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Date	30 March 2026	Email	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

**Re: RM/25/100615 At Land West of Burnetts Lane, Horton Heath,
Eastleigh, SO30 2HH**

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 357 dwellings within Phases 13A and 14 (The Holme and Homestal), with associated public open space, landscaping, and cycle and vehicular parking, to include details relevant to the following conditions:

- **Condition 16 (Arb Assessment)**
 - **Condition 21 (Design Code Compliance)**
 - **Condition 25 (Refuse)**
 - **Condition 31 (Higher Access Standards)**
 - **Condition 32 (Internal Space Standards)**
 - **Condition 35 (Built Heritage)**
 - **Condition 58 (Flood Mitigation)**
 - **Condition 61 (SUDs)**
 - **Condition 64 (EMMP)**
 - **Condition 71 (BNG)**
 - **Condition 72 (New Forest Protected Sites Mitigation)**
 - **Condition 76 (Nutrient Neutrality)**
- (Outline application subject to Environmental Impact Assessment)
(amended description)**

In regard to application RM/25/100615, and the Discharge of Condition 4 – RM Requirements, following on from the previous HCC Highway consultation response dated 24 March 2026, it is noted that as requested additional vehicle

Director of Universal Services
Patrick Blogg

tracking drawings have been submitted which demonstrate two-way movements for 3.5T delivery vehicles, being drawing numbers:

- 332612639-STA-ZZ-XX-DR-T-5022 Rev P01;
- 332612639-STA-ZZ-XX-DR-T-5023 Rev P01;
- 332612639-STA-ZZ-XX-DR-T-5024 Rev P01; and
- 332612639-STA-ZZ-XX-DR-T-5025 Rev P01.

The drawings have been assessed, and whilst there are points where movements are tight, primarily close to internal junctions and a couple of traffic calming pinch-points, overall they are acceptable with minimal disruption likely to be caused to users of the private site.

As outlined in previous consultation responses, whilst more conflict points could result if there is excessive or obstructive on-road parking, a Parking & Traffic Management Plan would be recommended to deal with this, given the development is to remain private. This plan should be a 'live' plan, dealing with issues as they are identified, both pre and post occupation.

As such, there would remain **no objection** to the proposals from a highway perspective, subject to conditions previously listed being applied.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Universal Services