

WCC PAPER No. 3

Winchester City Councils Comments on Joint Bay Technical Note 7.9.26 (REP6-070)

The Council has reviewed the Joint Bay Technical note submitted at Deadline 6 and has a number of comments on its contents.

There are six joint bays (JBs) located within the Winchester City Council area. The first three are located on agricultural land in the section of the cable route between Lovedean and the Anmore Road Denmead. The Council has no comments to make on these locations.

JB4 is to be located at the western end of field No 13 (see Figure 1 in the Denmead Meadows Position Paper RREP6-072) which lies at the northern end of the Denmead Meadows complex. The Council notes this will result in the permanent loss of a small area of soft ground.

JB5 is to be located on the south side of Hambledon Road opposite Soake Lane. This location is east of the field, which is identified as a potential site for the launch compound for HDD5 (field 14 on Figure 1 in the Denmead Meadows Position Paper RREP6-072). The Council has a number of questions regarding this location for the JB. There is a concern that this location for JB5 will be used to justify or support the location of the HDD5 launch compound to be positioned on the north side of the road in field 3 ((see Figure 1 in the Denmead Meadows Position Paper RREP6-072). The ExA will recall from other representations made by the Council that it supports the location for the launch compound on the south side of the road (field 14). It is considered that the following would help to facilitate that outcome.

The Rights of Way Plans Rev 003 (REP6-011) only shows a single access point on the south side of the Hambledon Road. On that basis, the access to facilitate the construction of this joint bay is assumed to be from the land to the west and along the strip of ground that run parallel to the road.

However, the cables must enter the land off the Hambledon Road and that will result in a break in the hedgerow.

The Council notes that one of the points raised against the use of the southern location for the launch compound is the restriction this imposes on the cable run. However, the Council asks why JB5 cannot be moved further west into the same field as the southern compound location and used to facilitate a sharper change in direction? The distance between JB5 and JB6 at 800m is well within the range of

600m to 2000m for cable lengths presented in section 1.1.1.3 of the Technical Note. Furthermore, as the section is relatively straight, the route characteristics should be favourable to facilitate the winching of the cable through the conduits along this length..

JB6 is shown as straddling the car parking area at the western end of Southview Road and a section of the highway. However, the text alongside the diagram indicates that the JB will be located within the car park. A straddling position would mean the total loss of the boundary hedgerow. Clarification is requested on the precise location of the JB and the temporary land take to facilitate its construction. The Council recognises the constraints in identifying an alternative location within the order limits. However, it considers that the applicant should clear the highway completely.

It is unclear at the present time, exactly how much of the boundary between the car park and the road will be temporarily lost to the project. The Access and Rights of Way plan indicates a new access formed through the boundary.

A concern is raised about the management of the access. The existing junction with Darnel Road is a traffic light controlled T-junction. There is a concern over the proximity of the temporary access to this TL controlled junction. The question is raised whether there is scope for a staggered traffic light controlled junction.

End.

25 January 2021

