



Fareham Borough Council
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<i>Date</i>	7 th April 2021	<i>Email</i>	matt.lewis@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 response to the additional information submitted in relation to planning application P/20/1168/OA.

The access has been amended to accommodate the left-in, right-out movement for a 12.0m bus in accordance with HCC standards. However, it is noted that the tracking drawings have not included the interaction with other vehicles on either the access road of Funtley Road as previously requested. The tracking drawings are also required to show the tracked vehicle speed, which should be a minimum of 10 miles/hour.

Whilst the access road width has been increased to 6.75m, the tight radii and angle of the intersection of the access road with Funtley Road results in significant overrunning of the centre line of the access road for 3-4 car lengths, which is not acceptable. It is also not acceptable to have any crossing of the centre line of Funtley Road. The tracking drawings show a bus is required to swing out into oncoming traffic which is detrimental to the safety of highway users.

The access should be designed to safely accommodate a bus utilising the access and as such the above points should be addressed, with further information submitted demonstrating this, prior to approval.

A proportionate contribution of £36,907 was sought to mitigate the impact of the proposed development on the signalised junction of Kiln Road/ Park Lane. The

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

submitted Highway Response Note (dated 15 March 2021) states that the impact will be less than that originally stated in the TA due to the proposed sustainable mode improvements. In order for this to be accepted and the contribution to no longer be required, the improvements to the pedestrian access to Funtley and Henry Cort College should be provided by the development.

It is also essential in terms of sustainability that the proposed development has reasonable access to a bus service. Whilst information has been provided in terms of potential bus routes, evidence of discussions between the applicant and bus operator has not been provided showing that, if a turning loop was provided internal to the site, then a bus service would be provided. Confirmation of this arrangement should be provided. The requirement for internal arrangements to allow bus turning on site should also be secured should the development be granted planning permission.

With regard to the pedestrian route from the site to Funtley, there is sufficient highway boundary to provide a 1.8m width footway for most of the route, with a local narrowing over the rail bridge. A site visit showed that the effective width of the footpath could be improved along some of the route by clearing mud and vegetation with possible minor surfacing improvements. The proposed works appear to only extend circa 50m to the east of the proposed site access. This should be extended to the rail bridge as a minimum.

The route to Henry Cort College has also been identified as requiring improvements along the existing right of way. No plan or cost estimate of these improvement works has been submitted, nor has any indication as to how these works are to be secured been provided. Further information and liaison with HCC's Countryside Services is required in this regard.

Regarding the Travel Plan, whilst some cost estimates have been provided, some costs (i.e. for the Travel Plan Coordinator) have not been included. The full cost of implementing the Travel Plan should be provided. This cost estimate will be used to inform the value of the cash deposit secured through the Section 106 agreement.

Recommendation

The additional information submitted does not overcome the concerns previously raised by the Highway Authority. As set out in this response, there remain a number of outstanding comments that need to be addressed. It is understood this application will be taken to planning committee shortly. As such, the following reason for refusal is recommended due to the lack of acceptable sustainable modes mitigation and an unacceptable Travel Plan:

In the opinion of the Planning Authority the proposal involves development that cannot be reconciled with the National Planning Policy Framework (NPPF) in that there is insufficient support for sustainable transport options. Appropriate opportunities to promote sustainable transport modes have not been taken up, contrary to NPPF and Fareham Borough Local Plan Policy CS5.

Should the application be permitted, the following Condition should be included:

A Construction Traffic Management Plan shall be submitted to and approved by the Planning Authority in writing before development commences. This should include; construction traffic routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

I trust the above is clear, but please do not hesitate Matt Lewis on the above number should you wish to discuss anything further.

Yours sincerely,

Ben Clifton
Strategic Transport Manager