

## **DESIGN AND ACCESS STATEMENT**

This Design and Access Statement accompanies the planning application for a temporary haul road for construction traffic to serve part of the SW Bicester (Kingsmere) development site, granted outline planning permission under reference 06/00967/OUT.

The location, alignment and dimensions of the haul road are identified on the plans submitted which support the planning application, but particularly refer to plan drawing 1903/KM2/SK/02 Rev J for construction and design details.

### **1. Design**

The haul road will have a 4.5 metre wide carriageway. The current application seeks permission for a total length of haul road of about 415 metres. (from its connection with/centre point of Middleton Stoney Road).

The access onto Middleton Stoney Road (already provided) has 4.5 m x 160 m visibility splays (this would be acceptable if the speed limit was 50 mph on Middleton Stoney Road).

Two passing places have also been provided on the haul road as built, and will remain.

The tarmac surface has been laid on a 300 mm sub base.

An access link into KM 22 has been provided, to serve that land parcel and Land Parcel KM 5.

A temporary landscape bund has been formed along the western edge of the haul road.

The bund has 1:2 slopes and is grassed over. It has been created using the top soil excavated along the alignment of the haul road, and reaches a height of 0.55 metres.

The haul road affects a landscape scheme approved for 06/00967/OUT i.e. the western habitat corridor. This is only a temporary impact, as the totality of the landscape scheme approved will be implemented once the use of the haul road ceases and land made good (see Planning Statement). The majority of the haul road is within the land which we (and the Council) have identified as Phase 2 of our Kingsmere development. This land is currently the subject of a planning application (13/00847/OUT) which has received a resolution to grant planning permission. An alternative landscape arrangement for the western habitat corridor is proposed within that application.

### **2. Method Statement**

*Below is the method statement submitted as part of the first application for the haul road (10/01027/F). Of course, the haul road has now been constructed in its entirety, however the below method statement explains the previous construction process.*

The formation of the temporary construction access/haul road can be divided into two separated tasks which will move forward in parallel but independently of each other until we are ready to surface the road;

- (a) Establish the connection onto Middleton Stoney Road and using the ditch immediately adjacent

(b) The construction of the haul or access road within the development site.

**(a) The establishment of the bellmouth onto Middleton Stoney will involve the following activities:**

- Clear general vegetation and undergrowth. Excavate to formation and over excavate the existing ditch to accommodate the pipe culvert. Lay culvert pipe work to provide continuity to the ditch and backfill up to formation with concrete.
- Remove the existing kerbs and backing, saw the existing road to get a clean edge to the existing bituminous surfacing.
- Lay sub-base from existing road edge across the culvert to link up with main access road construction and trim to level and compact using a small dozer and a towed vibration roller.
- Lay bituminous surfacing with the main haul road construction.

**(b) The construction of the haul road will involve the following activities in this order:**

- Strip topsoil and stockpile adjacent to the development as a temporary low embankment which will act as a landscape buffer and visual screening.
- Excavate the footprint of road down to formation and the cut off ditch to the west of the road and deposit the material in stockpiles within the main development area using a 360° tracked backhoe to excavate and load and 4x4 dumpers to transport the material.
- The stockpiles will be levelled and shaped using a small trunked bulldozer.
- Prepare the formation; lay the sub-base (300 mm deep), trim to level ready for surfacing, all with a small bulldozer.
- Lay bituminous base course and surfacing with a paver, the material being delivered in insulated road going vehicles from a remote batching plant and compacted using a self propelled vibrating smooth wheeled roller.
- Plant up landscape buffer (grass, or other as requested by the local planning authority) to provide screening
- When the construction haul road becomes redundant (planning permission is sought for a maximum of 3 years) the bituminous surfacing will be planed off and the base course broken up. Both materials will be loaded in road going vehicles and sent back to the bituminous batching plant to be recycled for re-use elsewhere. The bund will then be dug up and topsoil used to create the bund re-spread, and land made good.

### **3. Drainage**

The haul road is designed with a simple 1:40 cross-fall such that the paved surface drains directly into a temporary ditch on the western side of the haul road. This ditch, for the majority of its length, has no positive outfall but will contain the surface run-off, relying upon a combination of infiltration and evaporation for disposal.

At the northern end however, where the haul road crosses a natural depression in the land just to the south of the highway boundary, the ditch has been deepened to give a positive fall to and discharging to the ditch in Middleton Stoney Road, thus preventing surface water collecting in this area and potentially submerging the haul road after heavy rainfall.

#### **4. Design and Access issues**

##### (a) Highway Safety

This haul road is required to ensure that heavy goods vehicles and associated vehicular traffic involved in the construction of two residential land parcels to west of the northern entrance to the SW Bicester (Kingsmere) development site is segregated from other vehicular traffic entering the site via the northern entrance (The Avenue: Primary Street). The haul road is required to minimise potential conflicts between construction traffic and other traffic, thereby reducing safety risks and possible disruption to traffic entering/leaving the SW Bicester site/using local roads.

A clear signage strategy will be implemented (*has been*) to ensure that construction traffic utilises the designated haulage route.

The individual developers of the land parcels affected by this proposal will be issued with Traffic Management Plans which confirms which routes should be used for which purposes (*this has happened in regard to KM 1 and 2*).

The haul road access has been placed far enough away from the northern entrance to the site (new roundabout at Middleton Stoney Road) to ensure that there will be no conflict with traffic using that junction. Adequate sight lines are provided for. A temporary Traffic Order is in place on Middleton Stoney Road which restricts speed to 30 mph. The speed limit has been put in place to accommodate traffic turning into and out of the development site at Middleton Stoney Road, to ensure that construction traffic/operations are not to the detriment of highway safety on this road. This temporary traffic order will be replaced in time by a permanent speed restriction of 30 mph (associated with traffic calming works required in the future).

There are no footways to this side/part of Middleton Stoney Road, or Public Rights of Way near to the haul road, so pedestrian safety will not be compromised. Individual developers will secure their sites with safety fencing, so that the haul road can not be accessed by the occupiers of any new properties within those land parcels.

Wheel washers will be required within the individual land parcels (access onto the haul road) to ensure that mud etc will not be deposited on the highway.

##### (b) Visual appearance/Landscaping

The proposed landscape buffer will screen the road itself to the west. It is intended to grass over this bund.

To the eastern side of the haul road, the landscaping scheme for the western habitat corridor, required pursuant to 06/00967/OUT, has been provided for, except where the haul road compromises the provision of that scheme (refer to the Planning Statement). This planting will help create a visual barrier to the haul road from occupiers of new properties within these land parcels.

It is intended therefore that the road itself, with the exception of the bellmouth/element near to Middleton Stoney Road, will be screened from all public view points.

Whilst the vehicular traffic using the haul road will be visible to some degree, this impact is only temporary. The haul road is far enough away from existing properties north of Middleton Stoney Road, so that its use will not create any visual intrusion, and the occupiers of new properties in the vicinity of the haul road will be made aware of its proximity when they purchase their property.

The haul road will be decommissioned and land made good once no longer required. It will therefore only have a temporary impact on the appearance of the area. We seek planning permission for a 3 year period (refer to the Planning Statement), so the haul road will be removed and land re-soiled and planted before the end of that period, should permission be granted.

Part of an existing hedgerow has been removed to enable the access/bellmouth to the haul road to be constructed (again refer to the Planning Statement), however the hedgerow was of low value. The landscape scheme for the western habitat corridor (11/00380/REM) identifies replacement hedgerows as part of the new planting scheme proposed. The western habitat corridor will be completed after the haul road has been decommissioned or removed and land made good (unless an alternative design for this landscaped area is approved pursuant to the proposals submitted for Kingsmere Phase 2).

The haul road has been constructed to the minimum width required to adequately serve its intended purpose. This will ensure as little land as possible is affected by the proposal, whilst ensuring that the use of it will not cause any highway safety problems or compromise traffic flows.

#### (c) Amenities

The alignment of the haul road helps to minimise the impact of construction traffic on the amenities of occupiers of new properties within the affected land parcels. There will be a buffer between the haul road and new development (the western habitat corridor).

Existing residents are far enough away from the haul road that impact of its use will not be noticed over and above the adjacent construction operations. The landscape proposals will help mitigate noise impact.

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