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<i>Date</i>	29 January 2026	<i>Email</i>	eastleighdc@hants.gov.uk

For attention of Ms Altman

Dear Sirs

Re: RM/25/100615 At Land West of Burnetts Lane (The Holme and Homestal), 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 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)**
- (Outline application subject to Environmental Impact Assessment)**

In regard to highway matters, above conditions that are of relevance are Conditions 4, 25 and 67. These have been reviewed by HCC as Local Highway Authority and comments on each are outlined below.

Condition 4 – Reserved Matters Submission:

It is understood that The Holme and Homestal residential development parcels are located directly adjacent to each other, towards the north and centre the the overall One Horton Heath site.

Together they form an 'L-shaped' parcel of land, which is divided by Fir Tree Lane, with the Holme (183 dwellings) to the south of this and the Homestal (357 dwellings) to the north.

Onwards, the site is situated adjacent to residential parcels known as The Folds and Quobleigh Breach.

It is understood that the parcels of land will be served off of the Foxwood Road ('SID'), a primary link road through the overall One Horton Heath site, which links onto The Avenue, the main link road though the site, at each of its ends.

It should also be noted that it is understood that the roads and footways relating to this application are not being offered for adoption by the developer. As such, HCC as local highway authority would not specifically object to the proposals given they are to remain private and as such out of the specific jurisdiction of the Local Highway Authority.

It would however be advisable that the developer ensures that the roads and footways are designed to minimum industry standards and / or Hampshire County Council's best practice as set out in <https://www.hants.gov.uk/transport/developers/constructionstandards> , and that an appropriate Private Management Plan is put in place to deal with any future maintenance and parking issues.

It would also be advisable for EBC to obtain a 'sign-off report' from the developer, whereby a suitably qualified engineer involved with the development issues a formal statement outlining how the development will be in compliance to the above.

Having undertaken an initial review of the submitted plans however (submitted within the appendices of the supporting Transport Assessment – dated December 2025), the following comments are made, which for the ease of assessment will be split into two parts, (1) being Homestal and (2) The Holme.

(1) Homestal – 357 Dwellings

ACCESS FROM THE HIGHWAY:

Access into the specific development site will be taken from a single priority junction located on the northern side of the SID, as shown on Drawing PLB-ZZ- ZZ- DR- A- 1020 Rev P04, which then heads north in the form of a dual width 2-way carriageway through The Holme. It should be noted that no vehicle links into The Holme are achievable off of this access.

Whilst not specifically forming part of the assessment for this reserved matters application, it is noted that visibility splay drawings have been submitted within the associated Transport Assessment (TA) for the access out onto the SID, and it is clear that the layout of the actual built development of The Holme that fronts the SID will not impact upon the visibility requirements at this access point, being set back sufficiently away from the adopted highway (drawing 332612639-STA-ZZ-XX-DR-T-5010 Rev P01).

There are however elements of private landscaping which could have articles planted or constructed upon the (i.e. fence) which are within the pedestrian / cycle path visibility splay shown on the same drawing, and for this reason appropriate covenants should be placed upon the land to ensure this does not occur.

The access road into the site also caters for pedestrian movements linking onto the SID via formal footways on both sides of the carriageways. No cycle links are provided however, with cyclists expected to travel on carriageway along this internal section until they reach the SID. Whilst other cycle routes are provided into the side, it is unfortunate that shared use paths as a minimum were not provided on this section given the elongated length prior to reaching the dwellings. Vehicle speeds would however be anticipated to be relatively low at this point however, and as such the Case Officer may wish to consider this.

Pedestrian and cycle access is also provided for via the conversion of Fir Tree Lane to the east and west, accessed from the site access road between the build development and the SID. This is acceptable, however in terms of visibility splays from the site access road to and from Fir Tree Lane, these should be provided to fully demonstrate that appropriate visibility splays can be achieved, given there is adjacent landscaping that may require height conditions, as well as formal car parking bays that require consideration in terms of visual obstruction. It is recommended that the Case Officer requests these, and onwards assesses as part of their decision making process.

It is also recommended that rising bollards or similar are located at the entrance to Fir Tree Lane either side of the access road. This will prevent potential car use for vehicles heading east towards Burnetts Lane in particular. The use of rising bollards would however enable emergency access use of Fir Tree Lane, should the access road from the site to the SID ever become obstructed.

In terms of foot and cycle links on the SID, these are subject to a separate application and as such are not considered within these comments. Comments below are purely for the internal site elements which are to remain private.

INTERNAL LAYOUT:

Internally, the site is essentially serviced by a single road, which provides a north/south link from the SID via the single access junction. From this, circulatory routes are provided on the east and west sides of the development, providing a continuous vehicle loop around the two halves of the site, split with vehicle crossovers.

This internal road layout looks to be theoretically acceptable, as speed reduction methods are provided by raised tables / surface level treatment, and also the natural road layout which reduces straight sections of road accordingly. There is also an element of on street parking through some parallel parking bays, as well as driveways accessing directly onto the internal road, and the resultant vehicle movements out of these parking spaces would also be anticipated to reduce vehicle speed.

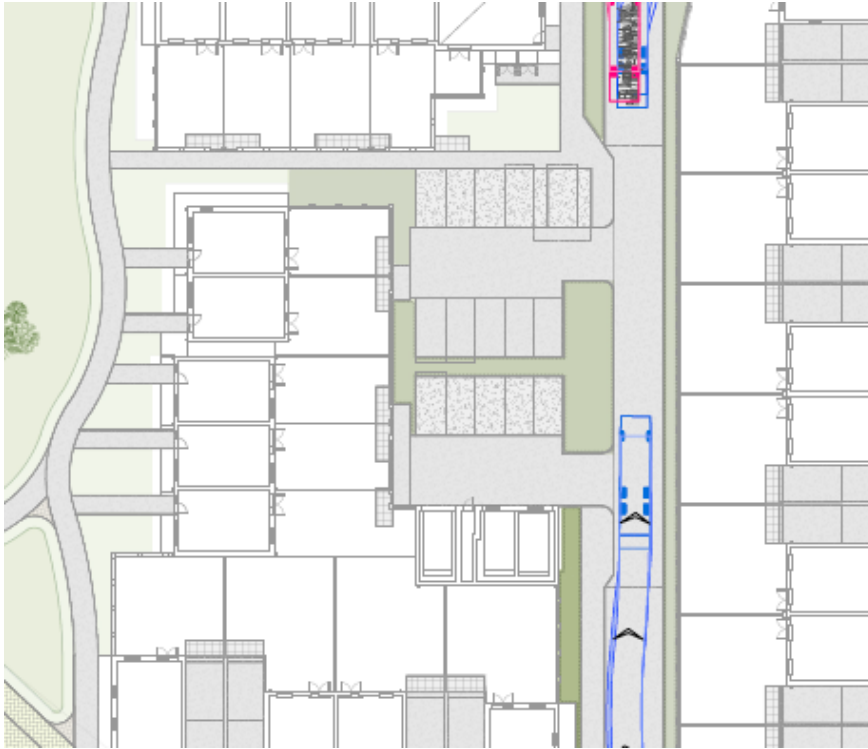
In terms of vehicle movements, vehicle tracking drawings have been provided for an appropriately sized refuse vehicle, and also for a fire tender.

Whilst the refuse vehicle tracking (drawings 332612639-STA-ZZ-XX-DR-T-5002 Rev P01, 332612639-STA-ZZ-XX-DR-T-5003 Rev P01, and 332612639-STA-ZZ-XX-DR-T-5004 Rev P01) are largely acceptable, demonstrating how the vehicles can move around the site, it is noted that no two-way movements also showing a family vehicle have been provided. It would be recommended that the Case Officer requests this, as two-way movements look very tight to achieve in places, and the drawings will also identify any pinch-points for two-way refuse against car movements. This may onwards either require a private parking restriction or a localised widening of the road to ensure that refuse collections can be undertaken without obstructive incident.

Additionally, the Case Officer may wish to seek clarification as to how all refuse collections can be undertaken, in consultation with the EBC Direct Services Team. Whilst the majority of the site appears to be easily serviced, there are areas where this is unclear, such as side cul-de-sacs which may need appropriate bin collection points.

Unfortunately, the 'Proposed Site Plan' does not include plot numbers, so listing such instances is tricky, however for example, the following screen shot demonstrates both a tightness of carriageway for a refuse vehicle, as well as an area where a bin collection point may be advantageous.

Any bin collection points should obviously be designed to cater for the appropriate number of dwellings / bins that they will serve.



Emergency vehicle tracking drawings have also been provided for a fire tender, however it is noted that these have been completed with a vehicle size of 2.5 x 7.9 metres. Unfortunately, the standard Hampshire fire tender is 2.55 x 8.10 metres, and so it would be recommended that the tracking drawings are revised utilising the appropriate vehicle to fully ensure that adequate road space is provided for their movement around site.

Finally, in terms of vehicle tracking, it is noted that no vehicle tracking has been provided to demonstrate how two-way vehicle traffic for family sized vehicles will be able to travel around the site, or for delivery vehicles (3.5T sprinter vans and transit types). Whilst this looks to be generally achievable, as mentioned above the site does appear tight in places, and as such it is recommended that formal drawings are requested to ensure this is the case, and also to enable the identification of any pinch points that may require localised widening or private parking restrictions to be put in place.

Primarily, this is likely to be in side street junction locations where any pinch-points could be an issue if (for example) one car had to wait to enter a side street as another was in place waiting to exit. If this scenario were to occur, then a vehicle following the car that has to stop may be taken by surprise at the unexpected pause, and increase the potential for a rear end shunt. These drawings for two-way family cars and delivery vehicles should be requested for assessment accordingly.

Visibility splay requirements are also outlined within the submitted TA, and shown in drawings accordingly (332612639-STA-ZZ-XX-DR-T-5009 Rev P01,

332612639-STA-ZZ-XX-DR-T-5010 Rev P01, 332612639-STA-ZZ-XX-DR-T-5011 Rev P01, and 332612639-STA-ZZ-XX-DR-T-5012 Rev P01).

These demonstrate achievable visibility of between 2.0 x 17.0m and 2.4 x 25.0m, varying dependant on location and whether they are on the main street, or a side street where flows and speeds would be anticipated to be lower.

There are however some areas of site where visibility splays have not been provided, and it is recommended that the Case officer requests these accordingly for assessment, i.e.



Given that the internal roads of the development are not being put forward for adoption by HCC as local Highway Authority, these visibility splays are generally acceptable. However, it is noted that in places there is the potential for these splays to be interrupted for the following reasons, which would be unlikely to be permitted if the roads were being put forward for highway adoption.

1. Visibility splays cut across some garden areas, which would not be allowed if the roads and footways were to be adopted. However, it is noted that covenants are to be put in place to ensure visibility splays are not impeded, and if this is enforced by the site management company, then visibility should remain acceptable; and

2. There are locations where visibility splays cross formal car parking (such as the example shown below) which would not be permitted if the roads and footways were to be adopted, given that visibility would be blocked by the parked vehicles, particularly vans or higher SUV cars.



The Case Office may wish to consider this, or request that an independent Road Safety Audit is produced which clearly covers such issues with appropriate commentary.

The Case Officer may also wish to add in appropriate conditions requesting that covenants are put in place to restrict any landscaping within the visibility splays indicated on drawings being no higher than 0.9m.

In terms of pedestrian movements, the submitted Proposed Masterplan (drawing PLB- ZZ- ZZ- DR- A- 1020 Rev P04) located in the submitted Transport Assessment (TA) at Appendix A has been utilised for assessment purposes.

In the main, the proposed provision looks to be acceptable with continuous footway links around the main internal routes, with cycling to be on-road with the lower traffic levels and vehicle speeds anticipated making this acceptable.

The layout of the development is however essentially in 'blocks', reached off the sides of the main in out road through the development, and within these blocks, formal footways are replaced by shared surface streets. In the main, the block size and layout would encourage slow vehicle speed and as such the shared surface areas would be anticipated to work well.

In terms of the formal cycle links through the site, a shared (with pedestrians) circular route serves the site around its edge, where it links into both the adjacent residential parcels and also the converted Fir Tree Lane bridleway and onwards the SID. There are also two cross site links proposed which is welcomed (inclusive of Fir Tree Lane), both of which is continuous with surface level road crossings and prioritisation over vehicles which will assist in vehicle speed reduction, and promotion of sustainable transport.

These routes again link into the cycle shared pedestrian / cycle route that passes round the edge of the site, and on the western edge allows access into the adjacent residential parcels through 3 link points to the east and 2 to the west. Whilst this is acceptable, further link points may develop over time through natural usage and desire lines, and it would be recommended that the future site management company monitors this and perhaps formalises such links over time if use warrants this.

PARKING:

For the overall development proposal, whilst the quantum of vehicle parking has not been assessed as this is a function for EBC, whereby their Parking Standards should be adhered to, it is noted that only a combined (with The Holme site) 558 parking spaces are proposed, whilst the EBC Parking Standards have a requirement for 646 spaces – a shortfall of approximately 13%.

The Case Officer may wish to consider this, given that any shortfall is likely to result in obstructive parking that could block the clear passage of refuse or emergency vehicles in particular, which given the results of the vehicle tracking as outlined above, could become an issue needing to be resolved via a private parking management plan and associated restrictions.

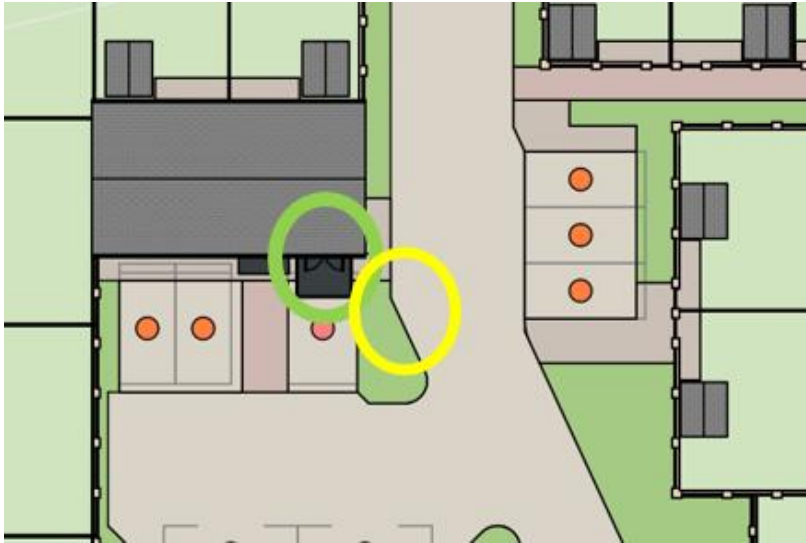
Whilst on site this would not be a specific highway issue, given the site is not being put forward for adoption, Traffic Regulation Orders will need to be in place on the SID to prevent parking on the highway.

The parking layout has however been reviewed, and is generally acceptable with adequately sized parking bays (assumed to be 2.5 x 5.0m) and turning areas provided due to the aisle widths of 6.0m minimum.

There are however a couple of areas of layout where parking could be problematic and potentially require updates if the site were to become adopted highway, and the Case Officer may wish to consider these.

1. Parking spaces located within the visibility splays as outlined above;
2. The aisle width for a parking space located on the eastern half of the site looks to be constrained by a slightly undersized aisle width that could easily be resolve by a slight amendment to landscaping (see yellow circle below); and

3. A parking space located on the eastern side of the site appears to have a canopy overhang encroaching into it. This should be investigated and potentially removed if it is of a height that could prevent larger SUV's or vans from utilising the space (see green circle below).



Additionally, it is noted that rear parking courts are utilised extensively across the development, and it should be noted that at times these can suffer from underutilisation, with resident preferring to park to the front of their home as it is normally a closer distance from car to door, and so more convenient.

Private parking restrictions will need to be put in place to prevent this from occurring, as without this, roads could become obstructed, particularly if parking occurs on both sides of the road; or it could be that footway parking becomes common as vehicles park on the road but try to leave sufficient width for others to pass. Neither of these options should be acceptable – i.e. outside of plots on the south east side of the road link into the site.

It would also be recommended that where a parking space is located adjacent to a landscaped area, or a vertical obstruction (i.e. a wall) that an additional 0.3m step out strip is provided so that users can actually open car doors sufficiently to enable access and egress into the car itself. Without this, users are likely to bang doors or need to step over the landscaped areas that will become muddy in wet weather periods. There appears to be quite a few spaces where this would currently be an issue.

Finally, as the site is to remain within private ownership, the developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link - <http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

(1) The Holme – 183 Dwellings

ACCESS FROM THE HIGHWAY:

Access into the specific development site will be taken from 8 priority junctions located off of the SID, 6 to the north and 2 to the south, essentially splitting the site into 7 parcels of development, as shown on Drawing PLB- ZZ- ZZ- DR- A- 1020 Rev P04.

To the south, essentially the two separate access points lead into cul-de-sacs serving a relatively low number of dwellings, and to the north there is:

- 1 access leading into a small cul-de-sac;
- A dual access crescent serving a relatively low number of dwellings;
- 1 further access point taken off the eastern side of the western road which links into The Folds; and
- Finally two further vehicle access points that utilises the eastern access road into the Folds, turning east and west off of this prior to reaching Burnetts Lane.

Whilst not specifically forming part of the assessment for this reserved matters application, as outlined above in comments for Homestal, it is noted that visibility splay drawings submitted within the associated TA for the access out onto the SID, demonstrate the layout of the actual built development of The Holme that fronts the SID will not impact upon the visibility requirements at this access point, being set back sufficiently away from the adopted highway (drawing 332612639-STA-ZZ-XX-DR-T-5010 Rev P01).

There are however elements of private landscaping which could have articles planted or constructed upon the (i.e. fence) which are within the pedestrian / cycle path visibility splay shown on the same drawing, and for this reason appropriate covenants should be placed upon the land to ensure this does not occur.

The access roads that lead into the various parcels of The Holme also cater for pedestrian movements linking onto the SID via formal footways primarily on one side of the access carriageway, and also through direct link paths.

No cycle links are provided into the development parcels from the SID however, with cyclists expected to travel on carriageway into the internal sections, but given vehicle speeds (anticipated to be relatively low) and vehicle numbers that would be anticipated in these areas, this would be acceptable.

It would however be requested that confirmation of raised tables across junctions for pedestrians and cyclists is however gained, as what appear to be the location of tables does not appear to directly link up with the foot/cycleways, as per the example below where a section of grass blocks direct progress. If this is the case, then they should be amended to provide a continuous link accordingly.



In terms of foot and cycle links on the SID, as previously outlined, these are subject to a separate application and as such are not considered within these comments.

Comments below are purely for the internal site elements which are to remain private.

INTERNAL LAYOUT:

Internally, there are essentially 7 parcels of development within The Holme, which as outlined above are accessed via a single priority junction each, bar the mid-section on the northern side of the SID which has a dual two-way access forming a crescent.

Each parcel has its own internal layout, and these have been reviewed and appear to be theoretically acceptable, with vehicle speeds kept low due to the constraints of the small site layouts. It is noticed however that the mid sectioned crescent does have a relatively long east / west section of carriageway, with no natural traffic calming. As such, speeds on this section could become higher than anticipated.

It would be recommended that this is reviewed, and perhaps a mid section raised table is added to plans in the location of the 3-armed junction at the centre of the site.



This will be further assisted by an element of on street parking through some parallel parking bays, as well as driveways accessing directly onto the internal road, and combined with the raised table, would also be anticipated to reduce vehicle speed.

In terms of vehicle movements, as with Homestal, vehicle tracking drawings have been provided for an appropriately sized refuse vehicle, and also for a fire tender.

Whilst the refuse vehicle tracking (332612639-STA-ZZ-XX-DR-T-5001 Rev P01, and 332612639-STA-ZZ-XX-DR-T-5002 Rev P01) are largely acceptable, demonstrating how the vehicles can move around the site, it is noted that no two-way movements also showing a family vehicle have been provided. It would be recommended that the Case Officer requests this, as two-way movements look very tight to achieve in places, and the drawings will also identify any pinch-points for two-way refuse against car movements. This may onwards either require a private parking restriction or a localised widening of the road to ensure that refuse collections can be undertaken without obstructive incident.

Additionally, the Case Officer may wish to seek clarification as to how all refuse collections can be undertaken, in consultation with the EBC Direct Services Team. Whilst the majority of the site appears to be easily serviced, there are areas where this is unclear, which may need appropriate bin collection points – for example the small parcel off the eastern side of the access road leading to Homestal, as well as the small parcel of development leading off the western side of the road leading up towards Burnetts Lane.

Any bin collection points should obviously be designed to cater for the appropriate number of dwellings / bins that they will serve.

Emergency vehicle tracking drawings have also been provided for a fire tender, however as with Homestal, it is noted that these have been completed with a vehicle size of 2.5 x 7.9 metres. Unfortunately, the standard Hampshire fire tender is 2.55 x 8.10 metres, and so it would be recommended that the tracking drawings are revised utilising the appropriate vehicle to fully ensure that adequate road space is provided for their movement around site.

Finally, in terms of vehicle tracking, it is noted that no vehicle tracking has been provided to demonstrate how two-way vehicle traffic for family sized vehicles will be able to travel around the site, or for delivery vehicles (3.5T sprinter vans and transit types). Whilst this looks to be generally achievable, as mentioned above the site does appear tight in places, and as such it is recommended that formal drawings are requested to ensure this is the case, and also to enable the identification of any pinch points that may require localised widening or private parking restrictions to be put in place.

Primarily, this is likely to be in side street junction locations where any pinch-points could be an issue if (for example) one car had to wait to enter a side street as another was in place waiting to exit. If this scenario were to occur, then a vehicle following the car that has to stop may be taken by surprise at the unexpected pause, and increase the potential for a rear end shunt.

An example of this is the parcel of land accessed from the western side that leads to Burnetts Lane. Whilst the access serves a small number of parking spaces, any access / egress conflict should be avoided due to its locality to the SID and also due to the level of passing vehicles.



These additional drawings for two-way family cars and delivery vehicle tracking should be requested for assessment accordingly.

Visibility splay requirements are also outlined within the submitted TA, and shown in drawings accordingly (332612639-STA-ZZ-XX-DR-T-5009 Rev P01, 332612639-STA-ZZ-XX-DR-T-5010 Rev P01).

These demonstrate achievable visibility at the access junctions into the individual parcels, however it is noted that:

1. No visibility splay has been provided for the access off the eastern side of the road leading into Homestal; and
2. Limited internal visibility splay drawings have been provided for The Holme, which would be particularly useful to assess the middle section of the crescent area.

It is recommended that the Case officer requests these accordingly for assessment.

Given that the internal roads of the development are not being put forward for adoption by HCC as local Highway Authority, these visibility splays are generally acceptable. However, it is noted that in places there is the potential for these splays to be interrupted for the following reasons, which would be

unlikely to be permitted if the roads were being put forward for highway adoption.

1. Visibility splays cut across some garden areas, which would not be allowed if the roads and footways were to be adopted. However, it is noted that covenants are to be put in place to ensure visibility splays are not impeded, and if this is enforced by the site management company, then visibility should remain acceptable; and
2. There are locations where visibility splays cross built structure and formal car parking (such as the example shown below) which would not be permitted if the roads and footways were to be adopted, given that visibility would be blocked by the parked vehicles, particularly vans or higher SUV cars.



The Case Office may wish to consider this, or request that an independent Road Safety Audit is produced which clearly covers such issues with appropriate commentary.

The Case Officer may also wish to add in appropriate conditions requesting that covenants are put in place to restrict any landscaping within the visibility splays indicated on drawings being no higher than 0.9m.

In terms of pedestrian movements, the submitted Proposed Masterplan (drawing PLB- ZZ- ZZ- DR- A- 1020 Rev P04) located in the submitted Transport Assessment (TA) at Appendix A has been utilised for assessment purposes.

In the main, given the quantum of each of the development parcels making up The Holme, the proposed provision looks to be acceptable with an element of formal footway leading into the parcels, before turning into shared surface areas and on-road cycling which is acceptable with the lower traffic levels and vehicle speeds anticipated.

However, as outlined above, the straight section of carriageway in the central crescent parcel would benefit from a formal footway link serving the northern side in particular, unless further speed reduction measures are introduced.

In terms of the formal cycle links none are provided, with the first available being on the SID, though the 'leisure' paths for the southern sections can be utilised, along with those to the north linking in via the converted Fir Tree Lane.

Whilst this is acceptable in principle, it would be recommended that further pedestrian and cycle links, particularly for the parcels to the north of the SID are investigated to add some further permeability, particularly when accessing things to the north. At present, users have to head south, circulate the parcels of development and then head north again which is elongated.

The Case officer may wish to investigate this further with the developers in the interests of sustainable travel.

PARKING:

As with the assessment of Homestall, whilst the quantum of vehicle parking has not been assessed as this is a function for EBC, whereby their Parking Standards should be adhered to, it is noted that only a combined (with the Homestall site) 558 parking spaces are proposed, whilst the EBC Parking Standards have a requirement for 646 spaces – a shortfall of approximately 13%.

The Case Officer may wish to consider this, given that any shortfall is likely to result in obstructive parking that could block the clear passage of refuse or emergency vehicles in particular, which given the results of the vehicle tracking as outlined above, could become an issue needing to be resolved via a private parking management plan and associated restrictions.

Whilst on site this would not be a specific highway issue, given the site is not being put forward for adoption, Traffic Regulation Orders will need to be in place on the SID to prevent parking on the highway.

The parking layout has however been reviewed, and is generally acceptable with adequately sized parking bays (assumed to be 2.5 x 5.0m) and turning areas provided due to the aisle widths of 6.0m minimum.

There are however a couple of areas of layout where parking could be problematic and potentially require updates if the site were to become adopted highway, and the Case Officer may wish to consider these.

1. Parking spaces located within the visibility splays as outlined above; and
2. The elongated vehicle crossover for one plot looks capable of holding a vehicle, and as such this may well occur. This could result in obstruction to

the dividing footway or cause a block in visibility. As such a review of options to prevent this taking place should be investigated. (see yellow circle below).



As outlined above, once additional vehicle tracking drawings have been received, these should be utilised to identify any areas of the overall Holme site where conflict of vehicle movements may occur. Private parking restrictions will need to be put in place to prevent this from happening, as without this, roads could become obstructed, particularly if parking occurs on both sides of the road; or it could be that footway parking becomes common as vehicles park on the road but try to leave sufficient width for others to pass.

It would also be recommended that where a parking space is located adjacent to a landscaped area, or a vertical obstruction (i.e. a wall) that an additional 0.3m step out strip is provided so that users can actually open car doors sufficiently to enable access and egress into the car itself. Without this, users are likely to bang doors or step over the landscaped areas that will become muddy in wet weather periods. There appears to be quite a few spaces where this would currently be an issue.

Finally, again as previously outlined, as the site is to remain within private ownership, the developers should also be made aware of the Advanced Payment Code (APC) that will be required by the Highway Authority. Details of this can be found via the following link -

<http://documents.hants.gov.uk/transport/APCProcess-Guidancedocumentforwebsitev22018-04-02.pdf>

Condition 25 – Refuse Collection Strategy:

In terms of a 'Refuse Strategy', as outlined above, 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 be confirmed by additional

vehicle tracking, utilising the correctly sized vehicle and two-way traffic movements) to enable free passage.

Additionally, as outlined above, it is not clear where all bins will be collected from, and it is debatable whether the natural location indicated by the nearest bin collection point will actually have capacity for all the bins being positioned within it.

It is therefore recommended that the Case Officer does not discharge this condition until updated drawings have been received and assessed in consultation with the EBC Direct Services team.

Condition 67 – Full Landscape Details:

Proposed landscaping is shown on drawing STA-13-22-DR-2-2003 Rev A for The Holme and STA-14-22-DR-L-2002 Rev B for Homestal.

These drawings have been reviewed and it would appear that any vertical landscaping obstructions are provided either outside of the required visibility splays, or where they are within the splay envelope (see below) – i.e. a tree, these are likely to have trunk widths that are narrow enough to ensure visibility is essentially retained. Species of trees should however be utilised that would conform to this (i.e. not oaks), whilst also being of a sufficient height that they will not interfere with vehicles travelling below the canopy levels – i.e. refuse trucks.



The Case Officer may wish to consider such issues within their assessment.

From a highway perspective however, there would be no objection to the proposed discharge of condition 67 for landscaping for this private road site, subject to covenants being applied as outlined above.

I trust the above is clear, however should you require any clarification please do not hesitate to contact me.

Yours faithfully,

Matt Grantham
Principal Transport Planner - Highway Development Planning
Hampshire 2050