

Site: Land to the South of Funtley Road, Funtley
Prepared by: EU/DM
Approved by: David McMurtary
Date: 15 March 2021

1.0 Introduction

- 1.1 This highways note has been prepared 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 The following section of this note sets out those comments that require addressing, with a suitable response as appropriate.

2.0 Response to Points Raised

- 2.1 In respect of the access junction arrangement, HCC has noted that:

"The access road is noted as being less than 6.0m which is of insufficient width to accommodate a bus route. The width should be increased to 6.75m along the length of the proposed bus route, albeit the internals can be confirmed during the reserved matters stage."

- 2.2 The above point is noted. The drawings attached as **Appendix A** has been amended to include a 6.75 metre wide access road at its junction with Funtley Road. The internal road network will be designed as part of any forthcoming reserved matters application. The drawings attached to **Appendix A** also illustrate vehicle tracking of a 12 metre bus navigating via the access junction.

- 2.3 In respect of wider traffic impact at the Kiln Road/Park Lane signal controlled junction, HCC has stated that:

"As the development will result in the junction being over capacity, a proportionate contribution will be required to address the impact in the future year. From the figures in the submitted Highway Note, it can be seen that the impact of traffic from the Welbourne development is 1539 PCU's in the AM peak in the 2036 future year. The proposed development is shown to add 80 PCU's in the same scenario."

As part of ongoing agreements with the Welbourne development, a contribution of £710,000 is being sought towards further mitigation measures at this junction. Comparing traffic flow impact on this junction between the developments would result in a proportionate contribution of £36,907 being required to mitigate the impact of the proposed development."

- 2.4 Whilst it is noted that development related traffic will result in the Kiln Road junction operating at capacity, this would only occur in 2036 when the Welbourne development will be fully operational and the M27 junction 10 improvements will be in place. The junction will not operate over capacity in the 2026 scenario.
- 2.5 It is also noteworthy that the 2026 scenario includes junction capacity improvements through alterations to the signal phasing, which would be implemented in association with the Welbourne development. It is unclear what further mitigation could be provided at the junction and therefore what any contribution would go towards. Considering the extensive contribution put forward by the Welbourne development, alongside improvements scheduled for 2026, there is no clear justification for a further contribution from this development proposal.
- 2.6 The current proposal includes robust measures within the Travel Plan to promote non-car trips, alongside the foot and cycle link over the M27 to the south of the site which was secured via the previous 55 unit scheme. The shift to non-car modes resulting from the above is not accounted for in any assessment work, and therefore is highly robust. In all reality, the impact at the Kiln Road junction would be less.

2.7 Considering the extensive measures promoted to encourage non-car modes, it is not considered appropriate not necessary to contribute towards further measures that would be likely to simply encourage future residents to continue travelling by car.

2.8 In respect of the bus route through the site, HCC has stated that:

"It will be required that confirmation that the bus route will be reinstated to serve the development is given by discussions between the bus operator and developer and that delivery of the service is secured through a Section 106 agreement."

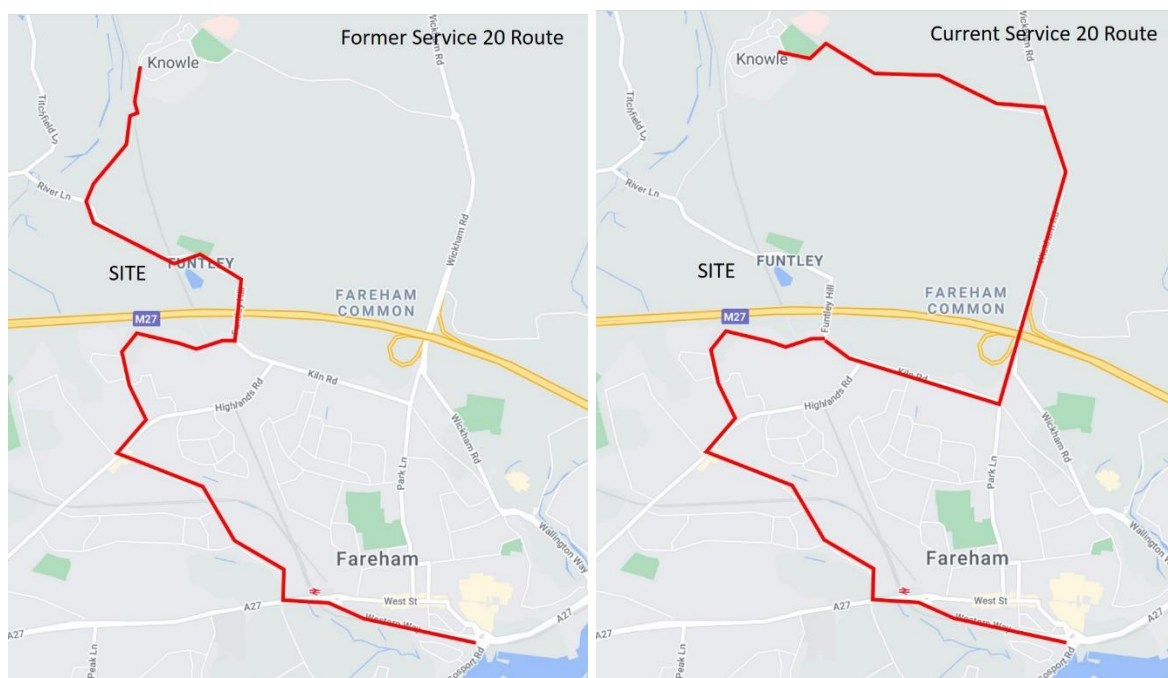
2.9 Reside Developments Ltd confirm their agreement to provide a suitable layout to enable a bus to suitably access the site and turn, inclusive of bus stop facilities in an appropriate location(s). The route and turning provision within the site can be discussed in more detail as part of any reserved matters planning application.

2.10 The facilities on site could also be secured via the Section 106 agreement, which would require the layout and turning facilities appropriate to serve the bus route to be provided at an agreed point in time. This could for example be prior to first occupation.

2.11 Fareham Borough Council (FBC) has also raised the following query in respect of the bus service:

"Details of the route of the bus service (no. 20) as it existed prior to the diversion, as it current exists and how it might exist with provision made on the application site for a bus to loop around."

2.12 The images below highlight the former route of service 20 from Fareham to Knowle, alongside the current route.



Former and Current Route Alignment of Service 20

2.13 The route alignment is unchanged within Fareham and Highlands, however instead of routing via Funtley to reach Knowle, the service currently routes eastbound along Kiln Road and then north along the A32. This avoids Mayles Lane and the restrictions on the bridge.

2.14 The revised alignment is illustrated below, which would continue on the same alignment as existing within the exception of diverting along Funtley Road. The route would make use of turning facilities on site to ensure that the bus can reroute eastbound back to Kiln Road. On this basis the alterations to the route are marginal, accounting for the diversion into Funtley and the application site.



Revised Alignment to Include Funtley and the Application site

- 2.15 In respect of footway widths on Funtley Road, HCC has stated that:

"It is noted in the NMU that the footway around and over the rail bridge is of substandard width due to encroaching verge and localised pinch points. It should 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.

A brief investigation by the Highway Authority has identified that there is sufficient highway boundary to provide an acceptable width for most of the route. A site visit also showed that the effective width of the footpath could be improved along some of the route by clearing mud and vegetation. It is requested that further investigation is carried out in regards to improving this route in line with the findings of the NMU audit."

- 2.16 Further investigation has been made in respect of the current footway width along Funtley Road to the east of the development site, and how this could be improved within the extent of highway land. The drawing attached as **Appendix B** illustrates a topographical plan of Funtley Road, which identifies the current footway extent alongside the edge of footway. The current footway extent is identified by a solid line, with the fence line shown with a dashed line. The above drawing illustrates how the effective footway can be widened by in the order of 0.24 – 0.47 metres dependent upon location by way of vegetation clearance. The footway would as a result be widened to a minimum of 1.62 metres, although in places it would be widened to 2.17 metres.
- 2.17 The above improvement falls within the existing highway and could be secured as part of any Section 278 works to implement the access junction.

2.18 The governments 'Inclusive Mobility' guide states the following in respect of footway widths:

"A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space."

2.19 Therefore, whilst a width of two metres enables two wheelchair users to pass, a width of 1.5 metres is acceptable under most circumstances as it would still enable a wheelchair user to pass a walking pedestrian. The above improvements highlight that the footway would be well in excess of 1.5 metres throughout, exceeding two metres in places.

2.20 Whilst it is accepted that the footway linking the site and the railway bridge will be utilised more frequently with the development in place, the additional usage will be limited. Facilities within Funtley include a public house and social club, which are unlikely to attract many trips on foot. The retail floorspace within the development site is likely to attract some pedestrian trips from Funtley, although again this is unlikely to represent a material increase.

2.21 On this basis, the effective widening of the footway to remove existing vegetation is considered to address any concern in respect of footway width.

2.22 FBC has also requested that the Non-Motorised User (NMU) Audit is amended to include distances between each facility and the site. A revised copy of the NMU audit inclusive of the above is submitted with this response note.

2.23 HCC has noted the following in respect of the Travel Plan:

"Although the amended Travel Plan is generally of a high standard, it has not addressed all of the previously raised points and the below is still outstanding:

- ▶ *Baseline mode-share data should be provided to inform the targets in Section 5. This must be valid, site-specific data and can be obtained from either TRICS or Census. The proposed method of deferring until 30% occupation is not accepted.*
- ▶ *Targets should not be changed in future years if they are not being met, and instead additional measures should be introduced in order to meet the initially agreed targets.*
- ▶ *Cost estimates have still not been provided. This cost estimate will be used to inform the value of the cash deposit secured through the Section 106 agreement."*

2.24 The above is incorrect – the Travel Plan submitted with the January 2021 Highway Response (dated 24th January 2021) includes all the above comments in full. A further copy of the Travel Plan is submitted with this March 2021 response. Relevant comments are addressed as follows:

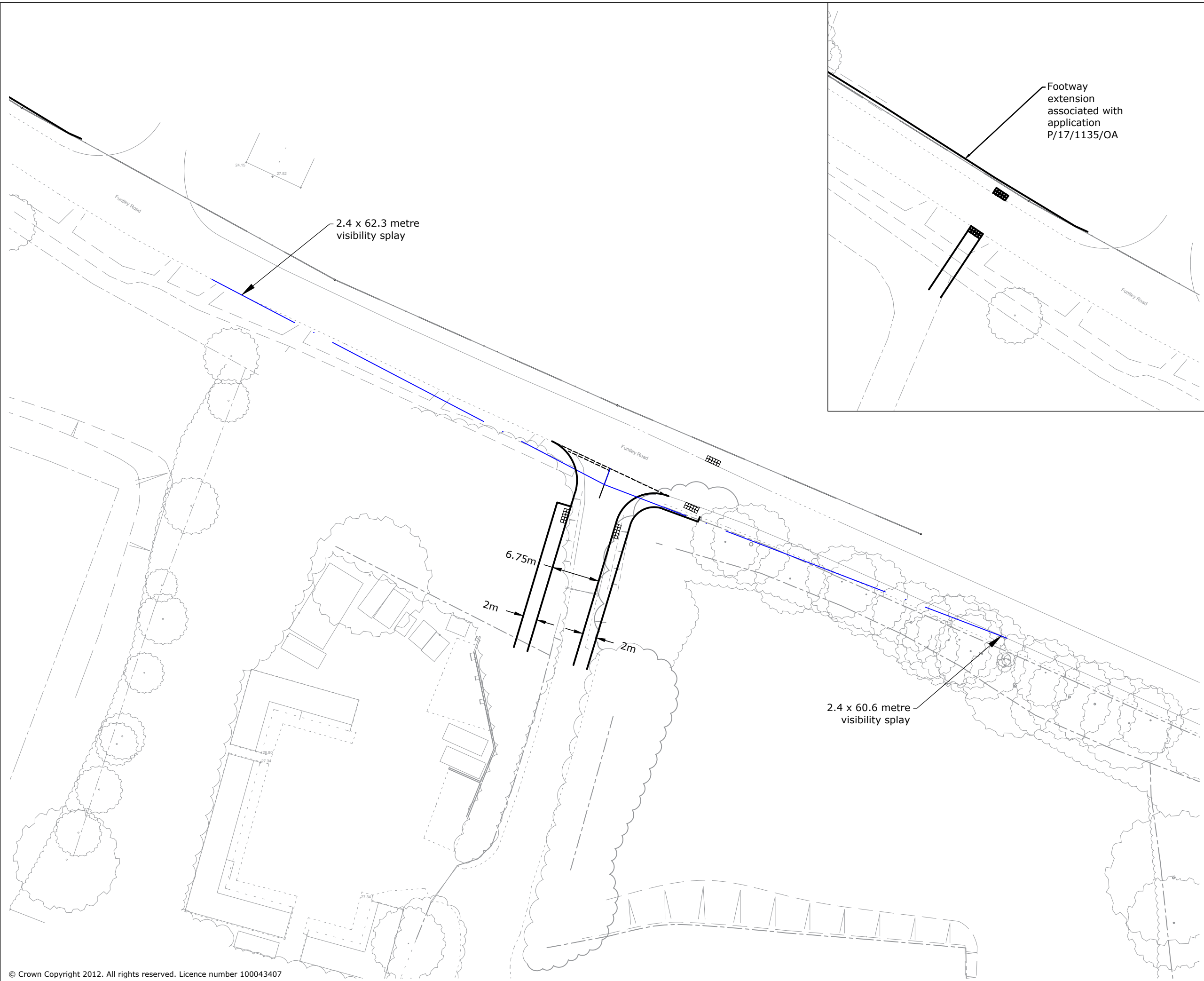
- ▶ Baseline mode share data – contained within Table 5.1;
- ▶ Additional measures should targets not be met – paragraphs 8.6 and 8.7; and
- ▶ Cost estimates are included in Table 9.1.

3.0 Summary

- 3.1 This highway note sets out a response to comments raised by HCC in respect of an outline planning application for a residential development on land to the south of Funtley Road, Funtley, Hampshire.
- 3.2 The note demonstrates the following:
- ▶ A revised access junction arrangement is provided which better accommodates a future bus route within the site;
 - ▶ There is no justification for a further contribution relating to highway improvement works at the Kiln Road junction, on the basis that mitigation measures are already being implemented via the Welbourne development (alongside extensive further financial contributions). The proposal is providing extensive measures to promote non-car modes which will assist reducing wider impact by car;
 - ▶ It is expected that the development site will provide a suitable layout to enable a bus to suitably access the site and turn, which could be secured via the Section 106 agreement;
 - ▶ Footway improvements can be secured on Funtley Road via vegetation clearance within highway land; and
 - ▶ The NMU Audit has been amended to include distances to destinations.
- 3.3 In view of the above, the proposed development is considered to be acceptable in transport policy terms and meets with national and local policy criteria. The assessment work undertaken has indicated that there would be no demonstrable harm arising from the proposed scheme and there are no identifiable severe impacts. Therefore, there are no traffic and transport related reasons why the development should not be granted planning consent.

Appendix A

Revised Access Junction Arrangements



84 North Street
Guildford
Surrey
GU1 4AU

Golden Cross House
8 Duncannon Street
London
WC2N 4JF

T: 01483 531 300

T: 020 7031 8141

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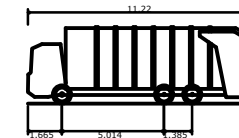
Project:
Land at Funtley Road, Funtley

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

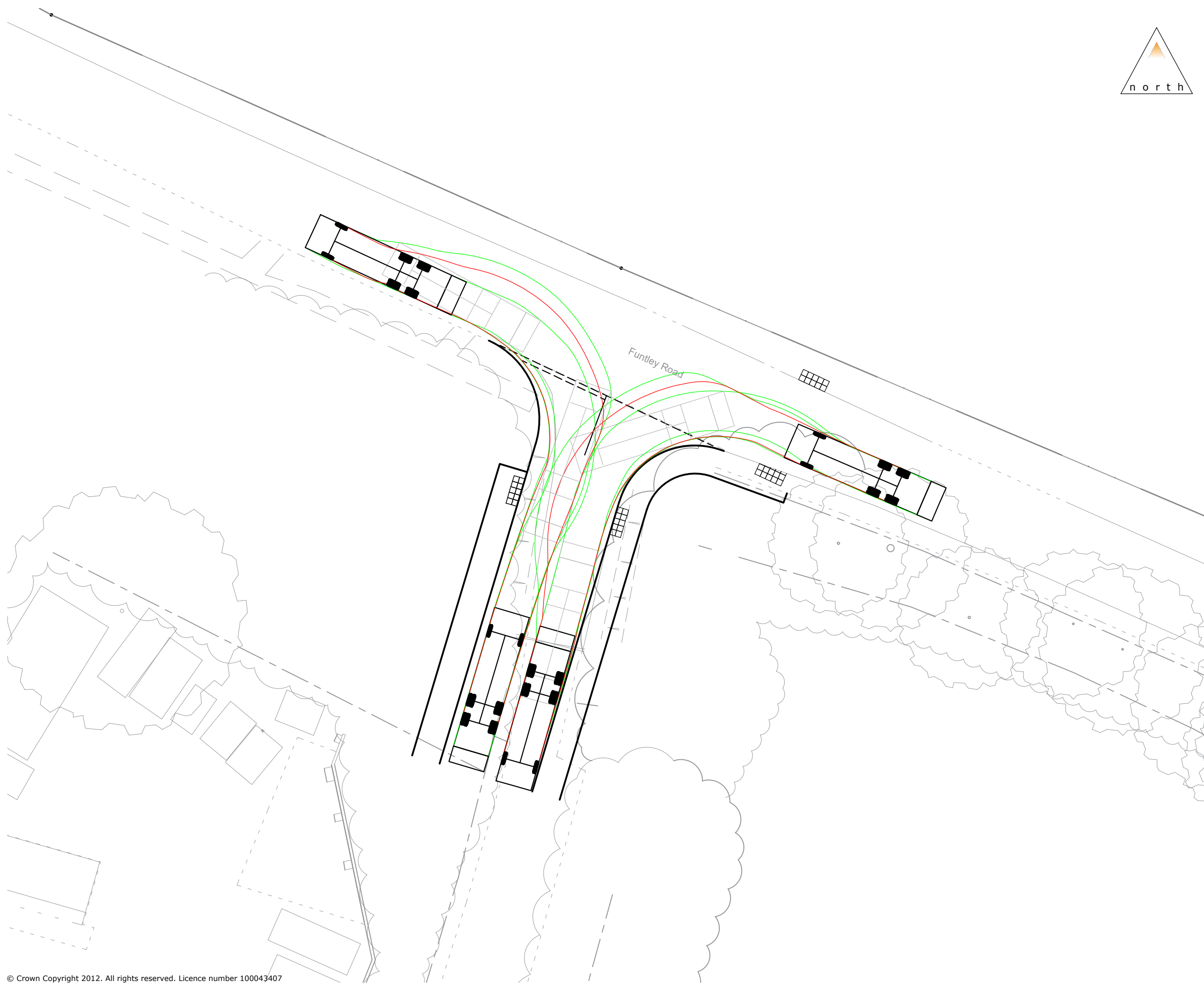
Scale: 1:500 (@ A3)

Drawing:
1908016-01

Revision:
B



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)
Overall Length 11.220m
Overall Width 2.530m
Overall Body Height 3.756m
Min Body Ground Clearance 0.309m
Track Width 2.530m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 11.550m



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Project:
Land at Funtley Road, Funtley

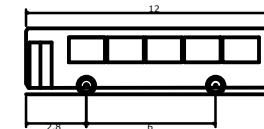
Title:
**Swept Path Analysis
Refuse Vehicle**

Scale: 1:250 (@ A3)

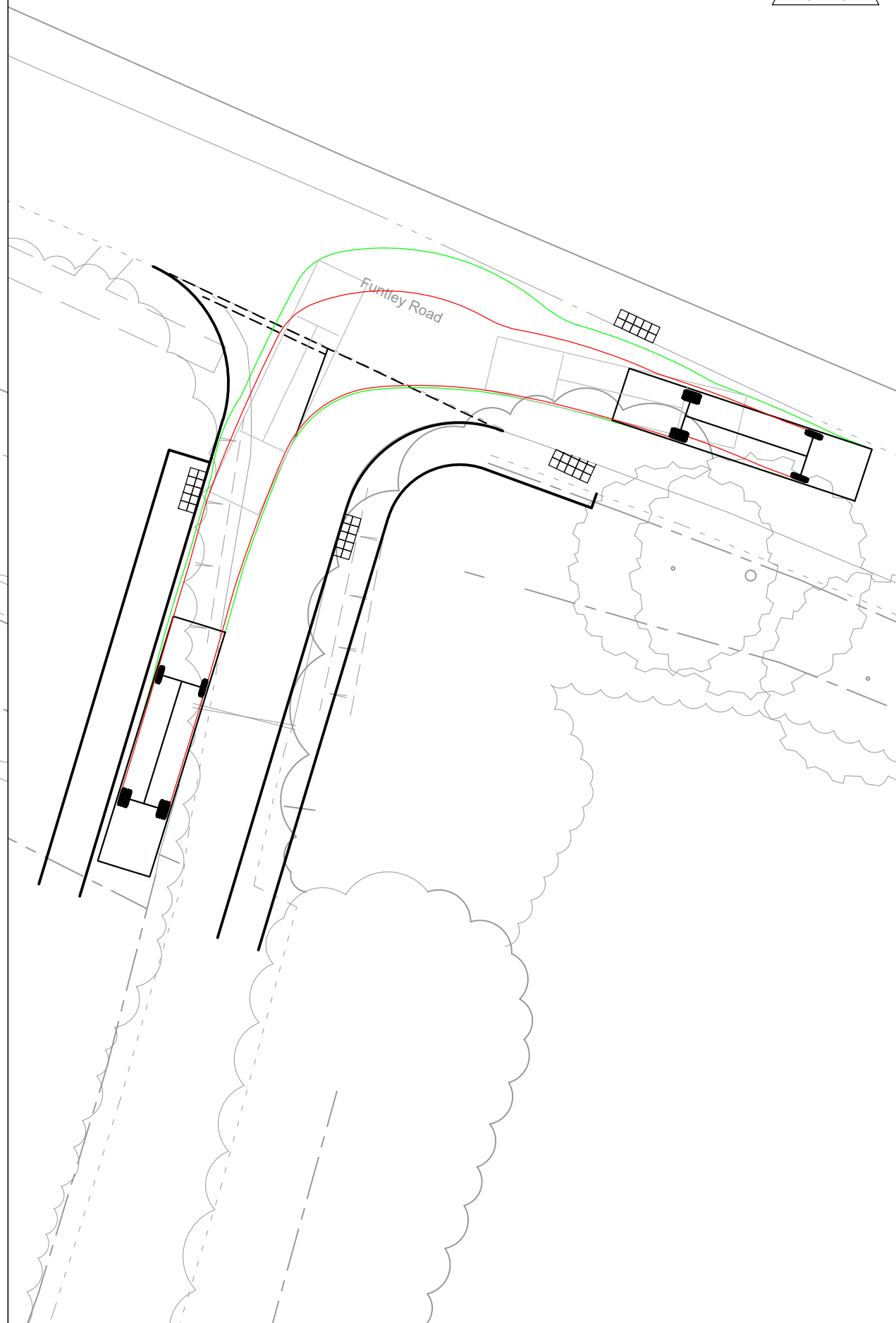
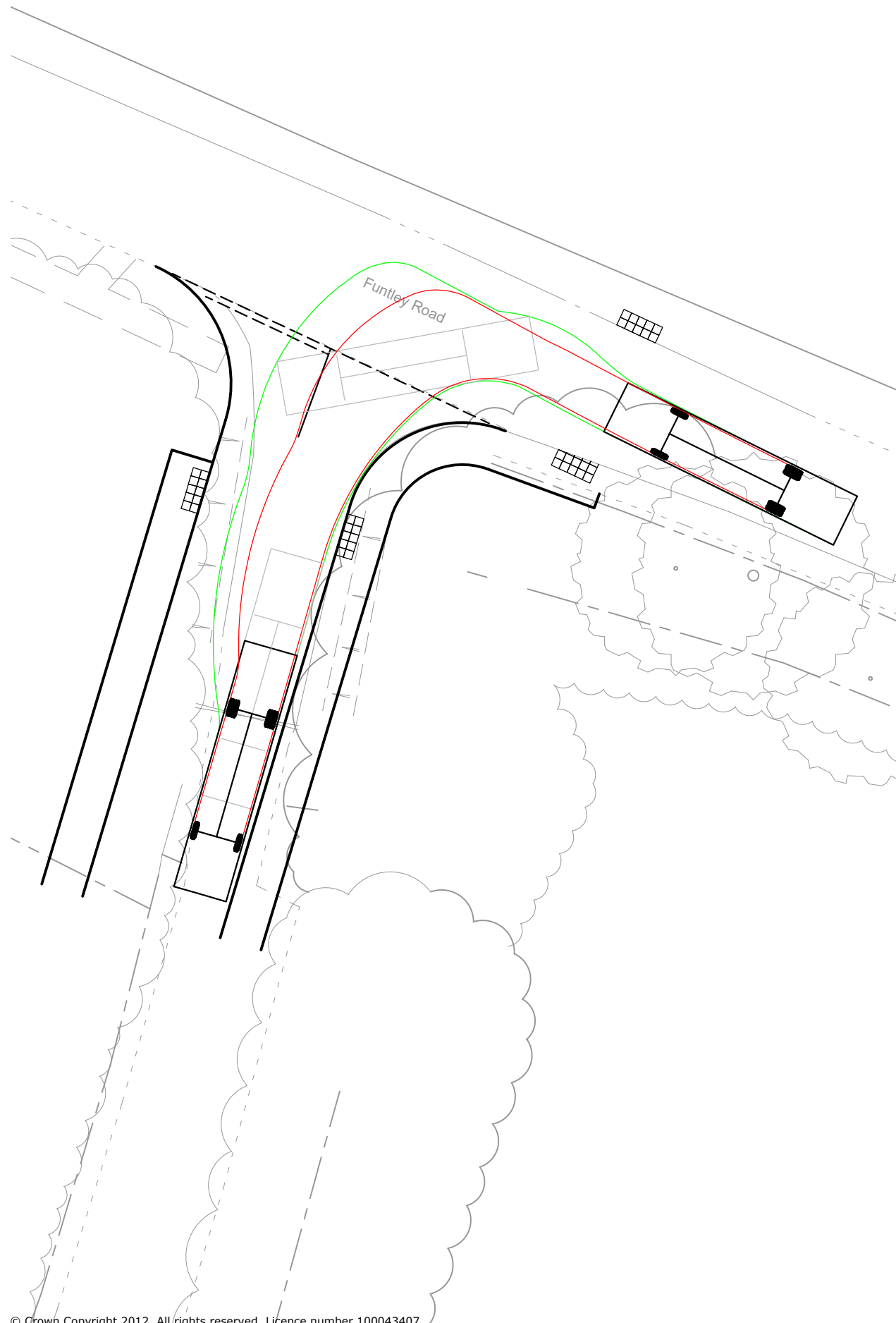
Drawing: **1908016-TK02** Revision: **A**

Entry Movement

Exit Movement



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



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 Golden Cross House
 8 Duncannon Street
 London
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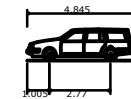
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Project:
 Land at Funtley Road, Funtley

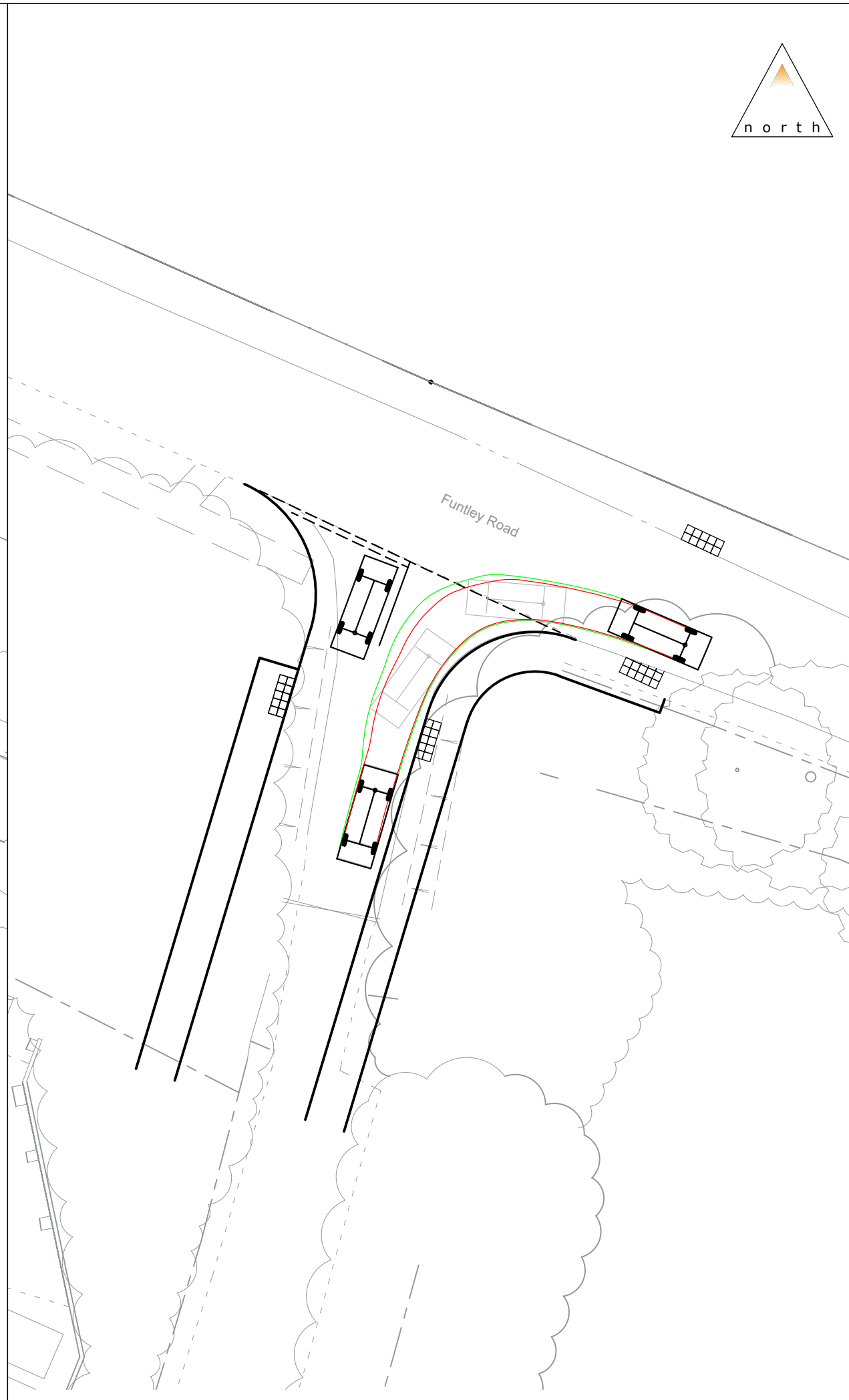
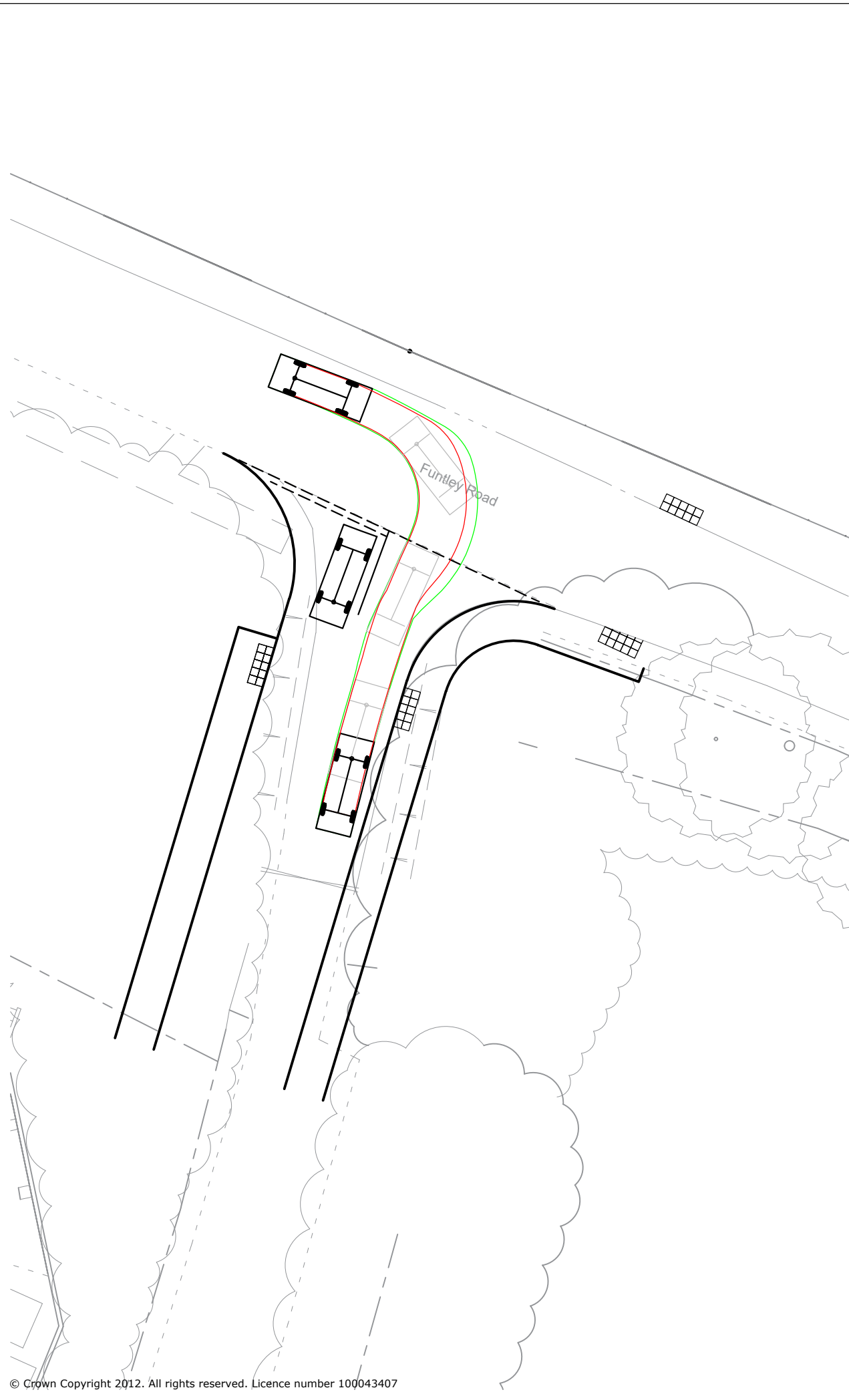
Title:
 Swept Path Analysis
 Standard Rigid Bus

Scale: 1:250 (@ A3)

Drawing: 1908016-TK03
 Revision: A



Estate Car	4.845m
Overall Length	1.750m
Overall Width	1.424m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	4.950m



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Project:
Land at Funtley Road, Funtley

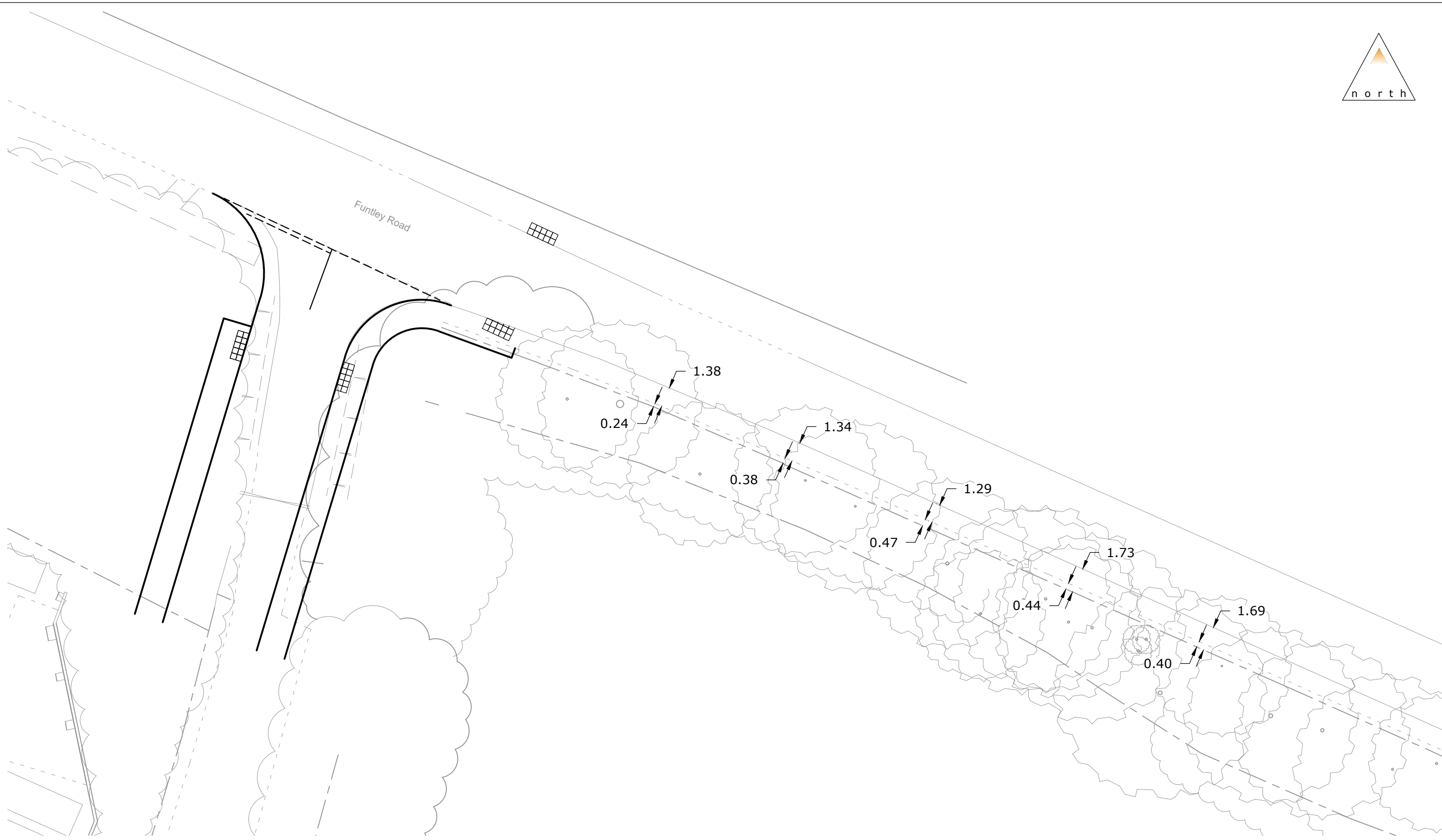
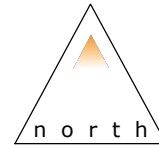
Title:
**Swept Path Analysis
Estate Car**

Scale: 1:250 (@ A3)

Drawing: **1908016-TK04** Revision: **A**

Appendix B

Footway Improvements on Funtley Road



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Project: Land at Funtley Road, Funtley	
Title: Existing Footway Measurements	
Scale: 1:250 (@ A3)	
Notes:	Revision: -
Drawing: 1908016-02	