



**BLOOR HOMES
PROPOSED RESIDENTIAL
DEVELOPMENT
PHASE 3B, BEREWOOD,
WATERLOOVILLE**

**HIGHWAYS AND UTILITIES PROVISION
(REF. 25418-MBL-XX-00-RP-D-0002)**

OCTOBER 2021

A light blue silhouette of a family walking from left to right. It includes a man, a woman, a child, and a stroller with another child inside.

the journey is the reward

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A – Drawings

Issue	Description	Checked	Date
1	First Issue	RHA	28/10/21
2	Architects Plan Updated (Appendix A)	RHA	4/11/21

1 Introduction

- 1.1 Mayer Brown Ltd has been commissioned by Bloor Homes Ltd to provide an infrastructure design service for the delivery of the Phase 3B residential area at Berewood, Waterlooville.
- 1.2 This report explains the design methodology relating to the proposed highways for the site and explains how utility services will be provided.
- 1.3 This document relates to Condition 6 Section i(c) (reserve matters) and Section ii (other matters (a to c and h to m) of the outline consent.

2 Planning

- 2.1 The Berewood Development was granted Outline Consent by Winchester City Council on 18th April 2012, reference APP/10/00828.
- 2.2 This document relates to Condition 6 Section i(c) (reserve matters) and Section ii (other matters (a to c and h to m) of the outline consent.
- 2.3 This site is referred to in the outline application as Phase 3B and falls within the “Garden Suburb” area as defined in the design codes. The site has also been specifically defined as Larkfields. Its location in relation to the rest of the site is shown in Appendix A.

3 Adoptable Highway Provision

- 3.1 Dwg. 25418-MBL-XX-00-DR-D-0001 shows the location of the site and the existing surrounding highway network, which will provide access to the site from the A3 London Rd and from the B2150 Hambledon Road.
- 3.2 All roads leading to the site are to be adopted by Hampshire County Council under a S38 Agreement. Plant Farm Crescent and Laxton Leaze which abut the western and northern boundaries of the site respectively, include junctions allowing access into Phase 3B. These were defined as part of the Berewood masterplan and have been agreed with HCC.
- 3.3 The highway layout has been designed in accordance with the Manual for Streets (MfS) and Manual for Streets 2 (MfS2) guidelines. Main highways will have a nominal carriageway width of 5.5m with 2m footways. The cul de sac to the east of the site will have a carriageway width of 5m. Typical and critical dimensions for the layout are shown on Dwg. 25418-MBL-XX-00-DR-D-0100.
- 3.4 The design speed for the network is 20mph. Traffic calming measures (raised platforms) have been included at strategic points to reinforce the design speed.
- 3.5 Visibility requirements are indicated on Dwg. 25418-MBL-XX-00-DR-D-0005 to 0007 in Appendix A.
- 3.6 Visibility at junctions has been provided in accordance with MfS with HCC's guidelines using an X dimension of 1.5m and a Y dimension of 25m.
- 3.7 Pedestrian crossings will be uncontrolled and will be provided to ensure the pedestrian desire lines are maintained as much as possible. Crossings will include tactile paving and flush kerbs as per HCC's recommended design.
- 3.8 A swept path analysis of the adoptable carriageway network has been carried out to ensure the HCC standard refuse vehicle can be adopted. The extent of the test assumes the vehicle is able to reverse a maximum distance of 30m. Bin stores have been located to ensure operatives do not have to walk more than 30m from the vehicle during collection. Drawings demonstrating the swept path extents are shown on Dwg. 25418-MBL-XX-00-DR-D-0008 to 0011 in Appendix A.
- 3.9 Dwg. 25418-MBL-XX-00-DR-D-0100 also shows the extent of adopted and private streets/communal areas.

- 3.10 The pavement construction for the adopted roads will be agreed with HCC and will be dependent on CBR values collected from site. A bituminous pavement construction will be used for adoptable carriageways and footways and will comply with HCC Guidance Document on Pavement Options. The final surface, subject to HCC approval, will be Asphalt Concrete 14mm close graded.
- 3.11 Kerbs will be conservation type kerbs in accordance with the Berewood Design Code.

4 Private Roads and Communal Surfaces Provision

- 4.1 Private and communal areas and driveways will be of permeable construction to enhance pollutant capture and to reduce run-off during the initial stages of rainfall events. Permeable construction will comprise recyclable sub-base layer overlain with a proprietary block paving material. The material and colour will be defined by the Berewood design code.
- 4.2 Access points to the communal parking areas will be a minimum 4.1m wide.
- 4.3 Driveways and private communal areas will fall away from the adopted highway wherever possible. Where this is not possible a surface channel drain will be installed at the boundary to capture run-off.
- 4.4 Kerbs will be conservation type kerbs in accordance with the Berewood Design Code.

5 Parking

- 5.1 Winchester City Council *Supplementary Planning Document – Residential Parking Standards* sets out the parking requirements for residential developments. Policies 1, 4 and 5 will apply and Section 3 of the report quantifies the requirements.
- 5.2 Table 2 of the report is repeated in Table 5.1 for ease of reference.

Parking Spaces Required per Dwelling		
Dwelling Size	Shared/Communal Parking Spaces	Allocated Parking Spaces
1 Bed	1	1.5
2 Bed	1.5	2
3 Bed	2	2
4+ Bed	2.5	3

Table 5.1 Parking Requirements

- 5.3 Thrive Dwg. BLOO190707/PSL.01. 5.1 in Appendix A indicates the allocated and visitor parking for the site. Allocated driveway parking has been provided to accord with the above Table. The remaining unallocated parking (57 spaces) is slightly greater than that required in Table 2 thereby allowing for approximately 3 additional spaces for visitors.
- 5.4 A further 22 visitor parking spaces have been identified. Policy 4 (Section 3.13) of the Residential Parking Standards suggests a visitor parking provision of 0.2 spaces per dwelling. Based on 122 units this amounts to 24 or 25 spaces.
- 5.5 Opportunities for on-street parking are limited by the frequency of junctions and pedestrian crossing points and their associated visibility requirements. Potential locations are also restricted by the turning requirements for municipal vehicles (refuse vehicles, emergency vehicles etc.). Where off street visitor parking has been provided it has been located adjacent house frontages to ensure they are overlooked and well lit.

6 Streetlighting

- 6.1 Streetlighting will accord with the Berewood design code and HCC Technical Guidance Note TG13.
- 6.2 Columns will be 6m high and fitted with a Gladstone Metcraft lantern containing an LED luminaire. The luminaire will be a Phillips 18W LED 4000K unit.
- 6.3 An example of the proposed lighting is shown in the image below.



Figure 5.1 Example of Lighting Column



Luminaire C Data

Supplier	Metcraft
Type	350mA 18w G4 LED Gladstone
Lamp(s)	18w 4000K FFG4 II-X
Lamp Flux (klm)	0.72
File Name	GL-18WFFx1_350Ma740G4 II -X.ltd
Maintenance Factor	0.85
Imax70,80,90(cd/klm)	592.4, 140.6, 46.6
No. in Project	13

Figure 5.2 Example of Luminaire

- 6.4 Columns and lanterns will be painted black (RAL9005) as per the Berewood Design Code.
- 6.5 Where necessary lanterns will be fitted with baffles to prevent light spillage, either to ecologically sensitive areas or where located in close proximity to windows/gardens. Where possible all lanterns will be designed with a 0 degree tilt to minimise uplighting. A maximum 5 degree tilt will be used only where necessary.
- 6.6 Landscaping will be designed to ensure a minimum 5m clearance is provided between lamp columns and trees.
- 6.7 The adoptable lighting will be directly supplied (unmetered) by the GTC electrical network. The private lighting will be supplied by the GTC network via a private LV network connected to the GTC network via metered feeder pillars.
- 6.8 Streetlighting will be located at the back of footways allowing a minimum 0.8m clearance from the carriageway and any vehicular accesses/crossovers.

7 Utilities Provision

- 7.1 Dwg. GTWVILLE_3B/UT/02 in Appendix A indicates the existing strategic utilities infrastructure and proposed connection points for services specific to the Phase 3B site.
- 7.2 Gas, Water, and Telecoms services will extend from connection points located in Newlands Ave.
- 7.3 LV will be distributed from a new sub-station, which will be constructed on the site in the location shown on Dwg. GTWVILLE_3B/UT/02. The new sub-station will be owned by GTC and will be fed from HV cables located on the western boundary of the site. These have already been laid and will be made live once the sub-station has been constructed.
- 7.4 All of the above services (Gas, Water, LV and Telecom) will be laid in the footways in the configuration show in Figure 6.1 below.

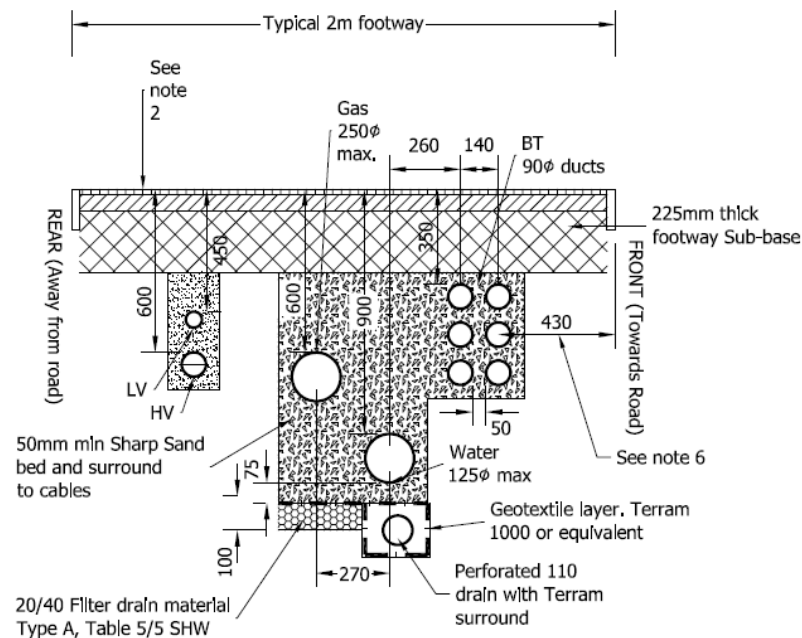


Figure 6.1 – Utilities Configuration

Appendix A – Drawings

