DESIGN STATEMENT – PROPOSED TEMPORARY CONSTRUCTION ACCESS OFF LONDON ROAD, WATERLOOVILLE

October 2022

1. Introduction

A new junction is proposed on the west side of London Road in order to provide a temporary access into Phase 8 of the Berewood residential scheme. The temporary access will be used for construction purposes.

Vehicles entering and leaving the site will be restricted to the general agreed periods for the Berewood development. Further information on the restrictions is contained in the Phase 8 Construction and Environment Management Plan and the Phase 8 Access Combined Drawing Pack.

2. Location

The location of the proposed access is shown on Dwg Nos. GTWVILLE_P8_LG/05 (Scale 1:1250) and the location of Phase 8 is shown on GTWVILLE_P8_SK/03 (Scale 1:5000).

3. Block plan (1:500 or 1:200)

N/A

4. Existing and proposed site levels, sections and changes to the boundary treatment

The existing levels are shown on Dwg Nos. IR.WVILLEP8.21_1, IR.WVILLEP8.21_2.

5. Detailed construction drawings

Dwg. Nos. GTWVILLE_P8/GA/01 and GTWVILLE/P8/RD/01 show the plan layout and vertical alignment for the temporary road and junction.

The proposed junction will be located on the west side of London Road approximately 52m south of the existing Mill Road junction. The location has been selected to utilise the existing hatched area, to provide a right turn lane into the proposed access. The Mill Road right turn lane will remain unchanged.

The vertical alignment of the temporary construction road to the proposed junction has been designed to minimize light pollution into the properties on the opposite side of the London Road from vehicles leaving the Phase-8 site. The temporary road will need to pass through an existing cut slope of approximately 1m in height.

6. Design and Access Statement/Planning Statement

The design of the temporary construction road has been designed to accord with the following design guidelines.

- Highways Agency - Design Manual for Roads and Bridges (DMRB)
- Highways Agency – Manual of Contract Documents for Highway Works (MCHW)
- Traffic Signs Regulations and General Directions 2002
- The Traffic Signs Manuals

The design will be subjected to any additional requirements of Hampshire County Council as part of section S728 agreement process.

7. Drainage information

All runoff from the temporary road and its connection to London Road will be routed via the Phase 8 development network to attenuation ponds proposed as part of Phase-8 drainage system. Refer to "Berewood Phase 3B and 8 Infrastructure SuDS Design Doc" for further information).

8. Flood risk statement (depending on size of the application site)

The new access will have an insignificant impact on the overall impermeable area of the highway. All the development runoff will be intercepted and conveyed to SUDS features to the west of the Phase-8 development. The proposed junction lies outside the flood risk zone (category 2&3 as recognized by the Environment Agency).

9. Lighting assessment

The existing streetlighting will not be affected by the proposed construction access. Existing light columns fall either side of the link road at its connection with London Road.

10. Ecology note

There are no trees in the vicinity of the access. The access will require the removal of part of the existing hedge bordering London road. An Ecology report (Briefing note_Berewood_22.10.18) has been undertaken to determine the ecological impact. The creation of the access point will result in the loss of a section of species rich hedgerow. However, this access is only required temporarily and once development is complete the gap in the hedgerow will be re-instated with native planting to restore the hedgerow.

11. Tree survey and arboriculture report (if relevant)

There are no trees within the vicinity of the proposed temporary junction.

12. CEMP (including contractors parking information)

A CEMP has been submitted in support of the application under separate cover.

13. Transport statement

The junction is required to service Phase-8 residential development which forms part of the Berewood residential scheme. A Construction Engineering Management Plan (CEMP) has been developed as part of Phase-8 residential development and identifies the appropriate routing of construction traffic. GTWVILLE_P8/TP/01 has been included in this submission. The location of the proposed temporary does not conflict with other junctions on the A3 to the north and south. The nearest junction, which allows access to Mill Road, is on the opposite side of London Road to the north. Right turning traffic into Mill Road currently uses the dedicated right turn lane provided.

A traffic count (ATC) survey has been carried out from 15th to 21st January 2019 on Milk Lane to determine the quantity of vehicles entering and exiting the Berewood development off and onto London Road. Maximum hourly peak hour flows occurred between at 7.00am to 10.00am (75 vehicles) and 4.00pm to 6.00pm (117 vehicles). We are not aware of any traffic congestion created by the above flows. In particular, we are not aware of any adverse impact to bus journey times as a result of vehicles entering and exiting Milk Lane.

An ATC survey was carried out on the Phase 3 access road (adjacent to the Phase 3 residential development , in order to determine the estimated number of construction vehicles likely to use the Phase 8 junction. The survey was carried out from 16th to 19th April 2018 and coincided with peak construction on the Phase 3 development. Maximum hourly peak flows occurred at 7.00am to 8.00am (84 vehicles) and 4.00pm to 5.00pm (47 vehicles).

The number of vehicles using the proposed Phase 8 construction access will be less than that at Milk Lane. Furthermore, on most days the peak period for construction traffic will fall outside the peak hour periods for London Rd. Subsequently, we consider there will be no impact to general traffic and bus journey times on the A3 London Road.

Data from the two surveys is contained in the planning package.