

Appendix 7 Additional Infrastructure Costs

YEOVIL ECO URBAN EXTENSION – ADDITIONAL INFRASTRUCTURE

Option 1

Element	Comment	Cost
Link from A3088 to Ball's Hill	350m of new road, plus 100m from Balls Hill Junction to Site Area. Stream Crossing Additional earthworks Diversion of OH Electricity	£562,500 £30,000 £50,000 £150,000
Western Avenue	Carriageway width adequate. Wide verges are present although there is a lack of NMU facility. NMU provision Minor junction improvements may be required to remove constraints.	£50,000 Not costed
Western Avenue / Thorn Lane Junction	Existing T-junction revised to 3 arm roundabout. Relocation of Gas Valve Compound may be required.	£562,500 £500,000
From Junction to Site Access Point along Thorne Lane	600m of new road, no structures or additional earthworks. Diversion of OH BT lines.	£750,000 £100,000
Thorne Lane from Western Avenue to Larkhill Road	Length 800m. Improvement/widening may be required as part of "orbital routing improvements". No existing verge/footway on north side and no cycleway, improvement/widening would not require any structures or significant earthworks. OH Electric apparatus would need diverting. Minor junction improvements at Larkhill Road may be required to remove constraints	£500,000 £100,000 Not Costed
Thorne Lane from Larkhill Road to A37	Length 900m. Improvement/widening may be required as part of "orbital routing improvements". No existing footway on north side and no cycleway, improvement/widening would not require any structures or significant earthworks. New junction or junction improvement at Tintinhull Road may be required to remove constraints	£100,000 £500,000
Larkhill Road	Carriageway width adequate. Wide verges are present although there is a lack of cycleway facility. Cycleway provision Minor junction improvements may be required to remove constraints	£70,000 Not costed
Sub-total		£4,025,000
Contingencies and Preliminaries		20% 805,000
Total		£4,830,000

Option 2

Element	Comment	Cost
Link from A37 to Site Area	Length 200m from A37 Junction to Site Area. Stream crossing Additional earthworks, a significant embankment may be required as existing ground falls rapidly away from A37.	£250,000 £30,000 £100,000
Marsh Lane	Length 300m from Combe Street Lane to Access Point. Existing road narrow and widening to 7.3m would likely result in loss of Residential Property on west side (6 No.) No structures or significant earthworks required. Existing simple T-Junction with Combe Street with little space to improve. Analysis required to ascertain new layout. Assume that access to Option 2 Point of access in marsh Lane is from proposed A37 junction and extension of above.	Not costed
Extension of Link from A37 to Marsh Lane Access Point	Length 200m from A37 Junction to Site Area. Additional earthworks.	£250,000 £50,000
Stone Lane	Length 100m from Combe Street Lane to Access Point. Existing road narrow and widening to 7.3m would likely result in loss of Residential Property, (5 No.) Access to Site at this location will likely result in loss of existing Residential Property.	£125,000 Not costed
Combe Street Lane	Improvement/widening to carriageway not required, but as part of "orbital routing improvements", NMU facilities may be added, although there is little width within the existing highway corridor to achieve this. There is direct private property access throughout. There is footway on both sides, 1.8m - 2m wide. Minor junction improvements at may be required to remove constraints	Not costed Not Costed
Sub-total		£805,000
Contingencies and Preliminaries		20% £161,000
Total		£966,000

Option 3

Element	Comment	Cost
Lyde Road	Length 2.5km. Improvement/widening to carriageway not required, but as part of "orbital routing improvements", NMU facilities may be added. There are no footways on either side from Mudford Road to Cavalier Way (south) junction, except for crossing point at Runnymede Road/The Grange Junction. Other minor junction improvements to remove any constraints may be required.	£300,000 Not costed
Access to Site Area from Lyde Road	There is a new roundabout junction into a housing development, Wyndham Park, at the location identified as an Access point for Option 3. This can be utilised to gain access to the Site Area. Length 600m to Site Area. Structures over River Yeo Structure over Railway Line Additional earthworks, as existing ground has steep falls. OH Electricity in vicinity	£750,000 £300,000 £500,000 £150,000 £200,000
Sub-total		£2,200,000
Contingencies and Preliminaries	20%	£440,000
Total		£2,640,000

Option 4

Element	Comment	Cost
Newton Road	Width of existing road less than 7.3, but 2 vehicles can pass comfortably, even with poor horizontal alignment. Road markings have been upgraded recently. There is no footway on either side and very little in the way of verge width. Improvement/widening to 7.3m and provide over a Length of 1.3km to Access Point with footway/cycleway facilities. 2 new footway cycleway structures are required over the car park link at the Leisure Park. Extensive earthworks and possibly retaining walls, as existing road is on a hillside for 600m through Newton Copse.	£1,625,000 £500,000 £1,000,000
Sub-total		£3,125,000
Contingencies and Preliminaries	20%	£625,000
Total		£3,750,000
Alternative access via Two Towers Road	Existing Ghost Island Junction with A37 will need analysis to ascertain new layout. Assume 4 arm roundabout incorporating Little Tarrat lane. Improvement/widening to 7.3m and provide over a Length of 1.5km to Access Point with footway/cycleway facilities. No structures or significant earthworks required. A37 into Yeovil has limited NMU facility	£870,000 £1,875,000 Not costed
Sub-total		£2,745,000
Contingencies and Preliminaries	20%	£549,000
Total		£3,294,000

Option 5

Element	Comment	Cost
Access to Site east of A30 (Lane to Holywell)	150m of new road with footway/cycleway facilities to Site Area. No structures or significant earthworks required. Alignment and Access Point location may involve residential property loss. OH BT lines. Access to East Coker to be maintained.	£187,500 Not costed £100,000 Not costed
Camp Road	Improvement/widening to 7.3m and provide over a Length of 800m to Access Point with footway/cycleway facilities. No structures or significant earthworks required. A30 from Yeovil has limited NMU facility	£1,000,000 Not costed
Alternative access using Gooseacre Lane	A30 has no NMU facility from A3088 junction to Uplands Terrace. From there to Gooseacre Lane there is a narrow footway on north side. Near vertical banks on both sides of A30. Existing Ghost T-Junction with A30 will need analysis to ascertain new layout. Assume 3 arm roundabout, although there is restricted space and visibility and any junction improvement is likely to mean the demolition of a residential property. Length of lane 600m to Access Point If widened no structures or significant earthworks required.	Not costed
Sub-total		£1,287,500
Contingencies and Preliminaries		20% £257,500
Total		£1,545,000

Option 6

Element	Comment	Cost
Sandhurst Road into Yeovil Road	Existing T-Junction with A37 will need analysis to ascertain new layout. Assume 4 arm roundabout incorporating Forest Road, although there is limited space Length of road 700m to Site Area. Existing width less than 7.3m, at junction with lower Wraxhill Road the width is 6.1m. If widened access to properties could not be achieved as there is a significant level difference between the east and west frontages. A30 has limited NMU facility. This road is not suitable to be upgraded as an access and would likely need traffic calming measures to be put in place to discourage use.	Not costed Not costed
Alternative access with a link from the A37	750m of new road with footway/cycleway facilities linking Access point with proposed new junction on A37. No structures or significant earthworks required.	£937,500
Sub-total		£937,500
Contingencies and Preliminaries		20% £187,500
Total		£1,125,000

Notes

Costs Exclude, Traffic signals, planting, vehicle restraint systems, demolitions, VAT, land cost and future variation in price.

Preliminaries have been assumed at 10% as it is assumed the Developer will have committed to setting up site for the purpose of constructing the main site works. The implication is that not all preliminary costs are attributable to the main access roadworks.