

Test Valley Borough Council

Forest Park Access and Parking Options

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Section 1. Objectives

Test Valley Borough Council will provide technical support to the Forestry Commission. The objective of this report is to:

- Provide technical advice and initial estimates of the cost of the provision of vehicular access to the highway for the options for new car parks to serve the Forest Parks
- Provide junction designs where necessary
- Provide technical advice on the impact of the highway network of the proposed car parks and the appropriate mitigation measures.
- Provide technical advice on the feasibility of additional pedestrian and cycle links to the proposed Forest Park
- Consult with the highways authorities, Hampshire County Council (HCC) and Southampton City Council (SCC), on the feasibility study
- Commission traffic counts to inform the advice given where appropriate.
- Undertake desktop utility survey

Section 2. Introduction

The areas currently proposed for the Forest Park Scheme are Home Wood, Hut Wood, Lords Wood, Nightingale Wood and Rownhams Wood. They each have existing access for Forestry Commission vehicles which could be upgraded, and scope to provide parking within the forest boundary; See **Annex 1** for overall plan of the proposed car park locations.

The Forestry Commission has recommended the maximum parking provision for each forest area, based on their area and the number of visitors can be sustainable accommodated. This is summarised in **Annex 2**.

Options for taking access into the each woodland area from the public highway are summarised in **Section 3**, and discussed in more detail in **Sections 4-8**. Outline estimates of costs are given, for more precise estimates topographic surveys and trial holes to locate services are required.

In all but one case the land proposed for new accesses and car parks is privately owned; access rights will have to be agreed with the relevant land owners. The exception is the junction of Toothill Road and the A3057 where parking is proposed on highway verge, and Hampshire County Council consent will be required.

In Jan/Feb 2011 TVBC will meet with the Highways Agency and their agents to clarify their policy on access from the trunk road network; relating to possible access through the M27 services site.

Section 3. Key Points Summary: Access and Car Parking

For detailed information see sections 4 – 8.

3.1 Woburn Road, Lords Wood access, option for 300 space car park.

- Preferred Option for access to visitor centre and large car park.
- Estimated cost for access road and car park: 415k
- Access route through residential area from Lords Hill Way does have capacity to accommodate increase in traffic.
- Land owned by SCC and Willis Fleming Estate
- Public objection to proposal anticipated.

3.2 Coxford Road, Lords Wood access, option for 300 space car park

- 2nd option for access to visitor centre and large car park.
- Estimated cost for access road and car park: 415k
- Access route through residential area from Lords Hill Way would need to be improved to accommodate the increase in traffic.
- Land owned by TVBC and The Ingersley Estate
- Public objection to proposal anticipated.

3.3 Lords Hill Way, Lords Wood Access, option for 300 space car park

- Estimated cost for access and car park: 358k
- Not considered feasible due to land constraints.
- Land owned by SCC and classified as a SINC.

3.4 Rownhams Lane, Lords Wood Access, need for further discussion.

- Access via Rownhams lane, through residential area with continuous frontage development.
- Land owned by Barker Mills Estate and Southampton City Council
- Land constraints restrict options for car park
- Outside of woodland area.

3.5 Chilworth Drove and Lordshill Way, Lords Wood Access, 20 spaces

- Estimated cost for parking areas: 12k
- Access to the north of Lords Wood, via private roads with limited capacity.

3.6 Winchester Road (existing access), Hut Wood access, 100 space car park

- 3rd option for access to visitor centre and large car park
- Estimated cost for access road and car park (including estimated 250k service diversion works): 486k
- Right hand turn stacking lane required.
- Land owned by Wills Fleming Estate.

3.7 Winchester Road (north of existing access), Hut Wood access, 100 space car park.

- Alternative access may avoid the need for service diversion works, but would require new access ramp into forest.
- Estimated cost for new access and ramp and car park: 202k
- Right hand turn stacking lane required
- Land owned by Willis Fleming Estate

3.8 Green Lane, Chilworth. Hut Wood access. 10 space car park

- Estimated cost for access and parking area: 6k
- Level limit scope for parking area.
- Private road
- Woodland owned by The Willis Fleming Estate.

3.9 Junction of A3057 and Toothill Road. Nightingale Wood access. 10 space car park.

- Parking proposed on adopted highway verge
- Estimated cost for carriageway widening and parking area: 25k

3.10 Junction of Toothill Road and Upper Toothill Road. Nightingale Wood access. 10 space car park.

- Single lane rural road limits capacity; 10 spaces recommended.
- Estimated cost for access and parking: 10k
- Land owned by Broadlands: Nicholas trust

3.11 Upper Toothill Road. Nightingale Wood access. 10 space car park.

- Parking proposed at existing forest access adjacent to carriageway.
- Single lane rural road limits capacity, 10 spaces recommended.
- Estimated cost for parking area: 4k.
- Land owned by Broadlands: Nicholas trust

3.12 A3057. Nightingale Wood access. 60 space car park.

- New access would be required from the A3057.
- Estimated cost for access and car park (60 spaces): 39k
- Land owned by Broadlands: Nicholas trust

3.13 Chestnut Avenue, Eastleigh. Home Wood access. 20 space car park.

- Existing access serves allotments and Forestry Commission vehicles.
- Estimated cost for access and parking: 38k
- Woodland owned by Willis Fleming Estate.

3.14 Rownhams Lane. Rownhams Wood access. 40 space car park

- Existing access into forest is good but will require surfacing.
- Estimated cost for access road and car park: 83k

3.15 Fowlers Walk, Chilworth. Rownhams Wood access. 7 spaces.

- No existing public access to woodland at this location, but informal path exists.
- Proposed parking area is an extension of existing highway parking area onto private land to provide 7 additional spaces.
- Estimated cost of parking 20k

Section 4: Lords Wood access options

Lords Wood is the largest area of forest included in the Forest Parks scheme. The Forestry Commission (FC) has recommended a parking provision of 300 spaces to serve Lords Wood. It is therefore the preferred location for a visitors centre. Lords Wood is situated south of the M27 and is bordered by Rownhams, Southampton and Chilworth.

4.1 Land constraints and scope for access

The woodland is predominately privately owned; with land ownership split between the Barker Mill Estate, The Willis Fleming Estate, The Ingersley Estate, Southampton City Council (SCC) and Test Valley Borough Council (TVBC). See ownership plan Annex 3.

The SCC owned 'green corridor', between the residential Lords Hill area of Southampton and the forest, is dedicated as public open space and classified as a SINC (Site of Importance for Nature Conservation). It extends to Rownhams Lane to the west and runs the length of the south side of Lords Wood. If this area were to be developed SCC have suggested replacement public open space should be provided.

The Willis Fleming Estate, Ingersley Estate and part of the Barker Mills Estate are managed by the FC under long term leases. There is no public access to these plots, except by the public right of way (ROW) routes shown in Annex 4. Permissive rights for access would be required to allow public vehicles to access and park.

There are no existing vehicular accesses to Lords Wood from Rownhams to the west. The SCC public open space and Barker Mills Estate extend to Rownhams Lane however the FC managed land (woodland) does not; a ROW bridleway runs between the two plots and connects Rownhams Lane and Lords Wood.

The route for vehicular access from the north is restricted to Chilworth Drove, a private road that crosses the M27 over a highway bridge. Due to the width and nature of Chilworth Drove only small parking areas accessed from the north have been considered, to avoid an unacceptable level of traffic generation.

The south side of Lords Wood is bordered by the Lords Hill residential area in Southampton. There are two existing highway routes to the forest boundary accessed from Lords Hill Way; including the existing FC access at Coxford Road.

4.1.1 Option 1) Preferred Option - Woburn Road, Southampton;
300+spaces. see Annex 5

Access Option

Woburn Road is the most feasible option for access to Lords Wood from the highway network to serve a 300space car park. Woburn Road is the central access road for the Lords Hill housing area south of Lords Wood. It has a slip road junction with Lords Hill Way and runs north south. Travelling north it terminates at the forest boundary.

There is scope to construct a new access road into Lords Wood as a continuation of Woburn Road. Access into Lords Wood at this point would be across SCC public open space land classified as a SINC, and would need to be agreed with SCC. A high pressure gas pipe runs east-west across the proposed access route; it is not anticipated that this would require diversion. Trial holes are required to confirm this.

SCC has been consulted on this outline proposal, Woburn Road is considered the most suitable highway access and to have sufficient capacity to accommodate this development. There is no frontage development on Woburn Road; however some properties in Tintagel Close are directly adjacent to the carriageway. Whilst Woburn Road is considered to be a suitable access and it is being recommended, SCC has anticipated local public objection to the use of this road.

Due to the recent weather conditions traffic surveys have been delayed and are due to be carried out in Jan 2011.

Outline Cost, for more detail on costings see Annex 17:

115m surfaced access road: £180,000

Car park option

There is adequate space within the forest area to provide the 300 space car park however it would require forest clearance. The approximate location is shown on Annex 6; within Willis Fleming Estate owned Land.

Outline Cost, for more detail on costings see Annex 17:

7000m² unsealed hard standing: £273,000

4.1.2 Option 2) Coxford Road, Southampton. 300+ spaces. See Annex 6

Access Option

Coxford Road is the second most feasible option for access into Lords Wood for a 300space car park. It runs north from its junction with Lords Hill Way to the forest boundary to the east of the housing area. The existing FC access to the forest continues as an unsurfaced road at the end of Coxford Road. There is scope to upgrade this access into the forest.

The ownership of the access road beyond Coxford Road is not know at this time, a land registry search may be required to establish the owner.

Coxford Road is narrowed by on street parking, north of its junction with Lords Hill Way. It also has a junction with itself which is aligned to reduce traffic speed. There is frontage development on this route.

The access road would need to cross mains gas services that run north from the pressure station. It is not anticipated that these services will require diversion, trial holes are required to confirm this.

SCC has been consulted on this outline proposal; Coxford Road is not the preferred highway route. If this site was proposed, traffic regulation orders to restrict parking would be required, and junction realignment works would have to be considered. It is anticipated that there would be strong local public objection to this proposal.

Due to the recent weather conditions traffic surveys have been delayed and are due to be carried out in Jan 2011.

Outline Cost, for more detail on costings see Annex 17:

180m surfaced access road: £130,000

Provisional costs for Traffic regulation orders and junction works on Coxford Road: £50,000

Car park options

Beyond the access road the land is owned by TVBC, the Ingersley Estate and the Willis Fleming estate.

There is scope within the Lords Wood to accommodate a 300space car park. This is on the plateau of the top of the hill within the Ingersley Estate; the approximate location is shown in Annex 7. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

7000m2 area unsurfaced hard standing: £273,000

4.1.3 Option 3) Direct access from Lords Hill Way, Southampton.
250spaces. See Annex 7

Access Option

A strip of SCC owned public open space land connects Lords Hill Way with Lords Wood, between the residential areas of Lords Hill. Access through this strip would reduce the impact on local residents.

Potential access from Lords Hill Way is limited as it sits at a higher level than the adjacent land. There are two locations where the topography would allow access to be formed at reasonable cost. These are shown in Annex 7.

Due to the recent weather conditions traffic surveys have been delayed and are due to be carried out in Jan 2011.

Estimated Cost: Surfaced access road: £123,000

Car Park Option

If parking can not be provided adjacent to the potential accesses mentioned above, a long access road to a suitable area for a car park would be required. This is not considered feasible due to the anticipated length of this access road and the associated loss of public open space.

The public open space area is not level and slopes from Lords Hill Way to the stream. Scope for providing a car park is very limited in this area. The only large area of level ground is the School playing field. The field has been built up to form a level area which could accommodate approximately 250 spaces.

Southampton City Council has been consulted on this outline proposal. The use of the school playing fields is unlikely to be acceptable unless the playing field can be relocated.

Outline Cost, for more detail on costings see Annex 17:

6000m² unsurfaced hard standing: £235,000

4.1.4 **Option 4)** Rownhams Lane, Southampton.
100-200spaces. See Annex 8.

(Option 4 has only recently been identified, and requires more work before an estimate of cost can be provided)

Access Option

Access from Rownhams Lane was suggested for consideration by SCC. Rownhams Lane is separated from the woodland boundary by private land owned by SCC, and classified as a SINC, and by land owned by the Barker Mills estate. There is a public right of way boundary that runs between these two plots and connects Rownhams Lane with the woodland area. (shown Blue in Annex 8)

Rownhams Lane is not considered a suitable location for access to a large car park and visitors centre. It has continuous frontage development, is a busy route between Romsey, North Baddesley and Southampton with limited capacity for an increase in traffic. Access to the Barker Mills estate owned land is located opposite the busy junction to Bakers Drove. A new access would likely be necessary onto the SCC owned land through an existing hedgerow.

Car park option

There is scope to provide car parking on private land owned by the Barker Mill Estate. There is a level cultivated field adjacent to the carriageway, See Annex 8.

There is limited scope to provide parking on the SCC owned land currently used as pasture, see Annex 8. The gradients of the SCC owned land limit the scope for creating parking on this area.

4.1.5 **Option 5)** Chilworth Drove and Lordswood Lane, Chilworth.
20spaces. See Annex 9.

It is envisaged that this small parking area would be provided in addition to one of the other options listed above for Lords Wood.

Access Option

Chilworth Drove is a private road accessed from Manor Road in Chilworth; it crosses the M27 and serves a number of properties in the north of Lords Wood and is a ROW bridleway. Lordswood Lane branches off Chilworth Drove south of the M27, and is a private road classified as a ROW way footpath.

Vehicular access is possible utilising both roads which serve existing properties. It is likely additional permissive rights are required to allow public vehicle access to these roads.

Due to the narrow width of these roads, and Manor Lane, they are only considered suitable as access to parking for a limited number of vehicles. Chilworth Drove ends at the existing Forestry Commission access. Lordswood Lane becomes a forest track beyond the access to Chilworth kennels.

Car Park Options

Small car parks can be accommodated at both Chilworth Drove and Lords Hill Lane within the forest boundary; however forest clearance will be required.

Chilworth Drove: 10 spaces within the forest boundary at the existing Forestry Commission access.

Lordswood Lane; 10 spaces parallel with Lordswood Lane south of its junction with Chilworth Drove.

Outline Cost, for more detail on costings see Annex 17:

320m² unsurfaced hard standing: £12,000

Section 5: Hut Wood access options

Hut Wood is the second largest area of woodland likely to be included in the proposed Forest Parks project. The FC has recommended a parking provision of 100 spaces to serve Hut Wood. Hut Wood is located between Chandlers Ford, Chilworth and Southampton, north of the A27. The land proposed for the scheme forms part of the Willis Fleming Estate. See ownership plan Annex 3.

It is the second option for a visitors centre should it not be possible to provide one within Lords Wood. Further investigation would be required to identify land to accommodate a visitor centre and associated additional parking.

5.1 Land constraints and scope for access

The existing FC access is from Winchester Road to the east side of Hut Wood. Winchester Road is the only feasible option for access to a 100 space car park. It is the closest link from public highway to the boundary of Hut Wood; access to the north and west is not feasible. Access from the south via Chilworth is limited.

There are no ROW paths through the FC managed area of this woodland. Rights of access would have to be agreed with the land owner to allow public and vehicular access.

The existing FC access is via a raised lay-by. Several mains services run through this verge on the route of the old road. The services include three very high voltage power lines, water mains and telecommunication cables. There is also a water main running through the opposite verge. The level of Hut Wood is lower than that of Winchester Road, and falls away from the carriageway level. Levels within the forest vary.

Limited access to the south side of Hut Wood is possible via Chilworth, three roads lead to the woodland; Woodside and Green Lane are private. Cope Lane has no scope to provide access for parking, and has not been considered further.

There are currently no rights of way within Hut Wood. Access rights would have to be agreed with the land owner.

5.1.1 Option 1) Winchester Road existing access, Chilworth.
100spaces. See Annex 10

Access Option

Winchester Road is a busy route linking settlements within Test Valley and Southampton to the M3. Currently access to the woodland is via a raised lay-by that sits approximately 1.5m above the level of the carriageway at its highest point. Visibility of traffic approaching to the south is poor when exiting the lay-by. The access into Hut Wood would need to be improved to accommodate traffic for a 100space car park.

To accommodate an improved junction, and to improve visibility, the level of the lay-by should be lowered to carriageway level. A right turn stacking lane on Winchester Road is recommended, as the volumes on Winchester Road approach the threshold where it would be required (DMRB Chapter 2 figure 2/2).

Reducing the level of the lay-by will very likely require the diversion of the mains services, to allow suitable cover, at considerable cost.

Outline Cost, for more detail on costings see Annex 17:

£161,000 (Highway junction: £85,000, Surfaced access road: £76,000)
Service diversion: £180,000-250,000k (Southern Water estimate pending)

Car park option

There is scope to accommodate a 100 space car park within Hut Wood. An appropriate size level area is located 150m north of the existing access within the forest, as shown in Annex 10. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

2500m² unsurfaced hard standing. £75,000

5.1.2 Option 2) Winchester Road north of existing access, Chilworth. 100spaces. See Annex 11

Access Option

North of the existing access on Winchester Road the verge is level with the carriageway. Taking access here could avoid the need to divert the mains services; if suitable cover exists. Trial holes would be required to locate the services to confirm their depth.

Due to the level difference adjacent to Winchester Rd significant earthworks would be required to increase ground levels to allow the formation of a an access road that accords with the minimum highway standards. These earthworks are likely to be cheaper than the service diversion works associated with the existing access.

Outline Cost, for more detail on costings see Annex 17:

£127,000 (Highway junction: 36k, Access road: 91k)

Car Park Option

As 5.1.1 above.

5.1.3 Option 3) Green Lane, Chilworth. 10spaces. See Annex 12.

This option should be considered in addition to options 1 or 2.

Access option

Green Lane is a small private road that leads from Chilworth Road to Hut Wood. Rights of access would have to be agreed with the land owner.

Green Lane terminates at the forest boundary. There is scope to take access into the forest at this point.

Outline Cost, for more detail on costings see Annex 17:

Removing kerbs and ground clearance: £1,000

Car park option

The forest level north of Green Lane falls away; however there is a level area at the end of the road. There is scope to provide a 10space car park within the forest at this location. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

120m2 unsurfaced hard standing: £5000

Section 6: Nightingale Wood access options

The FC has recommended a parking provision of 60 spaces for Nightingale Wood. It is the western most area proposed for the forest park scheme located between Romsey and Rownhams east of the A3057. The land is owned by The Nicholas Trust and the woodland is managed by the FC under a long term lease.

6.1 Land constraints and scope for access

Nightingale Wood is bordered by the A3057 to the west, Toothill Road to the North, Upper Toothill Road to the east and Romsey Golf Course to the south.

The A3057 is a busy route between Romsey and Southampton. Toothill Road and Upper Toothill Road are single track rural roads with passing places.

There are no ROW paths through the FC managed area of this woodland. Rights of access would have to be agreed with the land owner to allow public and vehicular access.

6.1.1 Option 1) A3057 Junction with Toothill Road. 10 spaces. See Annex 13

Access Option

Toothill Road has a junction with the A3057 at the North West corner of Nightingale wood, which includes an isolated section of highway verge. The verge and carriageway is adopted public highway and could accommodate a small 10 space parking area.

As parking is outside of the forest area, no vehicular access would be necessary at this location. However new forest paths would be required.

Outline Cost, for more detail on costings see Annex 17:

£25,000 (17.5k highway works, 7.5k parking area & footpath)

6.1.2 Option 2) Toothill Road near junction with Upper Toothill Road.
10spaces. See Annex 13

Access option

Toothill Road is a single lane carriageway with passing places for most of its length. It does not have the capacity for a significant increase in traffic. There is scope to take access into the forest where Toothill Road runs adjacent to the forest boundary, at the north east corner of Nightingale wood.

Outline Cost, for more detail on costings see Annex 17:

Surfaced bell mouth at junction: £4000k

Parking option

Due to the capacity of Toothill Road it is recommended that only 10 spaces are provided at this location. There is scope within the forest to provide 10spaces. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

200m² unsurfaced hard standing: £6,000

6.1.3 Option 3) Upper Toothill Road, existing FC access. 10+ spaces. See Annex 13

Access Option

Upper Toothill Road is accessed from Rownhams Lane via Greenhill Lane. It is a single track road with passing places. The existing FC access is located 220m north of its junction with Greenhill Lane.

There is scope to provide access at this location; either direct from the carriageway or via the forest access road. It is recommended that only a small parking area is considered due to the narrow width of the road.

Parking Option

Parking can be accommodated within the forest boundary at the existing access. 10 echelon parking spaces can be accommodated as shown in Annex 13. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

130m² unsurfaced hard standing: £4,000

6.1.4 Option 4) Direct access from A3057. 60+ spaces. See Annex 13

Access Options

South of its junction with Toothill Road there is only one existing vehicular access to Nightingale Wood. This is a gated, un-surfaced, path with no junction with the A3057. This section of the A3057 is straight and has good visibility; there is scope to provide an access at this location.

A new junction would need to be formed, including a sealed junction splay and access road into forest. Given the car park capacity for Nightingale Wood it is not anticipated that a right hand turn lane would be required for this junction.

Outline Cost, for more detail on costings see Annex 17:

Surfaced bell mouth junction: £6,000

Parking option

The land within Nightingale Wood adjacent to the A3057 is generally level. There is scope for providing 60 parking spaces within the forest boundary; however forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

1100m² unsurfaced hard standing: £33,000 (for a 60space car park.)

Section 7: Home Wood access options

The FC has recommended a parking provision of 20 spaces for Home Wood. It is the eastern most area proposed for the forest parks scheme, located between Chandlers Ford and the M27 east of the M3.

7.1 Land constraints and scope for access

The area of land being considered as Home Wood is owned by the Willis Fleming estate. There are no existing ROW paths through this land and any access will have to be agreed with the land owner.

There is only scope for access from Chandlers Ford via Chestnut Avenue. The other existing routes adjacent to the forest become private roads before the forest boundary.

7.1.1 Option 1) Allotment access from Chestnut Avenue, Eastleigh.
40+ spaces. See Annex 14

Access Option

There is an existing forestry access to Home Wood from Chestnut Avenue in Chandlers Ford. The access is an unsurfaced single lane track which serves the allotments.

This access road and its junction with Chestnut Avenue will require upgrading. Including; additional surfacing at the junction, lining works to mark a right turn lane, renewing the track surface and providing passing places along the track.

Outline Cost, for more detail on costings see Annex 17:

Surfaced junction with Chestnut Avenue and maintenance of surface of access road: £15,000

Parking Option

Adjacent to the track at the edge of the forest is an area that has recently been felled; this has the scope to provide a 40space car park.

Outline Cost, for more detail on costings see Annex 17:

750m² unsurfaced hard standing: £23,000 (for a 40 space car park)

Section 8: Rownhams Wood access options

The FC has recommended a parking provision of 40spaces for Rownhams Wood. It is located north of the M27 south of North Baddesley and is central to the Forest Parks scheme area.

8.1 Land constraints and scope for access

Ownership of Rownhams Wood is split between the Willis Fleming Estate and the Chilworth Science Park owned 'Chilworth Conservation Area'. There are no existing public rights of way through this land; any access would need to be agreed with the land owner.

Highway access to the east side of Rownhams Wood is very limited. University Parkway is the most suitable route to the edge of the forest; however this is a privately owned road. There is no scope for access from the north or south sides. Rownhams Lane runs past the western side of Rownhams Wood.

8.1.1 **Option 1)** Rownhams Lane at existing access.
40+spaces. See Annex 15.

Access Option

The existing FC access to Rownhams Wood, located on Rownhams Lane, is very good and would simply require resurfacing works to accommodate more traffic. The average daily traffic on this section of road is roughly 6000cars, it is not anticipated that a right turn stacking lane will be necessary at this location.

Outline Cost, for more detail on costings see Annex 17:

Surfaced construction on existing access and access road: £60, 000

Car Park options

The land is level within the forest adjacent to the access on Rownhams Lane. There is scope to provide a 40space car park at this location. Forest clearance will be required.

Outline Cost, for more detail on costings see Annex 17:

750m2 unsurfaced hard standing: £23,000 (for 40 space car park)

8.1.2 Option 2) Fowlers Walk, Chilworth. 7spaces. See Annex 16

Access Options

Fowlers Walk is accessed via Church Lane off Chilworth Road in Chilworth. It is a cul-de-sac with an existing parking area for the local hall and adjacent properties. Fowlers Walk is adopted public highway.

The boundary of the Chilworth Conservation area is very close to Fowlers Walk, there are informal paths entering the forest from the parking area. With lands owner consent this access into the Conservation Area could be formalised.

Parking Options

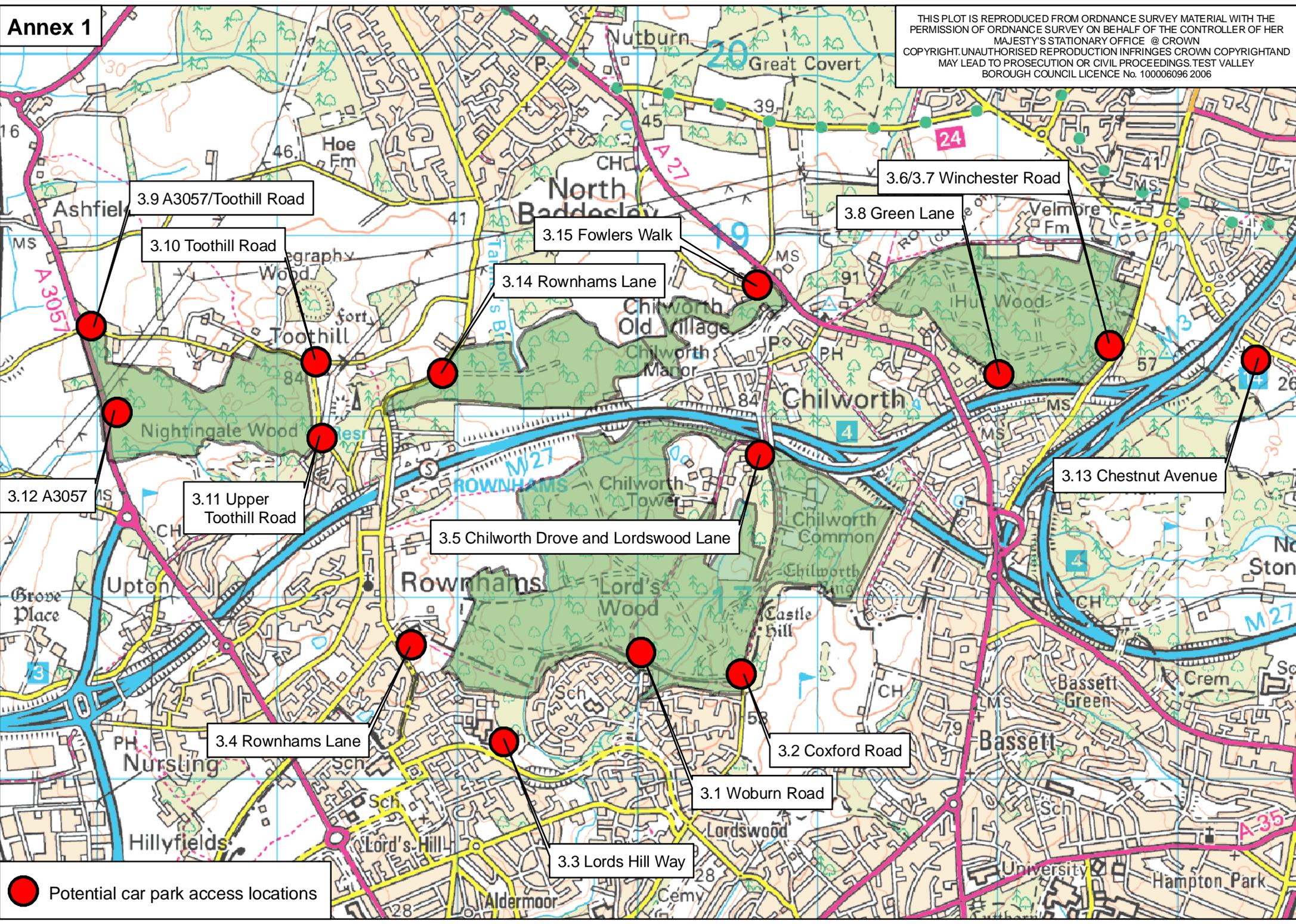
The existing parking area at Fowlers Walk can potentially be extended using the adjacent grassed area, to provide an additional 7 spaces. The grassed area is private land and this usage must be agreed with the land owner.

Outline Cost, for more detail on costings see Annex 17:

Surfaced extension to car park: £20,000

Annex 1

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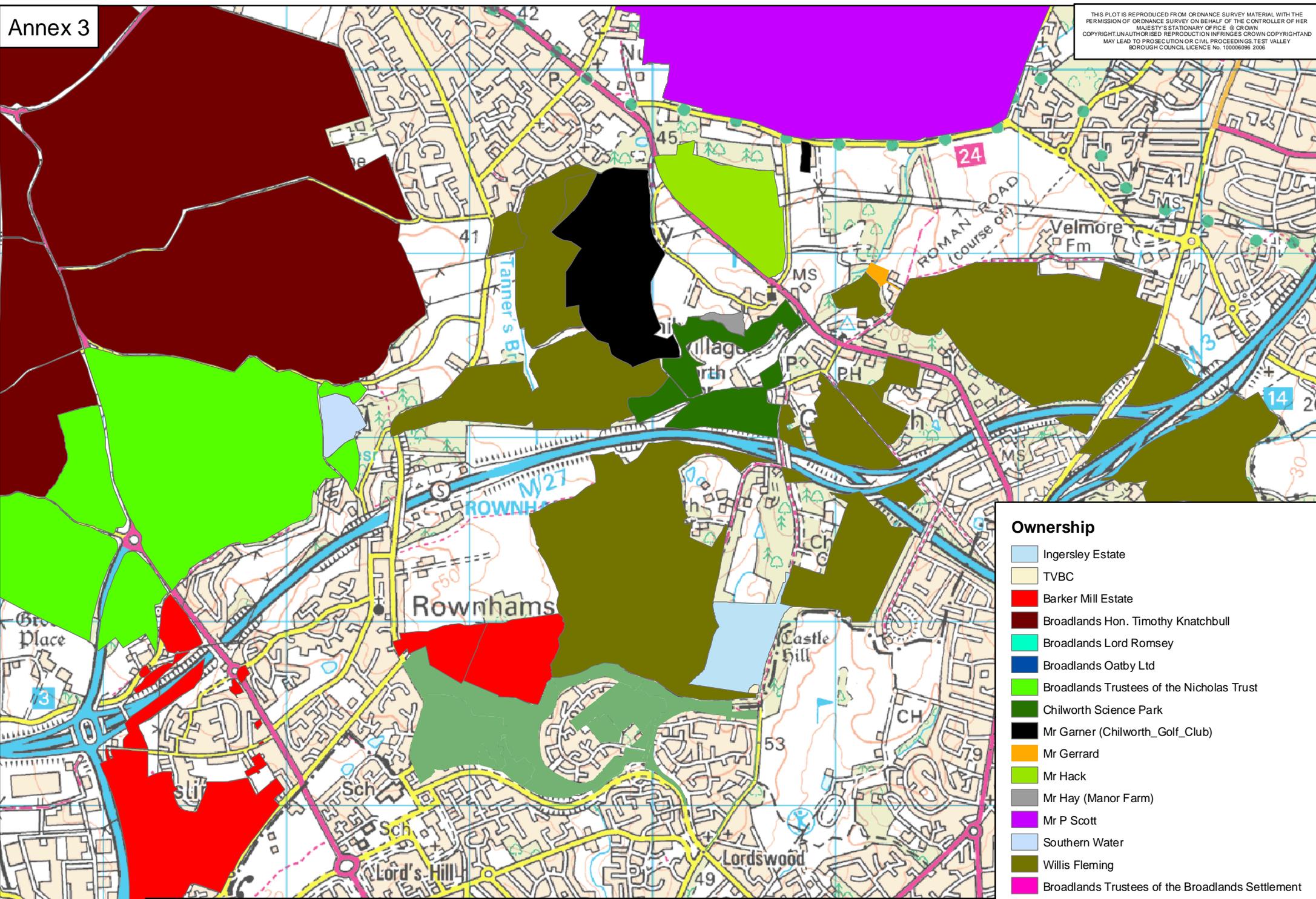
 Potential car park access locations

Annex 2

Wood name	No. car park spaces	No. cars per day (Mon-Fri)	No. cars per day (Sat-Sun)	No. cars per year	No. people per car	No. visits per year
Lord's Wood	300	100	500	78000	2.4	187,200
Hut Wood	100	50	150	28600	2.4	68640
Rownhams Wood	40	30	70	15080	2.4	36192
Home Wood	20	30	30	10920	1	26208
Chilworth Common Nor	10	20	20	7280	1	17472
Nightingale Wood (East	20	30	30	10920	1	26208
Nightingale Wood (Wes	40	30	70	15080	1	36192

Total no. visits per year	361,920
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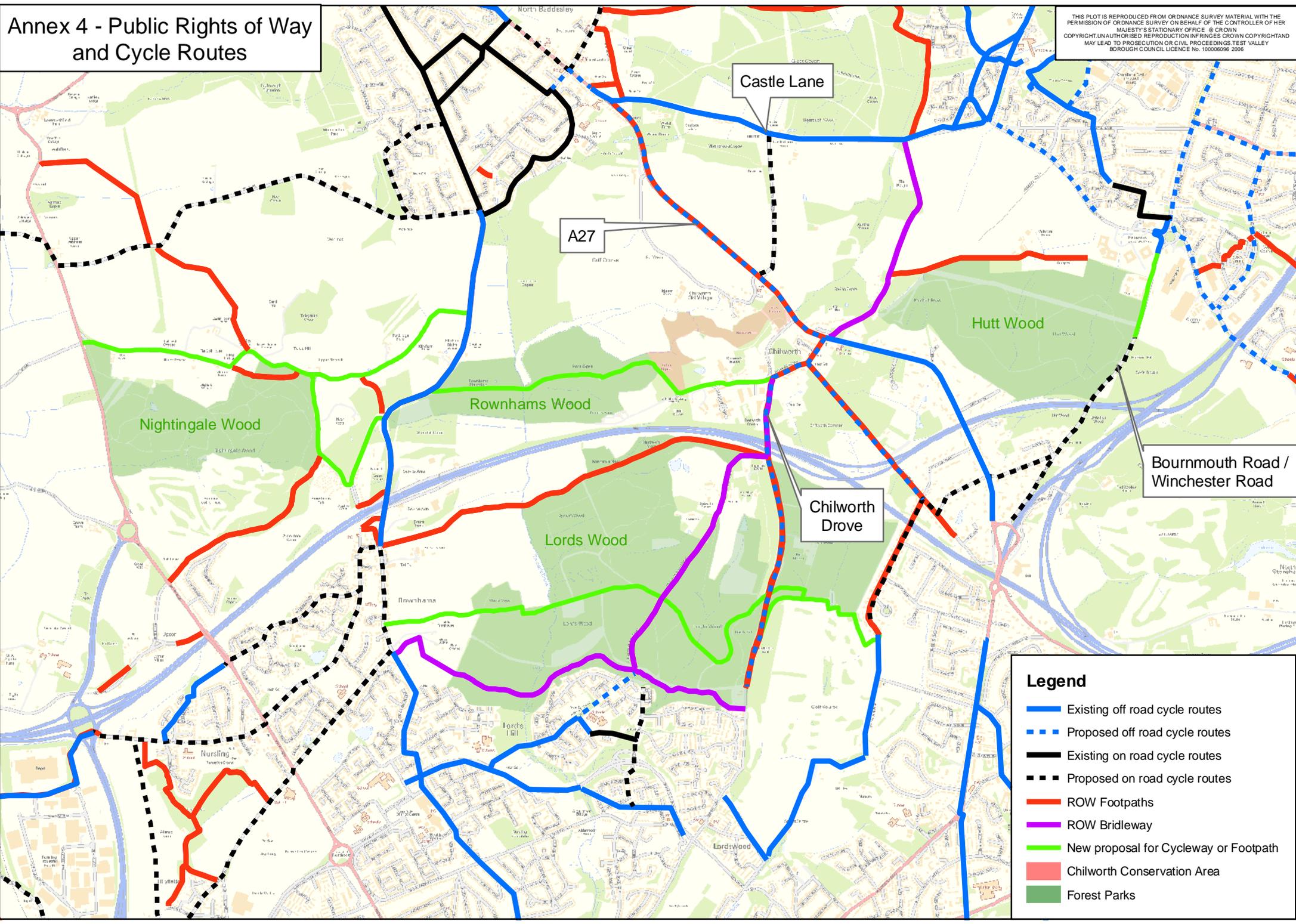
Ownership

	Ingersley Estate
	TVBC
	Barker Mill Estate
	Broadlands Hon. Timothy Knatchbull
	Broadlands Lord Romsey
	Broadlands Oatby Ltd
	Broadlands Trustees of the Nicholas Trust
	Chilworth Science Park
	Mr Garner (Chilworth_Golf_Club)
	Mr Gerrard
	Mr Hack
	Mr Hay (Manor Farm)
	Mr P Scott
	Southern Water
	Willis Fleming
	Broadlands Trustees of the Broadlands Settlement
	Southampton City Council

Land ownership is indicative and prior to using this information separate land registry searches should be undertaken

Annex 4 - Public Rights of Way and Cycle Routes

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Castle Lane

A27

Hutt Wood

Nightingale Wood

Rownhams Wood

Lords Wood

Chilworth Drove

Bournemouth Road / Winchester Road

Legend

- Existing off road cycle routes
- - - Proposed off road cycle routes
- Existing on road cycle routes
- - - Proposed on road cycle routes
- ROW Footpaths
- ROW Bridleway
- New proposal for Cycleway or Footpath
- Chilworth Conservation Area
- Forest Parks

Indicative location for car park

Potential access road into Lords Wood
A topographic survey would be required to give an accurate estimate of the cost of the access road and scope for proving a 300 space car park within the forest.

Northern terminus of Woburn Road at Lords Wood boundary

Woburn Road: main spine road for residential area. Wide, straight road with no frontage development.

Large slip lane junction feeding Woburn Road from Lordshill Way

Annex 5

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Woburn Road, Southampton

Lords Wood

Access option (preferred option)



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Lords Wood

Recommended area for visitor centre and 300 space car park. On level area at plateau of hill

TVBC owned area of land.

Surfaced access road to serve 300 space car park. min width 6m

The existing unsurfaced access road could be widened to allow a strip of parallel parking on the east side.

extent of adopted highway

Golf Course

Traffic calming junction would require realignment to accommodate an increase in traffic.

Narrow section with on street parking.

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Coxford Road, Southampton

Lords Wood

Access option



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Lord's Wood

Housing

SCC Leisure Land

Housing

SCC Education Land

Lords Hill Way

Potential access from Lords Hill Way. Existing 7m wide footway and cycleway used for access road.

This school playing field is the only level area with scope for parking area.

Potential direct access from Lords Hill Way. Carriageway level with verge at this point

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Lords Hill Way, Southampton

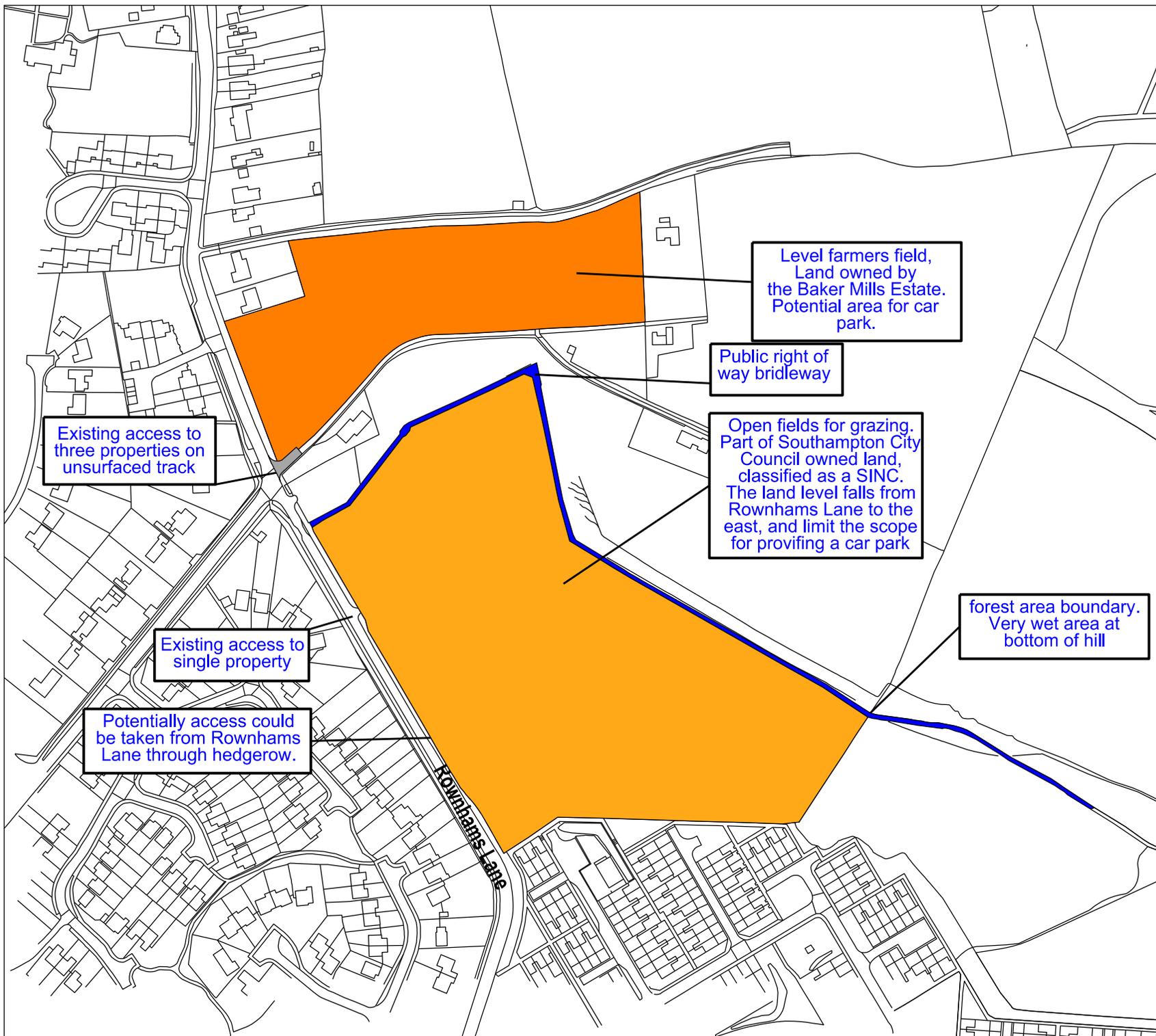
Lords Wood
access options

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Rownhams Lane, Rownhams

Lords Wood
access options

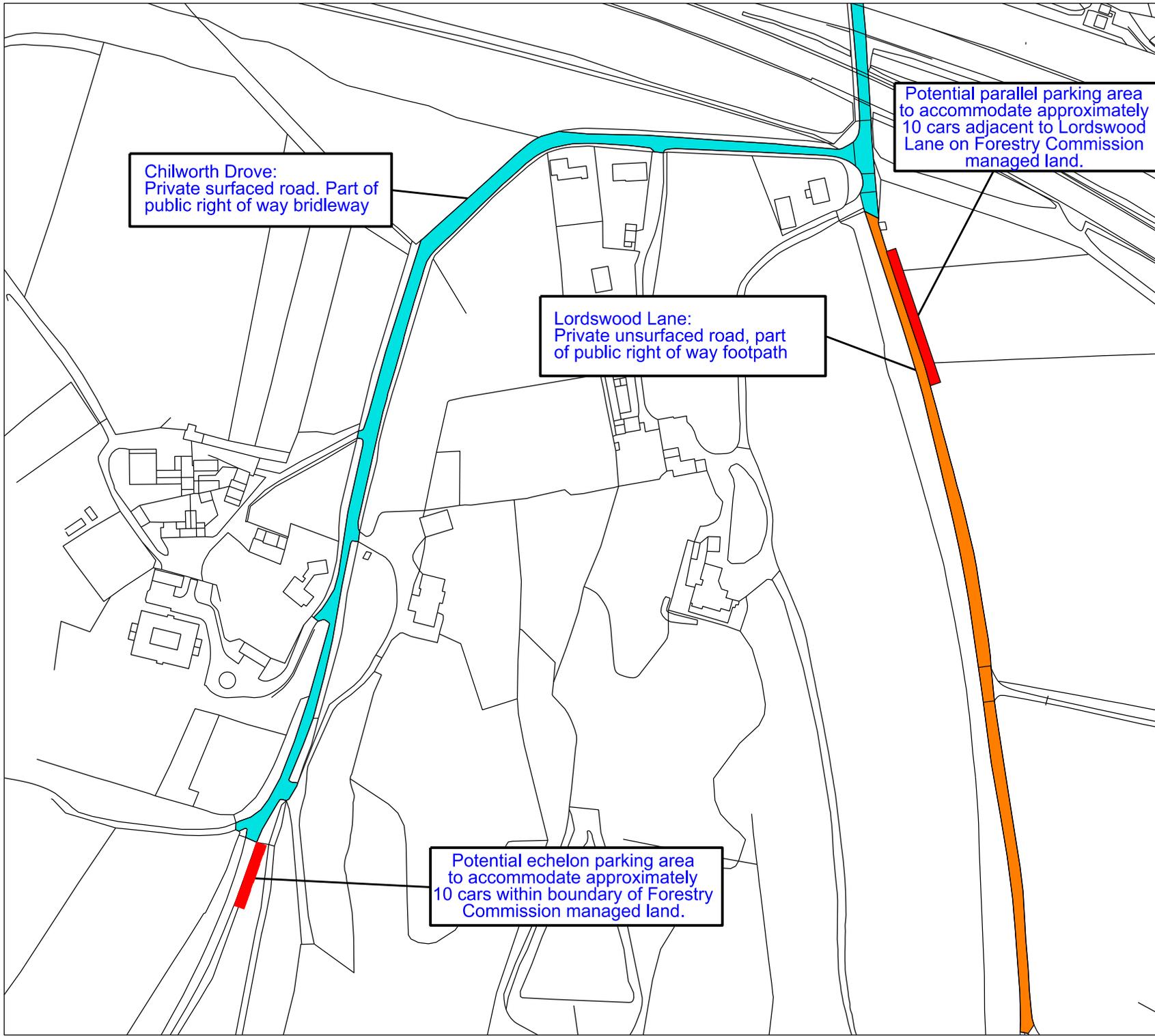
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Chilworth Drive:
Private surfaced road. Part of
public right of way bridleway

Lordswood Lane:
Private unsurfaced road, part
of public right of way footpath

Potential parallel parking area
to accommodate approximately
10 cars adjacent to Lordswood
Lane on Forestry Commission
managed land.

Potential echelon parking area
to accommodate approximately
10 cars within boundary of Forestry
Commission managed land.

Annex 9

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Chilworth Drive and Lordswood Lane Chilworth Lords Wood access options

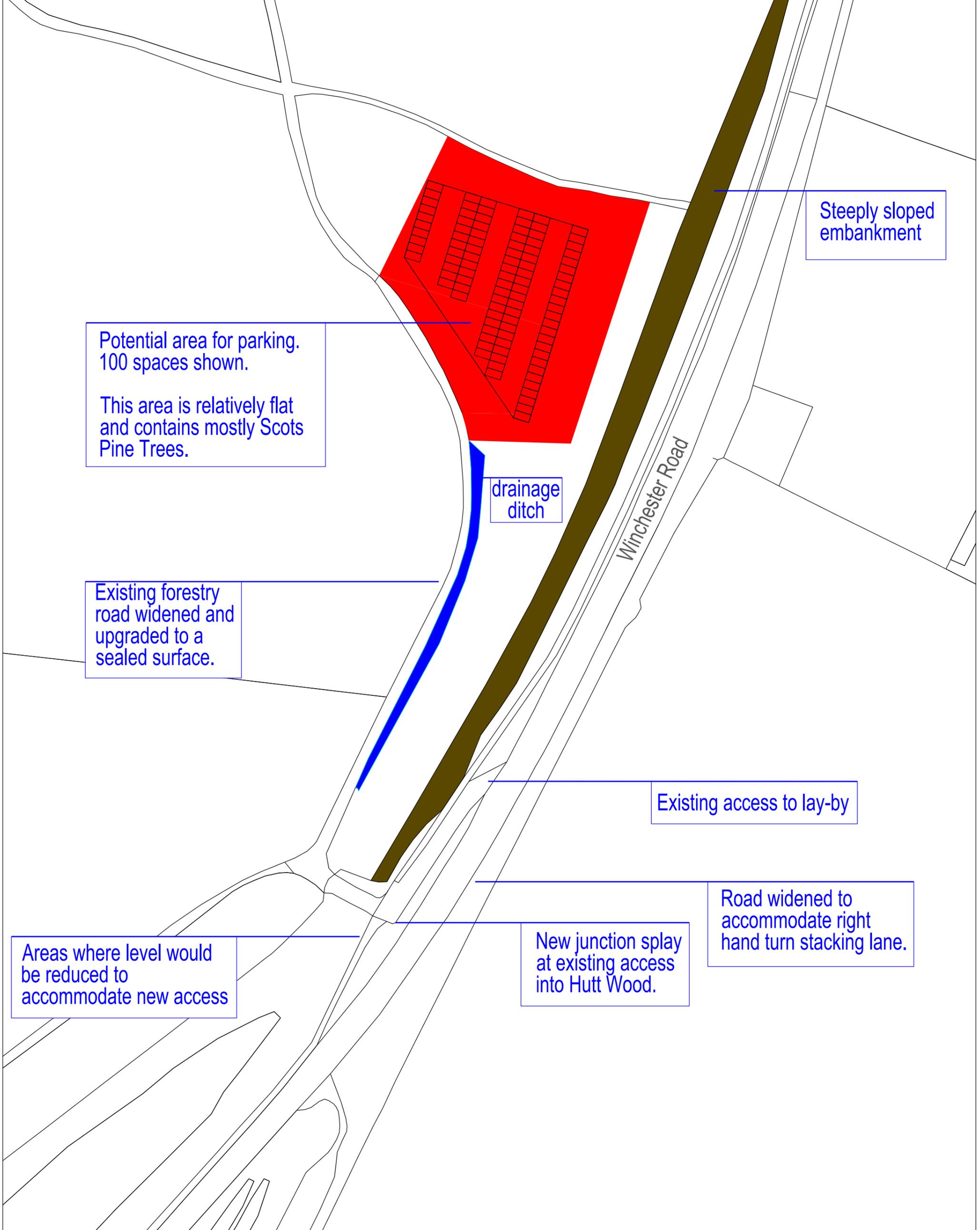
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Steeply sloped embankment

Potential area for parking.
100 spaces shown.

This area is relatively flat
and contains mostly Scots
Pine Trees.

drainage
ditch

Existing forestry
road widened and
upgraded to a
sealed surface.

Existing access to lay-by

Areas where level would
be reduced to
accommodate new access

New junction splay
at existing access
into Hutt Wood.

Road widened to
accommodate right
hand turn stacking lane.

Annex 10

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Winchester Road, Chilworth

Hutt Wood

access option

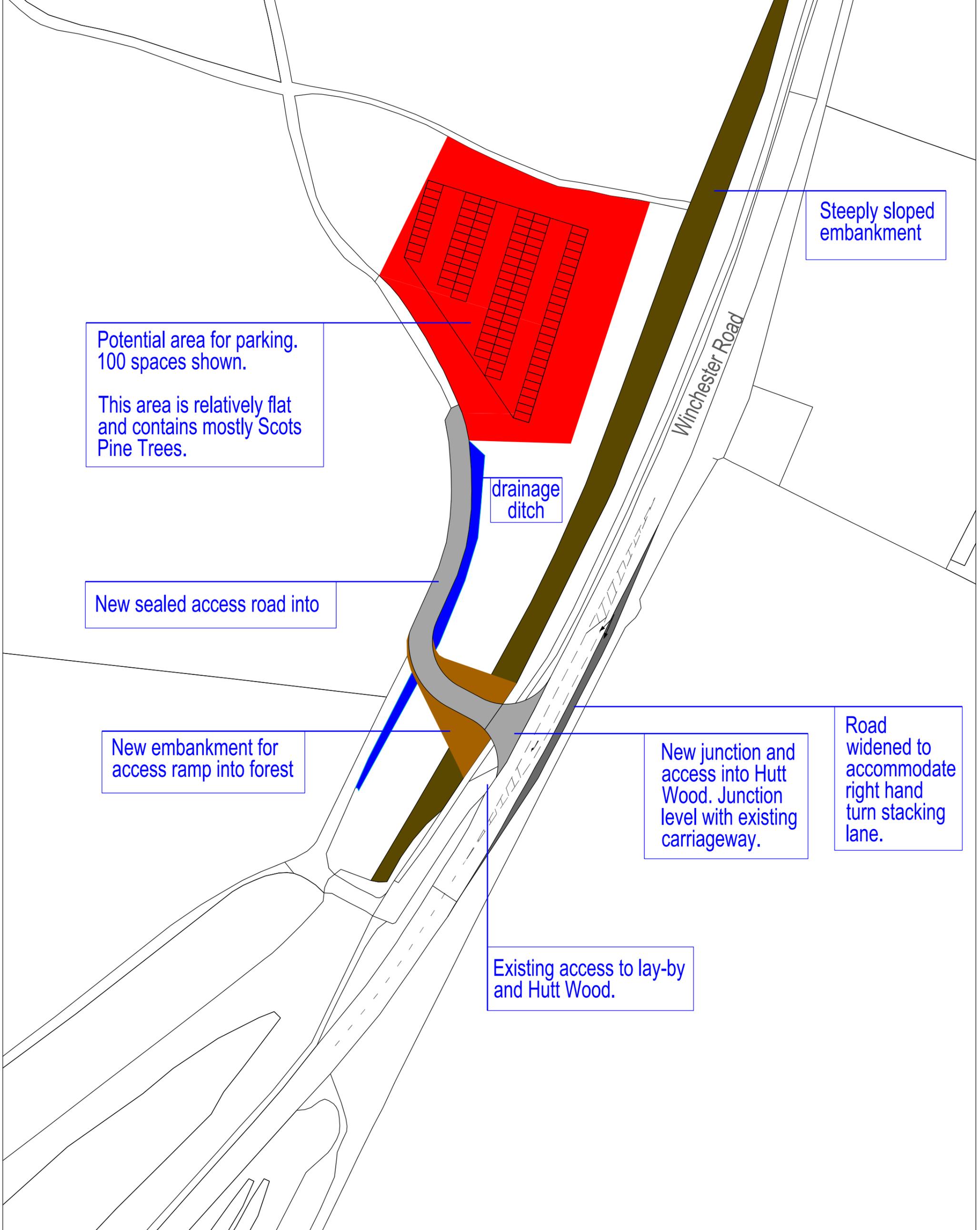


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Steeply sloped embankment

Potential area for parking. 100 spaces shown.
This area is relatively flat and contains mostly Scots Pine Trees.

drainage ditch

New sealed access road into

New embankment for access ramp into forest

New junction and access into Hutt Wood. Junction level with existing carriageway.

Road widened to accommodate right hand turn stacking lane.

Existing access to lay-by and Hutt Wood.

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Winchester Road, Chilworth

**Hutt Wood
access option**

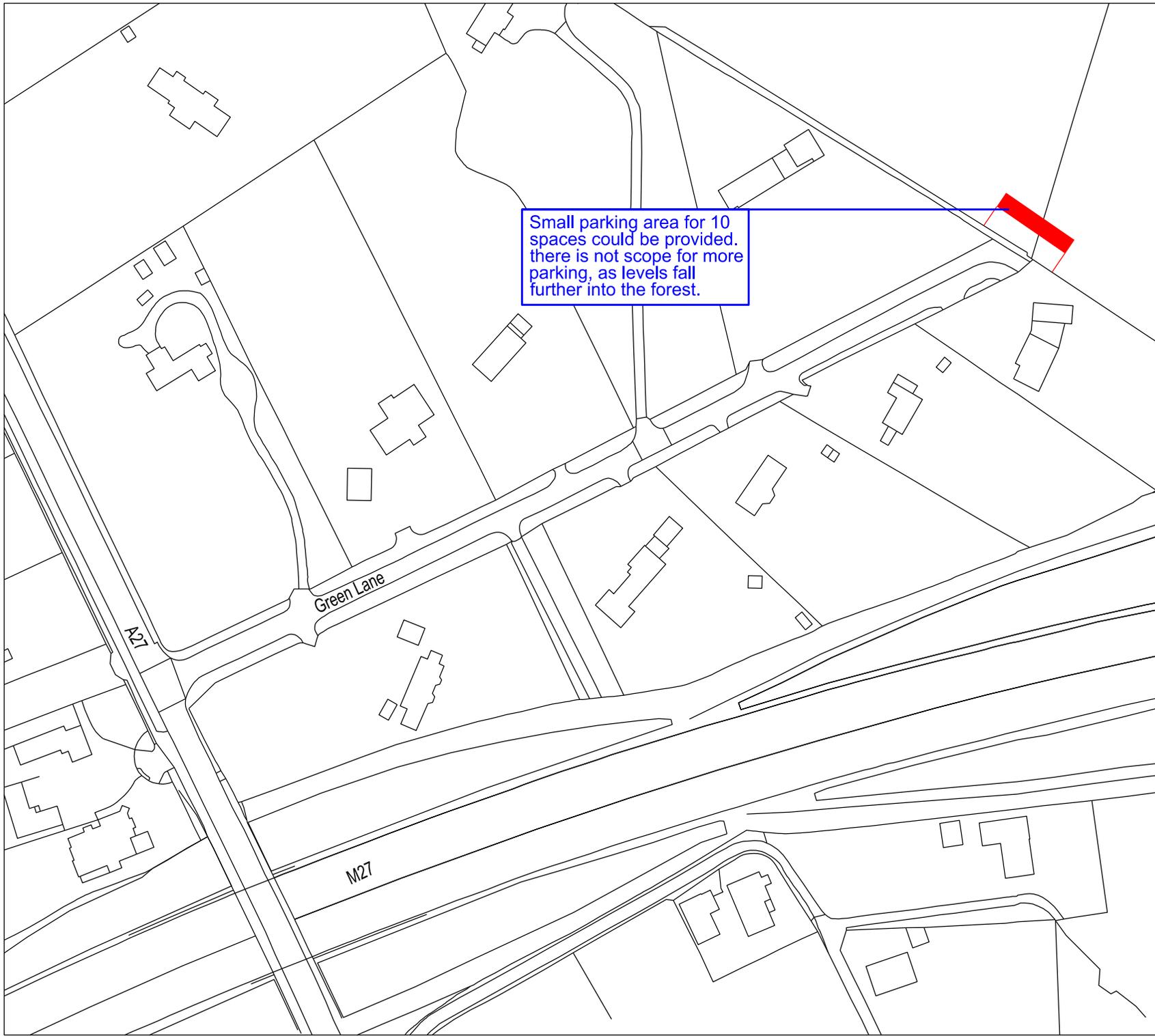


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Small parking area for 10 spaces could be provided. there is not scope for more parking, as levels fall further into the forest.

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Green Lane, Chilworth
Hutt Wood
access option

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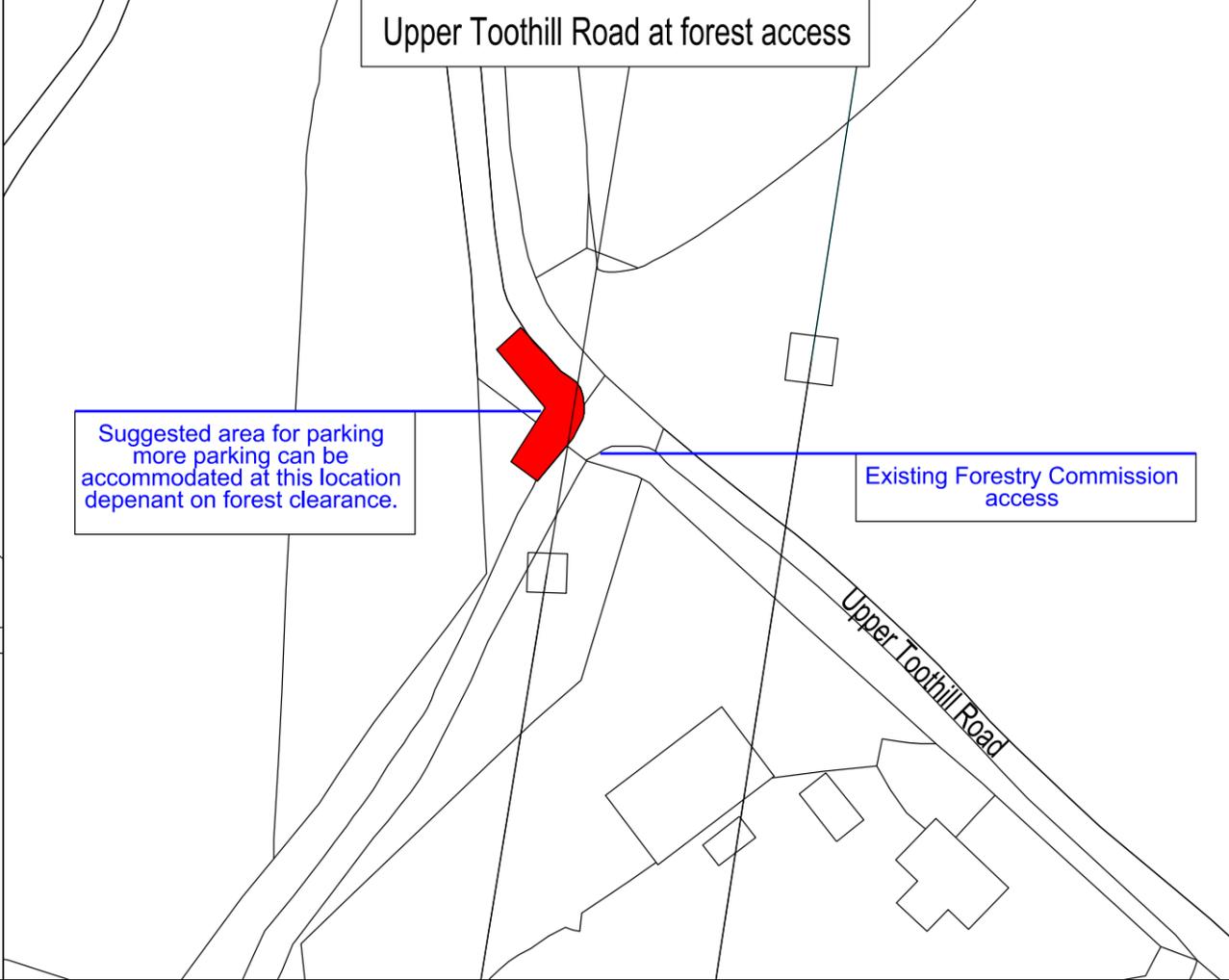
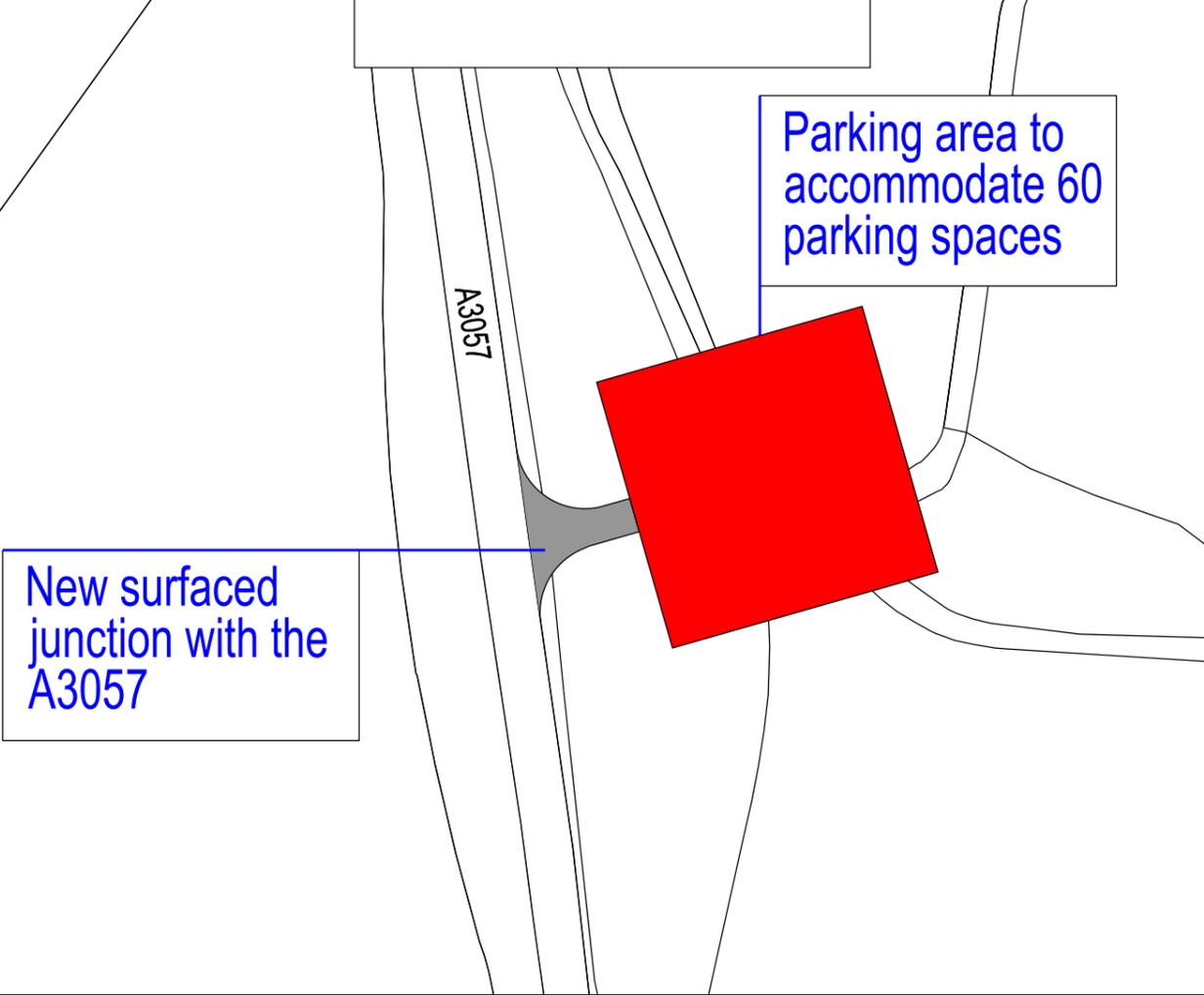
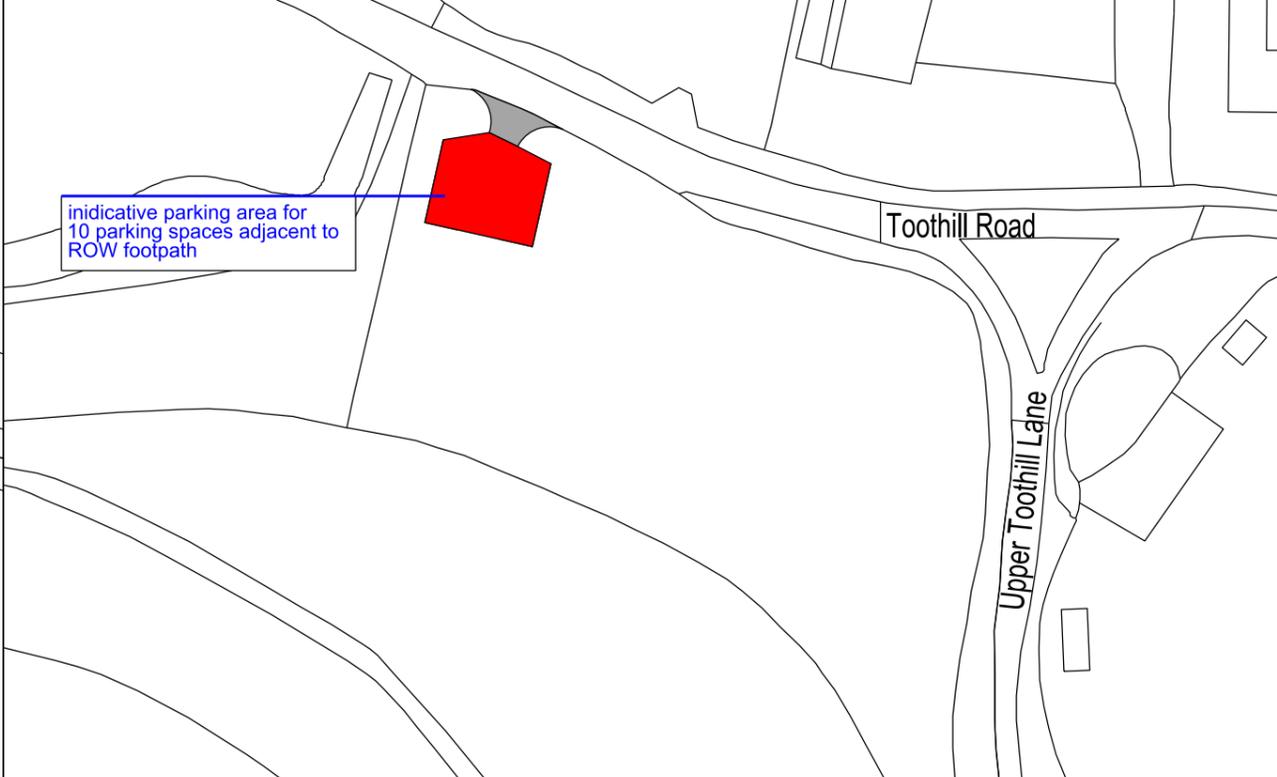
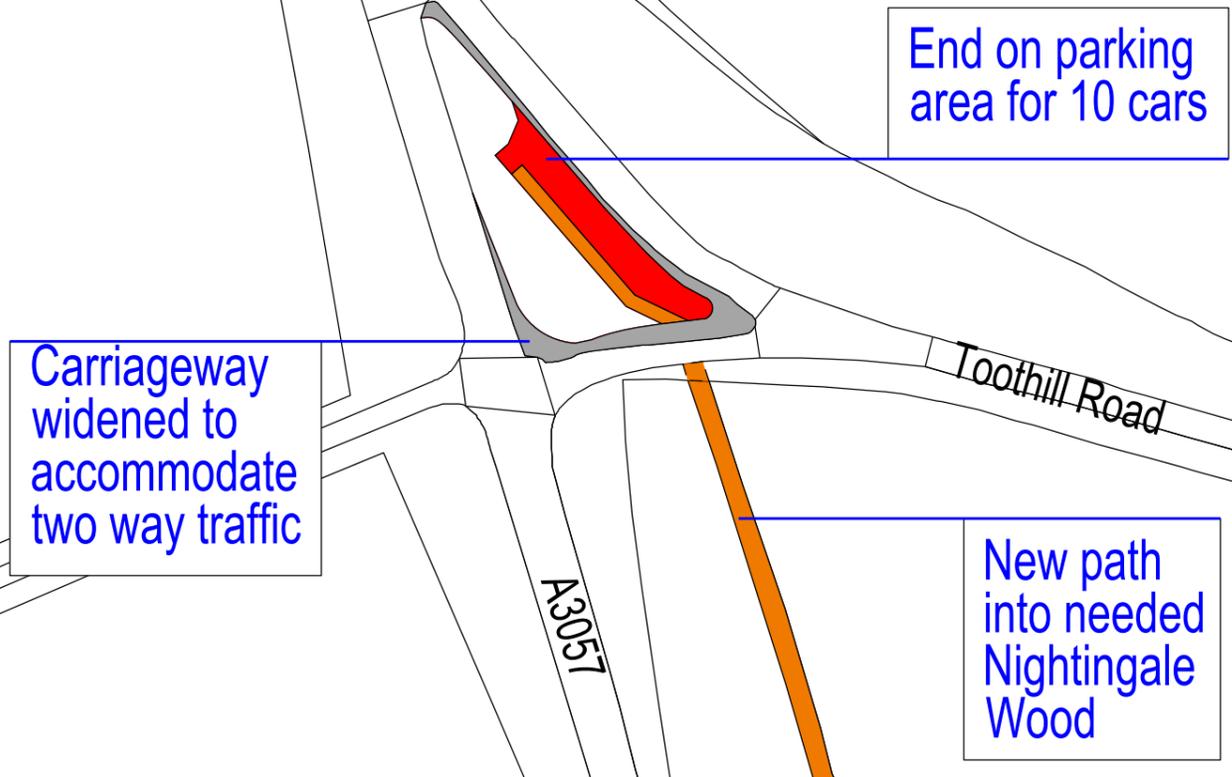
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A3057 Junction with Toothhill Road

Toothhill Road near Junction with Upper Toothhill Road



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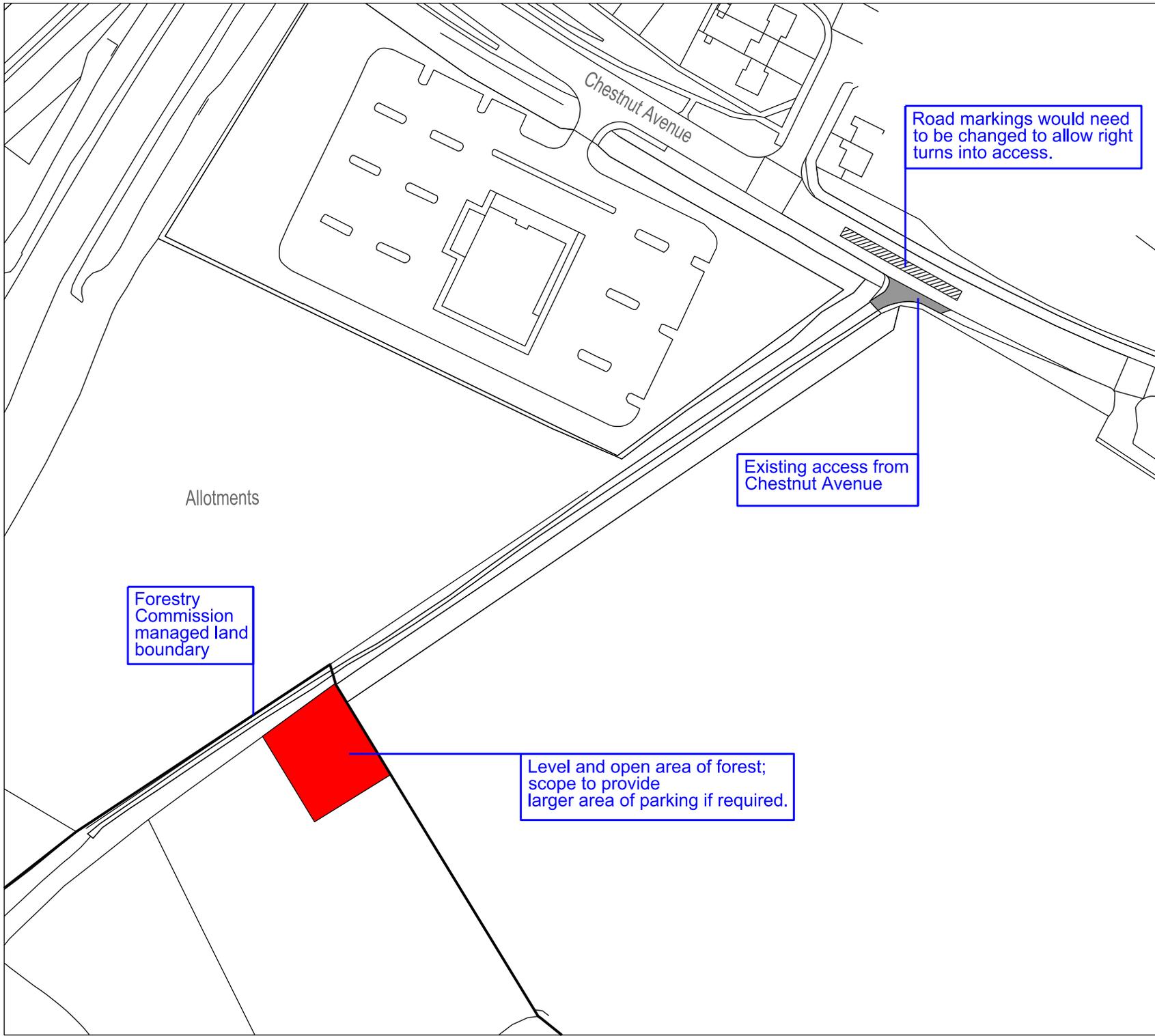
Toothhill Road and Upper Toothhill Road
Nightingale Wood
access options

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Chestnut Avenue, Eastleigh

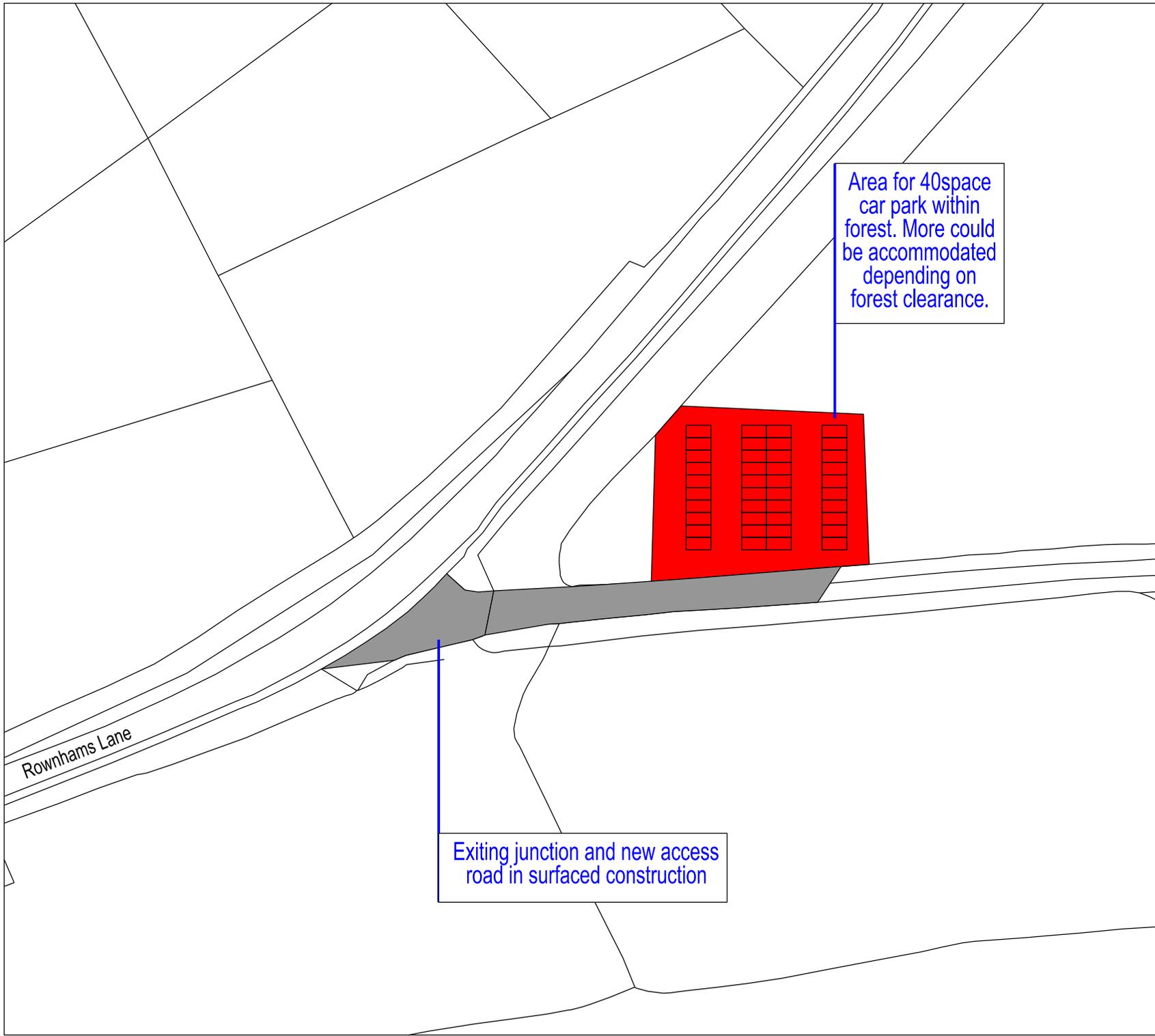
Home Wood
access option

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Rownhams Lane

Rownhams Wood

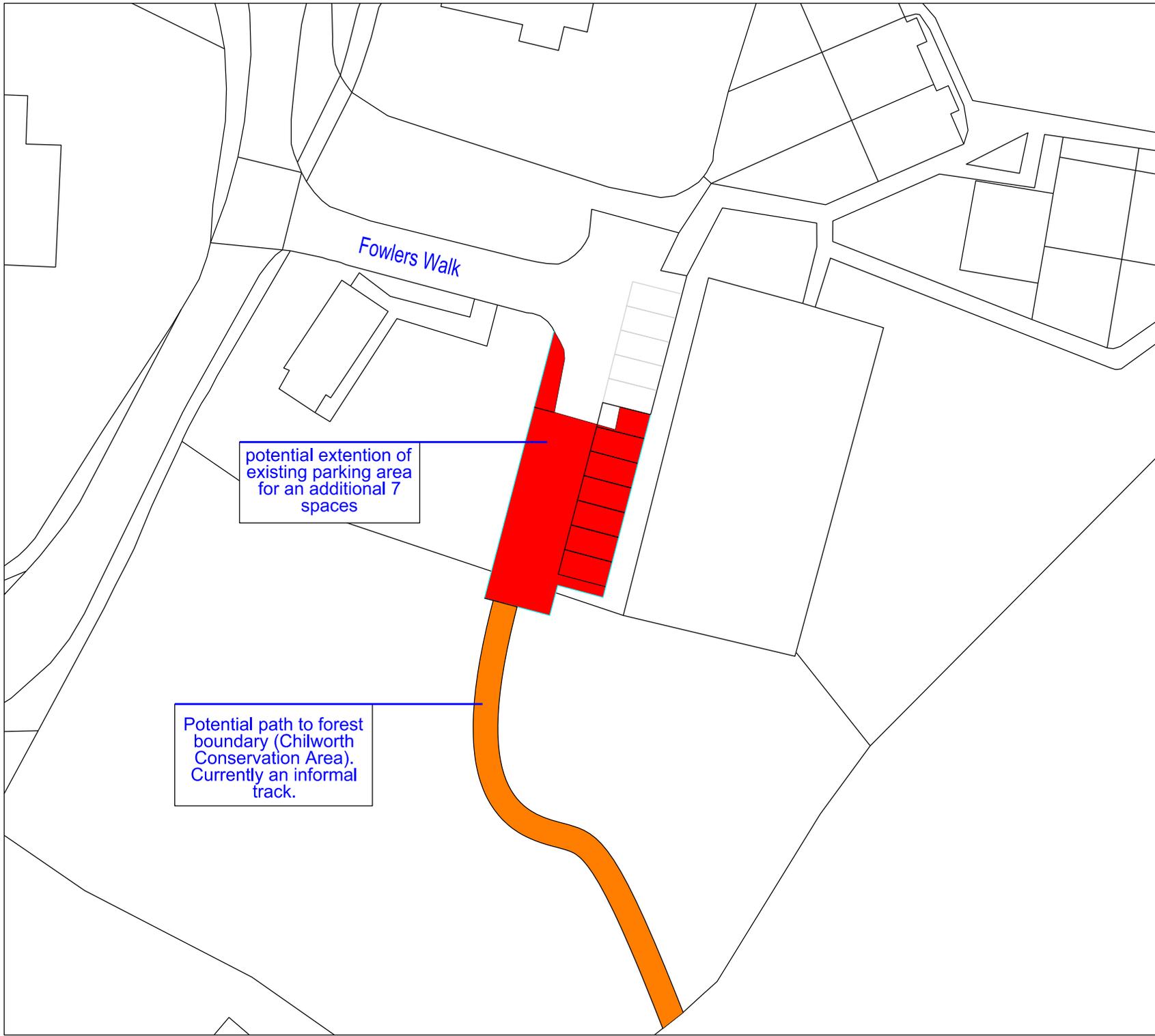
access option

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Annex 16

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Fowlers Walk

Rownhams Wood

access option

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Annex 17 - Estimates items.

Lords Wood
1) Woburn Road,
Southampton

Surfaced access road	Type1 subbase 350mm thick	500m3	24000
	HRA 60mm binder course	1425m2	15000
	HRA 40mm wearing course, psv65	1425m2	26000
	PC1 kerbs	380m	7000
	excavation of unacceptable material class U1 in cutting and other excavation	500m3	3000
	disposal of unacceptable material	500m3	12000
	bridging draining ditch into forest.	item	50000
	Chapter 8 signing and guarding	item	2000
	Contingency item for levelling costs entering forest	item	50000
			189000
Design and Supervision		20%	37800
Contingency		10%	18900
		Total	245700

Car Park	Based on £30m2 for unsurfaced hardstanding construction, 250mm thick	approx 7000m2	210000
Design and Supervision		20%	42000
Contingency		10%	21000
		Total	273000

2) Coxford Road,
Southampton

Parallel parking on access road	Based on £30m2 for unsurfaced hardstanding construction, 250mm thick	300m2	9000
Car Park	Based on £30m2 for unsurfaced hardstanding construction, 250mm thick	approx 7000m2	210000
Design and Supervision		20%	42000
Contingency		10%	21000
		Total	273000
Surfaced access road	Type1 subbase 350mm thick	500m3	24000
	HRA 60mm binder course	1425m2	15000
	HRA 40mm wearing course, psv65	1425m2	26000
	PC1 kerbs	380m	7000
	excavation of unacceptable material class U1 in cutting and other excavation	500m3	3000
	disposal of unacceptable material	500m3	12000
	Chapter 8 signing and guarding	item	2000
	Measures to satisfy adequate protection over mains gas services	item	10000
			99000
Design and Supervision		20%	19800
Contingency		10%	9900
		Total	128700
Provisional Coxford Road changes	TRO's	item	10k
	Lining Works	item	10k
	Junction works	item	30k

3) Lords Hill Way Access,
Southampton

Surfaced access road at school playing fields	Type1 subbase 350mm thick	370m3	24000
	HRA 60mm binder course	1050m2	15000
	HRA 40mm wearing course, psv65	1050m2	26000
	PC1 kerbs	400	7000
	excavation of unacceptable material class U1 in cutting and other excavation	470m3	3000
	disposal of unacceptable material	470m3	12000
	Chapter 8 signing and guarding	item	2000
	Footway type 1 165mm thick	200m2	5000
			94000
Design and Supervision		20%	18800
Contingency		10%	9400

Total 122200

Car Park	Based on £30m2 for unsurfaced hardstanding construction, 250mm thick	approx 6000m2	180000
Design and Supervision		20%	36000
Contingency		10%	18000
		Total	234000

4) Chilworth Drive, Chilworth

Parking area	Based on £30m2 for unsealed hardstanding construction, 250mm thick	160m2	4800
Design and Supervision		20%	960
Contingency		10%	480
		Total	6240

Lords Wood Lane, Chilworth

Parking area	Based on £30m2 for unsealed hardstanding construction, 250mm thick	150m2	4500
Design and Supervision		20%	900
Contingency		10%	450
		Total	5850

12090

Hutt Wood.
opt 1

Service Diversions			
	SSE	quote	185,000
	BT	pending	45,000
	Southern Water	pending	pending
Opt 1 existing access improved	excavation of unacceptable material class U1 in cutting and other excavation	1000m3	6000
	disposal of unacceptable material	1000m3	24,000
	take up and dispose of concrete kerb	130m	700
	PC1 kerbs	170m	3000
	Type1 subbase 350mm thick	200m3	10,000
	HRA 60mm binder course	570m2	6000
	HRA 40mm wearing course, PSV 65	570m2	10,000
	Line marking	item	2,000
	Traffic management	2 months	4000
			65700
Design and Supervision		20%	13140
Contingency		10%	6570
			85410

Opt 1 access road			
	excavation of unacceptable material class U1 in cutting and other excavation	400m3	2500
	disposal of unacceptable material	400m3	10000
	PC1 kerbs	300m	5300
	0750010 type1 subbase 375mm thick	315m3	15000
	0752130 HRA 60mm binder course	900m2	10000
	0752200 HRA 40mm wearing course, PSV 65	900m2	16000
			58800
Design and Supervision		20%	11760
Contingency		10%	5880
			76440

Parking	Based on previous scheme's prices, £30/m2	approx 2500m2	75000
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total 236,850

Opt 2 north of existing access			
	excavation of unacceptable material class U1 in cutting and other excavation	160m3	1000
	disposal of unacceptable material	0	0
	take up and dispose of concrete kerb	130m	700
	PC1 kerbs	160m3	3000
	Type1 subbase 350mm thick	125m3	6,000
	HRA 60mm binder course	350m2	4000
	HRA 40mm wearing course, PSV 65	350m2	6,500
	Line marking	item	2,000
	Traffic management	2 months	4000
			27200

Design and Supervision	20%	5440
Contingency	10%	2720
		35360

Opt 2 access road			
excavation of unacceptable material class U1 in cutting and other excavation	250m3	1500	
disposal of unacceptable material	0		
PC1 kerbs	200m	3500	
Access ramp, excavated materials + 500m3 type 1 subbase	400m3 +500m3	24000	
0750010 type1 subbase 375mm thick	315m3	15000	
0752130 HRA 60mm binder course	900m2	10000	
0752200 HRA 40mm wearing course, PSV 65	900m2	16000	
		70000	
Design and Supervision	20%	14000	
Contingency	10%	7000	
		91000	

Parking	Based on previous scheme's prices, £30/m2	approx 2500m2	75000
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Green Lane, Chilworth

Parking	Based on previous scheme's prices, £30/m2	116m2	3500
Design and Supervision	20%	700	
Contingency	10%	350	
		4550	

Nightingale Wood

A3057 & Toothill Road junction	excavation of unacceptable material class U1 in cutting and other excavation	85m3	550
	disposal of unacceptable material	120m3	3000
	PC1 kerbs	36	650
	0750010 type1 subbase 375mm thick	64m3	3000
	0752130 HRA 60mm binder course	180m2	2000
	0752200 HRA 40mm wearing course, PSV 65	180m2	3250
	Traffic management	item	1000
			13450
Design and Supervision	20%	2690	
Contingency	10%	1345	
		17485	

Parking	Based on previous scheme's prices, £30/m2	250m2	7500
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Toothill Road junction with Upper Toothill Road access	excavation of unacceptable material class U1 in cutting and other excavation	16m3	100
	disposal of unacceptable material	16m3	400
	PC1 kerbs	10	200
	0750010 type1 subbase 375mm thick	12m3	600
	0752130 HRA 60mm binder course	35m2	400
	0752200 HRA 40mm wearing course, PSV 65	35m2	600
	Traffic management	item	500
			2800
Design and Supervision	20%	560	
Contingency	10%	280	
		3640	

Parking	Based on previous scheme's prices, £30/m2	250m2	6000
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Upper Toothill Road.

Parking	Based on previous scheme's prices, £30/m2	130m2	3900
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A3057 direct access	excavation of unacceptable material class U1 in cutting and other excavation	60m3	100
	disposal of unacceptable material	60m3	400
	PC1 kerbs	20	200
	0750010 type1 subbase 375mm thick	12m3	600
	0752130 HRA 60mm binder course	124m2	400
	0752200 HRA 40mm wearing course, PSV 65	124m2	600
	Traffic management	item	2000
			4300

Design and Supervision	20%	860
Contingency	10%	430
		5590

Parking	Based on previous scheme's prices, £30/m2	1100m2	33000
---------	---	--------	-------

Home Wood

Access Road	excavation of unacceptable material class U1 in cutting and other excavation	40m3	250
	disposal of unacceptable material	40m3	1000
	PC1 kerbs	20	350
	0750010 type1 subbase 375mm thick	30m3	1500
	0752130 HRA 60mm binder course	84m2	900
	0752200 HRA 40mm wearing course, PSV 65	84m2	1500
	lining works		1000
	renew access road surface	item	5000

11500

Design and Supervision	20%	2300
Contingency	10%	1150
		14950

Parking	Based on previous scheme's prices, £30/m2	750	22500
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Rownhams Wood

Rownhams Lane access	excavation of unacceptable material class U1 in cutting and other excavation	315m3	2000
	disposal of unacceptable material	315m4	7500
	PC1 kerbs	160m	2800
	0750010 type1 subbase 375mm thick	245m3	12000
	0752130 HRA 60mm binder course	700m2	7300
	0752200 HRA 40mm wearing course, PSV 65	700m2	12600
	take up and dispose of concrete kerb	160m	900
	Traffic management		500

45600

Design and Supervision	20%	9120
Contingency	10%	4560
		59280

Parking	Based on previous scheme's prices, £30/m2	750	22500
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Fowlers Walk	type1 subbase 350mm thick	75m3	3600
	HRA 60mm binder course	215m2	2250
	HRA 40mm wearing course, PSV 65	215m2	4000
	PC1 kerbs	60m	1100
	excavation of unacceptable material class U1 in cutting and other excavation	130m3	800
	disposal of unacceptable material	130m3	3000
	take up and dispose of concrete kerb	20m	100
	traffic management		500

15350

Design and Supervision	20%	3070
Contingency	10%	1535
		19955