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Enquiries To Matt Grantham

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Your reference F/23/96527

Date 11 January 2024

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Dear Mrs Errington,

**land between Allington Manor Farm, Roddington Forge & Chalcroft Farm,
Allington Lane, West End, SO30 2HU**

Development of Solar Farm and Battery Storage with combined maximum grid export capacity of 27 MW, including solar panels, containerised battery storage, security fencing, CCTV cameras, internal access tracks, underground cabling, inverters, substations, grid connection, environmental enhancement measures and other ancillary development

In regard to application F/23/96527, having reviewed the information contained within the application pack, whilst there would be no objection in principle to the proposals from a highway perspective, clarification on certain elements of the proposal is required as outlined below.

ACCESS:

It is understood that the overall site will essentially be split in two for the construction phase, with the east west rail line segregating the two halves of the proposed solar farm, due to the narrow nature of the rail overbridge on Allington Lane. It is proposed that vehicles will access the site from the highway as follows:

Northern Route:

For areas of the solar farm to the north of the rail line, it is proposed that construction traffic will access via the M27 junction 7 strategic road network, and then head north via the A334 Charles Watts Way and the B3342 Tollbar Way. traffic will then head

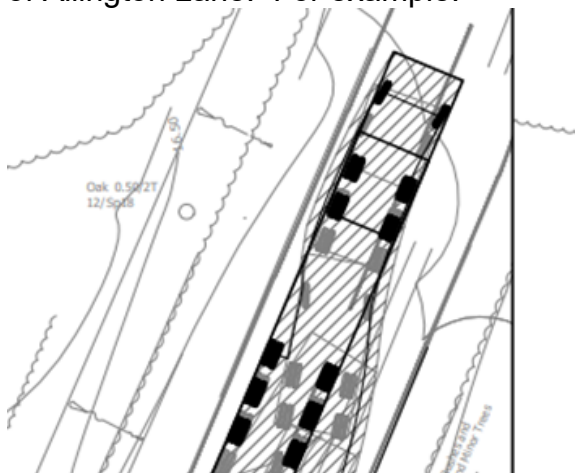
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westwards onto Chalcroft Way where a 'to be constructed' link road across to Allington Lane can be reached via the roundabout adjacent to the Chalcroft Business Park.

The 'to be constructed' link road exits onto Allington Lane via the existing 3-arm roundabout that has been constructed as part of the One Horton Heath development currently under construction. From this roundabout, construction traffic will head south for approximately 800m on Allington Lane, where an access is to be provided both east and west into the adjacent fields upon which the solar farm will be situated.

This route is generally acceptable, utilising roads and junctions that are easily capable of accommodating vehicles of the size required to bring construction materials into the overall site. There are however concerns.

1. The to be constructed link road is an unknown element at this stage, in terms of what will the road be constructed of at the time of utilisation. If complete with the final surface in place, then there will be no issues with the surface, however if it is still temporary then there is potential for mud and debris to be tracked onto the highway as construction vehicles travel on and off of it. For this reason, details of wheel washers and road sweepers will be required prior to works starting;
2. If the road has been completed prior to the start of the solar farm construction works, then a vehicle tracking exercise will need to be undertaken to ensure that the geometries of the road are suitable to accommodate the large delivery vehicles that will be utilised.
3. Vehicle tracking of the articulated vehicles to be utilised has been provided which demonstrate the movement in and out of the temporary construction access points to the east and west sides of Allington Lane. Whilst generally acceptable, the tracks do demonstrate that (a) movement onto the opposing side of the carriageway is required due to the radius of the kerbing proposed, and (b) that the vehicle appears to take up more than half of the carriageway width when travelling on at least the localised section of Allington Lane. For example:



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It would therefore be requested that updated tracking drawings are provided which demonstrate that the above issues are just drafting errors and can be overcome. Clearly the route needs to accommodate two way traffic at all times, and this would include for the articulated vehicles.

4. Whilst the two access points off Allington Lane already exist as Farm Gate accesses, both will require improvements to the surfacing in order to be able to take the weight and frequency of the construction traffic without breaking up and affecting the integrity of the adjacent highway. As such, applicants should be made aware that they will need to apply for Temporary Construction Access permits, part of which will require surface improvements. Details of this process can be found via the following link:

<https://www.hants.gov.uk/transport/developers/section-278>

Southern Route

For areas of the solar farm to the north of the rail line, it is proposed that construction traffic will access via the M27 junction 5 strategic road network, and then head south via Wide Lane and the eastwards via the A27 Mansbridge Road. At its roundabout junction with Allington Lane, construction vehicles will then head north on Allington Lane through to the private Hogwood Lane on the western side.

This route is acceptable, with adequately sized highways and a bellmouth priority junction into Hogwood Lane which has adequate visibility when exiting.

It is noted again however that the access junction (Hogwood Lane) is breaking up to some extent, and again this will need to be repaired to a suitable standard prior to construction commencing in order to preserve the integrity of the adjoining highway.



Once onto the private Hogwood Lane itself, access into the solar farm construction site will be off the northern edge approximately 40.0m from the highway. This is acceptable, as it will provide adequate clearance from the highway before any potential stop and access points prior to site entry. Any such points should however be located a minimum of an articulated vehicle distance from the highway edge.

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Again however, wheel washers and road sweepers will need to be in place to ensure no mud or debris is tracked onto the highway causing a potential skid issue.

CONSTRUCTION TRAFFIC VEHICLE FLOWS:

As outlined in the submitted Traffic and Transport Assessment, it is anticipated that at its peak, construction traffic is likely to consist of a maximum:

- 6 daily HGV deliveries (12 two-way HGV trips); and
- 15 staff working on site (max 30 two-way vehicle trips)

As such, the maximum construction traffic impact on the local highway network would be anticipated to be 42 two-way daily trips, made up of 21 trips into site and 21 trips out.

Given the existing level of vehicle flows which currently travel on the roads outlined as to be utilised by the construction traffic, it is not anticipated that this temporary increase will have a significant affect on the local highway network, and as such no concerns are raised in this regard.

CONDITIONS:

As outlined above, routes in and out of site, along with proposed access points and measures such as wheel washes and road sweepers will all need to be fixed as part of the application. These are covered within the associated 'Traffic & Transport Assessment including Draft Construction Traffic Management Plan'. Given the importance of the document, it would be requested that it be conditioned to ensure it is fully adhered to during the construction phase, should the application be permitted.

Additionally it would also be requested that the following conditions are applied:

TEMPORARY ACCESS CONSTRUCTION PROVISION

No development shall start on site until the temporary access(es) from Allington Lane, including the footway and/or verge crossing shall be constructed and appropriate lines of sight provided in accordance with the approved plans. The lines of sight splay shown on the approved plans shall be kept free of any obstruction exceeding 1 metre in height above the adjacent carriageway and shall be subsequently maintained for the duration of the temporary use.

Reason - To provide satisfactory access and in the interests of highway safety.

ACCESS CONSTRUCTION PROVISION

No development shall start on site until the site access onto Hogwood Lane has been repaired to an agreeable standard between its junction with Allington Lane and the proposed site access off of Hogwood Lane. This shall be subsequently maintained

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thereafter.

Reason - To provide satisfactory access and in the interests of highway safety.

GATES SET BACK PROVISION

Any gates provided shall be set back a distance of 18.0m from the edge of the carriageway of the adjoining highway.

Reason - In the interests of highway safety.

Yours sincerely,

Matt Grantham

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