

CONSULTATION FROM ADJOINING LA **DRAFT DECISION NOTICE**



Expiry Date: 13 August 2026

Application Number: 261730

Location: Land At Murrell Green, London Road, Murrell Green, Hook

Proposal: Consultation from Hart District Council for the following Outline application (with all matters reserved except access) for phased residential led mixed-use development comprising demolition of existing buildings/structures, provision of vehicular, cycle and pedestrian accesses (including details of 3no. accesses from the A30 London Road and 1no. access from the B3016 Odiham Road), development of up to 2,160 residential dwellings (including residential institution) (Use Class C2/C3), provision of employment, local centre and community uses (including education provision) (Use Classes E and F), blue and green infrastructure including sustainable drainage systems, public open space, sports pitches with pavilion, wildlife areas, Suitable Alternative Natural Green Space, and supporting infrastructure and associated works.

Recommendation: Objections

Reasons

1. Wokingham Borough Council (WBC) require further information prior to determination of this application in relation to Highway matters (that could impact Wokingham Borough), particularly trip generation and distribution. The following comments and further information requests are made:

1. WBC request a forecast of how many vehicle trips will utilise Wokingham's road network. Table 16.2 of the Transport Assessment (TA) sets out likely locations for future residents to commute to. On this basis, it appears that c.15.7% of future residents could commute using Wokingham's road network (Table 16.2 assigns commuters to destinations including: Wokingham (5.3%), Bracknell Forest (4.9%), Eastern Berkshire (2.3%), Reading (1.4%), Heathrow (1.0%) and Oxfordshire (0.8%).

2. Table 16.3 indicates Wokingham's road network could be utilised by commuters in the following origins, travelling to Murrell Green: Wokingham (4.8%), Bracknell Forest (4.0%), Reading (2.1%), Eastern Berkshire (2.3%) and Oxfordshire (0.6%).

3. Tables 15.2 and 15.3 of the TA identify that during the AM Peak Hour there would be 1,038 external commuting trips from the residential use and 147 external commuting trips generated by the non-residential land use on site. In the PM Peak, 692 external commuting trips from the residential use and 100 trips from the non-residential use.

4. The TA forecasts 88% of commuting trips will occur by car in the 'Do Minimum' scenario of 81% in the 'Do Something Sustainable Core' scenario.

5. WBC request that a calculation/ assessment is provided for how many of these trips impact Wokingham's road network. The assignment of trips should follow the methodology used for the rest of the application whether this be use of census data of the HCC SATURN Model.

6. WBC request that junction capacity assessments are completed at any junctions in Wokingham where the development results in 30 two- way additional trips in a Peak Hour.

7. Of particular concern is the A33/B3349 Basingstoke Road Roundabout which is a key junction should residents of Murrell Green be driving to destinations such as Reading, Wokingham, Heathrow, Oxfordshire and Eastern Berkshire. Whilst this junction sits within Hampshire, the Wokingham Infrastructure Delivery Plan identifies a need for capacity improvements on the A33 Reading to Basingstoke corridor and identifies a particular need for focused capacity improvements near Wellington Country Park (A33/B3349 Reading Road roundabout).

Recommendation and conditions/reasons agreed:



Date: 10/08/26

REMEMBER - The earliest date for a decision on this application is: **6 August 2026**