

Project Name:	Land to the side of 1 Highfield Parade, Waterloooville
Document Reference:	020.01027/HRN/1
Document Name:	Technical Note
Prepared By:	Luke Millar (September 2025)
Checked By:	Jessica Miller (September 2025)
Approved By:	Mark Smith (September 2025)

Revision Record				
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1. INTRODUCTION

1.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates in response to comments made by Hampshire County Council (HCC) in their role as the local highway authority, in relation to the proposed scheme for *'The construction of a new two-bedroom dwelling on land to the side of 1 Highfield Parade, with vehicular and pedestrian access taken from Burnside with associated parking, refuse and cycle store'* (application reference: APP/25/00390) at Land to the side of 1 Highfield Parade, Waterloooville. The latest site plan is attached within **Appendix A**.

1.2 The local highway authority's response is attached within **Appendix B**, with the key points raised within the comments as follows:

- Rigid HGV tracking;
- Refuse collection details; and
- Access arrangements and rights.

1.3 The following section of this Highways Response Note (HRN) will address each of the key aspects listed above, providing a response to each point.

2. RESPONSE TO HIGHWAYS COMMENTS

Rigid HGV Tracking

- 2.1 The local highway authority accepted that tracking details had been provided for a commercial van and fire appliance but requested that further swept path analysis for a rigid HGV is provided, stating the following:

'The applicant has now provided tracking information (Drawing CFA-FULL-01-Rev-01) for a commercial van and fire appliance. These vehicles can manoeuvre appropriately within the site, however no swept path is provided for rigid HGV's which may be required for retail servicing.'

- 2.2 As requested by the local highway authority, swept path analysis has been undertaken for a rigid vehicle (12.0m length) entering, turning within and exiting the apron for the commercial units via the existing access on Meadway. As demonstrated in **Appendix C**, swept path analysis for a 12.0m rigid vehicle has been sufficiently completed for the above manoeuvre, confirming that servicing for the retail units can continue to take place to the rear via the apron from Meadway.

Refuse Collection Details

- 2.3 In addition, the local highway authority has requested further information on the refuse collection arrangements for the proposed dwelling as well as the existing uses, stating the following:

'Furthermore, details regarding refuse collection for both the residential and retail uses accessed via the apron have not been provided which potentially access the apron.'

- 2.4 To confirm, refuse collection for the proposed dwelling will take place on-street along Burnside in line with the existing operation along the road for all other dwellings. The refuse store for the dwelling will be located to the rear of the property within the garden space, with the drag distance for residents to position their bins to the front of the property a maximum of 30m in line with Manual for Streets (MfS) guidelines. Refuse collection for the existing retail units and apartments will continue as per the existing arrangement. If required to occur via the apron, swept path analysis of the HCC refuse vehicle has been conducted to ensure refuse collection will all uses can be competed suitably from Meadway. As also demonstrated within **Appendix C**, the HCC refuse vehicle is able to enter,

turn and exit the apron via the existing Meadway access in a forward gear suitably to undertake refuse collection.

Access Arrangements and Rights

- 2.5 Lastly, the local highway authority at HCC requested further details on the proposed access arrangements for the new dwelling with regards to the design, land ownership and highway boundary, stating the following:

'Access rights over the Burnside access link have not been confirmed. Specifically the Highway Authority require clarity of the proposed driveway access details and how this is proposed to tie-in with the existing footway either side of the current bellmouth, ensuring safe and appropriate provision for all users, within land in the applicants control whilst maintaining the current highway boundary. A plan detailing the proposed arrangement, land ownership and Highway Boundary information is therefore required.'

- 2.6 It is proposed that the current bellmouth arrangement is retained as existing on Burnside to allow access to the 2 parking spaces for the proposed dwelling. The footways either side of the access will also remain as existing, which is considered suitable on the basis that a single dwelling will produce an insignificant number of movements (less than the previous service yard access may have generated), and that this arrangement currently operates safely without any recent accident history. As requested, highway boundary mapping has been acquired through HCC to confirm the highway extent. It is noted that the proposed parking spaces and front of the property are currently within the public highway; therefore, a stopping up order will be applied for to amend the highway boundary to the front of the proposed car parking area.
- 2.7 Although the access is to remain as existing, a visibility splay assessment has also been conducted to ensure that there would be no reliance upon third-party land to achieve a safe and suitable arrangement for the single dwelling. This visibility splay assessment has been conducted based on Manual for Streets (MfS) guidelines for speeds of 20mph with 2.4m x 25m splays drawn in both directions from the access. It is noted that the local road network is subject to a 30mph speed limit; however, considering the residential nature of Burnside, the high presence of on-street parking along the carriageway and the proximity of the access to the Burnside/Highfield Avenue junction, speeds are expected to be significantly less than 30mph and more in line with 20mph. In the secondary direction, due

to the on-street parking bays, additional visibility splays have been drawn for 2.4m x 25m to the carriageway centreline and 2.4m x 7.6m to the edge of the marked bays. There would also not be any increase in vehicle movements using this access compared to the existing situation.

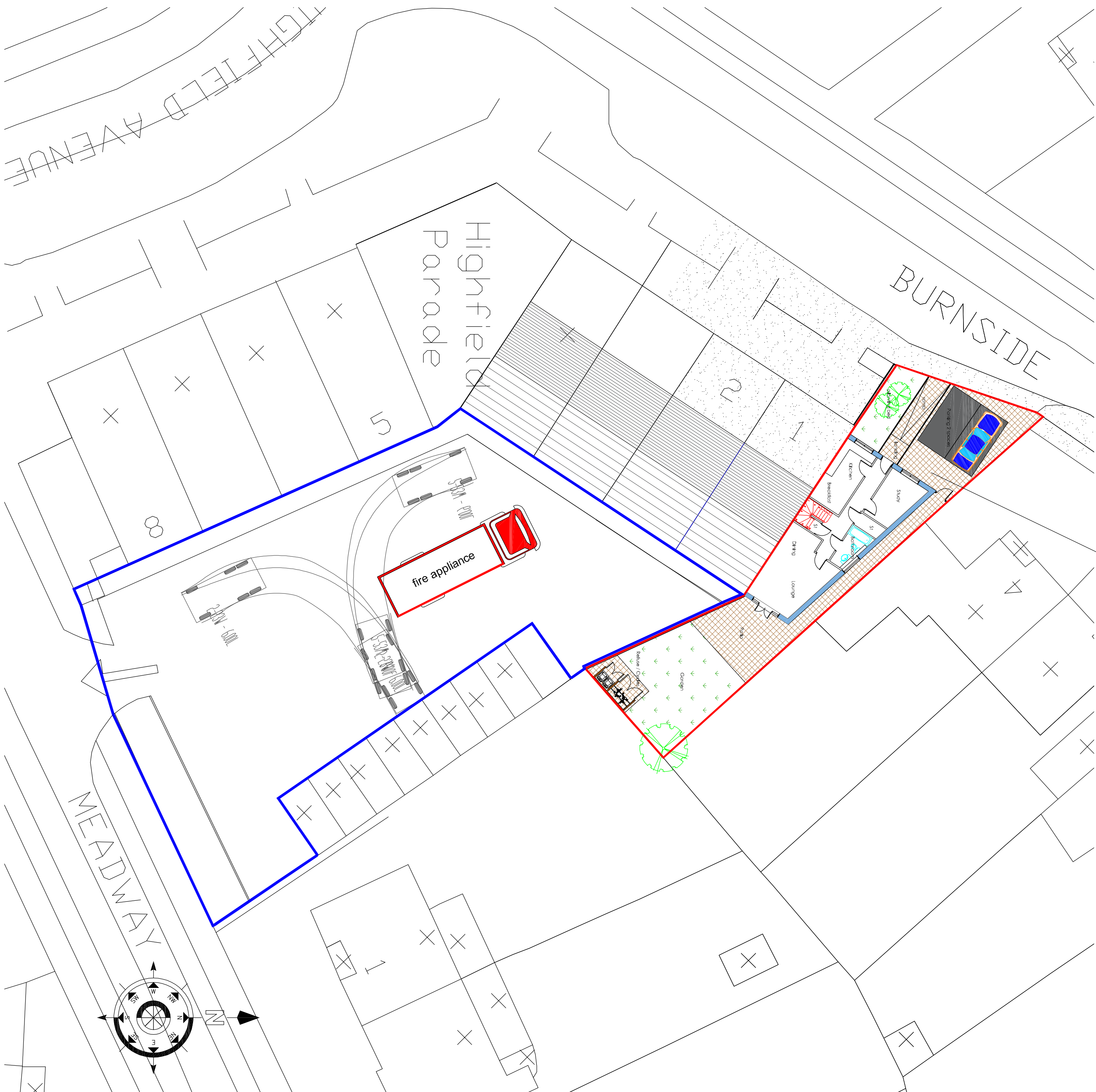
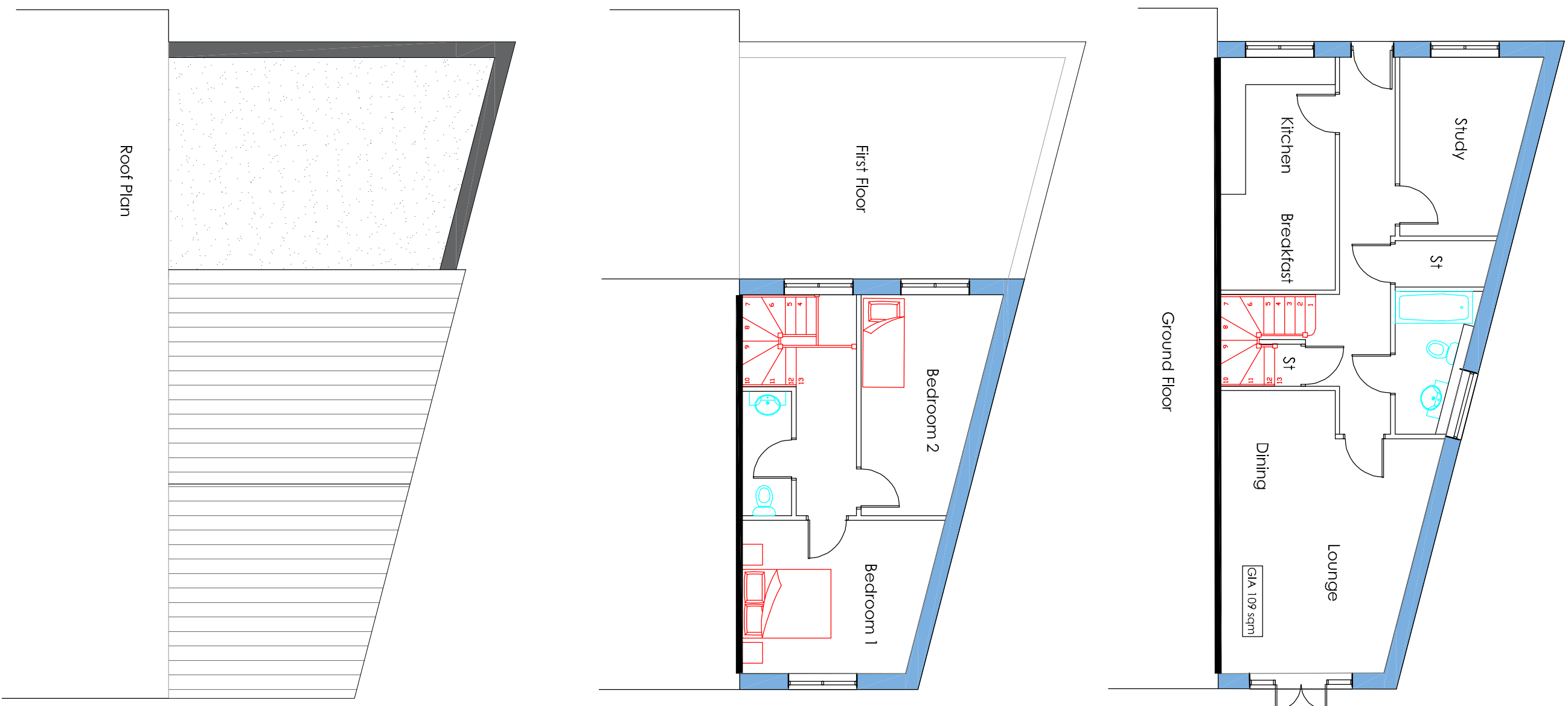
- 2.8 A plan showcasing the access arrangement, red line boundary and highway extent is included within **Appendix D** along with the visibility splay assessment, which confirms there would be no reliance upon third-party land.

3. SUMMARY AND CONCLUSIONS

- 3.1 This Highways Response Note (HRN) has been prepared by Paul Basham Associates in response to comments made by Hampshire County Council (HCC) in their role as the local highway authority, in relation to the proposed scheme for *'The construction of a new two-bedroom dwelling on land to the side of 1 Highfield Parade, with vehicular and pedestrian access taken from Burnside with associated parking, refuse and cycle store'* (application reference: APP/25/00390) at Land to the side of 1 Highfield Parade, Waterlooville.
- 3.2 Through addressing Hampshire County Council's highways comments, it is considered that sufficient vehicle tracking information has now been provided for a rigid HGV to access the apron via Meadway and details on the proposed refuse collection strategies as requested by HCC, demonstrating that suitable servicing and refuse collection would be in place following the construction of the proposed dwelling.
- 3.3 In addition, a plan has been provided detailing the retention of the existing access arrangement, highway extent and red line boundary, with confirmation that a stopping up order will be implemented to amend the highway boundary where required and that there would be no reliance upon any third-party land to deliver the proposed development.
- 3.4 On the basis of all additional information that was requested being provided, Paul Basham Associates encourages the local highway authority at Hampshire County Council to look favourably upon the proposed development with regards to highway and transportation matters.

Application Area 258 sqm

Proposed Floor Plans



01	Proposed plan for Highways	08/07/25	CRF
Revision	Description	Date	Drawn

T Ware Developments Ltd
Land to the Side of
1 Highfield Parade

Drawing Title :
Proposed Dwelling Floor Plans - Site Plan

Chris Flint Associates Ltd

CHARTERED SURVEYORS - PROJECT MANAGERS
DEVELOPMENT CONSULTANTS

Drawn By	Date	SHEET SIZE	Approved By	Date
CF	01/03/25	A1		

Drawing No.	Revision	Scale
CFA FULL 01	01	1-100

PLANNING

REC'D 000 - 20 QUEENS ROAD - WATERLOO HILL - PO7 3SR
tel: 023 92 43484 fax: 023 92 38854
Email: chrisflintassociates@gmail.com

Scale in Metres
0 1 2 3 4 5 for 1:100

Appendix B

Havant Borough Council
Civic Offices
Civic Centre Road
Havant
PO9 2AX

Hampshire 2050
The Castle
Winchester, Hampshire SO23 8UL
Telephone 0300 555 1375
Fax 01962 847055
www.hants.gov.uk

<i>Enquiries to</i>	Stuart Morton	<i>My reference</i>	057276
<i>Direct Line</i>	N/A	<i>Your reference</i>	APP/25/00390
<i>Date</i>	29 July 2025	<i>Email</i>	havantdc@hants.gov.uk

For attention of Richard Hawkey

Dear Sirs

**Re: APP/25/00390 At Land to the side of 1 Highfield Parade,
Waterlooville, PO7 7QH**

**The construction of a new two-bedroom dwelling on land to the side of 1
Highfield Parade, with vehicular and pedestrian access taken from
Burnside with associated parking, refuse and cycle store**

Thank you for reconsulting the Highway Authority on the above planning
Application.

As the application is for 5 dwellings or less, HCC's Highway Standing Advice
should be referred to in the first instance. This can be viewed via the following
link under the heading Consultation with the Highway Authority –
<https://www.hants.gov.uk/transport/developers/consultation>

However, the application also includes alterations to the existing access
arrangements for the wider site, and the Highway Authority sought further
information demonstrating all vehicles can continue to access the site safely
and efficiently under the revised layout and clarification on the
users access rights over the Burnside access link, and to clarify access rights
over the Burnside link to confirm the deliverability of the proposed changes.

The applicant has now provided tracking information (Drawing CFA-FULL-01-
Rev-01) for a commercial van and fire appliance. These vehicles can
manoeuvre appropriately within the site, however no swept path is provided
for rigid HGV's which may be required for retail servicing . Furthermore, details
regarding refuse collection for both the residential and retail uses accessed
via the apron have not been provided which potentially access the apron.

Deputy Chief Executive and Director of Hampshire 2050
Gary Westbrook

Access rights over the Burnside access link have not been confirmed. Specifically the Highway Authority require clarity of the proposed driveway access details and how this if proposed to tie-in with the existing footway either side of the current bellmouth, ensuring safe and appropriate provision for all users, within land in the applicants control whilst maintaining the current highway boundary. A plan detailing the proposed arrangement, land ownership and Highway Boundary information is therefore required.

Having regard to the above comments the Highway Authority maintains a holding objection based on - INSUFFICIENT INFORMATION

Yours faithfully,

Stuart Morton
Consultant Transport Planner - Highway Development Planning
Hampshire 2050

Appendix C



12M RIGID VEHICLE TRACKING



HCC REFUSE VEHICLE TRACKING

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- VEHICLE TRACKING COMPLETED AT 10MPH.

VEHICLE PROFILE

Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m

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

0m 10m

1:250

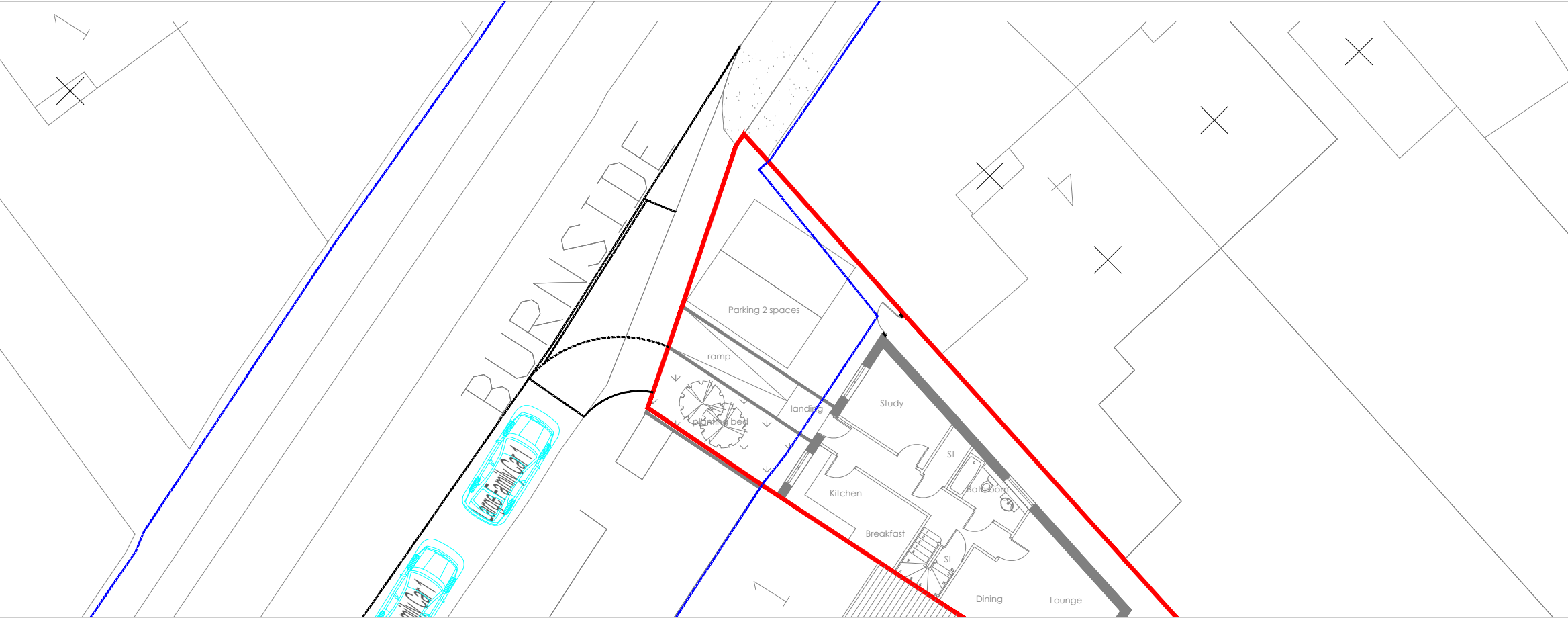
NORTH

P01	FIRST ISSUE	04.09.25	LOM	JAM
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
01.09.25	LOM	JAM	-	
PBA Project Number		Scale	(AT A3)	
020.01027		1:250		
PBA Drawing No:			Revision	
020.01027-0002			P01	

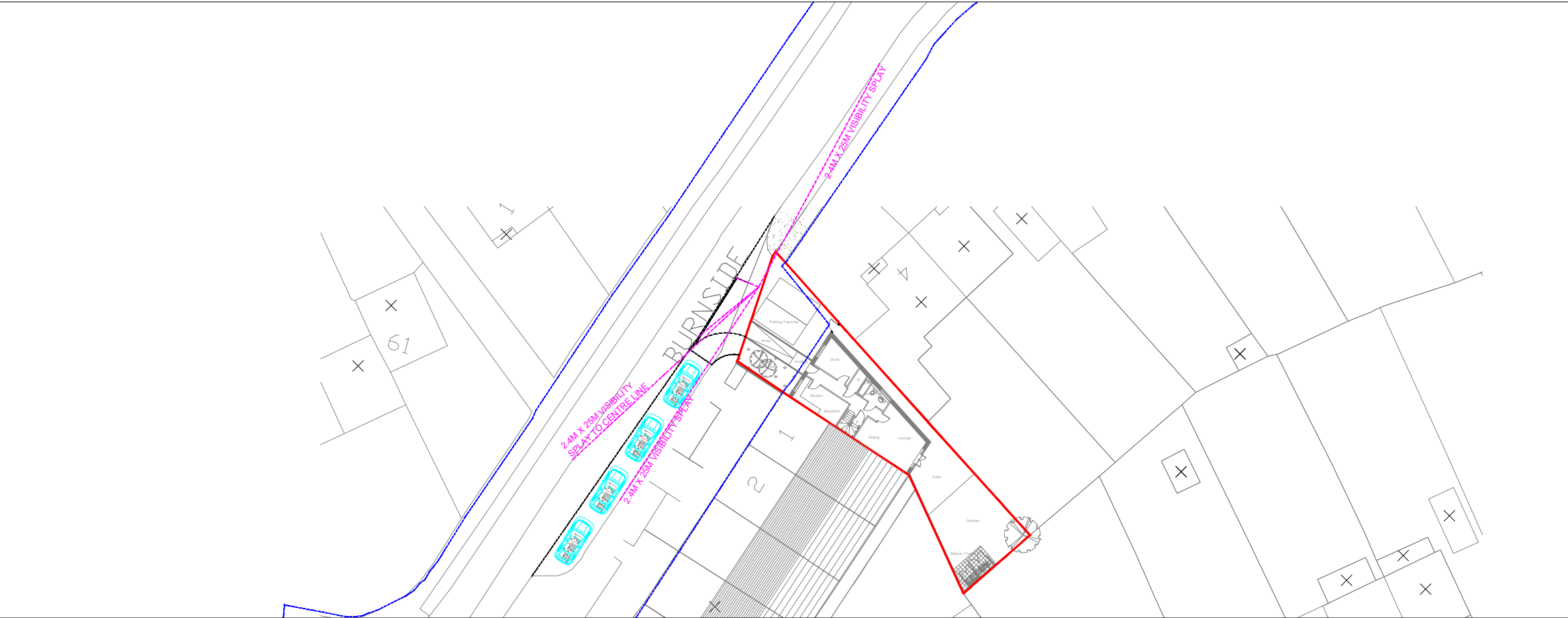
Project Name LAND TO THE SIDE OF 1 HIGHFIELD PARADE, WATERLOOVILLE Project Phase PRELIMINARY	Title SWEPT PATH ANALYSIS: RIGID AND REFUSE VEHICLES	paulbasham associates Paul Basham Associates Ltd The Bothy, Cams Hall Estate, Fareham, PO16 8UT 01329 711 000 info@paulbashamassociates.com www.paulbashamassociates.com	Client Chris Flint Associates Ltd
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QMS2011/v9/020525/IDR

Appendix D



SITE ACCESS ARRANGEMENT AND HIGHWAY EXTENT (1:200)



SITE ACCESS VISIBILITY SPLAY ASSESSMENT (1:500)

Project Name	LAND TO THE SIDE OF 1 HIGHFIELD PARADE, WATERLOOVILLE
Project Phase	PRELIMINARY

Title	SITE ACCESS ARRANGEMENT PLAN AND VISIBILITY SPLAY ASSESSMENT
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paulbasham
associates

Paul Basham Associates Ltd
The Bothy, Cams Hall Estate, Fareham, PO16 8UT
01329 711 000
info@paulbashamassociates.com www.paulbashamassociates.com

Client	Chris Flint Associates Ltd
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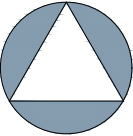
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KEY

HIGHWAY EXTENT 

1:200
0m 5m

1:500
0m 25m



NORTH

P01	FIRST ISSUE	04.09.25	LOM	MDS
Rev	Description	Date	By	App'd
Date Created	Drawn By	Approved By	Suitability Code	
01.09.25	LOM	MDS	-	
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020.01027		AS SHOWN		
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QMS2011/v9/020525/IDR