

MDL Marinas – Hamble Point Marina

The Point, Hamble Marina Planning, Design and Access Statement

October 2025

PREPARED FOR



MDL MARINAS



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Document History

Issue	Date	Issued by
DRAFT	10.09.2025	Jack Bell / Phoebe Haynes
FINAL	17.10.2025	Bruce Hartley-Raven / Jack Bell

1. Purpose of Statement

1.1 Introduction

- 1.1.1 This report has been produced by Savills on behalf of Marina Developments Limited (MDL).
- 1.1.2 This statement has been prepared in support of a full planning application for the construction of a restaurant at Hamble Point Marina. The Statement sets out the development proposals for the site, planning history and policy context, and should be read in conjunction with the submitted drawings and other supporting documentation.
- 1.1.3 The description of development is as follows:
- “Erection of new restaurant (use class E(b)) and associated works at Hamble Point Marina”*
- 1.1.4 In line with Eastleigh Borough Council’s Validation Checklist, this Statement also provides an overview of the technical studies which have been undertaken in the formation of this application, full details of which are provided within the accompanying documents.
- 1.1.5 This application is required to be accompanied by a Design and Access Statement under the requirements of paragraph 1(a), Section 9 of the Development Management Procedure Order (2015). To this end, the considerations required under paragraphs 9(2 and 3) of the Order are, in summary:
- 2(a) the design principles and concepts that have been applied to the development; and
 - 2(b) how issues relating to access to the development have been dealt with.
 - 3(a) explaining item 2(a);
 - 3(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
 - 3(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
 - 3(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
 - 3(e) explain how any specific issues which might affect access to the development have been addressed.
- 1.1.6 Please note that this Planning Statement (and the associated plans and documents submitted with the planning application) includes information and statements at various places that is intended to fulfil the above requirements.

1.1.7 The application pack comprises:

Submission Document	Author
Application Form, Ownership Certificate and Application Fee	MDL Marinas Ltd. (c/o Savills)
Drawing Pack: • Location Plan (RL01 & RL02) • Existing Site Plan (AP001) • Proposed Site Plan (MP001) • Floor Plan (A101) • Elevation Drawings (A102 & A103)	Your Retreats (Manufacturer) Savills Urban Design Studio
Preliminary Ecological Appraisal Shadow Habitat Regulations Assessment (sHRA) Biodiversity Net Gain Statement	Exo Environmental
Lighting Report	Alan Tulla Lighting
Draft Construction and Environmental Management Plan (CEMP)	MDL Marinas Ltd.
Planning, Design and Access Statement including: • Details of recycling and refuse; and, • Market Justification Flood Risk Sequential Test	Savills
Highways Technical Note	i-Transport
Arboricultural Impact Appraisal and Method Statement Tree Protection Plan	Barrell Tree Care
Flood Risk Assessment	Calibro Consultants

2. The Site

- 2.1.1 The application site is located within the curtilage of Hamble Point Marina. The site is within the administrative boundary of Eastleigh Borough Council. Hamble Point Marina and the site are owned by Marina Developments Ltd. (The Applicant).

2.2 Site Context

- 2.2.1 Hamble Point Marina is situated to the south of Eastleigh Borough and is directly south of the village of Hamble-le-Rice. Southampton City Centre is approximately 8.2 km northwest, Eastleigh Town Centre is 13.7 km north and Portsmouth City Centre is 17.6 km south east.
- 2.2.2 The Site is located at the mouth of the River Hamble, a tributary of Southampton Water, which itself flows into and meets The Solent. To the opposite side of the River Hamble is the town of Warsash, approximately 850 m northeast.
- 2.2.3 Hamble Point Marina is a popular marine facility offering approximately 230 wet berths, 137 dry stack spaces and 24/7 boat storage. The site accommodates 50 onsite commercial tenants alongside maintenance facilities, parking and 24/7 storage.
- 2.2.4 Junction 8 and 9 of the M27 are both approximately 5 km northwest and northeast respectively. Direct access to the marina is gained through the village of Hamble-le-Rice via School Lane, a two-way road.
- 2.2.5 School Lane bisects Hamble Common Wildlife Park, which is approximately 350 m to the northwest, and consists of an area of green space and estuarine habitats along with a nature reserve. Residential and industrial uses surround the wider area with similar marine service facilities along nearby coastlines.

2.3 Site Description

- 2.3.1 The site itself is located at the most southerly point of Hamble Point Marina, comprising mostly hardstanding land with a strip of grassland running along the southern perimeter. A few existing trees lie on the eastern edge of the site. To the immediate north of the proposals is Outlook House, currently vacant but previously in use as offices and light industry uses. The remainder of the marina has a number of commercial, office and retail units with accompanying parking.
- 2.3.2 Access to the proposals is through the existing access route off School Lane gained through the main Marina entrance located on School Lane. An informal footpath runs along the southwestern perimeter of the marina. The King Charles III coastal path route runs across the north of the marina with the site included in the margin area.
- 2.3.3 An existing food and beverage facility the '*Ketch Rigger*' is located in the marina pitched as 'casual all day dining' with a more comparable restaurant to the proposed development, '*Banana Wharf*', approximately 1.4km up the River.

Heritage Assets

- 2.3.4 No Listed Buildings or Scheduled Monuments are located on site. There are no Grade I Listed Buildings in close proximity to the Site. There are a number of Listed Buildings to the north of the Site in Hamble. The closest Grade II* Listed Building is Church of St Andrew, approximately 1.12km northwest. To the east of the River Hamble the closest Grade II Listed Building is Jasmine Cottage, Manor Cottage and West Cottage, approximately 850m northwest of the Site and the on the eastern side of the River Hamble is The Anchorage and The Watch, approximately 650m northeast.
- 2.3.5 A Scheduled Monument (SM) 'Promontory defined by an Iron Age linear earthwork, St Andrew's Castle and additional remains on Hamble Common' is situated approximately 350m to the northwest however, the proposals will not directly affect these assets.

Figure 2.1: Designated Heritage Assets Map (Source: Historic England)



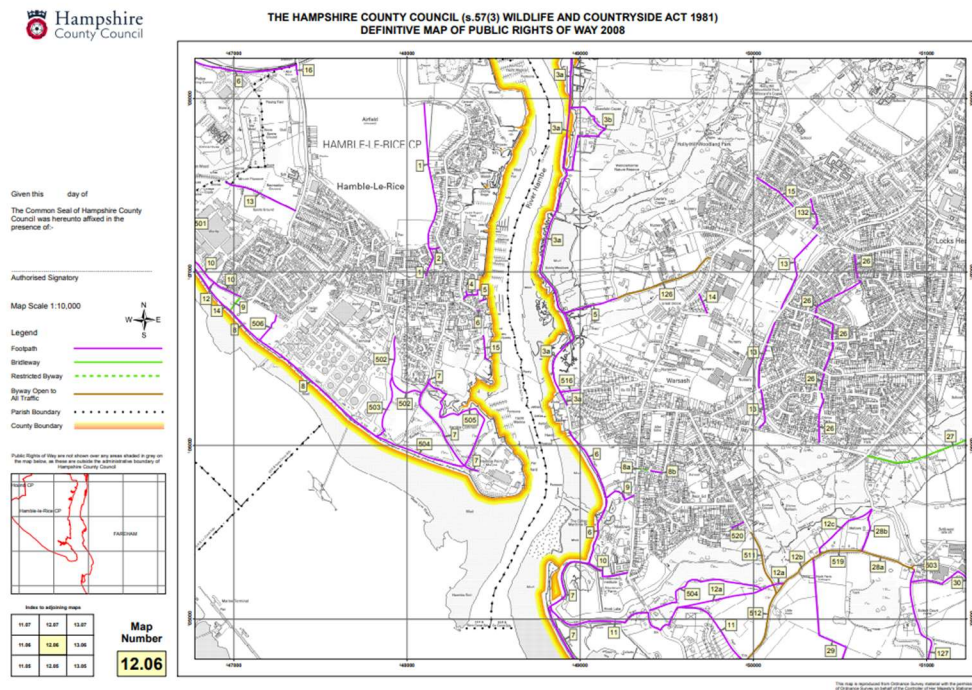
Environmental Designations

- 2.3.6 The Site abuts a number of sensitive sites:
- The Solent & Southampton Water Special Protection Area (SPA) and Ramsar;
 - The Solent and Dorset Coast SPA;
 - The Lee-on-The-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI); and,
 - The Solent Maritime Special Area of Conservation (SAC).
- 2.3.7 In addition, the following sites are in close proximity to the proposals:
- Lincegrove and Hackett Marshes SSSI, approximately 2.6km north
 - Hythe to Calshot Marshes SSSI, approximately 2.2 km south
 - The Upper Hamble Estuary and Woods SSSI, approximately 5 km north;
 - The North Solent SSSI, approximately 3.9 km south;
 - The Titchfield Haven SSSI, approximately 5.5 km southeast
 - The New Forest SSSI, approximately 6 km west.

Public Rights of Way (PROWs)

- 2.3.8 No Public Rights of Way have been identified through the site. The King Charles III footpath runs along the northern boundary of the site but would have limited impact on the site itself.

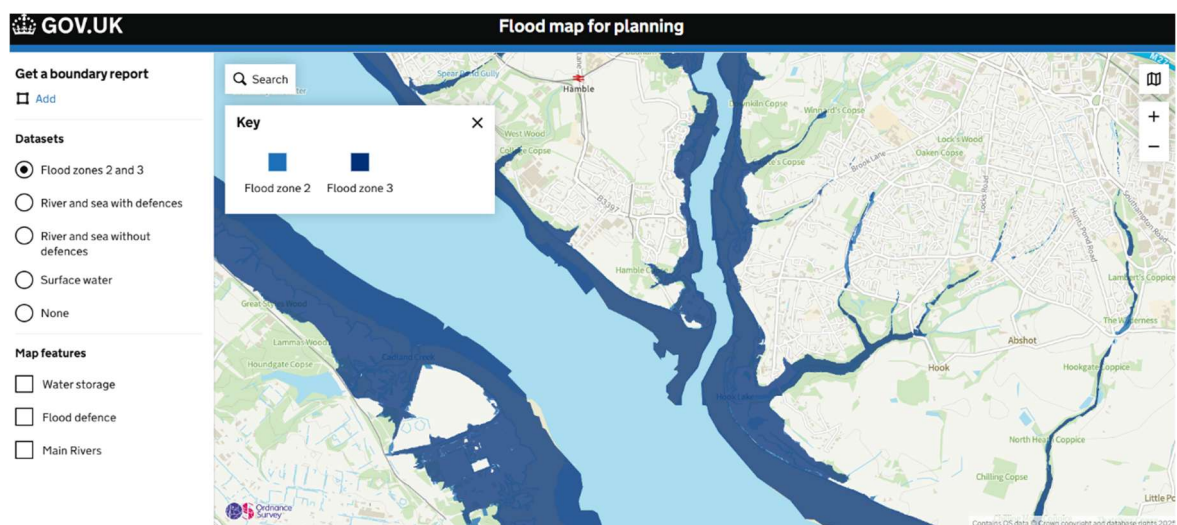
Figure 2.2: Hampshire Public Rights of Way



Flood Risk

- 2.3.9 The EA's Flood Risk Mapping identifies the site as being in Flood Zone 3.

Figure 2.3: Flood Zones 2 & 3



2.3.10 The EA's Flood Risk Mapping shows areas of surface water flooding across the site.

Figure 2.4: Surface Water Flooding



2.4 Planning History

2.4.1 A summary of the relevant planning history of the site is provided in Table 2.1 below:

Table 2.1: Relevant Planning History

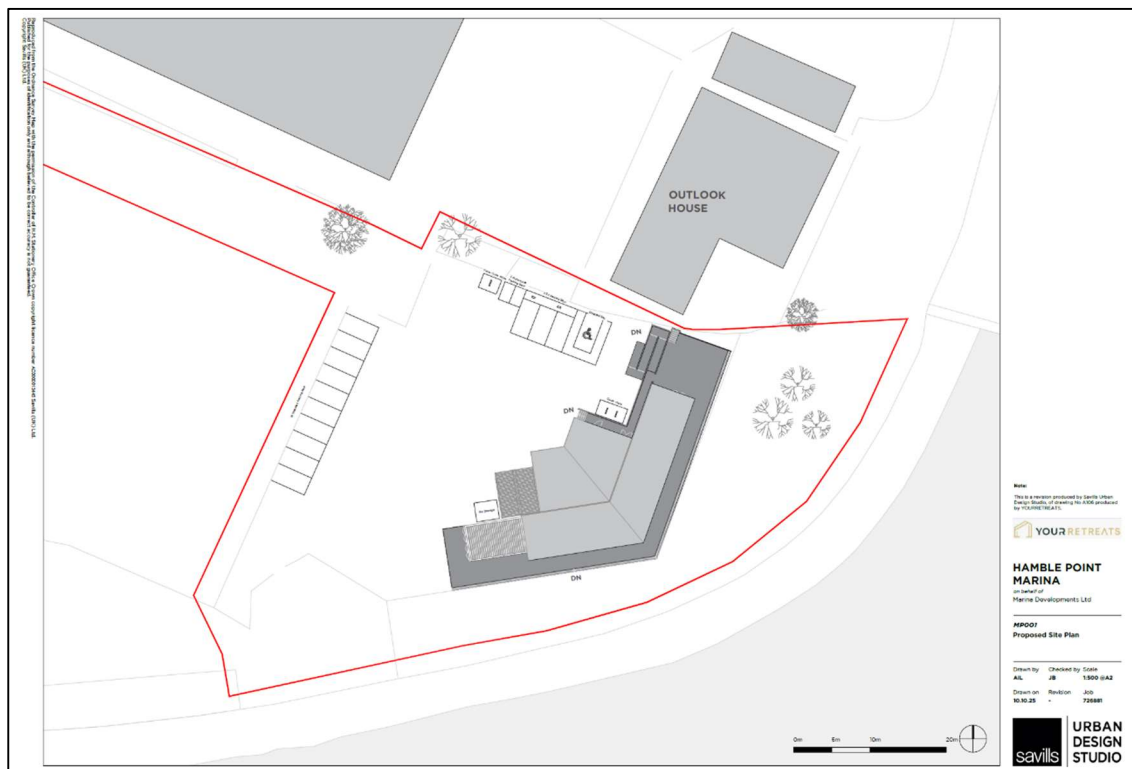
Planning application reference	Description	Approval Date	Decision
F/04/51756	Construction of single storey extension to provide class A3 bar and restaurant facilities (amendments to previous permission 14865/052).	September 2004	Approved
F/10/67467	Replacement of extant planning permission reference F/05/54558 for the extension of time limit of implementation for the construction of industrial building no.7, following the demolition of existing buildings.	June 2012	Approved (Not built out)
F/15/77713	Scheme comprises replacement of single storey office building	February 2016	Approved (Built out to south of the Site)
F/16/78416	Erection of 8no. single storey units related to use of area for boat sales with associated boat display area, viewing walkway, formation of terrace, car parking and alterations to road layout.	April 2016	Approved (Built out to north of the Site)
F/17/80802	Extension to existing storage yard to incorporate landscaping areas and resurfacing in concrete with associated road realignment works and drainage.	November 2017	Approved

3. The Proposals

3.1 Layout, Scale and Appearance

- 3.1.1 The application is seeking Full Planning Permission for the erection of a c.290m² new food and beverage (F&B) use at Hamble Point Marina with associated works. The red line site boundary is 0.59ha. MDL own the wider marina, extending to 46.93ha.
- 3.1.2 The proposals sit comfortably in the southeast of the marina and follow the natural boundaries of the grass bank which follows the coastline and wraps around the southern half of the marina. This bank acts as a flood defence to the west at a raised position and then flattens to the east, where the new restaurant is proposed.
- 3.1.3 The area of hardstanding, where the proposals sit, is at an approximately 120 degree angle. The proposals have been designed in such a way to assimilate with the surroundings meaning no further land take is necessary into the grassed area.
- 3.1.4 The site layout forms the shape of an arrowhead which will provide exceptional views out to Southampton Water and the River Hamble. To facilitate this, two trees are proposed to be removed and replaced with a variety of species and sizes distributed across the wider marina in the most suitable locations. The exact species and location of this replacement planting is expected to be secured by way of a suitably worded planning condition.

Figure 3.1: Site Layout



- 3.1.5 The restaurant is proposed to be single storey at a height of c.3.2m and is proposed to be 34m in length along the Southampton Water frontage and approximately 4.8m wide inside the restaurant and café/bar areas with the kitchen, office, storage and toilet areas to the rear. An additional space for a welcome/reception area is included to the west and a canopy area is included to the northeast with a decking area to the west, east and front of the restaurant.
- 3.1.6 Internally, the proposals are split into two halves, one area will consist of a 'seated dining' area whereas the other is a 'café/bar' area, with both offering an affordable option to commercial tenants and berth holders. In total, the restaurant is intended to provide up to 100 covers at peak times. There are also opportunities for indoor/outdoor dining with the ability to open the restaurant up to the wraparound decking area. This decking area is to be contained to the hardstanding area.
- 3.1.7 To retain connection to the existing character of the marina, two shipping containers have been included to the rear to allow for additional storage. For example, for outdoor seating, umbrellas and other paraphernalia etc. This ensures that, in the event of high winds, there is a minimised risk of damage to other buildings in the marina.

Materials

- 3.1.8 To remain lightweight and reduce the impact from foundations, the proposals are a pre-fabricated unit produced by the manufacturer, Your Retreats, who are experienced in providing high-quality, custom lodges with measures to 'reduce heat loss through the external structure, improved ventilation, and vapour control'¹ in line with British Standard 3632:2023. This will be bolted down and secured into the concrete hardstanding.
- 3.1.9 In order to maximise views of Southampton Water and the River Hamble most of the restaurant is glazed. Not only will this improve views from inside the restaurant but this will also attract those coming by boat through the River Hamble into the restaurant.
- 3.1.10 Final materials and colour will be confirmed once an operator is chosen however, it is intended that the proposals use complementary 'Vinylit PVC Cladding' which complement the glazing and assimilate well with the marina and its surroundings.

3.2 Access

- 3.2.1 As a working marina, primary access to the site is either by car or by boat. Public access to the marina will remain controlled at all times, as it would be with any privately owned boatyard or marina. Further detail is provided below on the parking arrangements for the site however, it is intended to provide 10 standard car parking bays, 3 Electric Vehicle (EV) equipped car parking bays, one disabled bay, two motorcycle bays and a visitor cycle store, with one Sheffield stand, and a staff cycle store, with two Sheffield stands, for a total of 14 car parking spaces. Further parking opportunities are also available across the wider marina site.
- 3.2.2 Access to the site is through School Lane, to the northwest. This provides existing access to the wider marina and provides a direct route past the units on 1-12 Firefly Road.
- 3.2.3 The site benefits from several nearby Public Rights of Way, offering pedestrian access to and from the wider Hamble area. Cycle access is facilitated via National Cycle Network Route 2, located approximately 1.2km north of the site, providing connectivity along the south coast.

¹ Your Retreats website: <https://www.yourretreats.co.uk/>

- 3.2.4 Public transport access is available via bus stops on Hamble Lane, approximately 1.4km from the site, served by the no.15 bus route with regular services to Southampton and surrounding areas.
- 3.2.5 Pedestrian access into the restaurant itself is gained through an entrance to the rear of the restaurant with disabled access to the east onto the eastern terrace area. A secondary stepped access is provided to the east, for marina users to more easily access their boats past Outlook House as well as for people to enjoy the grassed area to Southampton Water.

3.3 Refuse and Recycling

- 3.3.1 Refuse and recycling areas have been provided to the west of the shipping containers, to the rear of the proposals, so these are shielded from view from members of the public.
- 3.3.2 Access for refuse collection vehicles will be provided. See Section 5.3 - Access and Transport below for more detail.

3.4 Development Lifetime

- 3.4.1 The development has an anticipated lifetime, based on the design and structure of the building and in the proposed location, of 50 years, taking the proposals up to 2075. At this point, it is likely that the location of the proposals will be reassessed in particular in line with any updated flood defence measures that may be implemented around Hamble Point Marina.
- 3.4.2 Wider discussions are likely to be required between Hamble Point Marina and Eastleigh Borough Council around the wider flood management plans for the area at this time (e.g. whether strategic flood initiatives are required or whether the site is safe past 2075 or into the 2100s).

4. Planning Policy

4.1 National Planning Policy

National Planning Policy Framework (NPPF)

- 4.1.1 The Revised National Planning Policy Framework (NPPF) (adopted December 2024) is material to decision making in respect of all planning applications.
- 4.1.2 The planning system plays an important role in supporting sustainable development. NPPF Paragraph 8 sets out the interdependent objectives to achieve sustainable development: economic, social and environmental.
- 4.1.3 Chapter 2: Achieving Sustainable Development. Paragraph 7 summarises sustainable development as *“meeting the needs of the present without compromising the ability of future generations to meet their own needs”*.
- 4.1.4 Chapter 6: Building a strong, competitive economy is of relevance to the proposals. Paragraph 85 gives significant weight to the need to support economic growth and productivity. Planning policies and decisions should create conditions in which business can *“invest, expand and adapt”* in order to *“support economic growth and productivity”*. Additionally, Paragraph 87 recognises the *“specific locational requirements of different sectors”*, giving consideration to the need *“to support economic growth and resilience”* at all scales.
- 4.1.5 Chapter 14: Meeting the challenges of Climate Change, Flooding and Coastal Change. Paragraph 172 highlights that *“all plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change”*. Thus paragraph 177 sets out if a Sequential Test is applied and development cannot be located in an area of lower risk, an exemption test may be necessary.
- 4.1.6 Paragraph 181 sets out that development should *“ensure that flood risk is not increased elsewhere”* unless it in exceptional circumstances it can be demonstrated necessary. Paragraph 174 *“Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test”*.
- 4.1.7 Chapter 11: Making Effective Use of Land outlines the need to *“promote an effective use of land... whilst safeguarding and improving the environment”*, *“Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or ‘brownfield’ land”*.

4.2 Local Planning Policy

- 4.2.1 Under section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as amended), if regard is to be given to the development plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan, unless material considerations indicate otherwise. Section 38 (3) of the Planning and Compulsory Purchase Act 2004 (as amended) states that the development plan consists of the development plan documents and any neighbourhood plan. In this case, these are:
 - Eastleigh Borough Local Plan 2016-2036 (adopted April 2022)
 - Hampshire Minerals and Waste Plan (adopted October 2013)

Eastleigh Borough Local Plan 2016-2036

4.2.2 The Eastleigh Borough Local Plan 2016-2036 sets out the approach to development in Eastleigh. It reflects EBC's three strategic priorities: a green borough, a healthy community and a prosperous place. The plan contains a number of policies to achieve these strategic priorities, the most relevant of which are listed below:

- Policy S1 – Delivering Sustainable Development
- Policy S2 – Approach to new development
- Policy S4 – Employment provision
- Policy S7 – The Coast
- Policy S8 – Historic Environment
- Policy S9 – Green Infrastructure
- Policy S11 – Transport Infrastructure
- Policy DM1 – General criteria for new development
- Policy DM2 – Environmentally sustainable development
- Policy DM3 – Adaptation to climate change
- Policy DM5 – Managing flood risk
- Policy DM6 – Sustainable surface water management and watercourse management
- Policy DM7 – Flood defences, land reclamation and coast protection
- Policy DM8 – Pollution
- Policy DM10 – Water and Waste Water
- Policy DM11 – Nature Conservation
- Policy DM12 – Heritage Assets
- Policy DM13 – General development criteria – transport
- Policy DM14 – Parking
- Policy DM15 – Safeguarding existing employment sites
- Policy DM20 – Boatyard and Marina Sites on the River Hamble
- Policy DM32 – Protection of recreation and open space facilities
- Policy DM35 – Recreational activity on the River Hamble

Hampshire Minerals and Waste Plan (2013)

4.2.3 The Hampshire Minerals and Waste Plan is based upon the principle of delivering sustainable minerals and waste development in Hampshire up to 2030. The plan is structured to reflect this approach of balancing and integrating the needs of the environment, the community and the

economy. The plan safeguards and allocates sites for proposed minerals and waste sites across Hampshire. The relevant policy in the HMWP is:

- Policy 15 – Safeguarding – mineral resources

4.2.4 The site is within a Minerals Consultation Area (MCA) for superficial sand and gravel. Further consideration of the HMWP is set out in Section 5.9.

Other relevant supplementary planning documents and guidance

4.2.5 There are a number of Supplementary Planning Documents (SPDs) which should also be read in conjunction with the Local Plan, these are:

- Residential Parking Standards SPD 2009
- Quality Places SPD (November 2011)
- Planning Obligations SPD (July 2008)

4.2.6 Although EBC do not have an adopted non-residential parking standards SPD, a Draft Eastleigh Borough Council Parking Standards Supplementary Planning Document (2023). Although not adopted, these standards have been used as guidance in the preparation of this application.

Table 4.1: Table of Non-Residential Parking Standards 2023

Use Class	Car Parking Standard	Operational Parking		Cycle Parking Standard	
		Loading Areas (inc. deliveries and drop off)	Vehicle Parking (inc. pool cars and service vehicles)	Long Stay	Short Stay
Class E Non-food retail and general retail (covered retail areas)	1 space per 20m ² covered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m ²
Class E Non-food retail and general retail (uncovered retail areas)	1 space per 30m ² uncovered areas	2 spaces	1 space	1 space per 6 staff	1 space per 200m ²
Class E Food retail	1 space per 14m ²	2 spaces	1 space	1 space per 6 staff	1 space per 200m ²
Class E Eating and drinking establishments	1 space per 5m ²	1 space	1 space	1 space per 5 staff	2 spaces per establishment
Sui Generis Take-away hot food shops	1 space per 3 staff	1 space	1 space	1 space per 8 staff	2 spaces per establishment

5. Planning Considerations

5.1 Principle of Development

- 5.1.1 The site sits within Hamble Point Marina. Hamble Point Marina is safeguarded under *Policy DM20 – Boatyard and Marina sites on the River Hamble* which sets out that all identified sites will permit development associated with boat building, and the fitting out, maintenance and repair of boats and ancillary uses. Exceptionally, the development or redevelopment of a modest amount of floorspace not restricted to boat-related uses may be permitted, where it is demonstrated that the development will complement the use of the site and/or enjoyment of the River Hamble. Additionally, *Policy S7 – The Coast* identifies recreational sailing as a key part of the local economy as well as providing a local amenity.
- 5.1.2 The proposals provide for a new, high-quality, food & beverage (F&B) use at Hamble Point Marina. The proposals face directly onto the River Hamble and Southampton Water and will provide diners exceptional views of the water and encouragement enjoyment of the River Hamble. The development will increase dwell-time and visitor spend from berth holders, visiting crews and the wider community, aiding in the generation of year-round footfall that benefits on-site marine businesses (chandlers, maintenance providers and retail tenants), while also creating new local employment and economic opportunities in both front and back-of-house roles. This also aligns with MDL's longer term strategy to increase occupancy and visitors to the marina which, to date, has included new berth holder facilities and a new marina office. The intention of the positioning of the restaurant is not just to attract users of the marina facilities and services but to also attract boats sailing past the site.
- 5.1.3 The modest increase of Class E(b) floorspace at the site, sits in the wider context of c.9ha of Hamble Point Marina. The restaurant would also diversify revenue for the MDL Marinas, supporting reinvestment back into marina maintenance and infrastructure to future proof the marine industry within the Hamble. By providing an alternative offering to the Ketch Rigger, this is likely to provide a new experience to users of Hamble Point Marina thereby enhancing the Marina's offering. This will encourage existing and future recreational sailors to visit the restaurant thereby, securing the commercial success of the wider Hamble Marina and ensuring its long-term viability.

Commercial Justification

- 5.1.4 Customer feedback, and MDL's experience as Europe's leading marina owner/operator, show a clear link between the quality of F&B in a marina and its commercial success.
- 5.1.5 The proposed restaurant is therefore in direct response to commercial need within Hamble Point Marina's operations, rather than speculative redevelopment.
- 5.1.6 Operational data shows declining customer satisfaction with the existing F&B provision, with customer surveys indicating a value for money score of 5.36 out of 10 compared to the company average of 6.4. This operational deficiency directly impacts marina revenue, with casual berthing visits declining 40% from post-Covid levels and customer retention challenges affecting annual berth renewals.
- 5.1.7 This investment in a new F&B offering at Hamble Marina addresses the identified operational failures whilst supporting the marina's core berthing business through enhanced customer experience and extended visitor duration.

- 5.1.8 The F&B offering at Hamble Marina is therefore, integral to the success of the whole operation and their relationship is symbiotic. The essential elements of the F&B provision are:
- Located within the marina and within walking distance of pontoon areas for berth holders and visitors by boat;
 - Located within walking distance of marina commercial/retail elements;
 - Attractive to visitor diners to supplement marina-based customers and increase commercial viability;
 - Easy access by car for visiting diners with adequate parking;
 - Highly visible to marina-based diners and to the wider public.
- 5.1.9 Additionally, with the significant expansion of the marina capacity in 2019, the area where the proposals are to be located is now used for boat trailers and is surplus to requirements in terms of off-season boat storage and therefore, the proposals are considered to be located in the most suitable location for Hamble Point Marina.

Summary

- 5.1.10 The proposed location is uniquely suited to these requirements and cannot be replicated inside or outside the Hamble Point Marina complex. There is considered to be a clear commercial need for the new F&B offering, in accordance with Policy DM20 and Policy S7 and therefore, the principle of development is acceptable.

Figure 5.1: View of Hamble Marina looking northwest



5.2 Design and Appearance

- 5.2.1 *Policy DM2 – Environmentally Sustainable Development* promotes sustainable building practices by requiring new developments to reduce carbon emissions, water use and meet environmental standards through incorporating energy-efficient design. The policy states that developments should be designed with consideration to future adaptation or re-use for alternative purposes in order to prolong the development's lifespan.
- 5.2.2 The *Quality Spaces SPD* sets out guidance for all new development in Eastleigh Borough to ensure design is of a high quality, sustainable and well-integrated into surroundings. The document sets out design criteria for new developments to best meet the need of local residents whilst creating attractive, good quality places.
- 5.2.3 With 'The Point', the intention is to respond to the existing contours of the hardstanding area in the marina. The proposals fit snugly into the arrowhead shape to the south/southeast of Hamble Marina. The near-fully glazed elevations will allow natural sunlight in to the marina whilst providing exceptional views of the River Hamble.
- 5.2.4 Bringing in elements of corrugated steel to the west of the proposals and with the shipping containers to the rear, the proposals assimilate well with the working modern marina.
- 5.2.5 The overarching ethos of the marina is to continually make improvements for users and visitors to the marina and, with the provision of a new restaurant, the proposals are considered to contribute to this goal.
- 5.2.6 An improvement to the outlook from Firefly Road will result as the land will change from an area of boat storage and hardstanding to a welcoming and open space for the new restaurant.
- 5.2.7 Although the proposals interrupt views when viewed from the River Hamble, as the proposals are only single storey and are of a high quality the frontage along the waterfront will be improved. Additionally, this is likely to shield some of the retail/industrial units along Firefly Road from view.
- 5.2.8 As such, the proposals are considered to represent a new high-quality F&B offering at Hamble Point Marina. The design of the proposals will present a modern and inviting proposal for existing and future users of the marina and will assimilate well with the existing marina.

Figure 5.2 Indicative CGI views of the proposals



5.3 Access and Transport

- 5.3.1 *Policy S11 – Transport Infrastructure* outlines the need for new development to encourage sustainable methods of transport. A Transport Note has been prepared by i-Transport in support of the planning application at Hamble Point Marina. The proposed development has been designed to promote sustainable transport choices and ensure safe and efficient access for all users, helping to minimise congestion and encourage walking, cycling and public transport use.

Access

- 5.3.2 The site will retain its existing vehicular access from School Lane and internal private road network. No changes to access arrangements are proposed, and safe and suitable access for all users is maintained.

Parking provision

- 5.3.3 EBC do not have an adopted non-residential parking standards SPD however, a Draft Eastleigh Borough Council Parking Standards Supplementary Planning Document (2023) has been used as guidance in the preparation of this application.
- 5.3.4 For Hamble Marina, the proposals are required to provide 1 space per 20m² of covered areas, two spaces for loading areas, one space for car pool and service vehicles which results in 14 car parking spaces.
- 5.3.5 Cycle parking is required to be provided at a rate of one space per six staff for long stay and 1 space per 200m² for short stay, resulting in a requirement for three Sheffield stands.
- 5.3.6 Additionally, 5% of spaces should be designed to be used by disabled people, resulting in a requirement for one space. Also, parking spaces for powered two wheelers should be provided at a minimum level of 5% of total car parking spaces, resulting in a minimum of 2 spaces to be provided per site.
- 5.3.7 As such, in accordance with the Draft Eastleigh Borough Council Parking Standards Supplementary Planning Document (2023) the development will include the provision of 14 car parking spaces including:
- 10 Car Parking spaces
 - Three EV charging spaces
 - 1 Disabled space
 - 2 Motorcycle spaces
- 5.3.8 Additional car parking provision is provided throughout the Marina complex and some restaurant users will arrive by boat.
- 5.3.9 As 20 members of staff are likely to be employed, cycle storage with two Sheffield stands for staff and one Sheffield stand for restaurant visitors are to be provided.

Sustainable Transport

- 5.3.10 The proposed development supports Policy S11 – Transport Infrastructure by encouraging walking, cycling and public transport use. The site benefits from several nearby Public Rights of Way, offering pedestrian access to and from the wider Hamble area. Cycle access is facilitated via National Cycle Network Route 2, located approximately 1.2km north of the site, providing connectivity along the south coast. Cycle parking will also be provided on-site, with electric vehicle charging stations supporting the shift to low-emission transport.
- 5.3.11 Public transport access is available via bus stops on Hamble Lane, approximately 1.4km from the site, served by the no.15 bus route with regular services to Southampton and surrounding areas. These provisions ensure that the development is accessible by sustainable transport modes and contributes positively to reducing reliance on private car use.

Servicing and Emergency Access

- 5.3.12 Swept Path Analysis confirms that both refuse and emergency vehicles can safely access and exit the site in accordance with Building Regulations Approved Documents H and B, and Section 6.7 of Manual for Streets.
- 5.3.13 Servicing will be taken from the rear of the restaurant using an existing turning area suitable for large refuse vehicles. Access for emergency vehicles is also possible within this area.

Traffic Impact

- 5.3.14 The proposed restaurant is likely to generate movements onto the highway network associated with customers, staff attendance, site visitors and servicing. It is also worthy of note the existing mooring capacity at the marina and the likelihood that not everyone will park their cars at the site but rather moor up and visit the restaurant.
- 5.3.15 Trip rates have been based on the established TRICS database for 'Hotel, Food & Drink – Pub / Restaurant' to derive trip rates per 100m². This shows that the restaurant is likely to generate 6 two-way movements in the lunchtime peak hours, 2 two-way movements in the evening peak hour and 70 daily car movements (35 in and 35 out). These estimates are considered to be a worst-case.
- 5.3.16 The forecast generation in any one hour is consistent with the NPPF and the proposed development therefore, will not result in any significant impacts on the transport network.

Summary

- 5.3.17 In summary, the proposed development is proposed to provide 14 car parking spaces and three Sheffield stands on site and is well connected for pedestrians, cyclists and by public transport. The proposals are able to be fully serviced by both refuse and emergency services and is unlikely to result in significant impacts on the highway network. As such, the proposed development is considered to comply with the NPPF, Policy S11 of the EBC Local Plan and the Draft EBC Parking Standards SPD.

5.4 Arboriculture

- 5.4.1 *Policy DM1 – General criteria for new development* sets out that development should not involve the loss or damage of trees or other landscape features that contribute to the character and appearance of biodiversity in an area, unless they can be replaced with features of equivalent or enhanced value.
- 5.4.2 The application is supported by an Arboricultural Impact Appraisal and Method Statement as well as a Tree Protection Plan prepared by Barrell Tree Consultancy in support of the proposed development at Hamble Point Marina.
- 5.4.3 The assessment identifies a total of 10 trees within of adjacent to the site. All trees are classified as Category C (Low quality) under BS 5837:2012. Two trees (T7 and T8 – Sea Buckthorne) are identified for removal due to poor structural form and limited vitality. Their removal will not result in any adverse impact on local character or visual amenity due to their small stature and low quality status.
- 5.4.4 These trees are proposed to be replaced with a mix and variety of trees and replacement planting, to be secured by a suitably worded planning condition, across the wider Hamble Point Marina site. Indicative locations of these trees are shown in Figure 5.3.
- 5.4.5 All retained trees will be protected throughout the construction phase using barriers and standard precautions. No pruning is required, and no encroachment into Root Protection Areas (RPAs) is anticipated. Arboriculture supervision will be provided at key stages, including pre-commencement and during works near RPAs, which is considered sufficient to prevent any detrimental impact on the impact of the trees in the surrounding area.
- 5.4.6 In summary, although two trees are proposed to be removed, mitigation planting and SuDS will be implemented (also assisting in achieving a 13.28% BNG) thereby, wholly mitigating the lost trees on Site, in accordance with Policy DM1 – General Criteria for New Development.

Figure 5.3 Tree Protection Plan excerpt



5.5 Ecology, Shadow Habitat Regulations Assessment and Biodiversity

- 5.5.1 Policy DM11 – *Nature Conservation* requires that all development proposals demonstrate how they will protect, conserve, and enhance the natural environment. This includes safeguarding designated conservation areas, networks of natural habitats, and watercourses, while also supporting their resilience to climate change. The policy expects developments to deliver a positive net gain in biodiversity and requires the submission of appropriate habitat and species surveys alongside the application.

Preliminary Ecological Appraisal

- 5.5.2 A Preliminary Ecological Appraisal has been carried out by Exo Environmental to support the proposals. The majority of the Site is dominated by hardstanding with an area of modified grassland with a few scattered trees of varying species.
- 5.5.3 The existing ecological value of the site has been assessed to be of limited value with the proposals expected to have no significant impacts on adjacent designated sites.

Habitats

- 5.5.4 There is a small amount of floral habitat and flora present with a number of trees on site: a small and medium sized sea buckthorn, three silver birches and a patch of ornamental shrubs. These shrubs and trees could form suitable habitats for birds or bats.
- 5.5.5 Subtidal benthic seabed and intertidal substrate foreshore (mudflats) are part of this active marina. Part of the site falls within the Solent Coast Important Plant Area (IPA) which is designated due to its abundance of various species of cord-grass however, it is likely that the effects of the works on these species will be negligible.

Species

- 5.5.6 The site is considered to be unsuitable for beavers, water voles, great crested newts (GCNs) and invertebrates and there is no pathway for impact to fish species or cetaceans and seals. There is a negligible potential for Natterjack Toads and reptiles.
- 5.5.7 Bats – There are many modern commercial buildings on site. Although buildings were not assessed for potential roosting features (PRF) due to their construction materials, they were considered of low potential for roosting bats. The site has some moderate potential value for foraging bats with the adjacent saltmarshes increasing the suitability of the habitat in and around the site for foraging bats.
- 5.5.8 Badgers and Other Mammals – Mammals (including badgers, foxes or otters) are not expected to be breeding at the site due to the construction materials, infrastructure and level of disturbance however, it is plausible that these animals may be commuting or foraging around the site at night. That being said the site is considered to have a low potential for badgers and other mammals.
- 5.5.9 Birds – No active bird nests were identified within the site. All trees and shrubs do provide a suitable habitat for nesting birds however, those evident on site were considered to hold low potential. Although there is intertidal marsh adjacent to the site, this floods during high tide and as such provides unsuitable nesting habitat thereby, meaning the site has low potential to support nesting birds. The SSSI, Ramsar and SPA marshes do however, form a suitable habitat to overwintering birds from October to May.

Mitigation

- 5.5.10 Additional construction noise was found to be insignificant due to the existing noise and disruption associated with the existing marina however, to protect nesting birds, overwintering birds and foraging bats, recommendations have been included in the report in the form of:
- Nesting birds - Construction activity should take place outside of the nesting bird season (March-August) unless accompanied by a suitably qualified ecologist, to confirm nesting birds are absent.
 - Overwintering birds - If temperatures are zero degrees Celsius or lower, at any point within a 24-hour period for seven consecutive days, then works must be suspended. Once temperatures of above zero degrees have been recorded for three consecutive days then works can recommence. This is to ensure no extra pressure is exerted on overwintering birds which use the extensive mudflats around Hamble Point for feeding.
 - Foraging Bats - Works will be limited to daytime hours as to mitigate the effects on foraging bats, should any be found on site, works should be suspended immediately until an ecologist can be consulted. Further, due to potential impact from the developer should seek to use installed lighting in line with guidance from Institute of Lighting Professionals (2023). The main guidelines are as follows:
 - Any external lighting should be of minimal, low intensity, directed to the ground and away from boundary features.
 - Warm, white lights will be used at <2700Kelvin and point away from eastern, western and southern boundaries. This reduces the blue light component which bats find disruptive.
 - Lights will be on motion sensor or timers and will be designed to prevent horizontal spill e.g. cowls, hoods, reflector skirts or shields to limit the amount of light spill.
 - These measures will mitigate any negative effect of light spill on foraging bats, and nocturnal feeding birds such as Nightjar and Nightingale and reduce impact on foraging invertebrates.
 - Trees – Trees should be removed outside of bird nesting season however, if this is not possible this should be checked by a suitably qualified ecologist for nesting birds prior to removal.
- 5.5.11 Therefore, it is concluded that the impacts of the proposed works would not be significant.

Shadow Habitat Regulations Assessment

- 5.5.12 Due to the location of the site at Hamble Point Marina, a number of designated sites are within close proximity:
- Solent and Southampton Water Ramsar
 - Solent Maritime Special Area of Conservation (SAC)
 - Solent and Southampton Water Special Protection Area (SPA)
 - Lee-on-the-Solent to Itchen Estuary Site of Special Scientific Interest (SSSI)
 - Solent and Dorset Coast SPA

- Hythe to Calshot Marshes SSSI
- Lincegrove and Hackett's Marshes SSSI

5.5.13 Similarly, the non-mapped designated features / species have been assessed (see pages 13 to 17 in the sHRA) and are summarised below for convenience:

- Black-tailed godwit
- Common tern
- Little tern
- Mediterranean gull
- Roseate tern
- Sandwich tern
- Waterbird assemblage
- Dark-Bellied Brent Goose
- Teal
- Dunlin
- Great Crested Grebe
- Grey Plover
- Redshank
- Ringed Plover
- Wigeon

5.5.14 As a consequence the planning application is accompanied by a 'shadow' Habitats Regulations Assessment (sHRA). As 'competent authority', it is the local planning authority's responsibility to consider and reach a conclusion on the likely effects of the proposed development on protected habitats via Screening and, if necessary, Appropriate Assessment, in accordance with the relevant regulations. The applicant is voluntarily supplying a sHRA in order to assist the local planning authority in this process and, accordingly, invites the local planning authority to adopt parts or all of the sHRA.

5.5.15 The sHRA screening identifies visual disturbance, and above water noise and hydrocarbons as potential pathways for disturbance but, confirms that the proposed development is not likely to have an adverse impact on site integrity. Nevertheless, recommended mitigation includes:

- Considering construction works will take place within a busy harbour and marina environment, with a high baseline of anthropogenic disturbance, visual and audible impacts are unlikely to be significant;
- Construction works are planned over a 14-week period (with expected start in January 2026) falling mostly outside of the April to August bird breeding period;

- The methodology for construction will utilise a modular design where the building will be primarily assembled offsite and delivered for installation, this reduces the potential for visual and audible disturbance and reduces on-site impacts;
- Visual disturbance is reduced due to the positioning and design of the restaurant being a lower profile to not only protect against strong ocean winds but also reduce visual impact from the estuary side;
- Mitigation, as described in the PEA above, for overwintering birds will also be adhered to (e.g. no construction works during seven consecutive days of cold weather);
- Hydrocarbon pollution and oil/fuel spillages have the capacity to impact avian species both directly and indirectly which will be mitigated through good site management (e.g. all machines carrying spill kits and oil leakage being removed from the foreshore immediately and repairs carried out);
- Fuel is to be stored in bunded lockable fuel tanks and temporary settlement tanks are available for silt management, although pumping is not required.
- During operation, impacts from noise and visual sources will not be more than the baselines as the use case scenario has not change from the existing.

5.5.16 Many of the mitigation measures above will be included in the Construction Environmental Management Plan (CEMP)².

5.5.17 As such, from the sHRA it is clear that there will be no significant adverse impacts of the works and during operation on any of the designated species/features and habitats present.

Biodiversity Net Gain

5.5.18 A Biodiversity Net Gain (BNG) Statement has also been prepared by Exo Environmental. The proposals will provide a biodiversity net gain of 13.28%, exceeding the mandatory 10% BNG requirement. A habitat management and monitoring plan should be implemented through planning condition.

5.5.19 As such, the proposed development complies with Eastleigh's *DM11 – Nature Conservation* policy, working to protect and enhance the site's surrounding natural environment and deliver biodiversity net gain. The supporting ecological reports provided by Exo Environmental detail the appropriate analysis required for the application, evidencing the exceeding of policy requirements.

² A Draft CEMP has been submitted with the application and is summarised below.

5.6 Lighting

- 5.6.1 *Policy DM8 – Pollution* covers guidance about lighting specifically, ensuring that appropriate lighting is employed to avoid negatively impacting local environmental or amenity impacts whilst maintaining public safety.
- 5.6.2 A Lighting Report has been carried out by Alan Tulla Lighting in support of the application in order to assess the light spill calculations and visual impact assessment from the proposals.
- 5.6.3 The report uses a model to assess the light spill and visual impact using a 'worst case scenario' with pale interiors and clear double-glazed windows.
- 5.6.4 The report finds that light spill is minimal and generally below 0.5 lux, which is comparable to moonlight. The design avoids external lighting with the restaurant using lower lighting than the café area, reducing environmental impact and aligning with dark sky and ecological considerations.
- 5.6.5 As such, the proposals are considered to comply with *Policy DM8 – Pollution*.

5.7 Draft Construction and Environmental Management Plan

- 5.7.1 EBC's validation checklist requires a Draft CEMP to be prepared for all major development proposals and any application where demolition, construction or landscaping work has the *potential* to affect a watercourse, wildlife habitat or an adjacent site including impacts from pollution, sediment, dust, surface water runoff, lighting, noise, vegetation clearance or soil compaction.
- 5.7.2 *Policy DM8 – Pollution* seeks to prevent and mitigate the impacts of pollution arising from development by requiring developers to provide a CEMP outlining mitigation strategies and *Policy DM6 - Sustainable Surface Water Management And Watercourse Management* requires development to safeguard the surrounding waterways from pollution by ensuring safe storage of fuel and chemicals. Additionally, *Policy S1 - Delivering Sustainable Development* refers to the minimisation of waste during construction.
- 5.7.3 Therefore, although not a major development proposal and the scale of proposals being unlikely to result in significant impacts, due to the Site's proximity to the designated sites listed above, a Draft Construction and Environmental Management Plan (Draft CEMP) has been prepared in support of the application. This is summarised briefly below.

Action and Implementation

- 5.7.4 This section describes the anticipated programme of construction works and the key activities that will be undertaken prior to completion and occupation of the Proposed Development.
- 5.7.5 Details of measures to protect the environment during the construction of the Proposed Development have been set out in a Draft CEMP. Measures will address hours of working, noise, vibration, dust, light spill. It is anticipated that the Draft CEMP will be agreed by the LPA through planning condition.
- 5.7.6 Once finalised and approved by the Local Planning Authority, the CEMP would be held on-Site. All Site personnel would be made aware of its existence and undertake to adhere to the guidance.

Duration of Construction and Methods of Working

- 5.7.7 Construction is anticipated to commence in 2026 for a duration of 14 weeks. Working hours are anticipated to be:
- During daylight hours (between 7:30 – 17:30), Monday to Friday
 - No work to be carried out outside these hours
- 5.7.8 In order to maintain these working hours, the contractor(s) may require a period of up to half an hour before and up to one hour after normal working hours for start-up and close down of activities. This does not include operation of plant or machinery giving rise to noise with the potential to disturb nearby residents or the arrival of any HGV at Site before 07:30 hours.

Construction traffic

- 5.7.9 Access for construction will be gained via the main Marina entrance off School Lane. For further information, see the associated access routes outlined in the draft CEMP. Temporary finger boards will direct construction traffic to the site, alongside cordoned off public walkways
- 5.7.10 Information on deliveries including the anticipated number, frequency and type of vehicle can be found in the draft CEMP. All vehicles and plant coming onto site shall conform to current Road Traffic Acts and Control of Pollution Acts. The contractor will request full load deliveries to minimise vehicle movements.
- 5.7.11 Details of all plant equipment can be found in the CEMP report.

Pollution

- 5.7.12 The site manager will be responsible for upholding compliance with the CEMP and advising the Environmental Supervisor (ES) on site of any changes, in which they will assess if any further action is necessary. Further responsibilities of the ES are outlined in the CEMP.
- 5.7.13 The contractor will be responsible for reporting environmental incidents to the ES, complying with the Control of Pollution Act 1974 and maintaining site machinery to prevent and respond to oil spills. The ES will determine whether incidents require escalation to the Environment Agency's Incident Hotline.
- 5.7.14 Construction noise will be limited and mitigated through implementation of the CEMP. The contractor will comply with the "Code of Practice for Reducing the Exposure of Employed Persons to Noise" and the "Health and Safety at Work Act 1974" Control of Pollution Act 1974 (Part III Noise).
- 5.7.15 To minimise impacts on air quality, light water spraying will be employed as necessary over the work location to control airborne dust.
- 5.7.16 Additionally, fuel will be stored in bunded, lockable fuel tanks. Refuelling will only occur in work areas with all machinery regularly inspected for leaks and clear responses to oil spills outlined. Hazardous Substances Management, a full COSHH assessment will be maintained to control and minimise the use of hazardous substances, with risks effectively communicated to operatives.

Waste

- 5.7.17 The CEMP outlines the steps taken to minimise carbon footprint including using local waste collection and recycling facilities. As such, the contractor will endeavour to use local or recycled materials in construction.

Public Interface

- 5.7.18 As a working marina, it is imperative that members of the public are protected during construction, therefore, clear segregation of work zones by using temporary fencing and signage as well as utilising banksmen to marshal during HGV movements will all ensure public safety.
- 5.7.19 Therefore, the proposed development is in compliance with *Policy DM6 - Sustainable Surface Water Management And Watercourse Management* and *Policy DM8 – Pollution*.

5.8 Flood Risk and Drainage

- 5.8.1 *Policy DM5 - Managing Flood Risk* ensures that development in areas at risk of flooding are carefully controlled. Proposals should demonstrate appropriate flood mitigation strategies alongside evidence that development will not cause flooding elsewhere. Development will only be permitted in areas at flood risk if proposals can meet sequential and exception tests or site specific Flood Risk Assessment (FRAs) that can demonstrate sufficient mitigation strategies to manage current and future risks.
- 5.8.2 The NPPF also outlines, in footnote 63, that a site-specific FRA is required where sites are greater than 1ha, are located in flood zones 2 and 3, or are in an area identified in a Strategic Flood Risk Assessment as being at flood risk now or in the future.
- 5.8.3 The site falls within Flood Zone 3. A flood risk sequential test has also been undertaken in accordance with NPPF requirements. Therefore, a site-specific FRA has been produced by Calibro Consultants and a Flood Risk Sequential Test has been produced by Savills.

Drainage Strategy

- 5.8.4 The proposals are currently situated on an impermeable area of the site and therefore, changes to this impermeable footprint will have an impact on the drainage.
- 5.8.5 All surface water runoff is anticipated to drain into the existing storm water drainage system with foul water being picked up by the existing sewage system at Hamble Point Marina. Foul and surface water sewers are located to the north of the site. The location of the connection points are therefore, subject to detailed design.
- 5.8.6 In order for the site to achieve a betterment in terms of runoff generated, it is proposed that the existing roof area would drain to raised bed Sustainable Drainage Systems (SuDS) planters. The total combined surface area of the planters should be 26m², based on the Construction Industry Research and Information Association (CIRIA) SuDS Manual, and are proposed to discharge into the existing surface water drainage system, albeit at much reduced rates.

- 5.8.7 Planters which are 2m long and 0.6m wide are proposed to be placed around the restaurant with the distribution and location of these planters to be secured via a suitably worded planning condition (likely to also cover wider landscaping details).
- 5.8.8 Surface water runoff from commercial / industrial roofs are considered to present a low hazard to water quality. Therefore, the bioretention system (SuDS planters) will provide sufficient mitigation of the likely pollutants expected. General maintenance responsibility will lie with the site owner and are detailed in Table 7-2 of the FRA.
- 5.8.9 As such, the proposals are considered to be able to meet its drainage needs.

Flood Risk Assessment

- 5.8.10 The FRA confirms that the site is located within Flood Zone 3a due to tidal influences from the River Hamble and Southampton Water. The Partnership for South Hampshire (PfSH) Strategic Flood Risk Assessment (SFRA) confirms that land is **not** needed for tidal flood water storage given the proximity to the wider Solent and therefore, the site is considered to be located in Flood Zone 3a in which less vulnerable developments are appropriate.
- 5.8.11 The current elevation of the proposed restaurant sits at 2.75m Above Ordnance Datum (AOD). Low banks surround the marina however, these banks have a minimal impact on the flood levels predicted in the marina.
- 5.8.12 From tidal sources of flooding, in 2075, the design event flood depths across the site would be approximately 0.80m deep when the higher central allowance is applied, rising to 0.95m deep for the upper end allowance.
- 5.8.13 For a 1 in 20 year event, flood depths by 2075 are predicted to reach 0.59m when the higher central allowance is applied and the current elevation is used, with the upper end allowance rising to 0.74m.
- 5.8.14 As such, the proposals have been raised to at least 0.80m above the existing ground levels, which is the predicted depth for flooding for the design 1 in 200 year event when the higher central allowance for climate change is applied. This is sufficient to keep the site flood free for 1 in 200 year event, including a higher central allowance for climate change, with no additional mitigation required.
- 5.8.15 In terms of surface water flooding, the Risk of Flooding from Surface Water (RoFSW) mapping indicates areas where water would tend to flow and accumulate during extreme rainfall events. The mapping is derived by simulating the 1 in 30, 1 in 100 and 1 in 1,000 year rainfall events to define areas at high, medium and low risk of surface water flooding.
- 5.8.16 The surface water flooding predicted to impact the site is between 0.2m and 0.3m deep and has been assessed as low.
- 5.8.17 In terms of other sources of flooding, the risk of flooding from groundwater has been assessed as low; flooding from sewers and flooding from artificial sources have been assessed as negligible.

Mitigation

- 5.8.18 In addition to the aforementioned raising of the restaurant by 0.80m, a number of other measures have been suggested.

Flood Emergency Plan

- 5.8.19 A Flood Emergency Plan (FEP) has been developed for the site. The FEP intends to maximise the safety of occupiers without placing undue burden on the emergency services. The FEP will form part of the building management company health and safety documentation and it is recognised that this may change over time to reflect flood predictions at that time to ensure it remains relevant. The FEP is to be updated every three years.
- 5.8.20 Although the site remains flood free for the development lifetime of 50 years, the surrounding car park would be flooded however, the FEP ensures the restaurant is closed for the duration of a flood event with no one remaining in the building or vicinity, including the car park.
- 5.8.21 The restaurant will have an FEP Manager who will sign up to the EA flood warnings and alerts. these warnings are provided six hours in advance of a flood event. Duration of flood events have been estimated to be approximately two hours.
- 5.8.22 At this point, either monitoring of the situation or safe evacuation of the site, depending on the level of flood risk is advised.
- 5.8.23 Although there is flooding along School Lane in extreme flood events, it is anticipated that all occupiers of the site will fully evacuate along School Lane and into Hamble-le-Rice ahead of a severe flood warning.

Sequential Test

- 5.8.24 The site lies entirely within Flood Zone 3 (tidal), as defined by the Environment Agency, and is therefore subject to the Sequential Test to ensure that development is directed towards areas of lowest flood risk wherever possible.
- 5.8.25 The Sequential Test has been undertaken in accordance with the requirements of the National Planning Policy Framework and PPG, to demonstrate that the proposed development is appropriately located in relation to flood risk.
- 5.8.26 The restaurant is intended to support and diversify the marina's offering, enhancing its long-term viability and contributing to the economic vitality of Eastleigh Borough. It will provide a permanent, high-quality hospitality facility that increases dwell-time and visitor spend, supporting on-site marine businesses and creating new employment opportunities. The nature of the use requires a consolidated footprint within the marina to ensure operational integration and economic effectiveness. Disaggregation across multiple sites was assessed and found to be unfeasible.
- 5.8.27 The Sequential Test was applied using a robust methodology, considering:
- Geographical Scope: The search area was limited to Eastleigh Borough, reflecting the localised nature of the proposal and its role in supporting the borough's marine economy. This approach aligns with PPG guidance, which recommends a pragmatic and locally appropriate catchment area for developments that are classed as non-major.
 - Type of Development: The assessment focused on marina-related hospitality uses, recognising the specific locational and operational requirements of such development. Only genuine marina sites, as defined by the Yacht Harbour Association and allocated under Policy DM20 of the Eastleigh Borough Local Plan, were considered.
 - Capacity and Functionality: The development requires a single, consolidated site capable of accommodating the restaurant and associated infrastructure. Sites that could not deliver the proposal without compromising marina operations were excluded.

- Flood Risk: Sites within Flood Zones 3 were excluded from consideration due to not being sequentially preferable.

5.8.28 Seven marina sites within Eastleigh Borough were identified and assessed. Six were discounted due to their location within Flood Zones 3, which are not sequentially preferable. The remaining site, Mercury Yacht Harbour, was assessed in detail.

Mercury Yacht Harbour

5.8.29 Mercury Yacht Harbour is also within MDL Marinas' ownership. A manual review of land use and historic satellite imagery confirmed that the available dry land is operationally essential for boat handling, repair, and storage. MDL's internal assessment concluded that no surplus land was available that could be released for development without adversely affecting the marina's core function. As such, Mercury Yacht Harbour does not represent a reasonably available alternative.

5.8.30 The Sequential Test demonstrates that there are no suitable, available, and developable sites within areas of lower flood risk that could accommodate the proposed development without undermining its operational or economic objectives. The proposed restaurant is intrinsically linked to the function and future viability of Hamble Point Marina and cannot be disaggregated or relocated without compromising its purpose.

5.8.31 Accordingly, the Sequential Test is considered to be passed, and the proposal is compliant with national and local planning policy relating to flood risk.

Summary

5.8.32 In summary, the site has been assessed as being in Flood Zone 3a and at an overall Low or Negligible risk from all other sources of flooding.

5.8.33 The drainage strategy for the site consists of planters which are proposed to be located around the outskirts of the restaurant to absorb surface water runoff and direct it to the existing surface water drainage system for the marina.

5.8.34 Foul drainage will discharge into the existing foul water drainage system.

5.8.35 Other mitigation such as raising the building height by 0.80m and the production of a Flood Emergency Plan are included to make the building safe for its lifetime of 50 years.

5.9 Other considerations

Built Heritage and Archaeology

5.9.1 *Policy S8 - Historic Environment* seeks to preserve and enhance the Borough's heritage assets including listed buildings, conservation areas, landscapes and archaeology. Guidance restricts development that impacts their setting yet encourages proposals that enhances their use and enables public enjoyment. In an ongoing process of survey and review, the policy looks to identify key features of the local area and implement a strategic approach to conserving and enhancing historic and archaeological features.

5.9.2 The proposals are located a sufficient distance, and are well enclosed, from any built heritage assets such that the presence of the new restaurant is not likely to cause any harm to these built heritage assets.

- 5.9.3 In addition, the likelihood of disturbing any archaeological assets is low due to the previous land reclamation that has already taken place at the marina. As such the proposals are in accordance with Policy S8 – Historic Environment of the EBC Local Plan.

Minerals and Waste

- 5.9.4 *Policy 15 – Safeguarding – mineral resources* safeguards mineral resources in MCAs and requires the prior extraction of minerals unless the development meets certain criteria.
- 5.9.5 Development without the prior extraction of mineral resources in MSAs may be permitted if it can be demonstrated that the sterilisation of mineral resources will not occur; or, it would be inappropriate to extract mineral resources at that location; or, the development would not pose a serious hinderance to mineral development in the vicinity; or, the merits of the development outweigh the safeguarding of the mineral.
- 5.9.6 Given its existing waterfront location and its current operation as a commercial marina, the site is both within an area that would be inappropriate to extract minerals.
- 5.9.7 As such, the development is considered to meet the requirements of Policy 15 of the Hampshire Minerals and Waste Plan.

Land contamination

- 5.9.8 *Policy DM8 – Pollution* sets out that responsibility is on the applicant to assure the council that no long or short term risk to human health, the environment, property or designated waters is generated through development.
- 5.9.9 As the development is to be bolted and secured into the existing hardstanding the presence of contamination is unlikely. The historic use of the site has consisted of low-lying waterfront areas which was then reclaimed in the late 20th century. Since at least 1999, the area has been in use as hardstanding and therefore, the presence of on-site contamination is highly unlikely.
- 5.9.10 Additionally, any potential disturbance of contaminated land would only result from drilling and bolting the proposals into the existing hardstanding and therefore, the impacts from this are considered to be able to be suitably mitigated either through the CEMP.
- 5.9.11 As such, the presence of contaminated land is low enough to not be a material consideration in the determination of this planning application.

Odour assessment

- 5.9.12 *Policy DM8 – Pollution* sets out that development should look to safeguard the effects of odours released into the surrounding areas. Where relevant, the impacts of odours should be assessed and addressed through appropriate design and operational controls.
- 5.9.13 Although the new restaurant use is likely to result in some odour emissions from the site, as the restaurant operator cannot be confirmed until such a time that permission is granted, it is not possible to accurately calculate the level of odour emissions from the site.
- 5.9.14 Preliminary advice from an Air Quality Consultant stated that a Kitchen Odour Risk Assessment (KORA) can be secured by planning condition prior to first occupation to secure the necessary ventilation systems required for the type of restaurant proposed.

6. Conclusions

- 6.1.1 The proposals consist of a new high-quality restaurant at Hamble Point Marina, Eastleigh, on behalf of Marina Developments Limited in order to enhance Hamble Point Marina's offering. The list of submission documents have been included at 1.1.7.

The Proposals

- 6.1.2 The proposals are located within to the southeast of the Hamble Point Marina, a popular marine facility offering approximately 230 wet berths, 137 dry stack spaces and 24/7 boat storage. The site accommodates 50 onsite commercial tenants alongside maintenance facilities, parking and 24/7 storage. The site itself consists primarily of hardstanding with modified grassland to the south and southeast of the proposals.
- 6.1.3 The proposals consist of a 290m² new food and beverage use. The red line boundary is 0.59ha with MDL's ownership (within the blue line) extends to 46.93ha.
- 6.1.4 The proposals sit wholly within the arrowhead shape of the existing hardstanding area at an approximate 120 degree angle. To facilitate this placement two trees are proposed to be removed and replaced with additional planting.

Planning Considerations

Principle of Development

- 6.1.5 Policy DM20 allows for a modest amount of non-boat related floorspace at marina sites. The increase of Class E(b) floorspace at the marina is unlikely to prejudice existing marina operations or the Ketch Rigger on the other side of Hamble Point Marina. The proposals will be of a high-quality design with elements to assimilate with the wider marina.

Access and Transport

- 6.1.6 The access and parking arrangements for the marina ensure that the site remains accessible for boat users as well as pedestrians, cyclists and motorists.
- 6.1.7 The proposals will provide 14 car parking spaces (including 3 EV and one disabled bay) as well as two powered two-wheeler spaces and a visitor and staff cycle store consisting of one and two Sheffield stands, respectively. Pedestrian access is primarily gained via stepped access and a ramp to the rear of the restaurant. A secondary stepped access is provided to the east for more easy access for marine users to access their boats past Outlook House.
- 6.1.8 The development is able to be serviced to the rear by refuse and delivery vehicles and provides sufficient refuse and recycling storage through a bin store to the rear of the restaurant.

Arboriculture

- 6.1.9 There are a total of ten trees within or adjacent to the site, all of which are classified as Category C (low quality) with two trees (T7 and T8) proposed to be removed and replaced. Specific details of which are expected to be secured by a suitably worded planning condition.

Ecology, Shadow Habitat Regulations Assessment and Biodiversity

- 6.1.10 In terms of ecology, bats, birds, badgers and other mammals have the potential to be impacted by the proposals however, by controlling construction activities to outside of the nesting bird season, unless accompanied by a suitably qualified ecologist; not constructing in temperatures below freezing; and, limiting work to daytime hours, the significance of impacts of the proposed works are minor. There are no significant adverse impacts of the works predicted on any of the designated species/features and habitats present.
- 6.1.11 A Biodiversity Net Gain of 13.28% will be achieved on site, exceeding the mandatory BNG requirement.

Lighting

- 6.1.12 Light spill from the site is minimal and generally below 0.5 lux, which is comparable to moonlight and the proposals are considered to comply with Policy DM8 - Pollution.

Draft Construction Environmental Management Plan (CEMP)

- 6.1.13 A Draft CEMP has been produced detailing the construction mitigation measures implemented for the site such as limiting work hours between daylight hours, cordoning off site access and construction areas, and controlling pollution and waste.

Flood Risk and Drainage

- 6.1.14 The proposals will consist into the existing surface water and foul water drainage networks at the site. The proposals will also include SuDS planters to control surface water runoff discharge rates.
- 6.1.15 In order to mitigate impacts from flood risk, the proposals have been raised by 0.80m and will incorporate the detailed Flood Emergency Plan.
- 6.1.16 A Flood Risk Sequential Test has also been produced which detailed that the proposals pass the Sequential Test based on there being no suitable, available, and developable sites within areas of lower flood risk that could accommodate the proposed development.
- 6.1.17 There are a total of ten trees within or adjacent to the site, all of which are classified as Category C (low quality) with two trees (T7 and T8) proposed to be removed and replaced. Specific details of which are expected to be secured by a suitably worded planning condition.

Other considerations

- 6.1.18 Built Heritage and Archaeology, Minerals and Waste and Land Contamination have also all been assessed and concluded that impacts are likely to be minor or can be suitably mitigated.
- 6.1.19 In terms of odour, it is anticipated that a Kitchen Odour Risk Assessment can be secured by planning condition prior to first occupation in order to secure the necessary ventilation systems required for the type of restaurant proposed.

Summary

- 6.1.20 As such, this Planning Statement has demonstrated that the proposed development is acceptable and in accordance with local and national planning policies and guidance.

Contact

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