



Proposed Residential Development
Land to the South of Funtley Road, Funtley

Agreed Statement on Transport Matters

Between

Reside Developments Ltd/Atherfold
Investments Ltd and Hampshire County
Council

Document Control Sheet

Proposed Residential Development

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1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) on Highway and Transport Matters has been prepared to assist the Planning Inspector at the Public Inquiry in regard to an appeal by Reside Developments Ltd and Atherfold Investments Ltd in respect of land to the south of Funtley Road, Funtley (the " appeal site").
- 1.2 The appeal has been submitted following the Local Planning Authority's (Fareham Borough Council – FBC) failure to determine an outline application (ref: P/20/1168/OA) for residential development on the Appeal Site within the agreed time period.
- 1.3 The outline residential planning application was validated by FBC on 6th October 2020. The agreed description of development is as follows:

"Outline application to provide up to 125 one, two, three and four-bedroom dwellings including 6 Self or Custom build plots, Community Building or Local Shop (Use Class E & F.2) with associated infrastructure, new community park, landscaping and access, following demolition of existing buildings".
- 1.4 Two highway related reasons for refusal have been put forward by FBC, namely:

"The development is contrary to Policies CS2, CS4, CS5, CS6, CS14, CS16, CS17, CS18, CS20 and CS21 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP6, DSP13, DSP15 & DSP40 of the Adopted Local Plan Part 2: Development Site and Policies Plan, paragraphs 130 and 174 of the NPPF and is unacceptable in that:

b) The proposal would not be sustainably located;

h) In the absence of a legal agreement to secure the submission and implementation of a full Travel Plan, payment of the Travel Plan approval and monitoring fees and the provision of a surety mechanism to ensure implementation of the Travel Plan, the proposed development would not make the necessary provision to ensure measures are in place to assist in reducing the dependency on the use of the private motorcar."
- 1.5 This SoCG presents all areas of agreement on Highway and Transport Matters between the local highway authority (Hampshire County Council - HCC) and the Appellants, Reside Developments Ltd and Atherfold Investments Ltd. HCC is the relevant statutory consultee for transport and highway matters, which includes the accessibility and sustainability of the Appeal Scheme in transport terms.
- 1.6 The remainder of this SoCG consists of:
 - ▶ Section 2 – background detail including discussions with HCC to-date, planning history of the site, and the reasons for refusal;
 - ▶ Section 3 - The appeal site context, including access to non-car modes of travel and amenities;
 - ▶ Section 4 – The appeal site proposals, including access arrangements and parking provision;
 - ▶ Section 5 – Summarises a series of agreed mitigation measures;
 - ▶ Section 6 – Summarises the trip generation and traffic impact of the proposal;
 - ▶ Section 7 – Sets out any outstanding matters to be agreed; and
 - ▶ Section 8 – A declaration from both Motion and HCC.

2.0 Background

- 2.1 Extensive discussions have taken place with HCC during the planning application process. This includes formal written responses from HCC dated 17th December 2020, 22nd February 2021, and 7th December 2021. Motion has produced various highway related reports to respond to comments raised by HCC, which has culminated in HCC confirming in their 7th December 2021 letter that:

"The applicant has provided sufficient information to address points previously raised. The highway authority raises no objection to this application, subject to the following condition and obligations..."

- 2.2 The obligations include various measures to mitigate the impact of the development which are summarised in this SoCG. It also includes a condition requiring the preparation of a Construction Management Plan prior to commencement of works on site.

Planning History

- 2.3 The site benefits from outline planning consent for a residential development of 55 dwellings (planning application reference: P/18/0067/OA), which sought vehicular access from an upgraded existing access junction.
- 2.4 Formal planning consent was granted in August 2020. The planning consent included various mitigation measures to address its impact in highways terms, which included:

- ▶ To secure the provision of a pedestrian and cycle public right of way through the site from Funtley Road (north) to Thames Drive (south); associated works to upgrade the bridge over the M27 motorway (including structural survey) and commuted sum for future maintenance. These works have been completed, with a temporary permissive path accessible through the site;
- ▶ To secure a financial contribution towards the production of school travel plans in the area (£15,000);
- ▶ To secure a financial contribution toward the revision of the existing traffic regulation order (TRO) to allow the speed limit restrictions on Funtley Road to be amended (£5,000); and
- ▶ To secure the submission and implementation of a travel plan.

Current Reason for Refusal

- 2.5 This appeal has been submitted following the Local Planning Authority's (Fareham Borough Council – FBC) failure to determine an outline application (ref: P/20/1168/OA) for residential development on the Appeal Site within the agreed time period.
- 2.6 Two highway related reasons for refusal have been put forward by FBC, namely:

"The development is contrary to Policies CS2, CS4, CS5, CS6, CS14, CS16, CS17, CS18, CS20 and CS21 of the Adopted Fareham Borough Core Strategy 2011 and Policies DSP6, DSP13, DSP15 & DSP40 of the Adopted Local Plan Part 2: Development Site and Policies Plan, paragraphs 130 and 174 of the NPPF and is unacceptable in that:

b) The proposal would not be sustainably located;

h) In the absence of a legal agreement to secure the submission and implementation of a full Travel Plan, payment of the Travel Plan approval and monitoring fees and the provision of a surety mechanism to ensure implementation of the Travel Plan, the proposed development would not make the necessary provision to ensure measures are in place to assist in reducing the dependency on the use of the private motorcar."

3.0 Site Context

- 3.1 The appeal site is located to the west of the village of Funtley, and north of the M27 motorway. The M27 provides access towards Portsmouth and the A3 to the east, as well as the M3 and Southampton to the west. The A3 and M3 both route from the south coast to London.
- 3.2 Fareham town centre is located approximately 3.2 kilometres south-east of the site. The strategic site location is shown below in **Figure 3.1**.

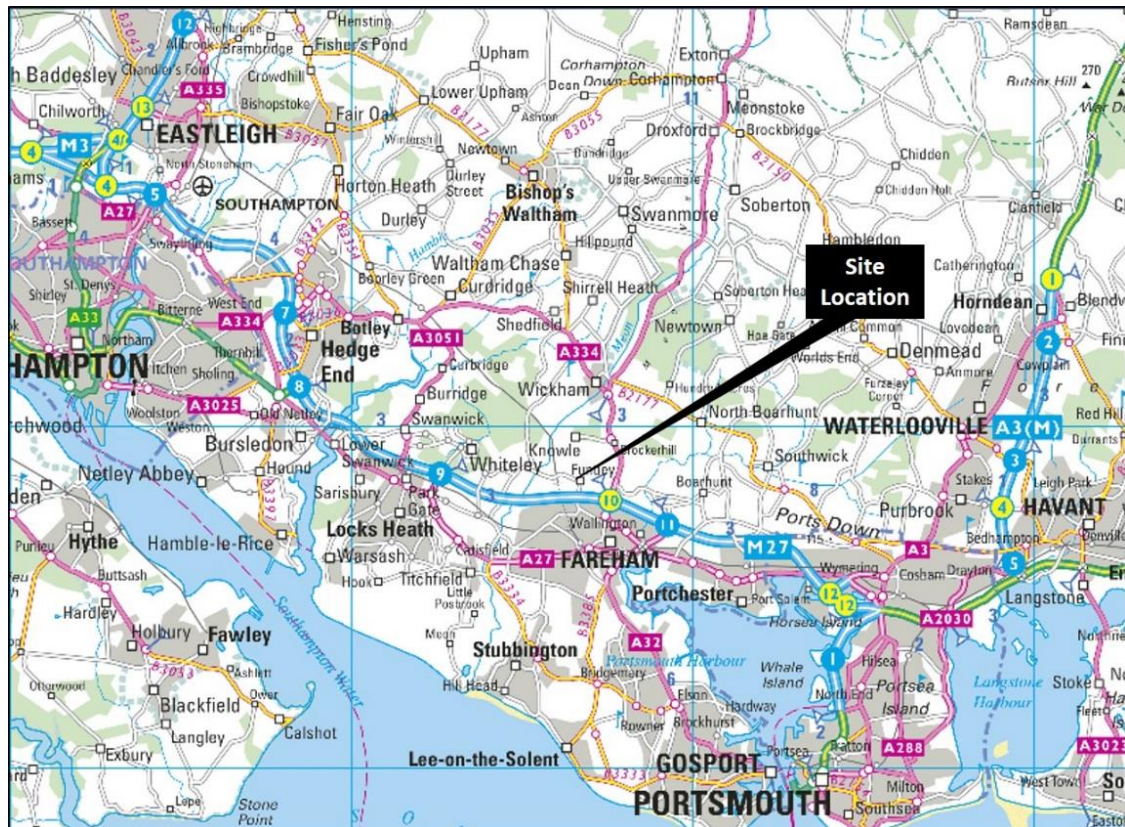


Figure 3.1: Strategic Site Location Plan

- 3.3 The appeal site is bound to the north by Funtley Road, to the south by the M27 motorway, by Honey Lane to the west, and by woodland/ a railway line to the east. The appeal site in relation to the local area is shown in **Figure 3.2** below.



Figure 3.2: Local Site Location Plan

Local Highway Network

- 3.4 Funtley Road is a single carriageway road with a width of approximately 5.5 metres adjacent to the site. The speed limit is derestricted west of Roebuck Avenue, and 30 miles per hour eastwards towards the road bridge over the railway and on in to Funtley.
- 3.5 Funtley Road to the east of the site proceeds below the M27 motorway as Funtley Hill, beyond which the eastbound carriageway of the motorway can be accessed at junction 10. Junction 11 of the M27 is approximately 1.6 km east of junction 10, from where the westbound carriageway can be reached.
- 3.6 The M27 motorway links Portsmouth to the east with Southampton to the west.
- 3.7 Heading west from the site, Funtley Road links with the local road network providing access northwards to Knowle and Wickham, and westwards to Whiteley, Park Gate and Titchfield.

Site Accessibility

Accessibility on Foot

- 3.8 There is a footway on the northern side of Funtley Road that commences at the junction with Roebuck Avenue to the north-east of the appeal site. Approximately 100 metres east of Roebuck Avenue the footway switches to the southern side of the carriageway providing access into Funtley. A recently constructed development site on the northern side of Funtley Road (application reference: P/17/1135/OA), proposed a footway extension which would extend the footway on the northern side of Funtley Road beyond Roebuck Avenue. This footway has since been constructed.

- 3.9 The proposed access junction will provide a direct connection to the existing footway on the southern side of Funtley Road.
- 3.10 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000) notes that the maximum walk distance for commuting purposes or school trips is two kilometres. Facilities within this distance from the site are referenced later in this section, and are shown on **Figure 3.3**. Figure 3.3 demonstrates how many local amenities can be accessed within an acceptable walk distance, including doctor's surgeries, food retail stores, and schools for all ages.
- 3.11 The appeal site can also make use of the aforementioned pedestrian/cycle route over the M27 motorway. This will enable both pedestrians and cyclists to access facilities to the south without needing to detour east or west to pass over the M27. It will also provide an improvement for existing residents living in Funtley.

Accessibility by Cycle

- 3.12 Chartered Institute of Highways and Transport (CIHT) guidance (2000) in respect to cycling indicates that people are prepared to cycle up to five kilometres in order to access local facilities or travel to work. The appeal site is accessible by cycle along the adjoining roads in the vicinity of the site, with the neighbouring localities of Whiteley, Knowle and Fareham accessible within 5 kilometres. **Figure 3.4** provides an isochrone plan, indicating which locations can be reached within a one, three and five kilometre cycle distance.
- 3.13 Fareham Town Centre is approximately 3.2 kilometres from the site, with Fareham Railway Station being approximately 3.5 kilometres from the site. Fareham Railway Station benefits from cycle stands and lockers available. The town has schools, pharmacies, doctor's surgeries, leisure facilities and shops. Further details on travel by rail are set out in the following paragraphs.

Accessibility by Bus

- 3.14 The closest bus stops to the site are located on Funtley Road to the immediate north of the appeal site. These stops are served by bus route '20'. **Table 3.1** summarises frequencies from the aforementioned bus stops.

Service	Route/Destination	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
20 (towards Fareham)	Honey Lane – The Miners -St Francis, Funtley Hill – Marlow Close – Henley Gardens – Hill Park Road – The Greendale – Working Mens Club – Hammond Road – Oak Road – Blackbrook Road – Gudge Heath Lane – Fareham Station – Fareham Bus Station	Every 70 minutes	Hourly, ending at 16:45	No service
20 (towards Wickham)	Honey Lane – River Lane – Knowle Cottages – Mayles Corner – Knowle Shops – Forrest Lane – Water Tower – Shell Garage – Wickham Bridge – Wickham Square	Every 70 minutes	Hourly, ending at 17:15	No service

Table 3.1: Summary of Bus Services Available

Accessibility by Rail

- 3.15 The railway station nearest to the appeal site is Fareham, approximately 3.5 kilometres south in Fareham town centre. Fareham station is accessible by bus and cycle, as described above. The station is operated by South Western Railway (SWR) with their services as well as the Great Western Railway (GWR) service to Cardiff Central and the Southern (S) service to London Victoria serving the station. A summary of the relevant rail services can be seen below in **Table 3.2**.

Service	Route/Destination	Weekday Daytime Frequency	Saturday Daytime Frequency	Sunday Daytime Frequency
Brighton	Fareham - Cosham - Havant - Emsworth - Chichester - Barnham - Ford - Angmering - Goring-by-Sea - Durrington-on-Sea - West Worthing - Worthing -- Lancing - Shoreham-by-Sea - Southwick - Portslade - Hove - Brighton	05:29; 2 per hour until 09:28; then hourly	Hourly	Hourly
Cardiff (change at Bristol Temple Meads)	Fareham - Southampton Central - Romsey - Salisbury - Warminster - Westbury - Trowbridge - Bradford-on-Avon - Bath Spa - Bristol Temple Meads - Filton Abbey Wood - Severn Tunnel Junction - Newport (South Wales) - Cardiff Central	Hourly	Hourly	At least hourly
London Victoria (change at Crawley)	Fareham - Portchester - Cosham - Havant - Emsworth - Southbourne - Chichester - Barnham - Horsham - Crawley - Three Bridges - Gatwick Airport - East Croydon - Clapham Junction - London Victoria	Hourly	Hourly	At least hourly
London Waterloo	Fareham - Botley - Hedge End - Eastleigh - Shawford - Winchester - Micheldever - Basingstoke - Farnborough (Main) - Woking - Clapham Junction - London Waterloo	At least hourly	At least hourly	Hourly
Portsmouth	Fareham - Portchester - Cosham - Hilsea - Fratton - Portsmouth & Southsea - Portsmouth Harbour	Hourly	Hourly	Hourly
Southampton	Fareham - Eastleigh - Southampton Airport Parkway - Southampton Central	Three services per hour	Two services per hour	Three services per hour

Table 3.2: Summary of Rail Services

Accessibility to Key Facilities and Services

- 3.16 The principle local destinations that residents may travel to are detailed within the following paragraphs. This also includes the distance of the amenity from the site access location, and whether each distance is within a two kilometre and/or a five kilometre walk/cycle distance.
- 3.17 The accessibility of some of these amenities has been improved by the opening of a new pedestrian and cycle route across the M27 bridge. Distances to amenities set out below accounts for the route over the bridge.

Educational Facilities

- 3.18 The closest educational establishments to the site are detailed within **Table 3.3** below.

Destination	Distance from Site Access (metres)	Within 2km walk distance (25mins)	Within 5km cycle distance (15mins)
Orchard Lea Infant and Junior Schools	900	Yes	Yes
Uplands Primary School	2,000	Yes	Yes
Henry Cort Community College	2,500	No	Yes
Boundary Oak School	3,200	No	Yes
Cornerstone Primary School	3,200	No	Yes
St. Jude's Catholic Primary School	3,500	No	Yes
Fareham College	4,100	No	Yes

Table 3.3: Educational Facilities

- 3.19 Table 3.3 demonstrates that there are educational facilities located with both an acceptable walk and cycle distance of the site. Within a two kilometre radius future residents would have access to local infant, primary, and secondary school facilities. Numerous schools are located within a five kilometre cycle of the site.

Employment Sites

- 3.20 Numerous employment sites are located in the vicinity of Funtley and those located within five kilometres of the site are detailed in **Table 3.4** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
Funtley Court Business Park	950	Yes	Yes
Knowle Village Business Park	1,400	Yes	Yes
Kiln Acre Business Centre	2,900	No	Yes
Fareham Industrial Park	3,300	No	Yes
Solent Business Park, Whiteley	4,000	No	Yes
Fort Wallington Industrial Estate	4,500	No	Yes
Segensworth Business Park (North)	4,300	No	Yes
Segensworth Business Park (South)	4,500	No	Yes

Table 3.4: Nearby Employment Sites

Retail Facilities

- 3.21 Retail facilities that are located within five kilometres of the site are detailed in **Table 3.5** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
McColls Newsagent, post office and convenience store	1,100	Yes	Yes
Co-op, Highlands Road	1,400	Yes	Yes
Village Express, Knowle	1,400	Yes	Yes
Hairdresser, Knowle	1,400	Yes	Yes
Bistro, Knowle	1,400	Yes	Yes
Garsons Garden Centre	2,300	No	Yes
Sainsbury's, Broadcut, Fareham	3,100	No	Yes
Aldi supermarket	3,300	No	Yes
Abbey Croft Nursery	3,400	No	Yes
Fareham Shopping Centre – clothing, food, gifts, etc.	3,700	No	Yes

Table 3.5: Retail Facilities

Health Facilities

3.22 Those health facilities located within 5 kilometres of the site are detailed within Table 3.6 below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
Highlands Dental/Doctors Practice	1,700	Yes	Yes
Fareham Pharmacy	1,700	Yes	Yes
Fareham Gudgeheath Lane Surgery	1,700	Yes	Yes
Uplands Hospital	2,300	No	Yes
Ravenswood House Hospital	3,100	No	Yes
West Street Dental Clinic	3,300	No	Yes
Kings Road Dental Surgery	3,600	No	Yes
Pralls Opticians; Leightons Opticians and Hearing Care; Vision Express; Specsavers	3,600	No	Yes

Table 3.6: Health Facilities

Leisure and Community Facilities

3.23 A range of leisure and community facilities located within 5 kilometres of the site are detailed in **Table 3.7** below.

Destination	Distance from site access (metres)	Within 2km walk distance (25 minutes)	Within 5km cycle distance (15 minutes)
The Miners Arms public house	500	Yes	Yes
Funtley Social Club	800	Yes	Yes
Funtley Post Office	1,100	Yes	Yes
Park Lane Recreation Ground	2,900	No	Yes
Fareham Leisure Centre	3,100	No	Yes

Table 3.7: Leisure Facilities

Non-Motorised User Audit

- 3.24 The NMU Audit was undertaken at the request of HCC in January 2021. The audit reviewed key walk/cycle routes, utilising various criteria to assess the suitability of each route. This includes parameters such as security, width, surface treatment, lighting. The key routes assessed included:
- ▶ Various routes to and from Henry Cort College. This includes use of the Deviation Line, as well as an existing east-west footpath linking the bridge over the M27 with the college;
 - ▶ Routes to retail facilities on Highland Road. This included use of the Deviation Line, as well as on-road routes to the south of the M27 bridge; and
 - ▶ Facilities within Funtley, which involves a route along Funtley Road.
- 3.25 The NMU audit suggested the following improvements are taken forward:
- ▶ Improvements to the surface treatment for pedestrians walking to Henry Cort college in the vicinity of the Deviation Line. Currently the surface is difficult to pass during winter months. Appropriate surfacing such as a compact stone or gravel treatment would reduce the build-up of mud. This should be implemented between two sets of staircases, and in the vicinity of the underpass leading north under the M27;
 - ▶ Improvements to lighting in the vicinity of the staircases and underpass to improve the attractiveness of the route to the college in low light/early evening. Currently there is no lighting. It is envisaged that provided an electrical supply can be achieved to the highway without impacting on third party land, some low level lighting could be introduced to improve the attractiveness and security of the route to all users; and
 - ▶ Potential to introduce a cycle rail on each staircase to enable cyclists to wheel their cycle along each staircase. Currently there is no way for a cyclist to access the eastern staircase without carrying the cycle.
- 3.26 Through discussion with HCC, it was agreed that the focus of any mitigation should focus on improvements to surface conditions along the footpath south of the M27. It was also noted and accepted by HCC that the use of this footpath was not currently suitable for cyclists, and in any event cyclists can utilise on-road routes to access the college. The aforementioned Figure 3.4 illustrates how the college is located within a 5km cycle distance via road. The focus of any mitigation was agreed by both the appellant and HCC to be best focused on pedestrian access.
- 3.27 HCC also stipulated it would not be appropriate for lighting to be incorporated along the footpath, and therefore this aspect was given no further consideration.

Road Safety Review

- 3.28 An assessment of the Personal Injury Accident (PIA) data for the highway surrounding the site has been undertaken. Accident record data for the latest five-year period has been acquired from Hampshire Constabulary.
- 3.29 The PIA study area includes Funtley Road and River Lane, as well as sections of Funtley Hill, Fontley Road and Titchfield Lane. During the five-year period a total of six incidents were recorded within the study area, of which five resulted in slight injuries, and one a serious injury. The accident locations are shown below.

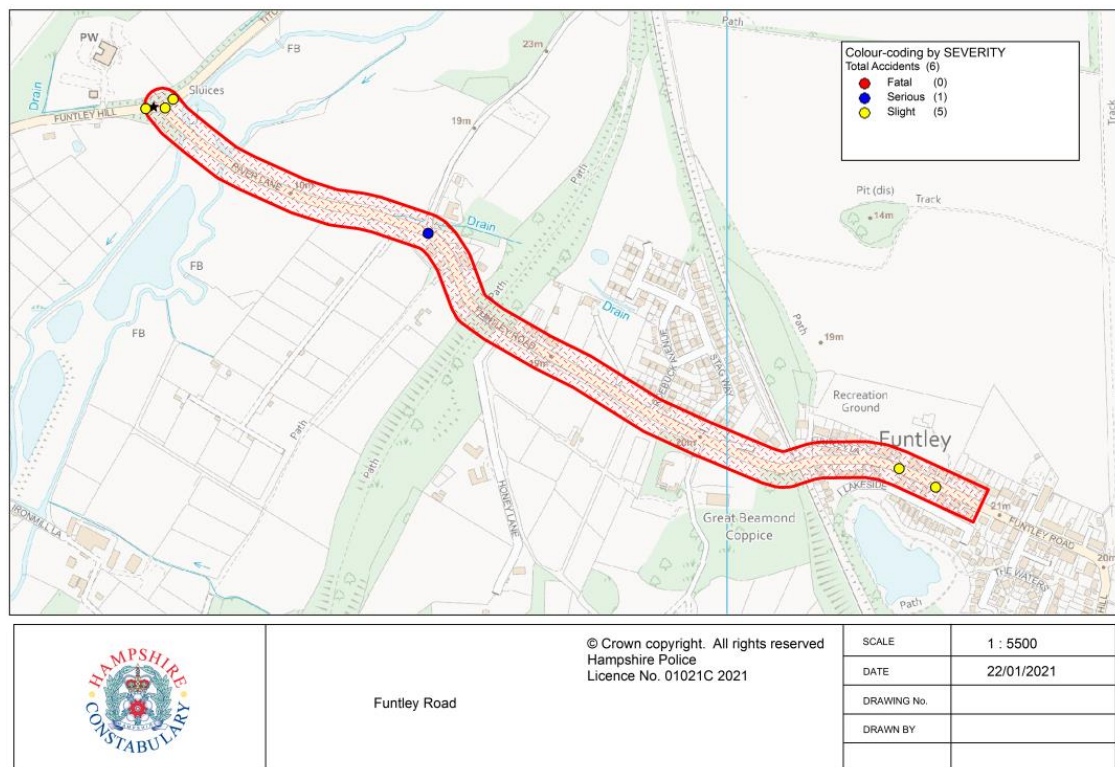


Figure 3.5 – Personal Injury Accident Record

- 3.30 The serious incident involved a pedal cyclist losing control and sustaining an injury. No other vehicles were involved and the accident occurred in dark and icy conditions. The report states that the rider was travelling too quickly on an icy road, and is therefore likely a result of driver error.
- 3.31 Two 'slight' accidents occurred along Funtley Road to the east of the site, one involving a collision between a car and motorcyclist, with the second incident involving a collision between a car and cyclist. The collision with the cyclist was reportedly caused by a car breaking sharply, with the cyclist colliding with the rear of the car. The second incident involved a car turning out of Lakeside and colliding with the motorcyclist. The report states that the driver's visibility was obstructed by a parked car, although there are double yellow lines on Funtley Road in both directions restricting informal parking from taking place.
- 3.32 A total of three accidents occurred at the junction of River Lane with Fontley Road, all of which were slight in nature. One incident involved a motorcyclist skidding on ice, resulting in the driver falling off. The report states that the poor weather is the likely causation of the incident. A second accident at the junction involved a rear shunt between four vehicles, as the first vehicle attempted to turn right into River Lane. The fourth vehicle failed to stop, causing a four car collision. The report states that the driver of vehicle four was driving carelessly/was in a hurry. Observations show that there is suitable forward visibility for a driver approaching the junction from the south, allowing sufficient time for a driver to stop should a second car be turning into River Lane. Therefore it is considered likely that the causation stated (the driver was driving carelessly) is more applicable than an issue with the highway itself.
- 3.33 The third slight incident involved a cyclist losing control and falling into the carriageway. The report states that conditions were slippery due to the wet weather. Again, there is nothing to suggest that the highway itself is deficient, as there will always be an increased risk of a cyclist losing control in wet weather.

- 3.34 The PIA data suggests that a small cluster of accidents had occurred at the Fontley Road/ Titchfield Lane/ River Lane priority junction. However, in this instance, the level of incidents is not considered severe and the narrative for the reasons does not suggest any underlying concerns which this development would exacerbate.

4.0 Appeal Site Proposals

- 4.1 The appeal proposal constitutes the following:

"Outline application to provide up to 125 one, two, three and four-bedroom dwellings including 6 Self/Custom build plots, Community Building or Local Shop (Use Class E & F.2) with associated infrastructure, new community park, landscaping and access."

Vehicle and Pedestrian/Cycle Access Arrangements

- 4.2 Access to the appeal site will be provided via a priority junction to the eastern extent of the site onto Funtley Road. The access junction was amended at the request of HCC to allow for access by a bus. The internal road network will be designed as part of any forthcoming reserved matters application. Vehicle tracking of a 12 metre bus navigating via the access junction has been carried out to ensure safe access. Relevant drawings are included in **Appendix A**.

Pedestrian Access

- 4.3 Internal footways will link with existing external routes to provide adequate access for sustainable modes. There is an existing footway to the east of the access on the southern side of Funtley Road which the site will connect with. Further mitigation is proposed to widen the footway, as detailed later in this SoCG.
- 4.4 A further crossing point will be provided on Funtley Road in the vicinity of the proposed access to connect with residential dwellings on the northern side of Funtley Road. This will provide existing residents with safe crossing points into the site to make use of the proposed community/retail facility.
- 4.5 The previous planning consent on site introduced a new pedestrian and cycle route across an existing bridge over the M27. This involved extensive discussions with National Highways (previously Highways England (HE)) and HCC to ensure that suitable upgrades were carried out to the bridge as well as wider resurfacing to ensure the route is suitable for its intended users.
- 4.6 The works to the bridge have been completed, and the new pedestrian and cycle route is open to all users. The current path is a temporary/permissive path. An improved route will be delivered as a Public Right of Way secured via Section 106 Agreement. There will also be improvements to the existing footpath south of the M27 bridge linking to Thames Drive, which will involve widening the existing path to 3 metres and will provide a dropped kerb crossing of Thames Drive as shown on drawing 1712047-SK05 Rev C.

Visibility Splays

- 4.7 A vehicular speed survey was carried out at the request of HCC in January 2021. Relevant 85th percentile speeds are shown below:
- ▶ Eastbound 85th percentile speed = 38.7 mph; and
 - ▶ Westbound 85th percentile speed = 38.0 mph.
- 4.8 Visibility requirements have been assessed based on recorded speeds using the formula contained within MfS. It also accounts for recent guidance in Design Manual for Roads and Bridges by not applying any reductions to speeds to account for wet weather. The required visibility splays are as follows:
- ▶ Visibility Splay to the east (for westbound speeds) = 60.6 metres; and
 - ▶ Visibility Splay to the west (for eastbound speeds) = 62.3 metres.
- 4.9 The above visibility splays have been accepted by HCC.

Internal Layout and Parking Provision

- 4.10 Internal layout, servicing arrangements and car and cycle parking details will be provided at the reserved matters stage. The parking standards for the site are laid down by Fareham Borough Council (FBC) as the local parking authority, in accordance with their Residential Car and Cycle Parking Standards Supplementary Planning Document (SPD) as adopted in November 2009.

5.0 Agreed Mitigation Measures

- 5.1 Through discussions with HCC Highways, an acceptable package of mitigation measures has been agreed upon, which expands upon the measures agreed as part of application P/18/0067/OA for 55 residential units. For reference, the measures secured as part of the previous Section 106 include:
- ▶ The provision of a pedestrian and cycle public right of way through the site from Funtley Road (north) to Thames Drive (south); associated works to upgrade the bridge over the M27 motorway (including structural survey) and committed sum for future maintenance;
 - ▶ To secure a financial contribution towards the production of school travel plans in the area (£15,000);
 - ▶ To secure a financial contribution toward the revision of the existing traffic regulation order (TRO) to allow the speed limit restrictions on Funtley Road to be amended (£5,000); and
 - ▶ To secure the submission and implementation of a travel plan.
- 5.2 The new measures largely stem from the NMU Audit of various walking/cycling routes in the vicinity of the appeal site.

Footpath Improvements towards Henry Cort College

- 5.3 The NMU Audit improvements resulted in a request for a contribution of £67,133 towards surfacing improvements linking the appeal site with Henry Cort College. The principle of the proposed works have been accepted by Hampshire's Countryside Services team, whilst the appellant has agreed to pay for improvements to this route via a Section 106 agreement.
- 5.4 It is agreed that the above will provide appropriate opportunities to promote sustainable transport modes.

Footway Widening on Funtley Road

- 5.5 Though the aforementioned NMU Audit did not raise any concerns with respect to access to amenities east along Funtley Road, HCC requested that the existing footway to the immediate east of the appeal site and in the vicinity of the railway bridge is widened to improve access for pedestrians. Footway widening will be achieved through clearance of scrub to reveal the existing footpath underneath to re-establish the full width of the footpath.
- 5.6 Relevant drawings illustrating the above footway widening are attached as **Appendix B**.

Bus Turning Provision

- 5.7 Through discussion with HCC it has been agreed that the appellant will fund a fee of £5,500 per annum to secure the provision of existing bus route 20 for a period of 5 years. This would be secured via a legal agreement. The appellant has also committed to providing a bus turning facility within the development, which would allow a bus to enter and exit the site and continue back through Funtley towards Fareham, Knowle, and Wickham. This will assist in securing the retention of a bus service in Funtley.
- 5.8 The above contribution will be required up to the point the bus turning facility is operational. Once the service routing has been altered, the annual contribution will no longer be required and can be terminated prior to completion of the 5-year period. This will be secured through suitable wording in the Section 106 Agreement.

Travel Plan Contributions

- 5.9 A previous contribution towards School Travel Planning was secured through the Section 106 for the extant planning permission (P/18/0067/OA). The agreed contribution of £42,000 will be in replacement of the £15,000 secured for the 55-dwelling development, and not in addition to. If this appeal is approved, the contribution request for £42,000 will supersede the request for £15,000.
- 5.10 A site-wide Residential Travel Plan has also been agreed with HCC. A financial surety to deliver the Travel Plan measures in the event that the appellant fails to do so totalling £28,750 has been agreed with HCC and will be secured through any future Section 106 agreement.

6.0 Trip Generation/Traffic Impact

- 6.1 The proposed trip rates are as per the approved planning application P/18/0067/OA (55 unit scheme) and are accepted by HCC. For clarity, relevant trip rates and traffic flow is set out in Table 6.1 below.

	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.224	0.830	0.651	0.261	4.258	4.363
Total Person Trips	28	104	81	33	532	545
Vehicular Trip Rates	0.133	0.377	0.344	0.151	2.308	2.329
Vehicular Trips	17	47	43	19	289	291

Table 6.1: Trip Rates and Resultant Traffic Generation

- 6.2 Through discussions with HCC post application submission, a suitable methodology was agreed for distributing development traffic on the surrounding road network.

Traffic Impact

- 6.3 Junction capacity testing has been undertaken of the site access junction and various off-site junctions as agreed with HCC.
- 6.4 The assessment of the site access junction is shown to operate within capacity when accounting for development traffic, with no queuing on Funtley Road or the internal site access road. Driver delay is shown to be negligible.
- 6.5 Modelling has also been carried out for the River Lane/Titchfield Road priority junction and Kiln Road/ Park Lane signalised crossroads. River Lane/ Titchfield Road priority junction is shown to be within acceptable limits in both the 2020 and 2025 scenarios, with or without the development. In regard to the Kiln Road/ Park Lane signalised crossroads, it is noted that the 2036 scenario shows that the appeal proposal will result in the junction operating over capacity in the AM peak. However, as part of the Welborne development, a contribution has been secured to improving this junction. Furthermore, HCC consider the agreed contribution and improvements to sustainable transport opportunities as set out in the SoCG to reduce the number of vehicle movements through this junction and are considered acceptable mitigation at this location.
- 6.6 The signalised shuttle system of the rail bridge in Funtley has also been assessed, and is forecast to operate within capacity in the 2025 future year.
- 6.7 The sustainable travel measures being promoted as part of this appeal adequately mitigate the forecast additional traffic generated by the appeal proposal.

7.0 Outstanding Matters

- 7.1 There are no outstanding matters which still require agreement between HCC and the Appellants. HCC provided a formal response to FBC to confirm that subject to securing the agreed mitigation package, the Highway Authority has no objection to the Appeal Scheme.

8.0 Declaration

8.1 This SoCG is agreed by Motion on behalf of the Appellant and HCC.

8.2 Signed by Motion on behalf of the Appellants, Reside Developments Ltd and Atherfold Investments Ltd:

Name: David McMurtary

Date: 07/01/2022

Signature:



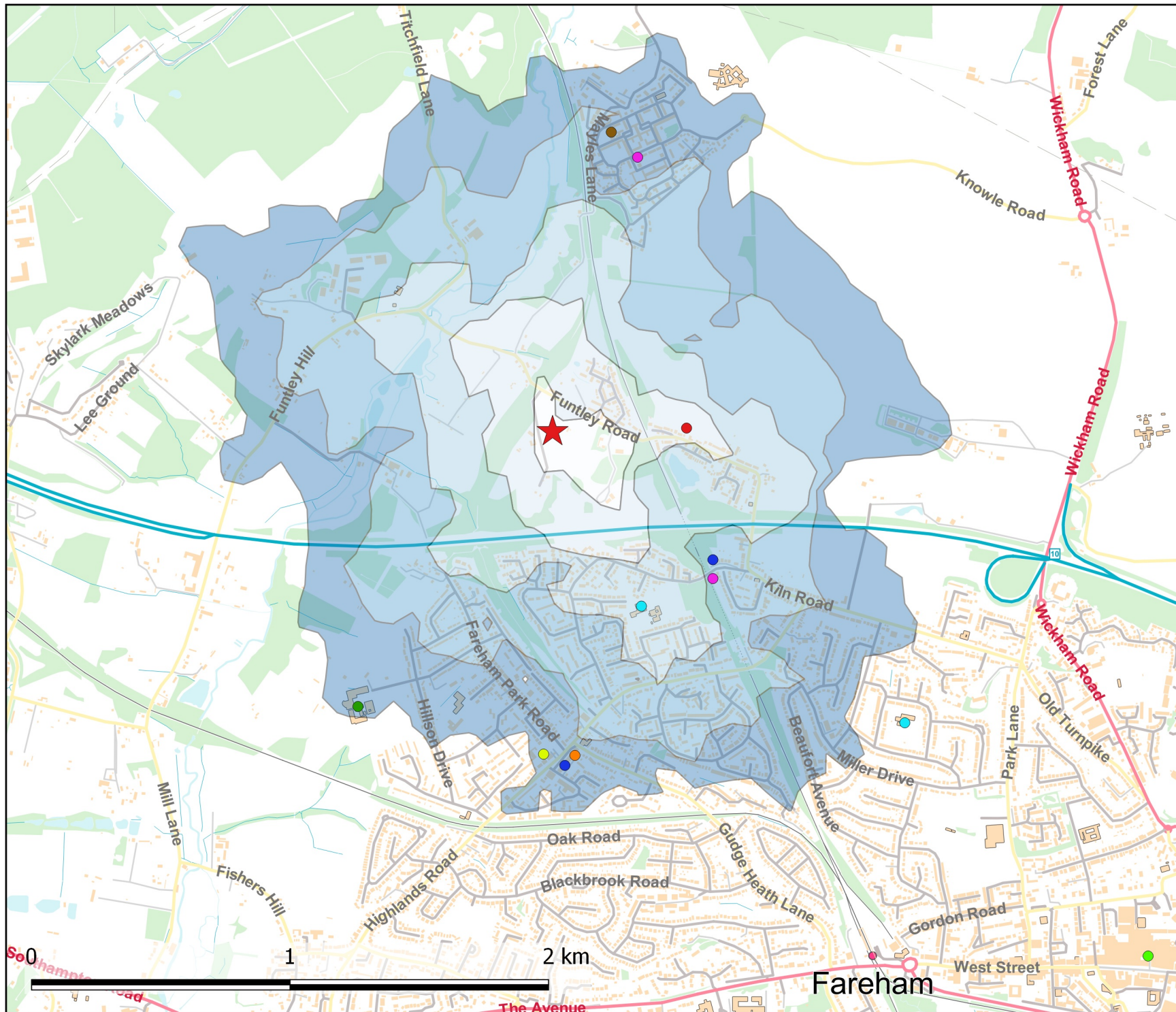
8.3 Signed on behalf of the highway authority, HCC:

Name: Gemma McCart

Date: 06/01/2022

Signature:










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Key:

-  Site
-  Shopping Centre
-  Newsagents
-  Pub
-  Primary School
-  Secondary School
-  Doctors Surgery
-  Pharmacy
-  Dentist
-  Business Park
-  Employment Centre



Walk Isochrone (minutes)

-  5
-  10
-  15
-  20
-  25

Client

Reside Developments

Project

Land Adjacent to Funtley Road, Funtley

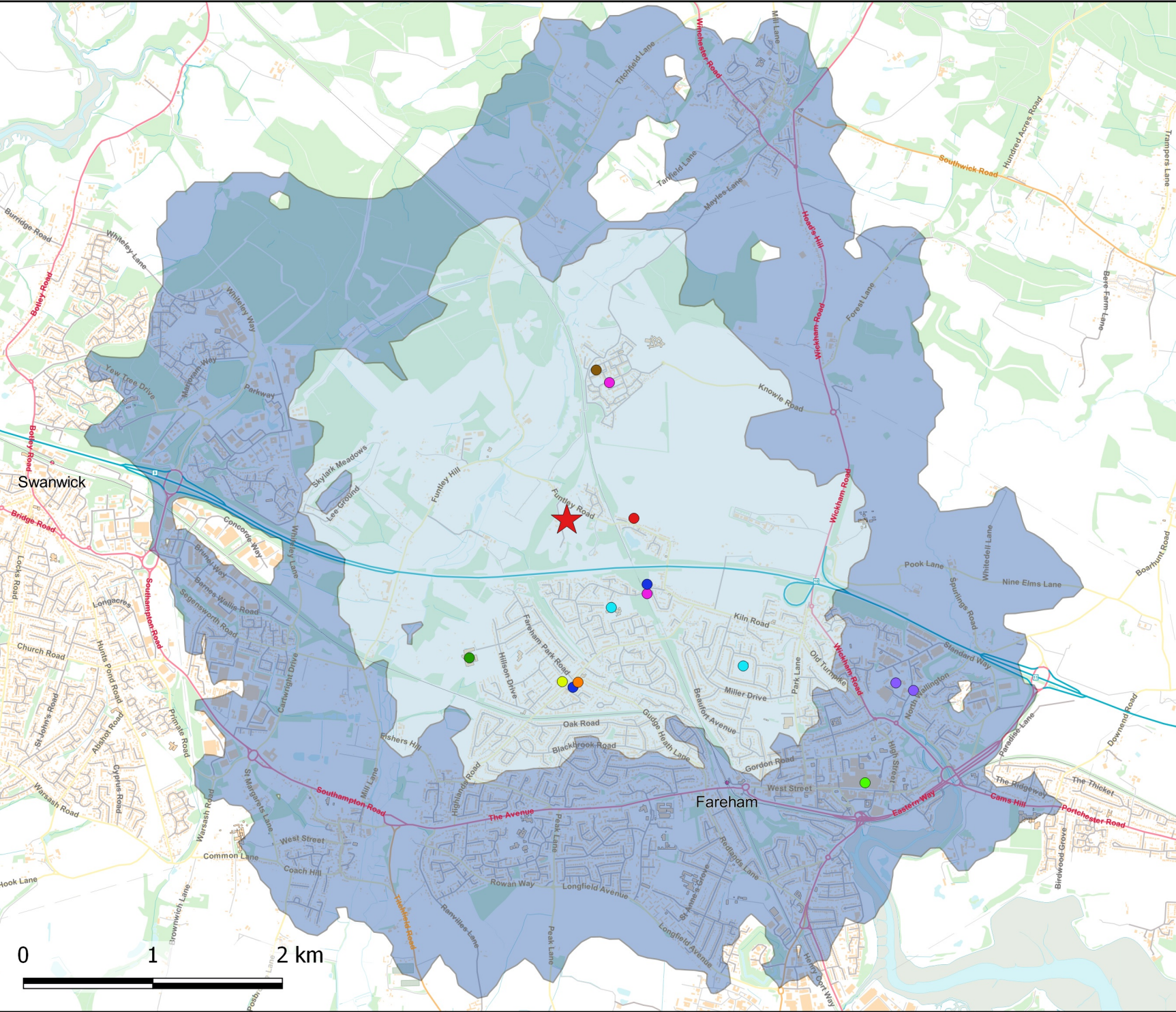
Title

Walk Isochrones from Site

motion

84 North Street, Guildford, Surrey, GU1 4AU
Tel: +44 (0) 1483 531300

scale	drawn by	date
Stated	AOH	18/01/2018
drawing number	rev	
Figure 3.3	-	



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Key:

- ★ Site
- Shopping Centre
- Newsagents
- Pub
- Primary School
- Secondary School
- Doctors Surgery
- Pharmacy
- Dentist
- Business Park
- Employment Centre



Cycle Isochrone (metres)

- 3000
- 5000

Client
Reside Developments

Project
Land Adjacent to Funtley Road, Funtley

Title
Cycle Isochrones from Site

motion

84 North Street, Guildford, Surrey, GU1 4AU
Tel: +44 (0) 1483 531300

scale	drawn by	date
Stated	AOH	18/01/2018
drawing number	rev	
Figure 3.4	-	

Appendix A

Site Access Junction Arrangement



Footway
extension
associated with
application
P/17/1135/OA

2.4 x 62.3 metre
visibility splay

2.4 x 60.6 metre
visibility splay



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

www.motion.co.uk

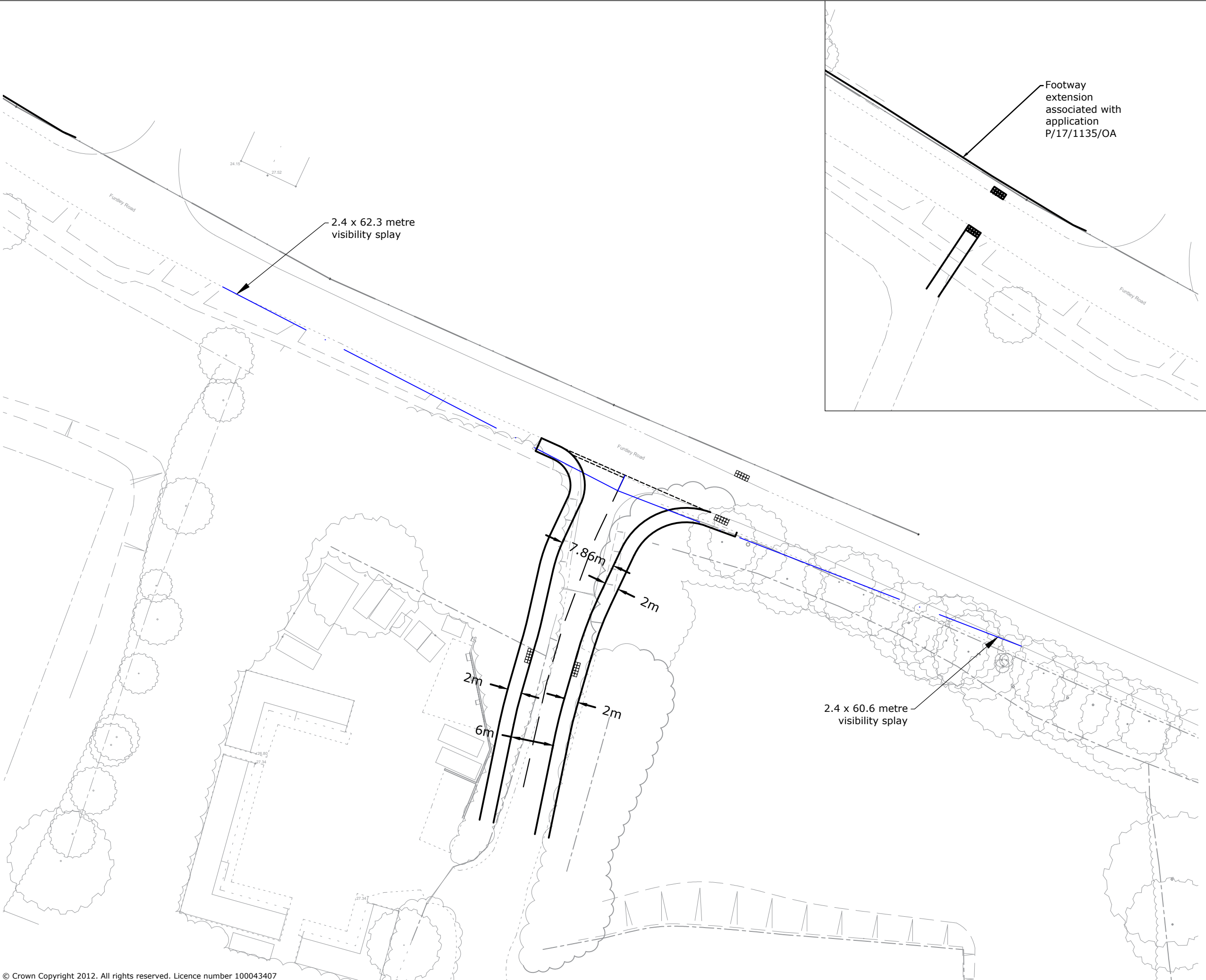
Project:
Land at Funtley Road, Funtley

Title:
Proposed Site Access Junction
with Visibility Splays

Scale: 1:500 (@ A3)

Drawing:
1908016-01

Revision:
E



Appendix B

Funtley Road Footway Improvements

C:\Users\ellieupton\OneDrive - Motion\TP Projects\refun3 1908016\Drawings\1908016-02C.dwg



Footway Widening

motion

84 North Street
Guildford
Surrey
GU1 4AU

T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 020 7031 8141

www.motion.co.uk

Project:
Land at Funtley Road, Funtley

Title:
Existing Footway Measurements
West of Railway Bridge

Scale: 1:500 (@ A3)

Notes:

Drawing:
1908016-02

Revision:
C



Footway Widening



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 8065 5208

www.motion.co.uk

Project:

Land at Funtley Road, Funtley

Title:

Existing Footway Measurements
East of Railway Bridge

Scale: 1:500 (@ A4)

Drawing:

1908016-03

Revision:

A