

**Nick Gammer BA (Hons) MSc MCIHT**  
**Principal Transport Engineer – Highways Development Planning**  
**Strategic Transport**  
Hampshire County Council  
Economy, Transport & Environment  
2<sup>nd</sup> Floor, Ell Court West, The Castle, Winchester, SO23 8UD  
Tel: 0370 779 4688  
Email: [nick.gammer@hants.gov.uk](mailto:nick.gammer@hants.gov.uk)  
Web: [www.hants.gov.uk](http://www.hants.gov.uk)

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Dear Mr Wilkinson

Thank you for the attached letter.

I would like to provide some reassurance that the safety aspects, both in terms of the additional traffic generated by the housing development and the design of the site access, were considered in detail by the Highway Authority. Experienced engineers considered the access arrangements and a number of amendments were made to ensure safety for all users. Furthermore, an independent Road Safety Audit was completed and all concerns were satisfactorily addressed in the agreed design (attached).

Regarding additional traffic, the development is forecast to generate 44 vehicles in the AM peak hour and 50 vehicles in the PM peak hour (less during other hours of the day). Use by these vehicles will be split between Brookers Lane and The Drive, resulting in a relatively modest proportional increase in traffic via these routes and an increase of a maximum of one additional vehicle every 2 minutes on either of these roads at the busiest times of day. This increase in traffic was not considered unsafe or unacceptable in highway terms, subject to the mitigation secured, as set out below. I would like to reassure you that the safety of all road users was given detailed consideration by HCC as Highway Authority during the planning process. I would also like to draw your attention to the highway mitigation secured to improve the environment for all highway users in the vicinity:

- The Drive footway improvements.
- A financial contribution of £78,160 towards pedestrian/ cycling improvements at the Brookers Lane crossing of Newgate Lane East.
- A financial contribution of £30,336 towards safety improvements at the junction of Brookers Lane/ Tukes Avenue/ Carisbrooke Road.
- A financial contribution of £130,000 towards local accessibility improvements to Woodcot Primary School and Tukes Avenue Local Centre (route 2), Holbrook Primary School and Bridgemary School (route 3) and Nobes Avenue Local Centre (route 4).
- A TRO contribution of £5,000 towards parking restrictions on Brookers Lane in the vicinity of the site access, to be used should parking restrictions be required to maintain suitable access.

Furthermore, we were clear in our planning responses that no further development to the north of the development site accessing via Brookers Lane would be supported by the HA. This is secured by planning condition (Condition 5 part d of the attached appeal decision):

- d) A single point of vehicular access to the development via Brookers Lane. No alternative or additional vehicular access points or links shall be provided. The internal site layout shall be designed to restrict the potential for any alternative or additional vehicular access points or links; and

Regarding your comment about cars visiting Brookers Field, an additional 5 parking spaces are secured to be provided by the developer (please see Condition 6 below).

- 6) a) The access hereby permitted shall not be brought into use by residential traffic, until alternative parking spaces to replace those lost on Brookers Lane have been provided in accordance with a detailed scheme that shall have been submitted to and approved in writing by the Local Planning Authority.
- b) The replacement parking spaces shall be retained for public use thereafter.

Finally, regarding your request for traffic calming (speed humps, chicanes, etc), I have liaised with our Safer Roads team who have confirmed that physical traffic calming is not supported unless to address a speed related road casualty collision history. The contribution towards safety improvements at the junction of Brookers Lane/ Tukes Avenue/ Carisbrooke Road meets this criteria and safety improvement measures will be explored by the Highway Authority. However, the remainder of Brookers Lane does not and as such traffic calming is not supported by the HA.

I hope this helps answer your questions, however if you have any further queries please don't hesitate to contact me.

Best wishes

Nick

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