



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

**Highways and Transport Proof of Evidence -  
David McMurtary**

For

Reside Developments Ltd and Atherfold  
Investments Ltd

## Document Control Sheet

Proposed Residential Development

Land to the South of Funtley Road, Funtley

Reside Developments Ltd and Atherfold Investments Ltd

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## **1.0 Qualifications and Experience**

- 1.1 My name is David Thomas McMurtary and I hold a Bachelor of Arts Degree in Geography. I am a Member of the Chartered Institution of Highways and Transportation.
- 1.2 I am a Technical Director in the firm of Motion Consultants Limited and have 14 years' experience in the field of transport planning. During that time, I have worked extensively on development projects from feasibility studies through to implementation. I have advised numerous developers, landowners and public organisations in respect of transport planning matters.
- 1.3 I am familiar with the appeal site and the surrounding area.

### **Statement of Truth**

- 1.4 I confirm that the facts stated in my evidence are within my own knowledge, I have made clear which they are and I believe them to be true, and that the opinions I have expressed represent my true and complete professional opinion.

## 2.0 Introduction

- 2.1 This Proof of Evidence relates 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").
- 2.2 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.
- 2.3 The outline residential planning application was validated by FBC on 6<sup>th</sup> 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".*
- 2.4 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."*
- 2.5 It is pertinent to note that Hampshire County Council (HCC) as the highway authority has raised no objection to the planning application subject to appropriate mitigation measures. A copy of their final response is attached as **Appendix A**. An Agreed Statement on Transport Matters has been drafted and agreed with HCC.
- 2.6 This Proof of Evidence seeks to respond to the above two reasons for refusal. This will include:
- ▶ A summary of the accessibility of the site to local amenities and public transport;
  - ▶ A summary of mitigation measures agreed with HCC as the highway authority; and
  - ▶ Why the current appeal proposal (for 125 residential units) is not materially different in respect of transport and sustainability to a previous planning consent on the appeal site for 55 residential units (ref: P/18/0067/OA).

### 3.0 Planning Policy

3.1 The following paragraphs set out relevant policy referenced within the aforementioned reasons for refusal, alongside relevant national policy guidance contained in the National Planning Policy Framework (NPPF).

#### *National Planning Policy Framework*

3.2 The updated NPPF was published in July 2021. The document sets out a presumption in favour of sustainable development that recognises the importance of transport policies in facilitating sustainable development. It indicates that planning decisions should have regard to local circumstances. In promoting sustainable transport, the document identifies at paragraph 105 that:

*"The planning system should actively manage patterns of growth..."*

3.3 However, the above paragraph further recognises that:

*"Significant development should be focused on locations which are or can be made sustainable..."*

*And*

*"... opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan making and decision-taking."*

3.4 With regard to transport and development, paragraph 110 of the NPPF states that:

*"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- ▶ *Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- ▶ *Safe and suitable access to the site can be achieved for all users; and*
- ▶ *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

3.5 Paragraph 111 continues to state:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impact on the road network would be severe."*

3.6 Paragraph 112 continues by stating that:

*"Within this context, applications for development should:*

- ▶ *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- ▶ *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- ▶ *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- ▶ *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- ▶ *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

3.7 This Proof of Evidence seeks to demonstrate how the appeal site will strengthen the existing sustainable credentials of the site via a series of mitigation measures which have been accepted by HCC.

### **Adopted Fareham Borough Core Strategy 2011**

3.8 The FBC Core Strategy sets out the key elements of the planning framework for the Borough. It includes policies for areas and issues requiring development or protection and sets the principles for strategic sites. The Core Strategy was adopted on 4th August 2011.

3.9 Policy CS5 – Transport Strategy and Infrastructure states:

*“The Council will, where necessary, work with the Local Highways Authority, Highways Agency and transport operators to promote, permit, develop and/or safeguard a high quality and sustainable integrated transport system for the Borough. This will include the following measures:*

*The Council will permit development which:*

- ▶ *contributes towards and/or provides necessary and appropriate transport infrastructure including reduce and manage measures and traffic management measures in a timely way;*
- ▶ *does not adversely affect the safety and operation of the strategic and local road network, public transport operations or pedestrian and cycle routes;*
- ▶ *is designed and implemented to prioritise and encourage safe and reliable journey's by walking, cycling and public transport.”*

3.10 As will be explained in this Proof of Evidence, the appeal proposal promotes sustainable travel with a focus on walking, cycling, and public transport. The appeal proposal includes a robust package of mitigation measures to ensure future residents have a real choice about how they travel.

3.11 Policy CS20 – Infrastructure and Development Contributions states:

*“Development will be required to provide or contribute towards the provision of infrastructure through planning conditions, legal agreement or directly through the service provider. Contributions or provision may also be required to mitigate the impact of development upon infrastructure. Detailed guidance on provision or contributions is or will be set out in Supplementary Planning Document(s) including any standard charges introduced through the Community Infrastructure Levy.*

*Provision or financial contributions will be required to include arrangements for on-going maintenance where necessary and appropriate.*

*Phasing of development will be related to the provision of infrastructure. Consideration will be given to pooling of contributions towards the cost of facilities.”*

3.12 A series of mitigation measures have been agreed with HCC as the highway authority, which can be secured via an appropriate legal agreement. This will include a Section 106 agreement in respect of contributions, as well as a Section 278 agreement in respect of highway and access works.

### **Adopted Local Plan Part 2: Development Site and Policies Plan**

3.13 *No policies contained in the adopted Local Plan Part 2 and included within the reason for refusal relate to highways and transport matters.*

### **Summary**

3.14 The above policy context is drawn upon where relevant in this Proof of Evidence.

## 4.0 Planning History

- 4.1 The appeal 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 which previously served a farm use and equestrian facility.
- 4.2 Formal planning consent was granted in September 2020. HCC was consulted on the application and raised no objection subject to Section 106 obligations. 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;
- ▶ 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.

- 4.3 It was noted in the officer's report associated with application P/18/0067/OA that bus route 20 had recently ceased to operate through Funtley, instead diverting via Knowle to the north and east. FBC noted the following in respect of the removal of the service within paragraph 2.8:

*"The report to the Planning Committee acknowledged that, whilst bus stops are located close to the site on Funtley Road, the service did not start particularly early or finish late and did not run at all on Sundays. Notwithstanding the already noted shortcomings in the bus service which was previously in place, it was considered that the overall package of measures proposed by the applicant, in particular the proposed improvements to pedestrian and cycle connectivity, would materially improve the sustainability of the location. The cessation of the bus service is therefore not considered to amount to a material change which would alter the conclusions reached on this matter."*

- 4.4 It is clear therefore that FBC granted planning consent for 55 units on the basis of no bus route serving the appeal site on Funtley Road. The nearest bus stop at the time of determining the application (September 2020) was located south of the M27 on Thames Drive, a 600 metre walk distance from the centre of the development site via the aforementioned bridge over the M27 motorway. The bus has now been rerouted back along Funtley Road, whilst the appellant is committed to providing both funding to ensure the continuation of route 20 as well as creating a turning facility for a bus within the appeal site.

- 4.5 Indeed it is pertinent to note that the current rerouting of bus route 20 along Funtley Road is a short term solution due to the need for HCC to provide a fee of £5,500 per annum to the land trust that owns a bridge along Mayles Lane. There is no guarantee that this fee will continue to be paid. Providing a turning facility within the appeal site is the only realistic long-term solution to ensure the viability of the bus service for Funtley.

- 4.6 It is of material note that two committee reports were prepared by FBC, the first in October 2018 and the second in September 2020. The delay in granting planning consent was due to resolving nitrogen issues within the Solent. This is pertinent, as the 2018 officers report included additional material not set out in the 2020 report. The following paragraph on page 15 of the report (the report has neither page nor paragraph numbers) reiterates the material benefit of the bridge to both existing and future residents of Funtley:

*"The application further proposes significant benefits in the form of improvements to sustainable transport links which would be enjoyed not only by occupants of the new houses but also by existing residents of Funtley. The main improvement proposed is the public right of way for pedestrians and cyclists to be formed through the site and the adjacent land to the south where the community park is*

*proposed and over the M27 bridge to the urban area of Fareham beyond. This is considered by HCC Highways and Officers of this Council to be an essential element of the proposal, delivering sustainable transport links to the site in order to make the development acceptable in planning terms.”*

- 4.7 The above is of material consideration, as it is not just the appeal site which benefits from the reduced walk and cycle distances created by the bridge, but also existing residents within Funtley.

## 5.0 Site Context

- 5.1 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.
- 5.2 Fareham town centre is located approximately 3.2 kilometres south-east of the site. The strategic site location is shown below in **Figure 5.1**.



Figure 5.1: Strategic Site Location Plan

- 5.3 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 5.2** below. The appeal site constitutes not only to the area containing the 125 dwellings but also the change of use of land to the south for a Community Park (application reference P/20/1166/CU) which is also due to be determined as part of the appeal process.



Figure 5.2: Local Site Location Plan

**Local Highway Network**

- 5.4 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.
- 5.5 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. The M27 motorway links Portsmouth to the east with Southampton to the west.
- 5.6 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**

- 5.7 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. The footway on the southern side of the carriageway commences directly adjacent to the site access. 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.

- 5.8 The proposed access junction will provide a direct connection to the existing footway on the southern side of Funtley Road.
- 5.9 ‘Guidelines for Providing for Journeys on Foot’ (CIHT, 2000) notes that the maximum walk distance for commuting purposes or school trips is two kilometres. Manual for Streets notes that walking can replace short car trips, particularly those under two kilometres. The National Travel Survey 2020 (NTS) also noted that “82% of all trips under one mile are walks”, making it the most frequent mode of travel for very short distances.
- 5.10 Facilities within these distances from the site are referenced later in this section, and are shown on **Figure 5.3**. Figure 5.3 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.
- 5.11 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

- 5.12 Government guidance 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 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 5.4** provides an isochrone plan, indicating which locations can be reached within a one, three and five kilometre cycle distance.
- 5.13 Fareham Town Centre can be reached within a 9-minute cycle (3.2 kilometres), with Fareham Railway Station, a 11-minute cycle (3.5 kilometres) from the site. Fareham Railway Station benefits from cycle stands and lockers available. The town has an array of schools, pharmacies, doctor’s surgeries, leisure facilities and shops. Further details on travel by rail are set out in the following paragraphs.
- 5.14 In addition to the bridge over the M27, a cycle-/footpath along the Funtley Deviation, an old railway track located to the west of the site, provides access into north-west Fareham.

### Accessibility by Bus

- 5.15 The closest bus stops to the site are located on Funtley Road to the immediate north of the development site. These stops are served by bus route ‘20’. **Table 5.1** 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	Hourly	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	Hourly	Hourly, ending at 17:15	No service

Table 5.1: Summary of Bus Services Available

### Accessibility by Rail

5.16 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 5.2**.

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 5.2: Summary of Rail Services

### Accessibility to Key Facilities and Services

- 5.17 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.
- 5.18 The accessibility of some of these amenities has been improved by the opening of the new pedestrian and cycle route across the M27 bridge. Distances to amenities set out below accounts for the route over the bridge, and relates to actual walking distances and not simply as the crow flies.

### Educational Facilities

5.19 The closest educational establishments to the site are detailed within **Table 5.3** 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. Judes' Catholic Primary School	3,500	No	Yes
Fareham College	4,100	No	Yes

Table 5.3: Educational Facilities

5.20 Table 5.3 demonstrates that there are a large number of 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

5.21 Numerous employment sites are located in the vicinity of Funtley and those located within five kilometres of the site are detailed in **Table 5.4** 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 5.4: Nearby Employment Sites

### Retail Facilities

5.22 Retail facilities that are located within five kilometres of the site are detailed in **Table 5.5** 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
Village Express, Knowle	1,400	Yes	Yes
Hairdresser, Knowle	1,400	Yes	Yes
Bistro, Knowle	1,400	Yes	Yes
Co-op, Highlands Road	1,400	Yes	Yes
Post Office (Inside Co-op), Highlands Road	1,400	Yes	Yes
Hairdressers (Highlands Road)	1,500	Yes	Yes
Butchers (Highlands Road)	1,500	Yes	Yes
Various take-aways/cafes (Highlands Road)	1,500	Yes	Yes
Barbers (Fareham Park Road)	1,700	Yes	Yes
Florist (Fareham Park Road)	1,700	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 5.5: Retail Facilities

### Health Facilities

5.23 Those health facilities located within 5 kilometres of the site are detailed within Table 5.6 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 (Highlands Road)	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
Prails Opticians; Leightons Opticians and Hearing Care; Vision Express; Specsavers	3,600	No	Yes

Table 5.6: Health Facilities

### Leisure and Community Facilities

5.24 A range of leisure and community facilities located within 5 kilometres of the site are detailed in **Table 5.7** 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 5.7: Leisure Facilities

### Summary

- 5.25 In summary, the site has a good level of accessibility by public transport, on foot and by cycle, which is greatly improved through the upgrading of the bridge over the M27 motorway. The site location is therefore considered to be in compliance with relevant policy guidance in respect of sustainability, by offering residents a choice as to how they travel.
- 5.26 Consideration is given in this Proof of Evidence as to whether the proposed quantum of development as part of this appeal can be considered as sustainable, particularly compared against the planning history of the site.

## 6.0 Proposed Improvement Measures

6.1 Through lengthy discussions with HCC Highways, a robust 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. The agreed mitigation measures not only include improved offers compared to the original consent, but also offer new measures. The new measures largely stem from a request by HCC to carry out a Non-Motorised User (NMU) Audit of various walking/cycling routes in the vicinity of the appeal site, but also include a new bus turning facility on site which will help secure the future of the existing bus route 20 within Funtley.

6.2 The NMU Audit and its finding are detailed below.

### Non-Motorised User Audit

6.3 The NMU Audit was undertaken at the request of HCC in January 2021. A copy of the audit is attached as **Appendix B**. 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.

6.4 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.

6.5 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 5.4 illustrates how the college is located within a comfortable cycle distance via road. The focus of any mitigation was agreed by both the appellant and HCC to be best focused on pedestrian access.

6.6 HCC also stipulated that they would not wish to see lighting incorporated along the footpath, and therefore this aspect was given no further consideration.

### Footway Improvements towards Henry Cort College

- 6.7 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 proposed works have been accepted by Hampshire's Countryside Services team, whilst the appellant has agreed to pay for the works via a Section 106 agreement.
- 6.8 The above will encourage increased levels of trips on foot from the appeal site, and indeed will be of material benefit to existing residents of Funtley. It also represents a new package of improvements that were not offered as part of application P/18/0067/OA, and can therefore be considered as additional measures above and beyond those previously secured.

### Footway Widening on Funtley Road

- 6.9 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. HCC noted the following within their formal 7<sup>th</sup> December 2021 response:

*"Investigation by the Highway Authority has identified that there is sufficient highway land to provide an acceptable width for the route. A site visit also demonstrated that the effective width of the footpath could be improved along some of the route by clearing mud and vegetation. The applicant has agreed to carry out vegetation clearance and footpath widening as part of the S278 site access works as shown in drawings 1908016-01 Rev E, 1908016-02 Rev B and 1908016-03 Rev."*

- 6.10 Relevant drawings illustrating the above footway widening are attached as **Appendix C**. Again, this measure was not proposed as part of application P/18/0067/OA.

### Bus Turning Provision

- 6.11 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 need to provide an annual fee stems from a requirement for HCC to pay £5,500 per annum to the land trust that owns a bridge along Mayles Lane, which operates with a ban on HGVs. The annual fee ensures an exception is applied to buses to enable route 20 to continue serving Funtley.
- 6.12 It is pertinent to note that the current rerouting of bus route 20 along Funtley Road is a short term solution due to the need for HCC to provide the annual fee. There is no guarantee that this fee will continue to be paid.
- 6.13 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. Providing a turning facility within the appeal site is the only realistic long-term solution to ensure the viability of a bus service for Funtley. This not only ensures the long-term sustainability of the appeal site, but also ensures existing Funtley residents benefit from a bus service long-term. Considering the previous 55-unit scheme was considered sustainable without a bus service reinforces the strength of the mitigation package being proposed as part of this current appeal.
- 6.14 The appeal proposal includes an appropriate access junction arrangement onto Funtley Road which adequately caters for regular access by a bus. This was agreed with HCC through the application submission, and is shown within **Appendix D**.
- 6.15 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

- 6.16 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. It is noteworthy that the £42,000 contribution is not pro-rata the previous £15,000 sought, and is therefore a higher value per dwelling than previously sought.
- 6.17 A site-wide Travel Plan has also been agreed with HCC. A bond totalling £28,750 has been agreed with HCC and will be used to inform the value of the surety payment secured through any future Section 106 agreement.

## 7.0 Response to Reason for Refusal

7.1 The following section seeks to respond to the highway related reasons for refusal. Namely, the suggestion by FBC that the appeal proposal would not be sustainably located.

7.2 Within FDC's Statement of Case, they reiterate the 'material' benefits brought about by the bridge improvements to enable connections south towards Fareham. Paragraph 4.6 of FDC's Statement of Case states that:

*"Officers considered the package of measures proposed by the applicants in relation to that first application materially improved the sustainability of the location. In particular the proposed public right of way for pedestrians and cyclists to be formed through the site and over the M27 bridge to the urban area of Fareham was considered to be an essential element of the proposal delivering sustainable transport links to make the development acceptable in planning terms."*

7.3 What the above paragraph does not quantify is the material benefit the bridge provides to existing residents within Funtley, and not just those associated with the appeal site. As per paragraph 4.5 of this Proof of Evidence, the benefits of the scheme to existing Funtley Residents were acknowledged within the 2018 officers report for the 55-unit scheme. The footpath also opens up Fareham to the countryside and, if approved, a new park for existing Fareham residents.

7.4 There are circa 85 existing residential dwellings accessed via Roebuck Avenue, to the immediate north of Funtley Road (and west of the railway line). A material number of dwellings are located within Funtley to the east of the railway line. All of these residents have seen their walk and cycle distance to various amenities reduce with the opening of the bridge. The benefits brought about by the bridge works cannot therefore be underestimated. Its benefit is far reaching, and should be given as much weight for this appeal as it was for application P/18/0067/OA.

7.5 Paragraphs 8.52-8.53 of FBC's Statement of Case continue by stating that:

*"When the Council considered the 2020 consent it was acknowledged that the poor accessibility to local services and facilities from the site would be materially improved by the package of measures proposed by the applicant. Whilst those same measures are proposed with this current application the development scheme is materially different and, in proposing up to 125 dwellings, could result in more than double the number of residential units previously consented. Officers consider that the assessment of whether the proposal is sustainably located must be relative in scale and have regard to the quantum of development and the resultant number of residents living on the site in the future. Even taking into account the additional improvements to the walking route to Henry Cort College, the footway along Funtley Road east of the application site and the potential to fund the reinstatement of the bus service for an initial period, the proposal would still be on the margins of what would be considered acceptable in terms of acceptable walking and cycling distances to key local services."*

*As a result of these findings, Officers consider there to be some conflict with Policy DSP40(ii) in that the proposal for 125 dwellings would not be sustainably located."*

7.6 As set out in Section 6 of this Proof of Evidence, the appeal proposal includes substantial additional mitigation measures. In addition to those acknowledged by FBC in the above paragraphs, the appellant will provide additional funding towards School Travel Plans. It must also be reiterated that the provision of a turning head within the appeal site secures the ability for the existing bus route 20 to turn within the site and would not be reliant upon passing over a private section of Mayles Lane, which is in effect a ransom.

7.7 As set out in paragraph 3.4, FBC granted planning consent for application P/18/0067/OA on the basis of no bus route serving the appeal site on Funtley Road. Therefore this current appeal proposal not only provides a turning facility on site, but also safeguards the future of the bus route.

7.8 Table 7.1 below summarises those amenities which would fall within an acceptable walk distance (two kilometres, as defined by 'Guidelines for Providing for Journeys on Foot' (CIHT, 2000)). This distance is also comfortably within an acceptable cycle distance.

Destination	Distance from site access (metres)
The Miners Arms public house	500
Funtley Social Club	800
Orchard Lea Infant and Junior Schools	900
Funtley Court Business Park	950
McColls Newsagent, post office and convenience store	1,100
Funtley Post Office	1,100
Village Express, Knowle	1,400
Hairdresser, Knowle	1,400
Bistro, Knowle	1,400
Knowle Village Business Park	1,400
Co-op, Highlands Road	1,400
Post Office (Inside Co-op), Highlands Road	1,400
Hairdressers (Highlands Road)	1,500
Butchers (Highlands Road)	1,500
Various take-aways/cafes (Highlands Road)	1,500
Barbers (Fareham Park Road)	1,700
Florist (Fareham Park Road)	1,700
Highlands Dental/Doctors Practice	1,700
Fareham Pharmacy	1,700
Fareham Gudgeheath Lane Surgery	1,700
Uplands Primary School	2,000

Table 7.1 – Amenities Located within Two Kilometres of the Appeal Site

7.9 The above table serves to highlight the large number of amenities and facilities located within an acceptable walk distance, many of which can be considered as 'key local services'. There is no basis to the suggestion by FBC that the appeal site is not sustainably located to encourage non-car modes of travel.

7.10 FBC continue in their Statement of Case by stating in paragraph 9.28 that:

*"The Council does accept however that the degree of conflict with the policy in this particular instance would not by itself be sufficient to lead to the application having been refused. Instead, this matter must be taken into account when carrying out the planning balance, weighing the benefits of the proposal against the relative harms."*

7.11 The above suggests that any conflict is not substantial enough to warrant refusal solely on sustainability grounds, however should be weighed in the planning balance. This Proof of Evidence has shown that there is no substance to the LPA's argument, with the robust mitigation package put forward by the appellant sufficient to demonstrate that the appeal site is sustainable.

### Comparison between Appeal Proposal and Previous Consent

- 7.12 FBC suggest in their Statement of Case that whilst the consented 55 unit was deemed to be sustainable, the material increase in size of the current appeal proposal makes the site less sustainable. However FBC fail to quantify why this would be the case, since the appeal site has been shown to be sustainable through the provision of various robust measures. Indeed, as set out in this Proof, the appeal proposal includes various further robust measures to reinforce the sustainability credentials of the site.
- 7.13 Ultimately if a 55 unit scheme is considered sustainable and affords future residents the opportunity to travel by sustainable travel modes, then there is no logical reason why a scheme of 125 units cannot also afford the same level of access to non-car modes. Whilst more homes are being proposed, 125 dwellings is not considered significant, and will not materially increase the number of trips to and from the site by any mode of travel. Indeed, the community building/shop proposed as part of the scheme would not usually be required for 125 homes, and will aid in increasing internalisation whereby residents may not be required to travel off-site.
- 7.14 Attention is drawing below to the Travel Plan accompanying the outline application for the appeal. Table 5.1 within the Travel Plan is replicated below as Table 7.2. This sets out the existing mode split for car driver within the surrounding area based on 2011 census data, alongside the targets sets within the Travel Plan. This information is a direct reference to the Travel Plan submitted with the outline application.

Target	Indicator	Modal Split		
		Baseline	Year 3	Year 5
Achieve a 10% decrease in single occupancy vehicle trips	Modal split monitoring surveys for SOC use	75.2%	70.5%	65.5%
Achieve an increase in use of alternative modes to offset reduction in SOV use. Modes to include: Walking Public Transport Cycling Car Share	Modal split monitoring surveys or public transport use	24.8%	29.8%	34.8%

Table 7.2: Travel Plan Aim Targets

- 7.15 The Travel Plan aims to reduce single occupancy car trips by 10%, which will greatly reduce the appeal sites reliance on the private car. Indeed, simply by incorporating the various measures proposed as part of this appeal (alongside the bridge link), it is likely that the above targets will be met well within the five year target.
- 7.16 HCC will secure a bond for the cost of the Travel Plan measures to ensure they are implemented. This provides some assurance that the measures will be secured and implemented, and thus have the desired effect in reducing car reliance.
- 7.17 The above highlights the strength of the appeal proposal in encouraging a further shift in sustainable travel from existing, thus meeting the aims of not only the NPPF, but also policy CS5 of the FBC Core Strategy. Indeed, securing the long-term viability of a bus service through Funtley and the provision of a right of way through the appeal site will not only aid in reducing non-car trips associated with the appeal site, but also assist in reducing single occupancy car trips associated with existing Funtley residents. This reinforces the far reaching benefits of the mitigation package beyond just the appeal proposal itself.

### Future Links to Welborne Garden Village

7.18 FBC approved an outline planning application for the creation of Welborne Garden Village on 23 July 2021. Whilst only outline consent has been granted and relevant reserved matters applications will need to be submitted, the scheme is anticipated to create the following:

- ▶ 6,000 homes;
- ▶ A district centre and smaller village centre, with shops and community facilities;
- ▶ Commercial, industrial, warehousing and employment space;
- ▶ A secondary school and three primary schools;
- ▶ Parks, green open spaces and sports pitches;
- ▶ A remodelled M27 J10 to create an all movements junction alongside other highway improvement works; and
- ▶ Connections to the surrounding cycleway and pedestrian network

7.19 An indicative site layout is illustrated below.



Figure 7.1 – Indicative Layout of Welborne Garden Village

- 7.20 Welborne Garden Village connects to Funtley via a network of existing footpaths which lead directly onto Funtley Road. The above figure illustrates how various amenities will be made available to residents of the appeal site within an acceptable walk and cycle distance. This includes the aforementioned district centre and smaller village centre, as well as commercial, industrial, warehousing and employment space. Residents of the appeal site will also be within close proximity to the proposed secondary school and primary schools, as well as parks, green open spaces and sports pitches. Indeed the aforementioned walk and cycle isochrones included as Figures 5.3 and 5.4 illustrate how large sections of Welborne will be accessible from the appeal site not only by cycle, but also on foot.
- 7.21 Ultimately the proximity of Welborne will enhance the sustainability of appeal site. It must be noted however that the appeal site has been shown in this Proof of Evidence to be sustainable in its own right. It is not reliant upon the additional facilities offered by Welborne Garden Village.

## 8.0 Summary and Conclusion

- 8.1 This Proof of Evidence relates 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"). 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.
- 8.2 This Proof of Evidence demonstrates that:
- ▶ The appeal site is within an acceptable distance of local amenities and public transport options, and is not therefore reliant upon a private car;
  - ▶ Robust measures will be provided to further enhance the sustainability credentials of the appeal site to address the increase from the previously consented 55 units to the current 125 units;
  - ▶ The appeal site will benefit from access to facilities within Welborne when built, although it is proven to be in a sustainable location in its own right; and
  - ▶ Appropriate mitigation can be secured by way of a legal agreement with FBC.
- 8.3 By demonstrating that the site is not reliant upon a private car, and offers future residents' opportunities to travel by sustainable travel modes, the proposals accord with relevant national and local policy. Therefore, the appeal should not be dismissed based on sustainability grounds.

**Appendix A**

Hampshire County Council Formal Response

Fareham Borough Council  
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*Enquiries To* Matt Lewis

*Direct Line* 0370 779 3589

*Date* 7 December 2021

*My reference* 030097

*Your reference* P/20/1168/OA

*Email* [farehamdc@hants.gov.uk](mailto:farehamdc@hants.gov.uk)

Dear Mr Wright,

### **Land To The South Of Funtley Road, Funtley**

**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 & F2) with associated infrastructure, new community park, landscaping and access, following demolition of existing buildings.**

These comments are in relation to planning application P/20/1168/OA. The applicant seeks permission for up to 125 dwellings with community and local facilities. Extant permission for up to 55 dwellings has been granted under planning application P/18/0067/OA. The developer has been engaging with the Highway Authority and Countryside Services and these comments will summarise the agreed position.

#### *Site Accessibility*

The Transport Assessment (TA) lays out walking distances to education, employment, retail, and health facilities. These have been checked and confirmed to be actual walking distances and not "as the crow flies" distances and are therefore acceptable. It is noted that whilst a significant number of services lie beyond the 2km walking distance recommended by CIHT, there are some facilities from each category within this distance.

Pedestrian facilities along Funtley Road are currently secured to be improved by planning permission P/17/1135/OA. This application proposes to tie in with the existing pedestrian network, and provide crossing points to the northern side of Funtley Road,

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Stuart Jarvis BSc DipTP FCIHT MRTPI*

which will provide onward connections towards the facilities at Knowle village.

The number 20 bus route previously used to serve Fareham then Funtley and then onto Knowle village via Mayles Lane. However, there is a railway bridge over Mayles Lane which has recently had a 7.5t weight restriction added and therefore the bus can no longer use this road and instead is redirected to Knowle via Wickham Road. The weight limit was implemented to prevent HGV's using the bridge.

Hampshire County Council (HCC) has investigated securing a bus only exemption for the bridge so that the number 20 bus can revert back to the previous route. The Land Trust who own the section of road have confirmed that a fee of £5,500 per annum is required to access this section of road. Therefore, to meet the required sustainability of the site, the applicant will be required to pay this fee for a period of 5 years. This has been agreed and will be secured in any future legal agreement should the development come forward.

Notwithstanding the above, and to ensure the site can be served by bus in the long term, it has been agreed that a bus turning facility is provided within the development. This would allow a bus service to enter and exit the site and continue back through Funtley towards Fareham and Knowle. This position has been accepted by the applicant.

In order to ensure continued provision of the bus service during the development construction, the above contribution to pay the Land Trust fee will be required up to the point the bus turning facility is operational. Once the service routing has been altered, the annual access fee 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 S106 Agreement.

The applicant has submitted an NMU audit in relation to pedestrian and cycle access to local facilities. With regard to the route to Funtley, it is noted in the NMU audit that the footway around and over the rail bridge is of substandard width due to encroaching verge and localised pinch points. It should also be noted that this route not only provides access for new residents to facilities in Funtley, but also the proposed development will be an attractor for existing residents in Funtley. As such the route should be made suitable for all users and increased usage.

Investigation by the Highway Authority has identified that there is sufficient highway land to provide an acceptable width for the route. A site visit also demonstrated that the effective width of the footpath could be improved along some of the route by clearing mud and vegetation. The applicant has agreed to carry out vegetation clearance and footpath widening as part of the S278 site access works as shown in drawings 1908016-01 Rev E, 1908016-02 Rev B and 1908016-03 Rev A.

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**Stuart Jarvis BSc DipTP FCIHT MRTPI**

Review of the route to Henry Cort College (the catchment secondary school) has also identified required improvements along the existing right of way and bridleway. The proposed works have been accepted by Hampshire's Countryside Services team and a contribution of £67,133 has been agreed to be paid by the applicant towards improving this route.

### *Road Safety Review*

The applicant has provided collision data from Hampshire Constabulary in relation to the site. It is noted 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.

### *Existing Traffic Conditions*

A traffic survey was carried out on 21st-27th October 2016, which is beyond the required 3 years accepted by the Highway Authority. It is also noted that this was during autumn half-term and therefore may not be wholly representative of the usual traffic flows.

Notwithstanding this, the Highway Authority has compared the flows with other, more recent, traffic survey data in the vicinity and concluded that the submitted data is not dissimilar. As such, the proposed methodology to uplift the previous data with TEMPro is accepted in this instance.

### *Site Access*

The proposed access design is based on the approved design submitted under planning application P/18/0067/OA for 55 dwellings. All pedestrian crossing points and the works associated with the footpath / cycle link over the M27 will also be completed. These comments will therefore relate to the proposed intensification of the site access junction resulting from an increase in development quantum from 55 units to up to 125 units.

The PICADY traffic modelling summaries show an increase in the RFC but do not result in any capacity issue for the site access. It is noted that the visibility splays have been amended compared to the approved permission (P/18/0067/OA) in line with the updated speed surveys.

The access has also been shown to accommodate the left-in, right-out movement for a 12.0m bus in accordance with HCC standards. The access road width has been increased to 6.75m along the length of the proposed bus route, with details of the internals and bus turning facility to be confirmed during the reserved matters stage.

### *Internal Arrangements*

It is noted that internal layout and parking details will be provided at the reserved

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matters stage. As such, the Highway Authority will only be providing high level comments for consideration.

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.

It should be noted that high levels of tandem parking could result in an increased use of on-street parking causing restrictions for other highway users. As such this should be kept to a minimum.

The indicative internal layout on the masterplan shows a few occurrences where SSD's/visibility splays will not be achievable due to proposed buildings. For a 20mph design speed, a 25m SSD is required and should be demonstrated on future submissions.

#### *Trip Generation and Distribution*

The proposed trip rates are as per the approved planning application P/18/0067/OA and are accepted. The initial distribution was derived from Journey to Work Census data, as per the extant permission. This method is acceptable however the analysis did not assume any traffic from the site would travel east towards the A32 Wickham Road to access Eastleigh and Winchester. Further justification was submitted in relation to the proposed distribution, and it was noted that traffic distribution may change with the future opening of the all-moves junction on the M27. In line with the above, the proposed distribution is considered acceptable in this instance.

#### *Junction Modelling*

Modelling has been carried out for the site access (comments above), 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 development 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, the HA consider the agreed contribution and improvements to sustainable transport opportunities as set out above will reduce the number of vehicle movements through this junction and are considered acceptable mitigation at this location.

The applicant has also modelled the signalised shuttle system of the rail bridge in Funtley using LinSig. It is shown that the system is modelled to work within capacity in the 2025 future year and is therefore acceptable.

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### *Travel Plan*

A previous contribution towards School Travel Planning has been secured through the Section 106 for the extant planning permission (P/18/0067/OA), however, due to the increase in the proposed housing numbers and HCC's revised structure of pricing, this figure will be required to be adjusted to reflect the true cost of delivering meaningful travel planning with the catchment schools. The updated pricing has been based on a number of sites including:

- Blandford House and Malta Barracks Shoe Lane Aldershot
- Land between A339 and Fawconer Road, Kingsclere
- Land at East of Southampton Road, Titchfield
- Station Road, Oakley
- Chapel Hill
- Manydown
- Welborne

The Highway Authority confirms that an 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 application is granted permission, the contribution request for £42,000 will supersede the request for £15,000.

In regard to the approved Residential Travel Plan, the cost estimate of £28,750 is agreed and will be used to inform the value of the surety payment secured through any future Section 106 agreement.

### *Recommendation*

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:

#### **Condition**

A Construction Management Plan shall be submitted to, and approved in writing by, the Local Planning Authority (in consultation with Hampshire County Council Highway Authority) before development commences. This should include construction traffic routes and their management and control, parking and turning provision to be made on site, measures to prevent mud being deposited on the highway, adequate provision for addressing any abnormal wear and tear to the highway, and a programme for construction.

Reason: In the interests of highway safety

#### **Obligations**

- Provision of a site access onto Funtley Road as indicated in Drawing No. 1908016-01 Rev E, including both vehicular and pedestrian provision;
- Visibility splays of 2.4m by 60.6m and 2.4m by 62.3m in the eastern and western directions respectively as shown on Drawing No. 1908016-01 Rev E which are to

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remain clear of all obstruction and vegetation greater than 0.6m in height at all times;

- Footway widening and vegetation clearance works along the footpath on Funtley Road, as indicated in Drawings 1908016-02 Rev B and 1908016-03 Rev A;
- A contribution of £5,500 per annum towards the bus provision down Mayles Lane, up to a maximum of 5 years, with contributions to cease once bus routing is amended and operational internal to the site;
- A contribution of £67,133 towards Public Right of Way improvements between the site and Henry Cort Community College; and
- In relation to the Residential Travel Plan, payment (by developer) of HCC fees in respect of approval (£3,000) and monitoring (£15,000) of the Framework Travel Plan prior to commencement;
- Provision of a bond, or other form of financial surety to the value of £28,750 in respect of the measures within the Residential Travel Plan; and,
- A contribution of £42,000 towards the implementation and monitoring of the School Travel Plan (to replace the £15,000 contribution secured under planning approval P/18/0067/OA).

Yours sincerely,

Ben Clifton  
Strategic Transport Manager

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

## **Appendix B**

Non-Motorised User Audit



Proposed Residential Development  
Land South of Funtley Road, Funtley

**Non-Motorised User (NMU) Audit**

For

Reside Developments Ltd

## Document Control Sheet

Proposed Residential Development  
Land South of Funtley Road, Funtley  
Reside Developments Ltd

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
24/01/2020	1 <sup>st</sup> Draft	EU/DM	DM
12/03/2021	Final	EU/DM	DM



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4.0	Route to Funtley Services .....	7
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## Appendices

- A NMU Scoring Output
- B Supporting Photos

## 1.0 Introduction

- 1.1 This Non-Motorised User (NMU) audit has been undertaken in response to comments raised by Hampshire County Council (HCC) in respect of an outline planning application for a residential development on land to the south of Funtley Road, Funtley, Hampshire.
- 1.2 In their formal response to the application, HCC has stated that:
- "...due to the increased levels of pedestrian footfall on the existing network, an NMU audit should be conducted and submitted detailing the acceptability of routes to local amenities and education facilities which are not provided within the development. Particular note should be drawn to the route to Henry Cort Community College as this secondary education facility is at the maximum acceptable walking distance when measured against CIHT recommendations if taking the shortest distance available (that being over the M27 footbridge and along the PRow to the west."*
- 1.3 This NMU audit considers each potential route to access each of the above locations. Consideration is not given to the permissive path through the site, nor the improvement works to the M27 bridge. These works formed part of the previous planning consent, and were deemed as suitable for use by future residents. Furthermore, additional improvements will be made within the site to improve access, particularly for cyclists.
- 1.4 On this basis, the audit assesses the quality of access for pedestrians and cyclists on existing routes south of the bridge only. To the north of the site, the audit commences on Funtley Road.
- 1.5 Three routes are assessed, namely:
- ▶ Routes to Henry Cort Community College;
  - ▶ Routes to amenities on Highland Road; and
  - ▶ Routes to facilities within Funtley.
- 1.6 Each route is scored based on a variety of criteria, which includes:
- ▶ Directness;
  - ▶ Width;
  - ▶ Gradient;
  - ▶ Lighting;
  - ▶ Surveillance;
  - ▶ Environment; and
  - ▶ Crossing provision.

## 2.0 Route to Henry Cort College

2.1 Figure 2.1 below illustrates three potential routes that could be taken by future residents to access Henry Cort College. The route choice will be dictated by where residents live within the application site, or whether they choose to travel on foot or by cycle. The three routes include:

- ▶ Via upgraded M27 bridge, and existing footpaths passing over the Deviation Line;
- ▶ Via Funtley Road and an extended length of the deviation line; and
- ▶ Via Thames Drive and Highland Road.

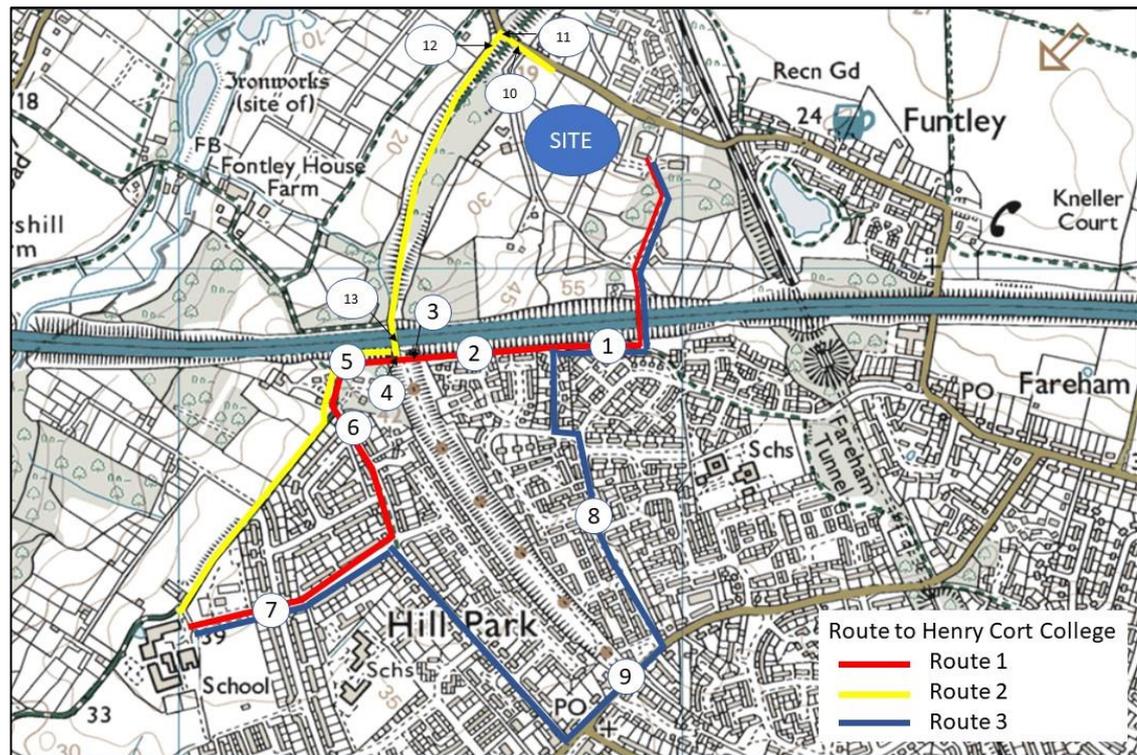


Figure 2.1 – Routes to Henry Cort Community College

2.2 The full audit output is set out within **Appendix A**, which describes each individual link and appropriate score for each criteria being assessed. Relevant photos are contained within **Appendix B**.

### Route 1

2.3 The first route utilises the footpath to the south of the M27 bridge in a westbound direction. The initial section of footpath south of the bridge (photo 1) is wide and benefits from lighting. It also has reasonable surveillance from adjacent properties. The footpath is comprised of a wide tarmac finish with lighting to a point where it meets a residential car park. The route is overlooked by residential properties with lighting. To the west of the car park, the footpath is unsurfaced (photo 2) with no lighting. It is however flat and wide.

2.4 The footpath joins the Deviation Line by way of a staircase. There are no alternative routes to access the Deviation Line, and therefore the route is currently not suitable for cyclists. The surface of the footpath is poor where it meets the Deviation Line, and was observed during the audit as being very muddy. This makes navigating the route for able bodied people difficult (photo 4).

- 2.5 The route crosses the deviation line before making use of a second staircase. There is a secondary path enabling cyclists to avoid the staircase, although again during the audit the path was muddy and difficult to navigate. The footpath then continues westbound on a flat terrain (photo 5). The footpath varies in width, although is deemed suitable for the level of pedestrian or cycle flow it attracts. The route is not overlooked in places and has no lighting.
- 2.6 The footpath joins the residential cul-de-sac of Fareham Park Way, where the route heads south and then west along Wynton Road (photo 6). Footways are wide, with suitable crossing points when taking into context the quiet nature of surrounding residential roads. There are crossing points and a wide footway (photo 7) leading into the college grounds.
- 2.7 This route has an overall rating of 3 out of 5. The current lack of cycle access in the vicinity of the deviation line currently restricts access to pedestrians only, whilst surface treatment in some locations makes it difficult to navigate during winter months. Whilst there is a lack of overlooking and lighting in places, this is reflective of the route being a rural leisure track in part.

### Route 2

- 2.8 Route 2 may be more attractive for residents living towards the north-western section of the application site. There is however no footway along Funtley Road leading towards the deviation line, including under the bridge serving the former railway line. Therefore, it is unlikely to be an attractive route for some residents. There is a steep slope leading from Funtley Road to the Deviation Line which would require cyclists to dismount. Able walkers would not find this route difficult, although less mobile residents may.
- 2.9 The deviation line benefits from a wide surface, although lacks any lighting. This reflects its nature as a rural route for walkers/cyclists during the daytime, and is unlikely to be used outside of daylight hours. There is an underpass beneath the M27 motorway (photo 11) which lacks any lighting or surveillance.
- 2.10 South of the underpass, the surface can become muddy and difficult to navigate (photo 4). This would make the route unattractive to some walkers during winter months.
- 2.11 As with route 1, the route makes use of a staircase to the immediate south of the M27. There is a secondary path enabling cyclists to avoid the staircase, although again during the audit the path was muddy and difficult to navigate. The footpath then continues westbound on a flat terrain (photo 5). The footpath varies in width, although is deemed suitable for the level of pedestrian or cycle flow it attracts. The route is not overlooked in places and has no lighting.
- 2.12 The footpath joins the residential cul-de-sac of Fareham Park Way, where the route instead utilises a more direct footpath linking directly with the school. The footpath is sufficiently wide enough, although is not overlooked. It is less likely to be used than route 1 outside of daylight hours.
- 2.13 This route has an overall rating of 3. The lack of cycle access by the deviation line currently restricts access to pedestrians only, whilst surface treatment in some locations makes it difficult to navigate. Pedestrians would be forced to walk in the highway on Funtley Road, including under the bridge serving the former railway line.

### Route 3

- 2.14 Route 3 is the least direct route, however it primarily makes use of footways or on-carriageway cycling alongside quiet residential roads without any notable gradient concerns. It is more practical for cyclists or for travel during winter months outside of daylight hours.
- 2.15 Crossing points generally comprise of dropped kerbs with tactile paving (photo 8). Cycling on-street is feasible due to the low volume of traffic. There is a gradual gradient in the carriageway, however it is not sufficient to affect cyclists.

- 2.16 Footways continue alongside Highland Road, towards Fareham Park Road. Cyclists could continue to travel on-street along Highland Road and Fareham Park Road. The route heads north and then west along Wynton Road. Footways are wide, with suitable crossing points when taking into context the quiet nature of surrounding residential roads. There are crossing points and a wide footway (photo 7) leading into the college grounds.
- 2.17 It is noteworthy that as part of the consented Welbourne scheme, a new cycle route providing connectivity for cyclists between Highlands Road and Henry Cort Community College will be implemented. This will comprise of an on-carriageway cycle route on both Fareham Park Road and Wynton Way, which will further encourage cyclists to utilise this route.
- 2.18 The overall score for the route is 4 out of 5. Directness received a low score, as it would take longer to access the college than via the footpaths crossing the Deviation Line. However it does offer a more attractive alternative, particularly for cyclists. It is less likely to be utilised by pedestrians, particularly during the summer months.

### 3.0 Route to Highland Road

3.1 Figure 3.1 below illustrates feasible routes to the existing retail facilities on Highland Road, which provide the closest general amenities to the application site. The three routes include:

- ▶ Via upgraded M27 bridge, and residential roads (including Thames Drive);
- ▶ Via upgraded bridge and the Deviation Line; and
- ▶ Via Funtley Road and an extended length of the deviation line.

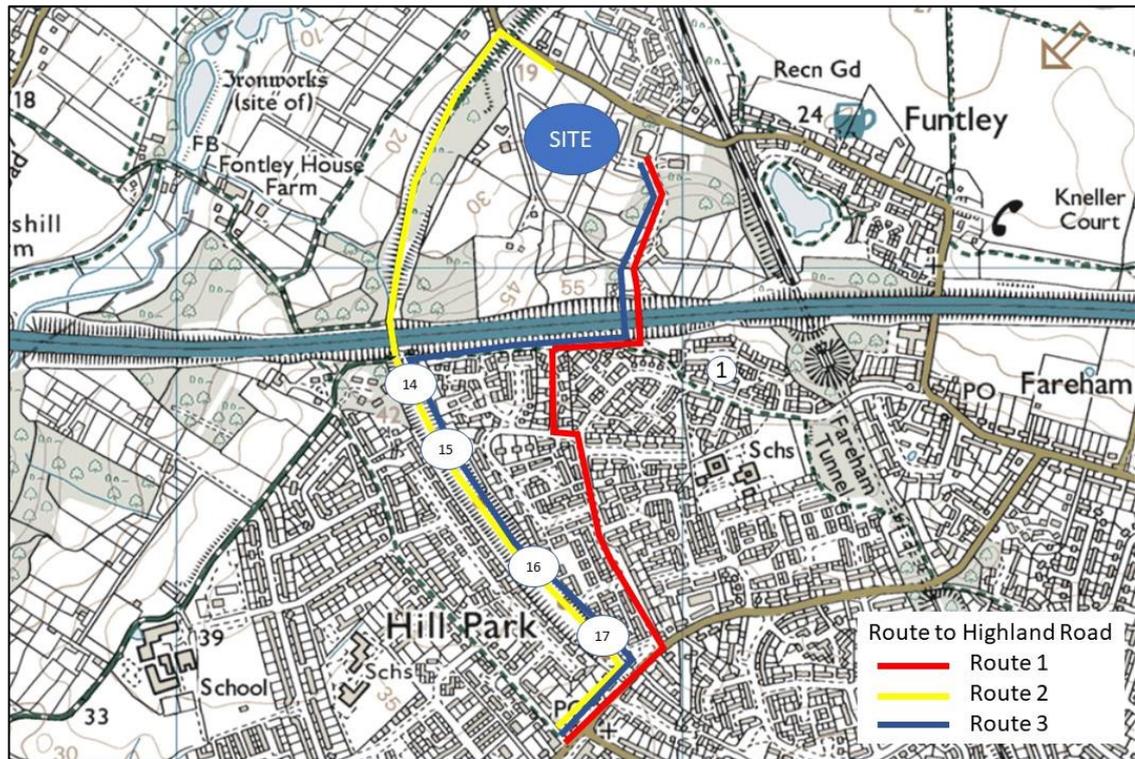


Figure 3.1 – Potential Routes to Local Amenities on Highland Road

3.2 Each route is summarised below.

#### Route 1

3.3 Route 1 is fairly direct, and primarily makes use of footways alongside quiet residential roads. Crossing points generally comprise of dropped kerbs with tactile paving (photo 8). Cycling on-street is feasible due to the low volume of traffic. There is a gradual gradient in the carriageway, however it is not sufficient to affect cyclists.

3.4 The initial section of footway south of the bridge (photo 1) is wide and benefits from lighting. It also has reasonable surveillance from adjacent properties.

3.5 Footways continue alongside Highland Road, with crossing points providing safe access to local amenities. Cyclists could continue to travel on-street along Highland Road.

3.6 The overall score for the route is 5. No criteria received a low score, suggesting this route is appropriate for all users.

### Route 2

- 3.7 Route 2 may be more attractive for residents living towards the north-western section of the application site. There is however no footway along Funtley Road leaving towards the deviation line, including under the bridge serving the former railway line. Therefore, it is unlikely to be an attractive route for some residents. There is a steep slope leading from Funtley Road to the Deviation Line which would require cyclists to dismount. Able walkers would not find this route difficult, although less mobile residents may.
- 3.8 The deviation line benefits from a wide surface, although lacks any lighting. This reflects its nature as a rural route for walkers/cyclists during the daytime, and is unlikely to be used outside of daylight hours. There is an underpass beneath the M27 motorway (photo 11) which lacks any lighting or surveillance.
- 3.9 South of the underpass, the surface can become muddy and difficult to navigate (photos 4 and 14). The route continues south along the deviation line, where the surface treatment is muddy throughout during winter months. This may make the route unattractive to some walkers during winter months.
- 3.10 Whilst the route is wide in most places, there are short narrow sections (photo 15). The route then joins Highland Road as per route 1.
- 3.11 The route generated a score of 4, with surface treatment and lighting scoring low in places. Surveillance also scores low in places.

### Route 3

- 3.12 The final route involves a similar initial journey to route 1, although continues west towards the deviation line. The footpath is comprised of a wide tarmac finish with lighting to a point where it meets a residential car park. The route is overlooked by residential properties with lighting. To the west of the car park, the footpath is unsurfaced (photo 2) with no lighting. It is however flat and wide.
- 3.13 The footpath joins the Deviation Line by way of a staircase. There are no alternative routes to access the Deviation Line, and therefore the route is currently not suitable for cyclists. The surface of the footpath is poor where it meets the Deviation Line, and was observed during the audit as being very muddy. This makes navigating the route for able bodied people difficult.
- 3.14 The route then continues south along the deviation line as per Route 2.
- 3.15 The route generated a score of 3, with gradient and surface treatment scoring low. It is also less direct than alternative routes.

## 4.0 Route to Funtley Services

4.1 Figure 4.1 below illustrates feasible routes to existing facilities in Funtley, which include a public house, social club, and a business centre. The two routes include:

- ▶ Eastbound along Funtley Road to the public house and social club; and
- ▶ Continuation of route 1 to the business centre.

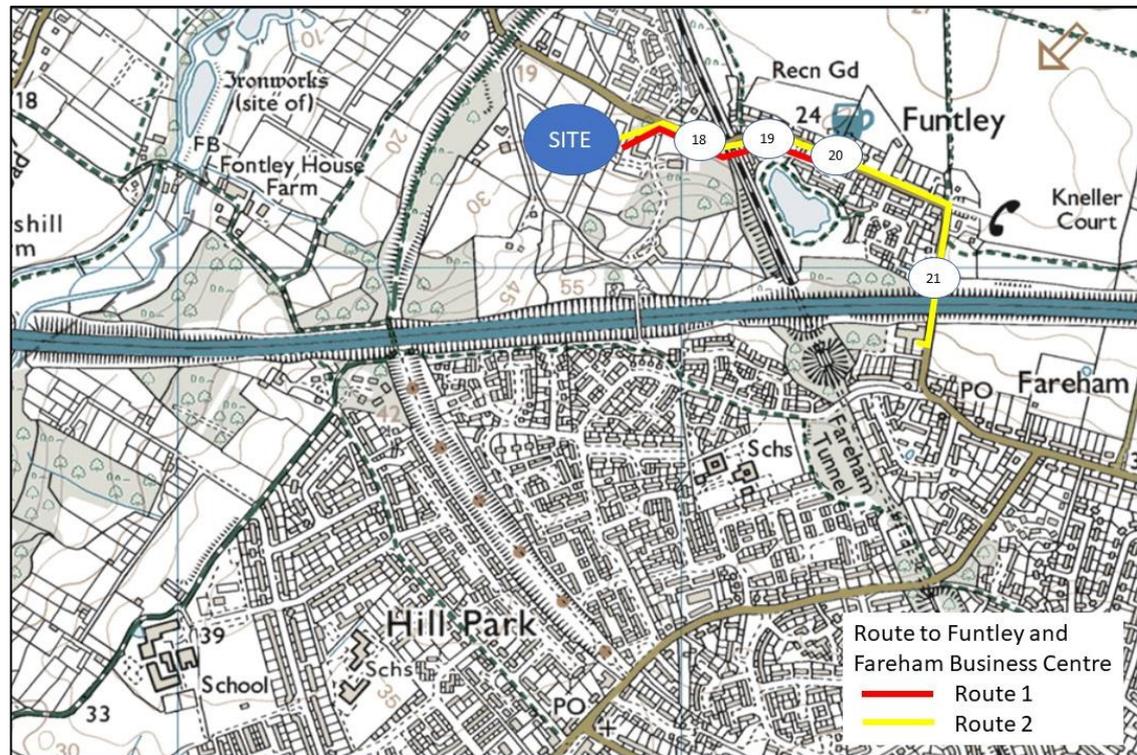


Figure 4.1 – Route to Facilities in Funtley

4.2 Each route is summarised below.

### Route 1

4.3 This route leads residents to the limited amenities within Funtley, namely the public house and social club. The route utilises a continuous footway on the southern side of Funtley Road in its entirety. The footway does not meet with guidance on footway widths in the vicinity of the site (photo 18), however when considering its limited use and services it connects to, it is considered suitable for its context. There is a gradient in the carriageway due to the railway bridge, although it is considered suitable for all users including cyclists.

4.4 There is localised narrowing on the railway bridge due to street furniture, with the footway widening to the east of the railway bridge (photo 19). From this point there is a generous footway with good surveillance (photo 20).

4.5 There are no dedicated crossing facilities to the public house or social club, however Funtley Road does not attract high levels of traffic flow, whilst visibility for pedestrians seeking to informally cross the carriageway is good. Considering the likely low use of both facilities, a formal crossing point is not considered necessary.

- 4.6 The route has a rating of 4, with generally suitable ratings. Whilst width and environment score 3 in places, which is considered suitable for the sites context and usage of the footway.

### **Route 2**

- 4.7 Route 2 is an extension of route 1, leading to Fareham Business Centre. The footway on the southern side of Funtley Road continues eastbound, although it does narrow in close proximity to the Business Centre (photo 21). There is also a reasonable gradient as the carriageway passes under the M27 bridge. However this route is only likely to attract limited trips for the working population to the business centre, and the route is considered suitable for able bodied pedestrians and cyclists.
- 4.8 The route has a rating of 4, scoring low/average on gradient and width in places.

## 5.0 Issues to Address

- 5.1 The key issues raised within the audit focus on the following:
- ▶ Inability for cyclists to utilise the footpath crossing the deviation line towards the college;
  - ▶ Surfacing of the Deviation Line and footpaths in its vicinity during winter months;
  - ▶ General lack of surveillance/lighting in places; and
  - ▶ Use of the northern section of the Deviation Line and Funtley Road.
- 5.2 The analysis shows that there are alternative options to access the college by bicycle via Highland Road. This route would extend further than the more direct route, although is more practical and usable for cyclists. Pedestrians are less likely to use the Highland Road route as it extends beyond a two kilometre distance. On this basis measures to improve the surfacing of the footpath in the vicinity of the Deviation Line should be promoted to encourage its use throughout the year.
- 5.3 However a potential option would be to incorporate a rail on one side of the staircase for use by cycles. This would be formed of a groove in in the staircase within which the wheels would sit. This could be used by able bodied cyclists, although may still be unviable for some considering the steepness of the staircase.
- 5.4 Whilst the route lacks lighting in most places, the introduction of lighting could be to the detriment of the rural nature of the route which would typically only be used during daylight hours. However it is suggested that some low level lighting is explored in the vicinity of the crossing point south of the M27 since this route is most likely to be used by pedestrians accessing the college.
- 5.5 There is no footway along Funtley Road connecting with the Deviation Line. There would appear limited scope to introduce a new footway due to third party land constraints, alongside available width underneath the railway bridge. This route is likely to only be used as a recreational route when considering the route south through the site and over the M27 bridge provides a more direct route to the college and local amenities. On this basis it is not considered that footway improvements are required to ensure access to amenities.

### Summary

- 5.6 In summary, the upgrading of footway surfacing broadly within the location between the two sets of steps is required to encourage walking trips throughout the year to the college. This would also aid general users of the Deviation Line, as well as those residents seeking access to Highland Road via the Deviation Line.
- 5.7 Additional measures to improve lighting and access for cyclists via the staircases would improve the attractiveness of the route to the college, as well as alternative access to amenities in Highlands Road.

**Appendix A**

NMU Scoring Output

### Scoring Categories

Desire lines/Directness	1 Indirect - convoluted route	2	3 Satisfactory	4 Fairly direct - generally follows desire line	5 Direct - follows natural desire line
Width	1 Narrow or path non-existent	2 Below standard for context	3 Satisfactory for context	4 Meets standard for context	5 Above standard
Gradient	1 Steep	2	3 Mixed	4 Gentle gradient	5 Flat
Lighting	1 No lighting	2 Sparse/ineffective lighting	3 Lit	4	5 Good lighting
Personal security/natural surveillance	1 No natural surveillance	2 Only short sections of surveillance	3 Mixed	4 Only short sections with no surveillance	5 Good natural surveillance
Attractiveness/Environment	1 Unattractive	2	3 Neither	4	5 Attractive
Crossing Provision	1 No crossing provision	2 Poor crossing provision, or unsuitable for most users	3	4 Crossings available, maybe not suitable for all users or slightly off desire lines	5 Appropriate crossings for all users on desire lines

## 1: To Highlands Road

### Option Route

- a Via Thames Drive/Hill Park Road
- b Via Full Deviation Line
- c Via Southern Deviation Line

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Weighted Average				
<b>a</b> Links									
Footpath from Bridge	4	5	5	5	4	4	5	5	-
Thames Drive	5	5	4	5	5	4	4	5	-
Hill Park Road	5	5	4	5	5	4	4	5	-
Highlands Road	5	5	5	5	5	4	4	5	-
1.03km TOTAL	19	20	18	20	19	16	17	18	5

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Weighted Average				
<b>b</b> Links									
Funtley Road	3	4	5	5	3	3	5	4	-
Connection to Deviation Line	3	5	5	2	3	2	4	3	-
Deviation Line (Northern Section)	3	3	5	1	2	3	5	3	-
Underpass	3	4	1	1	2	3	4	3	-
Deviation Line (Southern Section)	4	3	4	1	2	4	5	3	-
Highlands Road	5	5	5	5	4	4	5	5	-
1.7km TOTAL	21	24	25	15	16	19	28	21	4

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
	Link Score	Link Score	Link Score	Link Score	Weighted Average				
<b>c</b> Links									
Footpath from Bridge	2	1	4	3	4	2	1	2	-
Through car park	2	2	2	1	2	4	4	2	-
Further footpath	4	5	5	1	2	4	5	4	-
Steps	4	5	5	4	1	1	5	4	-
Deviation Line	4	3	4	1	2	4	5	3	-
Highlands Road	5	5	5	5	5	4	5	5	-
1.4km TOTAL	21	21	25	15	16	19	25	20	3

**2: To Funtley**

Option   Route

a        To Public House/Social Club

b        To Business Park

Route Option		Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
									Link Score	Link Score
<b>a</b>	Links	Link Score	Link Score	Link Score	Link Score	Weighted Average				
	Funtley Road	5	3	4	4	3	3	4	4	-
	Railway bridge	5	3	3	4	3	3	4	4	-
	Funtley Road	5	4	5	5	5	4	4	5	-
480 metres	TOTAL	15	10	12	13	11	10	12	12	4

Route Option		Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
									Link Score	Link Score
<b>b</b>	Links	Link Score	Link Score	Link Score	Link Score	Weighted Average				
	Funtley Road	5	3	4	4	3	3	4	4	-
	Railway bridge	5	3	3	4	3	3	4	4	-
	Funtley Road	5	4	5	5	5	4	4	5	-
	Under M27 bridge	5	4	2	4	4	3	4	4	-
890 metres	TOTAL	20	14	14	17	15	13	16	12	4

#### 4: To Henry Cort Community College

Option Route

- a Westbound from bridge and across Deviation Line
- b Via Funtley Road and Deviation Line
- c Via Highland Road

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
<b>a</b> Links	Link Score	Link Score	Link Score	Link Score	Weighted Average				
Footpath from Bridge	3	4	5	5	3	3	5	4	-
Through car park	3	5	5	2	3	2	4	3	-
Further footpath	3	3	5	1	2	3	5	3	-
Steps x2	3	4	1	1	2	3	4	3	-
Footpath	3	3	4	1	2	2	4	3	-
Fareham Park Road	3	4	5	4	4	4	4	4	-
Wynton Way	3	4	5	4	4	4	4	4	-
1.4km TOTAL	21	27	30	18	20	21	30	24	<b>3</b>

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
<b>b</b> Links	Link Score	Link Score	Link Score	Link Score	Weighted Average				
Footpath from Bridge	2	5	4	5	4	3	5	4	-
Thames Drive	2	5	4	5	5	4	4	4	-
Hill Park Road	2	5	4	5	5	4	4	4	-
Highlands Road	2	5	4	5	5	4	4	4	-
Fareham Park Way	2	5	4	5	5	4	4	4	-
Wynton Way	2	5	4	5	5	4	4	4	-
2.0km TOTAL	12	30	24	30	29	23	25	25	<b>4</b>

Route Option	Directness	Width	Gradient	Lighting	Surveillance	Environment	Crossing Provision	Overall Score	
								Link Score	Weighted Average
<b>c</b> Links	Link Score	Link Score	Link Score	Link Score	Weighted Average				
Funtley Road	2	1	4	3	4	2	1	2	-
Connection to Deviation Line	2	2	2	1	2	4	4	2	-
Deviation Line (Northern Section)	2	5	5	1	2	4	5	3	-
Underpass	2	5	5	4	1	1	5	3	-
Steps	4	4	1	1	2	2	4	3	-
Footpath	4	3	4	1	2	3	4	3	-
Fareham Park Road	4	4	4	4	4	4	4	4	-
Footpath	4	4	4	4	4	4	4	4	-
1.5km TOTAL	24	28	29	19	21	24	31	25	<b>3</b>

**Appendix B**

Supporting Photos



Photo 1



Photo 2



Photo 3



Photo 4



Photo 5



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21

## **Appendix C**

Footway Improvements along Funtley Road



 Footway Widening



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:

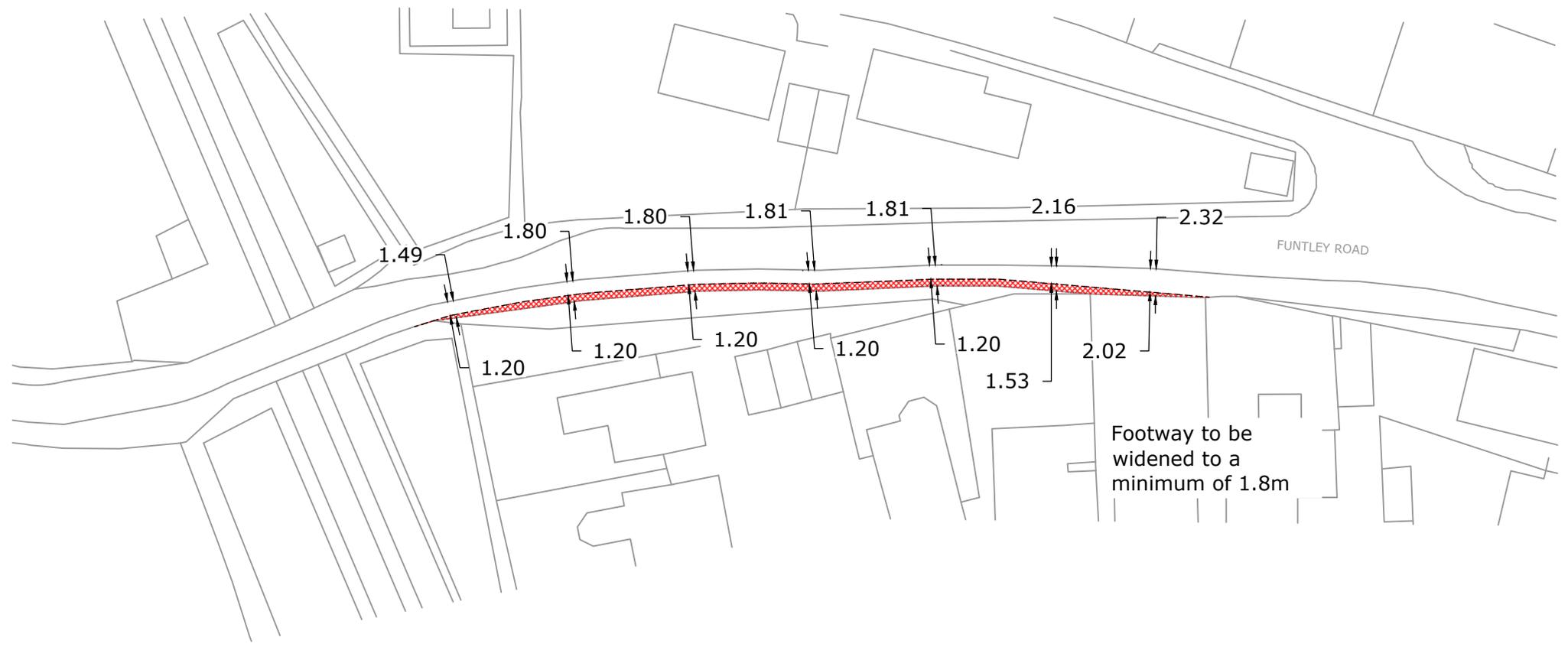
Drawing:

1908016-02

Revision:

B

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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

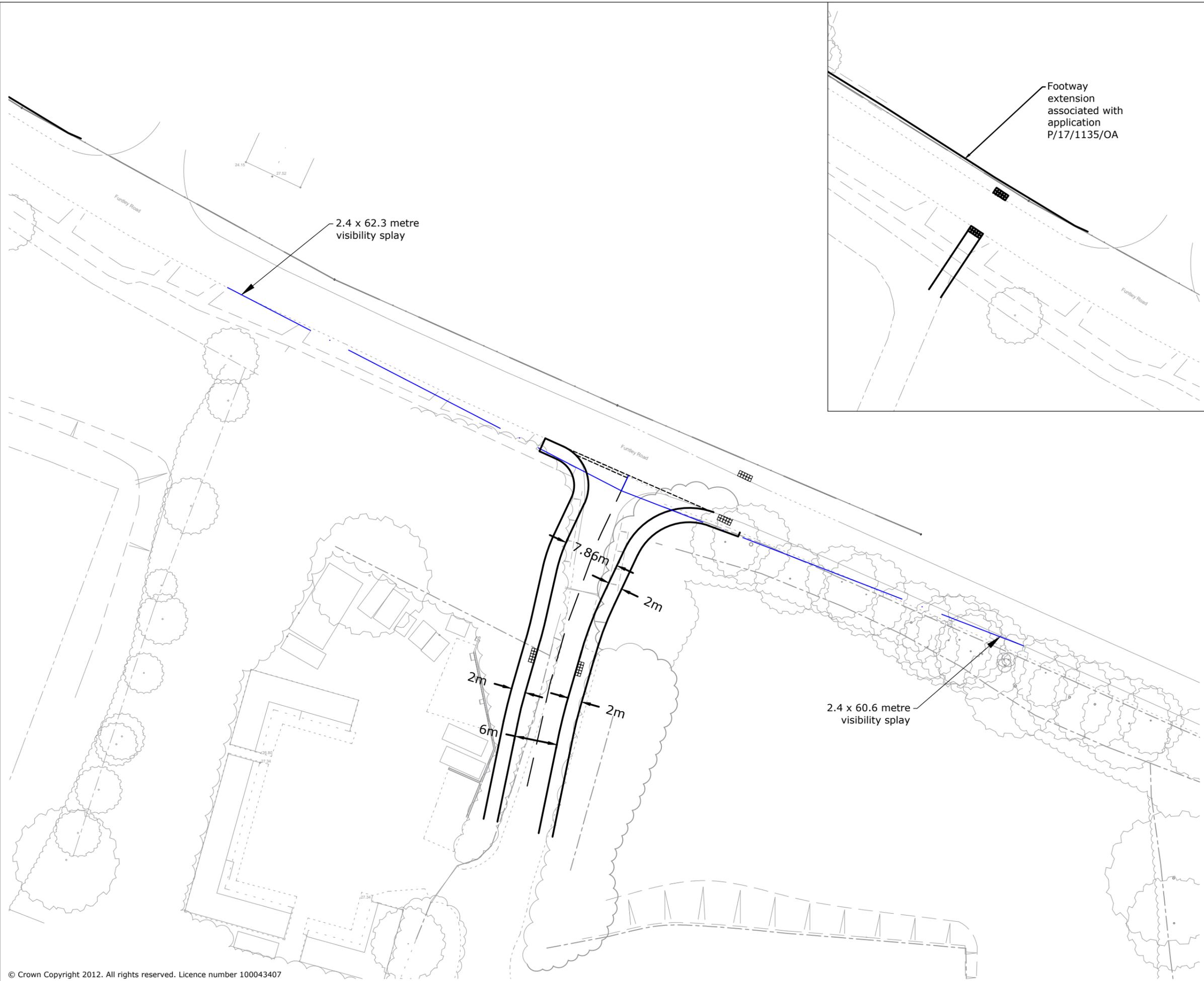
Title:  
Existing Footway Measurements  
East of Railway Bridge

Scale: 1:500 (@ A4)

Drawing: **1908016-03**      Revision: **A**

## **Appendix D**

Proposed Access Junction Arrangement



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**

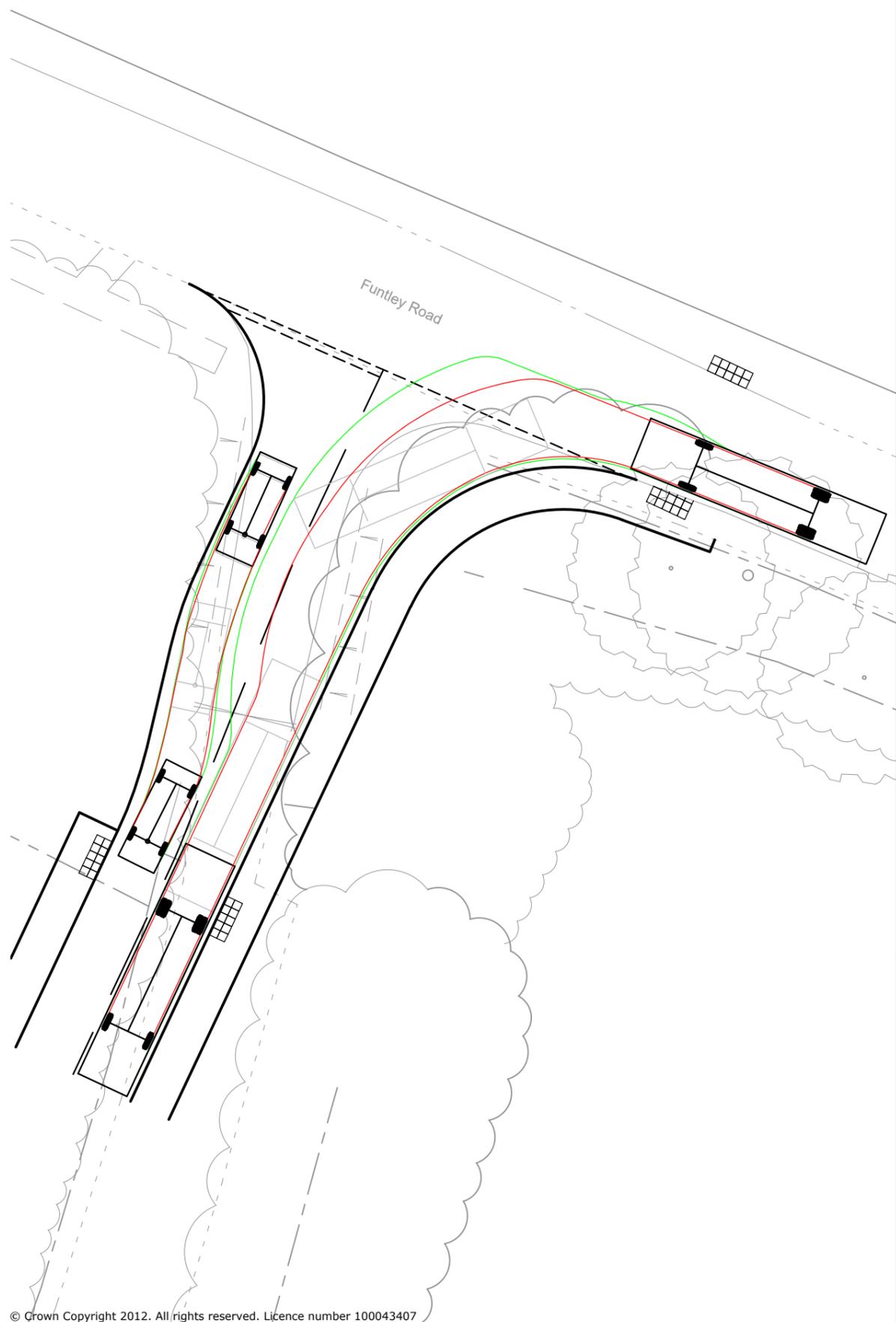
Title:  
**Proposed Site Access Junction  
with Visibility Splays**

Scale: 1:500 (@ A3)

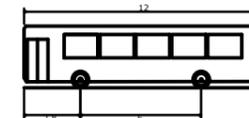
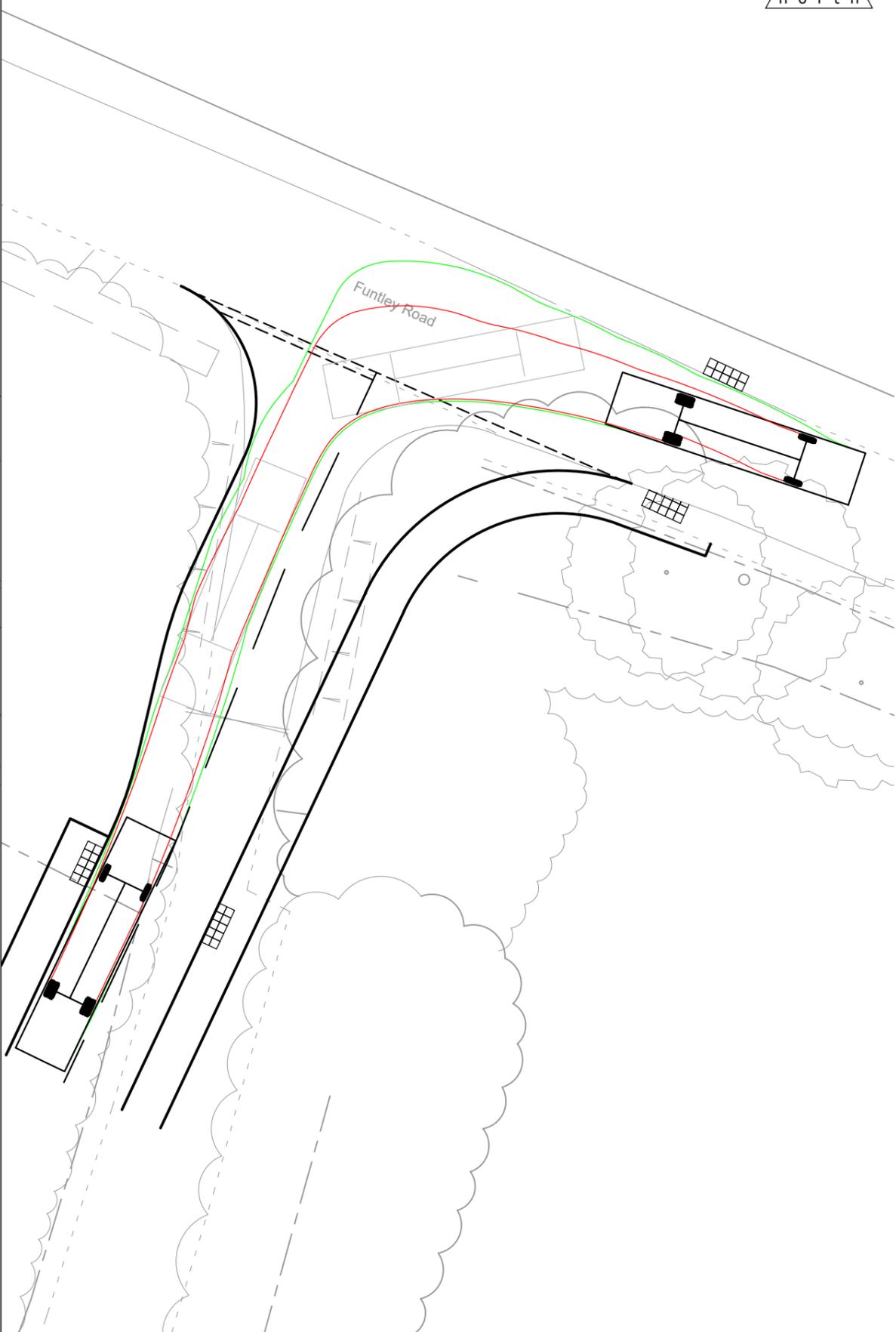
Drawing:  
**1908016-01**

Revision:  
**E**

# Entry Movement



# Exit Movement



'Standard' Rigid Bus	12.000m
Overall Length	2.550m
Overall Width	3.069m
Overall Body Height	0.309m
Min Body Ground Clearance	2.350m
Track Width	4.00s
Lock to lock time	10.771m
Wall to Wall Turning Radius	



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:  
**Swept Path Analysis  
 Standard Rigid Bus**

Scale: 1:250 (@ A3)

Drawing: **1908016-TK03**      Revision: **B**