

Land at Cranesfield, Sherborne St John, Basingstoke

Hampshire County Council Comments Response Technical Note

Date: February 2026

Client Name: B.Yond Homes Limited

Document Reference: WIE18375.105.R.5.1.3.TN2 - 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
5.1.3	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. Previous comments had been received from Hampshire County Council (HCC) Highways Development Planning, for which a response note was provided (document ref: WIE18375.105.R.4.1.3.TN – Rebuttal), however further comments have been provided by HCC.
- 1.3. The purpose of this Technical Note is to respond to the further comments received from HCC Highways Development Planning, dated 2nd January 2026 (document ref: 058797), appended in full to this note.
- 1.4. 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

Internal Layout

HCC Highways comment:

'The proposed carriageway width is generally 4.8m, which widens to 5.2m adjacent to plot 22. A minimum width of 5.0m is required for a tertiary street, in accordance with HCC Technical Guidance Notes 1 and 2.'

Waterman Response

- 2.1. Noted, however, swept path analysis demonstrates that two-way vehicle movements can be accommodated throughout the proposed site. Additionally, with trip generation and subsequent vehicle movements anticipated to be relatively low, two-way movements are considered likely to be a limited occurrence.
- 2.2. The amended layout, appended to this note, demonstrates requirements for 5m minimum carriageway widths (on adoptable routes).

HCC Highways comment:

'Concerns were previously raised in relation to incomplete footway provision within the site. The Technical Note response considers a shared surface arrangement with a footway to one side of the carriageway is suitable to accommodate the expected level of pedestrian movements without conflict with vehicles, given the likely low vehicle speeds and traffic flows.'

The footway widths are not shown on a plan. However, a minimum width of 2.0m would be required, in accordance with TG10.'

Waterman Response

- 2.3. The above comments are noted and the layout amendments plan appended to this TN provides the requested details for 2.0m footway provision, except where tying into an existing provision less than 2.0m.

HCC Highways comment:

'In order to ensure a safe pedestrian layout and be suitable for adoption, a footway would be required on the frontage to plots 1, 2, 3 and 5, as well as any other areas where pedestrians would be expected to walk on the lengths of road likely to be offered for adoption.'

Waterman Response

- 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.
- 2.5. However, as above, 2.0m footway connections are demonstrated on amended layout plan.

HCC Highways comment:

'The visibility splays are based on a 10mph, however HCC require these to be based on a 15mph speed for a tertiary street.'

Waterman Response

- 2.6. 10mph visibility splays were provided in line with HCC comments received regarding vehicle speeds for swept path analysis, as follows:

"All vehicle swept paths should be based on a 10mph driven speed..."

- 2.7. However, for completeness and to align with HCC's request, 17m visibility distances (MfS requirement for 15mph speeds) for both forward visibility and junction visibility splays are shown on the revised visibility plan appended to this note.

HCC Highways comment:

'This position is not accepted by HCC. A shared surface would not be appropriate for the level of development proposed, and the layout has not been designed as a shared surface given the presence of the footway.'

Waterman Response

- 2.8. As previously identified, the low vehicle speeds and low traffic proposals, with the development anticipated to generate the equivalent of an additional vehicle movement every 2.4 minutes during the peak hour periods, support a shared surface arrangement, with formal footway provision on one side of the carriageway, which is considered suitable to accommodate the expected level of pedestrian movements without conflict with vehicle movements within the site.

- 2.9. However, the option for further footway provision has been provided, as demonstrated on the amended layout plan.

HCC Highways comment:

'Fire tender swept path analysis has been provided, however the design vehicle does not reflect the vehicle specifications given in TG2.'

Waterman Response

- 2.10. The above comment is acknowledged, however the swept path analysis demonstrates that a vehicle that is larger and less manoeuvrable than the TG2 fire tender can access all areas of the site, as such it is considered that the TG2 fire tender would have no difficulties accessing the required areas within the site.
- 2.11. However, in line with the comment, the swept path Fire Appliance vehicle has been adjusted to reflect TG2 requirements, as shown on revised swept path plan.

HCC Highways comment:

'The refuse vehicle matches the TG2 design vehicle, however in general, the tracking is very tight, often touching the kerb line in areas, and leaves no buffer or margin for error.'

The manoeuvre overhangs the footway adjacent to plot 8:

Waterman Response

- 2.12. The refuse collection manoeuvre described above (and identified in the image included within the HCC comments) is not considered out of the ordinary, with refuse vehicles often overhanging the edge of carriageway when making manoeuvres but the wheels remain within the extent of the carriageway when safe to do so.
- 2.13. Given that refuse collection with a vehicle of that scale occurs once per week, the resulting potential for safety issues and conflict is limited.

HCC Highways comment:

'The swept path adjacent to the plot 9 suggests the carriageway is not wide enough to accommodate the refuse vehicle manoeuvre.'

Waterman Response

- 2.14. This location adjacent to plot 9 is a shared surface area, where the edge of carriageway indicatively shown only, with the entire area available to accommodate the vehicle movements (excluding areas of planting/landscaping).

HCC Highways comment:

'The refuse vehicle turning manoeuvre should be contained within the carriageway at the turning head:

The refuse vehicle would take up the majority of the carriageway and there is limited space to allow a car to wait whilst a refuse vehicle passes.'

Waterman Response

- 2.15. Again, the refuse collection manoeuvre described above (and identified in the images included within the HCC comments) is not considered out of the ordinary. The frequency of the collection movements limits the potential for safety issues and conflict as a result of the refuse vehicle accessing the development site.
- 2.16. However, the adjustments to the geometries identified on the amended layout plan accommodates the movements at the turning head and adjacent to plot 8 with limited (or without) the vehicle body overhanging the edge of carriageway.

HCC Highways comment:

'The car and van swept paths are shown separately, however, these manoeuvres should be shown together, in accordance with TG2.'

Waterman Response

- 2.17. The revised swept path plan, appended to this note, demonstrates car and van passing manoeuvres throughout the site, although likelihood of this occurring is minimal given the limited trip generation.

3. Feedback and Response Summary

- 3.1. It is considered that the information provided within, and appended to, this Technical Note suitably addresses the comments and concerns raised by Hampshire County Council.
- 3.2. 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, **however, an amended site layout plan has been provided which presents an option to implement further footway provision if required.**
- 3.3. 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.
- 3.4. It is considered that refuse vehicle manoeuvres present within the proposed layout are not out of the ordinary, with potential for conflict and safety concerns limited by the frequency of refuse collection taking place within the site.
- 3.5. 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.
- 3.6. In conclusion, this TN has shown that in transport terms, there are no transport reasons present to prevent planning approval being granted.

A. HCC Highways Further Comments (Jan 2026)

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The Castle
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<i>Enquiries to</i>	Jonny Elliott	<i>My reference</i>	058797
<i>Direct Line</i>	N/A	<i>Your reference</i>	25/02051/FUL
<i>Date</i>	2 January 2026	<i>Email</i>	basingstokedc@hants.gov.uk

For attention of Ms B Wallington

Dear Sirs

Re: 25/02051/FUL At Land At Cranesfield Sherborne St John Hampshire

Full Planning Application for residential development of the site with access, roads, parking, open space, SuDs and associated infrastructure for 26 residential dwellings.

I refer to your re-consultation for the above planning application and would offer the following comments.

Internal Layout

The proposed carriageway width is generally 4.8m, which widens to 5.2m adjacent to plot 22. A minimum width of 5.0m is required for a tertiary street, in accordance with HCC Technical Guidance Notes 1 and 2.

Concerns were previously raised in relation to incomplete footway provision within the site. The Technical Note response considers a shared surface arrangement with a footway to one side of the carriageway is suitable to accommodate the expected level of pedestrian movements without conflict with vehicles, given the likely low vehicle speeds and traffic flows.

The footway widths are not shown on a plan. However, a minimum width of 2.0m would be required, in accordance with TG10.

In order to ensure a safe pedestrian layout and be suitable for adoption, a footway would be required on the frontage to plots 1, 2, 3 and 5, as well as

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

any other areas where pedestrians would be expected to walk on the lengths of road likely to be offered for adoption.

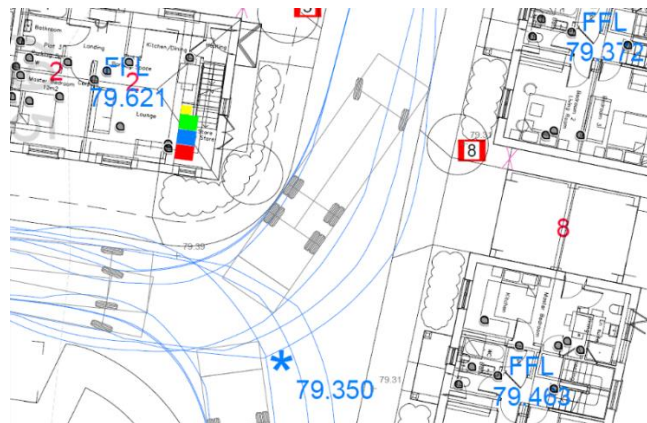
The visibility splays are based on a 10mph, however HCC require these to be based on a 15mph speed for a tertiary street.

This position is not accepted by HCC. A shared surface would not be appropriate for the level of development proposed, and the layout has not been designed as a shared surface given the presence of the footway.

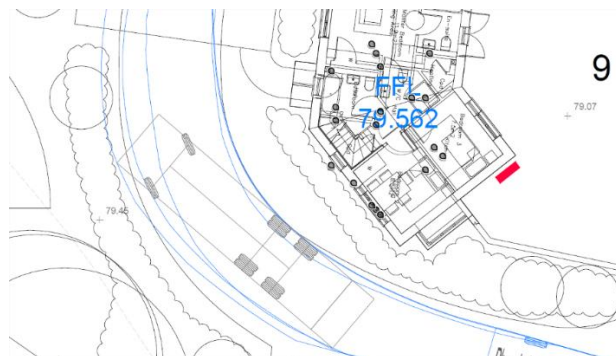
Fire tender swept path analysis has been provided, however the design vehicle does not reflect the vehicle specifications given in TG2.

The refuse vehicle matches the TG2 design vehicle, however in general, the tracking is very tight, often touching the kerb line in areas, and leaves no buffer or margin for error.

The manoeuvre overhangs the footway adjacent to plot 8:



The swept path adjacent to the plot 9 suggests the carriageway is not wide enough to accommodate the refuse vehicle manoeuvre:



The refuse vehicle turning manoeuvre should be contained within the carriageway at the turning head:



The refuse vehicle would take up the majority of the carriageway and there is limited space to allow a car to wait whilst a refuse vehicle passes.

The car and van swept paths are shown separately, however, these manoeuvres should be shown together, in accordance with TG2.

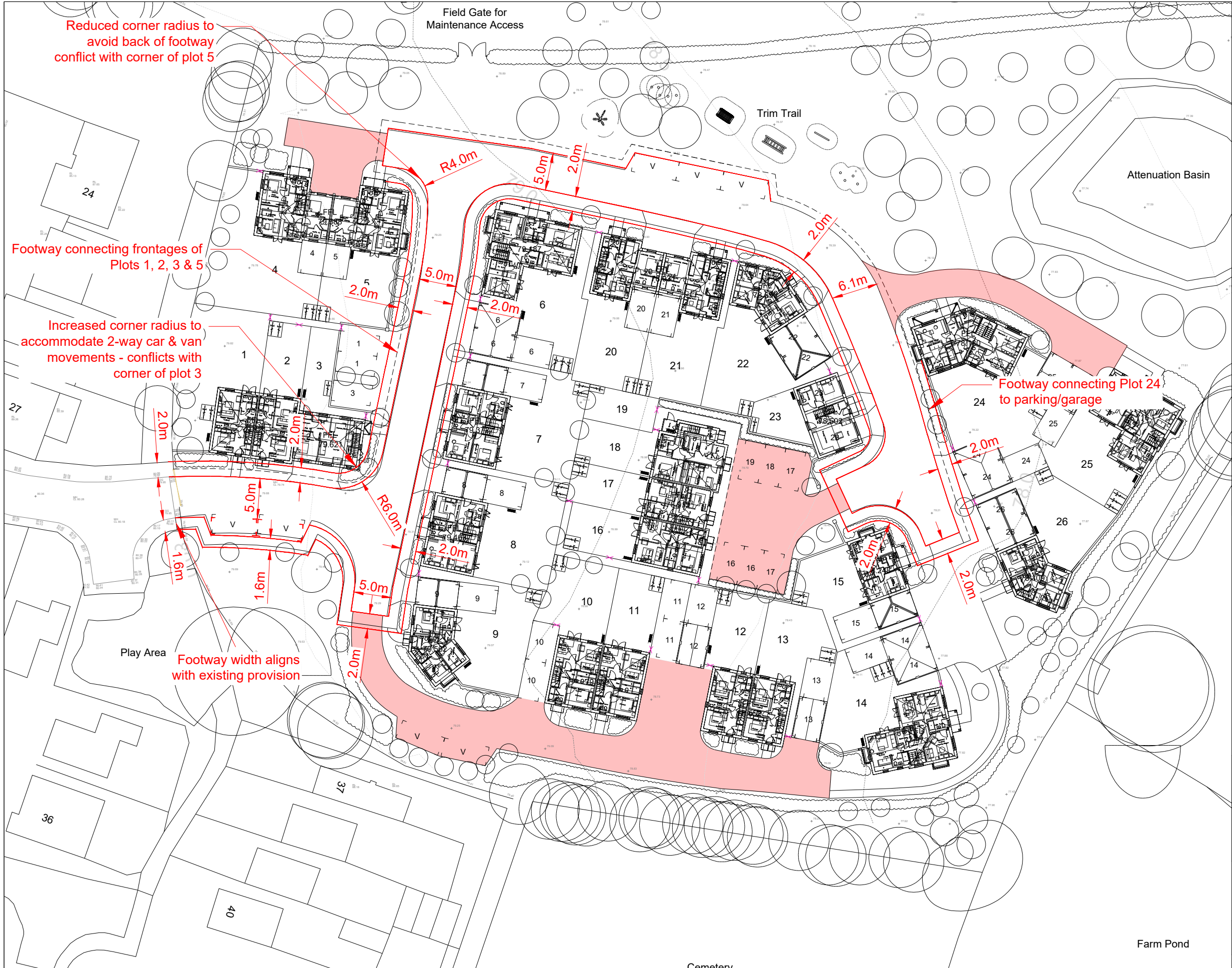
Recommendation

Further information is requested to address the comments which have been made in this response.

Yours faithfully,

Jonny Elliott
Consultant Transport Planner - Highway Development Planning
Hampshire 2050

B. Proposed Site Layout – Amended Dimensions and Geometry



Minimum 5m (adoptable) carriageway width as per requirement for a tertiary street, in accordance with HCC Technical Guidance Notes 1 and 2.

Footway widths minimum 2m (unless specified) as per HCC Technical Guidance Note 10.

Shared Surface Areas (not subject to adoption)

P01	30.01.26	ISSUED	SR	DM
Rev	Date	Description	By	Chk

Amendments

Project

Cranesfield, Basingstoke

Title

Proposed Layout
Revised Footway and Carriageway
Geometry (HCC TG Compliant)

Client

B.Yond Homes Ltd



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INFORMATION

S2

Designed By	SR	Director	DM	Waterman Ref	WIE18375
Drawn By	SR	Date	January 2026	Scales @ A3	1:500

Project	Originator	Volume	Level	Type	Role	Number	Revision
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WIE-18375-SA-95-0015-P01

P01

C. 15mph Junction and Forward Visibility Splays



17m Forward Visibility (15mph Vehicle Speeds MfS SSD)

2m x 17m Junction Visibility (15mph Vehicle Speeds MfS SSD)

P02	28.01.26	REVISED LAYOUT AND 15MPH VISIBILITY SPLAYS	DM	AB
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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INFORMATION

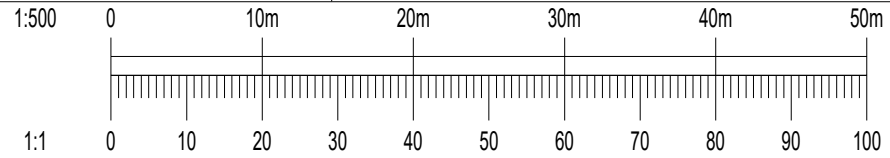
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Drawn By	SR	Date	November 2025	Scales @ A3	1:500

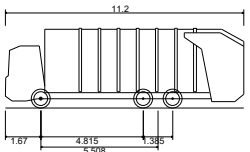
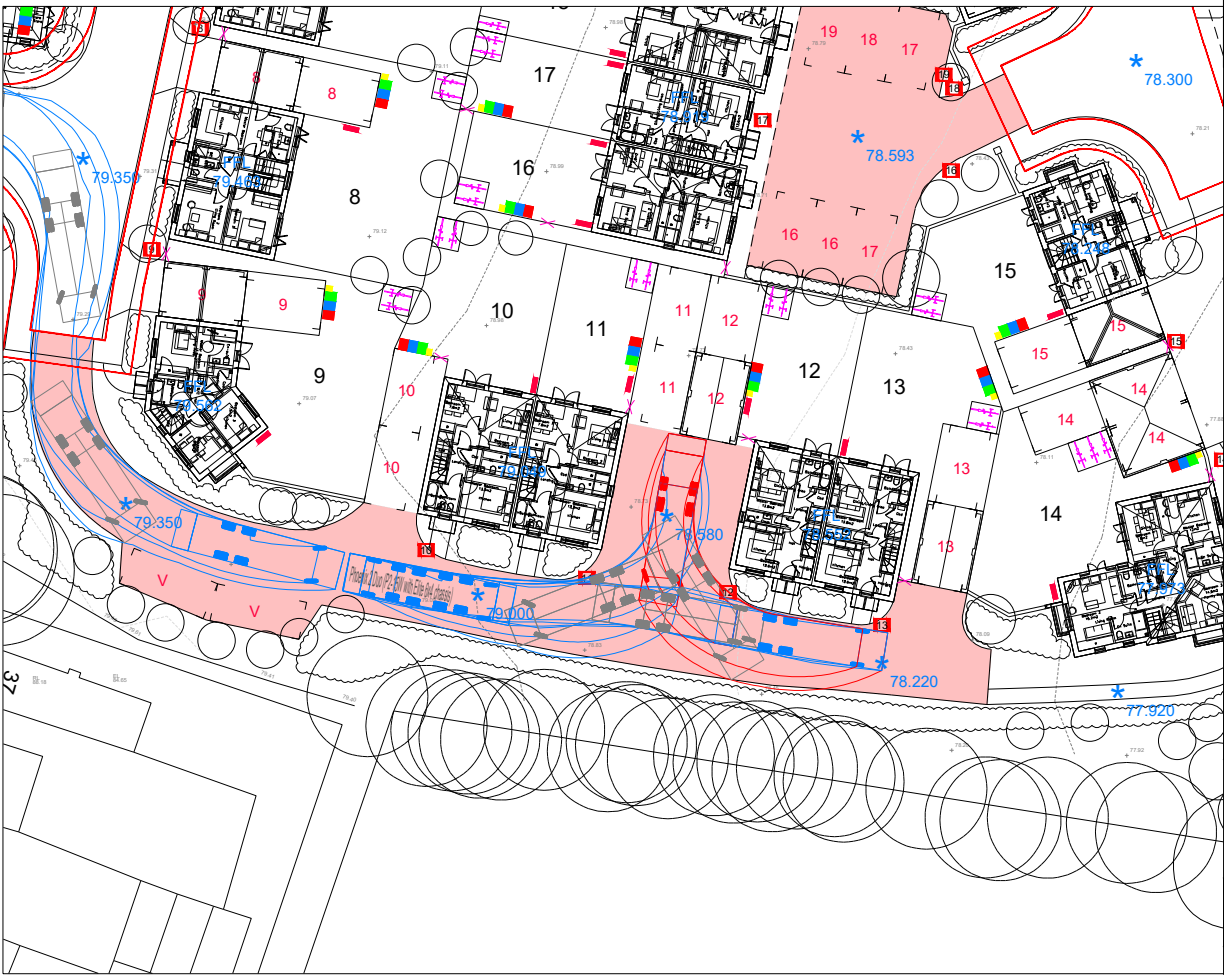
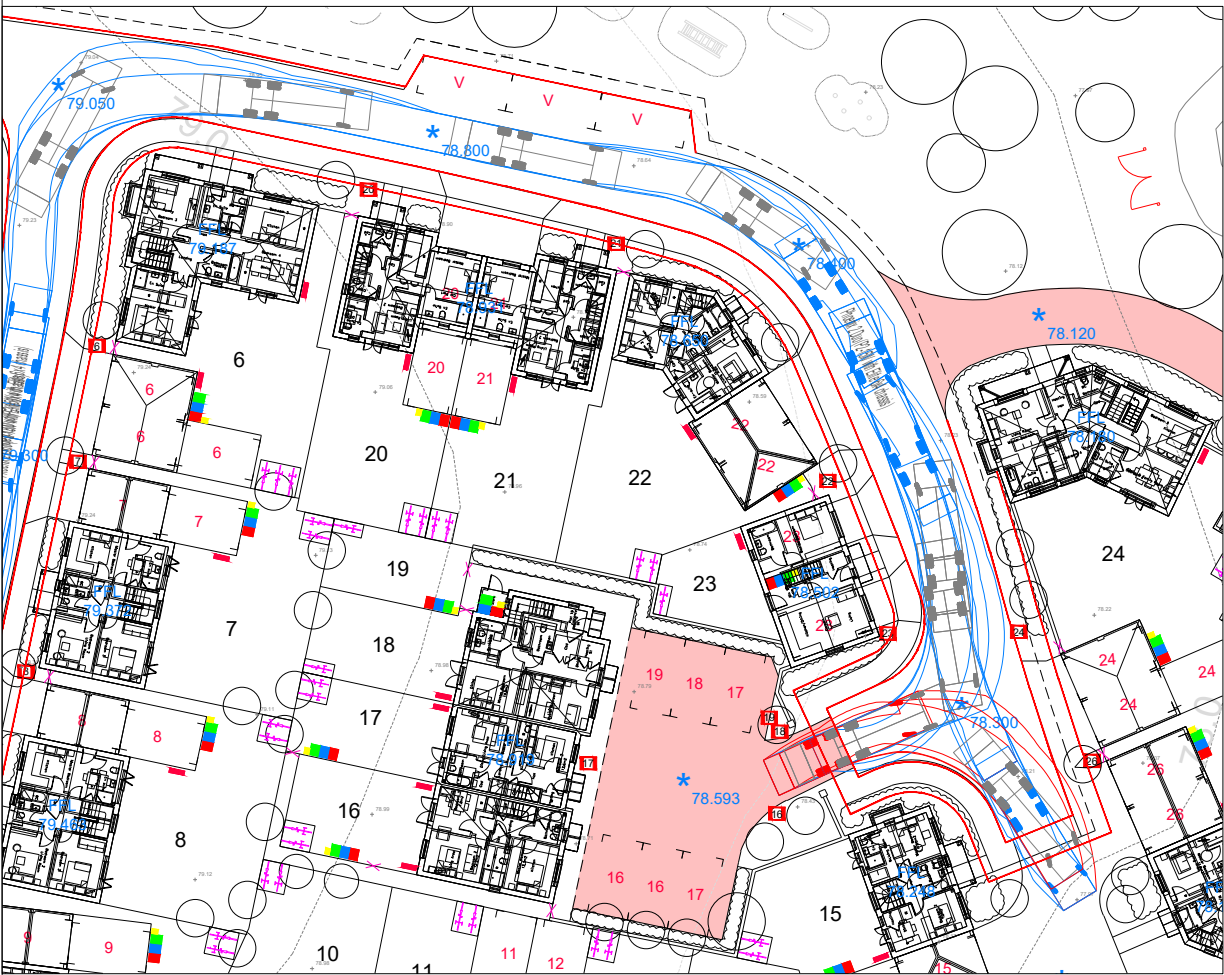
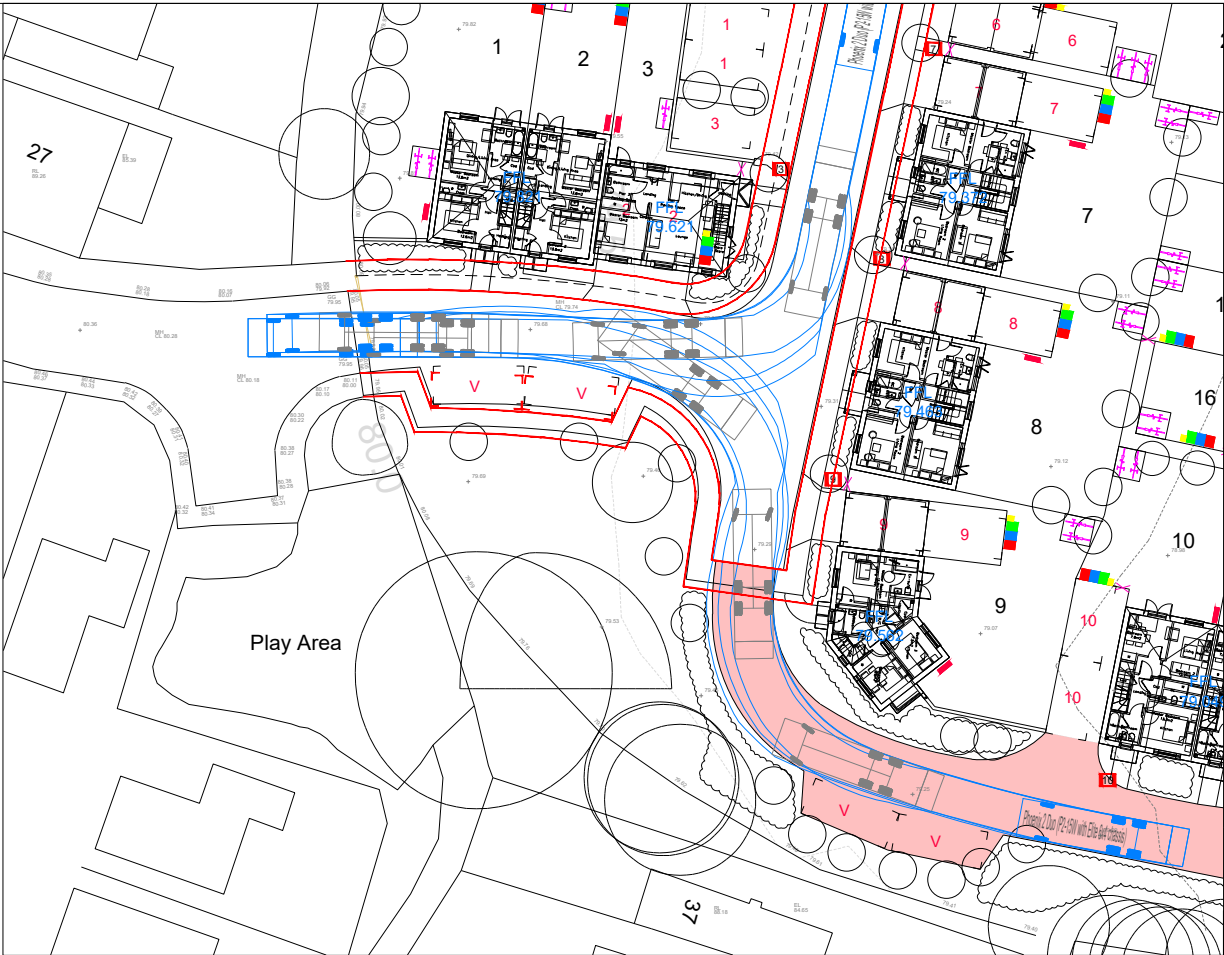
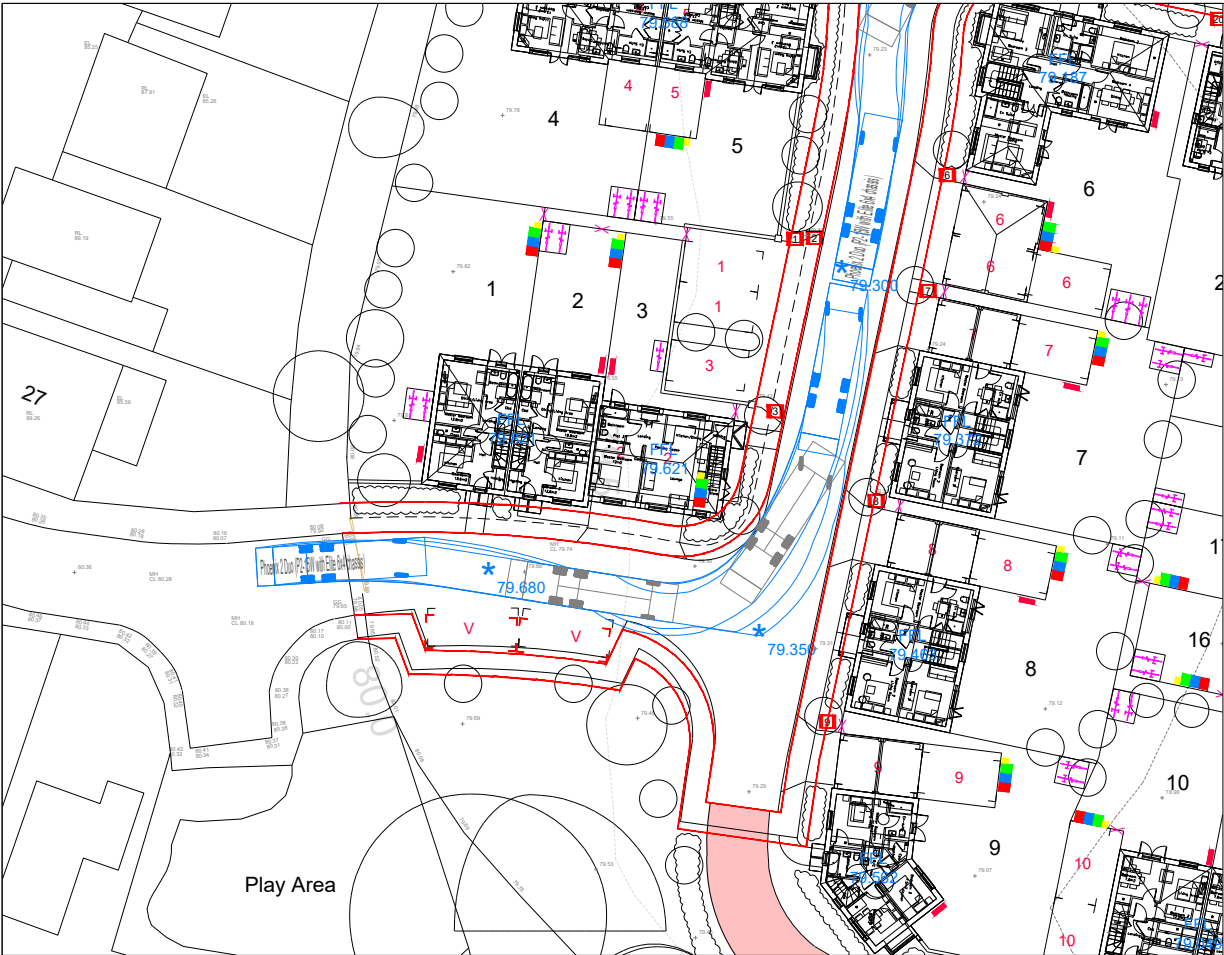
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P02



D. Updated Swept Path Analysis



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
Overall Length 11.200m
Overall Width 2.530m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 9.500m

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

Vehicle tracking undertaken at 10mph

P04	03.02.26	UPDATED LAYOUT, AMENDED SWEEP PATH	DM	AB
P03	11.11.25	ISSUED	SR	AB
P02	11.07.25	UPDATED LAYOUT ADDED	DM	AB
P01	18.06.25	ISSUED	HB	DM
Rev	Date	Description	By	Chk

Amendments

Project
Cranesfield, Basingstoke

Title
**Proposed Layout
Swept Path Analysis
Refuse Collection Vehicle**

Client
B.Yond Homes Ltd



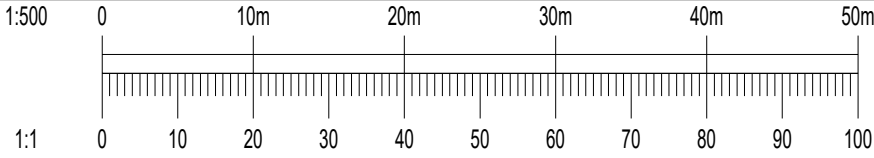
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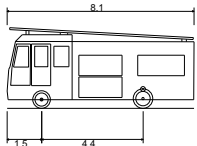
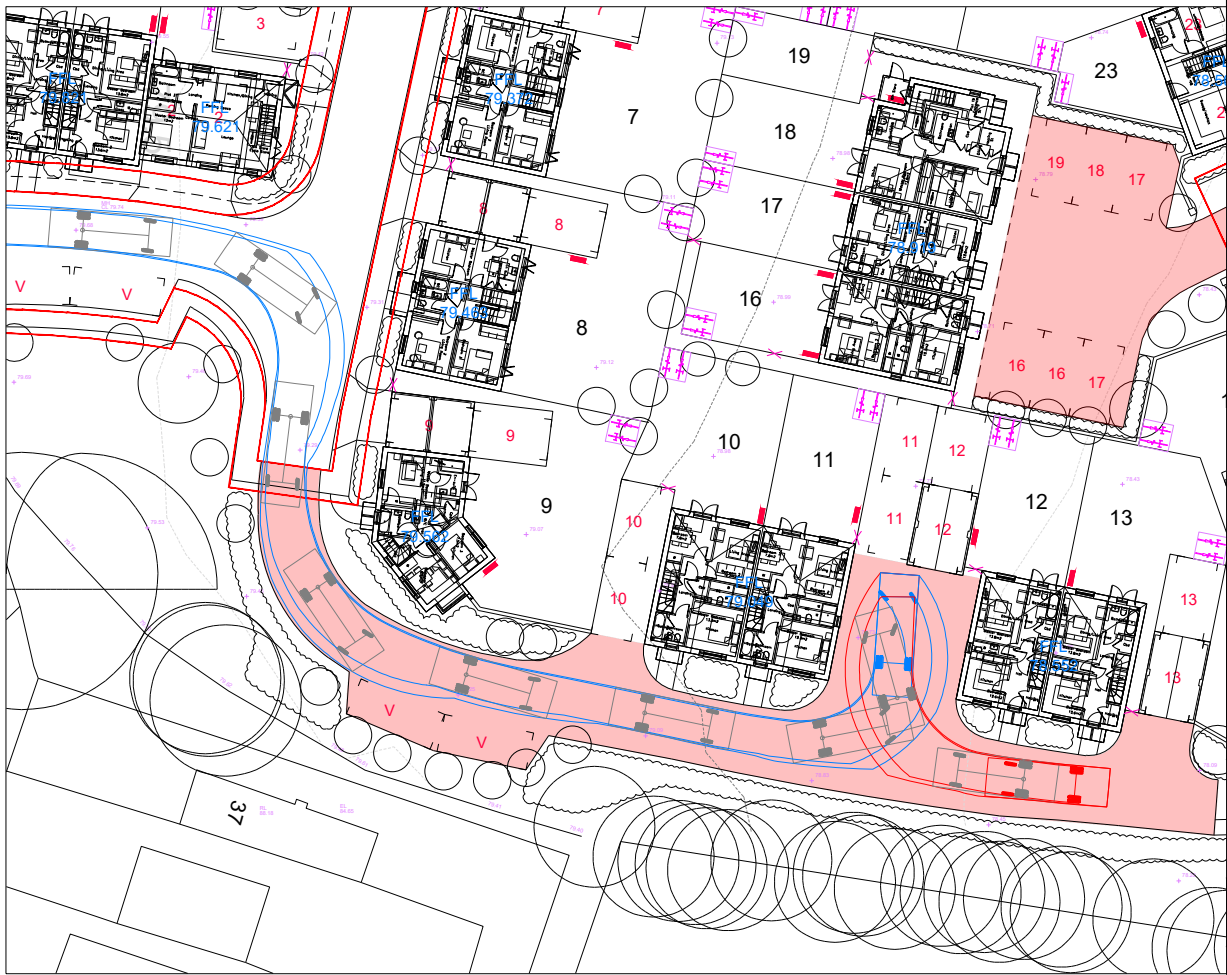
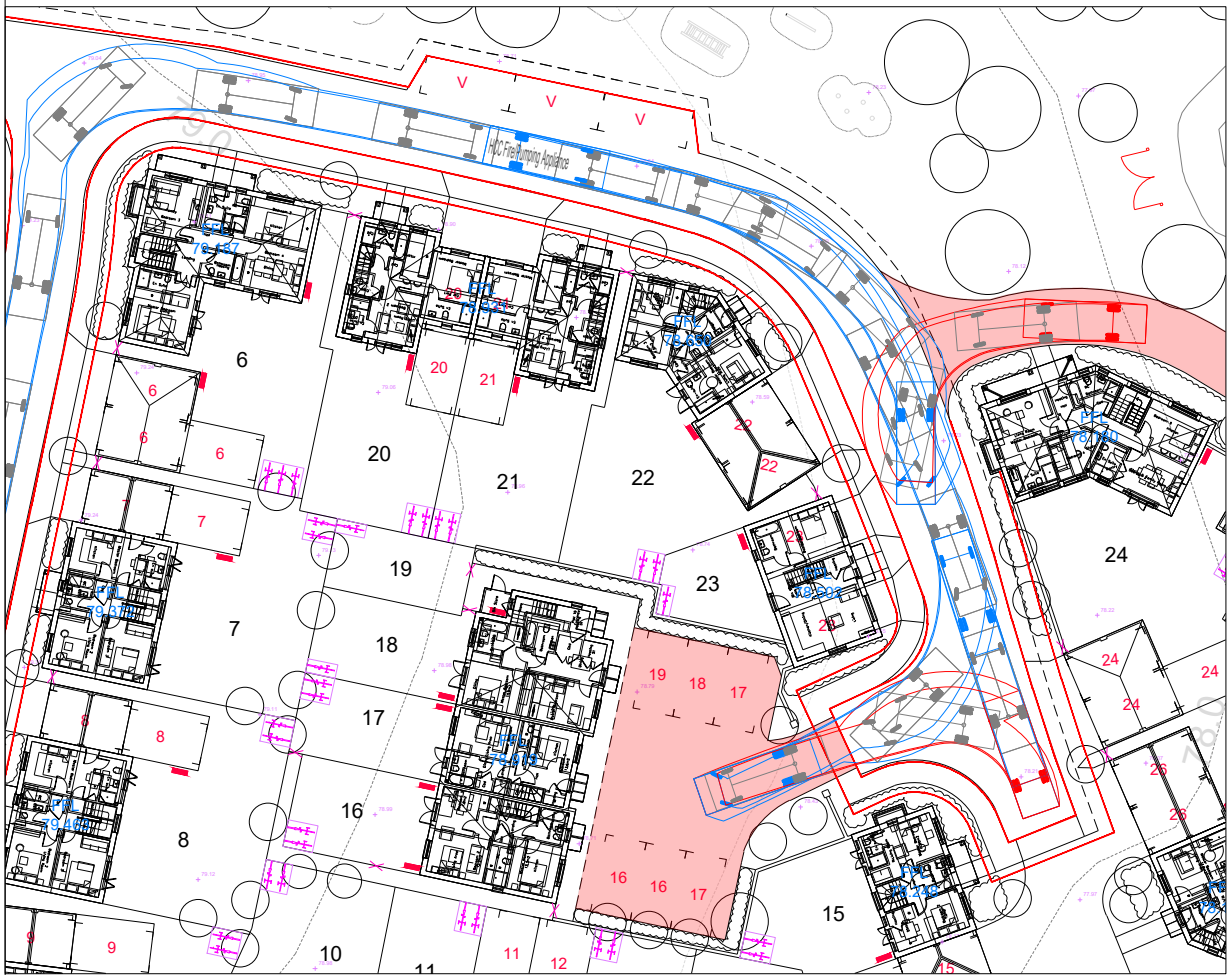
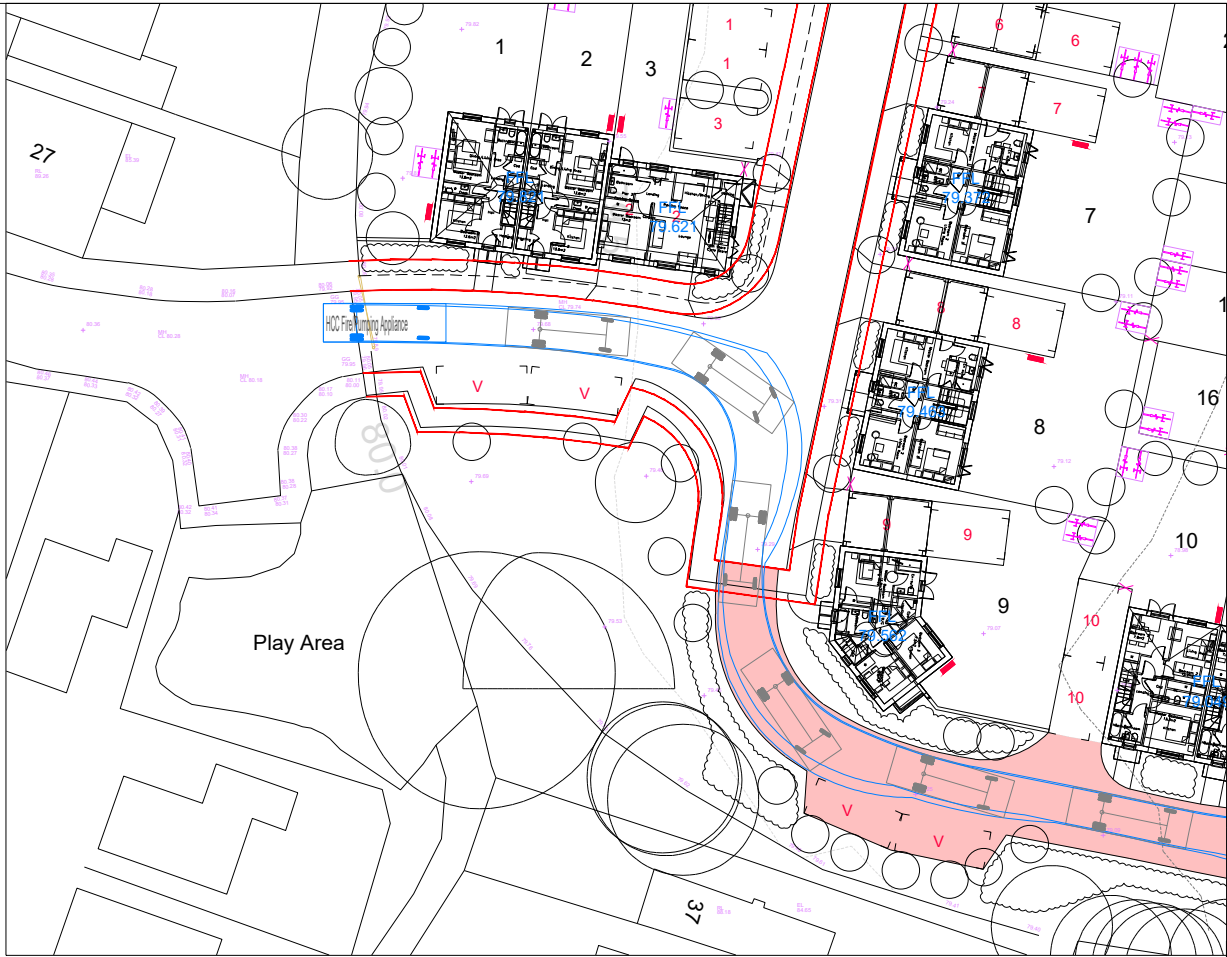
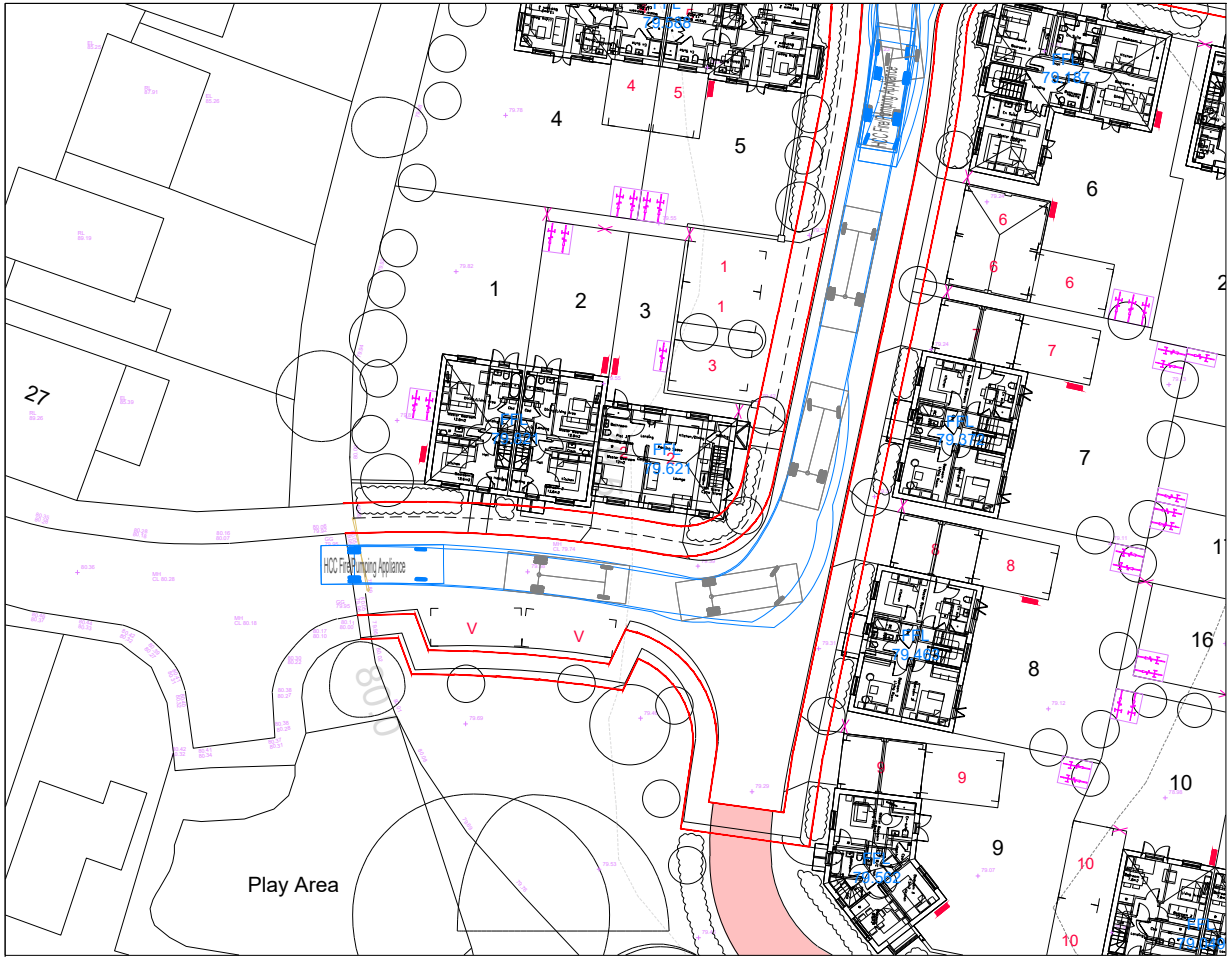
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Drawn By	HB	Date	November 2025	Scales @ A3	1:500

Project	Originator	Volume	Level	Type	Role	Number	Revision
WIE-18375-SA-95-0008-P04							P04





HCC Fire/ Pumping Appliance
Overall Length 8.100m
Overall Width 2.550m
Overall Body Height 3.498m
Min Body Ground Clearance 0.383m
Max Track Width 2.400m
Lock to lock time 6.00s
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

P03	02.02.26	UPDATED VEHICLE TYPE	DM	AB
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

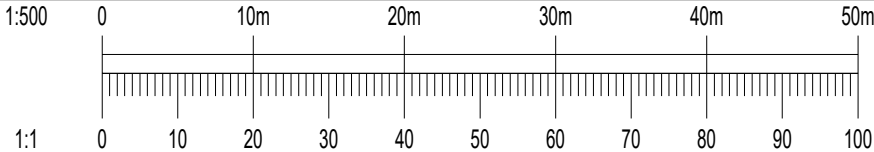
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Drawn By	HB	Date	November 2025	Scales @ A3	1:500

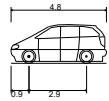
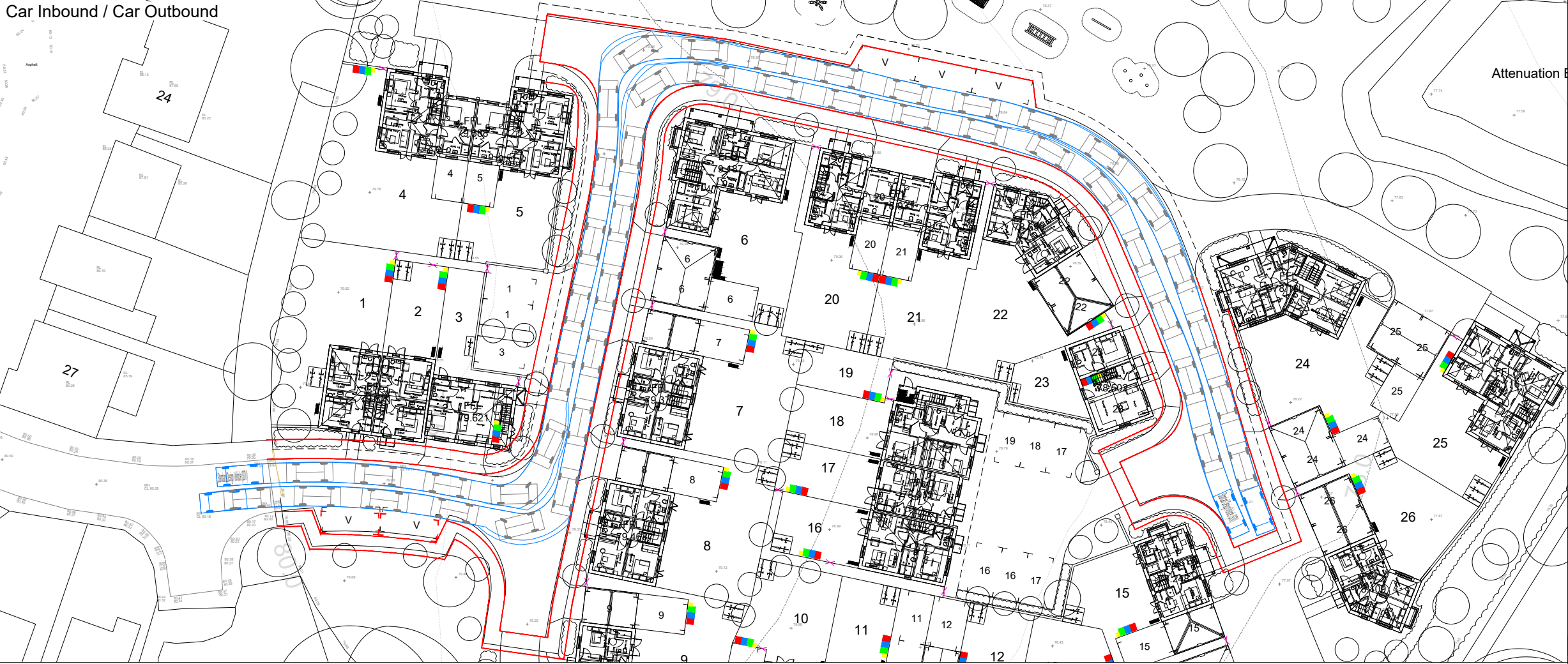
Project	Originator	Volume	Level	Type	Role	Number	Revision
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WIE-18375-SA-95-0009-P03

P03



Car Inbound / Car Outbound



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

Attenuation B

Car Inbound / Car Outbound



Attenuation B

P01	05.02.26	ISSUED	DM	AB
Rev	Date	Description	By	Chk

Amendments

Project

Cranesfield, Basingstoke

Title

Car Swept Path Analysis

Client

B.Yond Homes Ltd



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INFORMATION

S2

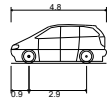
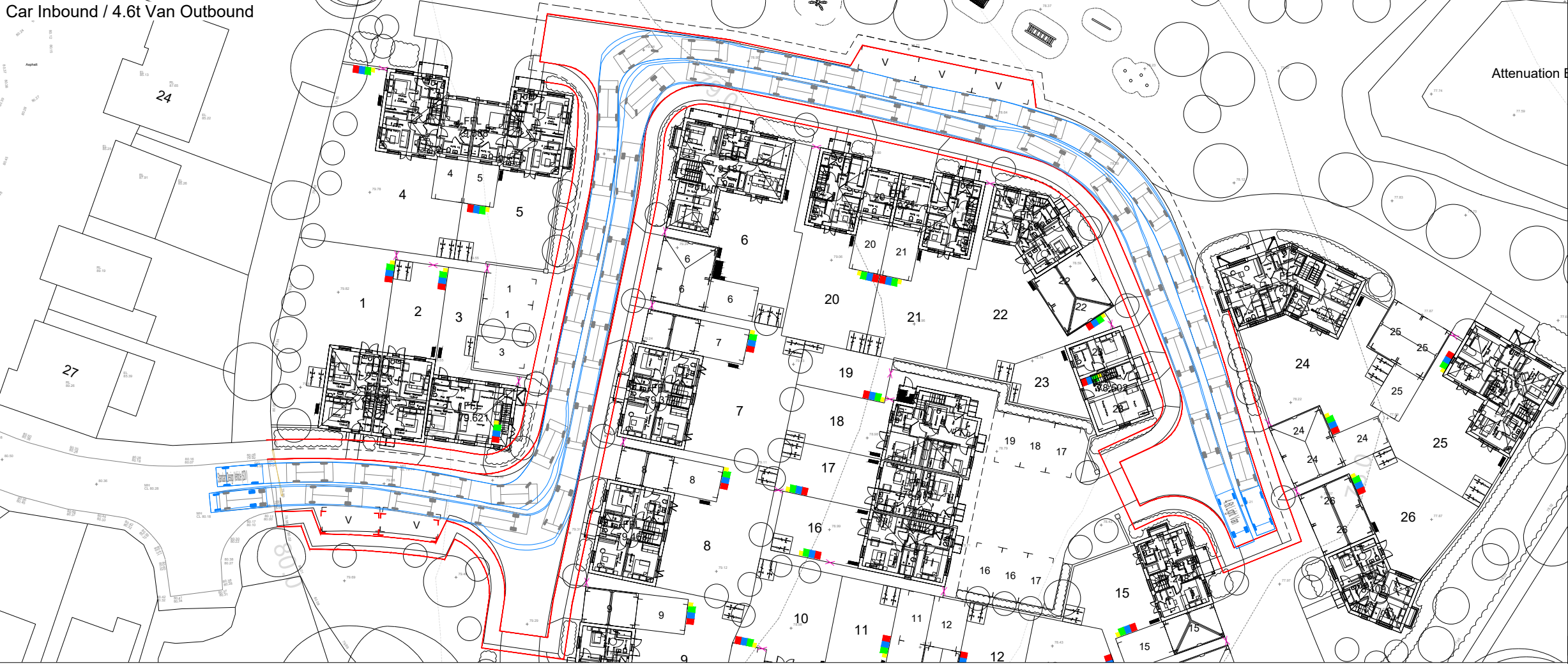
Designed By	SR	Director	DM	Waterman Ref	WIE18375
Drawn By	SR	Date	February 2026	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number

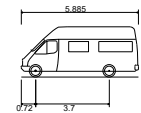
WIE-18375-SA-95-0017-P01

P01

Car Inbound / 4.6t Van Outbound



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



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

4.6t Van Inbound / Car Outbound



P01	05.02.26	ISSUED	DM	AB
Rev	Date	Description	By	Chk

Amendments

Project

Cranesfield, Basingstoke

Title

Car & 4.6t Van
Swept Path Analysis

Client

B.Yond Homes Ltd



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INFORMATION

S2

Designed By	SR	Director	DM	Waterman Ref	WIE18375
Drawn By	SR	Date	February 2026	Scales @ A3	1:500

Project - Originator - Volume - Level - Type - Role - Number

WIE-18375-SA-95-0016-P01

P01