraft at the Airport Site.

2. GENERAL

2.1 The covenants contained in paragraphs 3, 4, 5, 6 and 7 shall not apply to:-

2.1.1 any Aircraft Emergency;

2.1.2 any Emergency Air Response; nor to

2.1.3 any Air Transport Movements delayed beyond their planned departure or arrival time at the Airport or at any other airport by any of the following circumstances occurring at the Airport or at the Aircraft’s or helicopter’s point of departure or planned destination or occurring in flight between the point of departure and the Airport or any other airport:

(a) Adverse Weather Events; and/or

(b) Extraordinary Air Traffic Control Procedures.

3. COVENANTS RELATING TO NIGHT FLYING CONTROLS

Except in the cases set out in paragraph 2.1, the Owner shall not permit Air Transport Movements during Night Time Hours.

4. SHOULDER HOUR

Except in the cases set out in paragraph 2.1, the Owner shall not permit more than 15 Air Transport Movements within the Shoulder Hour.

5. COVENANTS RELATING TO NON CHAPTER THREE AIRCRAFT

5.1 Subject to paragraph 2.1, the Owner covenants:-

5.1.1 not to permit Aircraft of the types specified in Schedule 3 to this Deed to land at the Airport;

5.1.2 not to permit H S 125 Aircraft powered by Rolls Royce Viper jet engines to land at the Airport; and

5.1.3 not to permit fixed wing Jet Aircraft exceeding 9000 kg maximum take-off weight which are not certificated to the standards of ICAO Annex 16 Chapter 3 or FAA FAR Part 36 Stage 3 to land at the Airport.

6. COVENANTS RELATING TO FLYING TRAINING

6.1 Subject to paragraph 2.1, the Owner covenants:-

6.1.1 not to permit the number of Aircraft Training Movements to exceed 10,400 in any Airport Monitoring Year;

6.1.2 not to permit Aircraft Training Movements by fixed wing Jet Aircraft other than such movements as may be associated with procedures for Aircraft Familiarisation; and

6.1.3 not to permit any person or organisation offering or providing training in an Aircraft to be based at the Airport in order to undertake training at the Airport.

6.2 For the avoidance of doubt an Air Transport Movement associated with the testing or demonstration of an Aircraft shall not constitute an Aircraft Training Movement.

7. COVENANTS RELATING TO HELICOPTER OPERATIONS

7.1 Subject to paragraph 2.1, the Owner covenants not to permit the number of Air Transport Movements by helicopters to exceed 7,500 in any Airport Monitoring Year.

7.2 Any application to vary paragraph 7.1 above must be by way of a planning application which includes a full noise assessment of the effect of the number of Air Transport Movements by helicopters to which the increase may be sought.

7.3 The Owner covenants not to permit at the Airport Site movements by helicopters for circuit training, hovering training, landing training or take-off training other than such movements as may be associated with procedures for Aircraft Familiarisation.

8. COVENANTS RELATING TO GROUND RUNNING OF ENGINES

8.1 The Owner covenants:-

8.1.1 not to permit any Demounted Engine to be run;

8.1.2 to restrict the running of engines at ground idle power;

8.1.3 not to permit Engine Testing on Sundays or Bank Holidays;

8.1.4 not to permit Engine Testing before 0800 hours or after 2100 hours on any day;

8.1.5 without prejudice to paragraph 8.1.4 to take all practical measures to ensure so far as possible Engine Testing does not take place before 0900 hours or after 1800 hours;

8.1.6 not to permit Engine Testing to exceed an aggregate of one hour per day (a day being a period of 24 hours ending at 2359), nor an aggregate of three hours per week (a week being a period of 7 days ending at 2359 on a Saturday);

8.1.7 not to permit Engine Testing to take place at any location within the Airport Site other than the Engine Testing Locations;

8.1.8 not to permit Engine Testing in such a manner as to cause an increase of more than 1dB in the Spot Value $L_{Aeq, 12 \text{ hours}}$ specified for each of the Residential Locations and to give due regard to the noise level contours produced by the engine or engines to be run at Residential Locations, including positioning in the most favourable orientation to minimise the effect of the noise in Residential Locations from such Engine Testing;

8.1.9 not to permit Engine Testing by Non-Chapter Three Aircraft except on not more than 50 occasions in any period of 12 consecutive calendar months; and

8.1.10 not to permit Engine Testing of Jet Aircraft and Large Turbo-Propelled Aircraft except in accordance with paragraphs 8.1.1 to 8.1.9.

8.2 Any assessment of whether any occasion of Engine Testing is likely to contravene or has contravened the provisions of sub-paragraph 8.1.8 of this paragraph 8 shall be made by reference to the Noise Dose Calculation Method.

8.3 Prior to Engine Testing, the Airport Director shall have prepared a notice of instructions to control all aspects of Engine Testing pursuant to this Deed for issue to all persons and bodies engaging in or

likely to engage in Engine Testing and shall have issued such notice to all such persons and bodies prior to their commencing Engine Testing.

8.4 Prior to Engine Testing of any Jet Aircraft or Large Turbo-Propelled Aircraft the person or body seeking to carry out such Engine Testing shall have applied to the Airport for and shall have obtained from the Airport directions as to the location and orientation of the Aircraft concerned in order to ensure Compliance with the terms of this Deed.

8.5 At all times the Owner shall enforce compliance by persons or bodies engaging in Engine Testing with all instructions and directions, including the notice of instructions issued by the Airport.

8.6 The restrictions in this paragraph 8 do not apply, other than paragraphs 8.1.4, 8.1.5, 8.1.7, 8.1.8, 8.2, 8.4, and 8.5:-

8.6.1 where an engine run is required to test Aircraft engines or systems following repair, servicing or maintenance;

8.6.2 where the Aircraft has a technical defect that prevents the Aircraft taking off and flying to another destination and it is not practicable to carry out the repair, servicing or maintenance at a location other than on the Airport Site.

8.7 Upon the issuing of the notice required in paragraph 8.3 or any revision to the notice the Owner will supply a copy to the Council.

8.8 The Owner will supply to the Council a three monthly return of all Engine Testing of Jet Aircraft and Large Turbo Propelled Aircraft at the Airport such return to contain the following details in respect of each event of Engine Testing:

8.8.1 the date;

8.8.2 the time of commencement;

8.8.3 the duration;

8.8.4 the type and registration number of the Aircraft concerned;

8.8.5 an identification of the type of engine or engines tested;

8.8.6 the location of the Aircraft concerned;

8.8.7 the orientation of the Aircraft concerned; and

8.8.8 the wind speed and direction.

9. COVENANTS RELATING TO NOISE ABATEMENT PROCEDURES

The Owner will operate the Airport Site in line with the Noise Abatement Procedures, subject to any updates that are approved by the Civil Aviation Authority.

10. COVENANTS RELATING TO VORTEX DAMAGE

10.1 The Owner will monitor Vortex Damage at the Airport Site and keep a log of any Vortex Damage claims and will report to the Council by sharing the log of Vortex Damage annually for each Airport Monitoring Year.

10.2 The Owner will respond to concerns regarding Vortex Damage as soon as reasonably practicable following receipt of details of any alleged Vortex Damage.

10.3 The Owner will consult with the Council in the event that the existence of Vortex Damage is confirmed by the Owner, giving effect to the reasonable views of the Council in preparing and implementing a Vortex Scheme for future investigation of reports or complaints of damage or injury alleged to have been caused by Vortex Damage.

11. **PASSENGER CAP**

11.1 The Owner covenants not to permit the number of Airport Passengers to exceed 3 million in any calendar year.

11.2 The Owner further covenants not to permit the number of Airport Passengers to exceed:-

11.2.1 2.4 million in any calendar year from the date of this Deed to 31 December 2024;

11.2.2 2.6 million in any calendar year from 1 January 2025 to 31 December 2028; and

11.2.3 3 million in any calendar year thereafter pursuant to paragraph 11.1.

11.3 The Annual Monitoring Report required under paragraph 4.4 of Schedule 8 will contain details of the number of Airport Passengers each calendar year and will be used to monitor Compliance with paragraphs 11.1 and 11.2.

12. **MONITORING**

The Owner will submit an Aircraft Movement Monitoring Report to the Council quarterly for each Airport Monitoring Year from Commencement of Operations.

SCHEDULE 3
PROHIBITED AIRCRAFT

Boeing 707

Boeing 720

Boeing 747

Ilyushin 62

Convair 990

Convair 880

VC10

SuperVC10

De Havilland Comet

Tupolev Tu 104

Tupolev Tu 124

Tupolev Tu 154

Dassault Mercure

DC8

DC10

Lockheed Tristar

Hawker Siddley Trident

SCHEDULE 4

CONTROLS ON DEVELOPMENT

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

- | | |
|--------------------------------|--|
| “Airfield” | means the area edged in red on Plan 2; |
| “Airport Central Area” | means the area tinted pink on Plan 2; |
| “Alternative Temporary Runway” | means an additional or alternative runway required only as a temporary means of effecting repair, improvement or reconstruction of the Runway. |

2. COVENANTS RELATING TO RUNWAYS

- 2.1 Save as authorised by the Planning Permission, the Owner shall not carry out or allow to be carried out any works of construction for the realignment or relocation of the Runway or for an additional runway **OTHER THAN** in respect of an Alternative Temporary Runway.
- 2.2 Any Alternative Temporary Runway constructed in accordance with paragraph 2.1 must be aligned with or within five degrees of the orientation of the Runway.
- 2.3 In the event of any Alternative Temporary Runway permitted by paragraph 2.1 having been constructed, to cease to use the Alternative Temporary Runway as a runway within 18 months of its first use. Immediately upon cessation of use of the Alternative Temporary Runway to excavate, dismantle, and remove it from the Airport Site and to reinstate the site thereof to a condition at least as good as existing prior to its construction.
- 2.4 Save as authorised by the Planning Permission, the Owner shall not carry out or allow to be carried out any works of construction for any extension of the Runway which would increase its length beyond 2000m or cause the operational area of the Airport to extend outside the Airport Site other than as may be necessary to position approach lighting or navigational aids.
- 2.5 Any application for variation of paragraph 2.4 shall be accompanied by a full noise assessment of the Aircraft capable of using the Runway as extended.
- 2.6 Not at any time to operate nor suffer not permit to be operated more than one Runway at the Airport.

3. RESTRICTIONS ON DEVELOPMENT

- 3.1 Development (as defined by Section 55 of the Town and Country Planning Act 1990) other than development specified in sub-paragraph 3.2 shall not be carried out at the Airfield without the prior written consent of the Council and **PROVIDED THAT** in each case any necessary planning permissions have been applied for and obtained from and any necessary notifications made to the Council prior to the development beginning.
- 3.2 The provisions of paragraph 3.1 shall not apply to the following development:
- 3.2.1 the construction erection and maintenance of navigational aids and ancillary structures;
- 3.2.2 the formation laying out alteration or extension of any taxiway or apron where no part of the new taxiway or apron thereby formed or laid out nor any part of the altered or extended part of the existing taxiway or apron falls within the area tinted yellow on Plan 2.
- 3.2.3 the installation of underground tanks in respect of any fuel farm; and

- 3.2.4 the formation laying out and maintenance of temporary car parking and the provision of ancillary structures in connection therewith.
- 3.3 All tanks of any fuel farm shall be sited underground unless otherwise agreed in writing with the Council.
- 3.4 Any retail units within the Airport Central Area shall be limited in type size and scale to such retail units as are normally found within airport terminal areas and shall be incidental to the use of the Airport as such.

SCHEDULE 5

NOISE

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

- “Actual Noise Contour Area”** means the geographical area (in km²) surrounding the Airport affected by a noise level of 51dB LAeq on an average 16 hour summer day calculated each year by the preparation of Actual Noise Contour Plans referred to in accordance with this Schedule;
- “Actual Noise Contour Plans”** means plans which denote the modelled size (in km²) of Actual Noise Contour Areas for the average 51dB, 54dB, 57dB and 60dB LAeq,16h average summer day contour generated for the preceding year at the Airport using:
- (a) the actual number of Air Transport Movements recorded during the assessment period of 15 June to 16 September of the preceding year;
 - (b) an Approved Noise Model; and
 - (c) the actual Runway Modal Split at the Airport as occurred during the assessment period of 15 June to 16 September of the preceding year;
- “Annual Noise Monitoring Report”** means a report prepared in accordance with paragraph 7 of this Schedule that covers an Airport Monitoring Year;
- “Approved Noise Model”** means a noise model constructed in either:
- (a) ANCON (v2.4) or greater, validated using noise and flight performance information from the noise database, updated by the Civil Aviation Authority on an annual basis from noise measurements around Heathrow, Gatwick and Stansted airports taken each year;
 - (b) AEDT version 3.0b or greater, validated using noise and flight performance information from a noise track keeping system to be installed at the Airport Site; or
 - (c) an alternative model agreed in writing between the Owner and the Council;
- “Noise Action Plan”** means the noise action plan for the Airport Site prepared by the Owner in accordance with Department for Environment, Food and Rural Affairs guidance and the Environmental Noise (England) Regulations 2006 and adopted by the Secretary of State from time to time and, for the avoidance of

doubt, upon adoption by the Secretary of State the Updated Noise Action Plan becomes the Noise Action Plan;

“Noise Contour Cap” means the cap on the Actual Noise Contour Area described in paragraph 3.1 below or such other Noise Contour Cap as may be agreed between the Council and the Owner following an airspace change in accordance with paragraph 4;

“Noise Forum” means the forum established and operating as at the date of this Deed in accordance with ICCAN Best Practice for Engagement Between Communities on Aviation Noise (December 2020) and the terms of reference appended to this Deed at Appendix 6;

“Noise Insulation Scheme” means the Noise Insulation Scheme at Appendix 4 or any update to it;

“Projected Noise Contour Plans” means plans which denote the modelled size (in km²) of projected noise contours of the average 51dB, 54dB, 57dB and 60dB LAeq,16h average summer day contour at the Airport using:

- (a) the Air Transport Movements projected to occur during the assessment period of 15 June to 16 September in each of the forthcoming year and the two years following the forthcoming year;
- (b) an Approved Noise Model; and
- (c) a standardised Runway Modal Split of 72% RWY20 / 28%RWY02;

“Runway Modal Split” means the percentage of southerly vs northerly operations of the Runway. Runway 20 (RWY 20) relates to Aircraft taking off to the south and landing from the south i.e. over Southampton. Runway 02 (RWY02) relates to Aircraft landing from the north or taking off towards the north i.e. over Eastleigh; and

“Updated Noise Action Plan” means a draft Noise Action Plan prepared by the Owner to reflect the change in the operation that will result from the Commencement of Operations.

2. NOISE ACTION PLAN

- 2.1 The Owner will operate the Airport in accordance with the Noise Action Plan.
- 2.2 The Owner will submit the Updated Noise Action Plan to the Secretary of State no later than 6 months prior to Commencement of Operations and will supply to the Council a copy of the Updated Noise Action Plan as submitted.
- 2.3 The Owner will not Commence Operations until the Updated Noise Action Plan has been submitted to the Secretary of State for adoption.
- 2.4 The Owner will provide to the Council a copy of the Updated Noise Action Plan once adopted by the Secretary of State within 10 Working Days of adoption.

2.5 The Owner will review and where necessary update the Noise Action Plan in accordance with the requirements of the Environmental Noise (England) Regulations 2006 and will provide a copy of any future Noise Action Plan to the Council within 10 Working Days of adoption.

2.6 The Owner will review progress against the actions in the Noise Action Plan and will report on progress to the Noise Forum in the Annual Noise Monitoring Report.

3. **NOISE CONTOUR CAP**

3.1 Subject to paragraph 4 the Actual Noise Contour Area shall not exceed 16.1 km² in any given year excluding:-

3.1.1 any Aircraft Emergency;

3.1.2 any Emergency Air Response; and

3.1.3 any Air Transport Movements delayed beyond their planned departure or arrival time at the Airport or at any other airport by any of the following circumstances occurring at the Airport or at the Aircraft or helicopter's point of departure or planned destination or occurring in flight between the point of departure and the Airport or any other airport:

(a) Adverse Weather Events; and/or

(b) Extraordinary Air Traffic Control Procedures.

4. **NOISE CONTOUR CAP AND AIRSPACE CHANGE**

4.1 The Parties agree that the Noise Contour Cap must not fetter the independent process of airspace change regulated by the Civil Aviation Authority and that:

4.1.1 the Noise Contour Cap shall not constrain airspace design options which may be developed or proposed by the Airport or the Civil Aviation Authority as part of any airspace change process relating to the airspace surrounding the Airport; and

4.1.2 in the event that a new airspace design is adopted for the airspace surrounding the Airport or in adjacent airspace that affects the operation of Aircraft in the airspace surrounding the Airport by the Civil Aviation Authority or the Secretary of State:

(a) the Council and the Owner shall agree an alternative cap or noise control which reflects the revised airspace and following such agreement the Owner must Comply with the alternative cap or noise control (as appropriate); and

(b) thereafter, and subject to the agreement referred to in sub-paragraph (a) above, the Noise Contour Cap shall cease to apply.

4.2 In agreeing an alternative cap or noise control in accordance with paragraph 4.1.2(a), the Council and the Owner must have regard to:

4.2.1 the effect of the revised adopted airspace design;

4.2.2 projected future demand at the Airport;

4.2.3 latest Government and Civil Aviation Authority Guidance on the management and assessment of aircraft noise;

4.2.4 the economic and health effects of any alternative cap or control; and

4.2.5 comments of the Noise Forum.

5. NOISE INSULATION SCHEME

- 5.1 The Owner will Comply with the Noise Insulation Scheme.
- 5.2 The Owner will review the Noise Insulation Scheme annually in March of every year and will refer any changes to the Noise Insulation Scheme to the Noise Forum to consider.
- 5.3 Any changes to the Noise Insulation Scheme must be approved in writing by the Council and implemented thereafter by the Owner.
- 5.4 The Owner will report annually in April to the Council on the number of properties that should be offered insulation in accordance with the Noise Insulation Scheme, the number have been offered insulation in accordance with the Noise Insulation Scheme, the number of acceptances of the offer of insulation and the number of properties which have been insulated including details of the method of insulation used.

6. NOISE FORUM

- 6.1 The Owner shall establish and maintain a Noise Forum which will operate in accordance with its Terms of Reference as set out in Appendix 6 to this Deed:

7. NOISE MONITORING

- 7.1 In March of each year the Owner will prepare the:
 - 7.1.1 Actual Noise Contour Plans; and
 - 7.1.2 Projected Noise Contour Plans.
- 7.2 The Owner will provide to the Airport Consultative Committee, the Noise Forum and the Council an Annual Noise Monitoring Report in April of each year that sets out:
 - 7.2.1 the number of Air Transport Movements in the preceding year;
 - 7.2.2 the Actual Noise Contour Plans for the preceding year;
 - 7.2.3 the projected number of Air Transport Movements using the Airport over the next 15 year period;
 - 7.2.4 the Projected Noise Contour Plans for the forthcoming year and each of the next two years;
 - 7.2.5 information on how the Capacity Declaration Strategy has been utilised in the modelling of the Projected Noise Contour Plans to ensure that the Noise Contour Cap will not be exceeded;
 - 7.2.6 progress against the actions in the Noise Action Plan as required under paragraph 2.6; and
 - 7.2.7 the information in relation to the implementation of the Noise Insulation Scheme as required under paragraph 5.4.

SCHEDULE 6

AIR QUALITY AND CARBON

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“ACA Audit”	means an annual audit under the Airport Carbon Accreditation scheme;
“Air Quality Strategy”	means a strategy to reduce the levels of NOx emitted from landside and airside operations at the Airport Site and to ensure that any new equipment used or installed at the Airport Site emits lower levels of NOx than its predecessor;
“Airport Carbon Accreditation”	means the global carbon management certification programme for airports governed by Airports Council International Europe or any replacement program or body;
“Carbon Strategy”	means a strategy to be put in place for the Airport Site to achieve Level 3+ Neutrality under the Airport Carbon Accreditation scheme (or any replacement scheme) by 2030 and which shall also include: <ul style="list-style-type: none"> (a) the steps the Owner will take to achieve Level 4 and Levels 5 under the Airport Carbon Accreditation Scheme over time; and (b) the measures that the Owner proposes to monitor and take action to offset entirely Scope 1 Emissions, and reduce Scope 2 Emissions and Scope 3 Emissions;
“Scope 1 Emissions”	means all direct emissions from sources under the control of the Owner;
“Scope 2 Emissions”	means indirect emissions from electricity, steam, heat or cooling used by the Owner at the Airport Site; and
“Scope 3 Emissions”	means all other indirect emissions from sources related to the Airport Site that the Owner does not control.

2. AIR QUALITY

- 2.1 Prior to Commencement of Operations the Owner will submit an Air Quality Strategy to the Council for its written approval.
- 2.2 The Owner will not Commence Operations until the Air Quality Strategy has been approved in writing by the Council.
- 2.3 The Owner will implement the approved Air Quality Strategy from Commencement of Operations.
- 2.4 The Owner will monitor the implementation of the Air Quality Strategy over a minimum period of six (6) months during the course of each year from Commencement of Operations.
- 2.5 The monitoring referred to in paragraph 2.4 of this Schedule must be undertaken in accordance with the Air Quality Strategy and must be carried out over at least three (3) winter and at least three (3) summer months.

- 2.6 The Owner must submit the results of the monitoring referred to in paragraph 2.4 to the Council no later than six (6) months following the Commencement of Operations and thereafter every six (6) months.
- 2.7 In the event that monitoring identifies that the objectives set out in the Air Quality Strategy are not being met:
- 2.7.1 the Owner must put forward with the monitoring reports details of measures to be implemented to ensure the objectives of the Air Quality Strategy are met together with a programme for implementation for the approval of the Council; and
- 2.7.2 the Owner must implement the measures approved by the Council in accordance with the approved programme.
- 2.8 Any amendments to the Air Quality Strategy shall be submitted by the Owner in writing to the Council for approval and shall be implemented in accordance with the provisions of this Schedule.
3. **CARBON**
- 3.1 Prior to Commencement of Operations the Owner will submit a Carbon Strategy to the Council for its written approval.
- 3.2 The Owner will not Commence Operations until the Carbon Strategy has been approved in writing by the Council.
- 3.3 The Owner will implement the approved Carbon Strategy from Commencement of Operations.
- 3.4 The Owner will conduct the ACA Audit and will provide the ACA Audit to the Council within one month of its preparation.
- 3.5 Where the ACA Audit indicates that the objectives set out in the Carbon Strategy are not being met the Owner must submit with the ACA Audit details of those measures to be undertaken by the Owner to ensure the objectives of the Carbon Strategy are met together with a programme for implementation for the Council's written approval.
- 3.6 The Owner must implement the measures approved by the Council in accordance with the approved programme.
- 3.7 Any amendments to the Carbon Strategy shall be submitted by the Owner in writing to the Council for approval and shall be implemented in accordance with the provisions of this Schedule.

SCHEDULE 7

SOCIO-ECONOMICS

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

- “Construction Employment and Skills Plan”** means a plan setting out:-
- (a) measures to encourage the employment of Local Residents and Local Students; and
 - (b) the procurement of local businesses and suppliers during the construction of the Development;
- “Construction Period”** means the period starting on the Commencement Date and ending on the date that the Runway Extension enters the period of operational readiness;
- “Economic Development Specialist”** means the Council’s Head of Economy and Business or such equivalent post holder;
- “Local Residents”** means persons resident within the area edged green on the Schedule 7 Plan at Schedule 12 Appendix 9 being the area covered by the Solent LEP;
- “Local Students”** means students aged at least 16 of educational establishments within the area edged green on the Schedule 7 Plan at Appendix 9 being the area covered by the Solent LEP;
- “Operational Employment and Skills Plan”** means a plan setting out measures to encourage the employment of Local Residents and Local Students at the Airport following the Commencement of Operations;
- “Schedule 7 Plan”** means the plan appended to this Deed at Appendix 9.

2. CONSTRUCTION AND EMPLOYMENT SKILLS PLAN

- 2.1 The Owner will submit a Construction Employment and Skills Plan (which accords with the standards required by the National Skills Academy for Construction) to the Council for its written approval prior to Commencement of Development.
- 2.2 The Owner shall not Commence Development until the Construction Employment and Skills Plan has been approved in writing by the Council.
- 2.3 The Owner will Comply with the approved Construction Employment and Skills Plan throughout the Construction Period.
- 2.4 At the end of the Construction Period the Owner will provide to the Council a report monitoring the Owner’s performance against the criteria set out in the Construction Employment and Skills Plan.

3. OPERATIONAL EMPLOYMENT AND SKILLS PLAN

- 3.1 The Owner will submit an Operational Employment and Skills Plan to the Council for its written approval prior to Commencement of Operations.

- 3.2 The Owner shall not Commence Operations until the Operational Employment and Skills Plan has been approved in writing by the Council.
- 3.3 The Owner will implement the approved Operational Employment and Skills Plan from Commencement of Operations.
- 3.4 From Commencement of Operations the Owner will provide to the Council an annual report monitoring the Owner's performance against the criteria set out in the Operational Employment and Skills Plan
- 3.5 From Commencement of Operations the Owner will attend six monthly meetings with the Council's Economic Development Specialist to monitor and review progress made in implementing the Operational Employment and Skills Plan and, where applicable, to agree any updates to the Operational Employment and Skills Plan arising as a result of such review. The updates to the Operational Employment and Skills Plan shall be submitted to the Council for approval, following which the updates shall form part of the Operational Employment and Skills Plan.

SCHEDULE 8

TRANSPORT

1. DEFINITIONS

In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“Annual Monitoring Report”	means a report prepared by the Owner in accordance with this Schedule;
“Draft Surface Access Strategy”	means the Draft Surface Access Strategy appended to this Deed at Appendix 12 which comprises the strategy entitled ‘Surface Access Strategy 2017-2021’ as proposed to be updated by the draft document entitled ‘Airport Surface Access Strategy, Mobility Management Supplement for period 2021 to 2026’;
“Emergency Land Response”	means movements of landside response vehicles associated with emergencies or local stand-by events;
“Modal Split”	means the proportion of Airport Passengers and Airport staff using a particular mode of transportation or proportion of trips using a particular mode of transportation as set out in the Surface Access Strategy;
“Quarterly Interim Monitoring Report”	means a report prepared by the Owner in accordance with this Schedule and which reports on the number of Vehicle Movements each quarter of a calendar year;
“Surface Access Strategy”	means the Surface Access Strategy to promote green travel initiatives for Airport Passengers and people working at the Airport Site to be submitted and approved pursuant to paragraph 3.1 of this Schedule and thereafter as may be updated pursuant to this Schedule;
“Surface Access Strategy Targets”	means those targets set out in the Surface Access Strategy including but not limited to achieving 25% of Airport Passengers arriving at the Airport Site by sustainable travel modes by 2027 and 30% by 2030;
“Traffic Monitoring Location Plan”	means the plan appended to this Deed at Appendix 3 which shows the locations where the Owner will track the number of Vehicle Movements at the Airport Site;
“Transport Forum”	means the forum established by the Owner and operating as at the date of this Deed in accordance with Department for Transport Guidance on Airport Transport Forums and the terms of reference appended to this Deed at Appendix 5;
“Vehicle”	means a lorry, car, bus, motorcycle, van, or coach, and shall also include taxis and public transport vehicles;
“Vehicle Movement”	means at two-way movement of a Vehicle comprising of: (a) if the Vehicle is not based at the Airport Site, a Vehicle both arriving at and departing from the Airport Site; or

- (b) if the Vehicle is based at the Airport Site, a Vehicle leaving from and returning to the Airport Site;

and 'Vehicle Movements' shall be construed accordingly; and

"Vehicle Movement Cap" means the cap on Vehicle Movements described in paragraph 5.1.

2. **TRANSPORT FORUM**

- 2.1 The Owner shall establish and maintain a Transport Forum which will carry out its functions in accordance with its terms of reference appended to this Deed at Appendix 5.
- 2.2 The Owner shall convene the Transport Forum as follows:
 - 2.2.1 until the number of Vehicle Movements reaches 80% of the Vehicle Movement Cap, annually to discuss the reviews carried out in accordance with paragraphs 4.3 and 4.4; and
 - 2.2.2 once the number of Vehicle Movements reaches 80% or more of the Vehicle Movement Cap on a quarterly basis to discuss the reviews carried out in accordance with paragraphs 4.3 and 4.4.

3. **SURFACE ACCESS STRATEGY**

- 3.1 Prior to Commencement of Operations, the Owner covenants to submit the Surface Access Strategy (which shall be substantially in accordance with the Draft Surface Access Strategy) to the Council for approval.
- 3.2 The Owner covenants not to Commence Operations unless and until the Surface Access Strategy has been submitted and approved in writing by the Council and thereafter to implement the Surface Access Strategy in accordance with its approved terms.
- 3.3 From Commencement of Operations the Owner shall submit to the Council a report every six months setting out the Modal Split between Airport Passengers accessing the Airport Site.
- 3.4 The Owner shall submit a report to the Council every two (2) years, commencing upon the second anniversary of the Commencement of Operations, which sets out the effectiveness or otherwise of the measures contained within the Surface Access Strategy.
- 3.5 In the event that the reports submitted by the Owner to the Council in accordance with paragraphs 3.3 and 3.4 of this Schedule identify that any of the Surface Access Strategy Targets are not being met:
 - 3.5.1 the Owner shall submit to the Council for its written approval within 3 months of the submission of the report prepared in accordance with paragraph 3.4 above details of the remedial measures and/or improvement measures to be undertaken in order to meet the targets set out in the Surface Access Strategy and a programme for implementation of those measures; and
 - 3.5.2 the Owner must implement the measures approved by the Council in accordance with the approved programme.

4. **VEHICLE MOVEMENT MONITORING**

- 4.1 Upon Commencement of Operations, the Owner covenants to track the number of Vehicle Movements at the Airport Site at the locations identified on the Traffic Monitoring Location Plan

(taking into account the methodology approved by this paragraph), or at such other locations that may be agreed in writing between the Owner and the Council.

4.2 The Owner will agree in writing with the Council prior to Commencement of Operations a methodology for calculating the number of Vehicle Movements which should be included in reporting and which should count against the Vehicle Movement Cap. The methodology will include:

4.2.1 a methodology for tracking users of the Airport Site who are parking at Southampton Parkway Railway Station or being dropped off by a Vehicle in the forecourt of Southampton Parkway Railway Station;

4.2.2 a methodology for discounting a proportion of Vehicle Movements from public buses whose primary purpose is not to serve the Airport Site (including the UniLink bus service); and

4.2.3 a specification for the information required by the Council to validate the data that will be used for the vehicle movement monitoring including details of the equipment to be used, information on the maintenance regime for relevant equipment, and details of any outages or malfunctions by equipment which may affect the data captured for the purposes of the vehicle movement monitoring.

4.3 Upon Commencement of Operations, and thereafter within 30 days of the last day of each quarter of a calendar year, the Owner will provide the Transport Forum and the Council with Quarterly Interim Monitoring Reports describing the number of Vehicle Movements tracked pursuant to paragraph 4.1 in the preceding quarter (which shall include the agreed information required to validate the data).

4.4 Upon Commencement of Operations, and thereafter in March of each proceeding year, the Owner will provide to the Transport Forum and the Council an Annual Monitoring Report in March of each year that sets out:

4.4.1 the number of Airport Passengers and Air Transport Movements which used the Airport in the preceding calendar year;

4.4.2 the number of Vehicle Movements in the preceding calendar year;

4.4.3 the projected number of Airport Passengers and Air Transport Movements using the Airport over the next 15 year period;

4.4.4 the projected number of Vehicle Movements and Air Transport Movements in:

(a) the forthcoming year, broken down by quarter; and

(b) the forthcoming 15 year period; and

4.4.5 the agreed information required to validate the data for the Annual Monitoring Report.

5. **VEHICLE MOVEMENT CAP**

5.1 The Owner covenants that save in the event of an Emergency Land Response, the annual number of Vehicle Movements at the Airport Site in any calendar year shall not exceed 2.45 million (the "**Vehicle Movement Cap**").

5.2 The Owner will use the information in the Quarterly Interim Monitoring Reports and Annual Monitoring Reports to inform the Capacity Declaration Strategy.

5.3 In the event that any of the monitoring reports submitted pursuant to paragraph 4 show that it is likely that the Vehicle Movement Cap will be exceeded within the next 3 years, then:

5.3.1 the Owner will provide a report to the Transport Forum and the Council within 3 months of the monitoring reports being submitted under paragraph 4 to demonstrate how the Capacity

Declaration Strategy for the forthcoming years will ensure that the Vehicle Movement Cap will not be exceeded;

- 5.3.2 the Transport Forum and the Council will thereafter review such report and the Surface Access Strategy and will consider the necessary measures proposed by the Owner to prevent the Vehicle Movement Cap being exceeded;
- 5.3.3 the Owner, the Transport Forum and the Council will discuss the measures proposed by the Owner together with any other measures that the Transport Forum and/or the Council may suggest and together agree which measures are appropriate to prevent the Vehicle Movement Cap being exceeded; and
- 5.3.4 the measures agreed between the Owner, Transport Forum and the Council shall be approved in writing by the Council and shall thereafter be implemented by the Owner as approved.

SCHEDULE 9

MONITORING COSTS

1. DEFINITIONS

1.1 In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“Annual Monitoring Contribution” means a contribution in the sum of TWENTY FIVE THOUSAND POUNDS (£25,000) per annum index linked from the date of this Deed in accordance with clause 12 of this Deed to be paid by the Owner to the Council to provide appropriate resources to allow the Council to effectively monitor the Owner’s Compliance with this Deed and specifically the following submissions:

- (a) Aircraft Movement Monitoring Report in accordance with Schedule 2;
- (b) Annual Noise Monitoring Report in accordance with Schedule 5;
- (c) air quality monitoring report in accordance with Schedule 6;
- (d) ACA Audit and Compliance with Carbon Strategy in accordance with Schedule 6;
- (e) report at the end of the Construction Period on the Construction Employment Skills Plan in accordance with Schedule 7;
- (f) annual report on the Operational Employment Skills Plan in accordance with Schedule 7;
- (g) Quarterly Interim Monitoring Reports and Annual Monitoring Report in accordance with Schedule 8; and
- (h) ecological monitoring in accordance with Schedule 11.

2. ANNUAL MONITORING CONTRIBUTION

2.1 The Owner covenants to pay to the Council the Annual Monitoring Contribution prior to Commencement of Development and thereafter on each anniversary of Commencement of Development.

SCHEDULE 10

SAFEGUARDING FOR THE ROUTE OF THE CLLR

1. DEFINITIONS

1.1 In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“CLLR”	means the Chickenhall Lane Link Road as referred to in Policy 91.T of the Eastleigh Borough Council Local Plan 2001 – 2011 and policy ED33 of the emerging Eastleigh Borough Council Local Plan 2016-2036;
“CLLR Alternative Route”	means an alternative to the CLLR Route as shown for indication purposes only by a broken green line on the plan appended to this Deed at Appendix 7; and
“CLLR Route”	means the route shown for indication purposes only with a broken purple line on the plan appended to this Deed at Appendix 7.

2. SAFEGUARDING OF LAND FOR THE CLLR

2.1 The Owner shall not undertake any development which would prevent the construction or delivery of the CLLR along the CLLR Route up to the end of 2036 (subject to the review set out in paragraph 3 to this Schedule).

2.2 In the event that the Council:-

2.2.1 has secured planning permission for construction of the CLLR; and

2.2.2 can demonstrate that there is committed funding for construction of the CLLR

the Owner will permit construction of the CLLR along the CLLR Route and will offer for dedication as public highway such portion of the CLLR that is located along the CLLR Route on the Airport Site and which forms the completed CLLR.

2.3 The Council and the Owner acknowledge that the CLLR Alternative Route is the subject of discussions as at the date of this Deed and that in event that the CLLR Alternative Route, or such other option, is agreed upon in writing as being the preferred route for the CLLR then upon such agreement the safeguarding obligation in paragraph 2.1 and the covenant in paragraph 2.2 shall apply to the CLLR Alternative Route or such other option (as applicable) and the safeguarding obligation in paragraph 2.1 and covenant in paragraph 2.2 shall no longer have effect in respect of the CLLR Route.

3. REVIEW OF THE SAFEGUARDING PROVISIONS

3.1 At the end of the plan period of the emerging Eastleigh Borough Council Local Plan 2016 – 2036 there shall be a review of the safeguarding obligations in paragraph 2 and:-

3.1.1 in the event that the safeguarding of the CLLR is continued into the next local plan, the safeguarding obligations in paragraph 2 shall be extended until the end of the next local plan period; or

3.1.2 in the event that the safeguarding of the CLLR is not continued in the next local plan the safeguarding obligations in paragraph 2 shall terminate.

SCHEDULE 11

ECOLOGICAL MONITORING AND MITIGATION

1. DEFINITIONS

1.1 In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“Ecological Mitigation Contribution” means a contribution up to the sum of two thousand pounds (£2,000) per annum index linked in accordance with clause 12 of this Deed for the purpose of funding interventions at the Itchen Valley Country Park;

“Ecological Monitoring Scheme” means the scheme prepared in accordance with paragraph 2.1.

2. ECOLOGICAL MONITORING SCHEME

2.1 Prior to Commencement of Operations the Owner will submit to the Council for its written approval the Ecological Monitoring Scheme for monitoring the following:-

2.1.1 the NO₂ emissions attributable to the landside and airside operations at the Airport Site; and

2.1.2 any associated impacts arising from NO_x emissions on flora and fauna within the River Itchen Site of Special Scientific Interest and Special Area of Conservation.

2.2 The Owner will carry out the Ecological Monitoring Scheme as approved by the Council and shall submit the results of the monitoring to the Council in accordance with the process agreed in the Ecological Monitoring Scheme.

2.3 The Ecological Monitoring Scheme will be implemented at the Owner's cost.

3. ECOLOGICAL MITIGATION CONTRIBUTION

3.1 In the event that the monitoring required by the Ecological Monitoring Scheme identifies any exceedances of the modelled levels of NO_x attributable to the landside and airside operations at the Airport Site and which cause observed adverse effects on habitat within the River Itchen Site of Special Scientific Interest and Special Area of Conservation, the Owner will pay to the Council the Ecological Mitigation Contribution within 60 days of the monitoring being submitted to the Council.

SCHEDULE 12

AIRPORT COMMUNITY HEALTH MITIGATION FUND

1. DEFINITIONS

1.1 In this Schedule the following words and phrases shall have the meanings ascribed to them:-

“Airport Community Health and Wellbeing Board” means a committee to be formed and operated on the basis of the Airport Community Health and Wellbeing Board Terms of Reference;

“Airport Community Health and Wellbeing Board Terms of Reference” means the terms of reference for the Airport Community Health and Wellbeing Board agreed between the Council and the Owner and appended to this Deed at Appendix 8 or as may be updated and amended by agreement between the Council and the Owner from time to time;

“Airport Community Health and Wellbeing Fund” means the fund to be administered by the Airport Community Health and Wellbeing Board for the purpose of implementing measures identified in the Health Strategy;

“Annual Airport Community Health and Wellbeing Contribution” means the sum of two pounds (£2.00) per Air Transport Movement for each Air Transport Movement operated from the Airport Site in any calendar year in excess of the modelled baseline number of Air Transport Movements being 21,366 in 2020 such sum to be calculated and paid annually in respect of the preceding year on 31st March. Such sum shall be index linked from the date of this Deed in accordance with Clause 12 of this Deed and to be paid into the Airport Community Health and Wellbeing Fund;

“Health Strategy” means a strategy to be prepared by the Owner in consultation with the Council, HCC and SCC setting out:-

- (a) measures, identified in priority order in respect of having the greatest beneficial effect, to improve public outdoor spaces within the Health Strategy Area affected by Aircraft noise;
- (b) measures, identified in priority order in respect of having the greatest beneficial effect, to promote the use of public outdoor spaces within the Health Strategy Area for outdoor recreation and physical exercise which can lead to improved mental health;
- (c) monitoring of health impacts in the Health Strategy Area with a focus on noise related health conditions, mental health impacts of noise and health impacts on sufferers of asthma and COPD; and
- (d) how the monitoring referred to in (c) is to be used to assist in identifying and updating the measures in (a) and (b) above;

“Health Strategy Area” means the area of the 51db LAeq contour shown edged in blue on the Health Strategy Area Plan

“Health Strategy Area Plan” means the plan attached to this Deed at Appendix 10;
and
“Initial Airport Community Health and Wellbeing Contribution” means the sum of One Hundred Thousand Pounds (£100,000.00) to be paid to the Council to establish the Airport Community Health and Wellbeing Fund.

2. HEALTH STRATEGY

- 2.1 Prior to Commencement of Development the Owner shall prepare and submit a Health Strategy to the Council for its written approval.
- 2.2 The Owner covenants not to Commence Development until the Health Strategy has been submitted to the Council.
- 2.3 The Owner covenants not to Commence Operations until the Health Strategy has been approved in writing by the Council.

3. PUBLIC HEALTH REPRESENTATIONS AT THE AIRPORT CONSULTATIVE COMMITTEE

- 3.1 From Commencement of Operations the Owner shall invite a public health representative to attend the meetings of the Airport Consultative Committee to provide advice on the monitoring and implementation of the Health Strategy.

4. COMMUNITY HEALTH AND WELLBEING FUND

- 4.1 Prior to Commencement of Development the Owner shall establish and thereafter maintain the Airport Community Health and Wellbeing Board.
- 4.2 On Commencement of Development the Owner shall establish the Community Health and Wellbeing Fund by paying the Initial Airport Community Health and Wellbeing Contribution to the Council.
- 4.3 From Commencement of Operations the Owner will pay to the Council the Annual Airport Community Health and Wellbeing Contribution.
- 4.4 The Airport Community Health and Wellbeing Board will determine which initiatives will be funded by the Airport Community Health and Wellbeing Fund, acting in accordance with the Airport Community Health and Wellbeing Board Terms of Reference at all times.

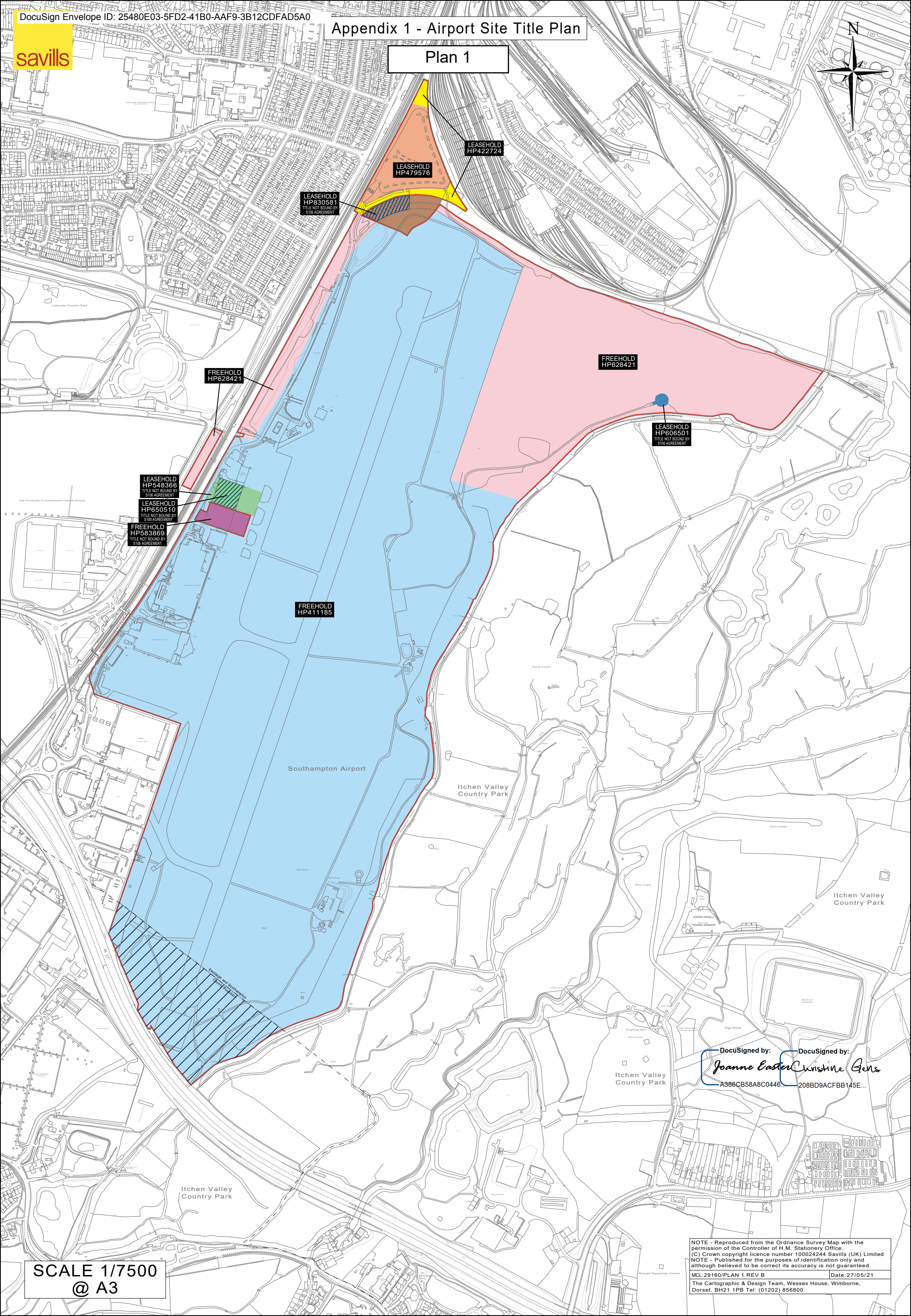
APPENDIX 1

PLANS



Appendix 1 - Airport Site Title Plan

Plan 1



LEASEHOLD
HP479576

LEASEHOLD
HP422724

LEASEHOLD
HP830581
TITLE NOT BOUND BY
ST06 AGREEMENT

FREEHOLD
HP628421

FREEHOLD
HP628421

LEASEHOLD
HP606501
TITLE NOT BOUND BY
ST06 AGREEMENT

LEASEHOLD
HP548366
TITLE NOT BOUND BY
ST06 AGREEMENT

LEASEHOLD
HP650510
TITLE NOT BOUND BY
ST06 AGREEMENT

FREEHOLD
HP583869
TITLE NOT BOUND BY
ST06 AGREEMENT

FREEHOLD
HP411185

DocuSigned by:

Joanne Easter

A386CB58A8C0446...

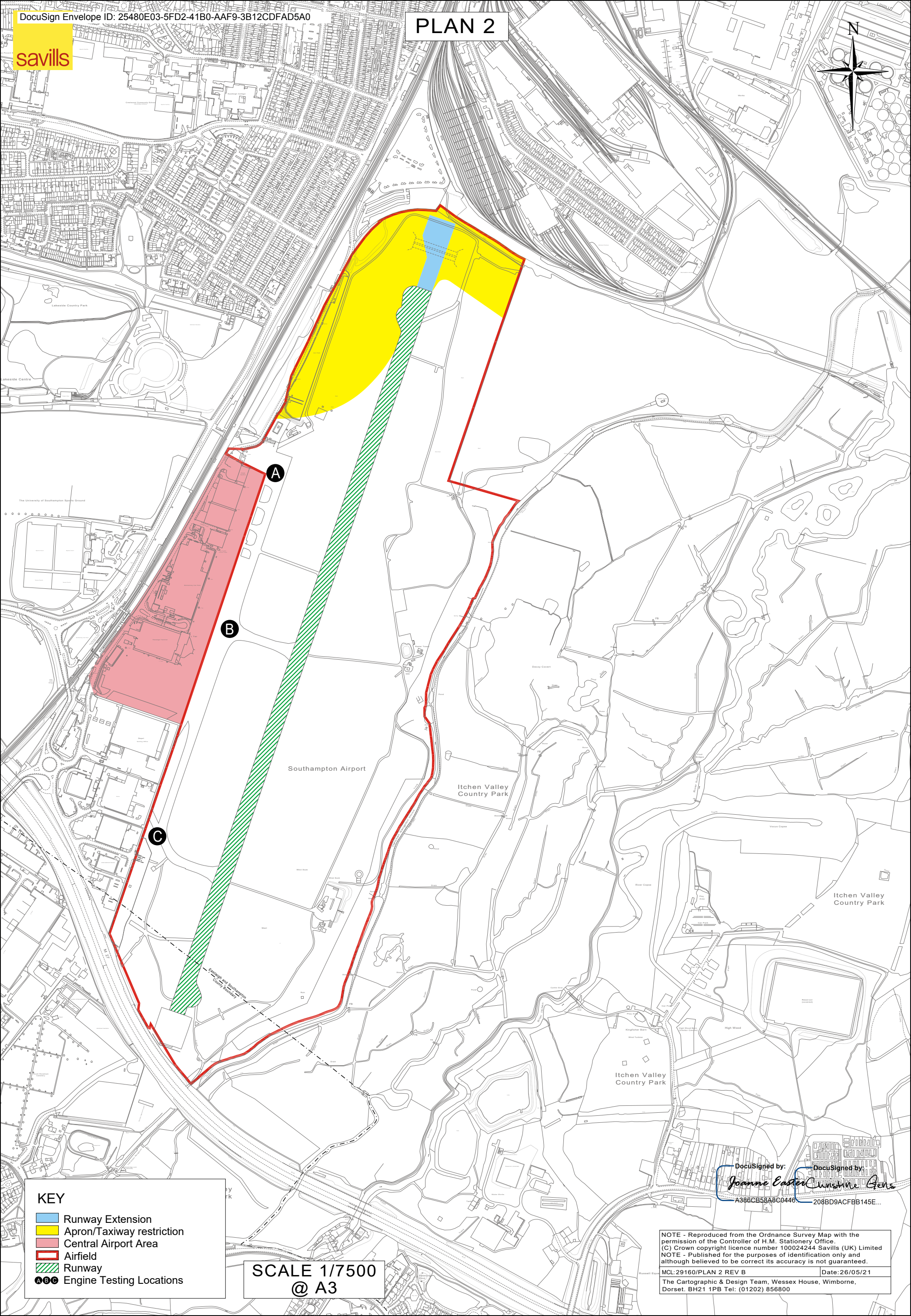
DocuSigned by:

Christine Gens

208BD9ACFB145E...

SCALE 1/7500
@ A3

NOTE - Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office.
(C) Crown copyright licence number 100024244 Savills (UK) Limited
NOTE - Published for the purposes of identification only and although believed to be correct its accuracy is not guaranteed.
MCL:29160/PLAN 1 REV B Date:27/05/21
The Cartographic & Design Team, Wessex House, Wimborne, Dorset. BH21 1PB Tel: (01202) 856800



Southampton Airport

Itchen Valley Country Park


Itchen Valley Country Park

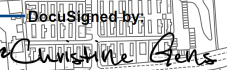
Itchen Valley Country Park

KEY

- Runway Extension
- Apron/Taxiway restriction
- Central Airport Area
- Airfield
- Runway
- Engine Testing Locations

SCALE 1/7500
@ A3

DocuSigned by:

 A386CB58A8C0446

DocuSigned by:

 208BD9ACFBB145E...

NOTE - Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office.
 (C) Crown copyright licence number 100024244 Savills (UK) Limited
 NOTE - Published for the purposes of identification only and although believed to be correct its accuracy is not guaranteed.

MCL:29160/PLAN 2 REV B Date:26/05/21
 The Cartographic & Design Team, Wessex House, Wimborne, Dorset. BH21 1PB Tel: (01202) 856800

APPENDIX 2

DRAFT PLANNING PERMISSION



MR ROB HENDERSON
2 CHARLOTTE PLACE
SOUTHAMPTON
SO14 0TB

Application F/19/86707
Please ask for Andy Grandfield
Direct dial 023 8068 8267
Working hours Mon to Fri 8:30am to 5pm
Email andy.grandfield@eastleigh.gov.uk

Wednesday 26 May 2021

**Town and Country Planning Act 1990
The Town and Country Planning (Development Management Procedure)
(England) Order 2015**

DRAFT DECISION NOTICE

Application No. F/19/86707

In pursuance of their powers under the above Act and in accordance with your application received on Wednesday 20 November 2019 the Council, as Local Planning Authority hereby **Not yet determined** the following
:

Description: 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. This application is subject to an Environmental Impact Assessment.

Site: SOUTHAMPTON INTERNATIONAL AIRPORT, MITCHELL WAY, EASTLEIGH, SOUTHAMPTON, SO18 2HG

- 1 The development hereby permitted shall start no later than three years from the date of this decision.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk



- 2 The development hereby permitted shall be implemented in accordance with the following plans numbered:

LOC1 Location Plan;
Bloc1 Block Plan;
400602-MMD-00-XX-DR-C-0003-Pavement Layout Plan;
400602-MMD-00-XX-DR-C-0005-Pavement Typical Section;
400602-MMD-00-XX-DR-C-0013-Proposed pavement levels;
400602-MMD-00-XX-DR-Z-0003-Geometrical Design Layout Plago southn;
400602-MMD-00-XX-DR-D-0001-StormWater Layout Plan;
400602-MMD-00-XX-DR-C-0006-Marking Layout Plan;
400602-MMD-00-XX-DR-C-0001-Identification of Affected Services;
400602-MMD-00-XX-DR-Z-0007-Swept Path Analysis;
400602-MMD-00-XX-DR-E-0002-AGL Layout Plan;
400602-MMD-00-XX-DR-E-0007-Runway 20 approach lighting;
400602-MMD-00-XX-DR-C-0051;
400602-MMD-00-XX-DR-C-0050;
400602-MMD-XX-00-RP-Z-0006-Jacked Underpass pre-feasibility report;
SOU_STL_04_XX_DR_A_ZZZZ_90001_REV P05_Site Plan – Proposed Car Park Extension Layout.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No development shall commence unless and until a Construction Environmental Management Plan (CEMP) has been submitted to, and approved in writing, by the Local Planning Authority (LPA) and thereafter development must accord with the approved CEMP. The CEMP shall include, at a minimum:

- a. Proposed working hours, including any night-time working hours (no construction, demolition or deliveries to the site shall take place during night-time hours at weekends or Bank Holidays);
- b. The construction of the car park shall take place between 0800 and 1800 Monday to Saturday and not at all on Sundays or Bank Holiday;
- c. A programme and phasing plan for all site preparation and construction works;
- d. Location of temporary site buildings, compound, construction material, and plant storage areas used during site preparation and construction;
- e. A construction traffic management plan, including a construction traffic routing plan which restricts heavy goods vehicles from travelling through the Air Quality Management Area on the A335 Southampton Road towards Eastleigh; arrangements for construction traffic access to the site; and arrangements for



- deliveries associated with all construction works;
- f. Parking of vehicles of site operatives and visitors;
 - g. A draft notice under section 61 of the Control of Pollution Act 1974 and proposed scheduled for submission of section 61 notices;
 - h. Updated baseline noise data for the relevant receptors to the works, and at the relevant time periods for the works, including details of the airport operating direction at the time of the baseline data collection and setting out noise limits for the works based on the updated baseline data, assessed in accordance with the ES methodology and BS5228;
 - i. Measures to prevent mud and dust on the highway during site preparation and construction (details of on-site wheel wash facilities are required, outlining how mud and dirt will be prevented from reaching the highway. Onwards, details of how the applicants will deal with mud and dirt on the highway should this method fail should also be supplied (i.e. employment of a mechanical road sweeper));
 - j. A pollution prevention and emergency response plan;
 - k. A water management plan, including details of measures to slow surface water runoff, prevent flooding within site or elsewhere, and details of rainwater collection and recycling;
 - l. A site waste management plan;
 - m. Measures to protect ecology and biodiversity (including nesting birds), including temporary construction lighting; temporary drainage measures for surface water runoff and pollution control; dust and noise protection measures; phased vegetation clearance and search by licensed and experienced Hazel Dormouse ecologist; phased habitat manipulation and destructive search supervised by suitably qualified ecologist for reptiles; timing of works to minimise impacts on ecology;
 - n. Details of appointed Ecological Clerk of Works.
 - o. Details of best practice construction methods that are expected to reduce emissions.

Reason: To reduce the noise, air quality and environment impacts of construction to acceptable levels and protect biodiversity and the water environment.

- 4 No development shall commence unless and until a Dust Management Strategy (DMS) has been submitted to, and approved in writing by, the Local Planning Authority and thereafter development must accord with the approved DMS. The DMS shall include, at a minimum, the following considerations:
 - a. A baseline boundary dust monitoring survey;
 - b. A boundary dust monitoring plan and provision of information to members



of the public to enable notification of dust events;
c. Proposals for submission of the survey results and details of any dust events including remedial actions taken to the Local Planning Authority at a frequency to be agreed.

Reason: To reduce air quality and environmental impacts of construction to acceptable levels.

5

Prior to commencement of development the developer shall submit prior consent applications to Eastleigh Borough Council under s61 of the Control of Pollution Act 1974. The applications shall include the following information:

- a. Details of phasing, plant and construction methods to be employed;
- b. Predicted noise levels from the works at the relevant receptors having regard to BS5228 parts 1 and 2;
- c. Mitigation measures to be employed specific to the works (including Best Practical Means), which may include sound insulation or temporary rehousing if the relevant thresholds in BS5228 are exceeded;
- d. Arrangements for monitoring of noise levels, including submission of monitoring reports to the Local Planning Authority on a weekly basis and on request;
- e. Arrangements for noise complaints and the investigation/ resolution process;
- f. Development must accord with these approved measures.

Reason: To protect the amenity of nearby residents and sensitive receptors.

6

No development shall commence until measures to protect existing gas and sewerage infrastructure pipes across the site during construction have been submitted to, and approved in writing by, the Local Planning Authority in consultation with the relevant statutory undertakers (Southern Gas Networks and Southern Water). Development must accord with these approved measures. Reason: To protect existing infrastructure on site from construction damage

7

Prior to the commencement of works associated with the car park expansion, a site-specific Arboricultural Method Statement and Tree Protection Plan in accordance with the submitted Arboricultural Impact Assessment, Proposed Western Car Park Expansion, re. 131655, by Property Risk Inspection, dated 18th December 2019 shall be submitted to, and approved in writing by, the Local Planning Authority. The development must accord with the approved scheme.

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk



Reason: To protect the retained trees in the interests of visual amenity, ecology and climate change resilience.

- 8 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. Reason: To ensure adequate car parking capacity is provided at the site in the interests of highway safety.
- 9 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.
Reason: To reduce the noise and air quality impacts of operation to acceptable levels to protect the amenity of the area
- 10 Prior to first use of the extended car park hereby permitted, the proposed solid boundary fence along the west boundary shall be erected and retained thereafter.
Reason: To reduce the noise and air quality impacts of operation to acceptable levels to protect the amenity of the area.
- 11 No work shall commence on site until the following has been submitted to, and approved in writing by the Local Planning Authority:
 - a. A Report of Preliminary Investigation comprising a Desk Study, Conceptual Site Model, and Preliminary Risk Assessment documenting previous and existing land uses of the site and adjacent land, in accordance with UK Land Contamination Risk Management (LCRM) national guidance and the BS10175:2011+A2:2017 Investigation of potentially contaminated sites - Code of Practice; and
 - b. Unless otherwise agreed in writing with LPA, a site investigation report documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation and in accordance with BS10175:2011+A2:2017, and BS 8576:2013; and
 - c. A detailed site-specific scheme (if required) for remedial works and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed, together with proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works.

Reason: To minimise the risk from land contamination in the interest of public health



and safety and to protect the natural environment and designated sites

- 12 The development hereby permitted shall not be brought into use until there has been submitted to the Local Planning Authority verification by the competent person approved under the provisions of condition 11(c) that any remediation scheme required and approved under the provisions of condition 11(c) has been implemented fully in accordance with the approved details (unless varied with the written permission of the Local Planning Authority in advance of implementation). Unless agreed in writing with the Local Planning Authority, such verification shall comply with UK Land contamination risk management (LCRM) and the guidance contained in EA Guidance for the Safe Development of Housing on Land Affected by Contamination - R&D Publication 66: 2008. As a minimum, the report shall comprise:
- a. A description of the site and its background, and summary of relevant site information;
 - b. a description of the remediation objectives and remedial works carried out;
 - c. verification data, including data (sample locations/analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc);
 - d. Certificates demonstrating that imported and/ or material left in situ is free from contamination, gas/ vapour membranes have been installed correctly.
- Thereafter the scheme shall be monitored and maintained in accordance with the scheme approved under condition 11(c).
Reason: To minimise the risk from land contamination in the interest of public health and safety and to protect the natural environment and designated sites

- 13 Notwithstanding the submitted details, no works for the provision of the extended car park shall take place, including the removal of the existing bund, until details including size and planting specifications of the landscaping scheme have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:
- a. all soft landscaping, taking account of planting constraints such as overshadowing by boundary fence;
 - b. all hard landscaping, including details of permeable surfacing and tactile paving;
 - c. replacement tree planting with a minimum ratio of 1:2 trees to compensate for the loss of the trees being felled;
 - d. final design and location of boundary treatment;
 - e. details and location of bund;
 - f. details of timings for all landscaping and its maintenance.
- The works shall be carried out in accordance with the approved details and to the appropriate British Standard.
Reason: To protect the character of the area and the Eastleigh–Southampton Strategic Gap, to safeguard the amenities of neighbouring residents and to provide biodiversity enhancements.



- 14 For a period of no less than 10 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme.
Reason: To protect the character of the area and the Eastleigh–Southampton Strategic Gap, to safeguard the amenities of neighbouring residents and to provide biodiversity enhancements.
- 15 Notwithstanding the information provided, within three months of work commencing on site details of wayfinding signage, lighting and CCTV shall be submitted to and approved in writing by the Local Planning Authority. The development must accord with these approved details.
Reason: In the interest of visual amenity and to protect the character of the area and the Eastleigh–Southampton Strategic Gap
- 16 No development shall begin until a detailed surface water drainage scheme for the site, based on the principles within the Flood Risk Assessment Rev 3 dated May 2020, has been submitted and approved in writing by the Local Planning Authority. The submitted details should include:
- a. A technical summary highlighting any changes to the design from that within the aforementioned Flood Risk Assessment;
 - b. Infiltration test results undertaken in accordance with BRE365 and providing a representative assessment of those locations where infiltration features are proposed;
 - c. Detailed drainage plans to include type, layout and dimensions of drainage features including references that link to the drainage calculations;
 - d. Detailed drainage calculations to demonstrate that existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change;
 - e. Confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753;
 - f. Exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria.
 - g. Confirmation of Environment Agency approval of variation of licence application;
 - h. Schedule for perimeter borehole monitoring for pollutants including de-icer compounds and measures to respond to increased levels if exceedances of Environmental Quality Standards are identified, including reporting to the Local Planning Authority; and
 - i. A monitoring and maintenance strategy.

The development shall be implemented and maintained in accordance with the approved details.

Reason: To ensure satisfactory provision of surface water drainage and protection of water quality in the River Itchen.



- 17 No works for the provision of the extended car park shall begin until a Car Park and Access Sensitive Lighting Strategy to minimise potential impacts on nocturnal wildlife, particularly bats, during the operational phase has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be carried out in full accordance with the approved scheme. No additional lighting shall be added to the car park unless it has first been submitted to, and approved in writing by, the Local Planning Authority.

Reason: In the interests of protecting nocturnal wildlife

- 18 No work shall start until the developer has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation and recording which has first been submitted to and approved in writing by the Planning Authority.

Reason: To ensure that the archaeological interest of the site is properly safeguarded and recorded.

Note to Applicant: In accordance with paragraph 38 of the National Planning Policy Framework (February 2019), Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Note to Applicant: Given the nature of the proposed development it is possible that a crane may be required during its construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard 'Code of practice for safe use of cranes' for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues', available at <http://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>

Note to Applicant: Please note, an asset protection agreement and other matters will need to be agreed with Network Rail before construction works can commence.

Yours faithfully

A handwritten signature in black ink that reads "Andy Grandfield".

Andy Grandfield
Lead Specialist for Housing and Development

N.B. See Attached Notes

Eastleigh Borough Council, Eastleigh House, Upper Market Street, Eastleigh, Hampshire SO50 9YN

T: 023 8068 8000 E: direct@eastleigh.gov.uk W: www.eastleigh.gov.uk



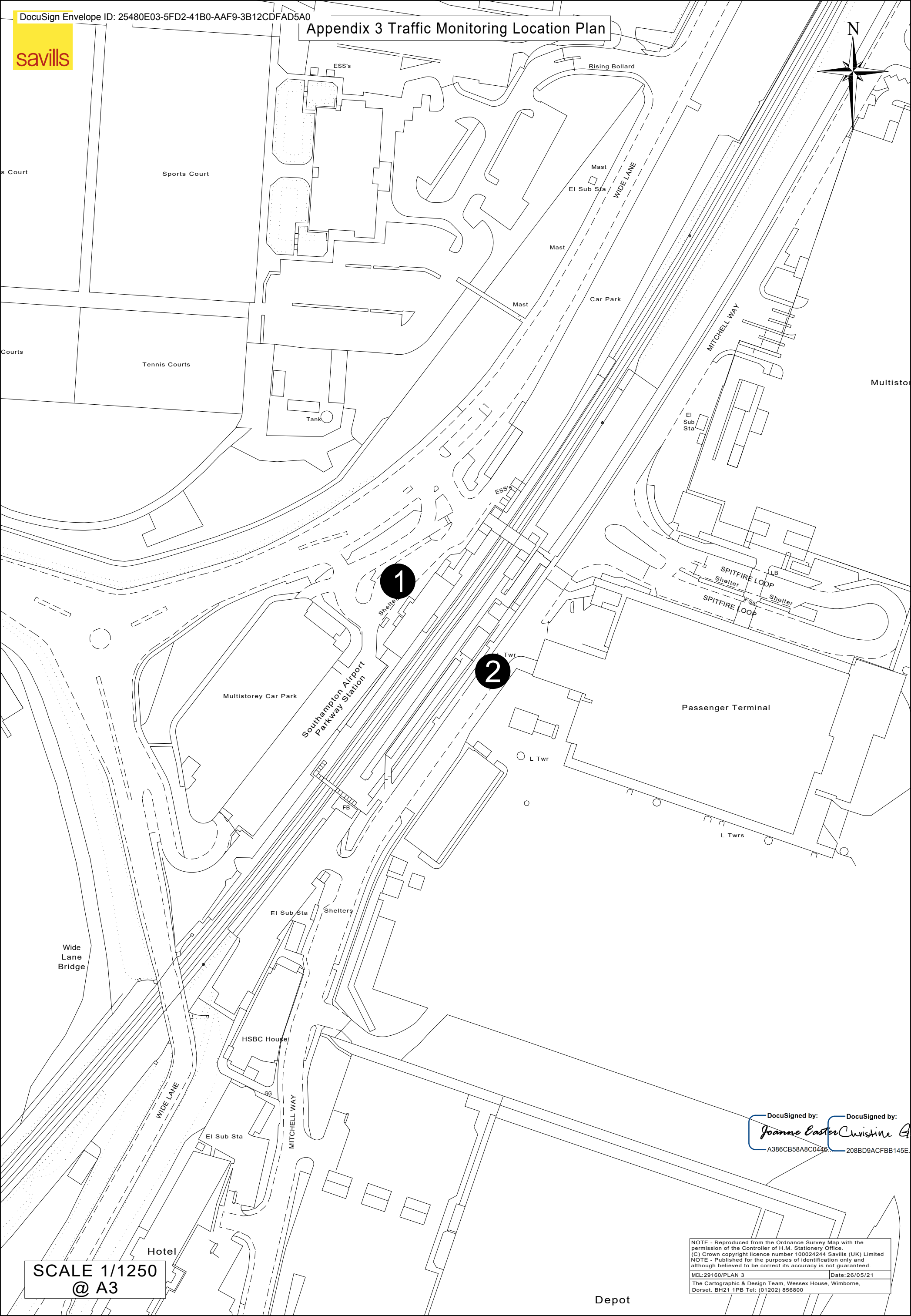
DRAFT

APPENDIX 3

TRAFFIC MONITORING LOCATION PLAN



Appendix 3 Traffic Monitoring Location Plan



1

2

SCALE 1/1250
@ A3

NOTE - Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office.
 (C) Crown copyright licence number 100024244 Savills (UK) Limited
 NOTE - Published for the purposes of identification only and although believed to be correct its accuracy is not guaranteed.

MCL: 29160/PLAN 3	Date: 26/05/21
The Cartographic & Design Team, Wessex House, Wimborne, Dorset. BH21 1PB Tel: (01202) 856800	

DocuSigned by: <i>Joanne Easter</i> A386CB58A8C0446	DocuSigned by: <i>Christine G</i> 208BD9ACFBB145E
---	---

Depot

APPENDIX 4
NOISE INSULATION SCHEME



Southampton International Airport

Noise Insulation Scheme

Date:
28/05/2021

Status:
Version 10

Southampton Airport Noise Insulation Scheme

Guidelines for applying for noise insulation

Version 10: 28 May 2021

Introduction

The Noise Insulation Scheme (NIS) has been established to provide sound insulation, where required, for households, care homes and schools that are affected by average daytime noise levels from aircraft that are at or above a specified level (60dB LAeq 16hr). The NIS reflects our aim to be respectful of the local community and our impact on people who live and learn in close proximity to the airport.

This document outlines how the NIS works and how eligible households and properties can apply for noise insulation.

The management of the NIS is overseen by a Management Committee made up of airport managers and representatives of the local communities, known as the Airport Consultative Committee (ACC).

Aim

We are aware that noise created by aeroplanes taking off from, and landing at, Southampton Airport can sometimes cause disturbance to our neighbouring communities.

The aim of the NIS is for the airport to work collaboratively with the community to ensure that the indoor living spaces of eligible households and care homes, and classrooms in schools, are not unduly adversely affected by the noise from aircraft. To achieve this, eligible properties will be offered and, where accepted, provided with proportionate insulation to ensure that habitable rooms have satisfactory internal protection from the noise generated by aircraft taking off and landing at the airport.

Eligible Properties

The NIS will be available to all homes, care homes and schools that exist on 1 June 2021 and are or become situated within the 60dB 16 hour summer day LAeq noise contour area which is published annually by the airport. These are predictive maps of noise levels in decibels (dB), produced each year which can be found on our website here: www.southamptonairport.com/about-us/aircraft-noise

What does the Noise Insulation Scheme cover?

Upon receipt of a valid application, the airport will arrange for an assessment to be made of your property which will identify what, if any, insulation would be effective in achieving appropriate noise reduction. If the survey identifies that additional insulation would be

effective in reducing internal noise levels, it will identify the most appropriate form of insulation to be employed in each case.

Examples of improvements that could be made, and which this NIS will cover the cost of, are set out below:

- Replacement/enhanced windows
- Acoustic air vents or simple wall mounted ventilation systems
- Loft insulation
- Replacement/enhanced external doors

Guidance on Technical Specification on home improvements is available on the website www.southamptonairport.com/about-us/aircraft-noise

If a householder wishes to supplement the offered insulation with additional thermal, acoustic and/or aesthetic features, we will make a contribution to the cost of the installation proportionate to what was deemed necessary by the survey.

How do I know if I am eligible?

The NIS will be available to properties falling within the 60dB 16 hour summer day LAeq contour which is published by the airport. These are predictive maps of noise levels in decibels (dB), produced each year.

The area covered by the noise contour can change dependant on the number of flights for the previous year. The latest available noise contour map can be found at the end of this document and a more detailed view of our noise contours can be found on our website at: www.southamptonairport.com/about-us/aircraft-noise

If your property falls within the published noise contour in any given year, we will write to you during January of the relevant year and provide an information pack setting out how to apply for the scheme. You will be able to identify the letter because the envelope will bear Southampton Airport branding. We will also write to the local authority of the affected areas to determine if any of the properties which are eligible are owned by Social Housing companies or are community noise sensitive buildings.

You can access the scheme whether you own or rent your property. Where you rent, you will need the consent of your landlord.

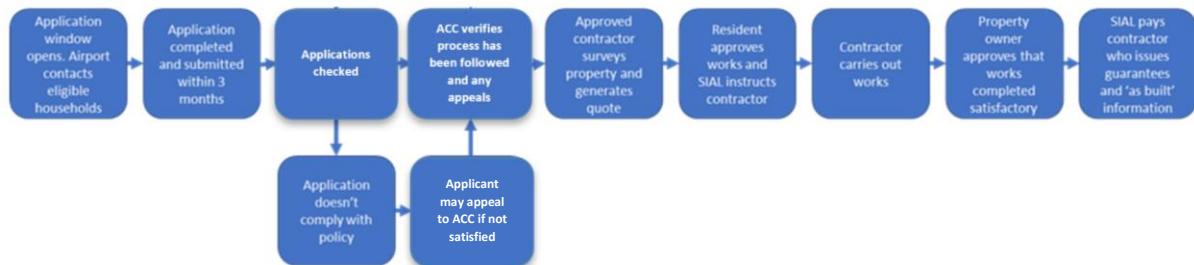
It is not compulsory for a home owner or tenant to participate in the NIS. Residents may decline to participate, but may still apply in a later year should you change your mind.

If we do not hear from you, we will write to you again as a reminder during February of the relevant year. To ensure that you have received the letters and understood the scheme, we will visit those homes that have not responded to check that you do not wish to participate during March.

How do I apply?

The application process is outlined in the flow diagram below. The Noise Insulation Grant Application Form must be completed and submitted to use within the application window (Q1: 1st January to 31st March) in each year.

Noise Insulation Scheme Process:



The Noise Insulation Application Form can be found on our website. Paper copies may also be requested by phoning the Airport's Airside Operations Department on 02380 627070. Applications will be considered by the ACC to confirm eligibility.

What support is available if I have difficulty completing the application?

The Airport is happy to support residents in completing their application. Please respond to the airport using the form and pre-paid envelope which will be included as part of the notification pack.

The letter that we send to eligible households will feature the key messages in several languages.

What happens next?

The applications are considered by the ACC, after which you will be contacted to let you know if you are eligible. Applicants who meet eligibility criteria will then be contacted by our approved agent who will complete a survey of your property to ascertain eligible improvements and costs thereof. Both you and the airport will receive a copy of the survey. Once approved, our approved agent will then carry out the works at a mutually convenient time.

If you would like to supplement the offered insulation with additional thermal, acoustic and/or aesthetic features, we will make a contribution to the cost of the installation that is proportionate to what was deemed necessary by the survey.

The Survey and Installation Process

To ensure a high quality of work, SIAL has appointed approved agents to carry out the works. Once your application is approved, our agent will visit your property to discuss your needs and produce a quote for eligible works. A copy of the report will be sent to you together with a form on which to accept the works. Once you are happy to proceed, please sign this and return it to the Airport's Noise and Flight Evaluation Unit. The Airport will instruct the agreed works to be carried out.

When completed, please ensure you are happy with the completed works, including reinstatements of plaster and paintwork paint around your windows. You will be asked to complete a further form notifying us that the work is complete. We will then release payment for the work to our agent. If you have any further questions then please contact the Airport's Airside Operations Department who can offer advice on 02380 627070 or noiseinsulation@southamptonairport.com.

Dispute Resolution

If you disagree with the recommendations following the survey and/or our proposals for insulation of your home, you can appeal to the ACC. Details of how to appeal will be available on our web site at the links above. The decision of the ACC on an appeal will be final. The appeal is established on a case by case basis.

APPENDIX 5

TERMS OF REFERENCE FOR TRANSPORT FORUM

1. BACKGROUND AND CONTEXT

The Department for Transport's (DfT) Aviation Policy Framework (March 2013) advises that all airports in England and Wales with more than 1,000 passenger air transport movements a year should set up an air transport forum (ATF). The primary purpose of ATFs is to encourage partnership between airport operators, local authorities, transport operators, local people and businesses, and other relevant parties, to improve public transport access to airports, and reduce reliance on private, road-based transport, congestion, and pollution on nearby roads.

2. PURPOSE

- Provide input to the Airport's surface access delivery plans for the Airport.
- Oversee implementation of the Airport's Surface Access Strategy and monitor progress against defined targets within the Surface Access Strategy.
- Provide robust challenge to Southampton Airport with regards to its performance against defined surface access targets and doing the right thing for passengers, colleagues and local communities.
- Provide input to on-going surface access initiatives related to the Airport.

3. THE TRANSPORT FORUM STRUCTURE

The Transport Forum consists of representation from all suggested bodies as outlined in the DfT Aviation Policy Framework (March 2013) (see Appendix A). The Transport Forum will challenge the Airport and help do the right thing by surface access. The Transport Forum will meet on a half yearly basis.

In the event that the number of Vehicle Movements reaches 80% or more of the Vehicle Movement Cap the Transport Forum will increase their meeting frequency to every 3 months.

4. RESPONSIBILITIES

- Input to, review, shape and influence development of the Surface Access Strategy and any associated delivery plans.
- Review the Quarterly Interim Monitoring Report.
- Review the Annual Monitoring Report.
- Oversee implementation of the Surface Access Strategy
- Monitor and hold the Airport to account in relation to the implementation of its Surface Access Strategy and delivery of the associated surface access targets and delivery plans.
- Define and set the strategic direction and objectives for Transport Forum; ensuring that the necessary resources and plans are in place to deliver its aims.
- Communicate, advocate and reinforce a compelling vision and purpose for the Transport Forum, internally and externally.
- Determine, oversee and review establishment and composition of the wider Transport Forum group, and supporting processes and engagements to support the Transport Forum's work.
- Discuss, debate and influence strategic issues facing the airport in relation to surface access.

- Report annually in March each year (or as otherwise required) to the Airport Consultative Committee on the review and monitoring it has undertaken in the preceding year of the Surface Access Strategy.
- These Terms of Reference shall be reviewed annually by the Transport Forum to ensure that the Terms of Reference are in accordance with any changes to legislation, policy or best practice.

Appendix A. DfT Guidance on Airport Transport Forums

Airport transport forums

Suggested content

B.8.

The Government suggests that ATFs are made up of the following groups:

- Airport operator (who should lead the forum);
- Local Highway Authority and Integrated Transport Authority;
- Local Enterprise Partnership;
- Local transport providers (e.g. bus, rail, coach, car hire);
- Local authorities;
- Passenger representatives;
- Freight industry representatives;
- Local businesses;
- Representative from the Airport Consultative Committee;
- Representatives of airport users;
- Representatives of airport employees; and
- Bodies representing interests of walkers, cyclists and disabled people in the area

B.9.

However, the Government recognises that local circumstances will have a bearing on the make-up of the group. This list should not therefore be taken to be prescriptive or exhaustive.

B.10.

The Government suggests that ATFs should meet at least twice per year and engage proactively in dialogue with group members throughout the year.

B.11.

In order to ensure the forum is effective, we recommend that airport operators should limit the membership to a manageable number. However, they should engage frequently in wider consultation with interested parties including members of the local community e.g. through workshops.

B.12.

Costs relating to ATFs should be borne by the airport operator

APPENDIX 6

TERMS OF REFERENCE FOR NOISE FORUM

Nb. This meeting may be combined with another airport related forum if appropriate. The ToR will remain valid.

Purpose

- To seek ideas on how to reduce and mitigate noise and to develop best practice
- To provide a channel for communities to feed noise related issues to the Airport management and ensure these are fully understood
- An inclusive forum bringing together a broad, fair and representative membership of community noise groups, elected councillors and airport operators and airlines
- To provide a forum ensuring community representatives and other relevant stakeholders are kept informed of operational changes which may affect noise in the community
- To provide a clear understanding of Airport current and future operations and requirements

Objectives

- Improve communication between communities, other relevant stakeholders and the Airport management
- To promote greater understanding of noise, Airport operations and airspace
- Better understand the impact of noise on residential communities
- Consider practical ways these impacts can be minimised or avoided
- Review on and report annually in March each year (or as otherwise required) to the Airport Consultative Committee on the review it has undertaken of the following:
 - Airport Noise Action Plan
 - Noise Insulation Policy
 - Annual Noise Monitoring Report
- Feedback on engagement material relating to Airspace Change Programme to ensure documentation is accessible
- These Terms of Reference shall be reviewed annually by the Noise Forum to ensure that the Terms of Reference are in accordance with any changes to legislation, policy or best practice.

Meeting Logistics

- Meetings will be held on at least an annual basis but can be more regular if deemed necessary
- Members will be expected to attend all scheduled meetings or a suitable representative sent

Conduct

- Members agree to abide by the Code of Conduct (see below)

Attendees

- Independent external Chair
- Relevant constituted and recognised Community Groups (up to 6)
- Airport representative(s)
- Aircraft Operators (up to 4)
- Air Traffic Control
- Local Authorities (up to 6)
- Other relevant organisation may be invited by the Chair to attend specific meetings

Membership Criteria

To demonstrate appropriate legitimacy and longevity, representative members will be required to be one of the following:

- An appointed Member of a local District, Borough Authority, or County Council
- To be a community group, demonstrating legitimacy through, for example, an Annual General Meeting, published minutes, website presence, a fully disclosed and constituted membership committee
- A current employee of an airline or Air Traffic organisation currently serving the Airport

Topics of Discussion

- Airport Operations
- Management of Aircraft Noise
- Noise Action Plan commitments and progress
- Noise Insulation Scheme commitments and progress
- Airspace Modernisation / Change Programmes
- Noise complaints
- ICCAN Best Practice Guidance
- Noise reporting

Code of Conduct

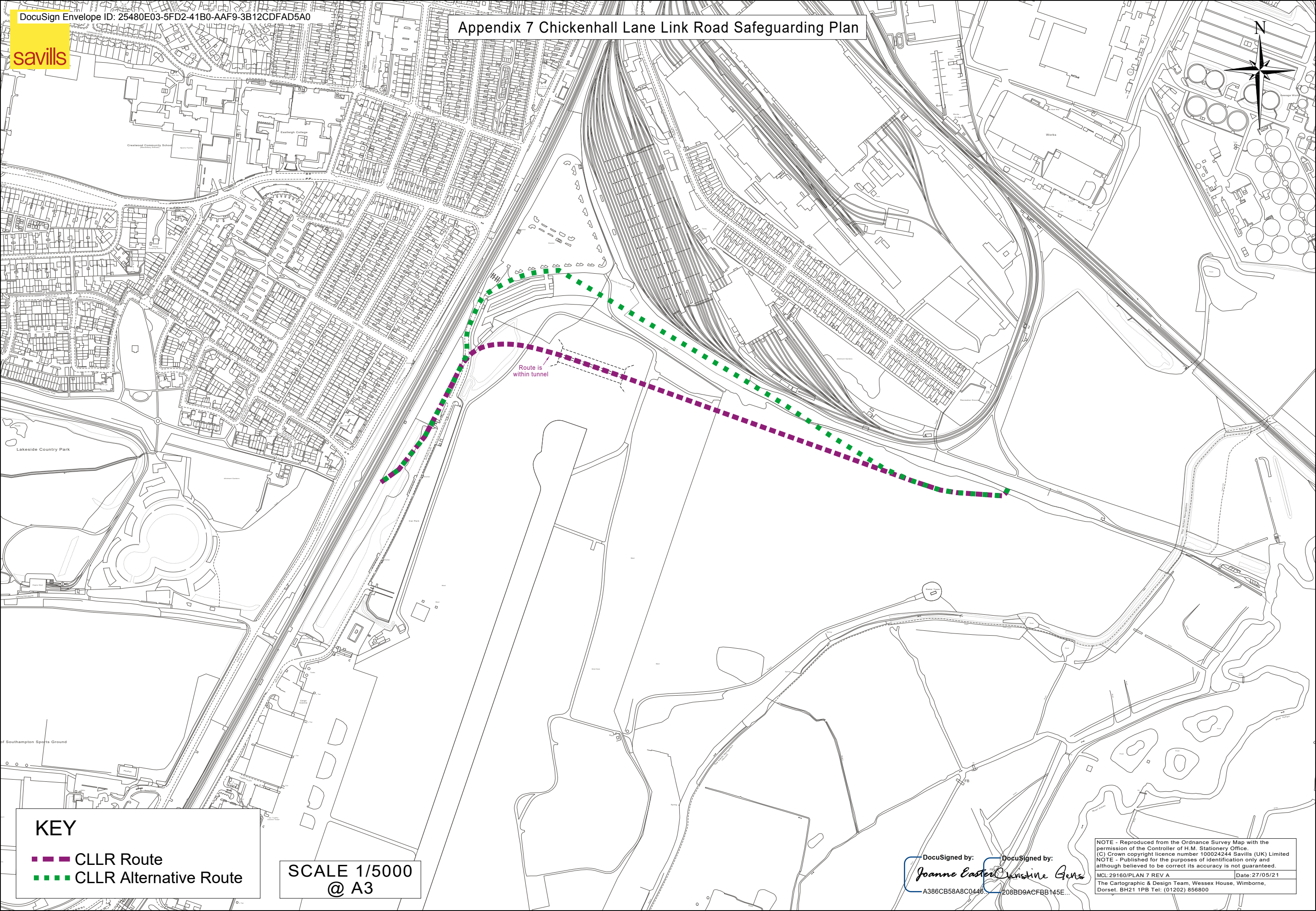
Participants will:

- Be fully transparent and should seek to positively influence the noise environment by assisting the development of consensus across the Forum's membership
- Represent the views of the entire membership, rather than solely the views of the organisation of which they are a member/employee
- Treat other participants fairly, respecting each other and the principles of diversity and equality
- Behave professionally in their relationships with the Forum, its members and all other participants
- Permit others to express themselves and understand that all views are important even if they are not the same as their own - as long as no offence is caused, even if unintentionally
- Inform the Chair or Secretary if, in their view, any conduct issues arise from the contributions of any other participant
- Not bring the forum into disrepute
- Respect the confidentiality of any information that has been shared on a confidential basis
- Perform his/her duties with honesty, integrity, impartiality, objectivity and in a constructive demeanour
- Distribute in a timely manner, the proposed Agenda, Minutes and any other information marked for circulation, to all interested parties within their respective organisations
- Recognise the Airport's right to exist and operate compliant with government aviation policy and guidance
- Observe the Terms of Reference as applicable

APPENDIX 7

CHICKENHALL LANE LINK ROAD SAFEGUARDING PLAN

Appendix 7 Chickenhall Lane Link Road Safeguarding Plan



Route is within tunnel

KEY

- - - CLLR Route
- - - CLLR Alternative Route

SCALE 1/5000 @ A3

DocuSigned by:
Joanne Easter
 A386CB58A8C0446...

DocuSigned by:
Cristine Gens
 208BD9ACFBB145E...

NOTE - Reproduced from the Ordnance Survey Map with the permission of the Controller of H.M. Stationery Office.
 (C) Crown copyright licence number 100024244 Savills (UK) Limited
 NOTE - Published for the purposes of identification only and although believed to be correct its accuracy is not guaranteed.

MCL:29160/PLAN 7 REV A Date:27/05/21
 The Cartographic & Design Team, Wessex House, Wimborne, Dorset. BH21 1PB Tel: (01202) 856800

APPENDIX 8

TERMS OF REFERENCE FOR COMMUNITY HEALTH AND WELLBEING BOARD

Overview

The Community Health and Wellbeing Fund (the 'Fund') was established in 2021 to ensure local communities share in the success of Southampton Airport. The Airport Community Health and Wellbeing Board (the 'Board') is responsible for deciding how the Fund is allocated, the aim being to use the Fund to support initiatives to reduce health inequalities and improve the health and wellbeing of those residents surrounding the Airport, in line with priorities identified in the Health Strategy. It will provide financial support to community groups and charities that are committed to improving the opportunities, facilities and services available to local people.

Purpose

The purpose of the Board is to assess and determine funding applications in accordance with the Southampton Airport Health and Wellbeing Guidelines (see 'Objectives' below), and to ensure the funding is distributed wisely and to good effect, in order to support the implementation of measures identified in the Health Strategy.

The Board will represent a wide range of community stakeholders who will work in partnership to facilitate long term good health and wellbeing across the community area. It is intended that people and organisations living and working in the community will play a direct role in feeding into the agenda for this.

Objectives

The Board will:

- Assess and determine applications for funding in accordance with the Southampton Airport Health and Wellbeing Guidelines, which will be developed by the Board to help guide them when making these funding decisions;
- Manage the Fund's annual budget;
- Encourage positive media opportunities to promote activities supported by the Fund; and
- Evaluate the outcomes of awards of funding made.

Constituent Members

- Chair: Representative from Eastleigh Borough Council;
- Secretary: Representative supplied by the Airport;
- Public health representatives from the following local councils: Eastleigh Borough Council, Southampton City Council and Hampshire County Council;
- A representative from the Airport;
- A representative from the Airport Consultative Committee; and
- Representatives from local community and health groups – to be agreed by the above members.

Roles of all members of the Community Health and Wellbeing Board

All Board members will be required to:

- Take an active part in the development of the Board and its aims;
- Ensure that their organisation is represented by a person of appropriate experience/competency (or his/her appointed deputy) who has full authority within the relevant organisation to speak on behalf of the organisation and contribute fully to all discussions;
- Take responsibility for sharing information with the Board relevant to their organisation/ stakeholders/sector;
- Contribute any information that may have a bearing on activities for vulnerable people including but not limited to those with noise-related physical/mental health conditions, asthma and COPD and ensure that this is shared with the Board;
- Be open and honest and work collaboratively;
- Work to promote equality and non-discriminatory practices in all aspects of the Board's activities; and
- Respect all members of the Board and invited representatives.

Meeting Frequency

The Board will meet four times per year as a minimum, with the flexibility for additional meetings as decided by the Chair. The Chair and an appointed vice-chair will be responsible for agreeing meeting dates.

Board members are expected to attend the majority of meetings. If they are unable to attend, they should ensure their views on applications from their respective area or community group are shared with the Board in advance of the meeting.

Venue

Southampton Airport or via Microsoft Teams (or similar virtual platform).

Agenda

Once formed the Board will formalise the agenda which as a minimum will include the following standing items:

- Minutes of previous meeting
- Accounts
- Rejected applications
- Carried forward applications
- New applications
- AOB

Funding

The Board will have an annual budget that is drawn from the Fund and is decided by the Board on an annual basis.

Media Relations

Members of the Board must not issue media statements on behalf of the Board. Any media statements about the work of the Board should be agreed with the Airport and the Chair of the Board.

The Airport will make its website available for the progress and workings of the Board to be shared, which will include information about the initiatives the Fund has supported.

Review

These Terms of Reference are subject to change and should be reviewed by the Board on an annual basis. The Chair will provide, as a minimum, an annual report detailing the Board's activities and spending to the Airport Consultative Committee.

APPENDIX 9
SCHEDULE 7 PLAN



DocuSigned by: *Joanne Easter*
 DocuSigned by: *Christine Gens*
 A386CB58A8C0446... 208BD9ACFBB145E...

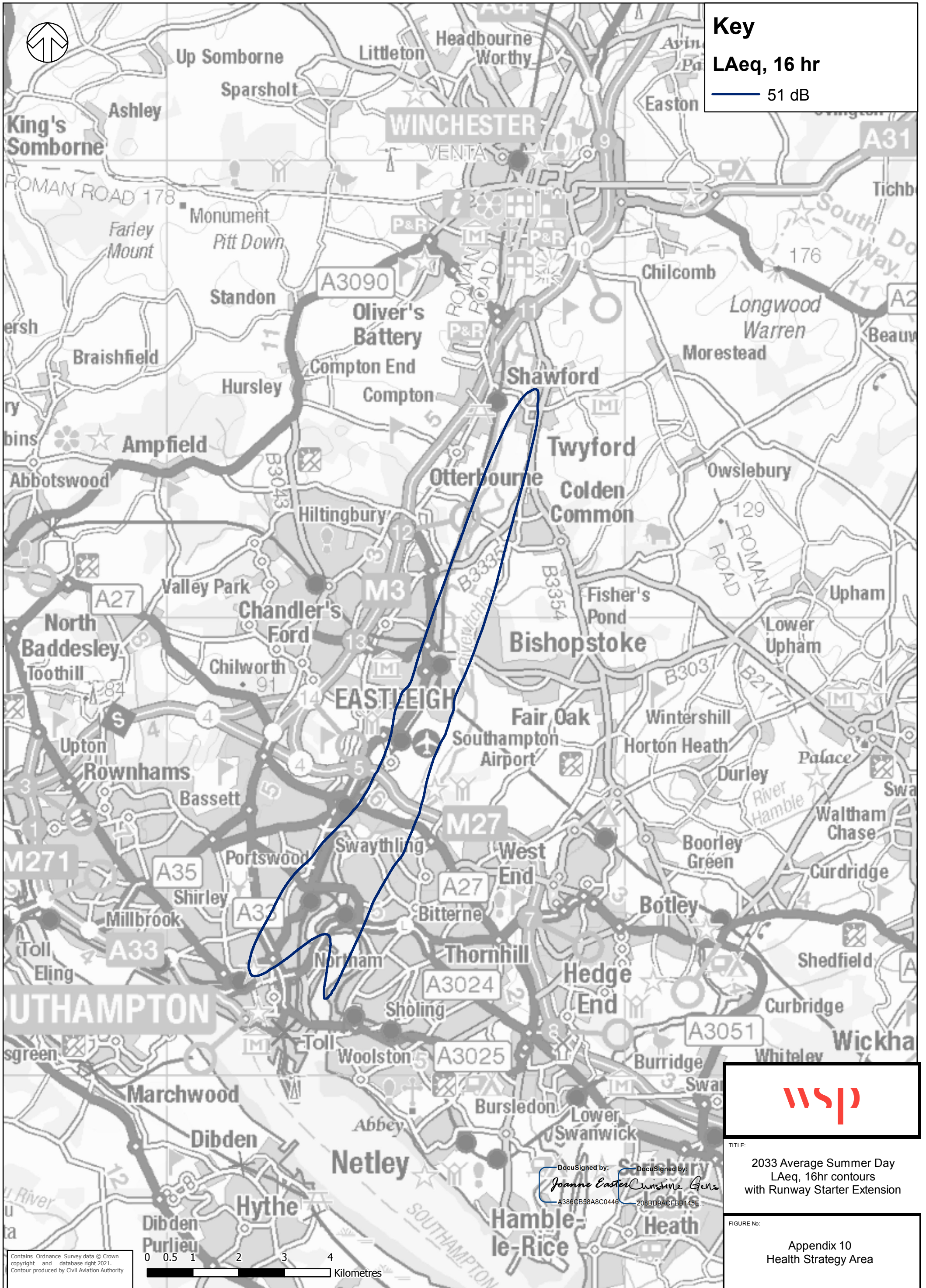
PORTSMOUTH to	Distance
Bilbao	32 hrs
Coen	6-7 hrs
Guernsey	10 hrs
Jersey	11 hrs
Le Havre	8 hrs
Santander	24 hrs
St Malo	11 hrs
Coen	4 hrs
Cherbourg	4 hrs

(summer only)

Appendix 9
Schedule 7 Plan
Solent LEP Area

© Crown copyright and database rights 2019 Ordnance Survey 100019183. Use of this data is subject to terms and conditions. You are granted a non-exclusive, royalty free, revocable licence solely to use the Licensed Data for non-commercial purposes for the sole or joint use of your organisation. You may not reproduce, copy, sub-license, distribute, sell or otherwise make available the Licensed Data to third parties in any form. Your party's rights to this licence are limited to the terms of this licence.

APPENDIX 10
HEALTH STRATEGY AREA PLAN



Key
LAeq, 16 hr
 — 51 dB



TITLE:
 2033 Average Summer Day
 LAeq, 16hr contours
 with Runway Starter Extension

FIGURE No:
 Appendix 10
 Health Strategy Area

Contains Ordnance Survey data © Crown
 copyright and database right 2021.
 Contour produced by Civil Aviation Authority



DocuSigned by:
 Joanne Easter
 A386CB58A8C0446

DocuSigned by:
 Cristine Gens
 208BD9ACFB145E...

APPENDIX 11

METHODOLOGY FOR ASSESSING NOISE LEVELS DURING ENGINE TESTING

Method for calculating noise dose

The method for calculating noise dose at Residential Locations requires a number of steps as follows:

- Look up the noise class A to K for the aircraft type at Table 1 below. These reference values relate to the maximum noise lobe. The reference PNdB levels are those used by the CAA for calculating aircraft noise contours around the major UK airports, and are extrapolated back to 152m from measurements around Heathrow and Gatwick Airports. The reference L_{Amax} value for any aircraft type which is not listed can be calculated by subtracting 13 dB from the maximum take-off power reference PNdB level, and then subtracting a further 3 dB for a two engined aircraft, 5 dB for a three engined aircraft, and 6 dB for a four engined aircraft. The aircraft is then assigned to the class with the nearest L_{Amax} value. For example, Class D (105 L_{Amax}) covers the range from 103 L_{Amax} to 107 L_{Amax} .
- Locate the aircraft position and the Residential Location on a scaled map. The aircraft position is taken at the centre of the wing root on the fuselage centreline.
- Calculate the effect of attenuation due to distance by subtracting 40 dB for each decade of distance from the 152m reference distance out to the Residential Location. The attenuation with distance is calculated as follows: Divide the distance (in metres) from the aircraft to the Residential Location by 152. Take the logarithm to base 10. Multiply by 40. Subtract this number from the noise class L_{Amax} value.

The above procedure gives the dBA level for ground running one engine at maximum power at the Residential Location with the aircraft in the worst case orientation, under neutral meteorological conditions, and with average terrain.

- Aircraft orientation can be taken into account by reading the angle between the Residential Location and the front of the aircraft from the scaled map. The maximum noise levels for jet aircraft occur between 125 and 145 degrees to the front of the aircraft. The noise level decreases linearly by 2.2 dB for each 10 degrees outside of this maximum noise lobe down to a 10 dB lower level in line with the rear of the aircraft and down to a 10 dB lower level at all angles less than 90 degrees to the front of the aircraft. The maximum noise levels for propellor aircraft occur between 60 and 120 degrees to the front of the aircraft. The noise level decreases linearly by 1.7 dB for each 10 degrees outside of this maximum noise lobe down to 10 dB lower levels in line with the front and the rear of the aircraft.
- Meteorological conditions can be taken into account by adding or subtracting 5 or 10 dB to the predicted noise level for mild (2-5m/s) or moderate (6-9) m/s vector winds in the following or opposing directions respectively. Noise predictions are inaccurate at higher wind speeds. (*These are surface wind speeds which are normally measured at a height of 10m above the ground*). Temperature inversions can occur under low wind conditions where the air near the ground has been warmed by the sun during the day and the ground is cold due to radiation heat loss with clear skies at night. Temperature inversions are assumed to increase noise levels by 5dB.
- The terrain can be taken into account by adding 5dB to the predicted noise level for rising ground at the Residential Location with a clear view across to the aircraft position, and by subtracting 5dB from the predicted noise level where there is substantial screening by large buildings or earth banks between the aircraft and the Residential Location, provided that this screening obstructs the direct line of sight and is less than one fifth of the total distance between the aircraft and the Residential Location from either the aircraft or the Residential Location.

The calculated dBA level at the Residential Location, when corrected for the effects of aircraft orientation, meteorology and terrain, is then used to calculate the noise dose in 12 hour LAeq by taking the duration of engine running at maximum thrust settings into account.

- The noise dose is calculated as follows: Divide the maximum thrust engine running duration in minutes by 720. Take the logarithm to the base 10. Multiply by 10. Add this figure to the calculated dBA level to give the calculated 12 hour LAeq noise dose (Note: the logarithm will nearly always be a negative number, so that adding this number to the calculated DBA level produces a smaller 12 hour LAeq number).
- The calculated 12 hour LAeq noise doses due to each separate ground running session on any one day can added logarithmically to give an overall 12 hour LAeq noise dose.
- The permitted noise dose that will not cause the Spot Value 12 hour LAeq specified in Schedule 2 of this Deed to be increased by more than 1 dB is 6dB lower than the Spot Value 12 hour LAeq.

Table 1**Ground running 152m reference levels**

Class	PNdB	Aircraft	Engines	L _{Amax}
A 120 L _{Amax}	139	Concorde	4	120
B 115 L _{Amax}	133	IL62/VC10	4	114
	130	Bae 1-11	2	114
C 110 L _{Amax}	128	TU154	3	110
	125	DC9	2	109
	124	B737-200	2	108
D 105 L _{Amax}	125	B727	3	107
	122	FK28	2	106
	123	B707/DC8	4	104
E 100 L _{Amax}	120	B747SP	4	101
	116	A310	2	100
	115	MD80	2	99
	117	B747-100/200	4	98
	116	DC-10	3	98
	114	A300	2	98
F 95 L _{Amax}	111	B767	2	95
	110	B757	2	94
	110	B737-300	2	94
	110	BAe 125	2	94
	110	A320	2	94
G 90 L _{Amax}	111	Large Turboprop	4	92
	104	Small Turboprop	2	88
H 85 L _{Amax}	106	BAe 146	4	87
I 80 L _{Amax}	96	GA Prop	2	80
J 75 L _{Amax}				
K 70 L _{Amax}	84	GA Prop	1	71

APPENDIX 12

DRAFT SURFACE ACCESS STRATEGY

Southampton International Airport Ltd.

Surface Access Strategy

2017 - 2021

Contents

1.0 Introduction	3	3.0 Passenger Demand Forecast 2017-2021	31
2.0 Surface Access - Today's Airport 2017	4	4.0 Future Surface Access – 2017-2021	35
2.1 Travel Times to the Airport	4	4.1 Modal Split Targets	35
2.2 Origin of Departing Passengers	6	4.2 Public Transport Measures	36
2.3 Passenger Volumes	10	4.3 Cycle and Walking measures	38
2.4 Reason for Travel	11	4.4 Staff travel measures	38
2.5 Passenger travel mode choice	12	4.5 Car Parking	38
2.6 Targets in mode share	14	4.6 External Collaboration on Future Schemes	39
2.7 Staff Travel	20	4.7 Other measures	39
2.8 Private Car	21	Surface Access Strategy 2017 – 2021	40
2.9 Hire Car	22		
2.10 Public Transport	23		
2.11 Cycle/walking facilities	27		
2.12 Taxis	29		
2.13 Other measures	30		

1.0 Introduction

This document provides an update of progress on the existing Airport Surface Access Strategy (ASAS) 2012-2016, for access to the airport by all modes. It also sets out new targets and measures for the next 5-year period between 2017-2021.

Southampton Airport is located in very close proximity to Southampton Airport Parkway rail station with direct links to major UK cities like London, Winchester, Basingstoke, Reading and Bournemouth. In terms of road access, the airport is next to M27 Junction 5, giving good access to east-west routes and to the north via the M3.

Southampton Airport is a growing airport which attracts visitors from various key industry sectors. In addition to this, passengers also connect to major Cruise liners at Southampton Docks, an expanding industry.

Southampton is also known for its universities, which are world leading in Oceanography, Life Science and Engineering, with five universities located within 60 minutes from the airport. This business invests large amounts of money into air travel for its staff and students.



2.0 Surface Access - Today's Airport 2017

Data on passengers' home locations, destinations, mode of transport travel to the airport and reason for travelling is available from a 2016 survey of approximately 2,800 passengers.

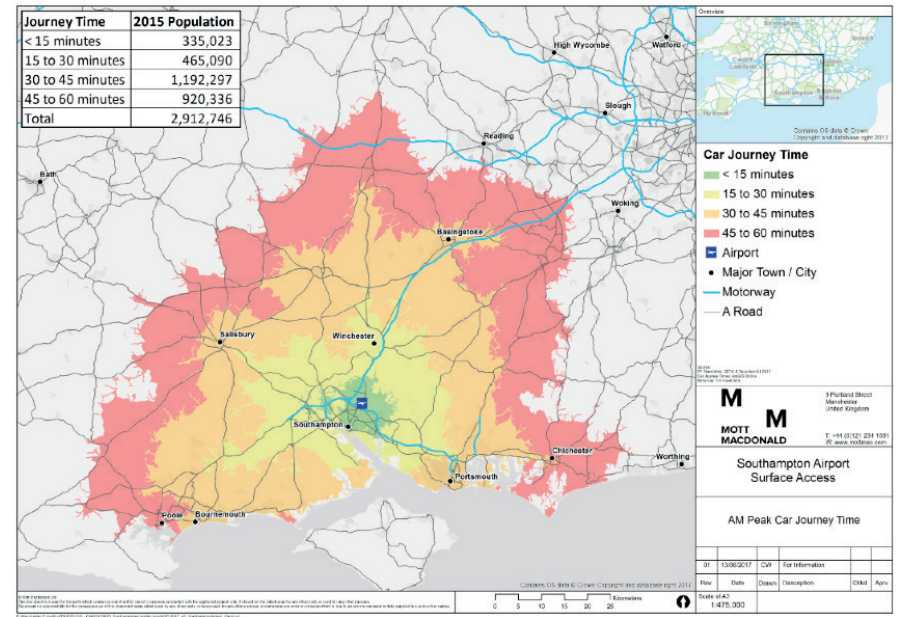
2.1 TRAVEL TIMES TO THE AIRPORT

The area that it is possible to drive to the airport within one hour (car catchment area) is shown on the right for the AM peak period. 15, 30 and 45 minute bands are also shown. Salisbury and Bournemouth (to the west) are shown to be within 45 minutes, as are Basingstoke (to the north) and Portsmouth (to the east).

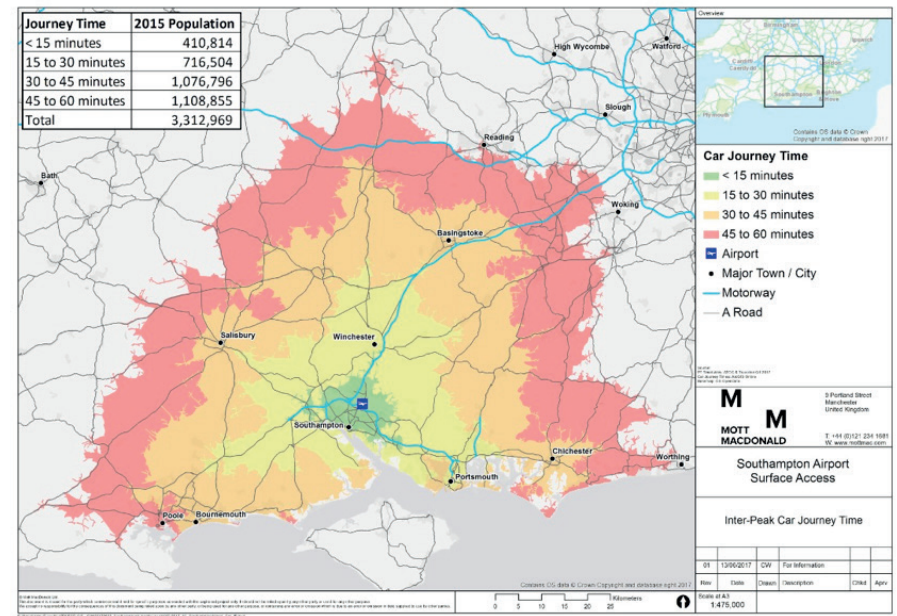
Approximately 2 million people live within 45 minutes and nearly 3 million people within 60 minutes, based on 2011 Census data.

A similar car catchment area is shown to the right for off-peak conditions, giving a larger area. Approximately 2.2 million people are within 45 minutes and 3.3 million people within the 60 minutes catchment area.

CAR JOURNEY TIMES – AM PEAK PERIOD



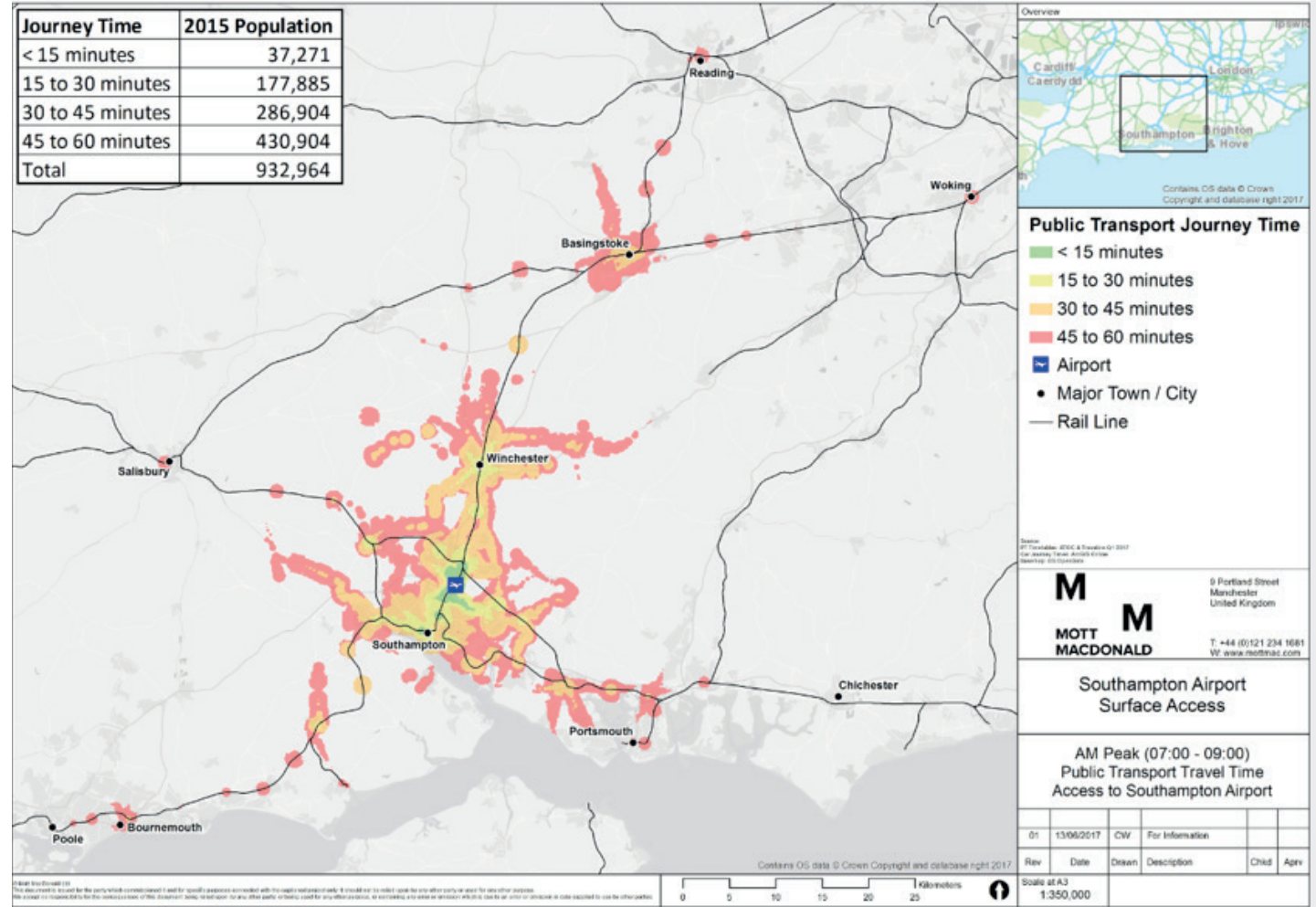
CAR JOURNEY TIMES – OFF-PEAK



Similar catchment areas have been produced for travel to the airport by public transport (PT) during the AM peak period.

The 45 minute catchment area includes Salisbury (to the west) and Basingstoke (to the north). Approximately 900 thousand people live within the 60 minute catchment area.

The Isle of Wight is considered part of the Airport's catchment area but journey times are slightly over one hour by public transport (allowing for the time to change between ferry-bus-train) and over one hour by car. Therefore, the Isle of Wight is not highlighted on the plans.



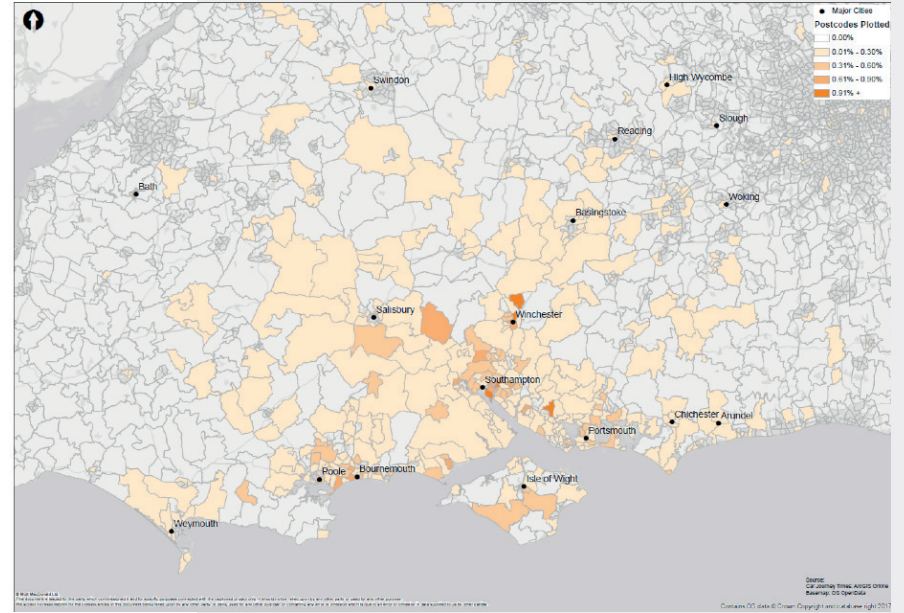
PUBLIC TRANSPORT JOURNEY TIMES – PEAK TIMES

2.2 ORIGIN OF DEPARTING PASSENGERS

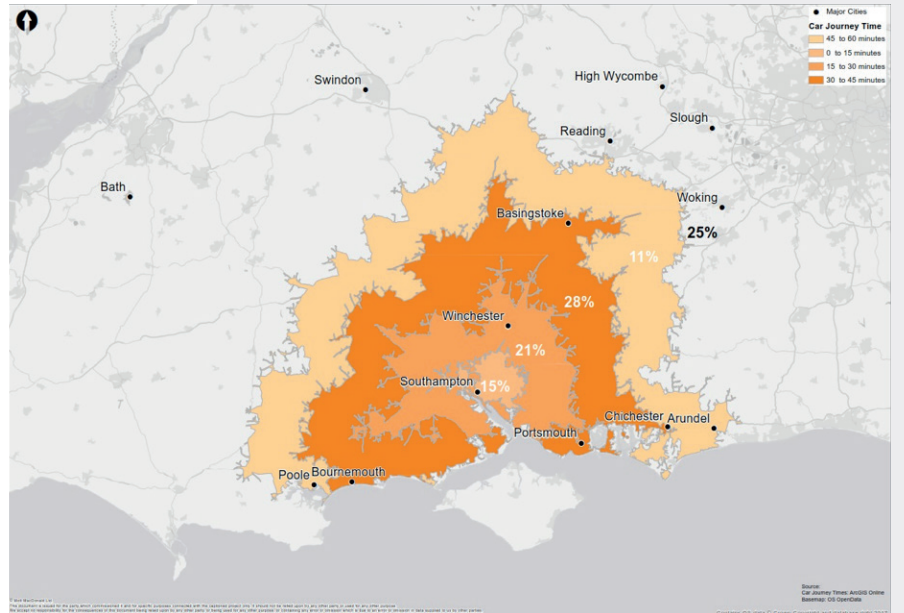
Passenger interview surveys recorded the home location of those flying out of Southampton Airport, as illustrated on the right.

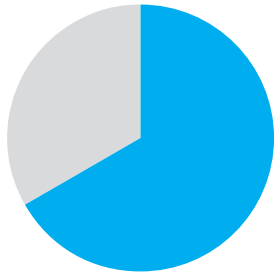
Comparing the home locations with the catchment areas shows that 75% of existing passengers are within a 60 minute drive of the airport and 64% within 45 minutes.

PASSENGER POSTCODES – RESIDENCE FOR ALL MODES



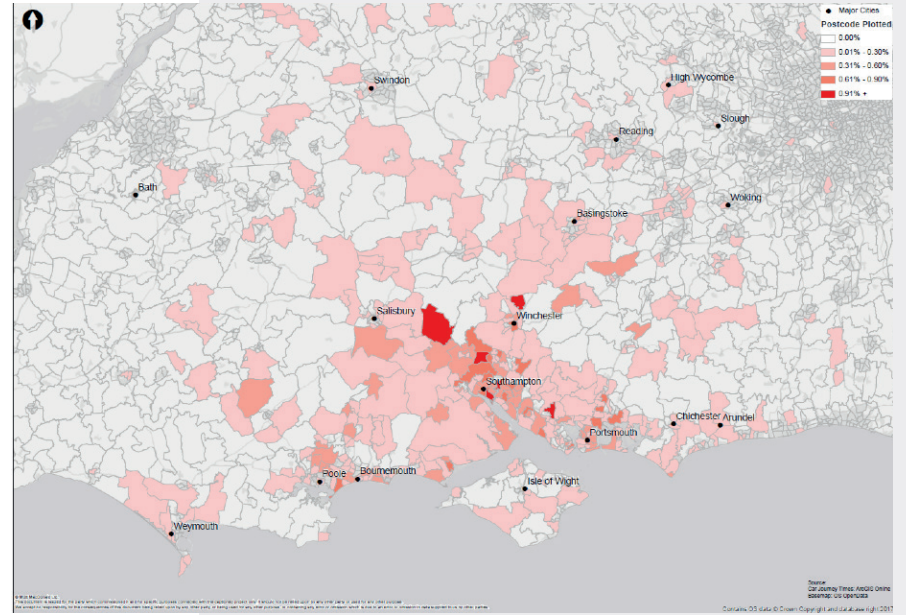
PASSENGER – CATCHMENT ZONES FOR ALL MODES





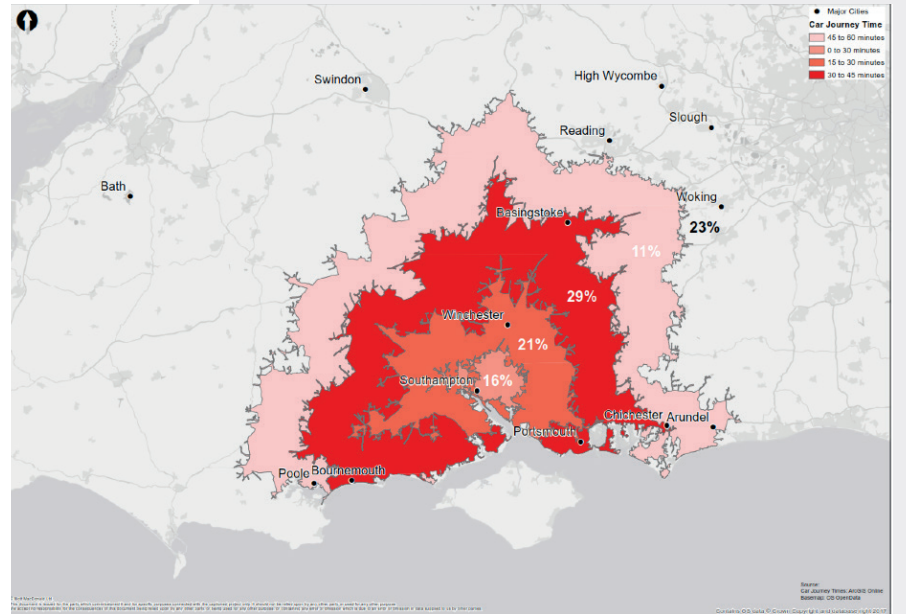
66%
of car passengers
are within a 45
minute drive of
the airport

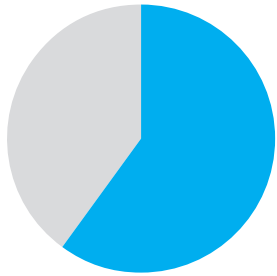
PASSENGER POSTCODES –
RESIDENCE OF USING CAR/TAXI



77%
of car passengers
are within a 60
minute drive of
the airport

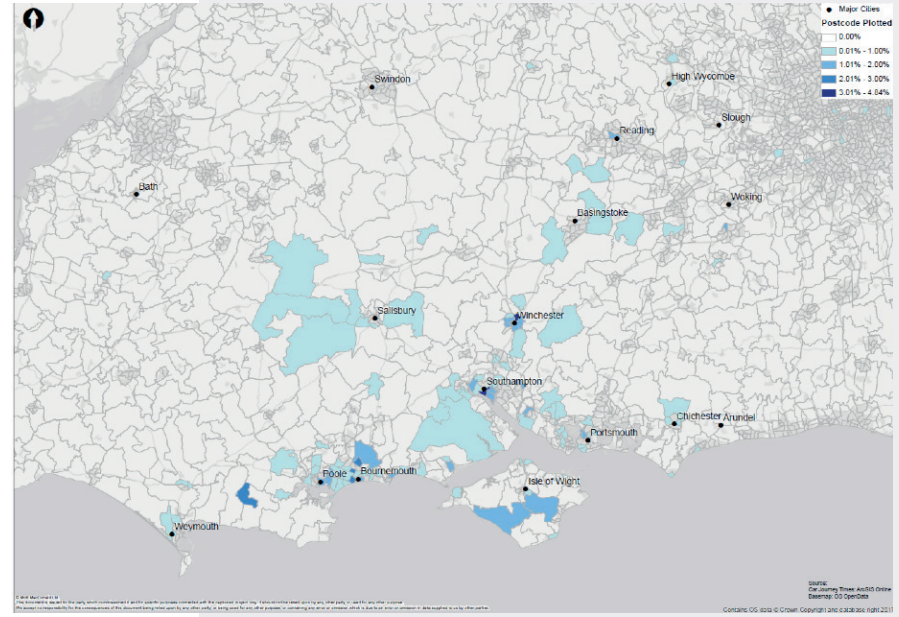
PASSENGER – CATCHMENT
ZONES OF USING CAR/TAXI





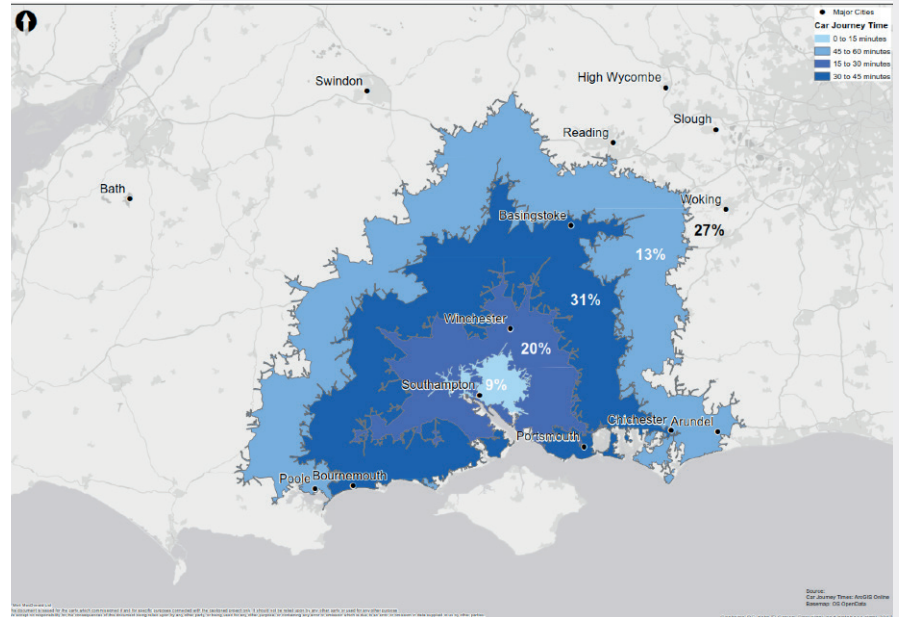
60%
of rail passengers
are travelling from a
zone of a 45 minute
drive from the airport

PASSENGER POSTCODES –
RESIDENCE OF USING TRAIN



27%
of rail passengers
are travelling from a
zone of a 60 minute
drive from the airport

PASSENGER - CATCHMENT
ZONES OF USING TRAIN





26%
of bus passengers live locally around Southampton

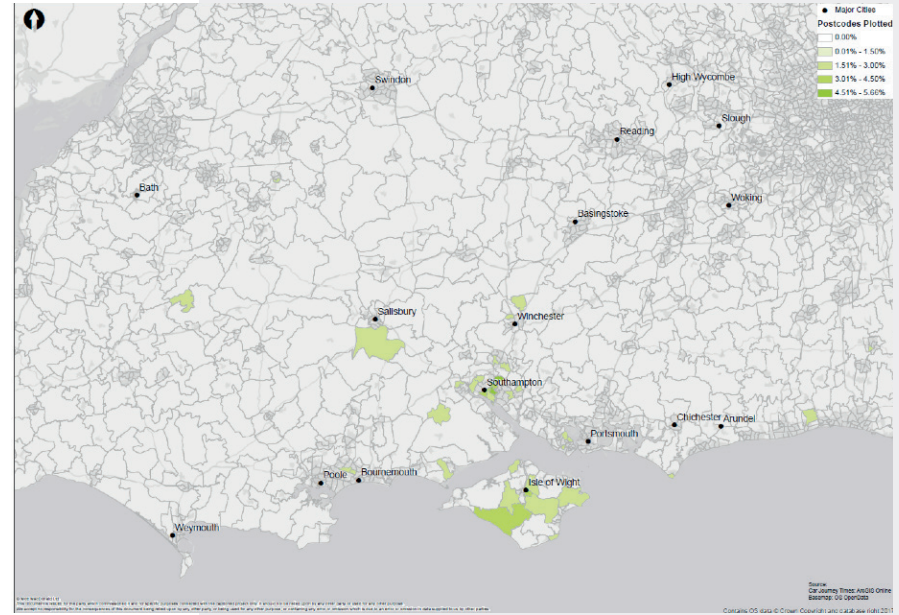


52%
of bus passengers are travelling from the area of a 45 minute drive from the airport

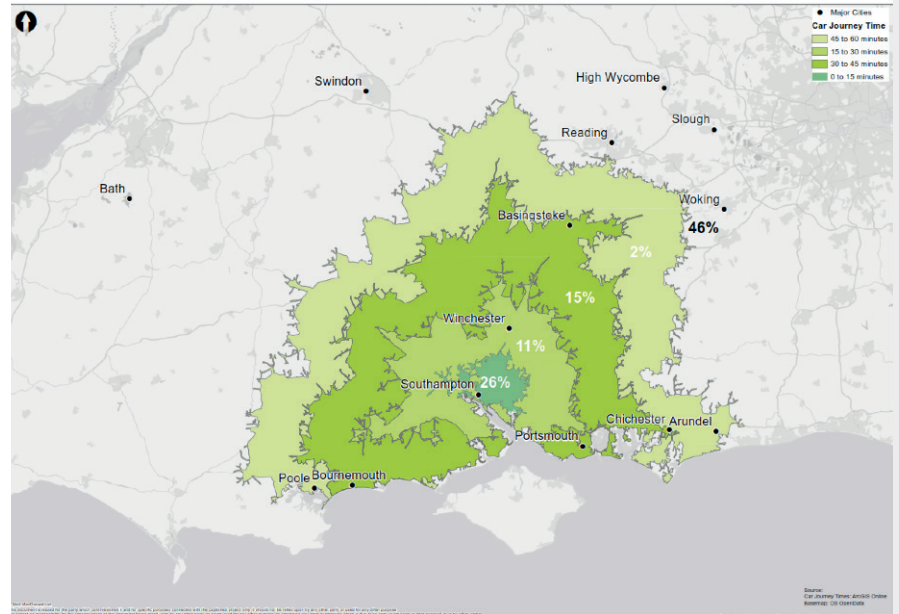


46%
of bus passengers are travelling outside of the area with a 60 minute drive from the airport, which is due to a high proportion of bus users travelling from the Isle of Wight.

PASSENGER POSTCODES – RESIDENCE OF USING BUS

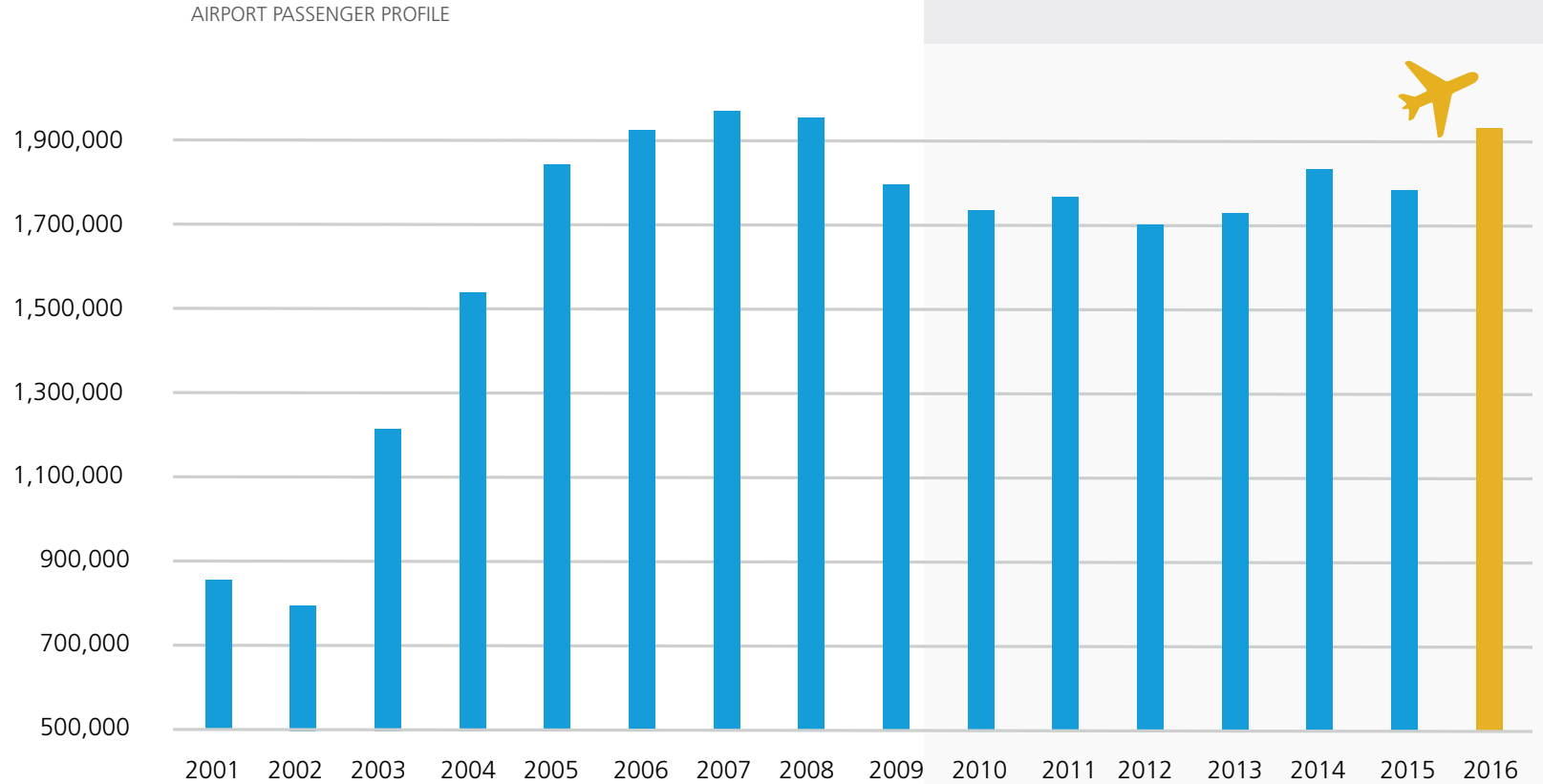


PASSENGER - CATCHMENT ZONES OF USING BUS



2.3 PASSENGER VOLUMES

In 2016 a total of 1.95 million passengers used the airport, which is similar to the 2008 level. Numbers were lower between 2009-2013 as a result of the recession.



2.4 REASON FOR TRAVEL

Data has been collected on the reasons of passengers travelling from Southampton Airport in Quarter 3 of 2015 and Quarter 1 of 2016. An average is presented on the right, with the most popular reasons being leisure and visiting friends / relatives.

Passenger journey type - 54% are outward journeys, meaning the majority of the travellers live locally in the UK. However, a high percentage of travellers (38.9%) are returning trips i.e. live abroad or in other parts of the UK. 4% of passengers were transiting at Southampton Airport i.e. transferring between flights with no travel to/from the airport by road or public transport.

PASSENGER REASON FOR TRAVEL



Leisure	36%
Visiting friends/relatives	30%
Business	23%
Other	7%
Returning from cruise	4%

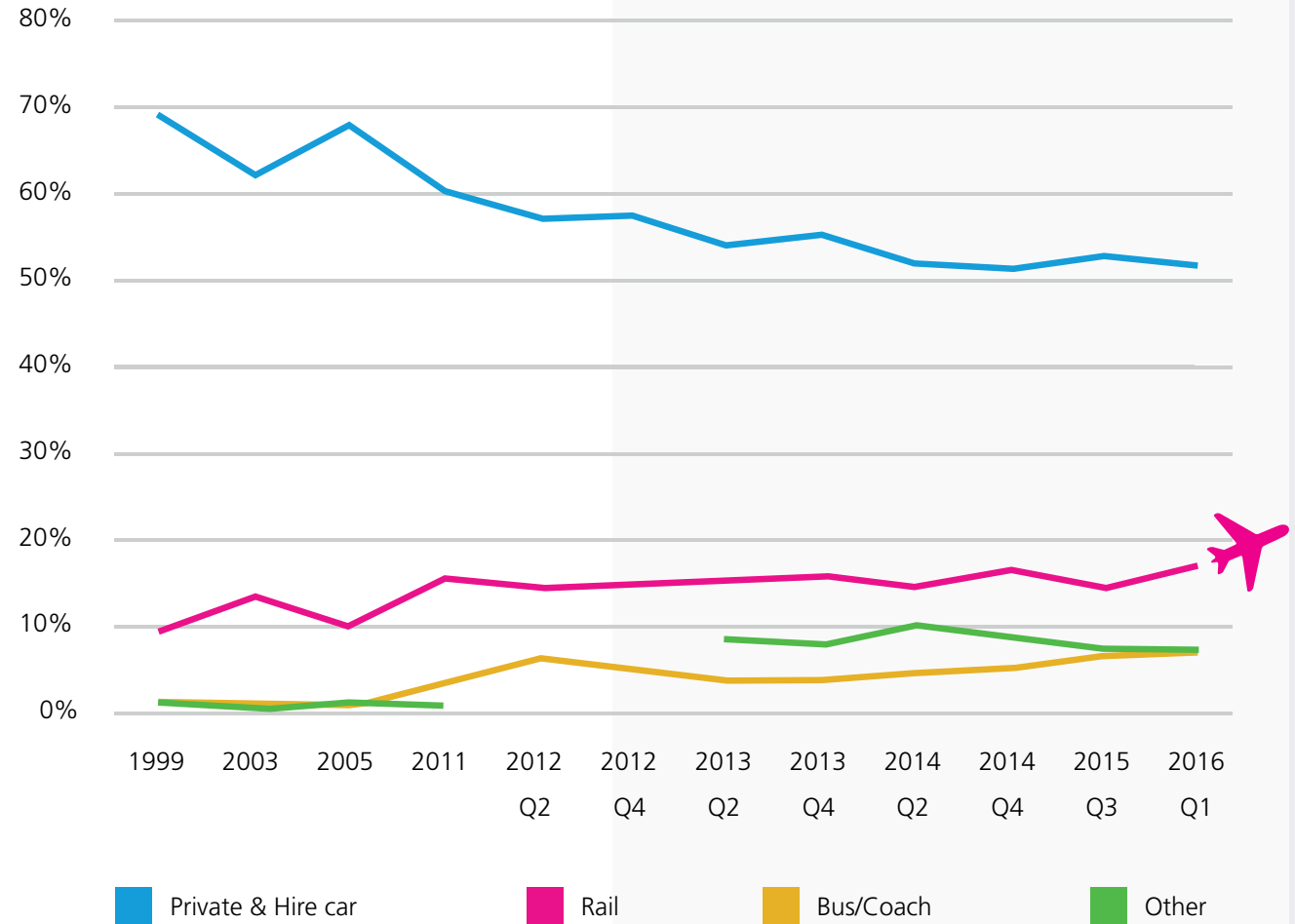
Journey Type	%
Outward	54.0 %
Return	38.9 %
Single Trip	3.2 %
Transit (0)	4.0 %
Total	100 %

2.5 PASSENGER TRAVEL MODE CHOICE

The results show that the high percentage of car usage has steadily dropped in recent years as public transport has become more attractive and convenient to use.

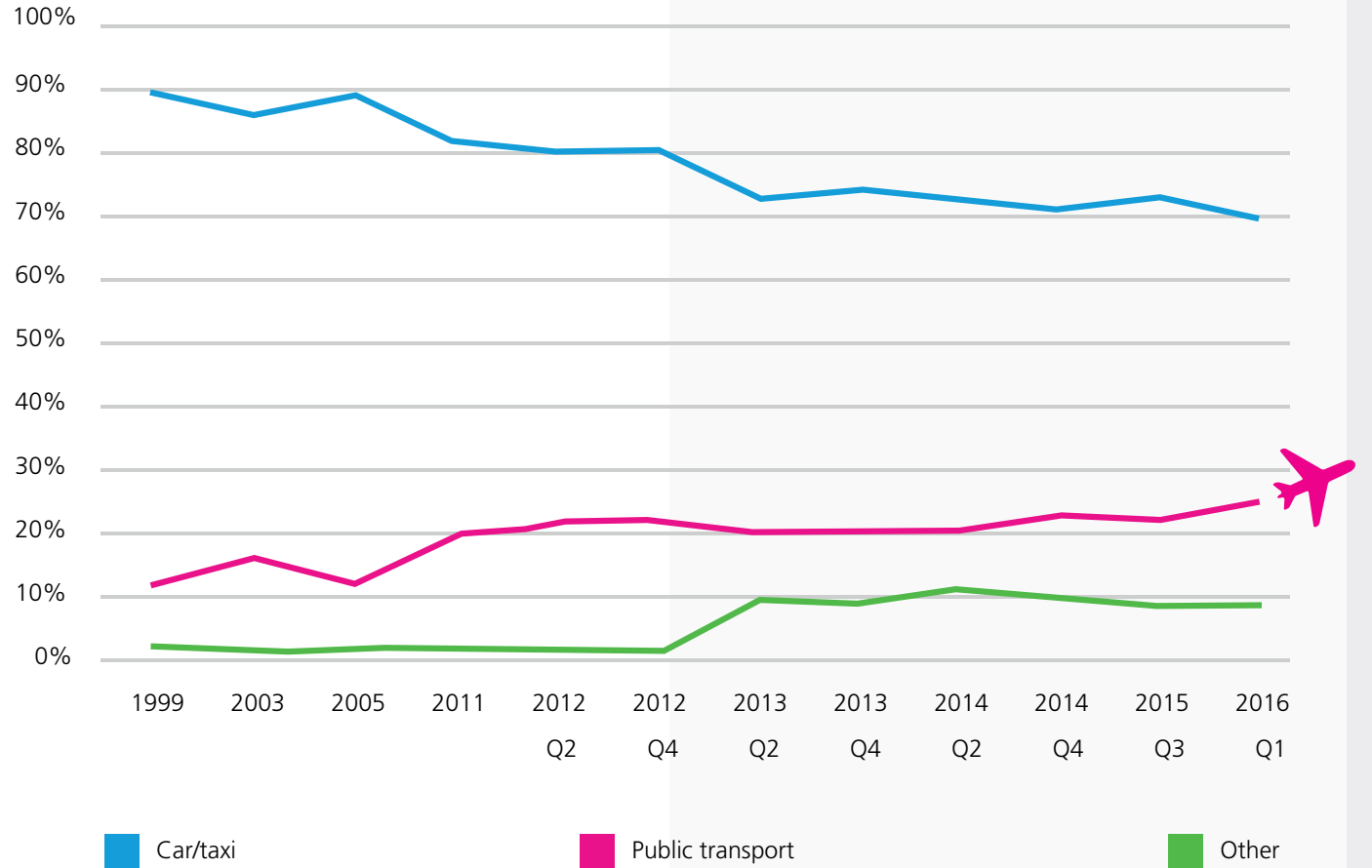
Another change is that 'Other' mode has become significant, the majority of which represents passengers transferring between flights i.e. with no surface access requirement at Southampton (there is no data on Other mode for 2012).

PASSENGER TRENDS OF MODE SHARE



The results show that over 20% now use public transport, with car and taxi reduced to below 70%. Of the car/taxi demand, 71% is drop off and pick up, with the remainder parking at the airport for a longer period.

PASSENGER TRENDS OF MODE SHARE – CAR/TAXI AND PUBLIC TRANSPORT



2.6 TARGETS IN MODE SHARE

A target of 20% public transport mode share was set up in the previous ASAS 2012-2016 and this has been achieved. Similarly targets for reducing car and taxi use have been achieved.

MODE SHARE TARGETS

Year	Private & Hired car	Taxi	Rail	Bus/Coach	Other
2011 Target	58.50 %	22.00%	15.00%	3.50%	1.00%
2011	60.58 %	20.69%	15.28%	2.94%	0.52%
2016 Target	59.08 %	19.70%	16.28 %	4.44%	0.5%
2016 Q1	51.59 %	17.27%	16.87%	6.94%	7.33%

Measures implemented to reduce car and taxi usage include:

Get directions

By train
We are pleased to boast one of the fastest plane to train connections in Europe.

By bus or coach
Southampton Airport boasts fantastic transport links with both local and regional bus operators.

Drop-off & pick-up zones
Our drop off and pick up area is the fastest and most convenient way to drop off or collect passengers.

Local hotels
Browse our directory of Hampshire hotels

By airport taxis
Taking a taxi to and from Southampton Airport is quick and easy.

By bike
It is possible to travel to and from the airport by bicycle and route maps are provided by Southampton County Council.

NEW FOR SUMMER 2017
Fly Southampton – Rodez
Gateway to the Aveyron region
BOOK NOW

PUBLIC TRANSPORT PROMOTED ON WEBSITE

Pre-Paid Train Tickets

Pre-paid ticket collection

Help point

RAIL SELF SERVICE PRE-PAID TICKETING (IN ARRIVALS HALL) AND WEBSITE PROMOTION

- Travel Line - An information point, provided by Hampshire County Council, has been installed in the Airport terminal which offers comprehensive travel information along with the facility for passengers to print their journey details and directions.
- Changes to the forecourt to only allow drop off for buses and coaches. Changes from a roundabout junction to a T-junction to discourage passenger drop-off prior to the forecourt.
- Addition of guardrail approaching the airport (station side) to increase passenger safety.



TRAVEL LINE



CHANGES TO THE FORECOURT



ADDITION OF GUARDRAIL APPROACHING THE AIRPORT

- Allowed Cruise coaches and other coaches to use the forecourt and promote coach connections and improve facilities on website.
- Introduced real time bus information at the terminal bus stop.



COACHES CAN USE THE FORECOURT



COACHES CAN USE THE FORECOURT



INTRODUCED REAL TIME BUS INFORMATION AT THE TERMINAL BUS STOP

- Introduced charging for drop off and pick up, with a priority area within the Short Stay Car Park, but free drop off and pick up allowed in the Long Stay car park.



CHANGES TO SHORT AND LONG STAY PARKING RESTRICTIONS AND CHARGES

- Introduced charging for drop off and pick up, with a priority area within the Short Stay Car Park, but free drop off and pick up allowed in the Long Stay car park.



INTRODUCED CHARGING FOR DROP OFF AND PICK UP WITHIN THE SHORT STAY CAR PARK

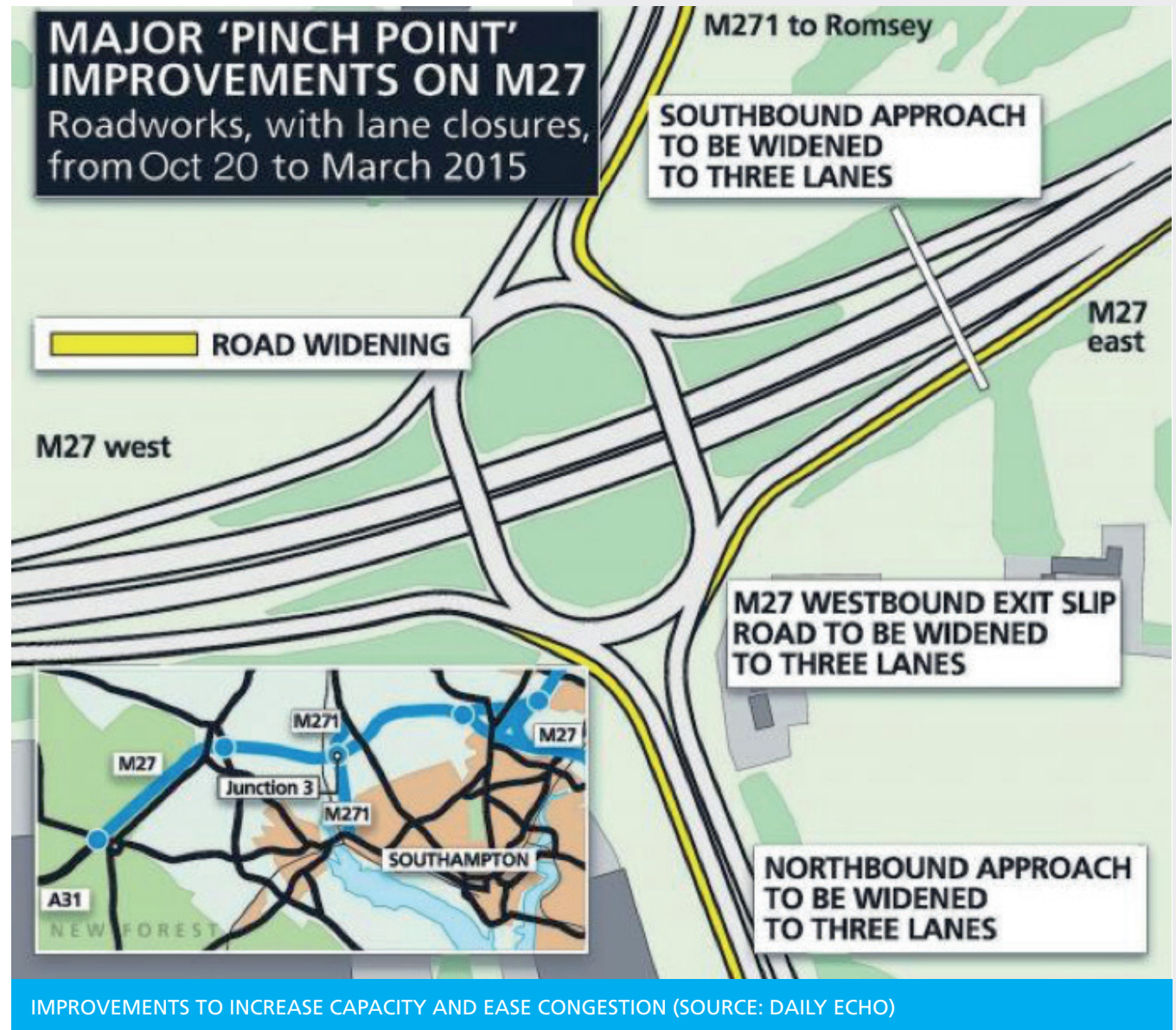


FREE DROP OFF AND PICK UP WITHIN THE LONG STAY CAR PARK



PRIORITY AREA WITHIN THE SHORT STAY CAR PARK

- Supported Highways England with improvements to M27 Junction 5 to increase capacity and ease congestion.

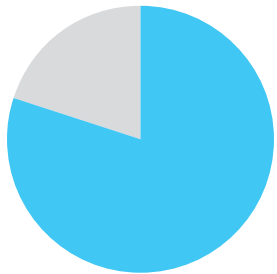


2.7 STAFF TRAVEL

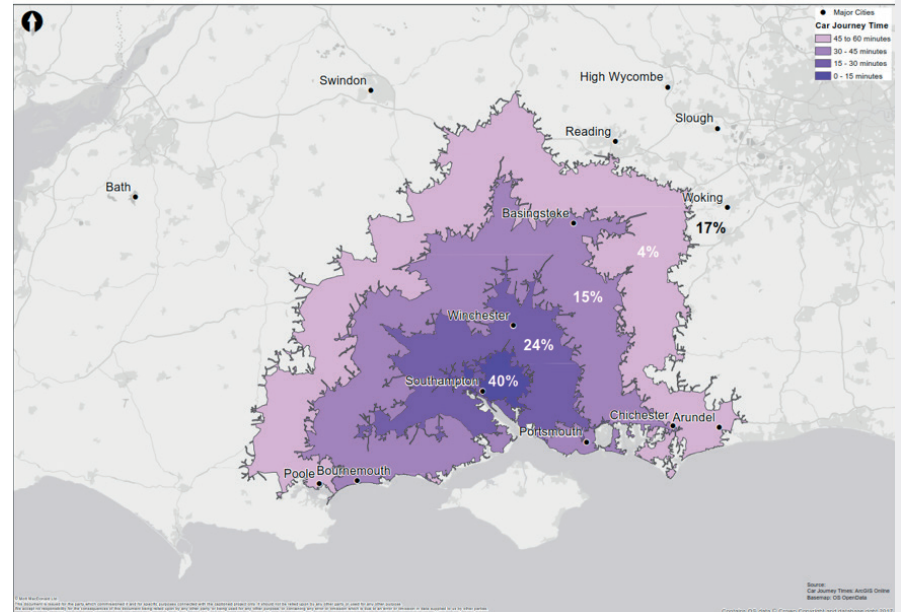
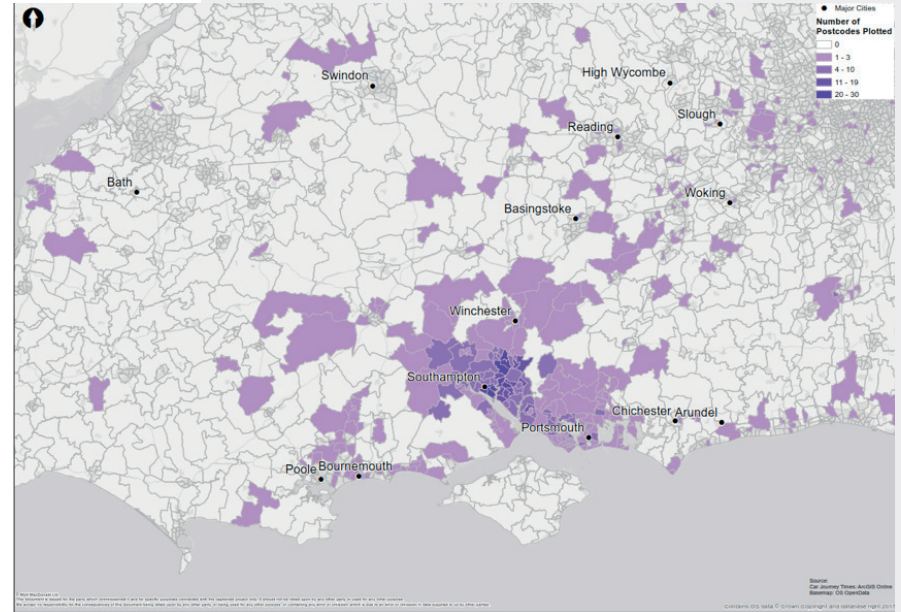
Staff home postcode locations, as illustrated on the right, include 40% from the local area around Southampton, and approximately 80% within a 45 minute drive, as far as Basingstoke (to the north), Bournemouth (to the west) and Portsmouth (to the east).



40%
of staff are from the local area around Southampton



80%
of staff are within a 45-minute of the Airport



2.8 PRIVATE CAR

There are two 'on airport' car parking facilities as follows:

- Short Stay Multi-Storey Car Park (MSCP) - 1,435 spaces
- Long Stay surface car park - 1,430 spaces

All cars (including private hire taxis) drop off and pick up passengers within a dedicated area of the Short Stay car park.

Staff park in both the Short Stay and Long Stay car parks, taking approximately 300 spaces.



MSCP SHORT STAY CAR PARK



SOUTHAMPTON AIRPORT LOCATION

2.9 HIRE CAR

Currently 120 spaces are allocated at the rear of the Short Stay car park (same access) for hire car operators, with customer desks adjacent to the terminal.



PRIORITY AREA WITHIN THE SHORT STAY CAR PARK

2.10 PUBLIC TRANSPORT

Rail Travel:

Southampton Parkway rail station is highly accessible, with only 99 steps from the airport terminal.

Southampton Airport contributed financially to the upgrade of the enclosed pedestrian walkway and new pedestrian footbridge, with lifts providing improved access between platforms.



ENCLOSED PEDESTRIAN WALKWAY AND NEW PEDESTRIAN FOOTBRIDGE, WITH LIFTS PROVIDING IMPROVED ACCESS



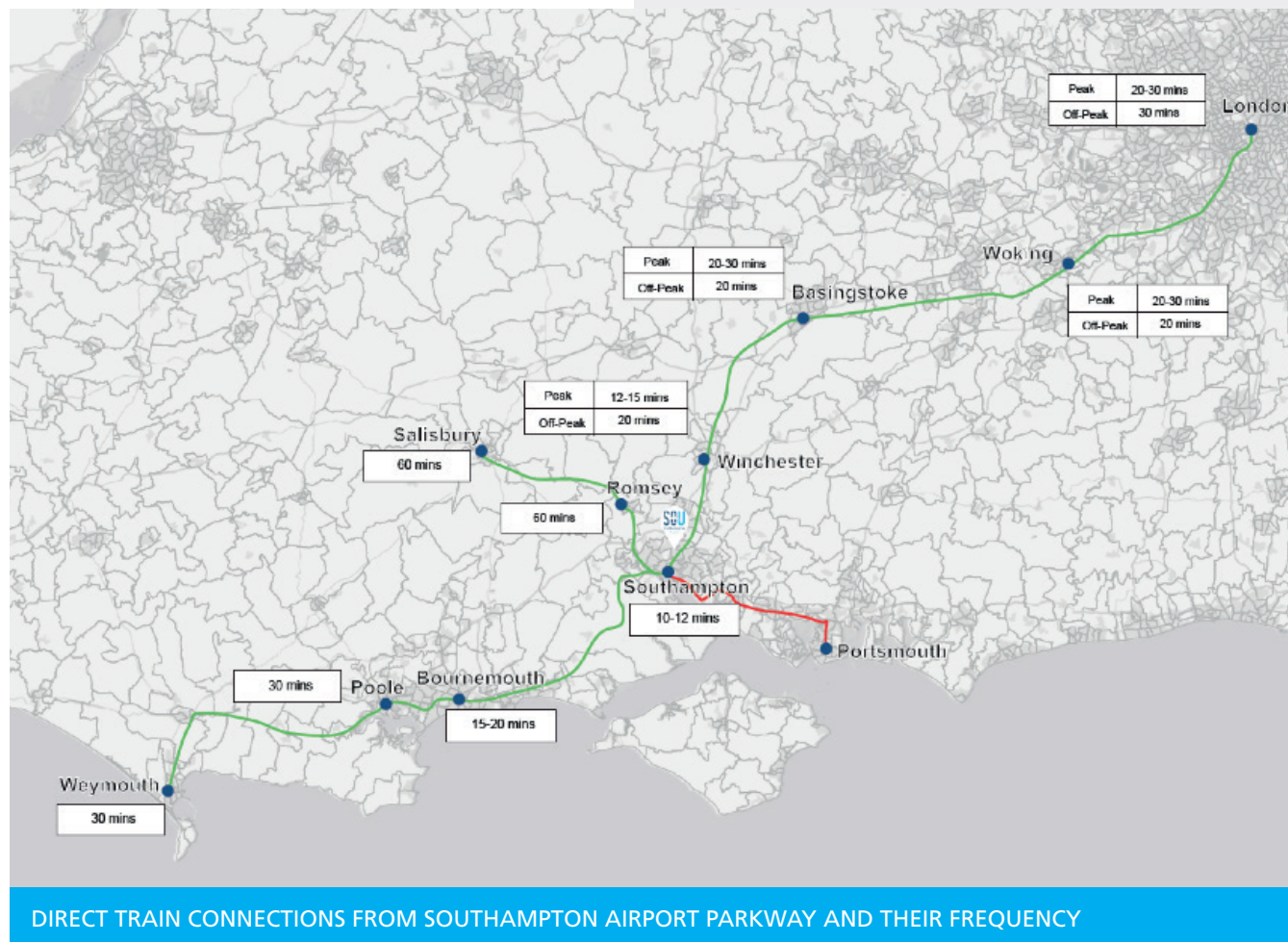
SOUTHAMPTON PARKWAY RAIL STATION

There are direct train services from Southampton Airport Parkway to London Waterloo (to the north), Weymouth (south) and Salisbury (west), stopping at many of the intermediate stations. There are no direct services from Portsmouth and the east, with a change needed at either Southampton Central or Eastleigh.

The 5-6 trains per hour service from Southampton Airport Parkway to Southampton Central offers a reliable and rapid journey to the City. From there, onward bus services link to the West Quay shopping centre and the Red Funnel ferry terminal, as well as rail service interfaces with the adjacent Great Western and Southern franchises.

Throughout the day there are 2-3 trains/hour to London, with 'fast' trains every 30 minutes to London Waterloo in the AM peak, stopping at Winchester only, and taking just over an hour.

The airport has provided a ticket machine in international arrivals where passengers can collect pre-paid rail tickets only. There is also an extension of the ticket office at Southampton Airport Parkway train station.



Bus/Coach:

Uni-link continues to operate at Southampton Airport forecourt, with other buses operating at Southampton Airport Parkway which is connected by '99 steps' to the airport departures/arrivals lounge.

Uni-link has made a significant increase in passenger numbers, a partnership operation comprising Southampton University, Bluestar and Minerva Accord.

Uni-link U1 service uses modern double-decked vehicles from the Airport through the University campus, to Southampton Central Station and onward via Town Quay to the Oceanography Centre.

- 1A operates from the City to the Airport
- 1C operates from the Airport to the City
- 1E operates from the City to Eastleigh with a stop at Southampton Airport Parkway



UNI-LINK BUS

Xelabus runs between Eastleigh and Hedge End with a stop at Southampton Airport Parkway, with an hourly service between 9am-3pm.

Velvet operates a bus service (Route A) from Boorley Green to Eastleigh via Parkway Station forecourt but this service is not advertised and there is no directional signage from the airport. There is also a Megabus service which stops at the airport allowing passengers to make journeys further north. From Southampton Airport, the Megabus' first stop is Oxford continuing all the way up to Sunderland.

Coaching has made good gains in recent years mainly due to the growth of Cruises at the Port of Southampton. The airport has worked closely with the Cruise coach operators to provide a seamless service for cruise passengers flying to and from Southampton Airport.

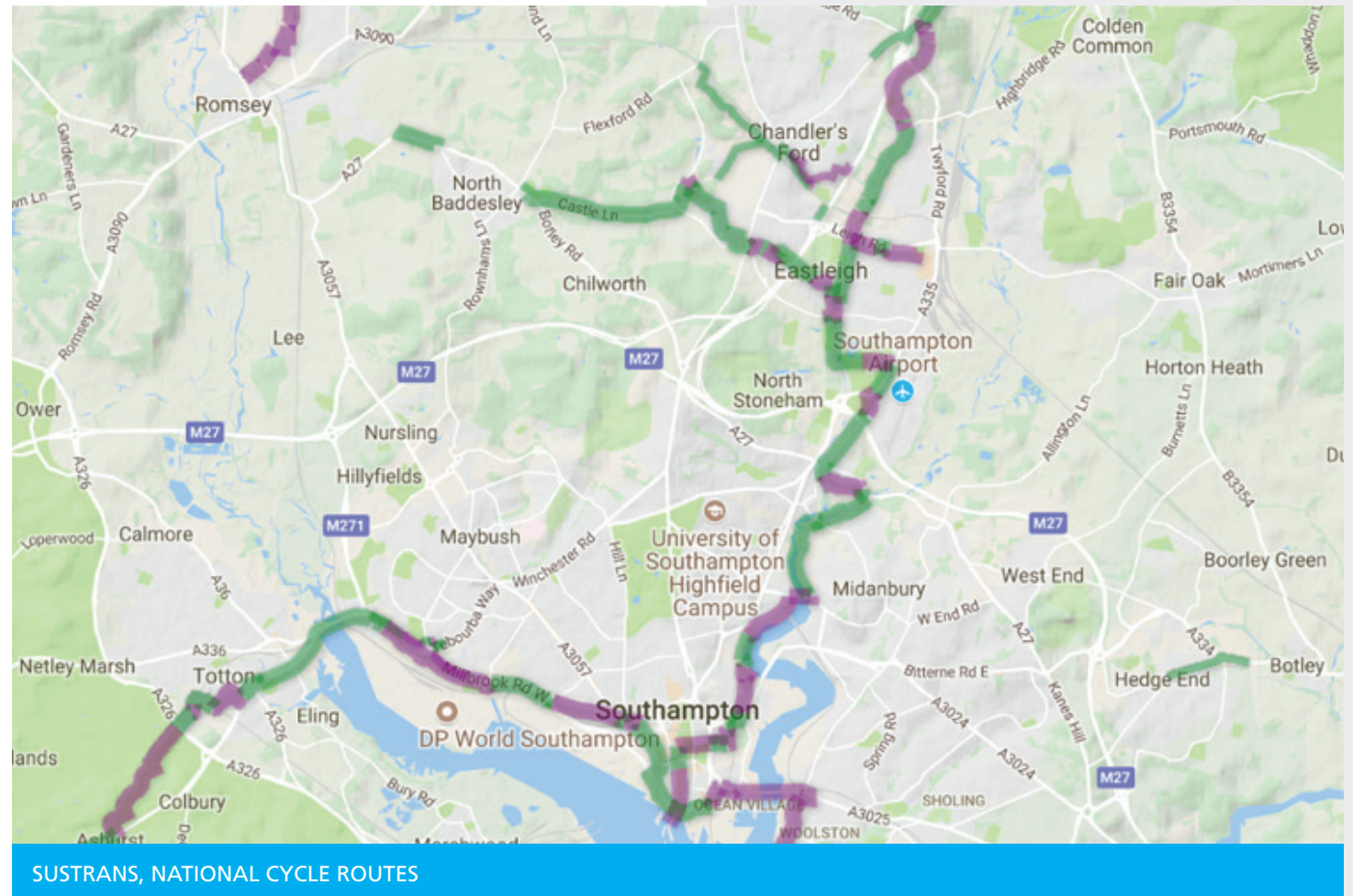
BUS TIMETABLE

Bus Number	Operator	Daytime Frequency
U1A	Uni-link	Every 10 minutes
U1E	Uni-link	Every 20-30 minutes peak only
U1C	Uni-link	Every 10 minutes
U1N	Uni-link	3 services a night
M1	First	Weekend service only, every hour
X4	Xelabus	Every hour between 09:00 and 15:00

2.11 CYCLE/WALKING FACILITIES

Southampton Airport is connected to the National Cycle Network with Route 23 running between Eastleigh and Southampton and a connection to Chandlers Ford and North Baddesley via route 24.

To the north and south of the airport a shared cycleway/footway is provided alongside Wide Lane but cyclists have to be on-road between the rail station and Spitfire roundabout.



Good walking facilities are provided approaching the airport on Wide Lane and Mitchell Way.

Cycling storage facilities are provided in the Short Stay car park which allow cyclists to safely store their bikes undercover. Also, facilities with showers and changing rooms are provided in the terminal for staff. Staff are also encouraged to cycle to work with loans for bikes being offered.



GOOD WALKING AND CYCLING FACILITIES



GOOD WALKING AND CYCLING FACILITIES



GOOD WALKING AND CYCLING FACILITIES

2.12 TAXIS

Licensed taxis are always available on site, immediately outside the terminal building.

A contract has been in place to provide a readily accessible supply of MPV (multi-purpose vehicle) licensed vehicles. All cars are subject to regular inspections, maintained in a good condition and are less than 4 years old, as specified in the taxi contract.

A taxi booking desk is located in the terminal building and is easily accessible to arriving passengers.






LICENCED TAXIS AVAILABLE ON SITE, IMMEDIATELY OUTSIDE THE TERMINAL BUILDING

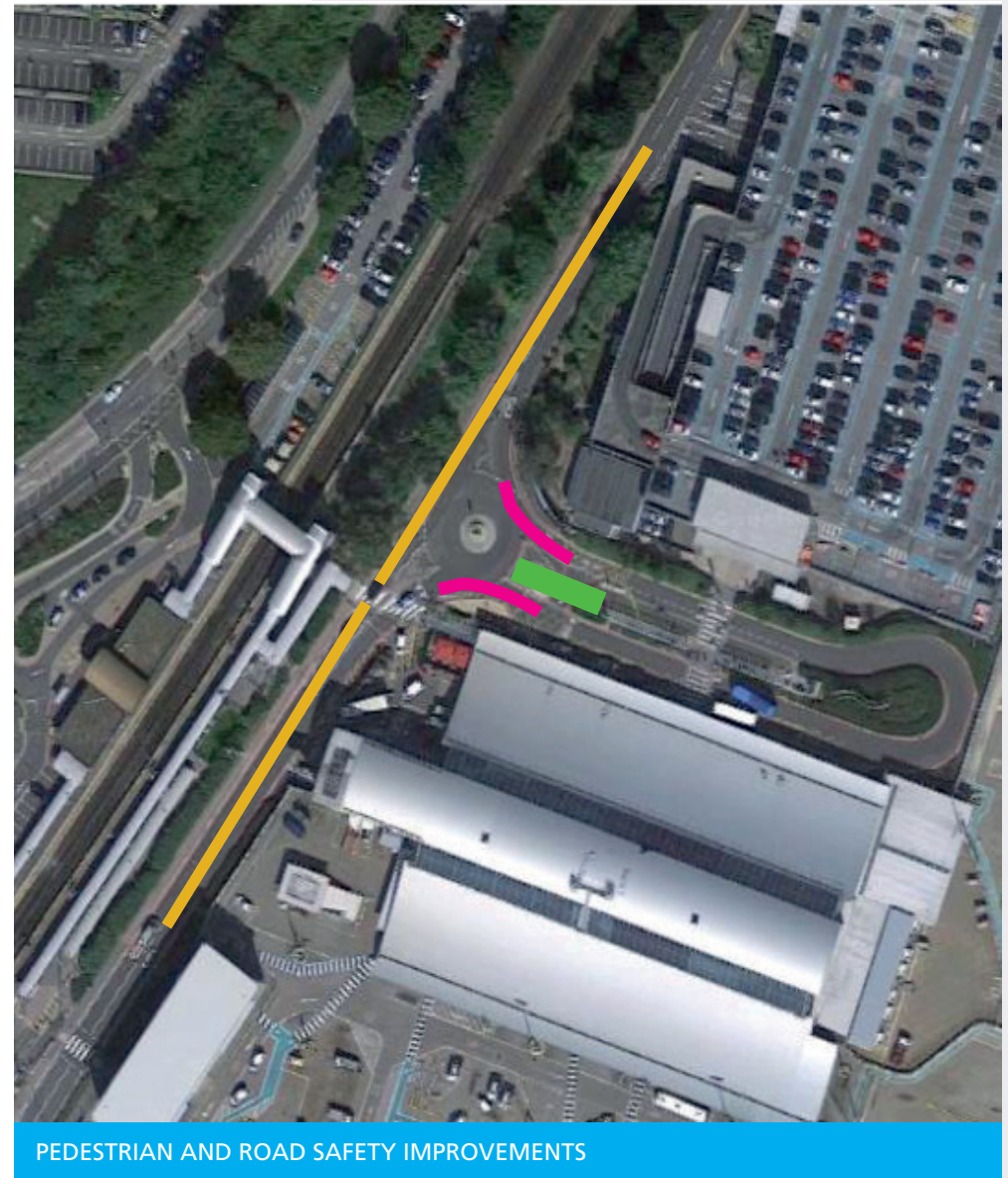


TAXI BOOKING DESK LOCATED IN THE TERMINAL BUILDING

2.13 OTHER MEASURES

Pedestrian and road safety improvements have been implemented, as shown on the right.

-  392m of pedestrian guardrail
-  Roundabout replaced by T-junction
-  Pedestrian crossing re-aligned to provide '99 steps' from terminal to train



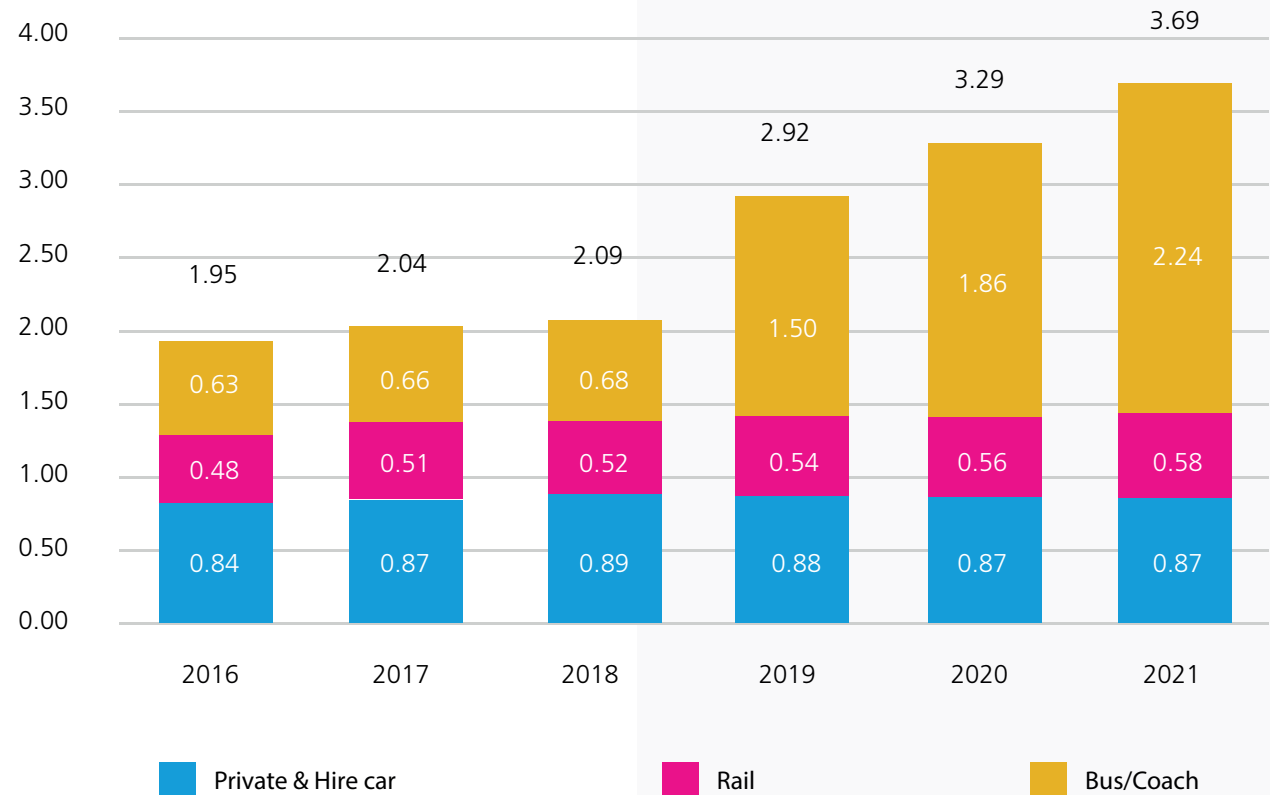
3.0 Passenger Demand Forecast 2017-2021

The predicted increase in passenger numbers is shown to the right, as millions of passengers per year, with demand calculated for 3 different markets:

- Domestic – flights to/from UK only
- CTA (Controlled Travel Area) – flights to/from Channel Islands and Republic of Ireland
- International – flights to/from all foreign countries

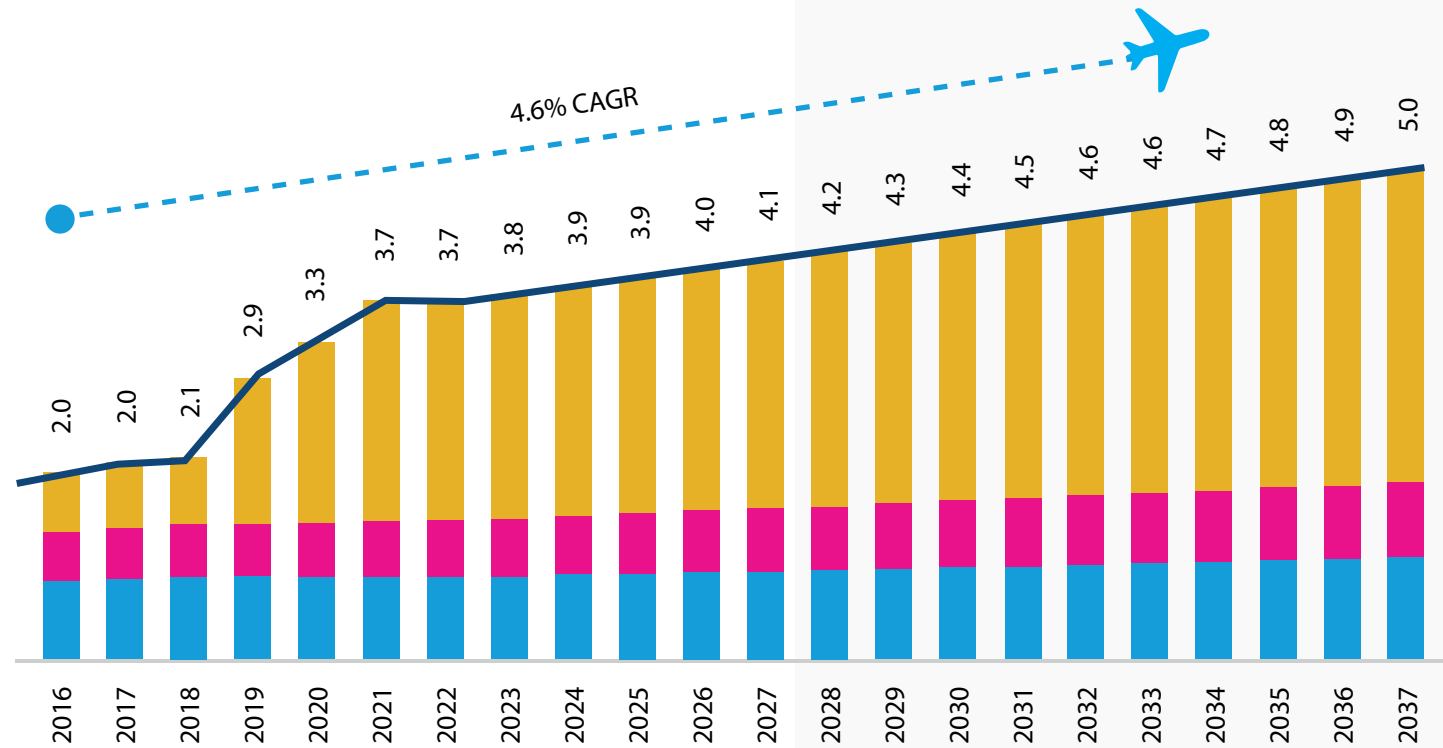
It is expected that by 2021 the number of passengers will increase by 89%, with most growth predicted in the International market.

SOU MEDIUM TERM PASSENGER FORECAST BY MARKET



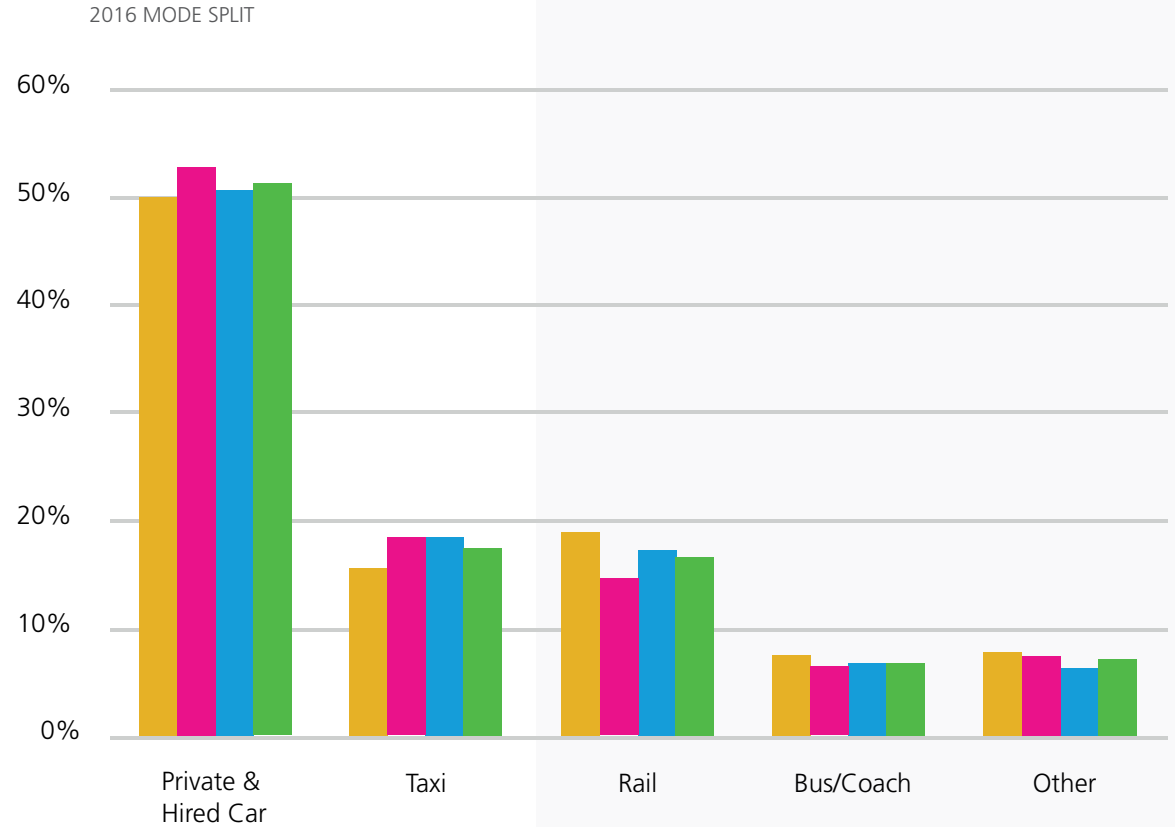
Predicted growth is shown to the right for the longer term up until 2037 below but the actions and targets identified in this Airport Surface Access Strategy only apply up until 2021.

LONG TERM PREDICTED GROWTH



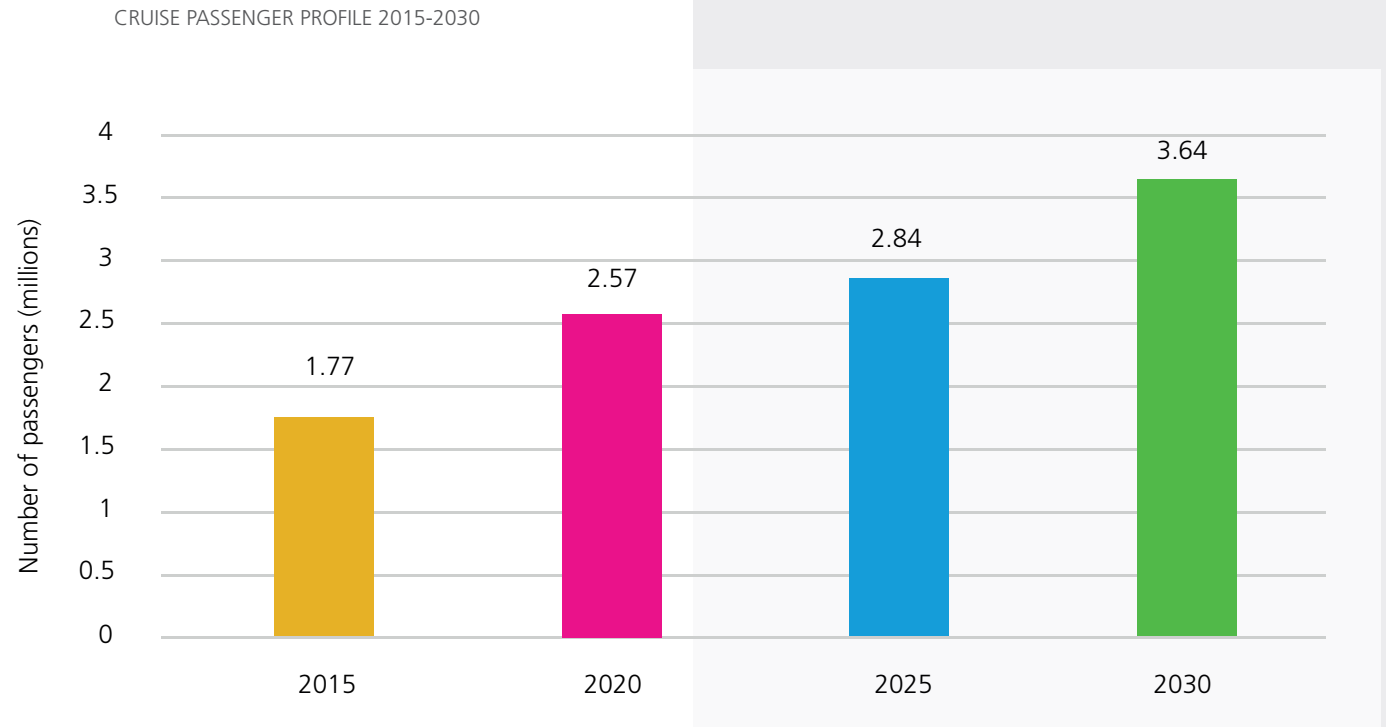
The existing passenger mode split for each market is shown below:

Whilst there is some degree of variation in mode share between the markets, the total for International Private Car and Taxi is similar to that for all passengers. Therefore, an increased International market is not predicted to result in an increase in the relative car/taxi demands.



2016	Private & Hired car	Taxi	Rail	Bus/Coach	Other
CTA	50.00 %	15.81%	18.89%	7.49%	7.80%
Domestic	52.92%	18.54%	14.55%	6.49%	7.51%
International	50.73%	18.43%	17.46%	6.85%	6.53%
All passengers	51.59 %	17.27%	16.87%	6.94%	7.33%

Part of the growth will come from an increase in cruise passengers flying into Southampton. Based on the Southampton Docks Masterplan, cruise passengers are anticipated to have approximate linear growth from 1.77M passengers recorded in 2015 to approximately 2.57M in 2020 and 3.46M in 2030. At the airport, coach and rail modes will be encouraged over taxi.



4.0 Future Surface Access – 2017-2021

4.1 MODAL SPLIT TARGETS

Modal split targets for 2021 have been developed based on a 2% increase in Public transport modes, with a corresponding reduction of 2% in the car and taxi modes.

Targets for 2026 onwards are also shown for information, based on achieving more than 30% public transport mode share by 2037.

MODE SHARE TARGETS

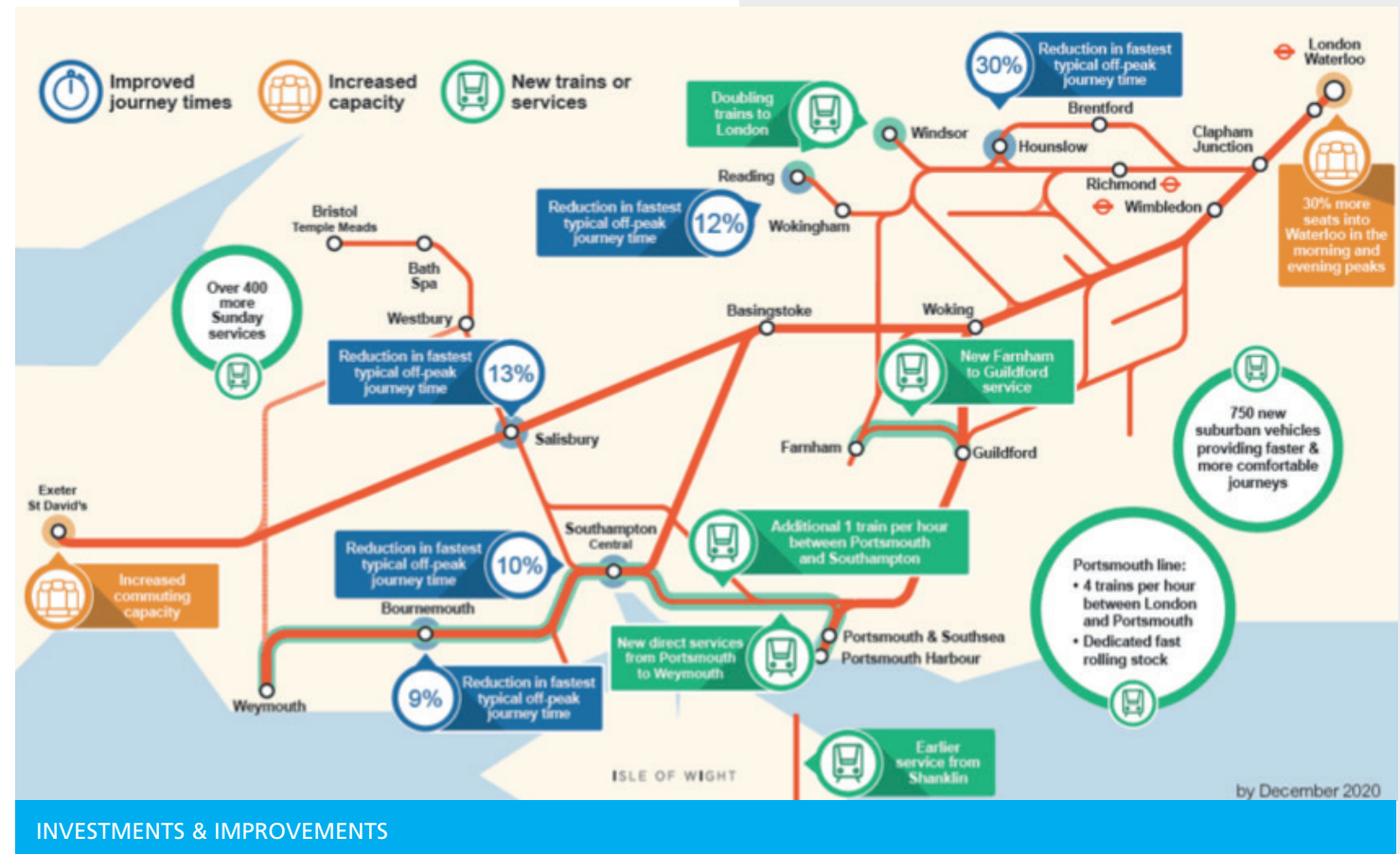
	Private & Hired car	Taxi	Rail	Bus/Coach	Other
2016 Target	52.71%	19.00%	14.52%	6.56%	7.21%
2016 Actual	51.59%	17.27%	16.87%	6.94%	7.33%
2021 Target	50.10%	16.77%	18.30%	7.50%	7.33%
2026 Target	48.72%	16.45%	19.50%	8.00%	7.33%
2031 Target	47.35%	16.12%	20.70%	8.50%	7.33%
2037 Target	45.87%	15.80%	22.00%	9.00%	7.33%

4.2 PUBLIC TRANSPORT MEASURES

First MTR South Western Trains Limited has been awarded the South Western franchise which will run for 7 years from 20 August 2017. This franchise marks a new era in joined up working between train operators and Network Rail. It is set to deliver £1.2bn investments for customers which include:

- Improved journey times
- Increased capacity
- New trains or services

New or refurbished carriages will be provided, all with free reliable Wi-Fi, charging points accessible from every seat, real time travel and information screens, and free infotainment.



Better journeys:

- From December 2018 Southampton Airport Parkway to London Waterloo in 63 minutes (currently 71 minutes) for the fastest typical off-peak service.
- Salisbury to Southampton services: timetable maintained with a later last service and improved Sunday frequency.

Station investment:

- Southampton Central – significant investment in station facilities.

Improved ticketing:

- Introduce barcode ticketing and better use of smartcards.
- Working with Solent Transport to integrate SolentGo with rail smartcard scheme.

The airport will also investigate and promote the following initiatives over the period of this ASAS:

- Encourage the new franchise operator to include Southampton Parkway on the Portsmouth to Cardiff route.
- Improvements at Eastleigh Railway station to allow trains from the east on the route through Botley/Hedge End to access Southampton Parkway.
- A new TransWilt rail service giving direct access to the airport from Swindon.
- Target outer catchment marketing campaigns along rail corridors.

Southampton Airport will continue to review opportunities to enhance local public transport access and support the Hampshire Local Transport Plan.

The Airport will encourage improved bus services and investigate a number of improvements including:

- Improvements to Terminal wayfinding signage to better direct people to bus facilities within the forecourt of Southampton Parkway rail station, along with timetabling and route information available in the main terminal building.
- Updating the Travel Screens to provide passengers with real-time travel information on bus and rail services, Isle of Wight ferries and traffic conditions.
- Introduce a coach waiting area to improve operations at peak times.
- To maximise the promotion of onward travel options, such as the Uni-Link Service to Dock Gate 4 for onward travel to cruise and ferry terminals.
- Improve information on the Cruise section on the airport website with regards to bus/coach transfers to the Port.
- Work with stakeholders to investigate introducing medium distance coach operations to areas such as Portsmouth.

4.3 CYCLE AND WALKING MEASURES

As there is very limited scope for passengers to walk or cycle to the airport, the percentage of passengers using these modes is unlikely to change. However, potential improvements related to staff walking and cycling will benefit passengers as well.

4.4 STAFF TRAVEL MEASURES

A Travel Plan is to be provided to highlight measures that staff can use to increase walking, cycling and public transport.

Walking to work is an option for very few due to the distance from home locations and little change can be expected in the future.

Cycling could be an option for many workers based on home address proximity.

A survey in 2016 revealed that 40% of the staff live in the Southampton area with cycle route access.

Local bus services are an option if staff live within a reasonable walking distance of bus routes and if service timetabling covers the start and end of shift. Similarly, rail is only a viable option for those that live close to a station.

4.5 CAR PARKING

The demand for car parking is predicted to grow in line with passenger numbers, with 89% growth to 2021. However, the growth will be offset to some extent by meeting the target for reducing the car/taxi mode shares.

A need for around 80% more parking overall is predicted by 2021, allowing for some increase in staff parking but at a level of half of the growth in passenger numbers.

Forecasting between 2021 and 2037 is in line with the Masterplan of the passenger forecast.

Improvements to parking will also be introduced including:

- electric vehicle (EV) charging points by early 2018
- a strategy for priority parking
- reconfiguring the Short Stay car park to accommodate demand for more drop off and pick up facilities (not included in the above number of spaces)

FORECAST

Year	Car/taxi Mode Share	Long-stay	Short-stay	Staff	Total
2016	68.9%	1,280	1,285	300	2,865
2021	66.9%	2,351	2,360	434	5,145
2026	65.2%	2,483	2,493	458	5,434
2031	63.5%	2,721	2,732	496	5,949
2037	61.7%	2,937	2,949	535	6,421

4.6 EXTERNAL COLLABORATION ON FUTURE SCHEMES

As part of the local development, the Airport is committed to work with and support:

- Hampshire County Council to deliver a local scheme to improve journey times and access near the Airport, to replace the existing Wide Lane Bridge and improve the Spitfire Roundabout. This scheme should also provide cycle facilities to complete the off-road route on Wide Lane.
- Solent LEP and Eastleigh Borough Council to deliver their Strategic Economic Plan regarding the development of land near Southampton Airport.
- Solent LEP on the potential Solent Metro scheme, to provide 'Tram-Trains' from Eastleigh south to a new station in Southampton's St Marys district, on to a waterfront interchange at Royal Pier, then back up to the Westquay shopping area and Southampton central railway station. Phase two could allow for connections from Fareham and Botley to Southampton, and then onto Romsey and Eastleigh, with links to Southampton Airport.
- Highways England in delivering the M27 J4-J11 'Smart' Motorway scheme to reduce congestion through permanent use of the hard shoulder as a running lane.

4.7 OTHER MEASURES

Airport Transport Forum

Meetings will continue to be held to discuss airport related issues and surface access improvements with local stakeholders, including the local councils, public transport and ferry operators, Highways England and University of Southampton.

The Transport Forum meets once a year to report on the performance of the ASAS measures to date, to action and revise strategies needed to implement the short and long term set targets, but also to oversee the implementation of the strategy.

Disclaimer

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

SURFACE ACCESS STRATEGY 2017 – 2021

Doc Ref: [383696/01/C](#)

[Issue and revision record](#)

Revision	Date	Originator	Checker	Approver	Description
A	July 2017	J Alkhazani	A Palmer	S Finney	draft report
B	August 2017	J Alkhazani	A Palmer	S Finney	addressed comments
C	September 2017	J Alkhazani	A Palmer	S Finney	additional comments



Southampton International Airport Ltd

AIRPORT SURFACE ACCESS STRATEGY

Mobility Management Supplement for period 2021
to 2026 [DRAFT V1 – May 2021]





Southampton International Airport Ltd

AIRPORT SURFACE ACCESS STRATEGY

Mobility Management Supplement for period 2021 to 2026
[DRAFT V1 – May 2021]

PUBLIC

PROJECT NO. 70048854

DATE: MAY 2021



Southampton International Airport Ltd

AIRPORT SURFACE ACCESS STRATEGY

Mobility Management Supplement for period 2021 to 2026
[DRAFT V1 – May 2021]

WSP

Mountbatten House
Basing View
Basingstoke, Hampshire
RG21 4HJ

Phone: +44 1256 318 800

Fax: +44 1256 318 700

WSP.com



QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3	Revision 4	Revision 5
Remarks	First Draft	Revised Draft	Revised Draft	Revised Draft	Revised Draft	Final
Date	April 2019	January 2020	April 2020	June 2020	June 2020	May 2021
Prepared by	Steve Longman	Roopa Bilichodmath	Grace Blizard	Grace Blizard	Grace Blizard	Grace Blizard
Signature						
Checked by	Andy Winmill	Steve Longman / Andy Winmill	Alex Thompson	Alex Thompson	Alex Thompson	Alex Thompson
Signature						
Authorised by	Alex Thompson	Alex Thompson	Alex Thompson	Alex Thompson	Alex Thompson	Alex Thompson
Signature						
Project number	70048854					
Report number	ASAS01					
File reference	\\uk.wspgroup.com\central data\Projects\700488xx\70048854 - SIAL - Project Sun\03 WIP\TP Transport Planning\03 Document\ASAS Supplement\ASAS Supplement (May 2021).docx					



CONTENTS

1	INTRODUCTION	1
1.1	SOUTHAMPTON INTERNATIONAL AIRPORT	1
1.2	THE IMPORTANCE OF SURFACE ACCESS	1
1.3	DOCUMENT PURPOSE	2
2	MOBILITY THEMES AND GUIDING OBJECTIVES	4
2.1	OVERARCHING MOBILITY AIM	4
2.2	DEVELOPMENT OF MOBILITY FOCUS AREAS AND PRIMARY OBJECTIVES	20
2.3	MOBILITY INITIATIVES AND MEASURES	22
2.4	PUBLIC TRANSPORT MEASURES	35
3	MANAGEMENT AND DELIVERY APPROACH	38
3.1	MOBILITY MANAGEMENT PLAN	38
3.2	MOBILITY MANAGEMENT AIRPORT STEERING GROUP	38
3.3	MOBILITY MANAGEMENT COORDINATION	39
3.4	AIRPORT CONSULTATIVE COMMITTEE (ACC)	39
4	TARGETS, MONITORING AND REVIEW	40
4.1	TARGETS	40
4.2	MONITORING	41
4.3	REVIEW	41
4.4	SUMMARY OF MEASURES	ERROR! BOOKMARK NOT DEFINED.



TABLES

Table 2-1 – Modal Split Targets including Observed (2016)	4
Table 2-2 - Key Changes in Mobility	5
Table 4-1 – Target Outcomes	40
Table 4-2 – ASAS Monitoring	41

FIGURES

Figure 2-1 - Mobility Megatrends	5
Figure 2-2 - Car Journey Times (AM Peak Period)	7
Figure 2-3 - Car Journey Times (Off-Peak Period)	8
Figure 2-4 - Public Transport Journey Times (Peak Period)	9
Figure 2-5 - Passenger Postcodes (All modes)	10
Figure 2-6 - Passenger Catchment Zones (All modes)	10
Figure 2-7 - Passenger Postcodes (Using car/taxi)	11
Figure 2-8 - Passenger Catchment Zones (Using car/taxi)	11
Figure 2-9 - Passenger Postcodes (Using train)	12
Figure 2-10 - Passenger Catchment Zones (Using train)	12
Figure 2-11 - Passenger Postcodes (Using Bus)	13
Figure 2-12 - Passenger Catchment Zones (Using Bus)	13
Figure 2-13 – Local Pedestrian and Cycle Routes	15
Figure 2-14 – South Western Railway 2017-2024 Proposed Improvements	35
Figure 2-15 – South Western Railway Recent Improvements	35
Figure 3-1 - Mobility Management Plan - Management Structure	38



1 INTRODUCTION

1.1 SOUTHAMPTON INTERNATIONAL AIRPORT

- 1.1.1. Southampton International Airport (SIA) is located predominantly in the Borough of Eastleigh, with the southern part of the Airport being located under the planning jurisdiction of Southampton City Council (SCC). SIA is located approximately four miles from the city centre of Southampton, and approximately one mile from Eastleigh Town Centre.
- 1.1.2. The airport handled 1.95 million passengers in 2016 and 42,750 air movements. It is a major regional employer with 1,200 employed staff based on site across 30 companies, contributing ~£160 million to the UK economy annually.
- 1.1.3. Southampton Airport is a growing airport. It has ambitious plans for expansion to meet a rising demand for air travel, as well as continuing to make a positive contribution to the South Hampshire's Economy. SIAL aims to grow passenger numbers at the airport to as much as 4 million within 10 years (2 million in 2017).
- 1.1.4. To do this an extension to the runway to the north by 164m with a starter extension would enable larger aircraft to fly further away with no payload restrictions. This would open more markets for the Airport and facilitate additional passenger growth. The Southampton Airport Masterplan¹ sets out the details of the expansion plans, which comprise the following:
- A runway extension of up to 170m (including tunnel safeguarding);
 - A new taxiway section;
 - Expansion to the Terminal Building;
 - Additional car parking area.
- 1.1.5. This will not only unlock the opportunity to serve more visitors and more aircraft, but it will also allow larger aircraft up to the size of Airbus A320 size, fully loaded with passengers and fuel, to operate.
- 1.1.6. During the period to 2037, it is forecast that passenger numbers will increase by an average of 4.6% per annum – raising from 2m in 2017 to 5m in 2032². To service this increase in passenger numbers, it is estimated that the number of employees based at the airport will increase from 950 in 2015 to 1,500 during the same period – an increase of 63%.
- 1.1.7. It is forecast the expansion will deliver an increase in annual economic contribution from £161 million in 2015 to £400 million in 2037.

1.2 THE IMPORTANCE OF SURFACE ACCESS

- 1.2.1. Surface access refers to all the ways in which passengers, visitors, employees, and commercial traffic, travel to and from an airport when they are not in an aircraft³. Therefore, surface access has a major influence on how the airport operates, as well as on the delivery of the vision set out in the airport's masterplan.

¹ Southampton Airport Draft Master Plan, Southampton Airport, 2018

² Page 6, Southampton Airport Draft Master Plan, Southampton Airport, 2018

³ Page 4, 'Our approach to Developing a Surface Access Strategy', Heathrow Airport, January 2018



- **Importance for passengers** - Southampton Airport is well known for its high-quality customer service. The journey to and from the airport is part of the customer experience, as well as influencing choice of airport during the decision-making process.
- **Importance for airport employees** – employees working at the airport undertake the work that make the airport a success and it is essential that they can commute to the airport by many different travel options.
- **Importance for Airport and Local Environment** – actively managing surface access arrangements will contribute towards achieving the airport’s corporate social responsibility objectives that are set out in the in the masterplan. It will also allow the airport to expand sustainably, address national, regional and local policy and planning conditions, as well as offering better mobility options and flexibility to its passengers and employees.

1.2.2. To reflect the importance of surface access to the airport and its operations, a revised Airport Surface Access Strategy (ASAS) was published in 2017, which covers the period to 2021. This strategy provides a summary of the existing surface access arrangements, analysis of the passenger demand forecasts, and sets out some potential initiatives and measures that could be implemented in the future to actively manage surface access.

1.2.3. As part of the Transport Assessment (TA) supporting the planning application, the vehicle movements that have been assessed on the road network equate to 2.45m per annum using the airport via Mitchell Way. This in turn, through analysis work within the Transport Assessment, equates to 3 million passengers per annum (mppa) using the airport, based on existing proportions of sustainable transport use. Whilst updated forecasting in light of the collapse of Flybe (as detailed in the Sensitivity Test) has demonstrated that 3mppa is not projected to be reached until 2034, it is necessary for the Local Planning Authority to be assured that the 2.45m vehicle trips will not be exceeded.

1.2.4. The applicant has therefore offered to introduce a ‘cap’ on airport activity through the Section 106 agreement. The format of the cap will include quarterly monitoring of vehicle numbers using the airport via Automatic Number Plate Recognition (ANPR) and annual reporting of forecast passenger numbers and travel behaviour surveys, that are then directly linked to vehicle trips using the same methodology set out in the Transport Assessment. Updated actual passenger and modal shift figures from the previous year will also be reported to allow comparison against previous forecasts. The ASAS Supplement therefore provides an important support to the ‘cap’ mechanism, and the preferred tool for minimising risk of breaching capped vehicle movements.

1.2.5. The Covid-19 global pandemic is likely to lead to short-medium term impact on the way that both staff and passengers travel to and from the Airport which should be considered, with safer travel methods becoming a priority at this time. This document explores the most recent policies and measures being introduced to address an increased demand for active travel modes, and how use of public transport and car sharing may continue in a safe manner once Covid-19 restrictions ease.

1.3 DOCUMENT PURPOSE

1.3.1. This document is a supplement to the existing ASAS and should be referenced against the original document. This supplement builds upon the work already presented in the ASAS to provide additional detail on key themes, initiatives and a delivery framework aligned to the proposed airport expansion proposals. This includes:

- setting out the key mobility themes identified in the existing ASAS
- providing a summary outline of planned measures and initiatives in response to these themes



- establishing a roadmap for their delivery, monitoring and review.

1.3.2. This document also supports the Transport Assessment (TA) that has been developed to support the planning application for the proposed airport expansion. The TA sets out the existing conditions, the relevant policies, the proposed expansion plans, as well as an assessment of the forecasted impact in relation to transport generated by the expansion.

1.3.3. Therefore, the remainder of this document is structured as follows:

- Section 2 - describes the overarching aim of the ASAS, as well as identifying the primary mobility themes.
- Section 3 - sets out the planned measures and initiatives for the period covered by this ASAS
- Section 4 - indicates how the implementation of the ASAS will be managed
- Section 5 - describes how the ASAS will be monitored and reviewed, including the target outcomes that will be assessed.



2 MOBILITY THEMES AND GUIDING OBJECTIVES

2.1 OVERARCHING MOBILITY AIM

- 2.1.1. It is clear from the analysis undertaken as part of the existing ASAS that Southampton Airport has an opportunity to use its proximity and excellent connections to public transport services, and the catchment zones for passengers and employees, to improve the surface access arrangements available to those travelling to and/or from the airport.

ASAS MODAL SPLIT TARGETS

- 2.1.2. A revised Airport Surface Access Strategy (ASAS) was also published in 2017, which covers the period to 2021. The strategy provides a summary of the existing surface access arrangements, analysis of the passenger demand forecasts, and sets out some potential initiatives and measures that could be implemented in the future to actively manage surface access.
- 2.1.3. Modal split targets set out within the ASAS seek a ~7% reduction in car and taxi modes over the Airport's Masterplan period up to 2037. An initial target for the current ASAS period up to 2021 is to achieve a 2% increase in public transport modes, corresponding to a 2% reduction in car and taxi modes, as shown in the extract below.

Table 2-1 – Modal Split Targets including Observed (2016)

Target Year	Private Hired & Car	Taxi	Rail	Bus/Coach
2016 Target	56.8%	20.5%	15.6%	7.1%
2016 Actual	55.7%	18.6%	18.2%	7.5%
2021 Target	54.1%	18.1%	19.7%	8.1%
2026 Target	52.6%	17.8%	21.0%	8.6%
2031 Target	51.1%	17.4%	22.3%	9.2%
2037 Target	49.5%	17.0%	23.7%	9.7%

* 'Other' category removed from 2016 Actual as included connecting passengers

- 2.1.4. The targets indicate that the airport is aiming to achieve a ~2% shift from car-based journeys to public transport services (rail, bus/coach) during the existing ASAS period. However, as surface access is such an integral part of the passenger and employee experience, this shift is required to be delivered in context of making alternative options, such as public transport, the preferred choice for people travelling to and/or from the airport.
- 2.1.5. It is noted that at the time of writing, the on-going pandemic and consequent social-distancing requirements are considerably impeding the attractiveness of travel via public transport. It is expected however that with the introduction of measures such as the mandatory use of face coverings, the recovery of the mode share of public transport can be cautiously reclaimed.



SOUTHAMPTON AIRPORT MASTER PLAN

2.1.6. Southampton Airport Master Plan provides the opportunity for Southampton Airport to significantly boost its contribution to the local, regional and national economy. Southampton Airport currently contributes more than £160m (2015 prices) to the UK economy through activity at the airport, its supply chain, and in the wider consumer market. The expansion of existing carriers and/or securing an additional major airline would support flights to more destinations and therefore accrue larger economic benefits for the region. At the local level, expansion of the resident aircraft fleet would deliver an economic boost through providing more locally-based direct jobs through the servicing of the resident aircraft fleet, and the processing of passengers using the extended flight network.

CONSIDERATION OF MOBILITY MEGATRENDS

2.1.7. In addition, new technology and changing travel demands and behaviours are creating expectation and increasing demand for a range of mobility options to travel to destinations such as Southampton Airport. Driving this demand are the 5 key trends identified by summarised by the Department for Transport (DfT) in its Future of Mobility: Urban Strategy – which are illustrated in Figure 2-1 and summarised in Table 2-2.

Figure 2-1 - Mobility Megatrends



Table 2-2 - Key Changes in Mobility

High-level Change	Description
Connected (Data & Connectivity)	Equipping the transportation network (road, rail and potentially low-level air) with high quality, continuous digital connectivity will aid the delivery of capacity, safety and productivity benefits. Continuous connectivity also provides the foundations (in some use cases) for autonomous functionality.
Electric and Alternatives (Cleaner Transport)	The development of technologies to make transport cleaner is rapidly developing – most visible at present with the roll out of low emission and electric vehicles.



Automated (Automation)	The replacement of 'mundane' human tasks with technology, such as choosing travel routes and modes, as well as operation of vehicles.
Shared (New Modes)	Shared mobility solutions are blurring traditional transport modes and testing existing regulatory and other frameworks.
New Business Models	New technology and trends are disrupting the traditional models of booking, paying for and access transport and mobility new business models are starting to emerge offering improved customer choice, flexibility and experience.

- 2.1.8. These megatrends are both a challenge and an opportunity for Southampton Airport. A challenge from the point of view that it creates an uncertainty for medium to long-term planning purposes. An opportunity from the point of view that with some careful consideration and informed decision making that the airport can capitalise and adapt changes quickly to deliver benefits.
- 2.1.9. For example, the adoption of autonomous and shared mobility modes could influence the parking and drop-off requirements of the airport in future years. As self-parking cars are likely to require a small area to park as there is no requirement for passengers to disembark at the parking area. Shared vehicles can be reused by other passengers or may have no requirement to park on-site.
- 2.1.10. The megatrends will also play a role in disrupting the traditional models of booking, paying for and access transport, and mobility new business models are starting to emerge offering improved customer choice, flexibility and experience. Largely driven by underlying data aggregation such solutions not only simplify ticketing but also provide tailored and personalised travel information. In addition, bundled energy generation and storage solutions are being offered with new electric vehicles offering a completely different mobility model.
- 2.1.11. Whilst this supplement is focussed on planning surface access for the short-term (up to 2021), the airport will adopt a flexible and adaptable approach to mobility planning and closely monitor and consider the impact that the mobility megatrends will have on the future operations of the airport.
- 2.1.12. The airport will also take into account government initiatives and ambitions such as those set out in the 2020 Transport Decarbonisation Plan and the 2018 Road to Zero Strategy. One of the key aims of the 2018 Road to Zero Strategy is focussed around improving the uptake of electric vehicles by the public, with the Strategy setting out a vision for the UK to develop "one of the best electric vehicle infrastructure networks in the world". The Strategy focuses on the need for both a greater volume of public charge points, and improved consumer experience whilst using these charge points. The Strategy also places specific emphasis on the importance of ensuring charging is available and easy at transport hubs, such as airports.
- 2.1.13. The 2020 Transport Decarbonisation Plan takes into account many of the megatrends which have been discussed in this Section, including the shift towards electric vehicles. The Transport Decarbonisation Strategy acknowledges that the majority of domestic greenhouse gas emissions come from cars and taxis, and thus that these should be targeted for improvement through the shift towards both sustainable travel and active travel. The Plan also notes that Airport expansion is core part of boosting the global connectivity of the UK.

EXISTING PASSENGER JOURNEY TIMES

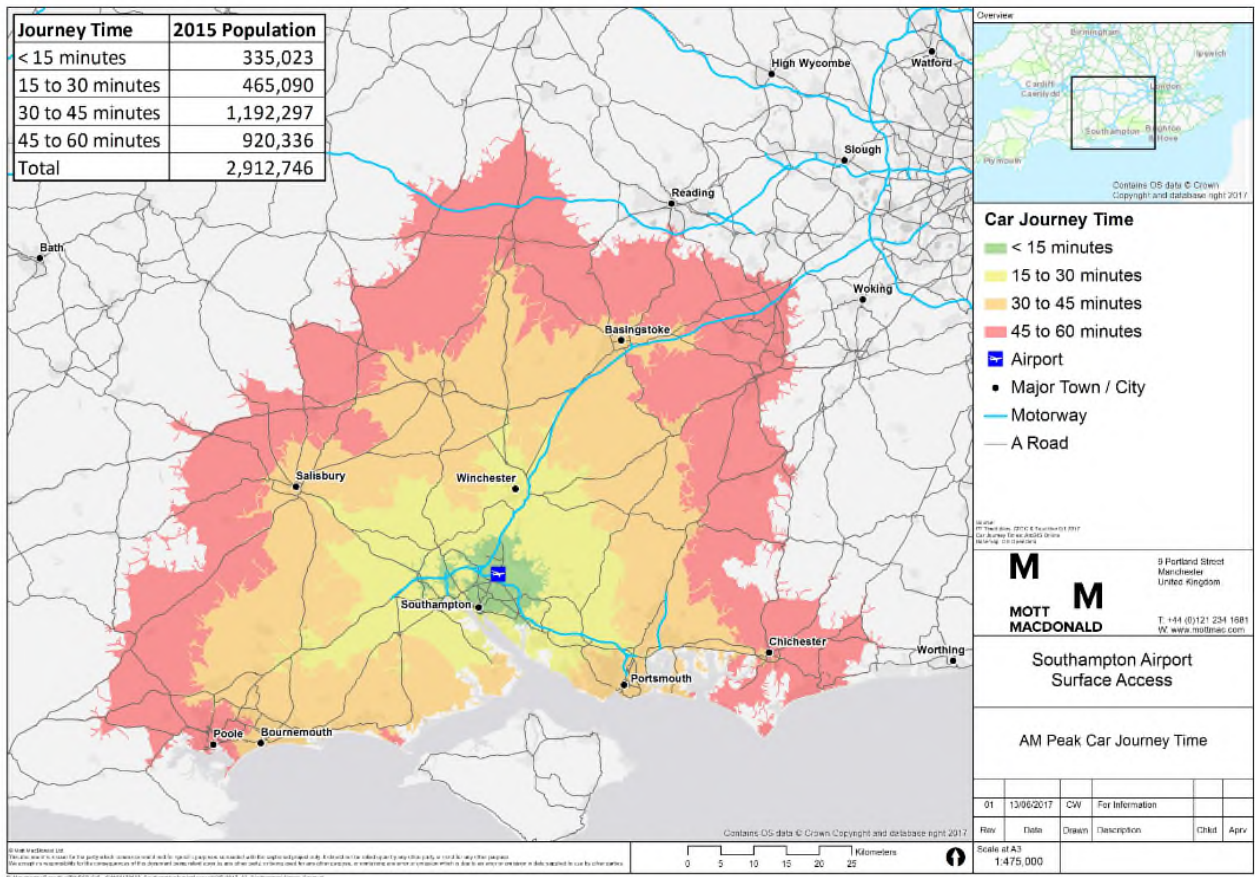
- 2.1.14. As part of the ASAS 2017-21 document, passenger interview surveys were undertaken to identify the origin of departing passengers from SIA. Data on passengers' home locations, destinations, mode of



transport travel to the airport and reason for travelling is available from a 2016 survey of approximately 2,800 passengers.

- 2.1.15. The area that it is possible to drive to the airport within one hour (car catchment area) is shown below for the AM peak period, with 15, 30 and 45-minute bands shown. Salisbury and Bournemouth (to the west) are shown to be within 45 minutes, as are Basingstoke (to the north) and Portsmouth (to the east).
- 2.1.16. Approximately 2 million people live within 45 minutes and nearly 3 million people within 60 minutes, based on 2011 Census data.

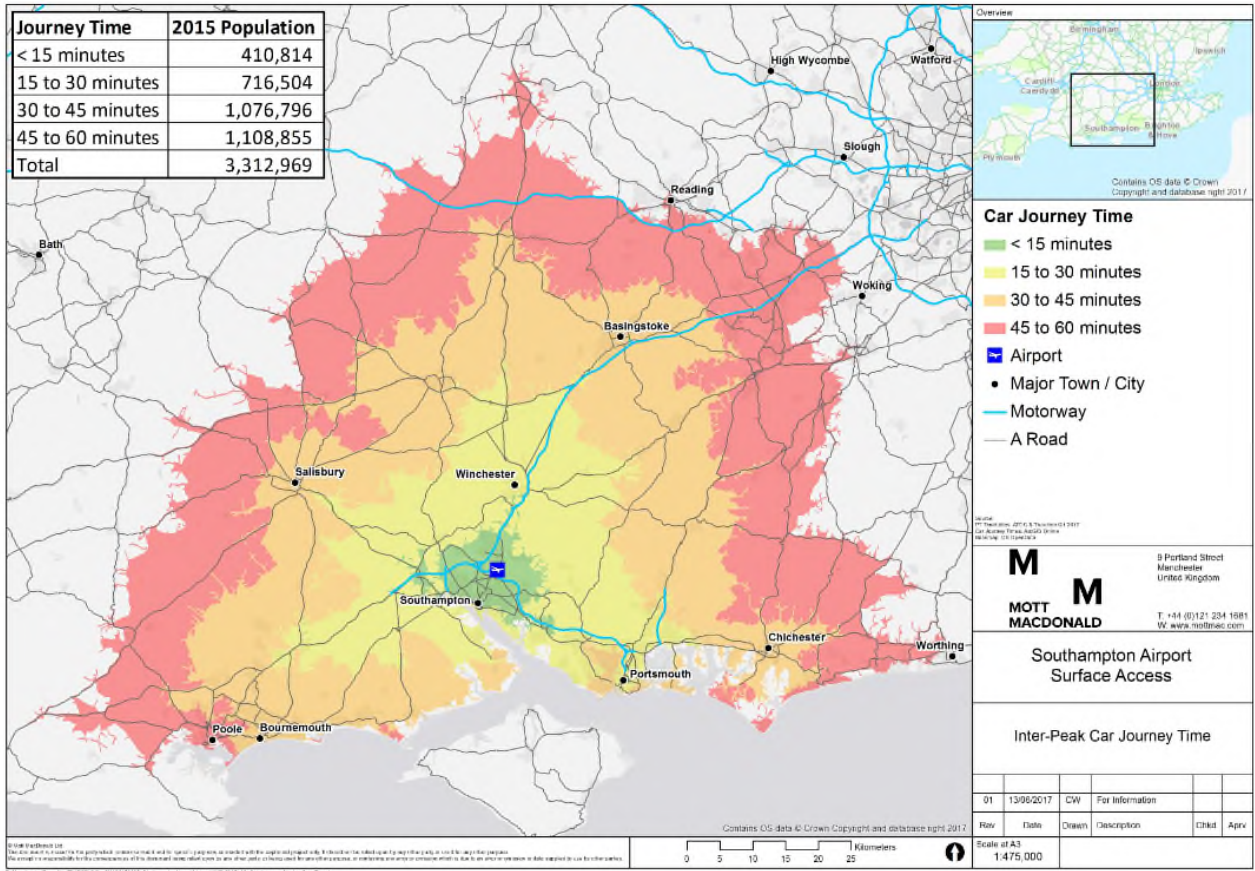
Figure 2-2 - Car Journey Times (AM Peak Period)



- 2.1.17. A similar car catchment area is shown below for off-peak conditions, giving a larger area. Approximately 2.2 million people are within 45 minutes and 3.3 million people within the 60 minutes catchment area.



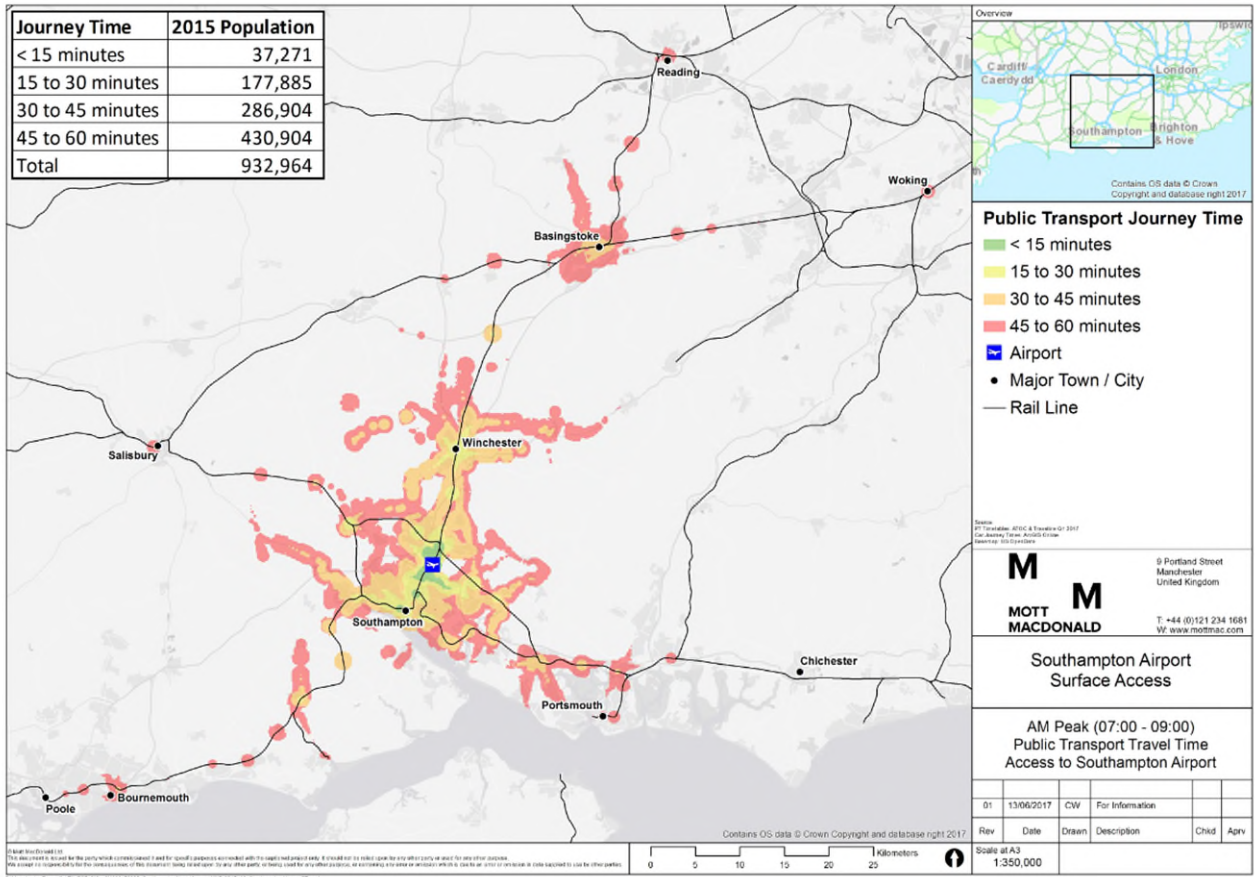
Figure 2-3 - Car Journey Times (Off-Peak Period)



- 2.1.18. Similar catchment areas have been produced for travel to the airport by public transport (PT) during the AM peak period.
- 2.1.19. The 45-minute catchment area includes Salisbury (to the west) and Basingstoke (to the north). Approximately 900 thousand people live within the 60-minute catchment area.
- 2.1.20. The Isle of Wight is considered part of the Airport’s catchment area but journey times are slightly over one hour by public transport (allowing for the time to change between ferry-bus-train) and over one hour by car. Therefore, the Isle of Wight is not highlighted on the plans.



Figure 2-4 - Public Transport Journey Times (Peak Period)



EXISTING PASSENGER CATCHMENT

- 2.1.21. Passenger interview surveys recorded the home location of those flying out of Southampton Airport, as illustrated below.
- 2.1.22. Comparing the home locations with the catchment areas shows that 75% of existing passengers are within a 60-minute drive of the airport and 64% within 45 minutes.



Figure 2-5 - Passenger Postcodes (All modes)

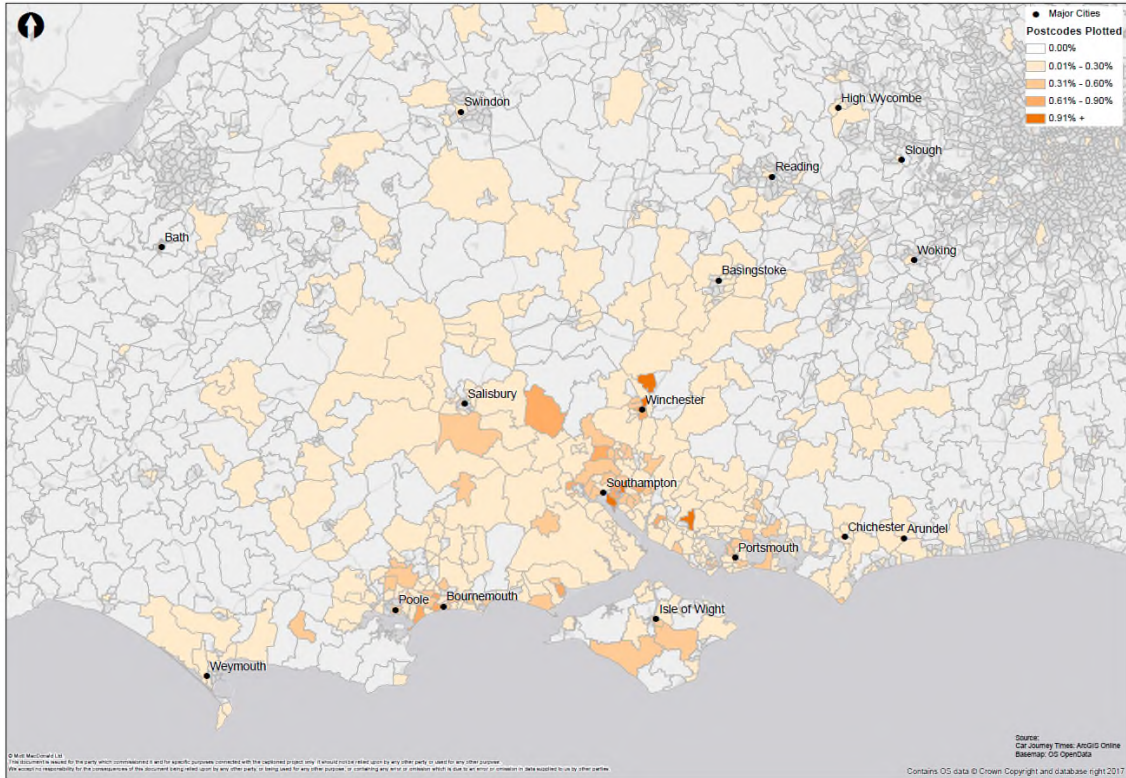


Figure 2-6 - Passenger Catchment Zones (All modes)

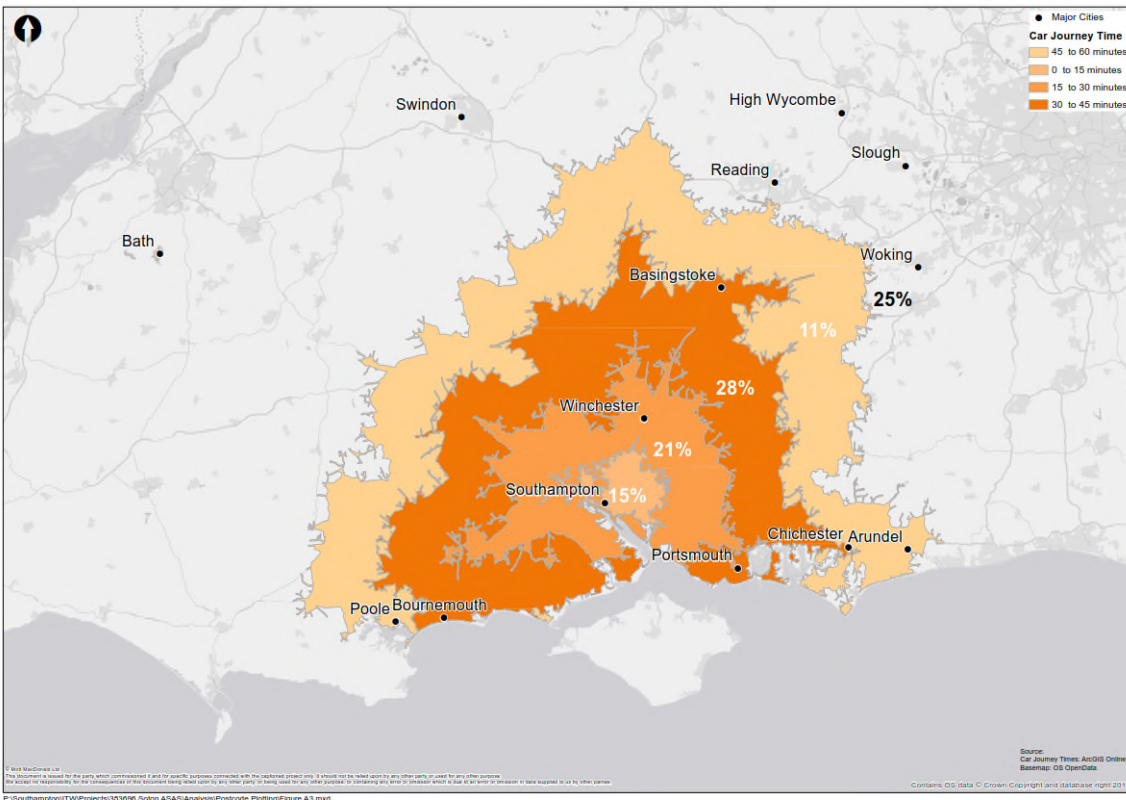




Figure 2-7 - Passenger Postcodes (Using car/taxi)

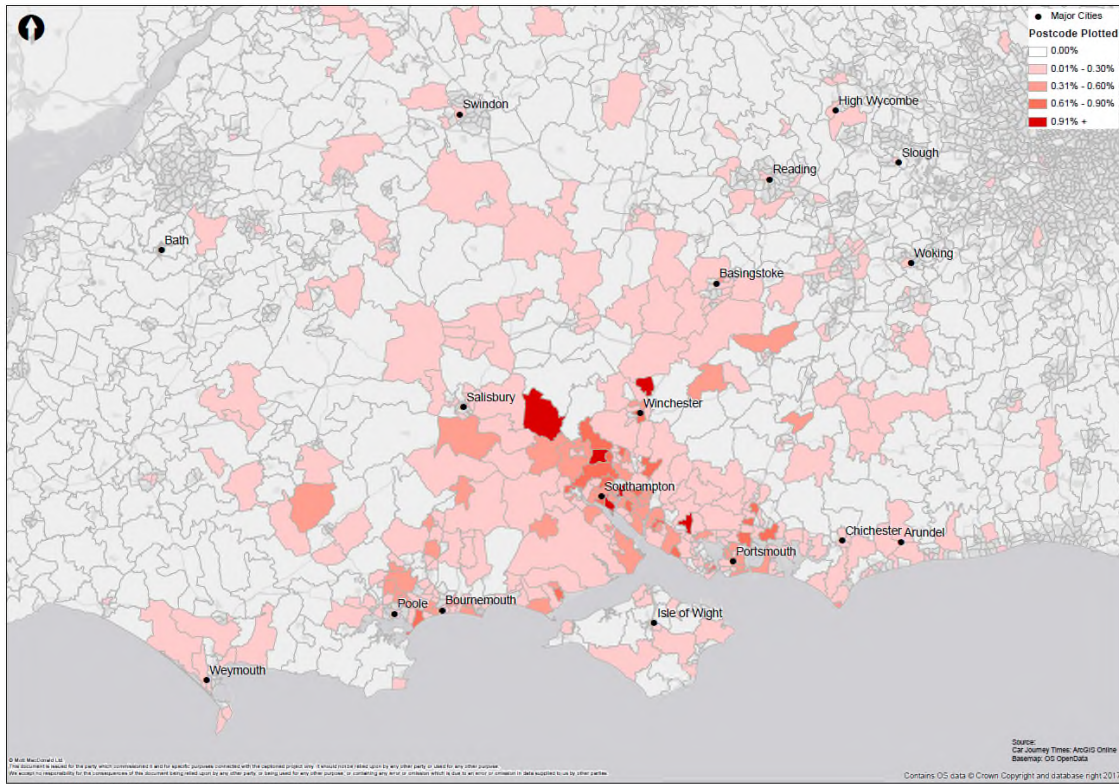
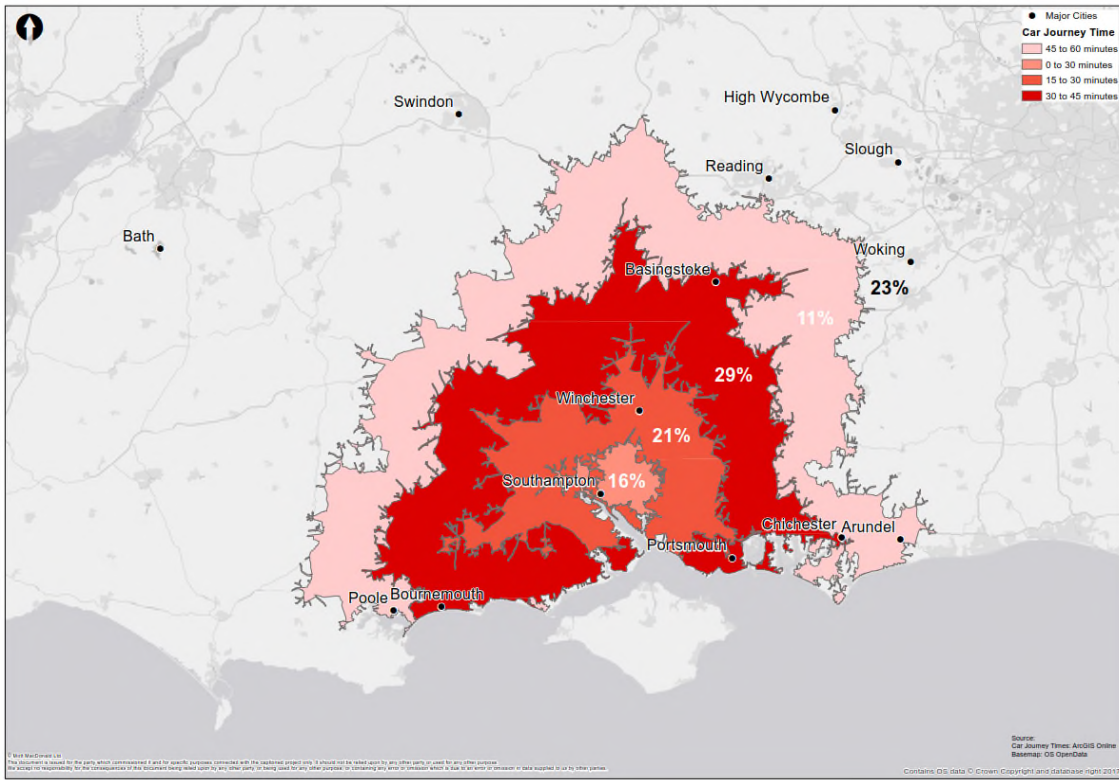


Figure 2-8 - Passenger Catchment Zones (Using car/taxi)





2.1.23. 66% of car passengers are within a 45-minute journey of the airport and 77% within 60 minutes.

Figure 2-9 - Passenger Postcodes (Using train)

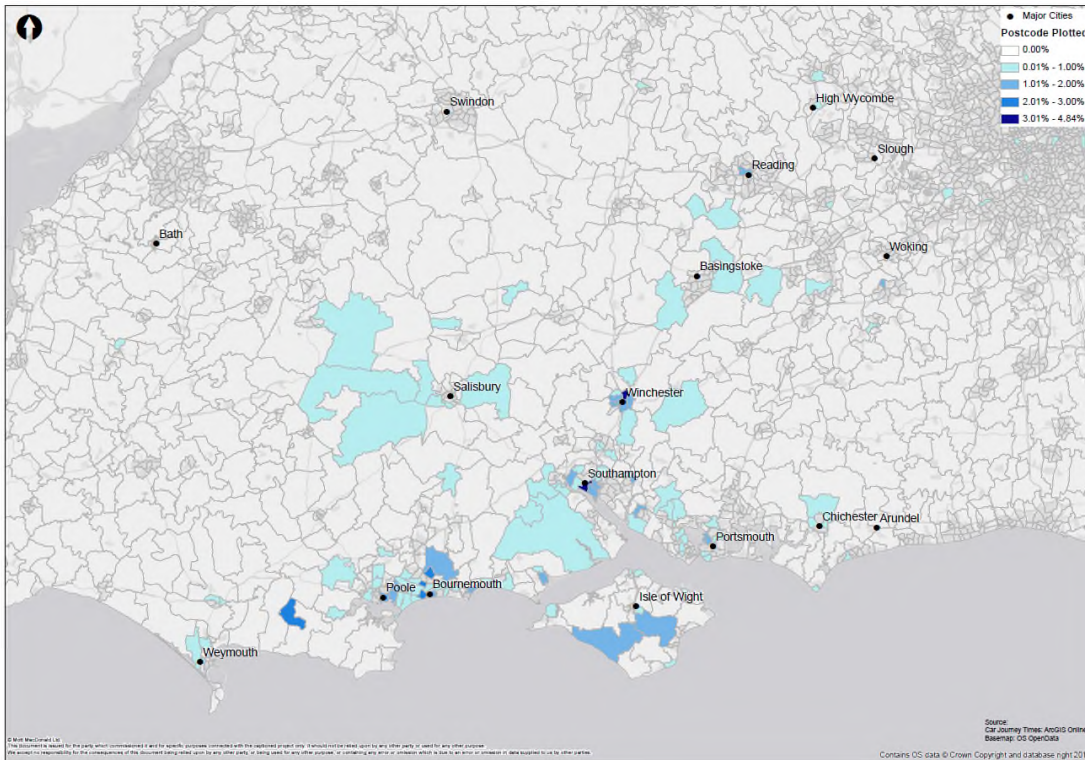
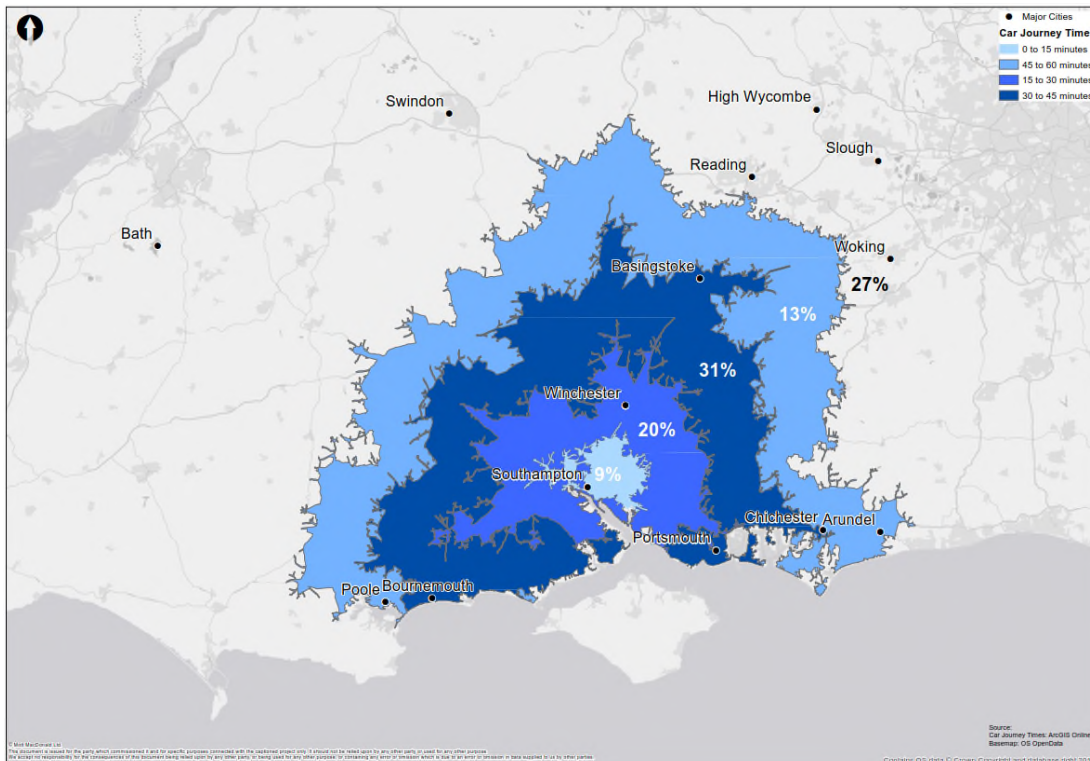


Figure 2-10 - Passenger Catchment Zones (Using train)





2.1.24. 60% of rail passengers are travelling from a zone of a 45-minute journey from the airport, with 27% travelling from a zone more than a 60-minute journey from the airport.

Figure 2-11 - Passenger Postcodes (Using Bus)

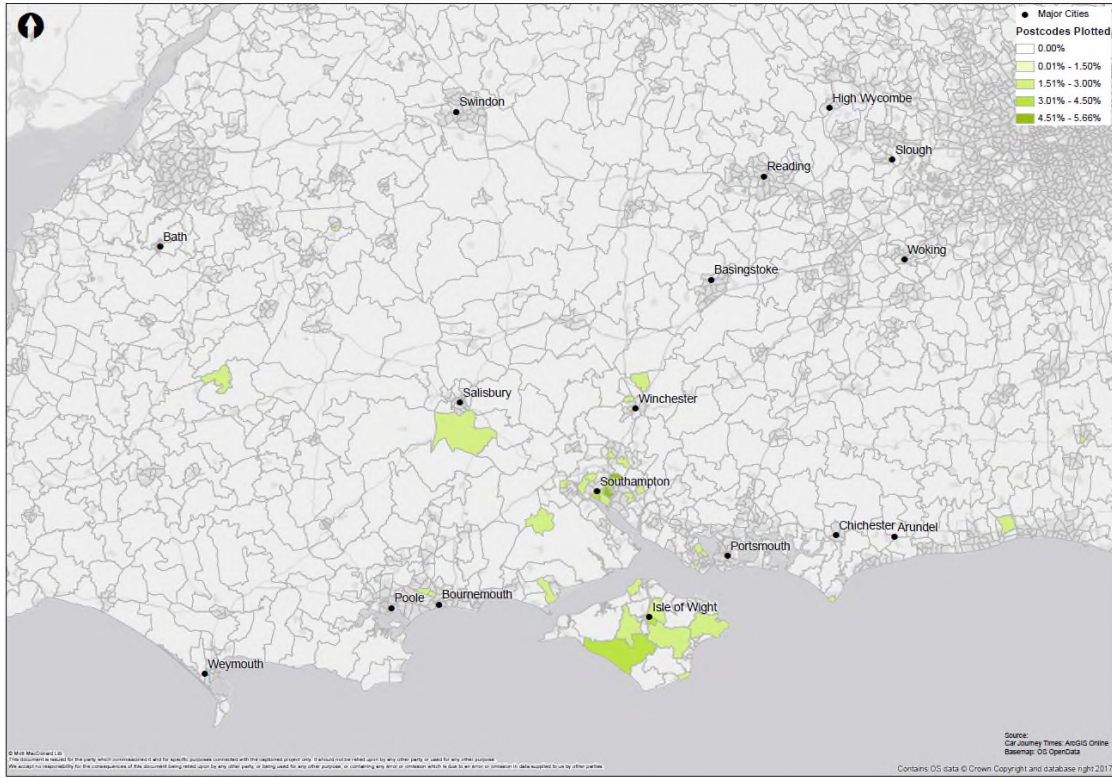
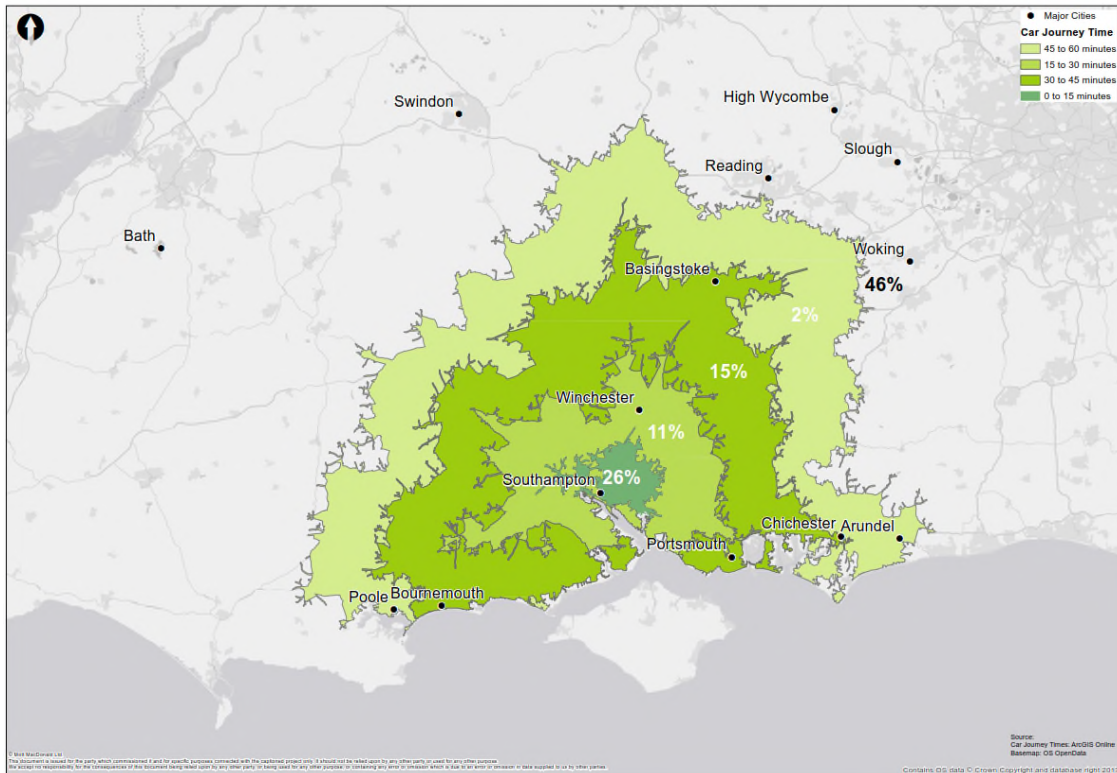


Figure 2-12 - Passenger Catchment Zones (Using Bus)





- 2.1.25. 26% of bus passengers live locally around Southampton, with 52% travelling from the area within a 45-minute journey from the airport.
- 2.1.26. 46% of bus passengers are travelling outside of the area within a 60-minute journey from the airport, which is due to a high proportion of bus users travelling from the Isle of Wight.
- 2.1.27. Passenger origins are likely to have evolved in recent years since the collapse of Flybe, and the hit of the global pandemic. Passenger catchment data will be updated once activity increases at SIA, when the industry begins to pick up post-Covid. Once updated, the origin data will be used for targeting specific modes by passengers travelling from different zones of the catchment.

EXISTING TRAVEL CONDITIONS

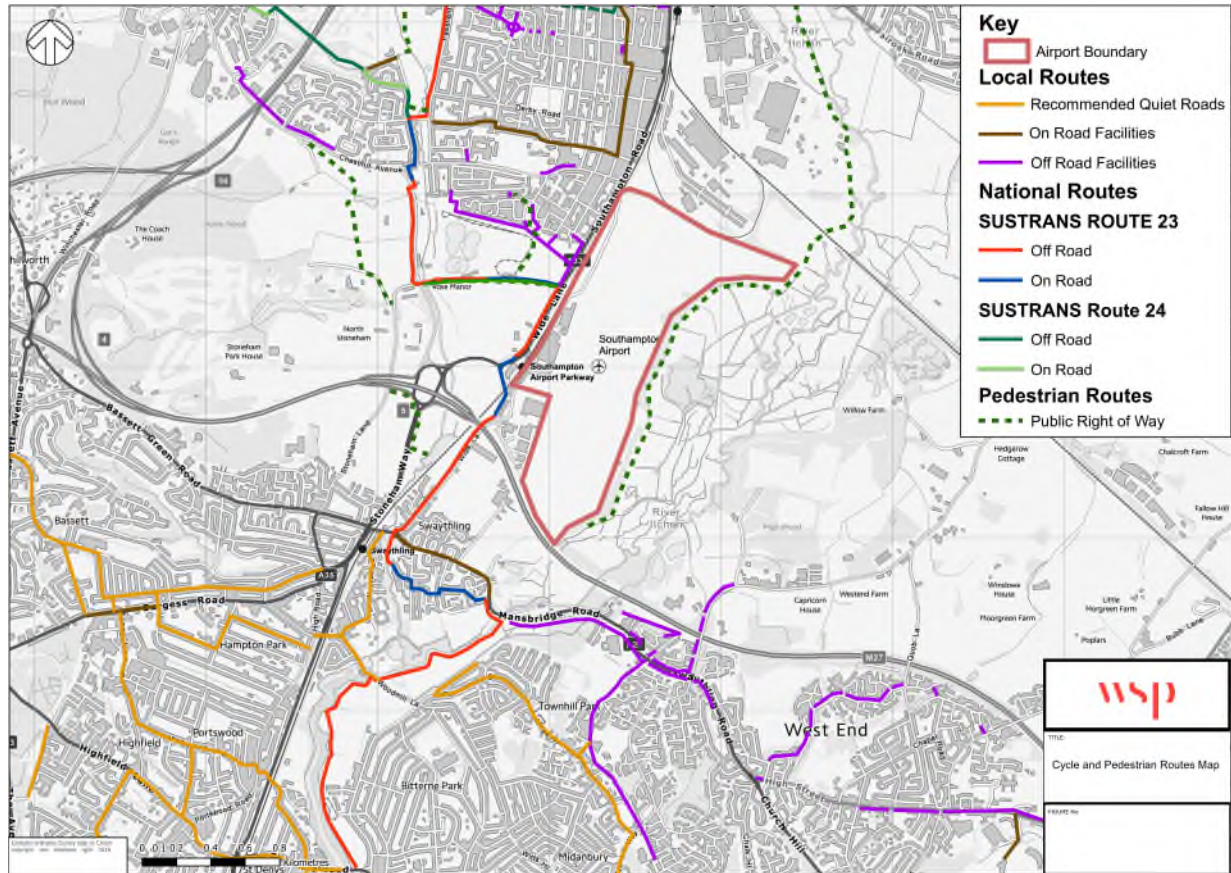
- 2.1.28. This section details the accessibility of Southampton Airport by various travel modes including, walking, cycling, bus and rail services etc.

WALKING TO THE AIRPORT

- 2.1.29. Existing walking routes to the airport are available from Eastleigh and Southampton. From the direction of Eastleigh, there is a shared use path along Wide Lane that allows access to the town centre and local recreation parks including Lakeside Country Park, and forms part of the National Cycle Route 23 (NCR23). There is a signalised crossing adjacent to Southampton Airport Parkway station (western side). A full gate line has not been established at Southampton Airport Parkway station and therefore the public can still cross the railway line to the Airport Terminal using the platform footbridge (which includes a lift). Should this route be closed to public in the future, pedestrians will need to continue towards Spitfire Roundabout, and walk up Mitchell Way to access the Airport Terminal. From Southampton the airport is accessible via Wide Lane, which has a shared use path from Swaythling (part of NCR23). Footways and pedestrian crossings are provided along Mitchell Way, which facilitate safe pedestrian routes to the Airport Terminal. Public Rights of Way in the local area are shown in Figure 2-13.



Figure 2-13 – Local Pedestrian and Cycle Routes



CYCLING TO THE AIRPORT

- 2.1.30. There are two cycling routes on the Sustrans National Cycle Network (NCN) in the vicinity of the Site. These routes are:
- NCN Route 23; and
 - NCN Route 24.
- 2.1.31. National Cycle Route 23 (NCR23) provides a connection for cyclists between Southampton and Reading via Winchester, Basingstoke and Bramley. This route features a mixture of on and off-road facilities and is of a variable surface quality. In the proximity of the Site, NCR23 is a shared use facility running on the west side of Wide Lane for the section to the south Spitfire Roundabout. This is followed by a short on-road section of the route, which re-joins a shared use path approximately 150m northeast of the junction of Wide Lane / A335.
- 2.1.32. The shared use path follows the A335 Wide Lane to Doncaster Drive, continuing to Stoneham Way where it leads north towards Winchester. At Stoneham Way in this location, NCR23 also provides a link to National Cycle Route 24.
- 2.1.33. National Cycle Route 24 (NCR24) provides a link for cyclists between Eastleigh and Bath via Radstock, Warminster, Salisbury and Romsey. This route features a mixture of on and off carriageway facilities, with some gaps in formalised provision.
- 2.1.34. Free parking is provided for bicycles at the Airport for use by both staff and passengers, with dedicated bays available in the short stay car park opposite the main terminal building. Access to the secure



bicycle parking area is managed by the car park office, open 24hrs a day. Also, facilities with showers and changing rooms are provided in the terminal for staff.

BUS NETWORK

- 2.1.35. The closest bus stops that serve the Proposed Development are located on the Spitfire Loop which is at the entrance / exit to the airport terminal. Southampton Airport currently do not issue bus departure levies for bus services currently authorised to use the forecourt infrastructure.
- 2.1.36. Further bus stops are on the western side of Southampton Airport Parkway Railway Station, accessed within 100m of the Airport terminal via a pedestrian bridge over the railway line with lift access.
- 2.1.37. A summary of the locally operating bus services is shown below in Table 2-1.

Table 2-1 – Summary of Bus Services

Service /Route	Weekday	Saturday	Sunday	Earliest Departure	Latest Departure	Bus Stop
M1 – Southampton – Eastleigh -Marwell	Every 60 minutes	Every 60 minutes	Every 60 minutes	10:11	18:17	Southampton Airport Parkway Rail Station
U1E – NOCS – University – Airport (during University term time)	Between 15 and 42 minutes	Between 15 and 42 minutes	5 services per day	17:44	01:00	Southampton Airport Forecourt
U1C – Airport to NOCS	Every 15 minutes	Every 15 minutes	Every 20 minutes	05:35	23:55	Southampton Airport Forecourt
X4 – Hedge End to Eastleigh	Every 60 minutes	Every 2 hours	Every 2 hours	07:11	18:30	Southampton Airport Parkway Rail Station
Megabus – 34 – Portsmouth - Newcastle	Twice per day	Twice per day	Twice per day	08:15	17:25	Southampton Airport Parkway Rail Station
194* - Eastleigh to Itchen College	Once per day	N/A	N/A	08:29	08:29	Southampton Airport Parkway Rail Station

*School service operating in term time only

- 2.1.38. The U1C/E routes provide the most frequent bus services between the Airport and the National Oceanography Centre (NOCS), located at the Port of Southampton. The U1E bus service follows a route between the National Oceanography Centre (NOCS), University of Southampton and Southampton Airport Parkway. The U1E service is only operational during University term time. The U1C bus route provides a service between Southampton Airport Parkway /the Site and the NOCS, and the Port of Southampton, throughout the year, every 15 minutes during peak times.



RAIL SERVICES

- 2.1.39. The Site is located directly adjacent to Southampton Airport Parkway Railway Station. Southampton Airport Parkway Railway Station is managed by South Western Railway and is on the South Western mainline. This station offers regular services to local destinations including Southampton Central, Eastleigh and Winchester, as well as further afield locations including London Waterloo, Weymouth and Manchester Piccadilly.
- 2.1.40. The station accommodates 900 car parking spaces, with 6 accessible spaces, and has the capacity for the secure storage of 236 bicycles within compounds.
- 2.1.41. A summary of the frequency of services operating from Southampton Airport Parkway Railway Station to major destinations is shown below.

Table 2-2 – Summary of Rail Services

Service / Route	Frequency		
	Weekday	Saturday	Sunday
London Waterloo	3 per hour	3 per hour	2 per hour
Weymouth	2 per hour	2 per hour	1 per hour
Manchester Piccadilly	1 per hour	1 per hour	1 per hour

- 2.1.42. As shown in Table 2-2 above, rail services from Southampton Airport Parkway Railway Station operate at regular frequency seven days a week to a number of key destinations.
- 2.1.43. Further rail services are accessible via Eastleigh Railway Station, through which services connect Portsmouth to London. Located 2.2km to the north of the Airport, it would be reasonable to forecast use of its services by airport passengers, connecting to the Airport either by foot, bicycle or rail transfer to Airport Parkway station. Table 2-3 summarises the services available from Eastleigh station.

Table 2-3 – Summary of Rail Services

Service / Route	Frequency		
	Weekday	Saturday	Sunday
Portsmouth Harbour	1 per hour	1 per hour	1 per hour
London Waterloo	1 per hour	1 per hour	1 per hour
Romsey	2 per hour	2 per hour	2 per hour
Bournemouth	1 per hour	1 per hour	1 per hour
Salisbury	1 per hour	1 per hour	1 per hour
Winchester	2 per hour	2 per hour	1 per hour



MY JOURNEY SOUTHAMPTON

2.1.44. My Journey Southampton (<https://myjourneysouthampton.com>) is a sustainable travel programme delivered by Southampton City Council. The programme offers a campaign covering the airport – with measures, initiatives and advice that can support the delivery of the travel and the aims and objectives of the travel plan. Table 2-4 summarises how the My Journey programme can support the airport⁴.

Table 2-4 – My Journey Southampton

Mode	My Journey Description	Information Resources
Walk	Across Hampshire, Southampton and Portsmouth there are a number of fantastic social walks that happen weekly, and there are always opportunities to start up more. In addition, there are excellent parks and quiet residential areas to walk in, whether walking as part of a group, with family or friends, by an individual or as part of the school run.	<ul style="list-style-type: none"> ■ Find places to walk in Hampshire, Southampton and Portsmouth; ■ Learn more about how walking can change our lives; ■ Join local programme of led walks, or find another group; ■ Volunteer and share our enthusiasm for walking; ■ Find ways to fit walking into our lives in a way that suits us.
Cycle	Cycling has many benefits. Not only it is a fun, sociable and healthy activity, it can help save money on fuel and parking costs and reduce carbon footprint. Cycling in town is often faster than other means of transport.	<ul style="list-style-type: none"> ■ Start cycling, information on cycle network; ■ Reasons for cycling; ■ Information on electric bikes; ■ Information on bike maintenance, bike recycling, Southampton Cycle Forum etc.
Bus	Bus travel is more convenient using technology to make journeys quicker and more reliable. Tickets can be bought online in advance, most buses now offering free Wi-Fi and on-board next stop announcements, along with dedicated lanes to get ahead of the queues.	<ul style="list-style-type: none"> ■ Operators and timetables; and ■ Tickets and travelcards.
Train	Public transport is an energy efficient way of making journeys that cannot be walked or cycled, and a train full of passengers significantly reduces carbon emissions when compared to the equivalent car journeys. An extensive network of railways and stations across Hampshire provides rail transport both within the county and beyond, with direct links to London from many of Hampshire's stations.	<ul style="list-style-type: none"> ■ Full journey using trains combined with other public transport, cycling or walking. For price information National Rail website is recommended as the first place to plan a rail journey. Alternatively, one can use Trainline, which works with rail and coach companies to offer travel to thousands of destinations in and across Europe; ■ Several major rail providers deliver services within Hampshire. Timetable, route and ticketing information, along with latest travel offers, visit the

⁴ www.MyJourneySouthampton.com



Mode	My Journey Description	Information Resources
		operators' individual websites using the above link.
Drive	Smart usage of car is encouraged by increasing the mode share of smart travel.	<ul style="list-style-type: none"> ■ Car sharing; ■ Using the Park & Ride service; ■ Fuel-efficient driving techniques; and ■ Electric vehicles.
Ferry	Passenger ferries form vital links in Hampshire's public transport system, often allowing people to avoid the need for much longer trips. There are a number of passenger ferry services operating within Hampshire.	<ul style="list-style-type: none"> ■ Number of passenger ferry services operating within Hampshire; ■ Full timetable and ticketing information.

TRANSFORMING CITIES FUND SCHEMES

- 2.1.45. Following a successful joint bid to the Transforming Cities Fund by SCC and Hampshire County Council (HCC) in 2020, SCC has secured £57m to deliver transport improvements in Southampton.
- 2.1.46. Southampton Airport is located directly on one of four the key transport corridors identified for transport improvements in the funding period, which spans to March 2023. During this time period the proposed interventions aim to build toward the creation of a Travel Hub at Southampton Airport Parkway Railway Station, which will comprise of improved connections with buses on both sides of the station, cycle parking as well as wider mobility options.
- 2.1.47. Complementary to the schemes proposed in the TCF bid is the SCN8 Orbital Cycle Route from Redbridge to Southampton Airport via University Hospital Southampton and the University of Southampton, which is currently under construction. When completed, this cycle route will provide high quality safe and direct cycle facilities connecting the city with the Airport.
- 2.1.48. All of the interventions which are to be implemented following the successful TCF bid will aid access to Southampton Airport via means of active and sustainable travel.

GREEN TRANSPORT RECOVERY PLAN

- 2.1.49. Active modes of travel have seen considerable increases following the outbreak of the 2020 COVID-19 pandemic, and it is the ambition of both SCC and the Department for Transport to 'lock-in' these mode shifts towards more sustainable travel options as lockdown restrictions ease.
- 2.1.50. In May 2020 SCC released their Green Travel Recovery Plan to help aid the accelerated build-out of measures to support active travel in a safe and socially distanced manner during the on-going pandemic. SCC received £4.1m from various funding sources to fast track the delivery of schemes including those set out in the SCC's TCF proposals, SCC's Local Transport Plan and in SCC's Electric Vehicle Action Plan. The schemes to be accelerated by the Green Transport Recovery Plan includes the key corridor identified within the TCF bid, on which the airport is located.
- 2.1.51. The delivery of schemes through the Green Transport Recovery Plan to support active travel in a safe and socially distanced manner aim to help achieve the ambition of creating a 'new normal' which includes increased use of active travel modes.



OVERARCHING AIM

- 2.1.52. Based on the analysis undertaken by the existing ASAS, the supporting Transport Assessment, as well as the aims and objectives of the airport's masterplan, the overarching mobility theme of this ASAS supplement is:

'To better connect people with Southampton International Airport'

- 2.1.53. This overarching aim will guide development of the measures contained within this supplement, reflecting opportunities to introduce new and emerging best practice over time, and exploring new ideas and innovations. The ASAS will therefore be flexible and adaptive to support airport users through investment in a variety of integrated parking management and sustainable mobility options.

Aims and Objectives

- 2.1.54. The Airport Surface Access Strategy (ASAS) sets out the measures that the Proposed Development can take to meet accessibility and sustainability objectives. This will require:
- Integration with the wider transport network;
 - Ensuring connectivity to serve the needs of Southampton and the surrounding area;
 - Supporting economic growth in the region; and
 - Reducing the carbon footprint of Southampton Airport.

Objectives

- 2.1.55. In order to achieve the aims identified above, the ASAS has the following objectives:
- To provide air passengers with an attractive choice of access options to enable the airport and its airlines to be competitive and to minimise the number of car journeys related to air passengers;
 - To provide staff at the Airport with a choice of access options to assist with employment growth, the health and welfare of staff and the costs of parking and to minimise the number of employees travelling to work alone by car;
 - To ensure that surface access contributes to growth of the airport and route development, both financially and in kind, through enhanced provision to facilitate airline growth and route development;
 - To ensure that surface access options enhance the status of the airport and Southampton City as a gateway to South East England, offering a range of modes and destinations to residents and visitors.

2.2 DEVELOPMENT OF MOBILITY FOCUS AREAS AND PRIMARY OBJECTIVES

MOBILITY FOCUS AREAS

- 2.2.1. In line with the over-arching objective, the measures and initiatives included in this supplementary strategy have been developed around a set of key mobility focus areas that have been identified from the analysis of the existing ASAS. This integrated approach to mobility management will generate a plan to reduce overall reliance on private vehicle trips, and help optimise how the residual demand is catered for and managed over time. In parallel, the approach will help influence the travel choices of airport passengers and staff, with a focus on healthy, sustainable and low carbon travel.



2.2.2. This will be supported primarily through the provision and promotion of high quality public transport, active travel and shared mobility services. This will broaden the mobility options available to all airport users. Each mobility focus area is supported by a set of primary objectives to guide the development of the initiatives and measures to ensure they help to contribute towards the overarching mobility objective. A description of the mobility focus areas and their primary objectives is included at Table 2-5.

Table 2-5 – Mobility Focus Areas and Primary Objectives

Focus Area Reference	Primary Mobility Theme	Description	Primary Objective Reference	Primary Objective
FA1	Airport Commuters	People commuting to/from and working at the airport are a crucial segment to focus on and influence. This segment can make a significant contribution towards achieving the target outcomes of this strategy, as well as supporting the sustainable delivery of the airport's master plan.	O1	Create an environment where airport commuters are supported in and encouraged to make more informed decisions about their travel behaviour
		Around 200 people are employed directly by Southampton Airport, with a further 750 jobs located on the airport campus, equating to just under 1,000 jobs at the airport. It is reported that ~ 300 of the 2,865 car parking spaces on-site are used by airport employees every day. It is forecast that the number of people commuting to the airport for work will increase to 1,500 by 2037 – left unmanaged this could mean that demand for airport employee car parking could double and may add a significant amount of additional traffic to the local road network adjacent to the airport.	O2	Encourage, support and develop more affordable and sustainable travel options and initiatives for those working at the airport.
		Airport commuters tend to make frequent trips to/from the airport and are familiar with their surroundings.	O3	Minimise the impact of people commuting to the airport in relation to the construction of the expansion plans.
		Parking for SIAL staff is provided in the long stay car park. For SIAL management team, operations / fire shift workers which constitute roughly 50 staff, parking provision is made in short stay car park for free. For other staff, paid parking provision is made in the long stay with option to pay to upgrade to short stay where rates are lower than passengers.	O4	Increase the proportion of commuters using public transport, active or shared travel modes.
FA2		Airport passengers make up the largest proportion of the people	O5	Increase the proportion of passengers using public



Focus Area Reference	Primary Mobility Theme	Description	Primary Objective Reference	Primary Objective
	Airport Passengers	<p>travelling to and from the airport – with ~2 million passengers using the airport in 2017. This is forecast to more than double by 2037 as part of the airport’s master plan.</p> <p>Most of these passengers are leisure / visiting friends and family (61%), with a significant number of business trips (29%). Currently, around 4% of the journey to/from the airport are for cruise passengers – although the split of cruise passengers is forecast to increase in future years. The remainder are passengers transferring within the airport.</p> <p>Unlike airport commuters, airport passengers usually make less frequent trips to/from the airport compared to its staff and tend to be more anxious or unfamiliar with their surroundings.</p>		transport, active or shared travel modes.
			O6	Maintain or improve customer satisfaction levels
			O7	Make using public transport, active modes, and shared transport easier to use for passengers.
			O8	Encourage public transport, active modes, and shared transport as the preferred travel modes to travel to/from Southampton Airport.
FA3	Overarching Initiatives	Some measures and initiatives will have a general focus and benefit both airport commuters and airport passengers. These will be covered under overarching initiatives and will aim to improve and enhance mobility for both airport passengers and airport commuters.	O9	Better connect people to mobility and promote options
			O10	Make more efficient use of the road network and parking facilities
			O11	Improve public transport, active modes and shared transport modes / facilities, where possible.

2.3 MOBILITY INITIATIVES AND MEASURES

2.3.1. Table 2-6 sets out the initiatives and measures that will be delivered to help achieve the objectives of this ASAS supplement, and ultimately, its over-arching objective. A set of ‘Priority Actions’ have been included as first steps in achieving these objectives.

Table 2-6 – Airport Commuter / Passenger Measures

Focus Area	Measure	Description	Primary Objective	Priority Actions
Airport Commuters	Framework Green Travel Plan and	The measures and initiatives described in this supplement will apply to all airport employees employed directly by	O1, O2, O3, O4	Ensure collaboration with



Focus Area	Measure	Description	Primary Objective	Priority Actions
	Tenant Commitment	the airport. However, we will look to work with our new and existing tenants, operators and service providers to commit to the strategy and develop their own travel plans based on this supplement as a framework.		all relevant parties
	Employee Mobility Application	<p>Providing information, raising awareness of travel options, and making it easier for employees to access and use mobility aligns closely with the overarching objective of this ASAS supplement.</p> <p>A Mobility Information Portal will be set up to provide information about travel options to passengers and commuters. To compliment this and provide a way for employees to access key information 'on-the-go', a simple smartphone application will be developed and made available to employees of the airport to allow them to plan journeys and access information about the mobility measures available to them. This could allow employees to book parking, locate active travel modes, or find out about new measures or policies. This could be a stand-alone mobile application, or the airport could look towards working with Solent Go to enhance their app to make customizable for the workplace.</p>	O1	<p>Launch Mobility Information Portal, or work with Solent Go to customise their App for Airport employees, prior to completion of runway extension</p> <p>Chosen information dissemination system will include where appropriate up-to-date government guidelines regarding COVID-19 safeguarding measures pertinent to promoted travel modes</p>
	Journey Sharing System	<p>Car sharing offers a potential 'easy win' compared to the relevant cost of installation of additional parking to increase capacity and reduce demand for parking. It also offers potential cost savings for staff and service users.</p> <p>The existing customised car sharing matching and management system will be reviewed and adapted to the new mobility arrangements on site. Creating an airport commuters sub-group on the Southampton Liftshare system will be considered as part of this review.</p> <p>As part of the review it will assess the possibility of creating or incorporating the service into a dedicated app for employees to encourage more 'on-the-fly- journey sharing. It will also investigate the possibility of increasing the number of modes that can be</p>	O1, O2, O4	<p>Launch and maintain annual membership with Liftshare for a period of three years, to maximise car occupancy of Airport employees</p> <p>Car sharing will be promoted in line with UK government guidelines surrounding COVID-19, with airport employees issued with information</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
		<p>offered to share the journey – for example sharing a taxi journey. The revised service will be as a pilot scheme initially, and then be made available to all airport based staff.</p> <p>Staff will then be able to identify opportunities to share their commute. This will be complemented by dedicated parking bays, located closer to the terminal than other staff parking, for multi-occupancy vehicles to further incentivise shared car journeys and to reduce the overall number of vehicle trips made.</p>		<p>regarding how to protect both drivers and passengers</p> <p>Explore additional incentives for employees to car share should mode share reduce</p>
	Discounted Public Transport Cards	The airport will facilitate a bulk purchase of travel cards via the Solent Go discount scheme offered to workplaces in the region. Discounted travel via public transport will be offered to airport commuters and will support public transport becoming the preferred choice for employees.	O2	Identify desired quantity from initial employee survey to ensure maximum discounted travel can be offered
	Season Ticket Loan	To compliment the discounted public transport cards, interest free season ticket loans will be offered to qualifying staff to encourage take up of public transport. The loan can be used to purchase a season ticket and loan is paid back interest free over 12 months using salary sacrifice.	O1, O2	Publicise scheme to employees through initial staff survey, and follow up with qualifying staff
	Promotional and Themed Events	Regular roadshow promotional events will be scheduled to promote and raise awareness of the mobility options and measures available to employees. These roadshow events will be targeted at the initiatives most likely to help deliver the plan objectives and provide the best return. The airport will look to incorporate the measures and initiatives offered by the My Journey Southampton programme, and would welcome participation in delivering events to employees.	O1, O2	<p>Facilitate Liftshare launch campaign to promote take-up</p> <p>Explore opportunities for holding events at the Airport in conjunction with My Journey Southampton</p> <p>All promotional events will be undertaken in a safe and socially distanced manner</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
				in line with relevant government guidelines surrounding COVID-19
	Personalised Travel Planning (PTP)	<p>All new staff commencing employment at the airport will be offered personalised travel information as part of their induction process. Existing staff will also be able to request such information.</p> <p>Personalised travel planning will mean providing individually-tailored travel information and advice to staff highlighting how their typical journeys to and from the airport could realistically be undertaken by different modes of transport. Information presented can demonstrate benefits in terms of journey time savings, financial savings, or health improvements.</p> <p>This initiative can be particularly helpful for new members of staff, or those about to commence their employment at the airport, who may perceive car-based commuting as their only realistic option.</p> <p>The travel advisor delivering the advice will be a member of airport staff trained to can collect and analyse details on the individual's travel requirements and prepare a succinct personalised plan. This will explain in detail how their commute could be undertaken by different modes of transport, such as on foot, bicycle, public transport or through a car sharing arrangement. In each instance the advisor will weigh up the most credible options for an individual and discuss the output with them.</p>	O1	Promote PTP to new and existing employees to encourage take up and allow personalised sustainable travel options to be advised
	Review of Public Transport, Active Travel and Shared Transport Facilities	<p>The trip end facilities available to airport employees will be reviewed with a view to identifying 'quick-win' opportunities for enhancing their commute. This will include the locations of drop off points or active travel facilities close to key employee location and access points.</p> <p>This review will include options to provide good quality shower, changing</p>	O1, O2	Within employee survey, identify any barriers to active travel as a result of available facilities to target areas for improvement.



Focus Area	Measure	Description	Primary Objective	Priority Actions
		room, drying and locker facilities for staff to support those who walk and cycle to the airport. Furthermore, high quality, secure, covered cycle parking facilities will be provided for those cycling to the site. Provision can be increased gradually in response to demand and user feedback.		Monitor use of available cycle parking and introduce more storage according to demand.
	Workplace Grant	Following the review of the trip end facilities, the airport will consider and investigate making an application to the Workplace Grant Scheme to fund the improvements of the trip end facilities for employees.	O1	Achieve a minimum 35% completion rate of the Employee Travel Survey to support application
	Cycle to Work Scheme	Cyclescheme is an employee benefit that allows the cost of cycling equipment to be spread across a longer period, such as 12 months, via an interest-free loan that is repaid via salary sacrifice. The scheme will be made available to all qualifying employees to enable them to purchase cycle equipment that will encourage them to cycle to work.	O2	Publicise scheme to employees through initial staff survey, and follow up with qualifying staff
	Get Savvy Pit Stop Event	The airport will welcome the My Journey Southampton team to deliver a Get Savvy Pit Stop event on a regular basis to help those commuting to the airport to choose the right bike, ensure it is safe to ride, feel confident about cycling and to discover new routes.		Correspond with My Journey team and assist in arranging/ promoting events Identify interest for cycle proficiency training and Bike Doctor and make arrangements to cater for this demand
	Cycle Training	Cycling proficiency training and bicycle maintenance sessions will be offered free of charge to interested and qualifying airport employees on a limited basis. The airport will look to deliver these in conjunction with the 'Get Savvy Pit Stop' events offered by My Journey Southampton.	O1, O2, O3	
	Love to Ride Southampton	Love to Ride Southampton offers encouragement to employees by gamification as well as adding an element of competition to their commuting. The airport will register as a workplace as part of the Love to Ride Southampton community and will encourage airport commuters to participate in the events and marketing	O2	Register the Airport as a Workplace and promote to employees



Focus Area	Measure	Description	Primary Objective	Priority Actions
		that is delivered as part of this supplement.		
	Recruitment Briefing and New Starter Pack	<p>For new starters, influencing their travel decision-making prior to them starting at the airport ensures that sustainable travel patterns can be promoted from the outset of their employment, rather than looking to address long-standing car-based commuting habits.</p> <p>New starters and/or potential new recruits will be contacted prior to starting their role at the airport to be provided with the required information to make an informed decision about their commute.</p> <p>This will be facilitated by introducing a mandatory session as part of the recruitment/interview process to present the travel information portal to candidates and prompt any questions they have about travel to/from the airport.</p> <p>A mobility element will then form part of the induction process for all new starters at the airport.</p>	O1, O4	Ensure interviewing / induction personnel are briefed and provided with information required to advise new recruits
	Remote Working Trial	<p>Remote working refers to the practice whereby an individual doesn't travel into a fixed place of work and may indeed be conducting their work from anywhere. This might typically be their own home.</p> <p>However, there will be limited opportunities for employees based at the airport to adopt remote working arrangements as most roles will be operational and require on-site presence to undertake. But, it is possible that remote working can make a small contribution to the achieving the over-arching objective of this supplement.</p> <p>A trial period of formally extending flexible working to suitable and qualifying airport employees will therefore be examined and implemented, where practicable and where airport operations permit. The trial will be based on the My Journey Southampton Business Travel and Flexible Working toolkit.</p>	O1, O2	Identify qualifying employees and encourage working at home trials where practicable



Focus Area	Measure	Description	Primary Objective	Priority Actions
	e-bike Hire at Airport Parkway Station	Those working at the airport who need to travel short distances before, during, and/or after work could undertake these journeys using a hired electric bicycle instead of a private/company vehicle. E-bikes could be positioned around the airport at strategic locations and accessed by relevant staff through a key card or password.	O1, O2	Explore appetite for on-site e-bikes through Employee Travel Survey
	Emergency Journey Home Scheme	<p>This scheme will address the ‘What if’ concerns often put forward by staff as a barrier to entering into shared transport arrangements. For example, observations made during the employee travel survey noted respondents referencing the chance of a potential emergency as the reasons they drive alone to work. For example, if a child is sick and they need to leave immediately to collect them, or if someone car shares and the driver is taken ill or must stay late unexpectedly.</p> <p>The airport will introduce a scheme that provides a guaranteed lift home to qualifying staff that travel into the airport by alternative travel modes, other than their own private car, in the case of an emergency. The most common example might be where someone car-shares with a fellow employee, but due to unforeseen circumstances the car share arrangement for the journey home is not possible.</p> <p>In such instances the employee can pay for a taxi journey home and the cost of this journey will be met by the airport, and therefore will be fully reimbursable to the employee.</p> <p>Staff will be responsible for organising their own return journey and returning a completed application form and valid receipt.</p>	O2	Ensure availability of this scheme is communicated to all employees through promotion of sustainable travel alternatives with employees being provided with information regarding precautionary measures as to how best protect themselves when travelling sustainably in respect to the COVID-19 outbreak.
On-Airport Passengers	Improvements to public transport services	The airport will work with operators to improve and adapt services to the needs of airport passengers as the airport grows and adapts. This will be facilitated by the Airport Consultative Committee (ACC) – with the relevant public transport operators invited to join as stakeholder members and will be	O6, O7	Invite key stakeholders to quarterly ACC meetings for ongoing collaboration



Focus Area	Measure	Description	Primary Objective	Priority Actions
	<p>Review of Public Transport, Active Travel and Shared Transport Facilities</p>	<p>actively involved in the on-going development of the mobility options. This will include a review of public transport operating hours against airport operating hours, on-board facilities, as well as route choice.</p> <p>The trip end facilities available to airport passengers will be reviewed with a view to identifying ‘quick-win’ opportunities for enhancing passenger journeys to and/or from the airport. This will include the locations of drop off points or active travel facilities close to key passenger locations and access points.</p>	<p>O5, O6, O7</p>	<p>Fund and implement real time information display board at the existing forecourt bus stop, ensuring this is based on the existing Hampshire County Council Real Time Information System</p> <p>Display boards will also include where appropriate up-to-date government guidelines regarding COVID-19 safeguarding measures pertinent to promoted travel modes</p> <p>Priority drop-off charge of £2 within short stay car park to be reduced to £1 for electric vehicles to encourage use of facility for non-Airport based taxis such as Uber</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
	Taxi and Ride-hailing Optimisation / Restructure	The 2018 travel survey ⁵ reports that around 19.24% of passengers are dropped or picked up by taxi when arriving or leaving the airport. This type of journey tends to create 'empty' journeys to or from the airport – either when the passenger has been dropped off or if the taxi travels into the airport to pick up passengers. There is opportunity to optimise the taxi and ride-sharing pick up and drop off arrangements to reduce the number of 'empty' trips generated by the airport by reviewing and reconfiguring the layout of the drop-off / pick-up areas.	O10, O11	<p>Work with taxi operator to identify how the arrangements can be optimised, including creating a geo-fence for ride-hailing services so they service the airport in a controlled manner</p> <p>Information will also be available to passengers regarding precautionary measures as to how best protect themselves when travelling in taxis and using similar services respect to the COVID-19 outbreak.</p>
	Airport Passenger Journey Sharing Community	In parallel with the commuter journey sharing initiative, the airport will look to roll out a similar system to help passengers to share with other passengers undertaking similar journeys. This could be facilitated using the Southampton Liftshare system, via third party ride-hailing apps, or a bespoke on-site system that passengers can access at the on-ward travel desk.	O7, O8	<p>Taxi sharing to be captured by above initiative</p> <p>Liaise with Liftshare to identify capability of its system to extend to passenger use for sharing private vehicle journeys.</p> <p>Car sharing will be promoted in line with UK government guidelines surround COVID-19, with information being available to passengers regarding how to protect both</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
				drivers and passengers in lift share situations,
	On-ward Travel Hub	<p>Existing journey planning tools, such as touchscreen journey planners, and new initiatives developed as part of this supplement will be consolidated into an on-ward travel hub for passengers to access whilst they are at the airport. This on-ward travel hub will mirror the help and advice provided to passengers online to provide support to those that may have not planned their onward journey.</p> <p>The hub will focus on highlighting active travel opportunities and maps will be developed and made available to highlight facilities and routes adjacent to the airport that can be reached on foot or by bicycle.</p>	07, 08	Explore options for installation of a smart Travel Hub located within the terminal to provide live on-ward journey planning information, including live bus/train connections, and may incorporate new schemes such as taxi-sharing and car club vehicle availability, as outlined by other measures
	Car club vehicles	<p>Providing easy access to a car club at the airport adds an additional alternative travel mode for passengers who may need a vehicle to get to and from the airport, but don't want the hassle of parking long-term or renting for more than a few hours. Providing vehicular access in this way can also help optimise trips in and out of the airport, as car club vehicles are used by multiple passengers and are not likely to generate 'empty' trips (trips without airport passengers).</p> <p>The airport will work with the regions' car club operators such as Enterprise and Co-wheels, to investigate how to integrate the airport into their car club networks. This will be completed in parallel with reallocation of parking spaces to identify potential places to locate car club cars.</p>	07,08	<p>Approach Enterprise and Co-wheels to explore viability of vehicle(s) to be located within dedicated parking provided by the Airport on-site</p> <p>Car clubs will be promoted in line with UK government guidelines surround COVID-19, with information available to users regarding how to protect users</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
Overarching Initiatives	Sustainable Mobility Marketing Campaign	<p>Raising awareness of the initiatives and measures offered and encouraging passengers and visitors to adopt new behaviours will be essential in achieving the aims and objectives of this plan.</p> <p>To tie the mobility offer together and simplify engagement, the airport will develop an overarching marketing campaign aimed at encouraging airport staff and visitors to adopt and investigate alternative travel modes. The campaign will be run at least annually and focus on the best engagement methods to reach passengers and staff. This will provide a consistent look and feel to mobility initiatives and measures so staff and passengers can quickly identify the measure, as well as adding credibility to the engagement.</p> <p>Campaign material will typically focus on promoting different options for accessing the airport, allowing individuals to make informed decisions about their travel.</p>	O9	Arrange first marketing campaign upon first operation of runway extension to publicise new initiatives available to passengers and staff
	Travel Information Portal	<p>It is important that information on all the mobility options open to staff and passengers is comprehensive and easily accessible. Whilst there is basic travel information that is targeted at passengers on the airport's website, it is recognised that at present there is no single on-line source of such information targeted at airport staff. It is also noted that information about car parking is very prominently displayed on the landing page, which could influence passengers to choose this as their default mode.</p> <p>Therefore, a more comprehensive and multi-modal travel information portal will be created to provide information on different options and any supporting promotions for accessing the airport. Passengers and staff will then be presented with comprehensive travel information to help them make an informed decision about their travel to and/or from the airport.</p>	O9, O10	<p>Launch Travel Information Portal for Airport passengers and Mobility Information Portal for Airport staff, prior to completion of runway extension.</p> <p>This will include details of relevant COVID-19 guidelines for promoted modes of travel to ensure they are utilised safely</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
		<p>It is proposed that the travel portal for passengers will be available from the airport's webpage. This will provide a centralised repository of information which also helps support the overarching marketing campaign, as the passengers would be sign posted to the portal to find further information and detail.</p> <p>A new modal hierarchy will be adopted to present information and measures to staff and passengers in order of sustainable desirability for the airport. Instead of having parking and information about pick up and drop off areas front and centre of the portal, more sustainable options such as walking and public transport will be promoted first, so the passenger or member of staff considers alternative modes before making a decision.</p> <p>The airport will work closely with transport operators and the My Journey Southampton campaign to ensure the information provided on the portal is accurate and up-to-date. The airport will look to promote and include all My Journey Southampton activities, events and initiatives that are relevant to passengers and staff at the airport.</p>		
	Parking Provision	<p>The airport will undertake a review of the existing car parking assignment to optimise the right mix of parking capacity for each user type. This will include identification of different parking zones and allocations for different user types. For example, general passenger, general staff, electric vehicles, disabled users, car clubs, car sharing etc.</p> <p>This review will consider many different enforcement techniques to ensure the revised parking arrangements are followed in line with the plan. Currently SIAL staff parking is provided in the long stay car park for free. For SIAL management team, operations / fire shift workers which constitute roughly 50 staff, parking provision is made in short stay car park for free.</p> <p>For other staff, paid parking provision is made in the long stay with option to pay</p>	O6, O10	<p>Implement dedicated parking spaces for car sharing employees, managed with the assistance of the Liftshare app</p> <p>Any Car Club vehicles introduced will be located within dedicated short stay spaces located close to the passenger terminal</p> <p>Review parking charging structure at regular intervals in</p>



Focus Area	Measure	Description	Primary Objective	Priority Actions
		<p>to upgrade to short stay where rates are lower than passengers.</p> <p>The introduction of a staff permit scheme to manage the number of staff parking on-site, which could be delivered to staff via the proposed mobility app for staff. In addition, qualification for a staff permit could be decided via a number of sustainable attributes, such as vehicle emissions, size of vehicle etc.</p> <p>A trial of different types of parking zones will be undertaken to introduce initiatives such as dedicated carpooling spaces for staff or car club spaces for passengers. This will allow the airport to pilot different initiatives and expand the trial based on demand or popularity.</p>		<p>conjunction with EBC / HCC.</p>
	<p>Active and passive EV infrastructure for electric/hybrid vehicles</p>	<p>As part of the reassignment of parking space, an assessment of the demand for the provision of EV charging points across the airport should be undertaken. Whilst the demand for charging points is set to grow in the coming years, it is not feasible for charging points to be added to all parking spaces. This type of parking space should be introduced via a stage approached to meet demand. Mobile charging sockets could also be incorporated into this strategy to serve a greater number of vehicles per charging asset.</p>	<p>O6</p>	<p>Introduce additional electric charging infrastructure across the long, short and priority car parking zones, initially at 1% of the total number of spaces (equating to 28 based on existing stock, though four bays are already provided within short stay and two bays within the priority zone)</p>



2.4 PUBLIC TRANSPORT MEASURES

RAIL TRAVEL

- 2.4.1. SIA actively seek to promote sustainable transport information through marketing and promotion on local rail services, and will continue to do so as part of the ASAS implementation.
- 2.4.2. The latest South Western franchise was awarded in 2017, and since then a number of improvements are either underway or committed to come forward within the seven year franchise agreement. These include those presented in the figure below.

Figure 2-14 – South Western Railway 2017-2024 Proposed Improvements



Source: South Western Railway

- 2.4.3. Figure 2-15 provides an update on recent improvements implemented during the past year whilst passenger numbers have been low during the global pandemic.

Figure 2-15 – South Western Railway Recent Improvements



Source: South Western Railway



2.4.4. The airport will also investigate and promote the following initiatives over the period of this ASAS:

- Encourage the new franchise operator to include Southampton Parkway on the Portsmouth to Cardiff route
- Improvements at Eastleigh Railway station to allow trains from the east on the route through Botley/Hedge End to access Southampton Parkway
- A new TransWilt rail service giving direct access to the airport from Swindon
- Target outer catchment marketing campaigns along rail corridors

BUS TRAVEL

2.4.5. Southampton Airport will continue to review opportunities to enhance local public transport access and support the Hampshire Local Transport Plan.

2.4.6. The Airport will encourage improved bus services and investigate a number of improvements including:

- Improvements to Terminal wayfinding signage to better direct people to bus facilities within the forecourt of Southampton Parkway rail station, along with timetabling and route information available in the main terminal building
- Updating the Travel Screens to provide passengers with real-time travel information on bus and rail services, Isle of Wight ferries and traffic conditions
- Introduce a coach waiting area to improve operations at peak times
- To maximise the promotion of onward travel options, such as the Uni-Link Service to Dock Gate 4 for onward travel to cruise and ferry terminals
- Improve information on the Cruise section on the airport website with regards to bus/coach transfers to the Port
- Work with stakeholders to investigate introducing medium distance coach operations to areas such as Portsmouth
- Review demand and feasibility of providing employee shuttle buses, taking into consideration home locations and making adjustments to shift times, where practicable, to coordinate demand
- Explore the potential to introduce additional incentives for passengers who use public transport to access the Airport e.g. food/ drink vouchers.

2.4.7. As parent company of Bluestar, who operate the Unilink U1 service connecting Southampton City Centre with the Airport, Go South Coast has been consulted over the potential for improving bus service connections between the Airport and surrounding localities, for both staff and passengers.

2.4.8. Two existing services have been identified as potential foundations for improving opportunities for staff and passengers to access the Airport by bus. The key consideration to capture more staff journeys is their shift patterns, which typically begin for the early shifts at 05:00, 06:00 and 07:00, and finish for the late shifts at 20:30, 21:30 and 23:00.

2.4.9. The Bluestar 3 service connects Eastleigh Bus Station with Southampton City Centre via Fair Oak and Hedge End. It is understood that the service currently operates with a requirement for three vehicles. To extend this service to the Airport is likely to increase this requirement to four vehicles in order to maintain the current frequency of service. Additional services before the start of the current daily timetable would be necessary to align with shift patterns, as well as further evening services.

2.4.10. Another option would involve extending the timetable of the X4 service, operated by Xelabus. This is currently an hourly service between Eastleigh Bus Station and Hedge End, via Airport Parkway and



West End. The hours of service currently exclude coverage of 'Early Shift' start times and 'Late Shift' finish times. Extending the service's daily start and finish times, and potentially increasing frequency of the hourly service, would improve opportunities for local bus connectivity to the Airport.

- 2.4.11. SIA is keen to further discussions with local bus operators, and to understand where funding contributions by the Airport may be most beneficial in achieving modal shift amongst staff and passengers accessing the Airport.
- 2.4.12. SIA does not currently issue Bus Levies for the use of the existing forecourt facilities by authorised local buses. Unless significant maintenance or redesign works are required, the Airport will seek to continue the waiver of any such levies. This is considered a positive contribution to the support of local bus service viability.
- 2.4.13. SIA already work with local bus operators to advertise and promote accessibility of the Airport by local bus services, and will continue to do so as part of the ASAS implementation.

2.5 MEASURES TO ENCOURAGE WALKING

- 2.5.1. Whilst there are good footway facilities provided on the approach to the Airport on Wide Lane and Mitchell Way, it is acknowledged based on passenger origin data that the scope to increase passenger journeys to the Airport by foot is limited.
- 2.5.2. There is likely to be greater opportunity to increase walking amongst staff that live within a reasonable walking distance of the Airport, and these will be targeted through measures outlined within Table 2-6.
- 2.5.3. As a way of facilitating journeys by foot amongst both staff and passengers, the Airport will undertake a review of surrounding walking routes and signage to identify areas for improvement. Where feasible, the Airport will seek to make amendments to existing facilities to improve user experience and wayfinding.

2.6 MEASURES TO ENCOURAGE CYCLING

- 2.6.1. Additional to the range of measures and campaigns to encourage cycling set out in Table 2-6, the following improvements are also proposed to target an increase the cycling mode share of both staff and passengers:
 - Improvements to signage and wayfinding on approaches to the Airport;
 - Bike pumps to be made available within the existing secure, covered cycle storage;
 - Monitoring of cycle parking provision on a regular basis; and
 - Formation of a Bicycle Users Group (BUG).



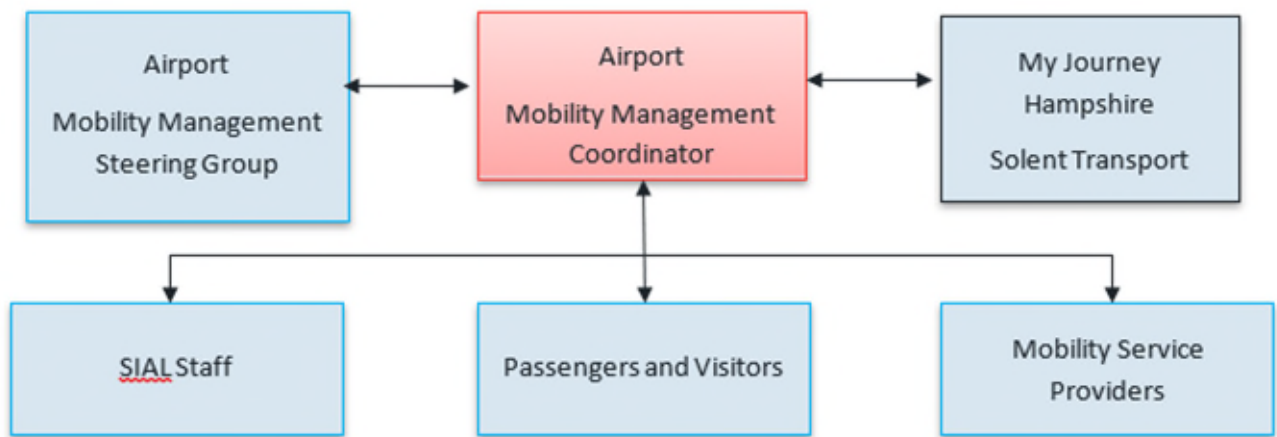
3 MANAGEMENT AND DELIVERY APPROACH

3.1 MOBILITY MANAGEMENT PLAN

3.1.1. To advance the Surface Access Strategy effectively, the airport will establish a clear management structure and governance arrangements with specific responsibility for mobility management. This will ensure that appropriate strategic direction and resource is identified to deliver the measures and processes presented in the strategy. Decision-making by airport management will draw on the existing available evidence, feedback from passengers and staff, and dialogue with the respective local authorities and mobility service providers.

3.1.2. Figure 3-1 provides an overview of the management arrangements for the surface access plan.

Figure 3-1 - Mobility Management Plan - Management Structure



3.2 MOBILITY MANAGEMENT AIRPORT STEERING GROUP

3.2.1. The airport already convenes a steering group comprised of representatives including senior management, employees and tenant representatives of the airport, as well as key stakeholders, known as the Airport Consultative Committee (ACC).

3.2.2. The role of the ACC will be to maintain strategic oversight of the SAS on matters including, but not limited to:

- Agreeing the composition and exact specification of the planned measures;
- Identifying and ring-fencing the necessary funding, both initially and over time;
- Managing the delivery plan and maintaining continuity in delivery;
- Monitoring processes and progress against the plan objectives and targets;
- Determining opportunities to progress sustainable travel in partnership; and
- Exploring new ideas and innovations in the industry to support parking and mobility management.



3.3 MOBILITY MANAGEMENT COORDINATION

- 3.3.1. Day-to-day responsibility for plan delivery will be the responsibility of the Head of Planning & Development. This role will be the main point of contact for advancing individual initiatives within the ASAS, liaising with stakeholders on progress, monitoring the effectiveness of measures, and identifying any need for change over time. SIAL Management will appoint a member of SIAL staff to this role.
- 3.3.2. At a management and coordination level this will include briefing and taking direction from the ACC and liaising with Traffic & Highway Services to discuss issues or identify opportunities to integrate with wider transport and travel planning initiatives in Southampton and Hampshire. This might include furthering discussions with key stakeholders on how to better publicise public transport services or taking part in pilot future mobility initiatives.

3.4 AIRPORT CONSULTATIVE COMMITTEE (ACC)

- 3.4.1. Meetings will continue to be held to discuss airport related issues and surface access improvements with local stakeholders, including the local councils, public transport and ferry operators, Highways England and University of Southampton. The Committee is chaired by an Eastleigh Councillor.
- 3.4.2. The ACC meets once a year to report on the performance of the ASAS measures to date, to action and revise strategies needed to implement the short and long-term set targets, but also to oversee the implementation of the strategy.
- 3.4.3. More widely the Head of Planning & Development will liaise with passengers, visitors and staff to understand if they consider improvements are being made for the journeys to and from the site. This user feedback will be an important measure of progress against the overall objectives and can help shape decisions on where to target further investment over time. The Head of Planning & Development can then also explore options with mobility service providers over how new or improved transport and mobility services could be introduced at SIAL; in direct response to user feedback and demand.



4 TARGETS, MONITORING AND REVIEW

4.1 TARGETS

4.1.1. To demonstrate the plan is performing as expected over time and delivering the required change in operational performance and travel behaviour change, outcome targets have been developed. In line with best practice, the chosen targets are SMART to help measure, monitor and evaluate the plan's performance and success over a defined period. Table 4-1 presents the targets identified.

Table 4-1 – Target Outcomes

Target Reference	Target	Indicator	Achieved by	Link to Primary Objectives
T1	To reduce the modal split for private vehicles and taxis to 67% or below.	<ul style="list-style-type: none"> Travel monitoring surveys 	2037	The overarching objective and all primary objectives
T2	All qualifying staff informed about the support and initiatives available as part of this plan.	<ul style="list-style-type: none"> Employee survey Anecdotal feedback On-site observations 	On-going checked annually /	O1
T3	To achieve an employee mobility satisfaction rating of more than 90% when asked if they think they are supported in and encouraged to make more informed decisions about their behaviour	<ul style="list-style-type: none"> Employee survey 	On-going checked biennially /	O1
T4	To achieve a passenger mobility satisfaction rating of more than 90% when asked if they think they are supported in and encouraged to make more informed decisions about their behaviour	<ul style="list-style-type: none"> Passenger interview surveys 	On-going checked biennially /	O1
T5	Head of Planning & Development to monitor the travel plan and progress new initiatives by the opening of the runway extension	<ul style="list-style-type: none"> Observation 	On-going	O1
T6	Ensure current public transport information is readily available to members of the public via the internet. This target is designed to meet the objectives of minimising car journeys and providing a choice of access mode for air passengers, Travel information, including public transport timetables, service disruption notices, road directions and parking prices is provided one click from the Airport website home page.	<ul style="list-style-type: none"> Upon launch of ASAS in 2021 	On-going	O1



4.2 MONITORING

- 4.2.1. Monitoring will be important to understand the changing nature of airport passengers / staff travel habits and the effectiveness of the ASAS measures. It should also enable a benchmark to be established against the travel characteristics of the local area.
- 4.2.2. To demonstrate the plan is performing as expected over time and delivering the required change in operational performance and travel behaviour, Table 4-2 provides an indicative overview of monitoring and review activities, and a schedule for each element. Southampton Airport will organise, fund and deliver the monitoring and review process.

Table 4-2 – ASAS Monitoring

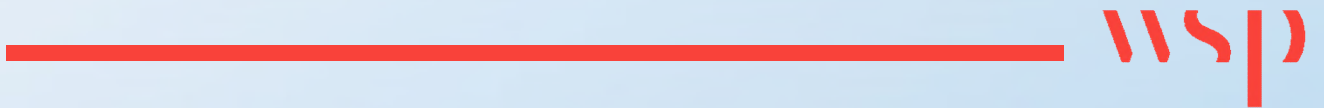
Activity	Description	Timeline
Air passenger surveys (Interviews conducted)	To review the modal shift of passengers	Year 1 (2021) Year 3 (2023) Year 5 (2025) Continuing Biennially thereafter
Staff travel surveys (Target minimum 35% participation)	To review the modal shift of staff	Year 1 (2021) Year 3 (2023) Year 5 (2025) Continuing Biennially thereafter

- 4.2.3. An annual monitoring report, with survey results and analysis included for survey years, will be produced and presented to the ACC by the Head of Planning & Development when completed. Information gathered through this process can then be disseminated more widely to service users, visitors and staff so they remain informed and are kept up-to-date with progress made by the plan.
- 4.2.4. The ACC will include consultation with HCC, the Highway Authority, who will monitor and approve the implementation of the ASAS.

4.3 REVIEW

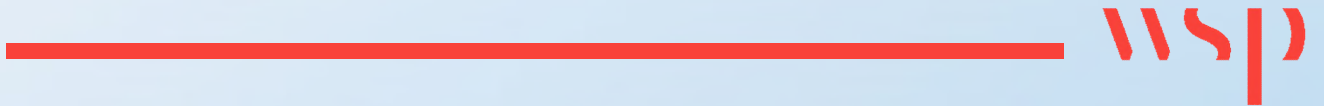
- 4.3.1. To identify if any remedial measures are needed, the ASAS will be reviewed biennially by the Head of Planning & Development following analysis of airport travel patterns and the outcomes from the monitoring processes.
- 4.3.2. Additionally, the ACC meetings, that will occur quarterly, will act as an opportunity for the Head of Planning & Development to present and discuss the need for any remedial measures if for any reason the ASAS targets have not been achieved or feedback from users suggests achieving or maintaining positive progress against targets is unlikely.
- 4.3.3. This approach will allow for collaborative evidence-based decision making on how the plan should be implemented, ensuring it remains responsive over time, while also providing an opportunity for any new measures to be evaluated fully and a fresh approach to be adopted if required.

APPENDIX TITLE





APPENDIX TITLE





Mountbatten House
Basing View
Basingstoke, Hampshire
RG21 4HJ

wsp.com

Certificate Of Completion

Envelope Id: 25480E035FD241B0AAF93B12CDFAD5A0	Status: Completed
Subject: Please DocuSign: S106 Planning Obligation Agreement - land at Southampton Airport 02.06.2021 (e...	
Source Envelope:	
Document Pages: 174	Signatures: 14
Certificate Pages: 2	Initials: 0
AutoNav: Enabled	Envelope Originator:
Envelopeld Stamping: Enabled	Rory O'Hare
Time Zone: (UTC) Dublin, Edinburgh, Lisbon, London	Citypoint
	London, LONDON EC2Y 9AH
	Rory.o'Hare@pinsentmasons.com
	IP Address: 193.240.181.194

Record Tracking

Status: Original	Holder: Rory O'Hare	Location: DocuSign
6/2/2021 9:43:17 PM	Rory.o'Hare@pinsentmasons.com	

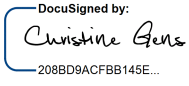
Signer Events

Signer Events	Signature	Timestamp
Ruth Taylor	Completed	Sent: 6/2/2021 10:08:14 PM
Ruth.E.Taylor@pinsentmasons.com		Viewed: 6/2/2021 10:15:01 PM
Security Level: Email, Account Authentication (None)	Using IP Address: 193.240.181.194	Signed: 6/2/2021 10:19:01 PM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Joanne Easter	 A386CB58A8C0446...	Sent: 6/2/2021 10:19:06 PM
joanne.easter@ca-cib.com		Viewed: 6/3/2021 9:02:08 AM
Agency & Middle Office		Signed: 6/3/2021 9:02:49 AM
Agency & Middle Office		
Security Level: Email, Account Authentication (None)	Signature Adoption: Pre-selected Style	
	Using IP Address: 212.188.161.10	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Christine Gens	 208BD9ACFB145E...	Sent: 6/3/2021 9:02:53 AM
christine.gens@ca-cib.com		Viewed: 6/3/2021 9:23:25 AM
Agency & Middle Office		Signed: 6/3/2021 9:28:37 AM
Agency & Middle Office		
Security Level: Email, Account Authentication (None)	Signature Adoption: Pre-selected Style	
	Using IP Address: 212.188.161.10	

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

Ian Austin	Completed	Sent: 6/3/2021 9:28:43 AM
Ian.Austin@eastleigh.gov.uk		Viewed: 6/3/2021 10:29:30 AM
Security Level: Email, Account Authentication (None)	Using IP Address: 195.26.228.188	Signed: 6/3/2021 11:30:36 AM

Electronic Record and Signature Disclosure:
Not Offered via DocuSign

In Person Signer Events	Signature	Timestamp
-------------------------	-----------	-----------

Editor Delivery Events	Status	Timestamp
------------------------	--------	-----------

Agent Delivery Events	Status	Timestamp
-----------------------	--------	-----------

Intermediary Delivery Events	Status	Timestamp
Certified Delivery Events	Status	Timestamp
Carbon Copy Events	Status	Timestamp
Witness Events	Signature	Timestamp
Notary Events	Signature	Timestamp
Envelope Summary Events	Status	Timestamps
Envelope Sent	Hashed/Encrypted	6/2/2021 10:08:14 PM
Certified Delivered	Security Checked	6/3/2021 10:29:30 AM
Signing Complete	Security Checked	6/3/2021 11:30:36 AM
Completed	Security Checked	6/3/2021 11:30:36 AM
Payment Events	Status	Timestamps