



Loco₂gen
Renewable energy specialists

Locogen Consulting Ltd

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08 April 2024

Dawn Errington

Principal Planning Officer

Eastleigh Borough Council

Public Right of Way Route Details

Dear Dawn,

Locogen have undertaken consultation with the Applicant regarding the proposed Public Right of Way (PRoW) provisions for the following Proposed Development - F/23/96527 Land between Allington Manor Farm, Roddington Forge and Chalcroft Farm, Allington Lane, West End, SO30 2HU.

The following information sets the Applicant's proposals regarding public access.

The land to the north of the railway line (highlighted purple within Figure 3 attached to this document) will remain undeveloped and will be made available for future use for public access, in perpetuity, as a result of the Proposed Development. This land will therefore be available for future use within the wider strategic plans for improving public access towards Eastleigh. This conforms with the following Strategic Policies as outlined in the Eastleigh Borough Council Local Plan¹:

- Strategic Policy S11 Transport and Infrastructure; and
- Strategic Policy S12 Strategic footpath, cycleway and bridleway links.

To confirm, the area made available will run from Allington Lane to the western boundary of the Client's landownership. There is no proposed right of access through the railway line underpass. It is also assumed that the costs to construct and maintain any public access in this area would not be the responsibility of the Applicant.

The land to the south of the railway line, which traverses the eastern boundary (highlighted green in Figure 3) will be developed as a PRoW. This is henceforth detailed as 'the Route'. It is considered that the Route will provide members of the public with a safer means of travelling south from Foot Path 3 and Foot Path 4 (FP3 & FP4) onto Allington Lane and Hogwood lane.

¹ Eastleigh Borough Local Plan (2016-2036) Adopted April 2022. <https://www.eastleigh.gov.uk/media/11806/to-be-published-final-local-plan-april-2022-v4.pdf>

The Applicant will ensure, as covered within suitably worded condition(s), that the following will take place along the Route:

- There will be suitable signage and gates placed at the entrances to the Route;
- The Route will be built in line with Hampshire County Council's recommended dimensions for a bridleway (2.5m), or a minimum of 1.5m for a footpath²;
- A lump-sum funding for the development of the Route will be made available by the Applicant, with maintenance and upkeep to be undertaken by the Development Owner; and
- Screening can be developed between the border of the Solar Farm (fence line) and the Route.

The Applicant wishes to ensure that the wording of any condition does not make the delivery of an operational PRoW a pre-commencement obligation.

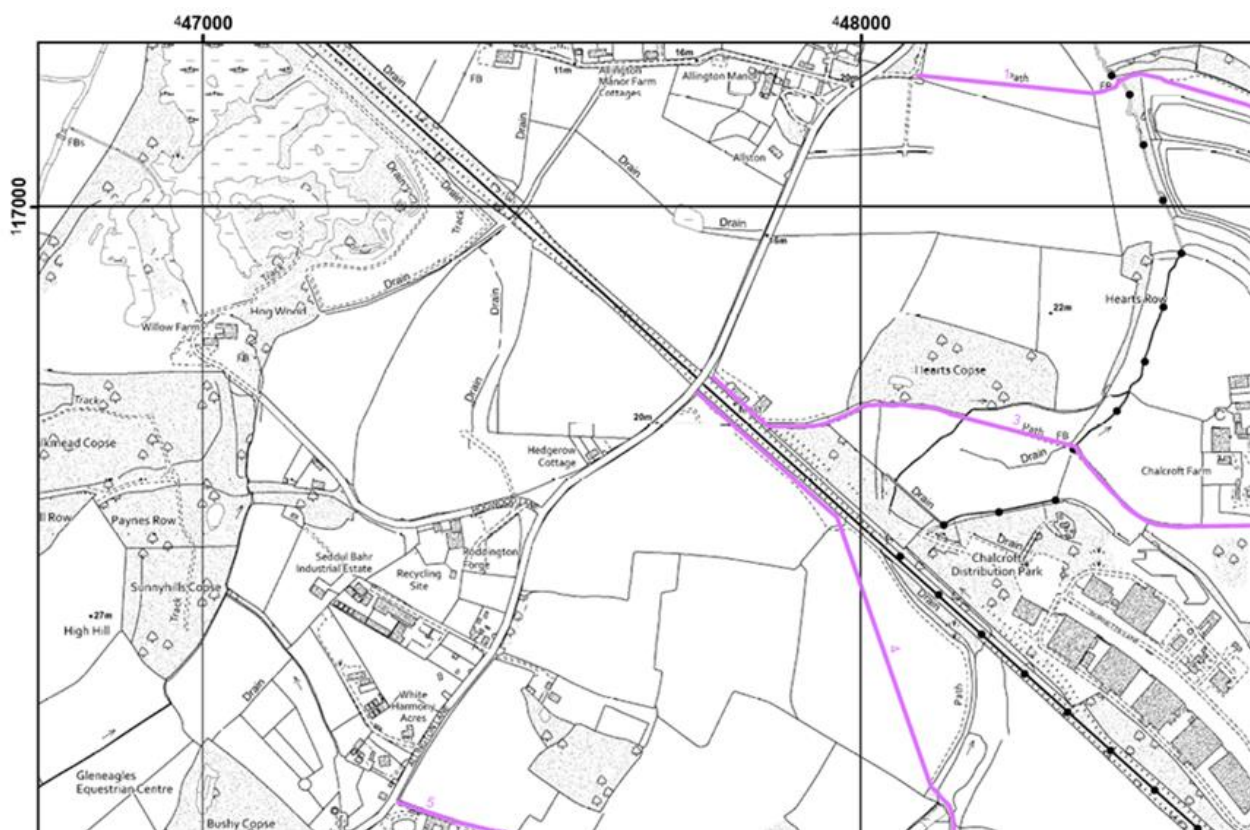


Figure 1. Extract from the Hampshire County Council (s.57(3) Wildlife and Countryside Act 1981) Definitive Map of Public Rights of Way 2008³.

² Hampshire Countryside Service: Paths, Width, Heights and Gaps (2024). <https://documents.hants.gov.uk/countryside/designstandards-pathwidths.pdf>

³ HCC Map of Public Rights of Way. <https://maps.hants.gov.uk/rightsofwaydefinitivemap/>



Figure 2. HCC PRoW with named labels.

Locogen also wishes to clarify the following points produced by Consultees in relation to access and PRoW;

Hampshire County Council Urban and Landscape Design (formal response 09/04/2024):

Regarding the additional planting along the PRoW Route option (as described above), the details of the specific planting will be outlined at a later date within a defined Landscape Management Plan. Native planting and similar species to pre-existing treatment will be utilised.

Hampshire County Council Countryside Planning Consultation (draft email Pers Comm 18/03/2024):

Points 4 and 8. There is no anticipated direct impact on the existing FP3. FP3 currently has a temporary closure notice. It is anticipated that when this footpath re-opens, there will be substantial screening in-place as a result of the proposed Solar Farm development, and from existing screening which will mitigate the wider visual impact (Figure 1, Figure 2).

It is noted in paragraph 1.10 of the Landscape and Visual Impact Assessment (LVIA) that 'the possible views from many of these locations are often glimpsed and fleeting in nature'. Specifically in regards to FP3, as detailed in Figure 1.1 'Proposed Mitigation Planting' a proposed 'Screen Planting Mix' is recommended, the full details of which will be outlined within a defined Landscape Management Plan. This screening will reduce the visual impact of the Solar Farm upon Footpath 3. There is also existing screening for FP3 in the form of 'Hearts Copse'. It is anticipated that the existing screening, with the addition of the Screen Planting Mix will therefore be sufficient.

The LVIA refers to the importance of footpath and bridleway creation and inter-connectivity of key destination, including country parks (such as Itchen Valley Park) and transport infrastructure routes.

Point 5. Metal fences circa 2m tall are the recommended norm on Solar Farm sites, due to an uplift in rural crime, specifically targeting the solar panels, battery storage units and the electrical cabling⁴. As such the proposed screening will enable a rural sense of place alongside the fencing which maintains appropriate security and safety for the Proposed Development.

Point 6. It is assumed that by securing the PRow land to the north of the railway line and to the west of the Development, suitable connectivity between the existing footpaths will be enabled as part of the wider Eastleigh Borough Council developments.

Planning Policy Team (formal response 04/01/2024):

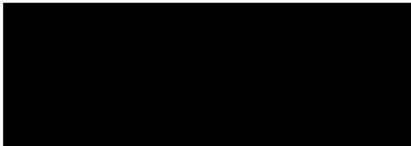
As set out above, there will be no adverse impacts as a result of the Proposed development upon the existing and proposed PRowS (FP3 and FP4). It is Locogen's position that the proposed screening mitigation plan to be developed will provide sufficient integration of the Solar farm into the surrounding landscape and the proposed route.

Eastleigh Ramblers (formal response 28/12/23):

The Applicant is of the view that the proposed route set out above achieves a better overall outcome to the previously suggested route ('Option 1') as set out in page 25 of the Planning, Design and Access Statement on the basis that Hogwood Lane and Allington Lane are both accessible from the southern entrance of the Route.

We hope this information set out is acceptable to the consultees regarding public access provisions and addresses the key queries and concerns of these consultees.

Yours faithfully,



Amy Talbot

Consenting Manager

⁴ Countryside Landowners Security. <https://www.clsonline.co.uk/blogs/rural-crime-news/solar-theft-why-is-it-on-the-rise-and-how-can-farms-protect-themselves>

Figure 3. Attached PDF of Public Rights of Way development land secured

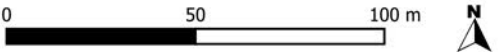
Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation.



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Legend

- Planning Boundary
- Existing PROWs
- Route 1 - Proposed PROW Secured Areas
- Route 2 - Proposed PROW Secured Areas
- Solar Layout**
- Panels (3.2m)
- Panels (3.6m)
- Access Track
- Temporary Access Track
- Existing Access Track to be Upgraded
- Security Fencing
- Access Gates
- CCTV
- Customer Substation
- DNO Substation
- Storage Building
- Communication Building
- Storage Container
- Inverter and Transformer Stations
- Battery Container
- Battery Interface Cabinet (BIC)
- Transformer Switch Gear Unit
- PCSK
- HV Switchgear & Control Room
- Auxiliary Transformer
- Meter Box
- Temporary Compound



A3 Horizontal Scale 1:2,000

CRS: British National Grid (EPSG:27700)

Produced: Emma Ballantyne
Reviewed: Amy Talbot
Approved: Amy Talbot

Date: 21/03/24 Revision: 2.0

8121-DRW-PLN-0002-Proposed PROWs Secured Area-v2.0

Allington Lane Solar Farm
Proposed PROWs Secured Area

Locogen Consulting Ltd