

**FARNSFIELD ACRES DEVELOPMENT
HADLEIGH PARK DRIVE
PRELIMINARY BASIS OF DESIGN**

1. Route Options

Three route options have been considered. Option 3 was considered to be the most practical and cost-effective solution. This Design Statement sets out the proposed design of the Option 3 'Hadleigh Park Drive'.

The options are set out below;

I. Option 1 – Cotton Mill Lane

This would consist of using the existing route of Cotton Mill Lane from its junction with Quaker Lane to the Acres. The route would be resurfaced with tarmacadam. This option was discounted on ground of highway safety. Quaker Lane is a narrow-adopted highway, but with inadequate visibility conditions onto Southwell Road. Cotton Mill Lane is considered too narrow for any improvement works to be carried out.

II. Option 2 – Parfitt Drive

A new access joining Parfitt Drive, approximately 30 metres south from Carding Close. The road would then follow around the outside of the existing attenuation pond before connecting into Reynold's Field and join the existing Cotton Mill Lane southwest to The Acres.

This option was discounted on the ground of additional traffic impact on Parfitt Drive. This option would also require the installation of additional height restriction barriers at the new access point. This option would also cause separation between the north of the field and the useable recreation space of the attenuation pond. Additional costs would also be incurred for a S184 application to be made to Nottinghamshire County Council. Furthermore, additional costs may be incurred for the design of traffic calming on Parfitt Drive.

III. Option 3 – Hadleigh Park Drive

A new access to be taken from the existing Hadleigh Park car park, the road will then follow the eastern boundary of Hadleigh Park before connecting into Reynold's Field and join the existing Cotton Mill Lane southwest to The Acres.

This option is the recommended route for the road. It will have a minimal impact to existing residents. By connecting from the existing car park, it mitigates the need for a S184 application.

2. Road Width

Manual for Streets Fig 7.1 - Single lane carriageway width = 2.75m, say 2.8m

Manual for Streets para 6.3.22 - Minimum footway width = 2.00m

2.8m + 2.0m = 4.8m = Car passing width – see Manual for Streets Fig 7.1

Separation of the footway from the carriageway by a single continuous white line will allow opposing cars to pass by crossing the white line, therefore no passing places will be needed. Signage would indicate to drivers and footway users that vehicles may cross the white line to pass oncoming vehicles when it is safe to do so. A knee rail fence may be needed on east side to prevent passing cars from running on the grass and the filter drain on that side.

Pedestrian, cycle and wheelchair symbols on the footway will make it clear that this area is not for driving on unless passing.

3. Road Construction

The table below presents examples of surfacing for the new road.

Surface Type	Cost per sqm*	Maintenance	Recommendation
Tarmac / Asphalt	£45.00	Low	✓
Porous Surfacing	£60.00+	High	×
Concrete	£70.00	Low	×
Block Paving	£210.00	High	×

Bitumen macadam (tarmac) road surfacing is recommended as being:

- relatively low cost
- low maintenance
- simple to drain
- aesthetically pleasing

Owing to the narrow width, edging blocks would be needed for shoulder support.

* *Tradesmen Costs, 2021. How much does a Tarmac driveway cost? 2021 price guide. [Online] Available at: <https://tradesmencosts.co.uk/tarmac-driveway/> [Accessed 14 January 2021].*

4. Road Alignment

The main criterion is to minimise land take and reduce the impact of the road on the park.

A generous offset from tree/hedge root zones, say 5m, is recommended to allow for future growth.

Adequate forward visibility will be provided.

5. Safety and Speed Control

Traffic calming measures will be needed to control vehicle speeds. Round-top road humps according to the NCC Traffic Calming Design Guide are recommended. Up to 7 No will be needed, set at a maximum of 50m spacing.

A knee rail fence with occasional gaps will be located along the west side to prevent park users from running onto the drive.

6. Access Control

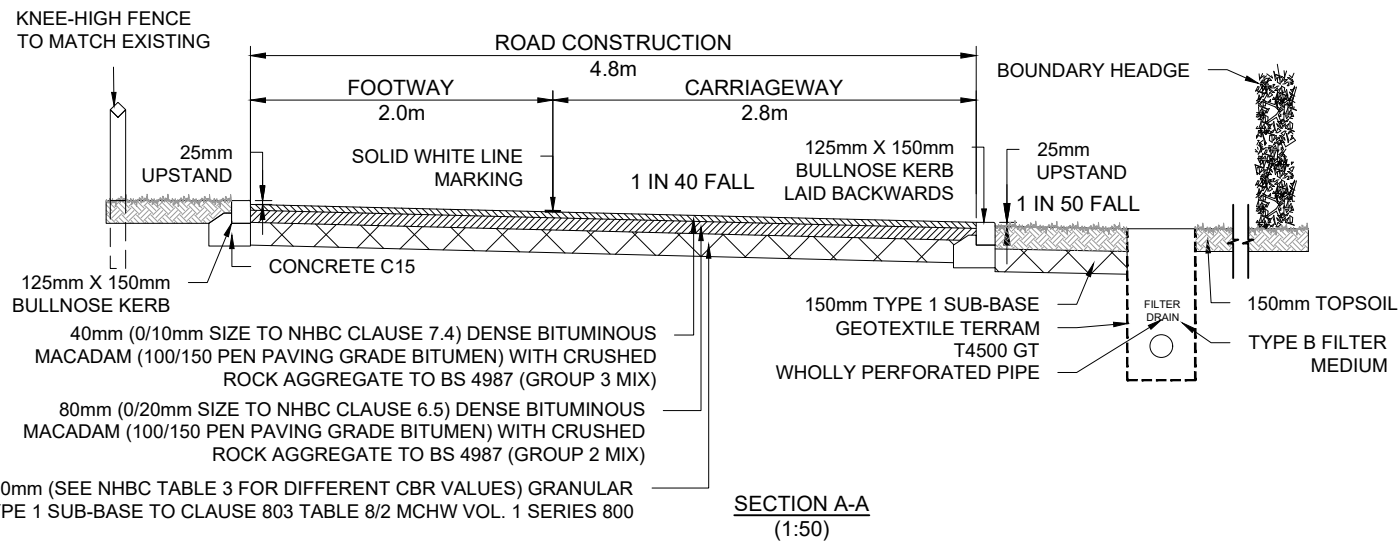
Lifting barrier gateways will be located at each end of the drive. The relatively narrow width of the gateways, say 3.0m, will assist with speed control.

7. Drainage

The drive will have a crossfall of 1 in 40 towards the east side where a filter (French) drain will be located about 1m from the edge.

The drive surfacing will be set flush with the grassed surface on either side without any kerbs or other barriers so as to allow runoff to cross from the park.

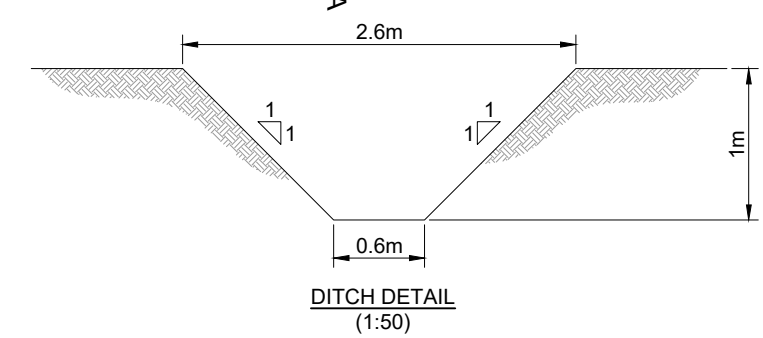
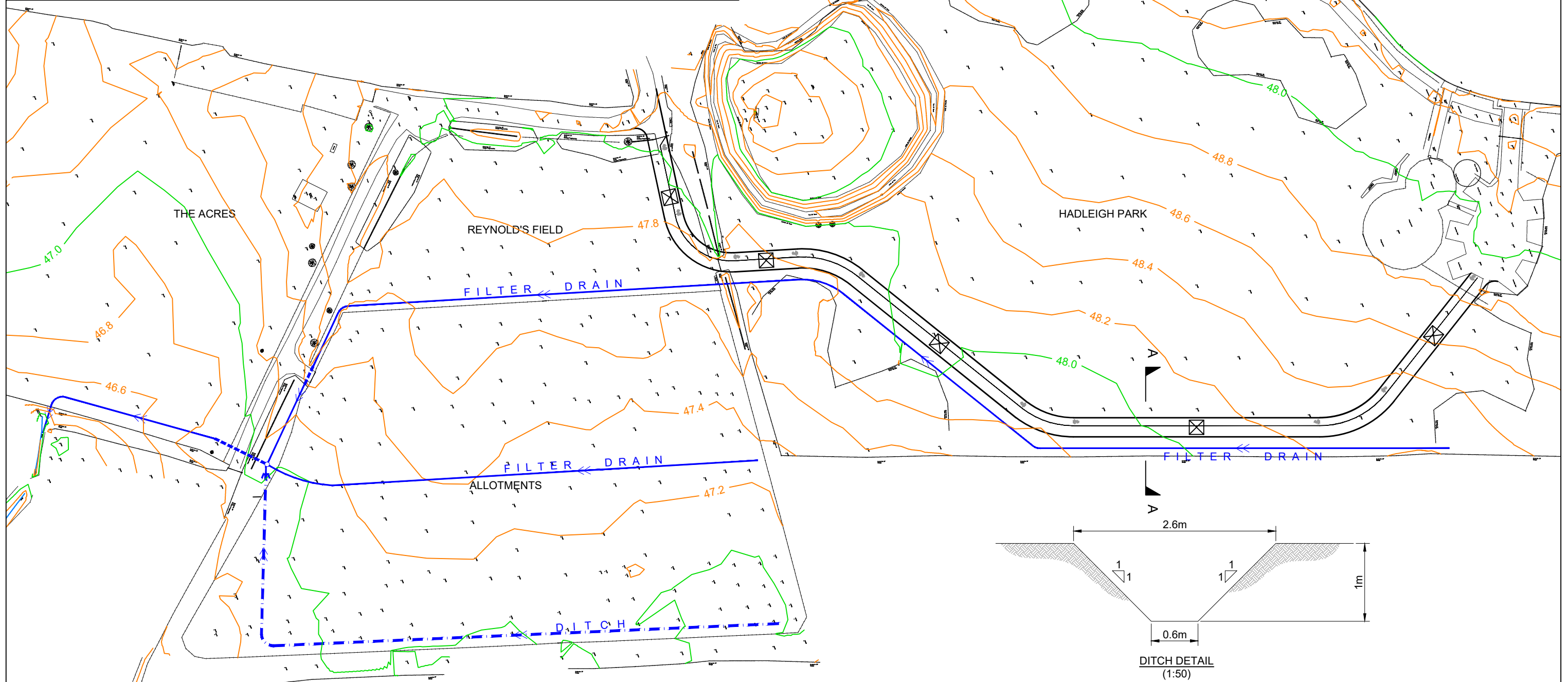
The filter drain will fall towards the south where it will connect to similar drainage from the Reynold's Field allotments and outfall to the Cotton Mill Dyke from The Acres.



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- KEY:**
- ROUND-TOP ROAD HUMPS (3.7m LONG X 70mm HIGH)
 - DITCH WITH HEADWALL
 - FILTER (FRENCH) DRAIN
 - CULVERT



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REV	DATE	NAME	CHECK	NOTES
P1	22/01/21	AJS	SR	DRAINAGE REVISED



CLIENT:
FARNSFIELD PARISH COUNCIL

PROJECT:
FARNSFIELD ACRES DEVELOPMENT

DRAWING TITLE:
HADLEIGH PARK DRIVE - GENERAL ARRANGEMENT

DRAWING STATUS:
FOR INFORMATION

DRAWN: AJS
CHECKED: SR
APPROVED: LDB

DATE:
15 January 2021

DRAWING No:
FPC-1522-01-HW-001

SCALE @ A3:
1:1000

REVISION No:
P1