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Enquiries to	Joe Malone	My reference	JM 6/3/5/1 (APP 300)
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Date	10 th December 2013	Email	Joe.malone@hants.gov.uk

For Attention of James Jenkison

Dear Sir,

Solar Panel Farm off Belney Lane, Denmead

Further to my previous letter regarding the above site which raised concerns about the suitability of the construction route that encompasses Pitmore Lane, Pigeon House Lane and Belney Lane to safely accommodate the construction related vehicles that will be accessing the site, I can confirm that the applicant has submitted additional information.

The applicant has proposed a series of measures to address those concerns which, for reference were; location of the access, lack of passing places and resulting verge damage, lack of visibility at corners on Pitmore Lane and management of deliveries to avoid two delivery vehicles meeting.

Access

The 3 sites; Parcel A, Parcel B and Parcel C are served from Belney Lane and the applicant has provided visibility splays and swept path tracking drawings for each access. An Automatic Traffic Count (ATC) was also carried out to measure speeds and count the number of vehicles travelling along the route.

The ATC which was undertaken for a period of one week in November showed that the number of vehicles using the route was relatively low with approximately 100 vehicles recorded on average per day. Speeds were measured and show the 85th percentile speed being between 35 and 38mph.

*Director of Economy, Transport and Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI*

Parcel A which is the northern most site access has recorded 85th percentile speeds passing it of 38.7mph northbound and 36.9mph southbound. Speeds of this level are on the boundary of two road design guidance documents; These being Design Manual for Roads and Bridges (DMRB) and Manual for Streets (MfS). MfS criteria usually apply to situations where recorded speeds are less than 37.5mph. Where speeds are recorded at 37.5mph a visibility of 2.4m x 59m is suitable. Parcel A has a visibility splay of 2.4 x 44m to the south and based on the recorded 85th percentiles speeds is considered to be insufficient, whether using DMRB or MfS criteria.

However, the speed survey was not carried out at the exact location of the access and due to the access being situated on a bend speeds may be lower across the access thus requiring a lesser visibility splay. Together with the low level of traffic flows (approximately 100 per day) using Pitymore Lane and Belney Lane and the temporary nature of the intensively trafficked part of the scheme it would be appropriate for the visibility splays to be in line with MfS rather than DMRB. It is also worth noting that the delivery vehicles (HGV's) are large and the driver sits higher than a car driver and are likely to be more visible than light traffic and are also able to see over the tops of hedgerows when leaving the accesses. Temporary signage will also be provided at the sites access and on the wider construction route.

In the longer term the expected traffic movement at the site will be very low indeed (10 -20 trips per year). The provision of the 2.4m x 59m splay will continue to be suitable, indeed a set back of 2m would be appropriate in the longer term meaning the available visibility would be greater than 59m.

Visibility for Parcel B is shown on drawing H481/18 to have visibility splays that are in excess of what is required. Parcel C site access has been shown to have a visibility splay of 2.4m x 34m to the north however with recorded 85th percentile speed of 35mph (northbound and southbound) requires a visibility splay of 2.4m x 48m. This should also be secured by planning condition and its provision may result in some vegetation removal.

The applicant has provided details of how the accesses will need widening and strengthening to accommodate the large vehicles turning in and out. Again this detail can be agreed through conditions and the CTMP (Construction Traffic Management Plan) and the works undertaken through a suitable legal agreement with Hampshire County Council prior to commencement.

Construction Route

Concerns were raised in my original response regarding the construction route. The majority of the route is single track carriageway with a limited amount of passing spaces should two vehicles travelling in opposing directions meet. This could result in damage to verges as well as an inconvenience and potential safety risk.

The applicant has produced an assessment of passing spaces and identified additional locations for passing spaces on Pitymore Lane and Belney Lane with approximately 150m between each passing space. The furthest distance

between the parking spaces is on the west/eastbound stretch of Pitymore Lane which is approximately 350m to the nearest possible passing space. Whilst the additional information highlighting existing passing spaces is welcome, it will be necessary to identify a further passing space in line with forward visibility along the east-west stretch of Pitymore Lane straight section so that vehicles can pull aside safely for an oncoming vehicle. This can be covered by a Grampian style planning condition which I will recommend.

Where passing spaces have been identified, the applicant will strengthen the verge under suitable legal agreement from Hampshire County Council. This is considered acceptable by Hampshire County Council.

Concern was also raised about the tight and blind corners on Pitymore Lane. Swept path drawings have been provided that show HGVs can navigate around the corners on Pitymore Lane. An area of verge has been identified where construction traffic may need to overrun and there is evidence that this takes place already. The applicant will permanently strengthen that area.

It is not possible to increase forward visibility of 25 metres through the bend due to the mature vegetation on the inside of the bend. The applicant has proposed a signage strategy to warn other road users of construction traffic along the route. The signing strategy is considered appropriate and will provide suitable warning to all road users at these locations where, due to the constraints of the road layout, vehicles speeds are likely to be low.

In order to provide certainty that the use of Pitymore Lane and Belney Lane for construction access will not detrimentally impact on the highway, a condition survey of the road will be carried out in advance of construction, to identify and catalogue its current condition. Any damage caused to the highway during the period of construction would be required to be remediated. A condition would be required to secure this.

Management

The applicant has provided further details on the management of the deliveries through the Construction Environmental Management Plan (CEMP).

The peak period of construction deliveries has been revised from 19 deliveries per day for a two week period to 5 – 7 deliveries per day being spread out over approximately 3 and a half months.

The timings of deliveries will be scheduled due to there being one main logistics supplier to avoid construction deliveries meeting each other on the construction route; however the CEMP will need to expand on the measures to be taken to avoid an HGV leaving the site (if one was late in leaving the site for instance) and meeting another on the construction traffic route.

Recommendation

I am satisfied that suitable accesses can be provided and a suitable construction traffic management plan can now be secured by condition to

address the concerns I previously raised. There are still important matters of detail to be agreed such as the vegetation clearance needed to achieve the visibility at the site access and the provision of extra passing places but these can be addressed through a condition. I raise no objection to this application from a highways and transport perspective subject to the following conditions:

- No development hereby permitted shall be brought into use until visibility splays of 2.4m x 59m at the site access of parcel A and 2.4m x 48m at the site access of Parcel C have been provided to the written satisfaction of the Local Planning Authority.

Reason: In the interests of highway safety.

- Prior to implementation of development, a Condition Survey of the local highway network, including Pitmore Lane, Pigeon House Lane and Belney Lane, shall be undertaken and submitted to the Planning Authority. Upon cessation of the development, any remedial works to the local highway network made necessary as a result of the site traffic as reasonably required by the Planning Authority shall be undertaken to the satisfaction of the Planning Authority.

Reason: *In the interests of safety.*

- No development hereby permitted shall be brought into use until a scheme of passing places for Pitmore Lane, Belney Lane and Pigeon House Lane as detailed in this letter and shown as a concept in the PFA Consulting Transport Assessment has been approved in writing and implemented to the written satisfaction of the Local Planning Authority.

Reason: *In the interests of safety.*

- No development hereby permitted shall be commenced until a Construction Traffic Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Traffic Management Plan shall include a detailed strategy for traffic management throughout the construction phase of development which shall include Construction Vehicle Routeing including signage and passing spaces, site parking for contractor's vehicles, provisions to be made for delivery and construction vehicle turning on site, hours of deliveries, a Construction Phase Travel Plan, and measures to ensure that mud and debris is not deposited on the public highway, or other local roads. Once approved, the Construction Traffic Management Plan and Construction Phase Travel Plan shall be implemented to the satisfaction of the Local Planning Authority.

Reason: *In the interest of highway safety and to reduce the traffic impact of the development*

I trust the above is clear but please do not hesitate to contact Joe Malone on the above number should you wish to discuss anything further.

Yours sincerely

Steve Jenkins
Team Leader - Highways Development Planning South & East

Cc Ian Elvin/Nick Culhane – Agency Highway Engineers - Winchester City Council