

Planning Application O/26/101177 At LAND AT HOLLY TREE FARM, BOORLEY GREEN, EASTLEIGH, SO32 2DD

Description: Outline application with all matters reserved (apart from access) for the construction of up to 280 dwellings (Use Class C3) and associated provision of public open space, play area, landscaping, earth works, surface water drainage, infrastructure works and vehicle access off Maddoxford Lane following removal of existing buildings and structures

Comments from: Cali Sparks, Sustainable Transport Planner, Eastleigh Borough Council

Having reviewed the Transport Assessment (TA), Travel Plan (TP) and associated documents I have the following comments to make:

Modern TA's should adopt a 'vision led' approach, looking to achieve high levels of sustainable and travel before mitigating the impact of residual motor traffic on the surrounding network.

The TA references various transport related strategies and policies that are relevant to Eastleigh Borough, however, there is no reference to the Eastleigh Transport Strategy (ETS) which was adopted by HCC in March 2026, and can be found here: [Transport plans, policies, strategies and tools | Transport and roads | Hampshire County Council](#). This is an important local strategy document that should be given due regard in the development of the TA and when considering the required mitigation for the proposed development.

The ETS highlights the B3354 Winchester Road corridor as a strategic transport network issue and identifies a range of improvements that are required to improve facilities for walking and cycling and enhancements to public transport infrastructure and services.

Active Travel - Site Access

The proposed site access for people walking and cycling is intended to tie into the existing access on the northern side of Maddoxford Lane. This facility has staggered gates which limits access for adapted cycles. The route ties into a wider network of shared use paths that have recently been delivered by sites in the area, providing a convenient route to Boorley Park Primary School, the Boorley Green Community Centre and sports pitches.



However the design of the proposed shared use crossing facility is not considered to be attractive for all users and may discourage active travel to and from the site. With no residential frontages along Maddoxford Lane it is unlikely that there would be the necessary visual clues to people driving that they should expect to come across people walking or cycling.

The TA states in para 3.22 that the hedgerow will be set back behind the visibility splays. However this arrangement is not evident in Drawing No. 2105890_A-ACE-XX-XX-DR-C-00101G

Recorded traffic speeds along Maddoxford Lane exceed the existing 30pmh speed limit. Enhanced visibility splays are provided however people walking or cycling will be emerging from between hedgerows and ensuring that any obstruction exceeding 0.6 metre in height above the adjacent carriageway will be a constant maintenance issue. The hedge should be positioned to ensure that visibility of approaching pedestrians is easily maintained and responsibility for maintenance of this area should be clear.

LTN1/20 States in paragraph 10.4.8 cyclists should be able to cross two-way carriageway via an uncontrolled crossing in lightly traffic conditions but at higher speeds and traffic volumes uncontrolled crossings are unlikely to meet the need of all users as detailed in table 10.2 below. Given that observe traffic speeds were more than 10% above the 30mph speed limit Maddoxford Lane should be considered as a 40mph, under these conditions provision which would be suitable for most people would be a signalised crossing facility.

Table 10-2: Crossing design suitability

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 30 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
< 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

	Provision suitable for most people
	Provision not suitable for all people and will exclude some potential users and/or have safety concerns
	Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. the recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

A raised platform or pinch point at the crossing point would go some way to improve the crossing point and provide a traffic calming feature, helping to reduce traffic speeds along this section of the road. This would tie in to the wider traffic calming

scheme that the County Council is looking to deliver along Maddoxford Lane. Maddoxford Lane is a priority 2 salting route which does not prevent the delivery of raised platforms.

Any uncontrolled crossing should be enhanced with advanced warning signs as per TSRGD diagram 950 to warn drivers that cyclists may be crossing ahead consideration should be given to the use of contrasting materials to highlight the crossing area and encourage slow speeds.

The land use and access plan shows that the pedestrian cycle access to the site would connect to residential parcels through a green open space. The design and layout of this link should be provided, and arrangements should ensure that people using this link feel safe – especially in low light. It is not shown how this point of access will provide connectivity throughout the site as only the indicative primary route is shown.

Passenger Transport

The TA identifies the existing public transport provision in Boorley, within a short distance of the site. However, no reference is made to the low frequency of the main bus service or the lack of services on a Sunday. NPPF para 117. States that development should facilitate access to **high quality public transport**, an hourly service with no Sunday service is not considered to meet this requirement and an S106 contribution towards enhancements to public transport services should be secured.

The active travel access is more than 400m from the closest bus stops on Wallace Avenue, (not the approx.. 350m stated in the TA) with the southern-most area of the development site around 800m (10 min walk) away. Consideration should be given to the provision of new bus shelters on Maddoxford Lane close to the west of the junction with Wallace Avenue to minimise travel distances from the site.

Active Travel - Accessibility

The TA does not review the wider pedestrian and cycle network to identify issues or constraints that the development could help to address in any detail, relying heavily on the link from the site access to the existing shared use path on the northside of Maddoxford Lane.

The TA does not make reference to the Boorley traffic calming scheme that HCC is currently working on, this package includes the introduction of a modal filter on Crows Nest Lane. Works are due to be delivered in the summer 2026. Details can be found on the HCC website here:

<https://documents.hants.gov.uk/transport/transportchemes/BoorleyGreen-TrafficCalming-FeedbackEngagementReport.pdf>

The package of works includes

- a gateway feature on Maddoxford Lane, between the junctions of Crows Nest Lane and Wallace Avenue, to reduce traffic speeds upon entering the more residential part of Boorley Green
- two new pedestrian crossings on Maddoxford Lane
- amendments to the Maddoxford Lane/ Winchester Road junction
- a new pedestrian crossing on Winchester Road
- changes to the Oatlands Road/ Winchester Road junction
- a new crossing on Oatlands Road
- changes to the Crows Nest/ Winchester Road junction
- amendments to Maddoxford Lane/ Wallace Avenue junction

Additional traffic calming and place making features could be delivered along Maddoxford Lane in the vicinity of the site to support lower speeds and provide an attractive environment for sustainable travel.

The TA considers access to Botley Station. Whilst the Bluestar 3 does serve Botley village centre, the bus does not extend to Botley Station which is approx.. 1km from the nearest bus stop that serves the Bluestar 3. Most Botley station is within a reasonable distance for cycling it is unlikely but anyone other than the most proficient and confident cyclists would choose to travel along the country lanes.

Hedge end station is almost equidistant from the site access and with nicer facilities it is more likely to be the preferred station used by residents of this development. Access to Hedge end station can be achieved on foot or by bike by the network of paths through Boorley Gardens. Hedge end station also provides opportunities to connect with other bus services in the area.

The site layout plan does not show any connections for pedestrians and cycles to the adjacent development to the West of the site nor how access onto the public right of way which runs through the development site would be managed. Improvements to the PROW network should be considered and where appropriate contributions sought to enhance them.

The 'can't be found' comment regarding the food retail at the junction of Kingsman Drive and Winchester Road imply that the site had not been attended. The Asda unit is the only food retail provision within a reasonable walking and cycling distance. This highlights the need for improvements to the crossing facilities along Maddoxford Lane and Winchester Road, a route which residents of the development would rely upon.

Internal road layouts should provide dedicated pedestrian and cycle facilities that provide direct and convenient routes through the site.

Cycle Parking

The TA refers in para 3.30 to the provision of cycle parking in sheds, however EBC Parking SPD adopted in September 2025 states in para 3.2.1 The storage for cycles

in a front hallway or garden shed as two examples is not considered to be convenient or readily accessible.

More detail on the placement of visitor parking should be provided, as additional width will be required to ensure that cycle parking does not obstruct footways.



Travel Plan

The Travel Plan contains a limited collection of measures that does not demonstrate a real commitment to improving sustainable transport choice. This should be developed further at the next stage of the planning process.

The TP refers to cycle hire facilities being available in proximity to the proposed development. However the Beryl bike hire scheme, which operated in Eastleigh and is referred to in the TP, was withdrawn in March 2026.

Travel plan measures include the promotion of car club bays in the local area however there are currently no vehicles available as part of a car club outside of EC town centre.

The provision of discounts or travel vouchers for use on public transport is a positive step however with most residents living more than a 5 minute walk away from the closest bus stops and only an hourly service in the vicinity of the development uptake is likely to be limited.