

05 June 2026

FAO David Huckfield
Planning Department
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The Savills logo consists of the word "savills" in a lowercase, sans-serif font, colored red, set against a solid yellow rectangular background.

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Dear David,

Request for Non-Material Amendment (Section 96A) to Planning Permission ref. F/25/100291 (Hamble Point Marina, School Lane, Hamble, SO31 4NB)

This letter supports an application to Eastleigh Borough Council as Local Planning Authority (LPA) for a s.96A application (non-material amendment) to the approved plans at *Hamble Point Marina, School Lane, Hamble, SO31 4NB (F/25/100291)*.

Application Context

Planning permission for a new restaurant at Hamble Point Marina was granted consent on 2 April 2026 (F/25/100291):

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

Application Rationale

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. The internal restaurant area is proposed to provide additional space to improve circulation and operational functionality, as per operator requirements.

The Café and Bar area is increasing from 51m² to 71m², the Fine Dining area increasing from 89m² to 117m², and 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. The accessible ramp has moved to the southwest slightly to be close to the building but remains unchanged in line with the original consent.

Other material considerations are detailed below.

Car Parking

The updated EBC Parking Standards SPD (September 2025) sets out the parking standards for new development and requires that Class E Eating and Drinking Establishments should provide 1 car parking space per 5m²; 1 cycle parking space per 5 staff and 2 visitor cycle spaces per establishment.

The associated car parking provision, within the red line boundary, currently allows for 17 standard car parking bays, 10 electric vehicle (EV) charging spaces, a disabled bay and two motorcycle parking bays.

The Proposed Development was required to provide 54 car parking spaces. It was mutually agreed that the broader car parking provisions at the marina – especially those associated with Outlook House, scheduled for

demolition (see application ref. PN/26/100799), located immediately northeast of the Site – as well as the ability for visitors to arrive by boat, collectively result in sufficient car parking provision.

With an increase in floorspace from 290m² to 366.5m², an increase of 76.5m², would result in an additional requirement of 19 car parking spaces for a total of 73 car parking spaces. Although this is an increase in the number of parking spaces required, the number of covers and staff expected to use the Site will remain the same. The demolition of Outlook House is likely to result in a supply of c.60 car parking spaces.

Taking into account the previous arrangements for car parking, allowing for some overspill into the wider marina, the principle of an increase to the car parking provision on Site should be more than sufficient.

As such, although there is a minor increase in the number of car parking spaces, due to the number of covers and staff remaining the same, this is not likely to result in any significant impacts from the increase in floorspace for the restaurant. See the revised Transport Technical Note for further details.

Drainage

The current proposals include 7no. (2m (l) x 1m (w) x 0.95m (h)) Sustainable Drainage (SuDS) Planters to accommodate the proposed development's surface water runoff resulting in 14m².

The requirement in the CIRIA SuDS manual was identified to be between 13 m² to 26 m² of SuDS planters for the proposals however, this calculation didn't take into account the permeable paving below the decking area which would mean that surface water would flow beneath the decking and soakaway into the permeable material beneath the decking area thereby not worsening the surface water drainage situation on site.

As such, the requirement for SuDS planters has been revised down to between 7.4m² and 14.7m² and therefore, the current arrangements on site are considered to still be sufficient. See the revised Flood Risk Assessment & Drainage Strategy for further details.

Other material considerations

Design and Appearance

The design of the proposals will alter slightly but are not materially different with only a minor increase in size and therefore, the design conclusions in the existing consent remain valid.

Arboriculture

The proposed increases do not materially affect any other trees over and above what is already proposed and therefore, the arboricultural conclusions in the existing consent remain valid.

Ecology & BNG

The proposed increases do not materially affect ecological receptors or Biodiversity Net Gain calculations over and above what is already proposed therefore, the ecological and BNG conclusions in the existing consent remain valid.

Lighting

The increased floorspace may give rise to additional light spill however, this will not be materially different to what is already proposed. In any event Condition 9 of the existing consent will control all lighting at the point of discharging these conditions. Therefore, the lighting conclusions in the existing consent remain valid.

Landscaping

The proposed increased floorspace does not materially affect any of the landscape proposals within the current planting plan. Final details of the proposed landscaping and enhancements will be controlled by Condition 7 which will detail a final landscaping scheme for the proposals. Therefore, the landscaping conclusions in the existing consent remain valid.

Summary and Conclusions

This letter supports an application for an NMA to the restaurant unit approved under (F/25/100291).

The applicant understands that the definition of non-material is the responsibility of the planning authority to determine. The judgement on “materiality” in any particular case is one of fact and degree. In this case it is maintained that the changes to the consented scheme do not constitute ‘material’ amendments and sit comfortably within the spirit of the original consent.

Indeed, in this instance there is a strong operational rationale for these limited revisions to the consented development. Further, the proposed NMA will not materially change the scale or nature of the approved development. As such, it is appropriate in these circumstances to consider them as non-material amendments to the approved planning consent under section 96A of the Town and Country Planning Act 1990. If you require any information regarding this process, please do not hesitate to contact me.

I trust that the requested non-material amendments are clear and you are able to agree to them and issue a decision accordingly.

Yours sincerely,

A handwritten signature in black ink, appearing to be "J Bell".

Jack Bell
Senior Planner

List of Proposed Changes to Plans

The plans which accommodate the proposed changes are listed below and attached to the submission of the application:

Plan Name	Approved Plan Reference	*NEW* Plan Reference
Proposed Site Plan	MP001	MP001B
Existing Site Plan	RL001	-
Site Location	RL01 Rev B	-
Site Plan	RL02 Rev B	-
Floor Plan	A101 Rev V8	MP002
Elevations	A102 Rev V8	A102 Rev V9
Elevations 2	A103 Rev V8	A103 Rev V9
Parking Plan	ITS210340-GA-003 Rev B	ITS210340-GA-003 Rev D
Document Name	Approved Document Reference	*NEW* Document Reference
Flood Risk Assessment & Drainage Strategy	24-409-60c 01 15/10/25	24-409-60c 02 07/05/26
Highways Response Note	SJ/SGe/ITS210340-002A 19 January 2026	SJ/SGe/ITS210340-003A 21 May 2026