



HOUSE OF COMMONS
LONDON SW1A 0AA

Planning Officer
Eastleigh Borough Council
Eastleigh House of Parliament
Upper Market Street
Eastleigh
SO50 9YN

9 June 2026

Dear Planning Officer,

Objection to Planning Application O/26/101417

Land Adjacent to Windhover Roundabout, Bursledon, Bursledon Road, Bursledon, SO31 8BN

I am writing to formally object to planning application O/26/101417 for the proposed development on land adjacent to Windhover Roundabout, Bursledon.

My objection is based on the significant and unacceptable impacts this proposal would have on the strategic gap between settlements, local infrastructure, highway conditions, residential amenity, environmental quality, and the character of the surrounding area.

1. Harm to the Strategic Gap Between Bursledon and Southampton

The application site is identified within the EBC Local Plan as designated Strategic Gap Land. The primary purpose of this designation is to maintain the open and undeveloped character of the land between neighbouring settlements to prevent their coalescence and preserve their separate identities.

The proposed development would represent a significant encroachment into this strategic gap, eroding the open land that currently provides visual and physical separation between communities. Approval of this application would undermine the long-established planning objective of preventing settlement coalescence and would set an undesirable precedent for further development pressure within the gap.

The loss of this open land would be irreversible and would fundamentally alter the character of the area.

2. Inadequate Utility Infrastructure

The applicant's own Utilities Assessment acknowledges that there is currently insufficient capacity within the Southern Water network to adequately serve the proposed development.



Furthermore, the proposed electricity supply is dependent upon wider network reinforcement works that have not yet been completed.

This raises serious concerns regarding the ability of existing infrastructure to support the development without adverse consequences for current residents and businesses. There is a real risk that additional demand could place further pressure on local water supply infrastructure and utility networks.

3. Unacceptable Traffic and Highway Impacts

The development is expected to generate a substantial increase in traffic, including heavy goods vehicles, delivery vehicles, staff commuting traffic, and service vehicles.

The Windhover Roundabout and surrounding road network already experience significant congestion, particularly during peak travel periods. Additional commercial traffic would exacerbate existing delays, increase vehicle queues, and place further strain on junctions and surrounding roads.

The increased presence of HGVs would also raise highway safety concerns for other road users, including pedestrians and cyclists. The cumulative impact of these additional vehicle movements has not been adequately justified and would result in a severe deterioration in local traffic conditions.

4. Noise and Disturbance to Residents

The proposed use would introduce a level of industrial and commercial activity that is fundamentally incompatible with the character of nearby residential areas.

Noise generated by loading bays, vehicle movements, reversing alarms, plant and machinery, deliveries, and operational activities has the potential to occur throughout the day and night. Residents would be exposed to continual disturbance from activities associated with the operation of the site.

This would have a detrimental impact on residential amenity and significantly reduce the quality of life enjoyed by those living nearby.

5. Light Pollution and Air Quality Impacts

Commercial developments of this nature typically require extensive external lighting to support operational and security requirements. High-intensity lighting would create intrusive light pollution, particularly during evening and night-time hours, adversely affecting nearby homes and the wider landscape.

In addition, the substantial increase in HGV and commercial vehicle movements would contribute to worsening air quality through diesel emissions, particulate matter, and vehicle idling. These impacts would be experienced by neighbouring communities and would be contrary to the objective of creating healthy and sustainable places to live.



6. Loss of Green Space and Harm to Community Character

The site currently contributes to the open and semi-rural character of the area and provides an important visual buffer between settlements and major transport infrastructure.

Replacing this green space with large-scale commercial and industrial buildings would result in a significant urbanising effect, fundamentally changing the appearance and character of the locality. The development would introduce intensive commercial activity into an area that currently serves as a transition between residential communities and the wider landscape.

The resulting loss of openness, vehicle activity, lighting, and noise would diminish the character of the area and reduce the quality of the local environment for existing residents.

Conclusion

For the reasons outlined above, I strongly believe that planning application O/26/101417 represents inappropriate and harmful development. The proposal would erode the strategic gap between Bursledon and Southampton, place additional pressure on already constrained infrastructure, worsen traffic congestion, generate unacceptable levels of noise and pollution, and cause significant harm to the character and amenity of the surrounding area.

The adverse impacts of this proposal clearly outweigh any claimed benefits. I therefore respectfully request that the Local Planning Authority refuses planning permission.

Kind regards

Paul Holmes MP
Member of Parliament for Hamble Valley