

Land at Cranesfield, Sherborne St John, Basingstoke

Hampshire County Council Comments Response Technical Note

Date: November 2025

Client Name: B.Yond Homes Limited

Document Reference: WIE18375.105.R.4.1.3.TN - Rebuttal

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015 and BS EN ISO 45001:2018)

Issue	Prepared by	Checked by	Approved by
4.1.3	D. Martin Principal Transport Consultant	A. Beard Senior Associate Director	A. Beard Senior Associate Director

1. Introduction

General

- 1.1. This Transport Technical Note (TN) has been prepared by Waterman Infrastructure and Environment Ltd (Waterman) on behalf of B.Yond Homes Limited (the Applicant) to provide highways and transport advice in relation to the planning application for the residential development on land at Cranesfield, Sherborne St John (planning ref: 25/02051/FUL).
- 1.2. The purpose of this Technical Note is to respond to comments received from Hampshire County Council (HCC) Highways Development Planning, dated 6th October 2025 (document ref: 057810), appended in full to this response note.
- 1.3. This TN addresses each of the relevant points raised, with the comments raised by HCC summarised below, followed by Waterman's response addressing each comment raised in order received.

2. Response to HCC Comments

Site Access

HCC Highways comment:

'Access to the site is proposed to be gained via Cranesfield. This is a residential estate road with a 30mph speed limit. The carriageway width allows two-way traffic flow, and footways are present.

The proposed site access would be formed by extending the existing carriageway and footways into the site. This is considered to be acceptable in principle.'

Waterman Response

- 2.1. It is acknowledged that the proposed arrangement is considered to be acceptable in principle, no further actions required.

Internal Layout

HCC Highways comment:

'It is requested that the dimensions/geometries of the proposed roads and footways are shown on a plan.'

The junction visibility splays should be shown on a plan. Forward visibility should also be shown. It should be noted that the visibility splay envelopes must be contained within the areas being offered for adoption. Details on HCC's design speed and visibility splay requirements can be found in Technical Guidance Notes 2 and 3.'

Waterman Response

- 2.2. The above comments are noted and plans appended to this TN provide the requested details.

HCC Highways comment:

'The footway provision within the site is considered to be incomplete, and it is recommended that additional footway provision is provided in order to improve pedestrian safety. Footways should be provided directly outside plots 1 to 3, and extend to plot 5 providing a link to the shared surface.'

A footway should also be provided along the frontage to plot 24. Hardstanding should be provided to the rear of the visitor parking bays.'

Waterman Response

- 2.3. It is acknowledged that additional footway provision is recommended at a number of locations within the site, however, we rebut the comment that the footway provision within the site is considered to be incomplete.
- 2.4. Given the low vehicle speeds and low traffic proposals, it is considered that a shared surface arrangement, with formal footway provision on one side of the carriageway, is suitable to accommodate the expected level of pedestrian movements without conflict with vehicle movements within the site.

HCC Highways comment:

'The location of the uncontrolled crossings based on likely pedestrian desire lines should be shown on a plan.'

Waterman Response

- 2.5. Noted, the plan appended to this TN identifies indicative pedestrian crossing locations in keeping with pedestrian desire lines within the site to resolve this comment.

HCC Highways comment:

'The refuse vehicle swept path analysis should be undertaken with the design vehicle contained within TG2. It is also requested that large car swept paths are provided for the shared drives. The turning area adjacent to plots 25 and 14 may need to be amended to ensure that vehicles can turn.

Swept paths should also be provided for a fire tender, and a car & light van.

All vehicle swept paths should be based on a 10mph driven speed, with the vehicle envelopes being contained within the proposed carriageway. Further details on HCC's visibility splay requirements, and the additional swept paths which are required, can be found in TG2 3.2.8.'

Waterman Response

- 2.6. Refuse swept path has been updated to meet the TG2 (updated 15 Oct 2025) requirements, with the updated swept path analysis appended to this TN.
- 2.7. The large car (standard design vehicle) swept path already provided as part of the planning submission and appended to the Transport Statement (document ref: WIE18375.103.R.1.1.3.TS) demonstrates swept path for a cross section of the proposed car parking provision, including shared drives.
- 2.8. Additional swept path has been provided in line with TG2 requirements, appended to this TN (including shared drives). It should be noted that the swept paths, as included within the Transport Statement, demonstrate the worst-case scenario, with all other (smaller) vehicles able to access and navigate the site with relative ease.
- 2.9. Swept paths for light vans and cars, with opposing movements is also appended to this TN to resolve the comment.

HCC Highways comment:

'The off-street parking for plots 1 and 2 is considered to be remote and could lead to vehicles parking on-street or in the visitor parking spaces opposite. Plots 16 to 19 only appear to have 6 spaces for 4 dwellings. It is unclear if EV charging is being provided.'

Waterman Response

- 2.10. A direct connection to the rear of Plot 1 is provided from the car parking allocated to the plot, allowing for the curtilage of Plot 1 to be accessed within a short distance.
- 2.11. Plot 2 parking is allocated adjacent to the plot, beneath the Plot 3 property, as such it is considered that the parking for plots 1 and 2 is not remote with direct connections to each plot provided.
- 2.12. The level of car parking proposed is compliant with the prevailing standards, although the Basingstoke and Dean Parking SPD guidance does not provide a definitive standard that aligns directly with the proposals, as detailed within the Transport Statement paragraphs 4.4 – 4.9, as follows:
 - 4.4. *Proposals seek to provide a total of 60 car parking spaces, with car parking predominantly allocated to the residential dwellings and 7 unallocated visitor parking spaces provided throughout the site.*

4.5. The Basingstoke and Deane Borough Council Parking SPD sets out the requirements for residential car parking provision. Table A within the SPD sets out parking standards for proposed level of parking for developments with 50% or more unallocated spaces and between 20% and 50% unallocated spaces, which does not directly align with the proposed development's predominantly allocated car parking provision.

4.6. However, [Table 6](#) summarises the Basingstoke and Deane SPD Standards and demonstrates the proposals compliance with the prevailing standards.

Table 1: Basingstoke and Deane Parking Standards (SPD 2018)

Property Size	Proposed no. dwelling	Council standards (spaces per dwelling)* / Requirement	Proposed Provision
1-bedroom units	4	1.25 / 5 spaces	5
2-3-bedroom units	18	2.25 / 41 spaces	36
4+ bedroom units	4	3.25 / 13 spaces	12
Visitor	-	Included in above standard	7
Total	26	59	60

**based on requirements for 'Rural Location' 'Between 20% and 50% unallocated spaces'*

4.7. The standards require to a minimum of 59 parking spaces, including visitor parking, the development proposes 53 allocated residential parking spaces with a further 7 visitor parking spaces (0.25 spaces per dwelling).

4.8. Given the rural nature of the site, it is considered that this level of car parking is unlikely to result in overspill onto the wider highway network or result in car parking outside of the designated parking areas.

4.9. The proposed level of car parking is also in excess of the prevailing level of car ownership (1.76 cars per household) as detailed in Table 5.

HCC Highways comment:

'The proposed level of cycle parking provision is considered to be acceptable.'

Waterman Response

- 2.13. It is acknowledged that the proposed level of cycle parking is considered to be acceptable, no further actions required.

Accessibility by Non-Car Travel Modes

HCC Highways comment:

'The planning application submission includes a Travel Plan. However, given the scale of development is below the threshold for requiring a Travel Plan, no comments will be made on this aspect of the proposals.'

When taking the location of the site into consideration, no accessibility concerns are raised.'

Waterman Response

- 2.14. It is acknowledged that there are no concerns raised with regard to the accessibility of the site and its location, no further actions are required.

Traffic Impact

HCC Highways comment:

'The proposed development would be expected to generate approximately 25 trips during the peak hours. This increase in traffic is considered unlikely to result in any highway safety or capacity issues on the local highway network.'

Waterman Response

- 2.15. It is acknowledged that the proposed increase in traffic is considered unlikely to result in any highway safety or capacity issues on the local highway network, no further actions required.

3. Feedback and Response Summary

- 3.1. It is considered that the information provided within this Technical Note suitably addresses the comments and concerns raised by Hampshire County Council.
- 3.2. It is acknowledged that the proposed arrangement, cycle parking provision and proposed increase in traffic, and resulting impact on highway safety capacity and safety, is acceptable in principle.
- 3.3. It is considered that the proposals present suitable pedestrian access provision in line with the scale of development and anticipated level of walking and vehicle trip generation, with a predominantly shared surface arrangement provided, with a formal footway provision present on one side of the internal access road to accommodate separate pedestrian movements within the site, if required.
- 3.4. Indicative pedestrian crossing locations have also been identified, as requested, although given the predominantly shared surface arrangement and low vehicle movements and speeds, safe crossing locations are available throughout the site.
- 3.5. Additional information has been provided in line with HCC guidance with regard to swept path analysis, with vehicle types aligning with TG2 requirements, as requested, which is appended to this TN.
- 3.6. The level of car parking proposed is compliant with the prevailing standards and levels of local car ownership. The location and allocation of car parking is also considered to be suitable, with parking located within close proximity to the proposed residential curtilages.
- 3.7. As such, this TN has further demonstrated that the scheme can be suitably and safely accommodated on the existing highway network, with no detrimental impact on highway safety or capacity, consistent with the provisions of the NPPF.
- 3.8. In conclusion, this TN has shown that in transport terms, there are no transport reasons present to prevent planning approval being granted.

A. Proposed Site Layout – Dimensions and Geometry



P01	11.11.25	ISSUED	SR	A
Rev	Date	Description	By	Cr

Amendments

	Project
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Cranesfield, Basingstoke

	Title
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Proposed Layout Dimensions and Geometries

Client	
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B.Yond Homes Ltd



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INFORMATION

S2

Designed By	SR	Director	DM	Waterman Ref	WIE1837
Drawn By	SR	Date	November 2025	Scales @ A3	1:50

Project - Originator - Volume - Level - Type - Role - Number							Revision
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WIE-18375-SA-95-0013-P01

P01	
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B. Junction and Forward Visibility Splays



-  Denotes Highway Area to be Adopted
-  11m Forward Visibility (10mph Vehicle Speeds)
-  2m x 11m Forward Visibility (10mph Vehicle Speeds)

P01	11.11.25	ISSUED		SR	AB
Rev	Date	Description	By	Chk	

Amendments

Project
Cranesfield, Basingstoke

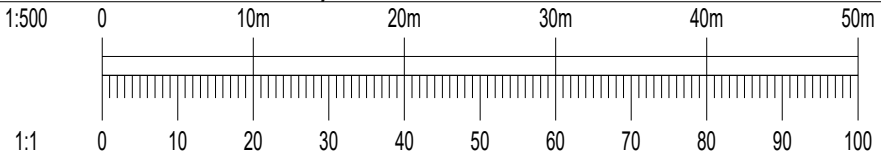
Title
**Proposed Layout
Visibility**

Client
B.Yond Homes Ltd



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Project - Originator - Volume - Level - Type - Role - Number					Revision
WIE-18375-SA-95-0012-P01					P01



C. Pedestrian Desire Line – Crossing Locations



- Anticipated pedestrian routes (footway connections)
- Indicative crossing locations

P01	11.11.25	ISSUED	SR	AB
Rev	Date	Description	By	Chk

Amendments

Project
Cranesfield, Basingstoke

Title
**Proposed Layout
Indicative Pedestrian
Crossing Locations**

Client
B.Yond Homes Ltd

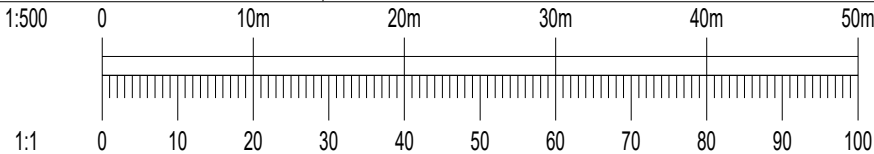


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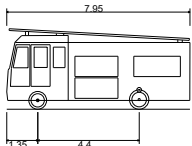
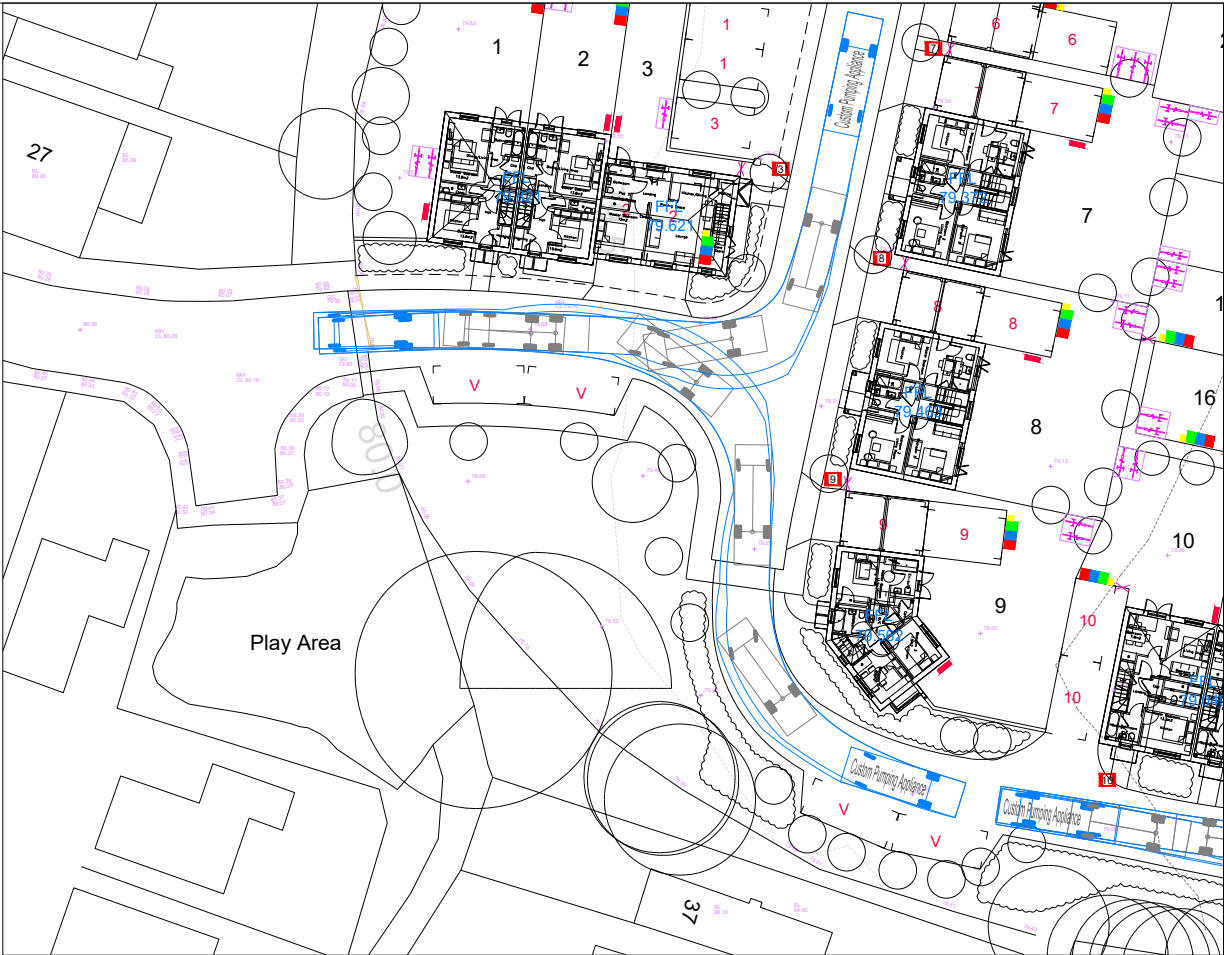
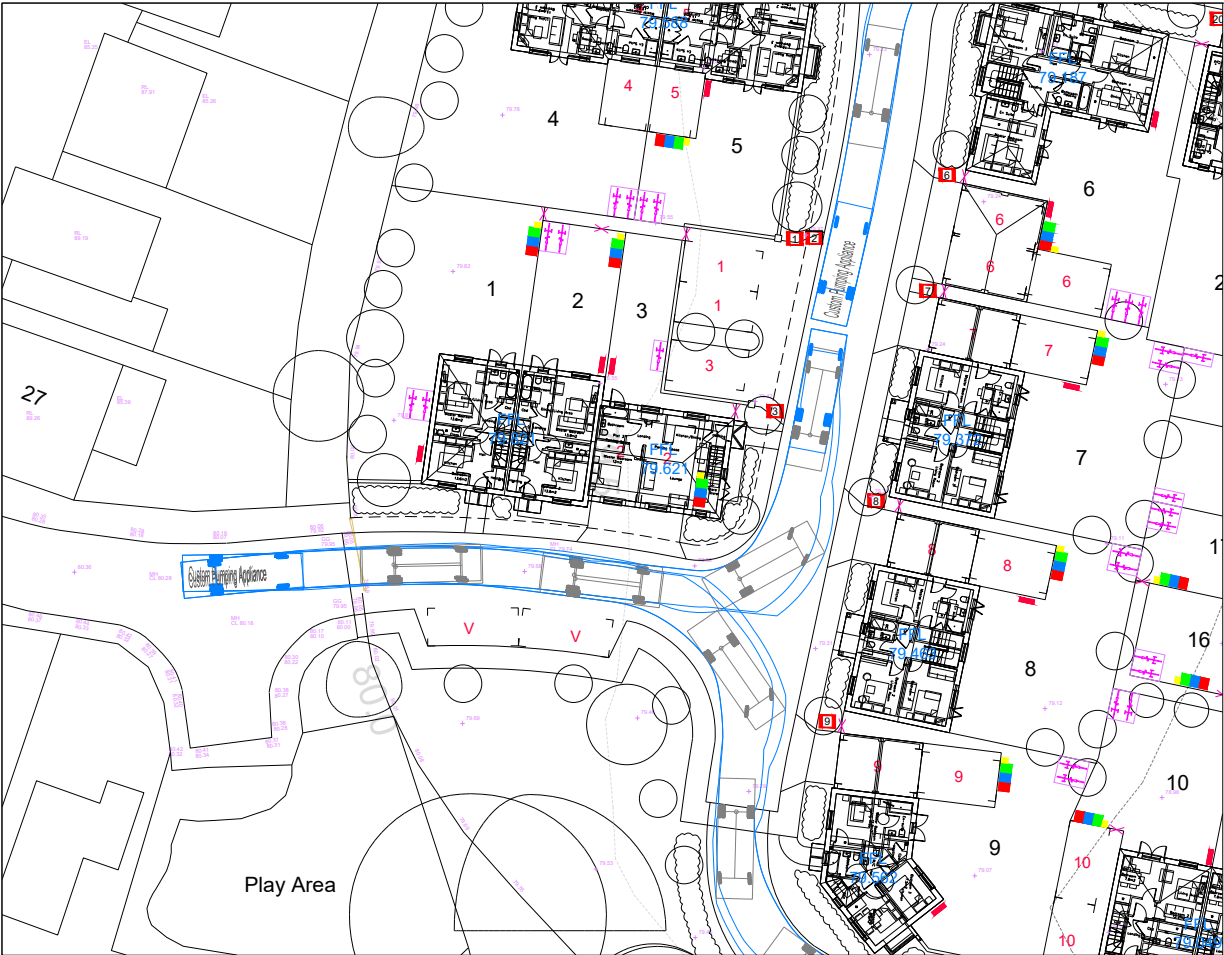
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Drawn By	SR	Date	November 2025	Scales @ A3	1:500

Project	Originator	Volume	Level	Type	Role	Number	Revision
WIE-18375-SA-95-0014-P01							P01



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D. Updated Swept Path Analysis



Custom Pumping Appliance
Overall Length 7.950m
Overall Width 2.400m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Max Track Width 2.400m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.750m

Note:
Fire Appliance dimensions in line with guidance within Hampshire County Council's 'Technical Guidance Note TG2 - Alignment Design' (October 2025).

Vehicle tracking undertaken at 10mph

P02	11.11.25	ISSUED	SR	AB
P01	14.07.25	ISSUED	HB	DM
Rev	Date	Description	By	Chk

Amendments

Project
Cranesfield, Basingstoke

Title
**Proposed Layout
Swept Path Analysis
Emergency/Fire Vehicle**

Client
B.Yond Homes Ltd



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INFORMATION

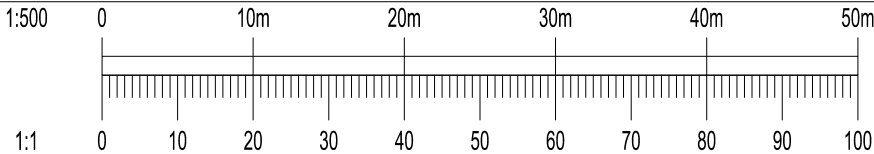
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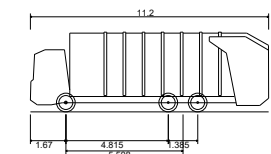
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Drawn By	HB	Date	November 2025	Scales @ A3	1:500

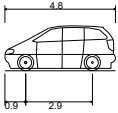
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P02







Standard Design Vehicle (SDV)
Overall Length 4.800m
Overall Width 2.000m
Overall Body Height 1.950m
Min Body Ground Clearance 0.100m
Track Width 2.000m
Lock to lock time 4.00s
Wall to Wall Turning Radius 6.000m

Note:
Large Family Car dimensions in line with guidance within Hampshire County Council's 'Technical Guidance Note TG2 - Alignment Design' (October 2025).

Vehicle tracking during parking manoeuvres undertaken at 5mph

P02	11.11.25	ISSUED	SR	AB
P01	14.07.25	ISSUED	HB	DM
Rev	Date	Description	By	Chk

Amendments

Project
Cranesfield, Basingstoke

Title
**Proposed Layout
Swept Path Analysis
Car Parking - Standard Design Vehicle**

Client
B.Yond Homes Ltd



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INFORMATION

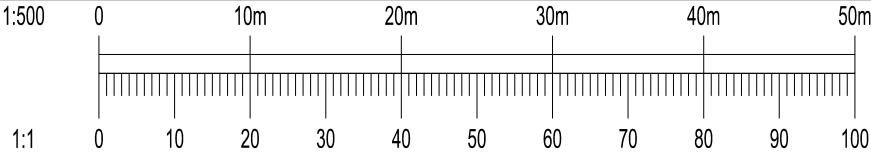
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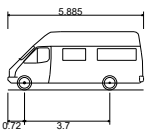
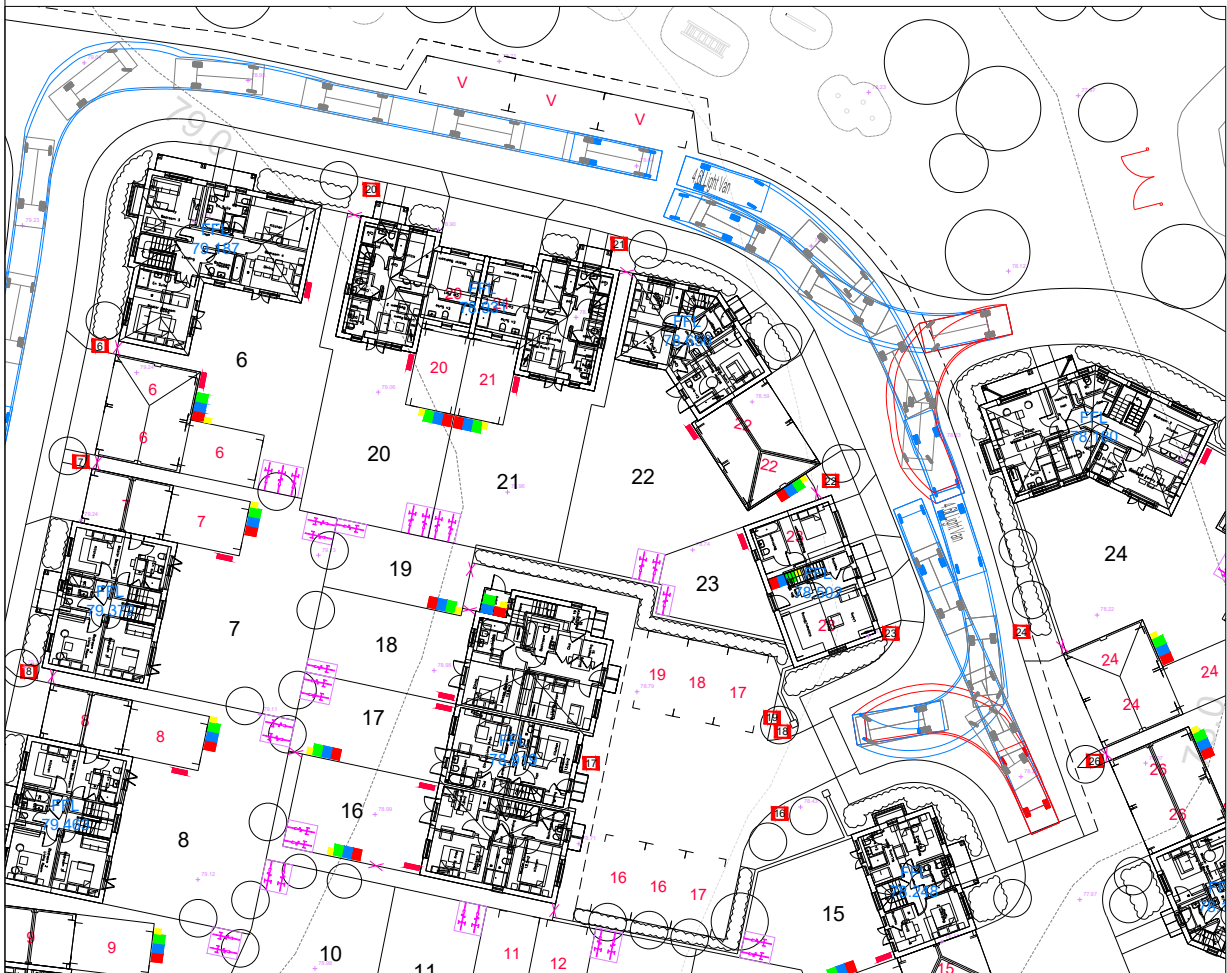
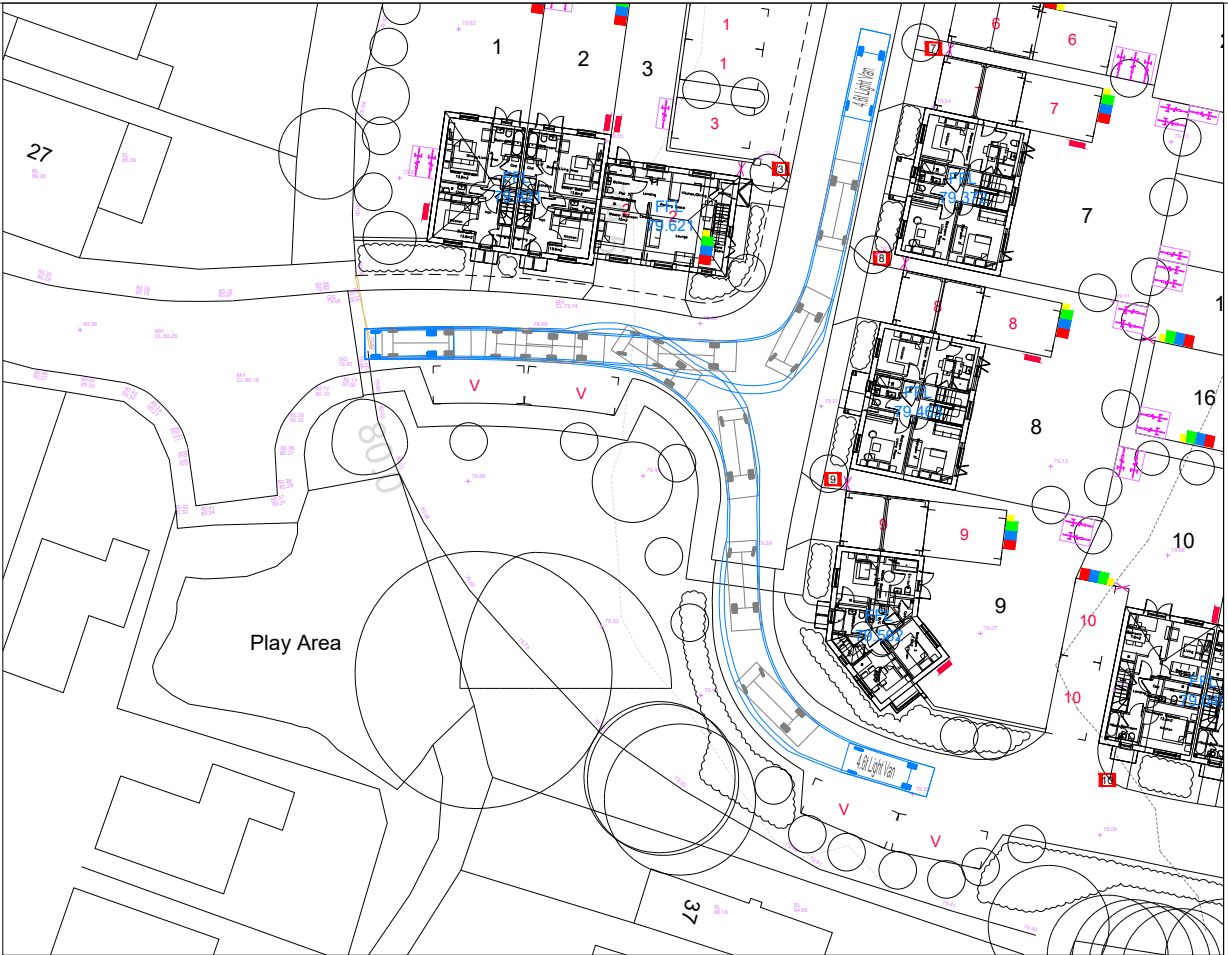
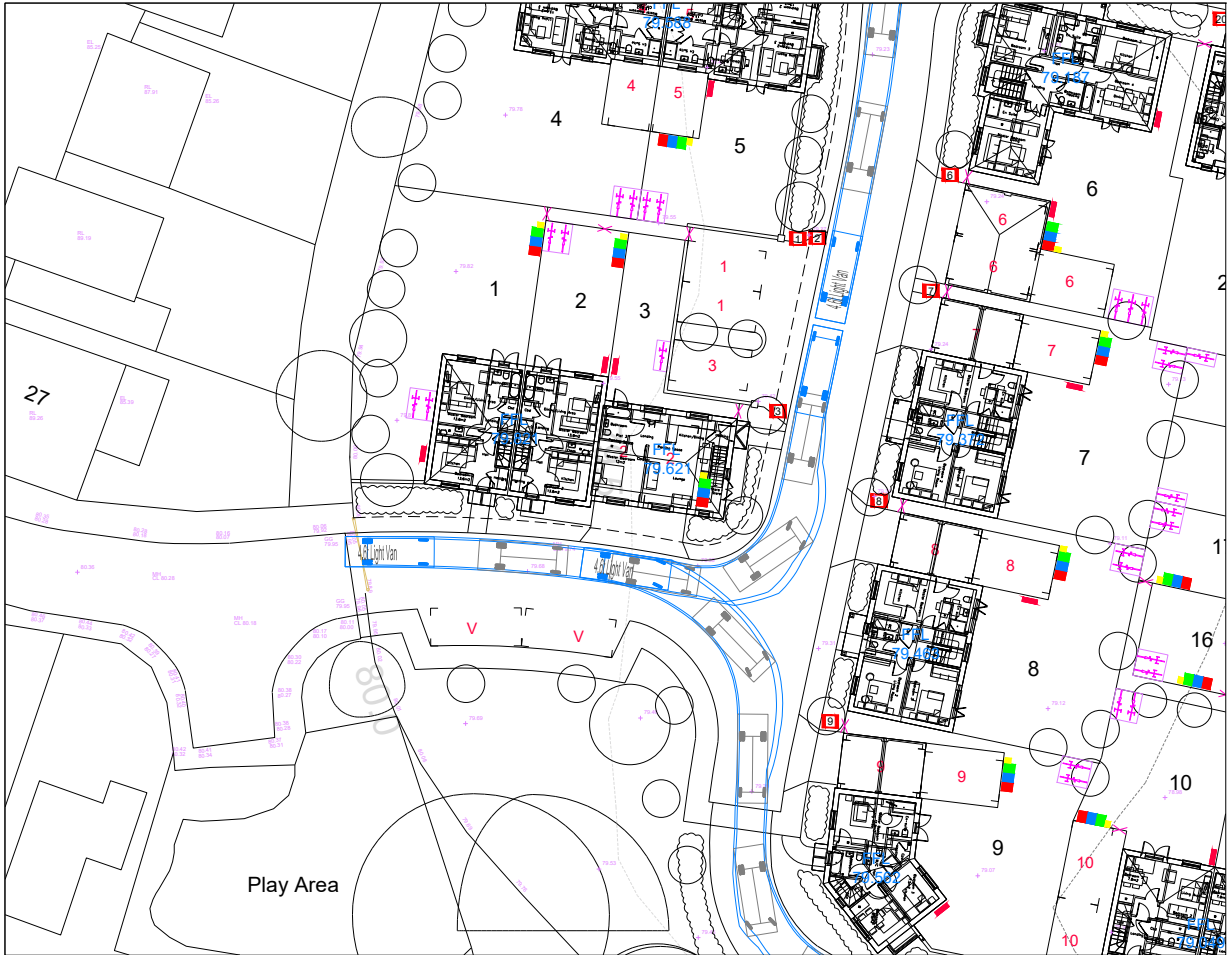
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Project	Originator	Volume	Level	Type	Role	Number	Revision
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WIE-18375-SA-95-0010-P02

P02





4.6t Light Van
Overall Length 5.885m
Overall Width 2.000m
Overall Body Height 2.526m
Min Body Ground Clearance 0.299m
Track Width 1.765m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

Note:
Light Van dimensions in line with guidance within Hampshire County Council's 'Technical Guidance Note TG2 - Alignment Design' (October 2025).

Vehicle tracking undertaken at 10mph

P01	11.11.25	ISSUED		SR	AB
Rev	Date	Description		By	Chk

Amendments

Project
Cranesfield, Basingstoke

Title
**Proposed Layout
Swept Path Analysis
4.6T Light Van**

Client
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WIE-18375-SA-95-0011-P01							P01

