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Enquiries To Matt Lewis

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Date 7 December 2021

My reference 030097

Your reference P/20/1168/OA

Email 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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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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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

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