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Date	2 March 2026	Email	eastleighdc@hants.gov.uk

For attention of Mr Chapman

Dear Sirs

Re: RM/25/100575 At ONE HORTON HEATH, UPPER ACRE, HORTON HEATH, FAIR OAK, EASTLEIGH

Submission of Reserved Matters relating to Layout, Scale, Appearance, and Landscaping pursuant to Condition 4 (RM Requirements) of Outline Planning Permission O/20/89498 for the erection of 424 dwellings within Phase 10 (The Upper Acre), with associated public open space, landscaping, and cycle and vehicular parking, to include details relevant to the following Outline Planning Permission conditions:

- **Condition 16 (Arb Assessment)**
- **Condition 21 (Design Code Compliance)**
- **Condition 25 (Refuse)**
- **Condition 31 (Higher Access Standards)**
- **Condition 32 (Internal Space Standards)**
- **Condition 45 (Noise Assessments)**
- **Condition 58 (Flood Mitigation)**
- **Condition 59 (Foul Drainage)**
- **Condition 61 (SUDs)**
- **Condition 64 (EMMP)**
- **Condition 67 (Landscaping)**
- **Condition 71 (BNG)**
- **Condition 72 (New Forest Protected Sites Mitigation)**
- **Condition 76 (Nutrient Neutrality)**

An Environmental Impact Assessment was submitted with the outline application

Director of Universal Services
Patrick Blogg

In regard to application RM/25/100575, specifically Conditions 4, 25 and 67 as outlined above, following on from the previous HCC Highway consultation response dated 08 January 2025, it is noted that additional information has been submitted by the applicants.

This information has been reviewed, and the following comments are made.

CONDITION 4 – RM Requirements

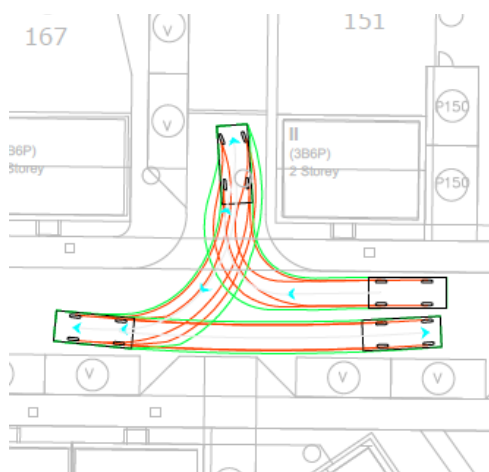
It is noted that a Highways Technical Note (TN dated 28.01.2026) has been submitted in order to discuss the previous HCC comments; to outline the updates that have been made to the site layout plans; and to also provide additional information such as vehicle tracking drawings.

Whilst as outlined within the previous HCC Highways consultation response, it is acknowledged that the site will not be put forward for S38 Highway Adoption by the developers, remaining private and as such outside of the specific HCC Highway jurisdiction, a review of the information has been undertaken regardless.

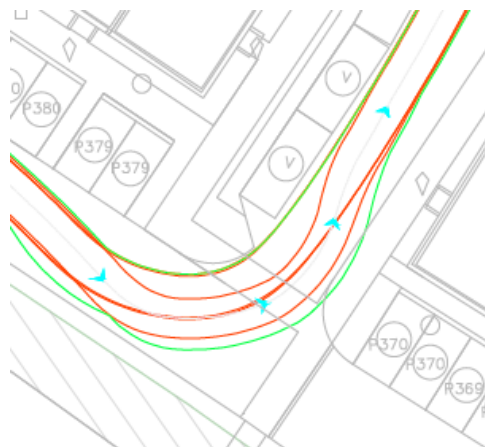
VEHICLE TRACKING

Additional vehicle tracking drawings have been provided, which as requested now show additional vehicle scenarios, as well as amended drawings for Fire Tender utilising the correctly sized vehicle.

Whilst there remain areas of the site that look tight in terms of enabling two-way vehicle tracking in certain areas, some of these instances may be down to the tracking diagrams rather than the geometries of junctions, where a two-way movement looks to be questionable. There also remain areas where vehicle body hang crosses over potentially landscaped areas, and this could potentially cause issue depending on what the finalised landscaping results in.



Tight for two-way vehicle movements



Vehicle body overhanging landscaped area

If the layouts are to remain as shown, then an on-site management plan will be required to ensure that elements such as private parking restrictions are

put in place to prevent parking in such locations that could block access; and to also ensure that any landscaping schemes do not prevent vehicle overhang taking place, i.e. the locating of fences or bushes.

FOOTWAY INFRASTRUCTURE

It is noted that plans have been updated to add in some of the missing links and missing drop kerbs that would be required to facilitate links between footways, and this is welcomed.

It is however noted that other drop kerbs continue to be missing, and this will need to be addressed by the developer of the private estate during detailed design and build out of the development.

One such example is at the end of the 20.0m footpath associated with Block 4 between the refuse store and Foxwood Road. There is no drop kerb proposed at the end of this, which will be required to easily manoeuvre the bins from the footpath to the rear of the refuse vehicle, particularly if euro-bins are to be utilised.

INTERNAL ACCESS JUNCTIONS

Concerns had been raised that several junctions looked to be too narrow to facilitate two-way vehicle movements, such as plots 278 and 322 and the access to the north of Plot 375. It is noted that these have been widened accordingly on submitted plans contained within the TN.

PARKING:

Instances of amendments to the parking layout, which could be beneficial to future users were also previously outlined, such as the lack of a turning aisle for parking associated with Plot 363. It is noted that this issue has been resolved with a turning head provided through the removal of a single parking space for Plot 364, which has been relocated through the shortening of its rear garden.

Such turning head areas will however need to have parking restrictions in place within the Site Management Plan in order to prevent them from simply reverting back to a parking space, and the elongated reverse from parking associated with Plot 363 becoming a requirement once again.

The suggestion of a 0.3m step-out strip adjacent to any parking space located next to landscaping or vertical hard surface areas has not been taken forwards by the applicants which is unfortunate. As such, it would be recommended that in the instance of landscaping, no bushes or other horizontal obstruction are permitted adjacent to the parking space, and that hard surface landscaping is promoted in these instances.

ACCESS JUNCTIONS ONTO FOXWOOD ROAD

Five vehicle access junctions are proposed from the private development site onto Foxwood Road, and whilst it is understood that the internal site roads will

not be put forward for a S38 adoption by HCC, Foxwood Road is to be put forward for adoption.

Given that it is understood that Foxwood Road will be implemented prior to residential development, the five access junctions will need to conform to HCC Standards as and when they come forward in order to facilitate adoption, and the developer should be made aware that there is potential for changes to be required to designs as shown, to facilitate this.

If the five access junctions come forward for implementation post adoption of Foxwood Road, then these will need to be implemented via a S278, and again the developer should be made aware that there is potential for changes to be required to designs as shown, to facilitate this.

RECOMENDATION

Whilst it would be preferable and indeed recommended from an HCC Highway perspective that the HCC highway standards were fully adhered to, which would enable S38 highway adoption if this were to ever come forward in the future, as outlined above it is noted that adoption is not being applied for in this case and as such the site falls outside of the HCC jurisdiction.

It is likely that an on-site management plan will be able to resolve most issues concerning the site layout should these arise (i.e. private parking restrictions, which would likely be acceptable for a private development), however HCC as Local Highway Authority would not take this on such a plan, and this would prevent adoption, if ever a S38 highway adoption was requested in future years.

Given the above, there would be **no objection to the discharge of Condition 4** from a highway perspective.

Condition 25 – Refuse Collection Strategy

In terms of a 'Refuse Strategy', refuse vehicle tracking drawings have been submitted to show how a refuse vehicle can travel round the site and collect bins accordingly.

Movement of the refuse vehicle is achievable but will likely require parking restrictions at certain locations to enable free passage, and this will need to be covered via an on-site management Plan.

No highway implications will result from the private site bin collections, and so there would be **no objection** to the discharge of Condition 25 from a highway perspective, subject to drop kerbs being applied as outlined above.

However, the Case Officer may wish to confirm the position of bin collection points and drag distances with the EBC Direct Services team to ensure they are acceptable for their collection criteria, i.e. the elongated drag distance for plots 66 to 71.

Condition 67 – Full Landscape Details

As outlined in the previous HCC Consultation response, there is no objection to the discharge of Condition 67 from a highway perspective.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services