TECHNICAL NOTE

Job Name:	One Horton Heath, The Holme and Homestal Reserved Matters Application
Job No:	332612639
Note No:	STA-ZZ-XX-TN-T-0003
Date:	10th March 2026
Prepared By:	Thea Harland
Reviewed By:	Joe House
Subject:	**Response to Hampshire County Council Highways Comments for RM/25/100615 At Land West of Burnetts Lane (The Holme and Homestal) dated 29.01.2026**

1. Introduction

1.1. This Technical Note (TN) has been prepared by Stantec on behalf of Eastleigh Borough Council (One Horton Heath Team), hereby after referred to as the 'Applicant', as a response to the highways comments received by Hampshire County Council (HCC) dated 29 January 2026.

1.2. These comments refer to the Reserved Matters Application for The Holme and Homestal residential parcels with The Parkside development area.

1.3. The TN has set out additional information for HCC and EBC case officer consideration and has been split into sections to largely mirror the structure of the HCC highways comments for the individual development parcels, in addition to providing a co-ordinated response to a comments which are consistent for both parcels.

1.4. In addition to providing a written response to the comments, this TN has been prepared as a cover note to signpost the additional and revised drawings that have been prepared off the back of receiving the comments.

2. Condition 4 (RM Requirements) The Holme and Homestal

2.1. **HCC Comment (pg 2)**: *"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."*

Stantec Response:

As identified by the road hierarchy strategy, the site layout has been designed to achieve vehicle speeds of 20mph or below and to provide a clear hierarchy of 'Secondary', 'Mews/Parking Courtyards', and 'Tertiary' streets.

The proposed street geometries accord with the principles set out in DfT Manual for Streets guidance, as well as the carriageway widths recommended within HCC Technical Guidance Note TG1 – Highways Cross Section. Although the streets are intended to remain unadopted, they have been designed in accordance with recognised industry standards and HCC Technical Guidance.

A site management company will be responsible for the future maintenance of the development and will prepare a strategy for managing on-site parking. Full details will be secured through a Site Management Plan, to be conditioned as part of the planning approval.

3. Additional Swept Path Analysis Assessments

3.1. HCC have provided several comments in relation to additional swept path analysis. In summary, they have requested that the following be demonstrated for both RMA parcels:

- Two-way refuse against car movements
- Revised fire tender utilising the appropriate vehicle
- Two-way vehicle traffic for family sized vehicles

Stantec Response:

Supplementary drawings demonstrating swept path analysis of a refuse vehicle and a large car travelling in the opposite direction across The Holme and Homestal masterplan have been provided in **Appendix A**. These highlight a significant number of locations across the site where a large refuse and large family car can pass each other.

- Drawing ref. 332612639-STA-ZZ-XX-DR-T-5013-P01 to 5016-P01

In relation to the specific location highlighted within HCC comments, connection between plot 299 and 308, the masterplan has been revised to provide additional road width at the junctions at either end to support a refuse vehicle passing a large car. Additionally, the road has been widened in between plots 240 & 241 to provide a suitable refuse and car passing point.

The fire tender swept path drawing submitted as part of the TA have been revised utilising the correct fire tender vehicle and provide in **Appendix B**. Revised drawings as follows:

- 332612639-STA-ZZ-XX-DR-T-5005-P02 to 5008-P02

3.2. **HCC Comment (pgs 5 and 12):** *"…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)."*

Stantec Response:

The following drawings have been prepared and provided in **Appendix C** to show two-way movement of a large family car passing throughout the development parcel:

- 332612639-STA-ZZ-XX-DR-T-5017-P01 to 5020-P01

It is noted the comment regarding the absence of vehicle tracking for two-way movements by family sized vehicles and delivery vans (e.g. 3.5T Sprinter or Transit types).

Swept path analysis has now been provided as part of this response demonstrating two-way passing arrangements for a refuse vehicle (HGV) and car. The refuse vehicle represents a significantly larger design vehicle than a typical light goods vehicle. The tracking confirms that suitable passing places are distributed throughout the site and that opposing movements can be safely accommodated.

Given that the internal layout has been demonstrated to accommodate two-way movements involving an HGV, it follows that smaller delivery vans will be able to manoeuvre and pass with even greater ease across the masterplan. On this basis, the submitted tracking is considered proportionate to demonstrate the functionality of the proposed internal road network.

4. Access from the Highway Comments

The Homestal Layout

4.1. **HCC Comment (pg 3)**: "*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.*"

Stantec Response:

The access road to The Homestal is the main gateway to the parcel via The Holme. This section of road is also included within a 'green spine' character area where the main distributer road will be countered by green spaces and connecting to green infrastructure throughout the parcel. In regard to cyclists using the carriageway, there is no on-street parking along this road making this a more attractive on-road cycle route.

With the presence of driveways, Fir Tree Lane pedestrian and cycle route, and the design of the access road will signify to vehicles to slow down, meaning vehicle speeds are anticipated to be low, and in turn suitable for cyclists on the carriageway. This is considered acceptable, particularly with the other connections for cyclists across the wider Parkside development parcels.

4.2. **HCC Comment (pg 3)**: *"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."*

Stantec Response:

Contained within **Appendix E** of this response note, Stantec have provided revised visibility splay analysis incorporating the visibility requirements at the proposed Fir Tree Lane priority crossing with the access road leading into The Homestal. As illustrated, a visibility splay of 2.4m x 17m is provided. Landscaping within the splay areas will be maintained at a low level to ensure visibility between Fir Tree Lane and the access road is preserved. The requested visibility splays are shown on the following revised drawing

- 332612639-STA-ZZ-XX-DR-T-5009-P02 (Plan 1 of 4)

4.3. **HCC Comment (pg 3)**: *"…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."*

Stantec Response:

The section of Fir Tree Lane along the southern boundary of The Homestal is intended to be upgraded to facilitate a 3.0m off-road pedestrian and cycle movement across the site. All vehicle access along this section of Fir Tree Lane will be disallowed and designed out, including for emergency vehicles, to create a car free link through the masterplan. The landscape proposals illustrate the use of fixed bollards to restrict vehicle access.

The scale of the development parcel does not require a secondary emergency access. However, should having a second emergency access become a requirement then the option of a raising bollard to permit access via Fir Tree Lane can be considered and integrated at a later detailed design stage.

The Holme Layout

4.4. **HCC Comment (pg 10)**: *"It would … 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.*



"

Stantec Response:

The proposed side road crossing is located at the junction bellmouth adjacent to the SID Road and is not set back from the junction. The change in paving material shown on the submitted proposals does not indicate the location of the crossing. Instead, it represents a threshold paving treatment, which is proposed to signify the transition into a different road hierarchy and street environment. This has been shown in the extract shown and formally illustrated on the revised visibility splay drawing submitted and contained in **Appendix E**.



5. Internal Layout Comments

The Homestal Internal Layout

5.1. With reference to the extract image provided of the secondary road running centrally through the site, HCC Comment (pg 6) that:

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

Stantec Response:

A revision has been made to the drawing titled 'Visibility Splay Analysis Plan 3 of 4' (**332612639-STA-ZZ-XX-DR-T-5011-P02)** included in **Appendix E** illustrating the required visibility splays which consider the intersection of side roads and the main throughfare within The Homestal.

The Holme Internal Layout

5.2. **HCC Comment (pg 11)**: "*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."

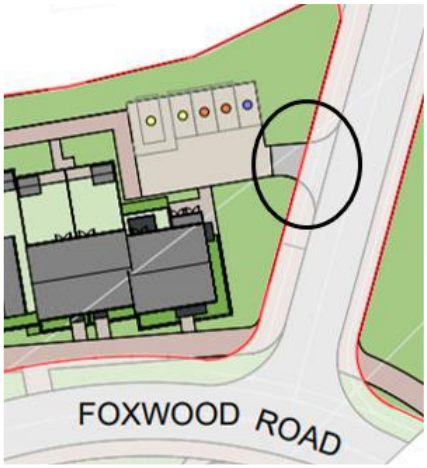
Stantec Response:

The east/west tertiary street identified by HCC Highways will be a shared surface street and naturally influencing slower vehicle speeds. As identified by the landscape generally arrangement plan (extract given below), the street will have a 'Road Focal Paving: Enhanced Surfacing' rather than a typical asphalt surfacing. A raised table in this location would alter the street level and not be compatible with the houses and associated driveway access on the northern side.



5.3. In relation to side road pinch-points and subsequent impacts on the mainline, **HCC Comment (pg 12/13)** as follows:

"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."



Stantec Response

The masterplan has been amended and junction widened to 5.5m to allow two-way car movements in and out of the parking courtyard.

5.4. **HCC Comment (pg 13):** "*Visibility splay requirements are also outlined within the submitted TA….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….*

There are locations where visibility splays cross built structure and formal car parking… 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."

Stantec Response:

Contained within **Appendix E** of this response note, Stantec have provided revised visibility splay analysis which incorporate the additional/missing splays. These are illustrated on the following revised drawings:

- 332612639-STA-STA-ZZ-XX-DR-T-5009-P02 (Plan 1 of 4)
- 332612639-STA-STA-ZZ-XX-DR-T-5010-P02 (Plan 2 of 4)

Plan 5509 illustrates the corrected visibility at the westernmost access onto the SID Road, demonstrating that the required visibility splays are achieved without obstruction from any built structures. The proposed side road crossing is located at the junction bellmouth adjacent to the SID Road and is not set back from the junction, and therefore the share path visibility splays have been moved forward accordingly.

The revised plan 5010, provides the achievable visibility splays at the access junction to the parking area to the east of the access road leading north into The Folds.

5.5. **HCC Comment (pg 15):** *"…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."*

Stantec Response:

During the masterplan development stages, the provision of a designated footpath on the north side of the Central Crescent was considered. However, the road is required to accommodate delivery and service access, which necessitates a wider carriageway to allow vehicles to turn safely.

The available width across the corridor is 5.8m. Providing a dedicated 2m footway would reduce the carriageway width to 3.8m, which is insufficient for service and delivery vehicles and would likely result in vehicles overrunning the footpath. This situation could create safety concerns if pedestrians are unaware of this.

For this reason, it was considered more appropriate to provide a wider 5.8m shared surface street. In this arrangement, all users will clearly understand the shared nature of the space and environment. Pedestrians will anticipate a degree of vehicle activity, and drivers will be aware of pedestrian presence, encouraging lower speeds and more considerate use of the space.

6. Parking Comments

Site Wide Comments

6.1. **HCC Comment (pgs 8 and 15):** *"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."

Stantec Response:

Private parking restrictions will be considered in the future in regard to obstructive parking. For consistency with the wider OHH build out, any parking restrictions to be put in place will be informed by the site management company to ensure no overspill parking on the internal road network and prevent parking in such locations that could block access.

Parking restrictions, likely in the form of double yellow lining will be implemented at the turning areas and outside of plots where required, however, as the site is to remain private and not be adopted this would be implemented and enforced by a management company. The applicant is seeking that the details will be included within a site management plan which will be conditioned.

6.2. **HCC Comment (pgs 3 and 9)**: "*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...*"

Stantec Response:

The recommendation for additional step out space is noted and can be considered at detail design. Adjacent landscaping areas were present will be clear of horizontal obstructions, i.e. bushes, and where appropriate hard landscaping can be introduced.

6.3. **HCC Comment (pgs 6, 13 and 14)**: *"…it is noted that in places there is the potential for these splays to be interrupted for the following reasons…cut across some garden areas…cross formal car parking… 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."*

Stantec Response:

The internal road layout operates at a low speed and within a controlled residential environment, where visibility requirements are proportionate to the nature and function of the streets. Parking is a typical and expected feature of such environments and is commonly accommodated within visibility envelopes without adverse safety implications. An independent Road Safety Audit could be undertaken at the detailed design stage to confirm compliance and provide further assurance, if required.

It is noted that the RSA undertaken for the Upper Acre parcel, also within the One Horton Heath site, did not raise any concerns with side road visibility where parking is within the visibility splays.

The Homestal

6.4. **HCC Comment (pg 8)**: "*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. *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)."*

Stantec Responses:

1 Parking in visibility splays has been discussed and responded to in paragraph 6.4 of this TN.

2 The aisle width for the parking space in question on the eastern side of the site has been amended as shown in the revised masterplan.

3 The parking space affected by the balcony will be allocated to that property. Any future occupier of the FOG would be aware of this constraint and understand that access for larger vehicles, such as vans or SUVs, may not be possible, and would therefore take this into account before occupying the property. This represents a similar restriction to situations where parking courtyards are accessed via an undercroft with a height restriction.

6.5. **HCC Comment (pg 15 and 16)**: "*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.*"

Stantec Response:

It is recognised that the elongated vehicle crossover could be perceived by residents or visitors as additional parking space for the property.

The option of realigning the footway more centrally through this area to reduce this perception was considered. However, there is concern that visitors may still use the dropped kerb area for parking, potentially blocking the footway and creating safety and accessibility issues for other site users.

In turn, it is considered that the most appropriate option from a safety perspective, as it reduces the risk of the footway becoming obstructed.

7. Condition 25 - Refuse Collection Strategy Comments

7.1. **HCC Comment (pgs 4 and 12):** *"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…Any bin collection points should obviously be designed to cater for the appropriate number of dwellings / bins that they will serve."*

Stantec Response:

A proposed refuse strategy plan (ref. 332612639-STA-ZZ-XX-DR-T-5021) has been prepared and contained in **Appendix D** of this TN.

The refuse strategy plan illustrates the proposed refuse collection points for residents, along with the corresponding walking distances. In addition, the strategy plan indicates the refuse vehicle positions, which aligns with the submitted refuse tracking data. This demonstrates that all collection points are accessible and located within the recommended walking distances.

7.2. **HCC Comment (pg 16 and 17)**:

"*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."

Stantec Response:

Please see the above comments regarding the proposed refuse strategy to service The Holme and Homestal. This confirms the refuse storage locations for residents on collection days, associated carry distances, and vehicle collection points (plan contained in **Appendix D**).

Additional two-way swept path drawings have been provided (see **Appendix A**), demonstrating a series of passing points that allow a refuse vehicle to safely pass an opposing car movement. This will be supported by the site management plan that will restrict parking in certain locations to prevent obstruction.

The size and distribution of the proposed collection points have been considered at a high level as part of the masterplan development. The collection points will generally serve between 2 and 3 dwellings, with some slightly larger locations accommodating up to six dwellings.

To accurately demonstrate collection points with the appropriate capacity, confirmation of the future waste and recycling strategy is required to determine the number and type of containers to be presented at any one time. It is recommended that this matter is addressed at a future detailed design condition discharge.

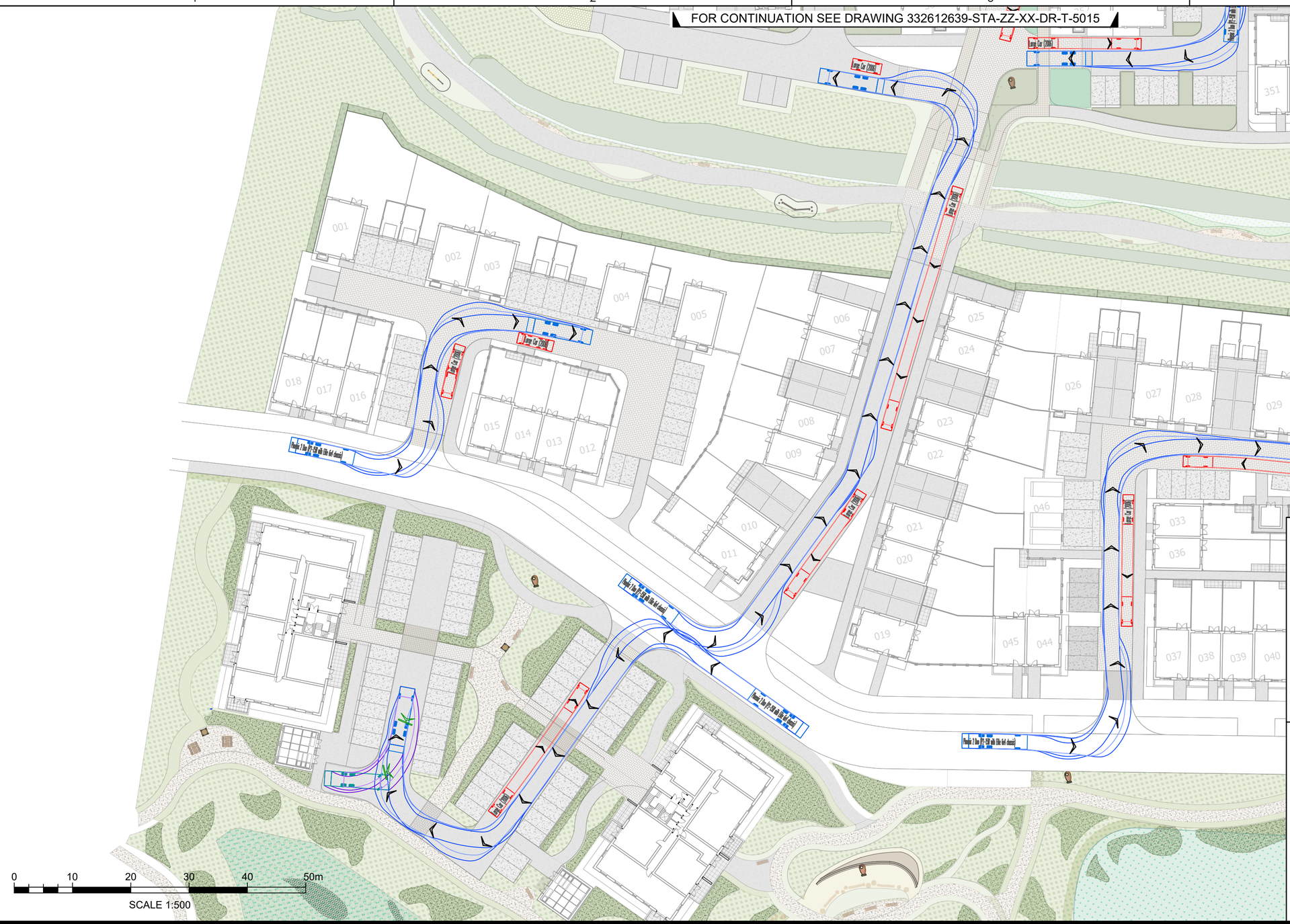
This does not present a risk to the long-term refuse strategy, as areas of hard surfacing can be increased if necessary to provide additional space. Alternatively, integrated street furniture (such as benches designed to double as shelving) could be incorporated to accommodate glass boxes or food caddies where required.

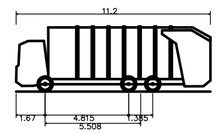
Appendix A

Swept Path Analysis Drawings (Refuse Vehicle vs Large Car)

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5015

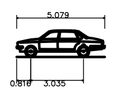
FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5014





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



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

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THE HOLME AND THE HOMESTAL, ONE HORTON HEATH

HORTON HEATH, UK

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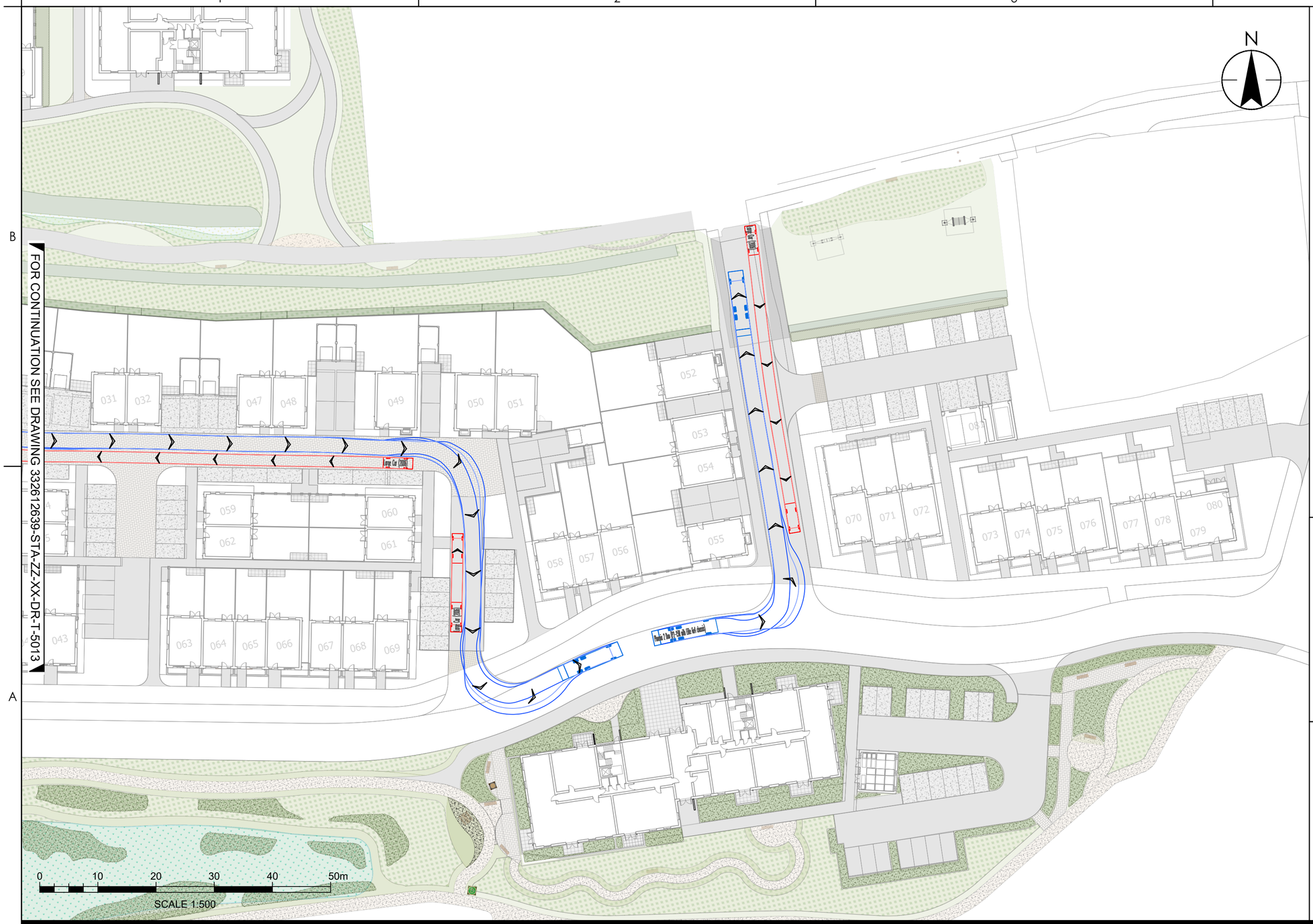
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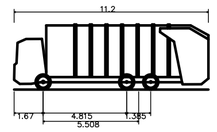
SWEPT PATH ANALYSIS
REFUSE VEHICLE AND LARGE CAR

PLAN 1 OF 4

Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
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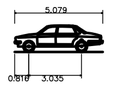
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Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)

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(ONE HORTON HEATH TEAM)

THE HOLME AND THE HOMESTAL,
ONE HORTON HEATH

HORTON HEATH, UK

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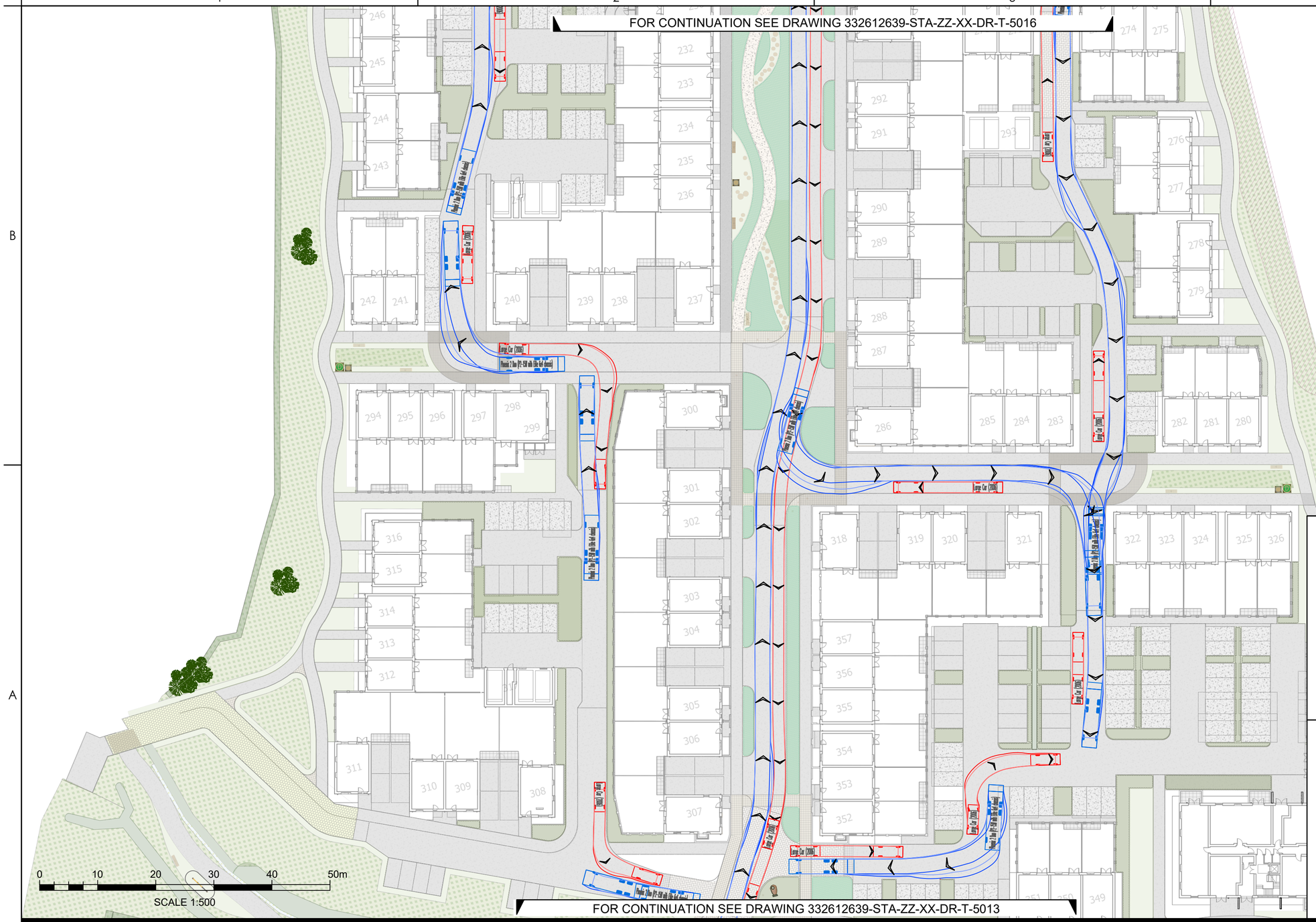
SWEPT PATH ANALYSIS
REFUSE VEHICLE AND LARGE CAR

PLAN 2 OF 4

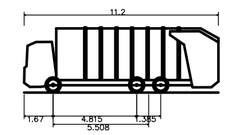
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Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5014**

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FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5016

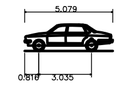


FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5013



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



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

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HORTON HEATH, UK

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BS	-	JH	2026.03.06

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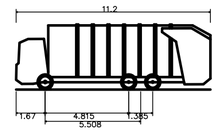
SWEPT PATH ANALYSIS
REFUSE VEHICLE AND LARGE CAR

PLAN 3 OF 4

Project No.	A2 Scale
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Revision	**Drawing No.**
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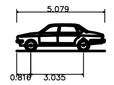
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Phoenix 2 Duo (P2–15W with Elite 6x4 chassis)

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



Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:

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HORTON HEATH, UK

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BS	-	JH	2026.03.06

Title

SWEPT PATH ANALYSIS
REFUSE VEHICLE AND LARGE CAR

PLAN 4 OF 4

Project No.	A2 Scale
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Revision	**Drawing No.**
P01	**332612639-STA-ZZ-XX-DR-T-5016**

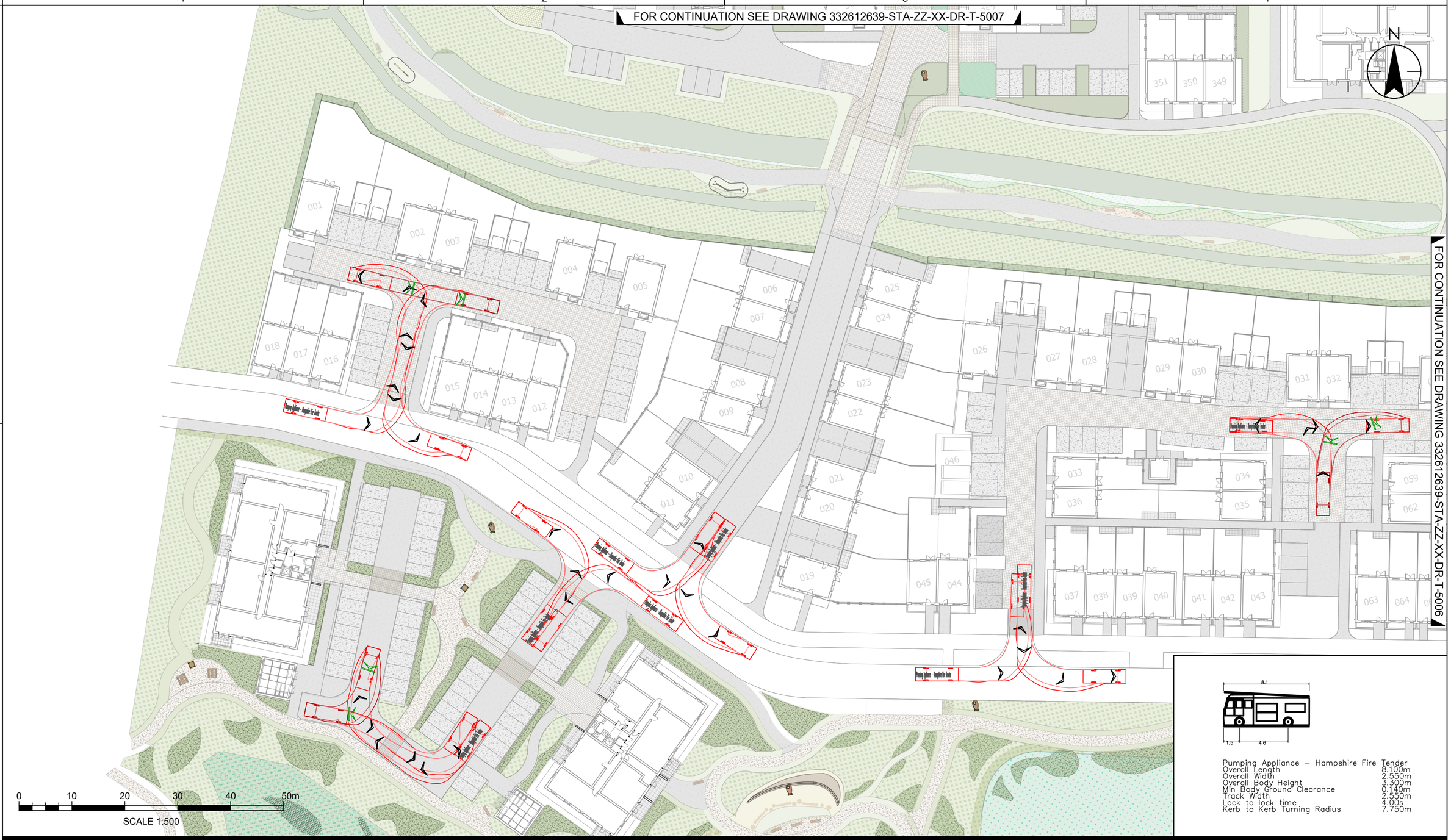
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Appendix B

Swept Path Analysis Drawings (revised Fire Tender)

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5007

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5006



Pumping Appliance – Hampshire Fire Tender	
Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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CE	-	JH	2026.03.06

Title

SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 1 OF 4

Project No.
332612639

A2 Scale
1:500

Revision
P02

Drawing No.
332612639-STA-ZZ-XX-DR-T-5005

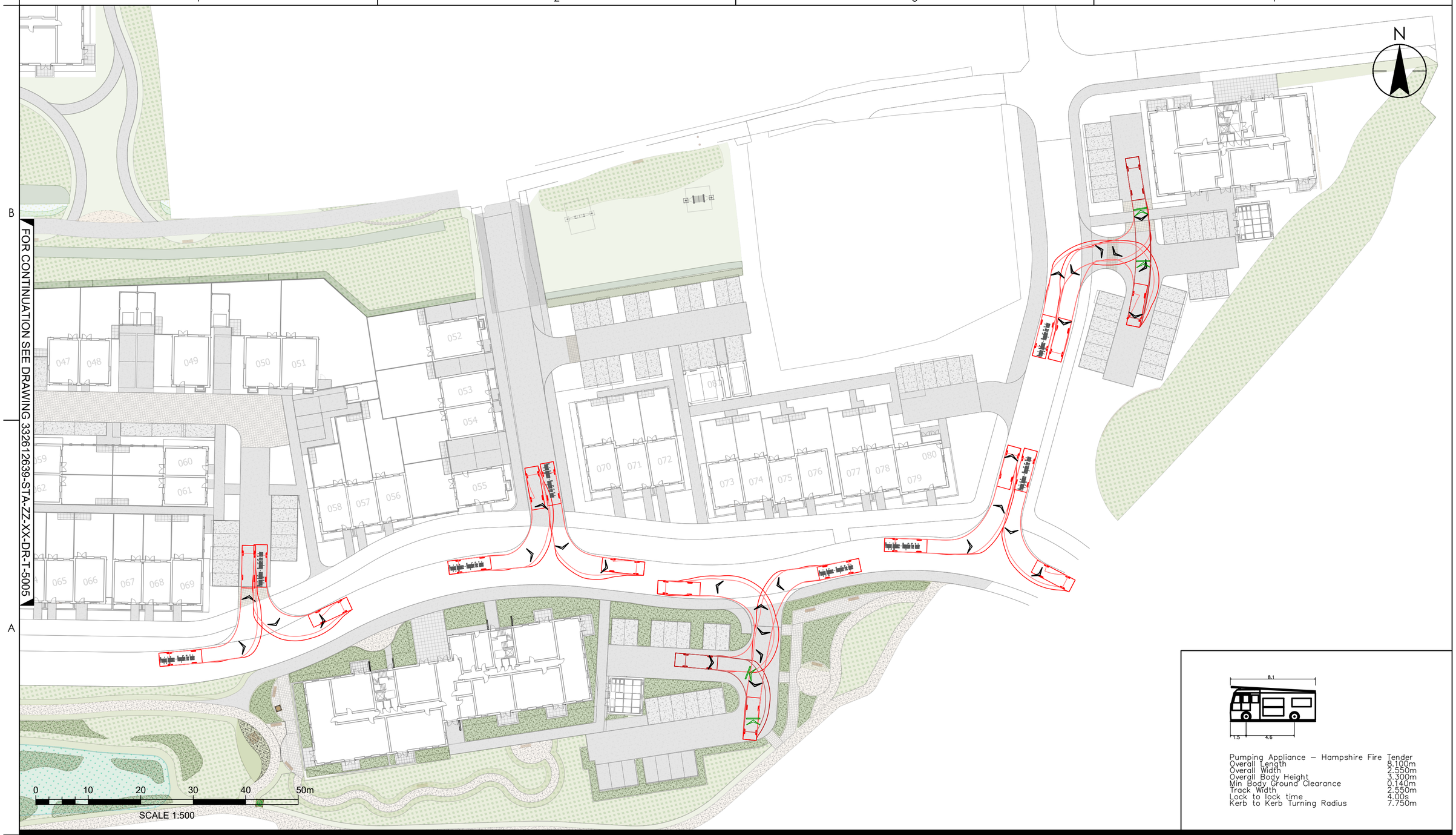
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1 2 3 4

B

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5005

A



Pumping Appliance – Hampshire Fire Tender

Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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CE	-	JH	2026.03.06

Title

SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 2 OF 4

Project No.
332612639

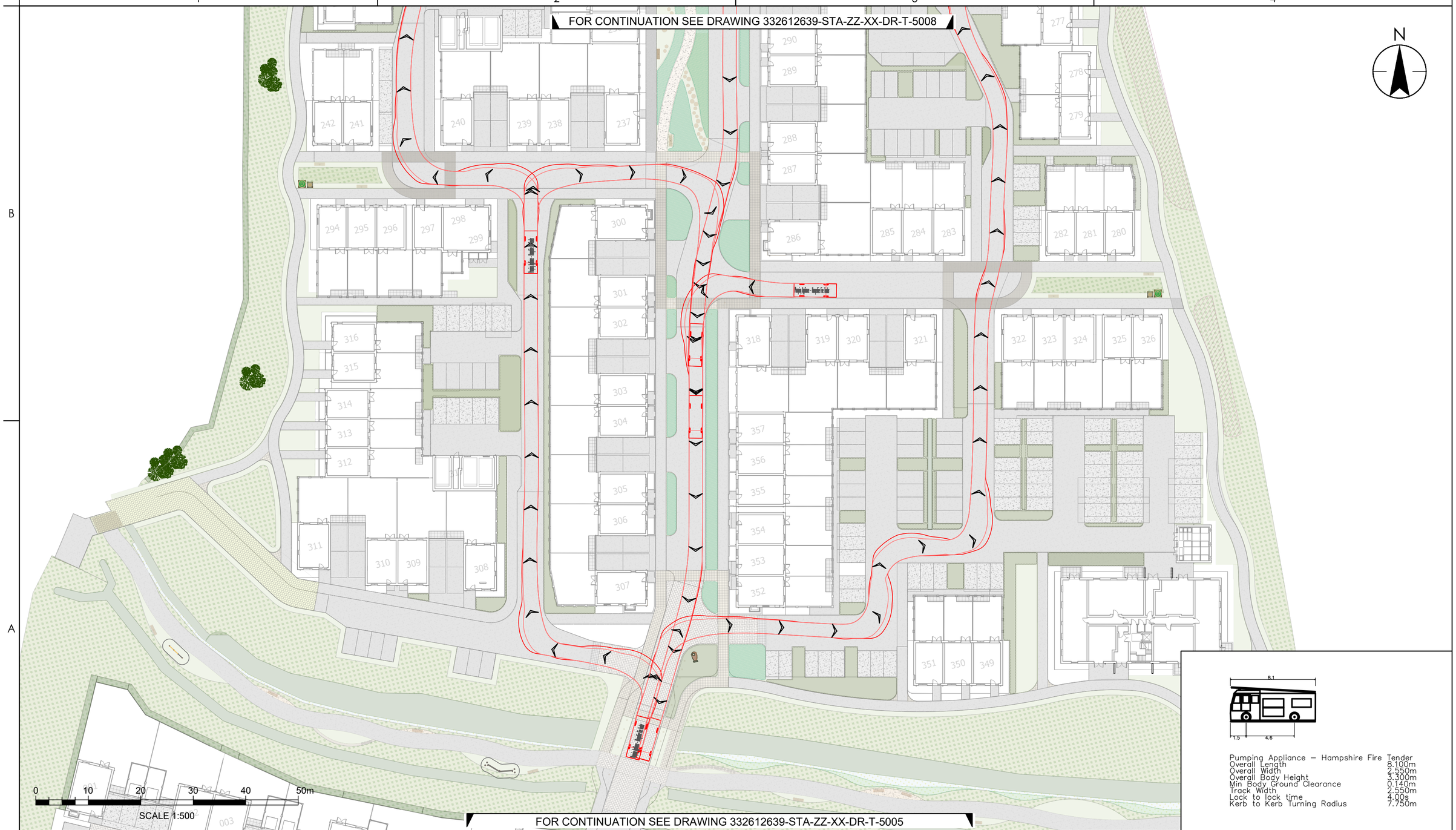
A2 Scale
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Revision
P02

Drawing No.
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FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5008



FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5005

Pumping Appliance – Hampshire Fire Tender

Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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Title
SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 3 OF 4

Project No.	A2 Scale
332612639	1:500
Revision	**Drawing No.**
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Pumping Appliance – Hampshire Fire Tender

Overall Length	8.100m
Overall Width	2.550m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

Notes:

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Title

SWEPT PATH ANALYSIS
FIRE TENDER

PLAN 4 OF 4

Project No.
332612639

A2 Scale
1:500

Revision
P02

Drawing No.
332612639-STA-ZZ-XX-DR-T-5008

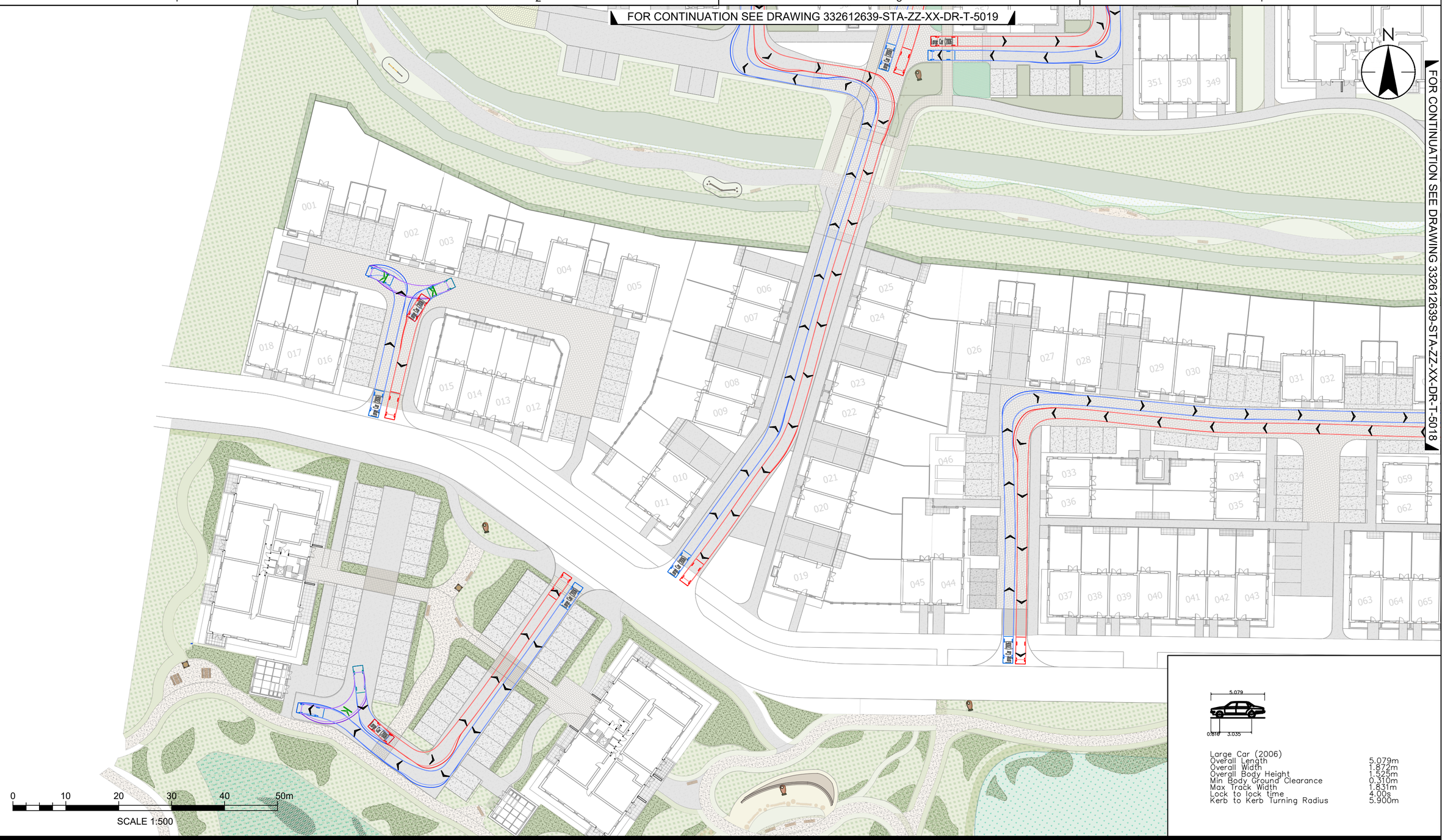
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Appendix C

Swept Path Analysis Drawings (Two way Large Car)

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5019

FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5018



Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:

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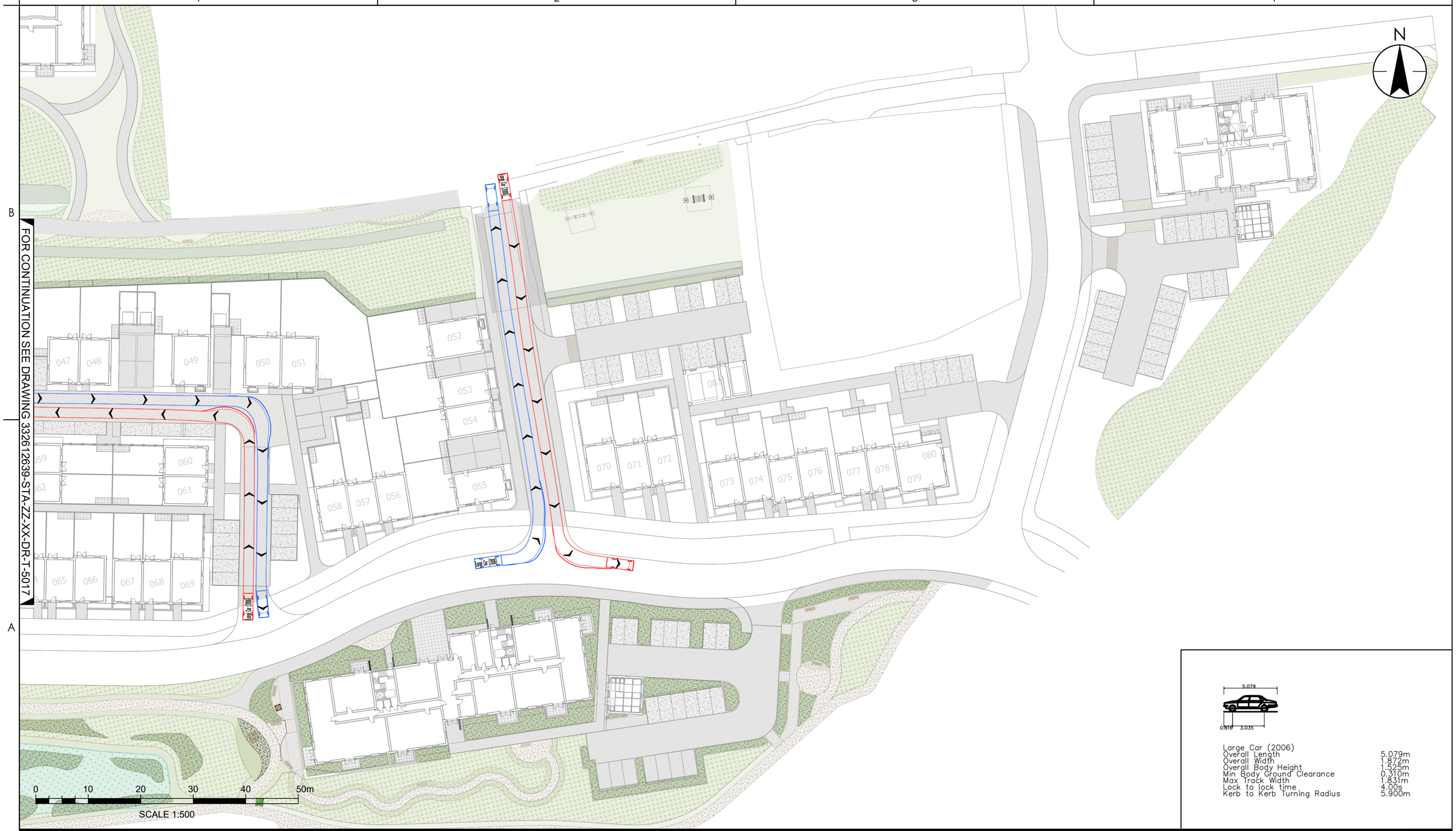
SWEPT PATH ANALYSIS
LARGE CAR

PLAN 1 OF 4

Project No.	A2 Scale
332612639	1:500

Revision	Drawing No.
P01	**332612639-STA-ZZ-XX-DR-T-5017**

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Large Car (2006)	
Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m

Notes:

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BS	-	JH	2026.03.06

Title

SWEPT PATH ANALYSIS
LARGE CAR

PLAN 2 OF 4

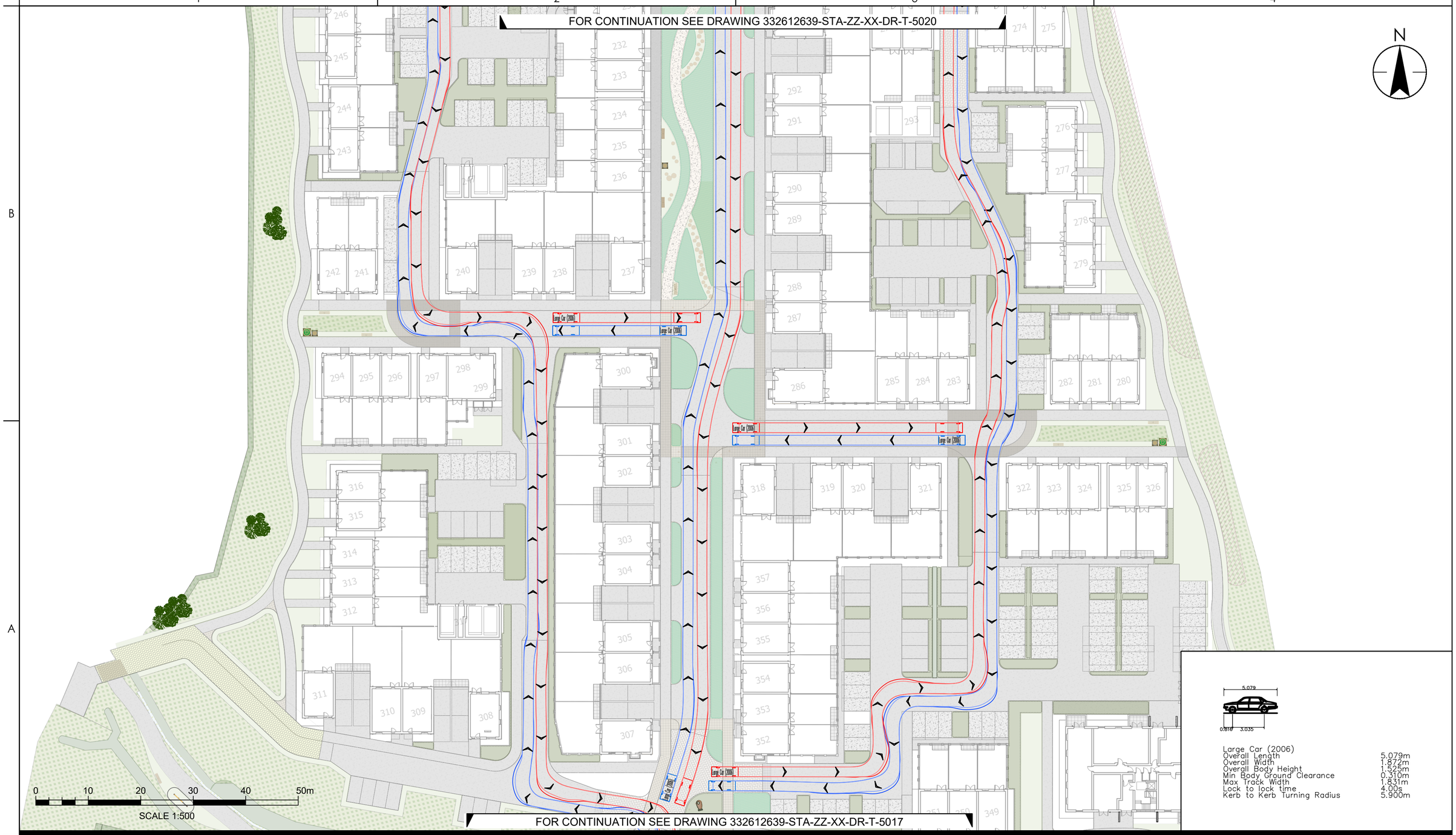
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A2 Scale
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Revision
P01

Drawing No.
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Notes:

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Title

SWEPT PATH ANALYSIS
LARGE CAR

PLAN 3 OF 4

Project No. 332612639	A2 Scale 1:500
Revision **P01**	Drawing No. **332612639-STA-ZZ-XX-DR-T-5019**

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Notes:

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	BS	-	JH	2026.03.06

Title

SWEPT PATH ANALYSIS
LARGE CAR

PLAN 4 OF 4

Project No. 332612639

A2 Scale 1:500

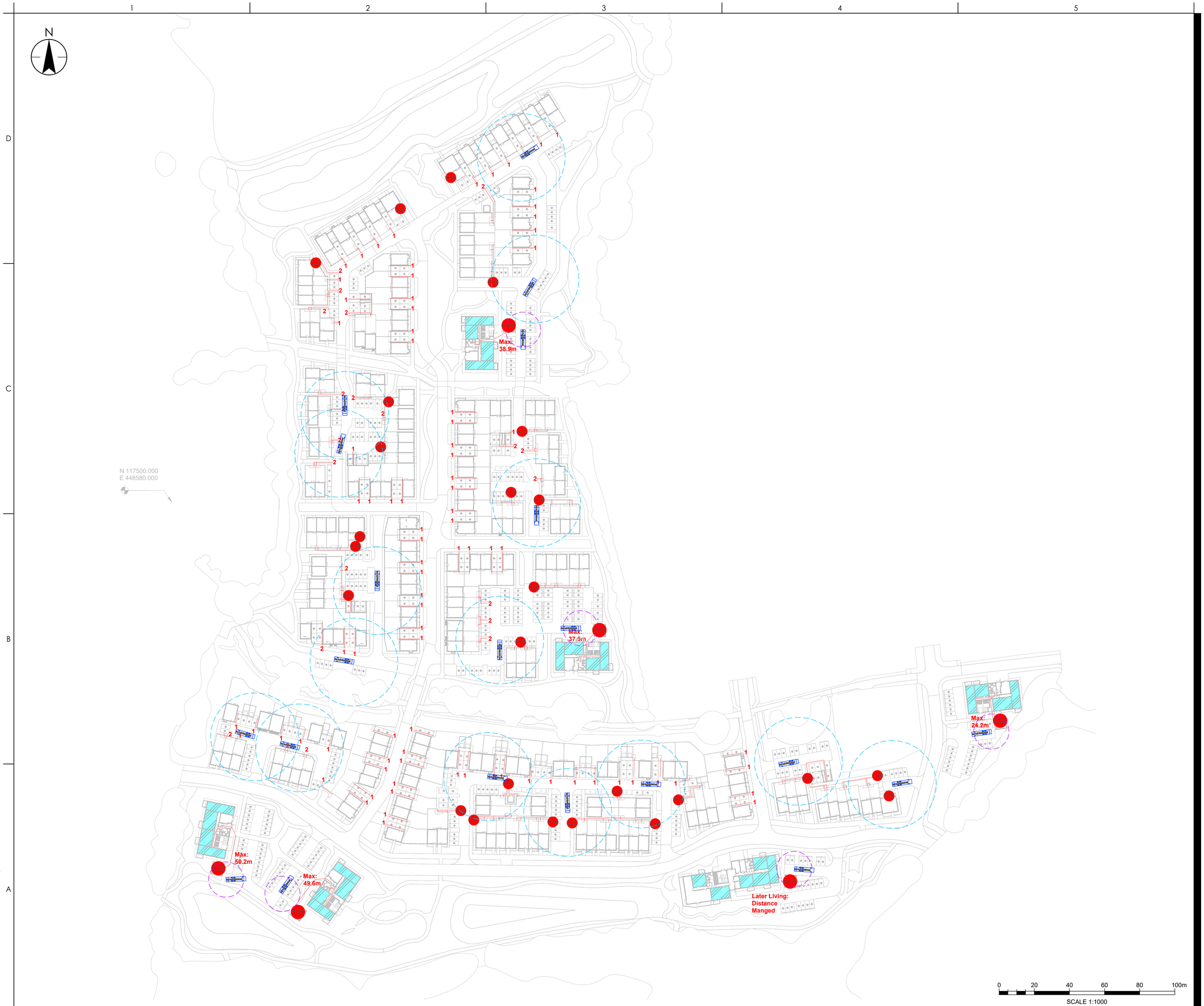
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Drawing No. **332612639-STA-ZZ-XX-DR-T-5020**

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ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5017-5020 - h&h swept path analysis (large car)

Appendix D

The Holme and Homestal Refuse Strategy Plan



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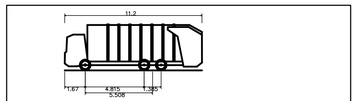
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Vehicle Profile



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

Key:

- Resident drag routes to collection point
- Collection Point
- 25m collection radius - domestic wheelie bins (houses)
- 10m collection radius - wheelie and euro bins (apartments)

P01 FIRST ISSUE	BS	JH	2026.03.11
Issued/Revision	By	Appd	YYYY.MM.DD
	BS	-	JH	2026.03.11
	Dwn.	Dsgn.	Chkd.	YYYY.MM.DD

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THE HOLME AND THE HOMESTAL, ONE HORTON HEATH

HORTON HEATH, UK

Title

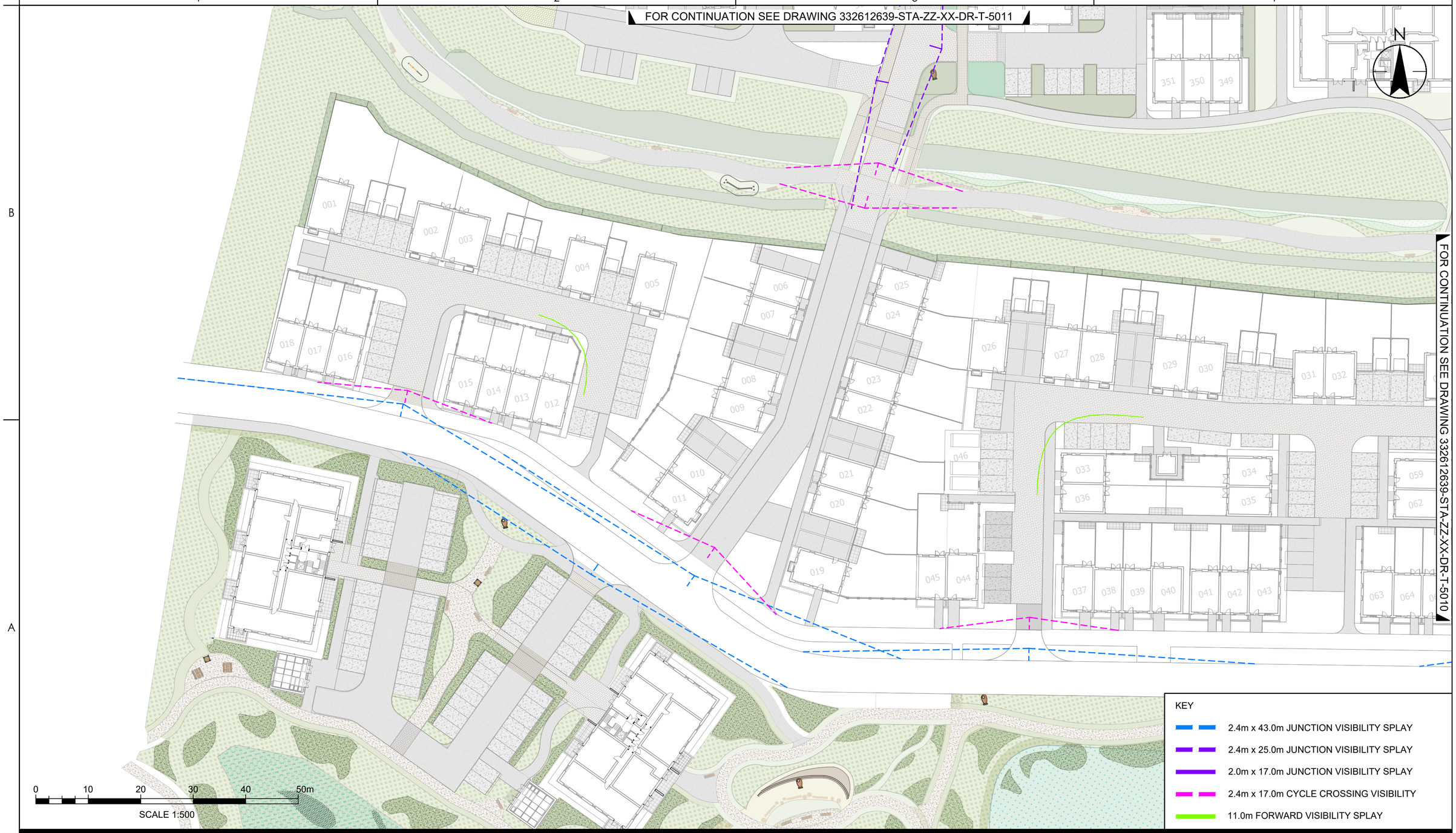
SWEPT PATH ANALYSIS REFUSE VEHICLE COLLECTION POINTS AND CARRY DISTANCES

Project No.	A1 Scale
332612639	1:1000
Revision	Drawing No.
P01	**332612639-STA-ZZ-XX-DR-T-5021**

Plotted: 11.03.2026 20:43:11 | PLS4-19 AM By: Smith, Ben (Reading)
Drawing Path: P:\332612639 - one horton heath\300 Transport\02 - drawings\cad\wip\332612639-xtra-zone-dr-5021 - HAZ- swept path analysis (refuse collection points).dwg

Appendix E

Revised Visibility Splays Drawings



Notes:

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Issued/Revision	By	Appd	YYYY.MM.DD
P02 UPDATED MASTERPLAN	CE	JH	2026.03.11
P01 FIRST ISSUE	CE	JH	2025.12.11

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CE	-	JH	2026.03.06

Title

VISIBILITY SPLAY ANALYSIS

PLAN 1 OF 4

Project No.
332612639

A2 Scale
1:500

Revision
P02

Drawing No.
332612639-STA-ZZ-XX-DR-T-5009

Plotted: 11.03.2026 2026.03.11 3:49:46 PM By: Eadie Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5009-5012 p02 - hkh visibility splays



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Title

VISIBILITY SPLAY ANALYSIS

PLAN 2 OF 4

Project No.
332612639

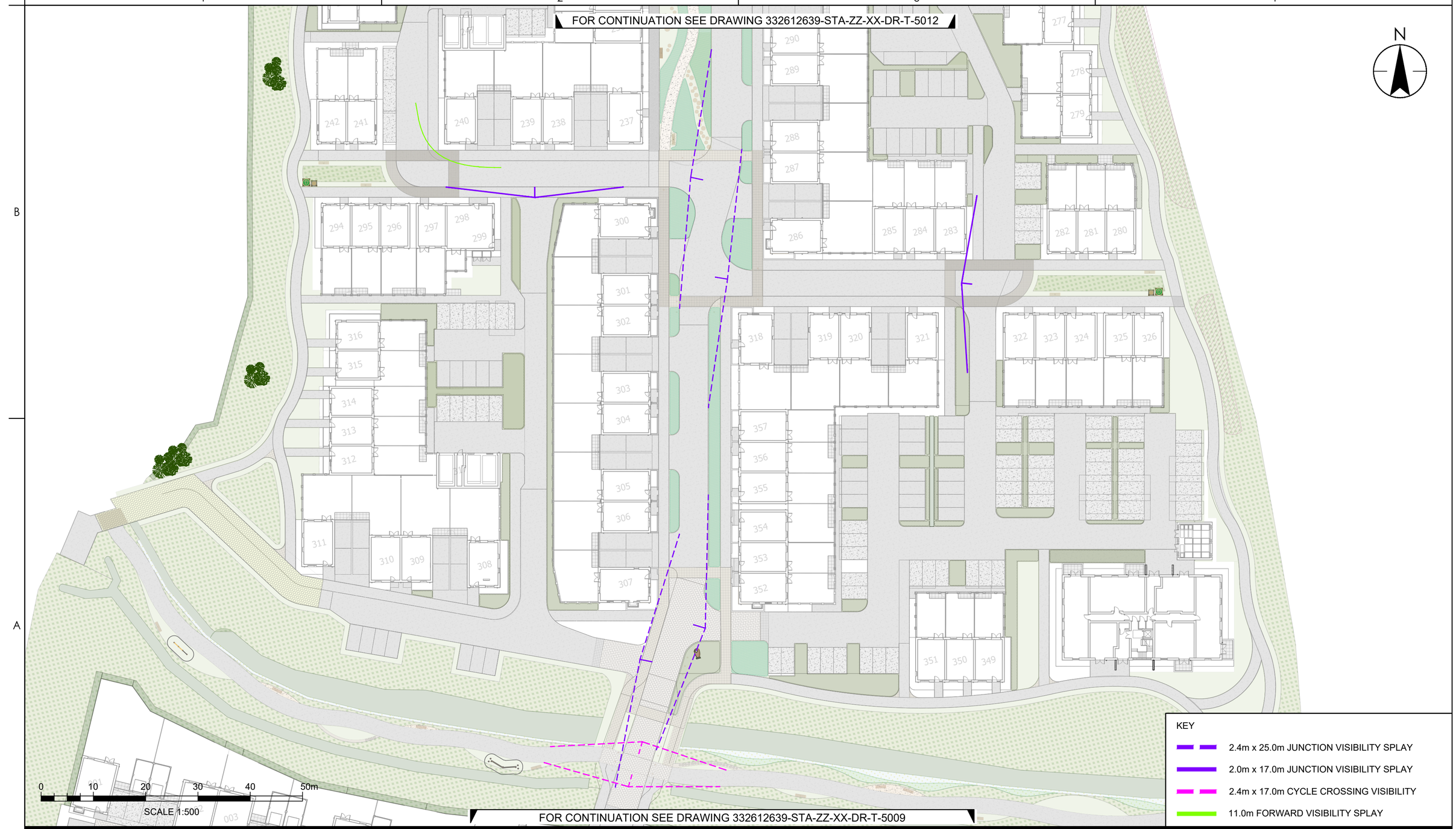
A2 Scale
1:500

Revision
P02

Drawing No.
332612639-STA-ZZ-XX-DR-T-5010

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FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5012



FOR CONTINUATION SEE DRAWING 332612639-STA-ZZ-XX-DR-T-5009

KEY

- 2.4m x 25.0m JUNCTION VISIBILITY SPLAY
- 2.0m x 17.0m JUNCTION VISIBILITY SPLAY
- 2.4m x 17.0m CYCLE CROSSING VISIBILITY
- 11.0m FORWARD VISIBILITY SPLAY

Notes:

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VISIBILITY SPLAY ANALYSIS

PLAN 3 OF 4

Project No. 332612639

A2 Scale 1:500

Revision **P02**

Drawing No. **332612639-STA-ZZ-XX-DR-T-5011**

Plotted: 11.03.2026 2026.03.11 3:52:11 PM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 p:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5009-5012 p02 - h&h visibility splays



Notes:

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CE	-	JH	2026.03.06

Title

VISIBILITY SPLAY ANALYSIS

PLAN 4 OF 4

Project No. 332612639

A2 Scale 1:500

Revision **P02**

Drawing No. **332612639-STA-ZZ-XX-DR-T-5012**

Plotted: 11.03.2026 2026.03.11 3:53:14 PM By: Eadie, Charlie
ORIGINAL SHEET - ISO A2 J:\332612639 - one horton heath\5500 - transport\02 - drawings\cad\wip\332612639-sta-zz-xx-dr-t-5009-5012 p02 - H&N visibility splays