

12th of June 2026

Ref: O/26/101177 Land at Holly Tree Farm, Boorley Green, Eastleigh

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Sent by email only

Dear Clare,

Curdridge Parish Council has instructed Ridge to undertake an independent technical review of the transport planning information submitted to support the outline planning application (reference O/26/101177) for residential development at Land at Holly Tree Farm, Boorley Green.

This application Site sits within Eastleigh Borough Council / Botley Parish but is close to the boundary of Curdridge Parish and Winchester City Council, the boundary being the River Hamble to the east of the application Site. Curdridge Parish Council have asked the applicant's consultants for a meeting to discuss the application, at the time of writing no meeting has taken place.

This Technical Letter provides a review of the submitted transport documentation, with particular regard to the agreed scope with Hampshire County Council against their guidance, robustness of the technical assessments, the suitability of the proposed access arrangements, trip generation and distribution across the modes of transport, the potential transport impacts of the development on the local highway network and sustainable travel infrastructure.

As noted above, the application site lies adjacent to Curdridge Parish Council, and they have not been formally (or informally) consulted on the application. This is despite the development having the potential to use facilities within the village and trips generated by the Site to travel through the village, both of which will directly affect residents within its administrative area. As such, it is considered that insufficient regard has been given to travel patterns and routes to the east, particularly those extending into and through Curdridge.

This apparent lack of cross-boundary engagement is a concern, as it raises questions regarding whether all relevant local considerations have been fully captured within the submitted transport assessment. Furthermore, it is unclear whether the Hampshire County Council Transport Development Control Officer for the Eastleigh Borough area has been made fully aware of ongoing discussions between Curdridge Parish Council and Hampshire Constabulary and Hampshire County Council Councillors in relation to speeding, traffic calming and the provision of safer routes to school in the parish. As Hampshire County Council should be aware, there are emerging proposals for a new controlled pedestrian crossing on the B3035 Botley Road within the village to link the primary school with the eastern part of the village including the sports field. These matters are directly relevant to the consideration of sustainable travel and should be appropriately reflected in the assessment of the development proposals.

Furthermore, as the village primary school falls within the statutory walking distances as set out in Hampshire County Council's School Travel Policy (3.2 km walking) and therefore would be expected to be a trip attractor and included any WCHAR prepared to support the planning application. This appears to have been omitted by Hampshire County Council the highways and education authority and it is not clear if this is simply because it is across district boundaries

or it is not considered an attractive offer. The Parish Council's experience is that the one form entry village school is very popular and is likely to attract children from the proposed development.

The Design Manual for Roads and Bridges General Principles document GG142 sets out the procedure for undertaking a Walking, Cycling and Horse-Riding Assessment and Review. As stated in paragraph 4.6.1 of GG142 "The WCHAR study area should typically extend 1km surrounding a small highway scheme and 5km surrounding a large highway scheme". As Curdridge Village is located approximately 1.2 km from the Site, well within a reasonable study area it should have been included, and its omission is not justified.

Our review of the submitted transport documentation has identified the following key concerns:

Lack of Consultation with Curdridge Parish Council

It is understood that Curdridge Parish Council has not been formally consulted on the application, despite the development having the potential to directly impact residents within its area. This represents a notable omission in stakeholder engagement. The absence of effective cross-boundary consultation raises concerns as to whether all relevant local transport issues and sensitivities have been fully considered by Hampshire County Council given discussions between Officers and the Parish to date but omitted in the scoping for this assessment by the highways development control officer and thus within the applicant's assessment as this relies on previous technical work for earlier refused planning applications.

Previous Applications

As set out in Paragraph 1.5 of the submitted Transport Assessment, reference is made to previous planning applications (F/19/85178 and O/22/92771) to inform both the trip generation methodology and the distribution of vehicle movements associated with the proposed development. However, it is noted that both of these applications were refused. One reason given for refusal of O/22/92771 was *"Insufficient information has been provided to demonstrate that the traffic movements generated by the housing development could be satisfactorily accommodated without causing an unacceptable interference with the safety and function of the highway network"*. In this context, it is considered that reliance on these schemes as a basis for methodological assumptions is questionable, as while pre application discussions were undertaken with Hampshire County Council, the appropriateness and robustness of the trip generation and distribution assumptions derived from these earlier proposals may be limited, and it is unclear whether they provide an accurate or policy-compliant basis for assessing the current application.

In Hampshire, the "Vision and Validate" approach has become increasingly important over the last few years, reflecting a broader shift in transport planning both locally and nationally. As the assessment submitted relies on earlier technical work, it does not fully demonstrate alignment with the principles of the Vision and Validate approach. While modal shift is referenced within the Transport Assessment, it is considered that the proposals do not go far enough in embedding this methodology. In particular, there is limited evidence that a robust vision-led framework has informed the development proposals or that sufficient emphasis has been placed on maximising opportunities for sustainable travel in advance of assessing residual highway impacts. This is particularly important when you consider Hampshire's travel to school policy and the attractiveness of Curdridge Village Primary School and other amenities such as St Peter's Church, Curdridge Recreation Ground and the Itchen Scout Group.

Limited consideration of routes to the east towards Curdridge

Paragraph 3.23 within the submitted Transport Assessment states: *"No dedicated provision is proposed to the east of the main site access junction as it is considered that there are no desire lines in this direction."*

However, this assertion appears to be inconsistent with the evidence presented elsewhere within the document. Table 2.1 identifies Curdridge Primary School as a key local destination, located approximately 1.6km from the Site. This distance falls within the range of typical walking trips, particularly in the context of the principles set out in Manual for Streets (MfS).

MfS identifies that walkable neighbourhoods are generally characterised by a range of facilities within an 800m (10-minute) walk, but this is not intended to represent an upper limit. Indeed, the guidance recognises that walking has the greatest potential to substitute for short car trips, particularly those under 2km. As such, the distance to Curdridge Primary School is clearly within a reasonable and realistic walking catchment.

As noted above, this is also consistent with Hampshire County Council's School Travel Policy, ([School Transport Policy 2025](#)) which supports and promotes sustainable travel to school, including walking for journeys within a reasonable distance. The policy sets out statutory walking distances of up to 2 miles (3.2km) for children aged under 8, and up to 3 miles (4.8km) for those aged between 8 and 11. Hampshire County Council's approach is that journeys within these thresholds should be actively encouraged to be undertaken on foot, provided that safe and suitable routes are available.

In this context, Curdridge Primary School, located approximately 1.6km from the Site, is comfortably within these distances. As such, there is a clear policy expectation that walking would form a realistic and desirable mode of travel for school trips. The absence of provision to the east of the Site therefore does not align with the objectives of National policy or the County Council's own local policy and further undermines the assertion that there are no meaningful desire lines in this direction.

Paragraph 6.14 states: *"the nearest train station is Botley, which is circa 1.9km from the site, and can be reached via cycle, bus or car."*

Botley Railway Station is located within Curdridge Village. This further reinforces the role of Curdridge as a key destination in transport terms, including for access to public transport. As such, it would be reasonable to expect a proportion of trips pedestrian, cycle and vehicle to be directed eastwards towards the station.

In this context, the assertion that there are no meaningful desire lines to the east is not considered to be correct and thus the assessment undertaken is not accurate or robust. The presence of a railway station within a 2km distance represents a significant and established trip attractor and should reasonably be expected to generate demand for sustainable travel in this direction.

Trip distribution issues

The methodology for trip distribution has been copied from the two previously refused planning applications. The Transport Assessment asserts the distribution has been considered acceptable in principle by HCC highway officers.

However, the distribution in the TA states 25% of the traffic that routes south of the Site towards Woodhouse Lane would route via Oatlands Road and 75% of the traffic would route via the Maddoxford Lane/B3354 Winchester Road junction, while none would go east. Within this model, the Botley Bypass was considered. This has been done by assuming that any traffic that would be heading east on the A334 or A3051 would route via the Botley Bypass, rather than Wangfield Lane, as it will most likely result in a quicker journey time and an easier driving experience than using the narrow country road.

However, the distribution does not appear to account for key trip attractors located to the east, where routes via Wangfield Lane may be shorter and more appropriate and convenient than looping around those to the west. These attractors include the village school, Botley Station and to the south Whiteley Village shopping facilities and the M27 Junction 9. There is also a route choice via the village to the North via the B3035 towards Bishops Watham,

In support of the Wangfield Lane route being an attractive route choice, Hampshire County Council acknowledged the demand via this route recently as part of the construction works for the Botley Bypass. To allow work to take place on a new roundabout at the junction of A3051 and A334, Wangfield Lane was closed to avoid it becoming an attractive rat run for traffic over the period 22nd May through to 1st June 2026. Again, this establishes that Hampshire County Council are aware of the attractiveness and limitations of this rural route and therefore it should have been considered by the local development control officer in the scoping of the technical assessment for this application. We note that Botley Parish Council in their formal response to this application have also raised serious concerns with regards to the use of Wangfield Lane.

Curdridge Parish Councils work on traffic and speed surveys

As noted above, Curdridge Parish Council are fully aware of the traffic and transport issues within the Parish and have been actively monitoring speeding and road safety concerns along Botley Road (B3035) and Wangfield Lane for several years in partnership with Hampshire Constabulary. During public consultations, residents of Curdridge consistently identified road safety on Parish roads as a primary concern. Subsequent on-site discussions with key stakeholders — including Hampshire Traffic Police Inspector Andy Tester, the Police and Crime Commissioner, Paul Holmes MP, Winchester City and Hampshire County Councillor Anne Small, and the Citizens in Policing Coordinator — reinforced this issue. There was a shared consensus among these parties that traffic safety within the village requires targeted intervention and improvement.

This active approach has led to the speed limit on Wangfield Lane recently being reduced from 40mph to 30mph as approved and implemented by HCC in April 2025. The Parish Council has engaged in ongoing discussions with Hampshire County Council's Network Management Team regarding the provision of safer routes to school. A key proposal emerging from this work is the introduction of a pedestrian crossing on the B3035 Botley Road to improve connectivity between the primary school and the eastern part of the village including the playing fields which are used by the primary school.

The Parish Council installed a Speed Indicator Device (SID) on Wangfield Lane to monitor vehicle speeds. Data collected during April 2026 recorded an 85th percentile speed of 31.5 mph, with an average of 21% of vehicles exceeding the posted speed limit over the course of a week. Some speeds recorded were in excess of 90mph. This traffic data capture will continue to be used to monitor speed trends and act as a deterrent to speeding within the village.

The volume of traffic is high for a country lane. The average daily flow counted over 7 days was 1,438 on Wangfield Lane (Hampshire Constabulary figures) which is high compared to other similar rural lanes in the area. As a comparison, DfT count point 945200 on Chancellors Lane (a rural lane north of Boorley Green circa 2km from Wangfield Lane) has an average daily flow of 135 vehicles). This primary data supports the argument that Wangfield Lane is used as cut through to avoid traffic on the M27 by routing south to the A3051 through Curdridge onto Whiteley Way connecting to junction 9 of the M27.

Through Curdridge Parish Council's ongoing work in this area, it is recognised that Hampshire County Council clearly considers the Botley Road and Wangfield Lane corridor to be an existing road safety concern, identified as an area with a heightened risk of accidents. There is a shared understanding that, without intervention, these issues are

likely to intensify as a result of increased traffic levels associated with future development. This highlights the potential oversight of considering this route properly in the scoping of the application Site and the subsequent technical work submitted to support the planning application. Given the Parish Council's and Hampshire County Council's position, the importance of implementing appropriate mitigation measures to improve safety, manage vehicle speeds, and support safer, more sustainable travel particularly for school users and vulnerable road users should be considered and a solution or planning contribution sought from the application Site.

Closure of Maddoxford Lane

Based on the Transport Assessment (TA) assumption that all development traffic will route westwards from the site, there is an opportunity to reinforce and support this movement strategy through targeted network interventions. Through discussions with the Parish Council the suggested approach is the closure of Maddoxford Lane to the east of the Site to through traffic, thereby discouraging eastbound rat-running and limiting vehicle movements along routes that are less suitable in terms of capacity and safety.

To facilitate this approach, it is proposed that the development could incorporate a suitably designed turning head at the interface with Maddoxford Lane, allowing vehicles to safely manoeuvre and preventing onward travel to the East. Similarly, the provision of a turning head at the end of Wangfield Lane at the junction with Netherhill Lane would further reinforce the restriction of through movements, ensuring that vehicles cannot use the section of Maddoxford Lane between this junction over the river bridge and to the application Site. The section between the Site and this junction would be closed to traffic and would only be available to active travel modes.

This change would then also allow consideration of a virtual footway (painted on the carriageway) to be provided 'a safe route to school' between the section on Maddoxford Lane that will be prohibited to traffic along Wangfield Lane to the Curdridge Village. It is considered that the applicant can design this in discussion with Hampshire County Council as Hampshire have done elsewhere in the county.

Summary

In summary, on review of the submitted transport documentation, Ridge on behalf of Curdridge Parish Council has the following key concerns and would raise an objection on this basis:

- Curdridge Parish Council has not been formally or informally consulted on the application, despite the development having the potential to directly impact residents within its area. This represents a notable omission in stakeholder engagement.
- Over reliance on previous planning applications for the Site (which were refused partly on transport grounds) as a basis for methodological assumptions is questionable, as while pre application discussions were undertaken with Hampshire County Council, the appropriateness and robustness of the trip generation and distribution assumptions derived from these earlier proposals may be limited, and it is unclear whether they provide an accurate or policy-compliant basis for assessing the current application.
- Limited consideration of routes to the east towards Curdridge with the Transport Assessment and WCHAR despite trip attractors such as the primary school (which is within statutory walking distances) and Botley Train Station as well as other amenities in Curdridge.
- Distribution within the Transport Assessment does not appear to account for key trip attractors located to the east, where routes via Wangfield Lane may be shorter and more appropriate and convenient than looping around those to the west.
- Curdridge Parish Council are fully aware of the traffic and transport issues within the Parish and have been actively monitoring speeding and road safety concerns along Botley Road (B3035) and Wangfield Lane for

several years in partnership with Hampshire Constabulary. Hampshire County Council clearly therefore considers the Botley Road and Wangfield Lane corridor to be an existing road safety concern, identified as an area with a heightened risk of accidents.

We trust that the information provided within this letter clearly summarises our concerns regarding planning application O/26/10117. However, should you wish to discuss any aspect further, we would be pleased to arrange a meeting at your convenience.

Yours sincerely



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For Ridge and Partners LLP

C.C. Matt Grantham, Hampshire County Council Highway Development Control
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