



Curdridge Parish Council

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Clare Martin
Planning Officer
Eastleigh Borough Council

19th June 2026

Dear Ms Martin

Re: Outline Planning Application O/26/10117 – Land South of Maddoxford Lane, Boorley Green

Curdridge Parish Council submits the enclosed representations in response to the above outline planning application for up to 280 dwellings. These representations are based on independent specialist advice from Ridge and Partners LLP (transport planning), and take into account the Council's own Planning Policy response and the requirements of the National Planning Policy Framework (NPPF).

1. Lack of Pre-Application Engagement

Curdridge Parish Council has not been formally consulted on this application. Moreover, the applicant declined the opportunity to present the scheme to the Parish Council at a recent meeting, despite our invitation. This represents a significant failure to engage with the local community.

The NPPF (paragraph 41) sets out clear expectations for pre-application engagement and consultation. Paragraph 41(c) specifically requires early engagement with relevant authorities, and paragraph 128 emphasizes that applicants should seek to involve local community and other stakeholders as early as possible. The applicant's refusal to engage with Curdridge Parish Council—a directly affected stakeholder—falls short of these requirements and is a material planning consideration.

2. Conflict with Local Plan Policy on Countryside Development

The proposed development is located in the countryside, as designated under Eastleigh Borough Local Plan policy S5. Policy S5 restricts new residential development in the countryside except on allocated sites. The majority of this application site is not allocated for residential development.

The Council's own Planning Policy response (enclosed) confirms that development in the countryside is not supported by policy S5. The response notes that the proposal is contrary to adopted Local Plan policy. The Council indicates that consideration of this application must proceed under NPPF paragraph 11(d), which requires significant demonstrable benefits to outweigh adverse impacts.

We consider that the adverse impacts—particularly concerning transport, highway safety, and lack of engagement—significantly and demonstrably outweigh the purported benefits.

3. Transport Assessment and Highway Safety Concerns

Curdridge Parish Council has commissioned an independent technical review from Ridge and Partners LLP. Ridge's detailed assessment is enclosed and identifies material deficiencies in the applicant's Transport Assessment. The key concerns are:

- The Transport Assessment fails to adequately consider Curdridge as a destination, despite the village containing Curdridge Primary School (1.6km from the site) within statutory walking distances under Hampshire County Council's own School Travel Policy, Botley Railway Station (1.9km), and other amenities.
- The trip distribution methodology is based on journey-to-work Census data, which does not capture residential/school travel patterns—a material source of trips that has been substantially underestimated.
- The assessment relies on trip generation assumptions from two previously refused planning applications for the same site, one of which was refused partly on highways grounds. This approach is questionable and not policy-compliant.
- Wangfield Lane already carries high traffic volumes (1,438 vehicles per day), with documented speeding issues. Curdridge Parish Council has collected speed data showing an 85th percentile speed of 31.5 mph on a 30 mph road, with some speeds exceeding 90 mph. The claim that the development would have minimal impact on this route is not supported by evidence.
- Hampshire County Council itself recognized the attractiveness of Wangfield Lane as a through-route by closing it during recent Botley Bypass construction works (22 May–1 June 2026) to prevent rat-running. This demonstrates HCC's own awareness of the route's vulnerability—awareness that should inform the assessment of this development.

Curdridge Parish Council has actively engaged with Hampshire Constabulary, Hampshire County Council, and elected members on traffic safety and the provision of safer routes to school. The Wangfield Lane and B3035 corridor is recognized as an existing road safety concern with heightened accident risk. The proposed development will intensify these existing problems.

If the applicant and Hampshire Highways assume that the majority of development traffic will head east towards Wangfield Lane (as their trip distribution model suggests), they should actively support the closure of Maddoxford Lane to the east of the site at the junction with Wangfield Lane. This would be a logical mitigation measure consistent with their own assumptions. The absence of such a commitment suggests either that the assumptions are not genuinely held, or that the applicant is unwilling to accept the logical consequences of their own traffic modelling.

Furthermore, the Transport Assessment states that "Further afield, Maddoxford Lane meets Netherhill Lane..." This description, referring to a junction located a mere 50 metres from the application site, demonstrates a significant oversight regarding local highway infrastructure. Netherhill Lane is a single-track rural lane, entirely unsuitable for additional traffic from a 280-dwelling development. Single-track lanes cannot absorb development-generated traffic without significant adverse impact on existing users and safety. The casual dismissal of this route demonstrates a lack of local knowledge regarding real-world conditions on minor roads serving the area.

Ridge has proposed specific mitigation measures, including closure of Maddoxford Lane to through traffic and provision of a safe route to school linking to Curdridge

Village. We support these proposals as essential components of any development that proceeds.

4. Cross-Boundary Consultation Failures

Curdrige Parish Council sits adjacent to the application site but was not consulted during the application process. Curdrige residents will be directly affected by the development, particularly regarding traffic impacts, access to facilities, and the use of local routes.

The absence of cross-boundary consultation has resulted in material local transport considerations and emerging infrastructure proposals not being captured in the applicant's assessment. Curdrige's emerging proposals for safer routes to school and a pedestrian crossing on the B3035 are directly relevant to sustainable travel assessment and should have been considered.

We respectfully request that Eastleigh Borough Council and the applicant fully consider the Ridge Report as a material consideration in the determination of this application, and that both parties provide detailed written responses to the technical concerns and recommendations raised therein. The issues identified by Ridge are substantive and go to the heart of whether the proposal can be demonstrated to result in sustainable development.

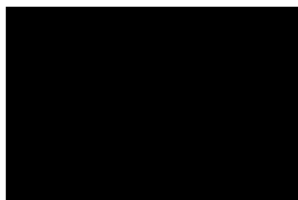
Conclusion

For the reasons set out above, and in the detailed technical letter from Ridge and Partners LLP (enclosed), Curdrige Parish Council objects to this application. The proposal fails to meet the requirements of the NPPF regarding pre-application consultation, relies on flawed transport methodology, conflicts with Local Plan policy on countryside development, and raises material highway safety concerns.

We would welcome the opportunity to present these concerns directly to the Planning Committee and to discuss the detailed technical evidence with the Committee and the applicant, should the application proceed to committee stage.

We would also welcome the opportunity to work constructively with the applicant to address the deficiencies identified, should the applicant wish to re-engage and revise the application.

Yours sincerely



Nicki Oliver
Clerk to Curdrige Parish Council