

Project Point, Hamble Point Marina: Highways Response Note

Ref: SJ/SGe/ITS210340-002A
Date: 19 January 2026

SECTION 1 Introduction

1.1.1 MDL Marinas has appointed i-Transport LLP to provide highway and transport advice in relation to a planning application for the construction of a new food and beverage restaurant at Hamble Point Marina, Southampton (*planning application ref: F/25/100291*).

1.1.2 Hampshire County Council Highways (HCC) have provided a response to the planning application, and this is provided as **Appendix A**. Whilst there is no objection to the principle of the proposal, there are some matters that need to be addressed, including:

- Updates to the trip generation data to better reflect the potential for up to 100 people expected to dine at peak times;
- Clarification on the proposed parking; and
- The 'Draft' Construction Management Plan becoming a 'Final' version.

1.1.3 This Highways Response Note addresses these matters.

SECTION 2 Updated Trip Generation

2.1.1 The Transport Note demonstrated that the proposed food and beverage restaurant is likely to generate 6 two-way vehicle movements in the lunchtime peak hour, 2 two-way vehicle movements in the evening peak hour and 70 two-way daily vehicle movements. This was informed by trip rates derived from the TRICS Database in relation to the size of the development.

2.1.2 The Highway Authority has advised that an adjusted trip generation scenario reflecting the proposed seating capacity and staffing levels should be undertaken. Therefore, updated trip rates have been obtained from the TRICS database to derive trip rates per staff member.

2.1.3 The site selection of the trip rates is summarised below:

- Harvester, Essex, 450sqm
- Hungry Horse, Wiltshire, 375sqm
- Pub/Restaurant, Wakefield, 694sqm
- Pub/Restaurant, Cornwall, 285sqm

2.1.4 The full TRICS outputs are contained within **Appendix B**, and the resultant trip generation is shown in **Table 2.1**, using the same peak hour periods presented previously.

Table 2.1: Trip Rates and Trip Generation - Pub / Restaurant (10 staff members)

	Trip Rate			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Lunchtime (12:00 - 13:00)	1.493	0.507	2.000	15	5	20
Evening (17:00 – 18:00)	1.041	0.630	1.671	10	6	17
Daily (10:00 – 22:00)	9.460	9.607	19.067	95	96	191

Source: TRICS V8.25.12

2.1.5 The updated trip generation, based on staff members, shows that the proposed food and beverage restaurant could generate 20 two-way vehicle movements in the lunchtime peak hour, 17 two-way vehicle movements in the evening peak hour and 191 two-way daily movements. This is a robust assessment, as while there may be 20 people employed at the proposed restaurant overall, there will be a maximum of 10 members of staff on site at any one time. It is also worth noting that the sites selected are all larger than the proposed food and beverage restaurant and two of the sites are chain restaurants i.e., Hungry Horse and Harvester. These are different establishments to the proposed development.

2.1.6 In addition, whilst the facility could accommodate 100 diners, it is very unlikely that 100 diners will regularly (potentially ever) be served in any one lunch time or evening period.

2.1.7 Lastly, it is envisaged that the majority of visits to the proposed development are from users already at Hamble Marina for other reasons or will be persons stopping at the restaurant whilst walking or cycling in the coastal area. This means that some users of the proposed development will not make a car journey to specifically visit the site.

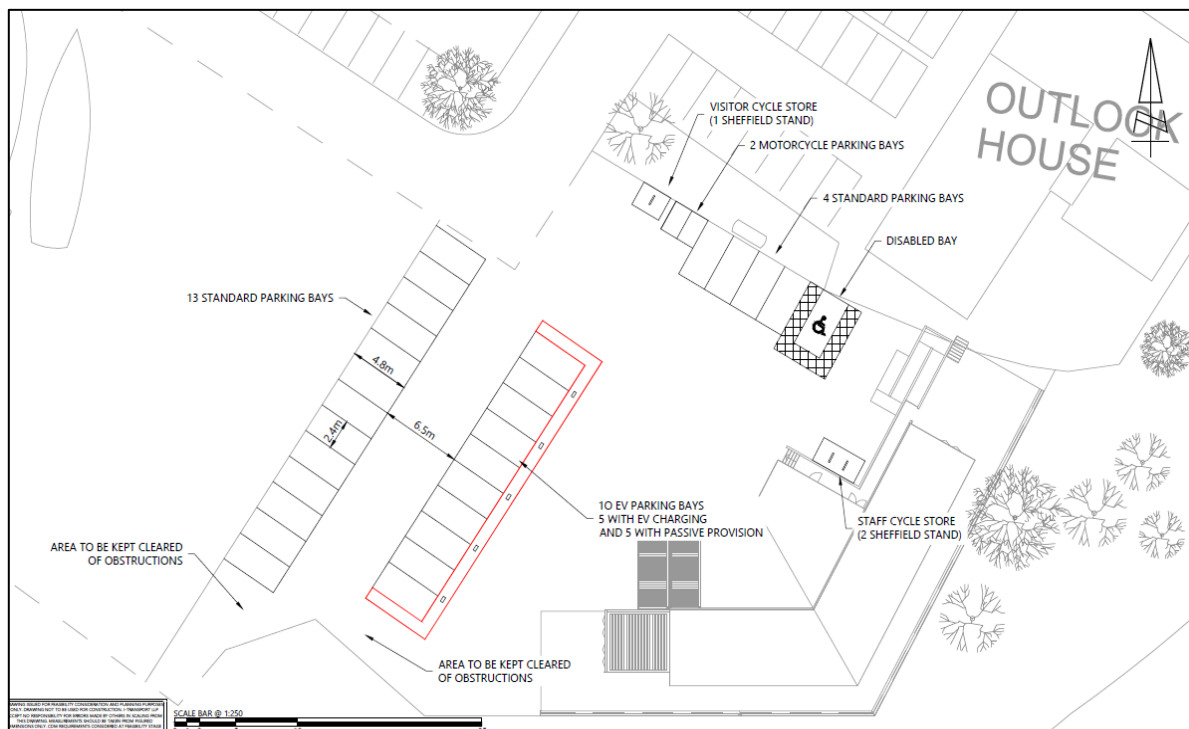
SECTION 3 Parking

3.1.1 The response mentions that parking is a matter to be considered by Eastleigh Borough Council (EBC) as the Local Parking Authority. A meeting was held with the Case Officer on 17th December 2025 to provide clarification on the proposed parking, and the following was requested:

- More parking spaces to be included within the red line area directly outside the restaurant; and
- The EBC Parking Standards were revised recently (adopted September 2025), to provide 1 space per 5 sqm for Class E Eating and drinking establishments, therefore the development will need to provide 54 spaces.

3.1.2 Taking into consideration the recently revised EBC parking standards and the requests from the case officer, the car park arrangement has been updated. This is illustrated in drawing **ITS210340-GA-003B** and extracted below as **Image 3.1**.

Image 3.1: Car Park Arrangement



3.1.3 The development will provide 28 parking spaces in total, of which there will be:

- One disabled space;

- 10 EV parking bays (five spaces will provide charging points to be fully wired and capable of rapid charging 40kw+ and five spaces will provide charging for passive provision)¹; and
- Two motorcycle spaces.

3.1.4 The cycle parking remains unchanged.

3.1.5 Additional parking is available in other areas around the marina, including the row of spaces along School Lane upon entrance to the site and 32 spaces outside Outlook House, which are currently available for all users of the marina. It is worth noting that Outlook House is currently vacant and is likely going to be demolished. Therefore, additional provision may become available in the near future for users of the restaurant to utilise.

3.1.6 Overall, there is sufficient, accessible parking available on-site and in close proximity to the development.

SECTION 4 Construction Management Plan

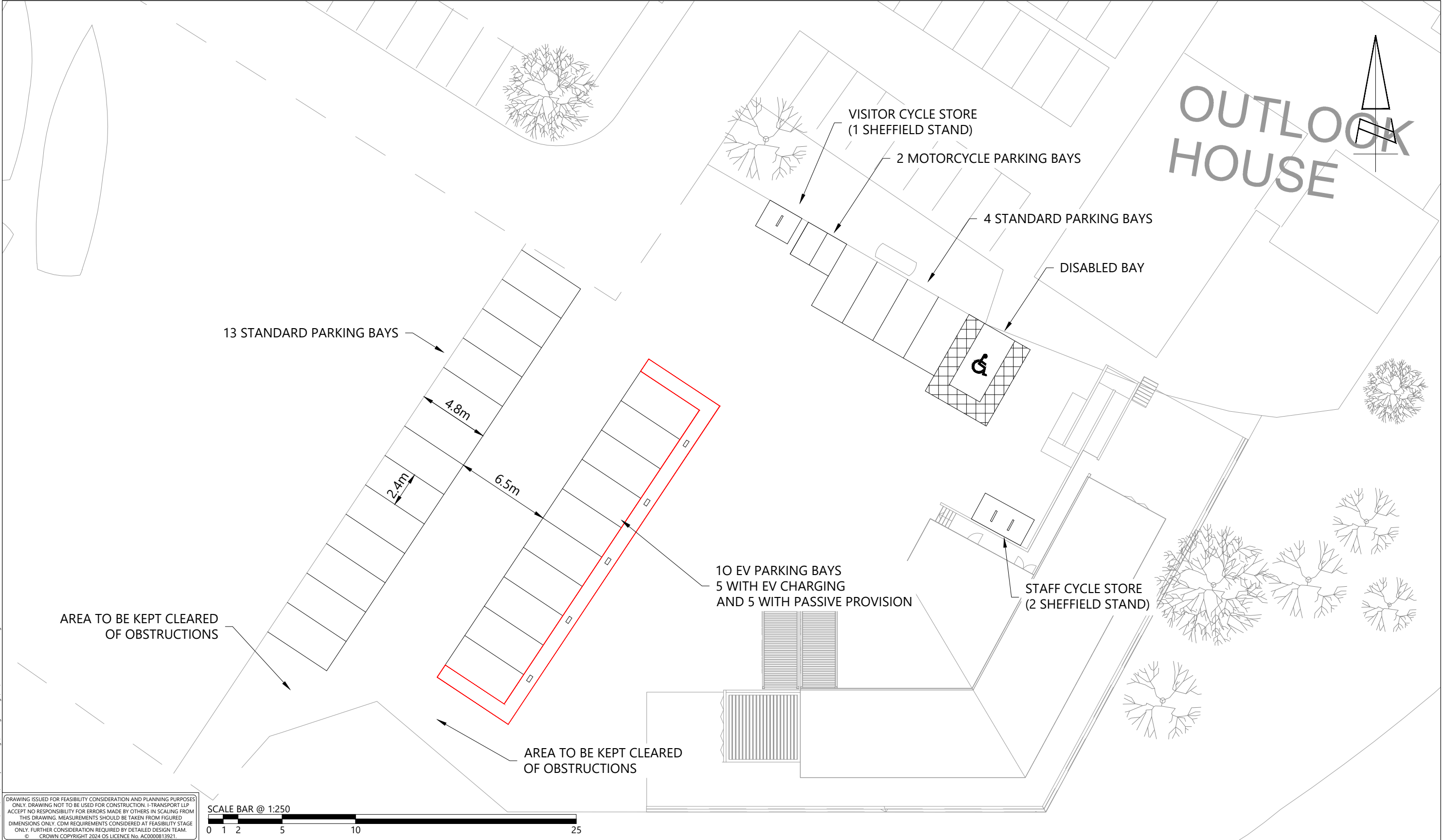
4.1.1 HCC have agreed that the 'Draft' Construction Management Plan is to become a 'Final' version as part of a condition of a planning permission. Therefore, this will be dealt with at a later stage in the permission and achieved through a suitably worded condition.

SECTION 5 Summary

5.1.1 This Highways Response Note provides a response to the comments raised by HCC. All comments have been addressed with the relevant information provided and therefore the applicant respectfully requests that HCC confirm there are no objections to the planning application.

¹ EBC standards are that 20% of all parking spaces will require an EV charging point and an additional 20% of spaces require charging for passive provision

Drawings



 Lakeside North Harbour, Building 1000, Lakeside North Harbour Western Road, Portsmouth, Hampshire, PO6 3EZ Tel: 03316 300366 www.i-transport.co.uk				TITLE: CAR PARK ARRANGEMENT				DRAWN: JB		CHECKED: SJ		APPROVED: SJ	
REV A				DATE 06.01.26 19.12.25				PROJECT No: ITS210340		SCALE @ A3: 1:250		DATE: 15.09.25	
BY TA				DESCRIPTION PARKING SPACES UPDATED PARKING SPACES ADDED				DRAWING No: ITS210340-GA-003		REV: B			
STATUS: FOR INFORMATION				PROJECT: PROJECT POINT, HAMBLE POINT MARINA				CLIENT: MARINA DEVELOPMENTS LTD					
CHK SGe				APD SJ									

APPENDIX A. HCC RESPONSE

Eastleigh Borough Council
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SO50 9YN

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
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Enquiries to	Jolie Baker	My reference	058417
Direct Line	N/A	Your reference	F/25/100291
Date	10 November 2025	Email	

For attention of Mr Huckfield

Dear Sirs

Re: F/25/100291 At Hamble Point Marina, School Lane Hamble, SO31 4NB

Erection of single storey restaurant (use class E(b)) and associated works

Thank you for consulting the Highway Authority on the above planning application.

Regarding application F/25/100291, having reviewed the information submitted, there would be no objection in principle to the proposal from a highway perspective, subject to updates to the trip generation data to better reflect the anticipation of 100 covers being prepared during the evening peak; the confirmation that EBC are happy with the proposed parking quantum; and the 'Draft' Construction Management Plan becoming a 'Final' version becoming a condition of planning should a permission be forthcoming.

As outlined in the submitted Transport Note, access to the wider marina complex will remain unchanged via School Lane, with internal site access continuing through the existing private road network. No alternations to access arrangements are proposed as part of this planning application.

The swept path analysis for the fire appliance and the tracking of refuge vehicles, as provided in the submitted Transport Note, are considered acceptable to the Highway Authority. They do not raise any concerns from a highway safety or operational perspective.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Parking is a matter to be considered by Eastleigh Borough Council as the Local Parking Authority. However, it is noted from the Design & Access Statement that up to 100 people are expected to dine at peak times and considering the 1-mile walking distance from Hamble village to the marina entrance, it is unlikely that a significant proportion of visitors will arrive by walking or public transport. In addition, the proposal indicates that up to 20 staff may be employed, which further increases the demand for dedicated staff parking provision and should be considered in the overall parking strategy. As Eastleigh Borough Council is the Local Parking Authority, it would be recommended that this aspect should be reviewed and assessed by the Case Officer.

It is noted in the Design and Access Statement it outlines that additional parking is available in other areas around the marina; however, there may be concerns with the availability of these; and the suitability of these spaces for all accessibility needs, particularly for those with limited mobility. Furthermore, this reinforces the importance of ensuring that sufficient, accessible parking is available on-site on in close proximity to the restaurant.

Trip Generation Assessment

Having reviewed the submitted TRICS analysis for the proposed 270m² restaurant, the Highway Authority notes that the predicted trip generation equates to approximately 6 two-way movements during the lunchtime peak hour, 2 two-way movements during the evening peak hour, and 70 daily two-way movements. While TRICS provides a useful benchmark, these figures appear low when considered against the applicant's stated expectation of up to 100 diners at peak times and 20 staff members. Given the marina's location, limited public transport options, and the 1-mile walking distance from Hamble village, it is reasonable to assume that the majority of visitors and staff will travel by private car. Consequently, actual trip numbers may exceed TRICS estimates, particularly during peak dining periods. The Highway Authority therefore advises that an adjusted trip generation scenario reflecting the proposed seating capacity and staffing levels should be undertaken. Furthermore, the parking strategy must ensure sufficient and accessible provision to accommodate peak demand.

Condition- Construction Management Plan

No development shall start on site until a construction site management plan has been submitted to and approved in writing by the Planning Authority, which shall include:

- (a) A programme of and phasing of demolition (if any) and construction work;
- (b) The provision of long term facilities for contractor parking;
- (c) The arrangements and routes for deliveries associated with all construction works, inclusive of appropriate junction tracking drawings;
- (d) Methods and phasing of construction works;
- (e) Access and egress for plant and machinery;
- (f) Protection of pedestrian routes during construction;

(g) Location of temporary site buildings, compounds, construction material, and plant storage areas;

(h) Details of the methodology for ensuring dirt is not transferred onto the highway from the site (i.e. wheel washers), and onwards mitigation should this fail, such as the employment of mechanical road sweepers, and the subsequent refresh of street lining (as and when required) should this be damaged during the process.

Reason: In the interests of highway safety.

Yours faithfully,

Jolie Baker
Assistant Transport Planner - Highway Development Planning
Hampshire 2050

APPENDIX B. FULL TRICS OUTPUTS



Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 06 - HOTEL, FOOD & DRINK

Category: C - PUB/RESTAURANT

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	EX	ESSEX	1 day
03	SOUTH WEST		
	CW	CORNWALL	1 day
	WL	WILTSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	AK	WAKEFIELD	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	
Actual Range:	7 to 42 (units:)
Range Selected by User:	5 to 50 (units:)
Parking Spaces Range:	0 - 115

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	14/12/90 to 16/10/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:	
Friday	2 days
Saturday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:	
Manual count	4
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:	
Edge of Town	3 days
Suburban Area	1 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:	
Industrial Zone	1 days
No Sub Category	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:	
Servicing vehicles Unknown	4 days

Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

Secondary Filtering Selection:

Use Class:

Sui Generis

4 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

356 - 3600

Population within 1 mile:

1,001 to 5,000

1 surveys

10,001 to 15,000

2 surveys

15,001 to 20,000

1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000

1 surveys

5,001 to 25,000

1 surveys

50,001 to 75,000

2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

1 surveys

1.1 to 1.5

3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.



Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 4 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 4 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

1 PIONEER WAY CASTLEFORD Edge of Town Industrial Zone Gross floor area: 694 sqm Survey date: Saturday 20/05/2017	AK-06-C-01	PUB/RESTAURANT	WAKEFIELD Survey Type: Manual
2 FORE STREET CAMBORNE POOL Suburban Area No Sub Category Gross floor area: 285 sqm Survey date: Friday 21/09/2007	CW-06-C-01	PUB/RESTAURANT	CORNWALL Survey Type: Manual
3 LONDON ROAD COLCHESTER STANWAY Edge of Town No Sub Category Gross floor area: 450 sqm Survey date: Friday 08/11/2013	EX-06-C-02	HARVESTER	ESSEX Survey Type: Manual
4 A4 ROWDEN HILL CHIPPENHAM Edge of Town No Sub Category Gross floor area: 375 sqm Survey date: Saturday 07/10/2006	WL-06-C-01	HUNGRY HORSE	WILTSHIRE Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DR-06-C-01	23-09-2021	too big
SH-06-C-01	10-06-2005	too big
SH-06-C-02	26-06-2009	too big
WK-06-C-02	22-11-2022	too big

Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

TRIP RATE for Land Use 06 - HOTEL, FOOD & DRINK/C - PUB/RESTAURANT

Total Vehicles

Calculation factor: 1

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave.	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
09:00-10:00					
10:00-11:00	4	18	0.233	0.288	0.521
11:00-12:00	4	18	0.466	0.288	0.754
12:00-13:00	4	18	1.493	0.507	2.000
13:00-14:00	4	18	0.945	0.973	1.918
14:00-15:00	4	18	0.575	1.110	1.685
15:00-16:00	4	18	0.562	0.589	1.151
16:00-17:00	4	18	0.822	0.671	1.493
17:00-18:00	4	18	1.041	0.630	1.671
18:00-19:00	4	18	1.192	1.041	2.233
19:00-20:00	4	18	1.178	1.055	2.233
20:00-21:00	4	18	0.521	0.863	1.384
21:00-22:00	4	18	0.274	0.863	1.137
22:00-23:00	4	18	0.096	0.479	0.575
23:00-00:00	3	16	0.062	0.250	0.312
Total Rates:			9.460	9.607	19.067

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: c15d6d61-aad3-40ee-908b-07a5bbe2591f

Parameter Summary:

Trip rate parameter range selected:	5 - 50 (units:)
Survey date date range:	07/10/2006 - 20/05/2017
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	2
Number of Sundays:	0
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.