

Project Point, Hamble Point Marina: Non-Material Amendment TN

Ref: SJ/SGe/ITS210340-003A
Date: 21 May 2026

SECTION 1 Introduction

1.1 Overview

1.1.1 MDL Marinas has appointed i-Transport LLP to provide highway and transport advice in relation to a recently approved planning application for the construction of a new food and beverage restaurant at Hamble Point Marina, Southampton.

1.1.2 Planning permission was granted on 2 April 2026 (ref: F/25/100291) for the:

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

1.1.3 The applicant now intends to request for a Non-Material Amendment (Section 96A) for the approved plans as part of the Planning Permission.

1.1.4 Having taken the approved consent to the open market, it has become apparent that prospective restaurant operators will require additional floorspace to improve circulation and operational functionality within the restaurant. To this end, it is proposed that the overall footprint of the restaurant is increased from approximately 290m² to 366.5m² (a 76.5m² increase).

1.1.5 The Café and Bar area is increasing from 51m² to 71m², with the Fine Dining area increasing from 89m² to 117m², the pergola is also increasing. There are also minor changes to the size of the back of house area. The proposed changes will not increase the number of table covers or staff numbers.

1.2 Scope

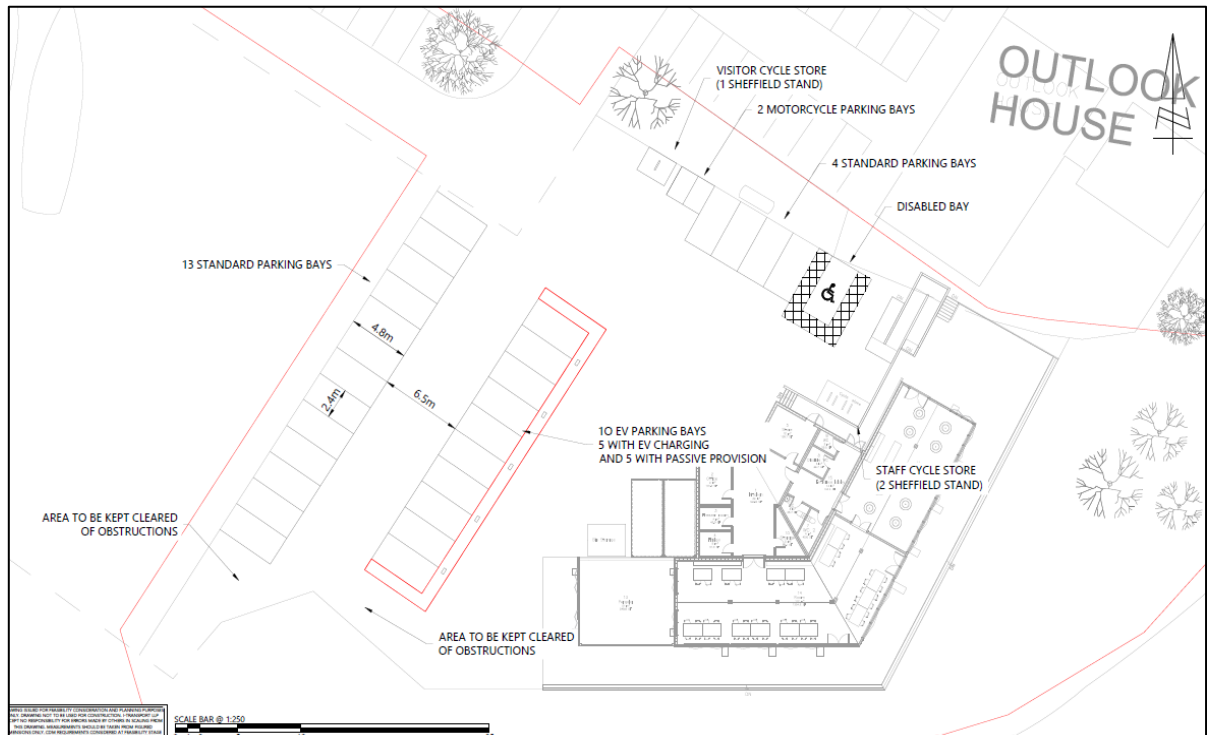
1.2.1 This Technical Note (TN) presents an updated parking plan to support the Non-Material Amendment (Section 96A), as well as supporting text to demonstrate that the development is still acceptable in traffic terms.

SECTION 2 Parking Plan

2.1 Plan

- 2.1.1 The parking plan has been updated to include the amended site layout. This is illustrated in drawing **ITS210340-GA-003D** and extracted below in **Image 2.1**.

Image 2.1: Parking Plan



- 2.1.2 The parking spaces have been subject to swept path tracking, and they are still accessible, this is illustrated in drawing **ITS210340-GA-004**.
- 2.1.3 The layout has also been subject to swept path tracking to ensure a pumping appliance can still enter and exit the site safely, this is illustrated in drawing **ITS210340-GA-002B**.

SECTION 3 Traffic Impact

- 3.1.1 It is proposed that the overall footprint of the restaurant is increased from approximately 290m² to 366.5m² (a 76.5m² increase). It is important to note that the proposed changes will not increase the number of table covers or staff numbers, this is explored further below.

3.2 Previous Trip Generation

- 3.2.1 The previously agreed trip rates and trip generation is presented below in **Table 3.1**.

Table 3.1: Trip Rates and Trip Generation - Pub / Restaurant (20 staff members)

	Trip Rate (per staff member)			Traffic Generation		
	In	Out	Two-Way	In	Out	Two-Way
Lunchtime (12:00 - 13:00)	1.493	0.507	2.000	30	10	40
Evening (17:00 – 18:00)	1.041	0.630	1.671	21	13	33
Daily (10:00 – 22:00)	9.460	9.607	19.067	189	192	381

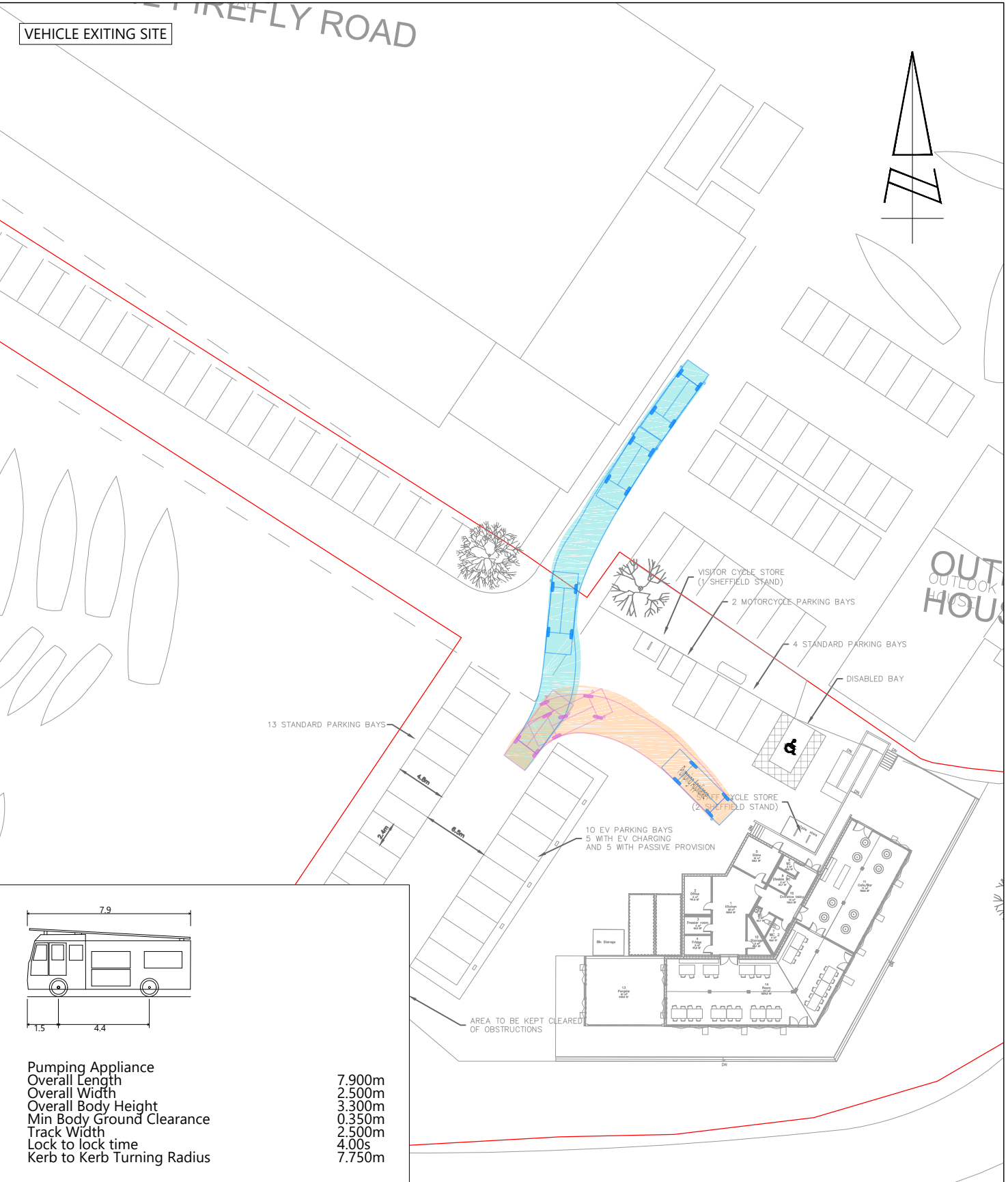
Source: TRICS V8.25.12

- 3.2.2 The trip generation, based on staff members, showed that the restaurant could generate 40 two-way vehicle movements in the lunchtime peak hour, 33 two-way vehicle movements in the evening peak hour and 381 two-way daily movements. These are absolute maximum movements, as the staff numbers are an estimation of no more than 20 members and it is very unlikely that all 20 staff members would be on site at one time. The proposed changes will not increase the number of staff members (or restaurant capacity), so the Non-Material Amendment scheme will not have an impact on the trip generation.
- 3.2.3 It is also envisaged that the majority of visits to the approved scheme 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 restaurant will not make a car journey to specifically visit the site.
- 3.2.4 In summary, the previously agreed trip generation of up to 40 two-way movements in the lunch time peak hour represented a very worst-case forecast. The 76.5m² increase in floor space would not result in any additional traffic impact, as the staff and visitors would remain unchanged and these factors are what drives the trip generation.

SECTION 4 Summary

- 4.1 This Technical Note (TN) presents an updated parking plan to support the Non-Material Amendment (Section 96A), as well as supporting text to demonstrate that the development is still acceptable in traffic terms.
- 4.2 The parking plan has been updated to include the amended site layout, and this is illustrated in drawing **ITS210340-GA-003D**.
- 4.3 It is proposed that the overall footprint of the restaurant is increased from approximately 290m² to 366.5m² (a 76.5m² increase). It is important to note that the proposed changes will not increase the number of table covers or staff numbers.
- 4.4 The previously agreed trip generation of up to 40 two-way movements in the lunch time peak hour represented a very worst-case forecast. The 76.5m² increase in floor space would not result in any additional traffic impact, as the staff and visitors would remain unchanged.
- 4.5 If the staff members or table covers are not increasing, no additional traffic is being generated and therefore the scheme is still acceptable in traffic terms.

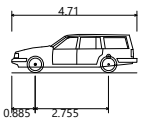
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Estate Car
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m

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