

Murrell Green

Design & Access Statement

July 2026

LIGHTWOOD

CREATE streets

Commissioned by:

LIGHTWOOD

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CREATE streets

edp

PEGASUS GROUP

Abley Letchford

ethos

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TABLE OF CONTENTS

1. Introduction 3
- 1.1 Introduction 4
- 1.2 About the team 5
- 1.3 The vision 6

2. Planning Policy and Context 8
- 2.1 Strategic planning context 9
- 2.2 Planning policy 10
- 2.3 Key design policy considerations 11

3. The Site 12
- 3.1 The site 13
- 3.2 Geology 17
- 3.3 Landscape and topography 18
- 3.4 Ecology 22
- 3.5 Archaeology and cultural heritage 23
- 3.6 Water resources, flood risk and drainage 24
- 3.7 Access and transport 25
- 3.8 Overhead power lines 26
- 3.9 Underground gas pipeline 27
- 3.10 Railway line 28
- 3.11 Air quality 29
- 3.12 Noise environment 29

4. Design Evolution 30
- 4.1 Create Streets design principles 31
- 4.2 Public consultation 32
- 4.3 Engagement with key stakeholders 32
- 4.4 Design development overview 33

5. The Master-plan 38
- 5.1 Illustrative master-plan 39
- 5.2 Land use 41
- 5.3 Open space requirements 42
- 5.4 Housing mix 43
- 5.5 Building heights 44
- 5.6 Commercial 45
- 5.7 Future proofing 46

6. A Sustainable Place 47
- 6.1 Sustainable design principles 48
- 6.2 Energy production, use and reduction of overheating 48
- 6.3 Ecosystem services 49
- 6.4 Water 50
- 6.5 Transport and movement 51

7. Access and Movement 52
- 7.1 Overview 53
- 7.2 Active travel 54
- 7.3 Public transport 54
- 7.4 Proposed highways strategy 56
- 7.5 Street design 57

8. Green and Blue Infrastructure 60
- 8.1 Green infrastructure and drainage 61
- 8.2 Landscape strategy 64
- 8.3 Bat corridors 65
- 8.4 Landscape typologies 66
- 8.5 Play, sport and recreation strategy 69
- 8.6 Proposed allotment and community garden strategy 72
- 8.7 Suitable Alternative Natural Green Space (SANG) 73
- 8.8 Soft landscape strategy 79

9. Architecture & Built Form 81
- 9.1 Architectural approach 82
- 9.2 Local architectural character 84
- 9.3 Distinct neighbourhoods 88
- 9.4 Local centres 89
- 9.5 Parking 90
- 9.6 Hard landscape strategy 91
- 9.7 Lighting 92
- 9.8 Waste 93

10. Conclusion 94
- 10.1 Somewhere not anywhere 95

1. INTRODUCTION

1.1 Introduction

This Design and Access Statement has been prepared on behalf of Lightwood in support of an outline planning application for:

Outline application for phased residential led mixed-use development with details of access and all other matters reserved. Comprising demolition of existing buildings/structures, vehicular, cycle and pedestrian accesses (including details of 3no. accesses from the A30 London Road and 1no. access from the B3016 Odiham Road) and development of up to 2,160 residential dwellings (including residential institution) (Use Class C2/C3) and 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, with supporting infrastructure and associated works.

Murrell Green will be a beautiful, walkable and sustainable garden village, between Hook and Hartley Witney in Hampshire.

It aims to be different: a place in which it easy to walk, meet and gather with walkable streets and blocks nestling around a real 'middle.' It intends to help children cycle to school and their parents walk or cycle as part of everyday life. Based on all available research, this should make it easier for future residents to lead happy, healthy and neighbourly lives.

Murrell Green aims to provide essential new homes. But it is also designed to draw on local traditions, to nestle in the landscape and to interweave with surrounding trees, woods and water. It is expected that the illustrative masterplan will gain further stability through a coding process to establish a regulatory plan and other codes to shape reserved matters applications.



Illustrative outline masterplan

1.2 About the team

The team is led by Lightwood Land, who are a land promoter working with landowners, councils and local groups to create new settlements, neighbourhoods, streets and places that deliver homes and supporting facilities. Lightwood are particularly committed to improving design outcomes so that new development is grounded in its local context.

Lightwood aim to be a leader in the establishment of better and more beautiful places in which to live and work.

The vision and master planning process is being led by Create Streets. Create Streets is a social enterprise with an associated charity, the Create Streets Foundation. Create Streets is a design practice, town-builder and think tank set up in 2013 to change the way we create places in this country to be more beautiful, more prosperous and more sustainable.

Create Streets researches the relationship between design with wellbeing, physical health, social connectedness, sustainability and popular support for development. They put that research into practice by working with community and neighbourhood groups and with councils, landowners and developers.

Pegasus Group are a leading multi-disciplinary consultancy providing a range of services to the development sector across the country. Pegasus Group are providing Planning, Environmental Statement co-ordination and Economic consultancy services for the project.

The Environmental Dimension Partnership (EDP) is a UK-based multidisciplinary consultancy specializing in environmentally-led planning, design, and development solutions. EDP are undertaking Landscape Planning and Design, Arboriculture and heritage consultancy services for the project.

Abley Letchford Partnership (ALP) are providing transport consultancy services while Ethos is providing ecology services.



Examples of projects by Lightwood, ranging from (from top to bottom): a masterplan in Wokingham, the masterplan for the Haddenham village extension in Aylesbury, and a garden village in Cullompton, Mid Devon.



Create Streets's projects, ranging from (from top to bottom): a selection of research studies into place and planning, a design code for a Lichfield city centre site, a masterplan for homes in a rural location outside Exeter, and a leaflet on what makes for popular places.

1.3 The vision

Murrell Green represents a fantastic opportunity to create a green new village settled in its landscape and distinctly ‘of’ Hampshire. Underpinned by Create Streets’s evidence-led principles into what people actually like and where they thrive, we are suggesting creating a place in which people are more likely to wish to live, settle, work and play and which is likely to prove more resilient to changing fashions in the future.

With its compelling location between existing settlements and road networks, proximity to Winchfield Station, and an attractive surrounding landscape, Murrell Green will avoid becoming a cookie-cutter, low density, car-dependent series of ‘could be anywhere’ cul-de-sacs.

Instead, our aspiration is to do something better and to embed this in a neighbourhood charter.

Our vision for Murrell Green has six essential elements:



A beautiful village

Murrell Green will be an attractive village of up to 2,200 homes in which it is natural and easy to settle, live, work and enjoy spending time.



A tapestry of green places

Murrell Green will provide an expansive and interweaving network of green places: gardens, green walks, village greens, parks and playing pitches to help happiness and health.



By foot and by pedal

Murrell Green will be safe and enjoyable to walk and cycle about, with direct green routes between local centres, schools, green spaces and homes and out to nearby settlements and to Winchfield Station.



A community with heart

A new primary village centre will serve the new neighbourhood. A smaller secondary centre will create a focus around the new school within easy walking distance of existing and new businesses.



New schools: a place to learn

Murrell Green will host a new all-through school to which children can safely walk and cycle. This will host a nursery, pre-school, primary school and secondary school provision.



In communion with the past, present and future

Murrell Green will use local and traditional materials and design whilst enjoying the most up-to-date standards for energy efficient living.

The A30 along the north of the site

2. PLANNING POLICY AND CONTEXT

2.1 Strategic planning context

The Current Situation

Hart District Council's adopted Local Plan (to 2032) was adopted in April 2021 and it is now over 5 years old. The revised standard method, for assessing local housing needs (LHN), introduced in December 2024 significantly increases the level of need for the district to 771 per annum, up from around 300 under the previous standard method, and 423 (allowing for unmet need from Rushmoor) in the adopted Local Plan. This now 'bites' for decision taking and causes the district to fall someway short of being able to demonstrate a 5 -year land supply.

The Five-Year Housing Land Supply currently sits at 2.07 years, a shortfall of 2,351 homes. National planning policy (which is also about to be refreshed) determines in such cases that policies that restrict the supply of housing have reduced weight via the 'tilted balance' under the 'presumption in favour of sustainable development'.

Relatedly, Hart has now begun preparing a new Local Plan under the new plan-making system to address its higher LHN, as far as possible, and to put it in place. This process will take at least 3.5 years to conclude (to the end of 2029) and the new Plan will need to look ahead to at least 2044. During the plan review process, Hart will become part of the new North Hampshire Unitary Authority (UA), with Basingstoke & Deane and Rushmoor (to be vested in 2028). Although there is a mechanism for a new UA to continue with a former district plan review process, reorganisation generates the potential for delays and different approaches to emerge, such as a single new Plan. Much will depend on how advanced the revised Hart Plan is by April 2028. The LDS programmes its submission for examination one month before the new authority is vested. Of note is that the adopted Hart Plan already makes provision for needs arising in Rushmoor that cannot be delivered here. This theme is likely to continue.

Until a new Plan is in place, Hart District Council are required to assess proposals outside settlements and allocations in accordance with (evolving) national policy dictating how applications should be assessed where needs are not being delivered.

The short, medium and long-term housing land supply challenge context is considerable. The application is made in this challenging context, Despite this, it is stated unambiguously that Lightwood is committed to securing outline planning permission for a new village of the very highest standards of place-making and popularity, health and happiness.

Recent History

Development at Murrell Green was considered as part of the preparation of the adopted Local Plan. Initially a new village of 1,800 homes was proposed by the Council. However, by submission the Plan evolved to identify an 'area of search' for 5,000 homes under then draft Policy SS3, also including land southeast of the M3, close to Winchfield Station.

Hart attempted to put in place a plan-led strategic approach to shape its future and to guard against the 'tilted balance' exposure that it now faces. The examining Inspector concluded that further evidence was required for Policy SS3. Given that the policy was not required to address the housing need within the plan period to 2032, he advised the Council to remove the proposals rather than prolong the examination of the plan (and this prolonging a previous 5-year land supply issue). The policy was accordingly removed from the Hart Local Plan as adopted in 2020.

The proposed Policy SS3 area then became known as 'Shapley Heath' and entered the previous Government's Garden Communities Programme. This was a process designed to establish an evidence base and prospectus (masterplan and vision) to inform the next (current) review of the Local Plan. Due to less than anticipated resourcing, the Council withdrew from this programme in 2021.

Looking Further Back

As set out in the bid document for entry into the Garden Communities Programme, the Murrell Green site and its environs lie on a strategic zone of well-connected land that is generally absent of major planning constraints. This 'big picture' assessment was similarly evident in 1961 when the London County Council published a book "The Planning of a New Town" which documented its search during the mid-1950s for a new 'overspill' settlement of 100,000 people between Hook and Hartley Wintney. Land in the Murrell Green area formed the southern pole of the proposed development area, master planned before the final route of the M3 was determined (https://alondoninheritance.com/tag/new-town). Ultimately, Hampshire County resolved to develop Basingstoke, and to a lesser extent Andover and Tadley. The current proposals for Murrell Green can be expected to generate a population of around 5,000.



A view of Murrell, the Grade II listed 16th Century home



One of the many waterbodies within the Murrell Green site

2.2 Planning policy

The statutory development plan for the site comprises:

- Hart Local plan (Strategy and Sites) 2032 (Adopted 2020)
- Hampshire Minerals and Waste Plan (Adopted March 2013) - subject to ongoing examination of Partial Update
- Winchfield Neighbourhood Plan (Made 2024)
- Hook Neighbourhood Plan (Made 2020)

Key policies identified in the Hart Local Plan that will affect the layout, character, sustainability and appearance of new places and homes are summarised below.

Key policies on the natural environment include:

- NBE2: “Development proposals must respect and wherever possible enhance the special characteristics, value or visual amenity of the District’s landscapes.”
- NBE3: “ New development which is considered to have a likely significant effect on the ecological integrity of the Thames Basin Heaths Special Protection Area (TBHSPA) will be required to demonstrate that adequate measures will be put in place to avoid or mitigate any potential adverse effects… Measures must be based on a combination of Strategic Access Management and Monitoring (SAMM) and the provision and maintenance of Suitable Alternative Natural Greenspace (SANG).”
- NBE4: Biodiversity and Nature Conservation
- NBE5: Managing Flood Risk

Key policies on character and appearance include:

- NBE8: “Development proposals should conserve or enhance heritage assets and their settings, taking account of their significance.”
- NBE9: “All developments should seek to achieve a high quality design and positively contribute to the overall appearance of the local area.”

Key policies informing the scope of development and supporting infrastructure are:

- H1: “New housing proposals will be supported if they… Provide a suitable mix of dwelling types and sizes based on current housing needs and site context”
- H2: Affordable Housing
- H6: Internal Space Standards for New Homes
- INF1: Infrastructure
- INF2: “Development will be supported provided that: where possible it enhances green infrastructure, through provision within the site, or where appropriate provision for off-site improvements”
- INF3: “Development should promote the use of sustainable transport modes prioritising walking and cycling, improve accessibility to services and support the transition to a low carbon future.”
- INF4: “New residential development… must provide on-site open space per standards”
- INF5: Community Facilities

Murrell Green straddles the parishes of Hook (to the West) and Winchfield (to the East). To the north of the railway, the administrative boundary is Brenda Parker Way. to the south it is Totters Lane. Both parishes have ‘made’ Neighbourhood Plans. Each Neighbourhood Plan emphasis the need for preserving the landscape, sustainable transport and distinct and locally sourced design.

Policy HK7 of the Hook Neighbourhood Plan identifies views from the Hook settlement boundary towards the north-east and east across the valley of the River Whitewater and its setting, an outlook to the East from within Bassetts Mead Country Park.

Policies NE2 and NE3 of the Winchfield Neighbourhood Plan identify three key local views adjacent and within the site: from the Odiham Road, West of Shapley Heath Copse, and looking north along Brenda Parker Way. It also safeguards Brenda Parker Way and its associated tree canopy.

Other policies in Hook’s Neighbourhood Plan relevant to layout, character, sustainability and appearance include:

- HK4: Protecting and enhancing the Biodiversity of Hook
- HK5: Landscape
- HK9: “The enhancement of existing and the creation of new footpaths and cycle paths, especially segregated provision and linked routes, will be supported.”
- HK10: Parking
- HK11: Residential and Mixed-use Windfall Development
- HK12: Design
- HK13 Locally Significant Heritage Assets
- HK14: Education, Wellbeing, Sport and Leisure

Other policies in Winchfield’s Neighbourhood Plan relevant to layout, character, sustainability and appearance include:

- NE1: “ Development must respect and reinforce the key characteristics of Winchfield’s landscape…”
- BE1: “Development must… avoid increasing access points on rural lanes”.
- BE3: Housing Mix and Appearance
- BE4: Development Design Considerations
- BE5 Residential Parking
- P&C1: Public Rights of Way



The B3016 (Odiham Road) to the east of the site

2.3 Key design policy considerations

There are a series of key policies which have been reviewed as part of the design process.

National Planning Policy Framework (NPPF)
The NPPF (2024) makes clear that new development should not just avoid ugliness, but strive to be attractive, beautiful places. It states: 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve."

Policy 130 says: 'Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.'

The NPPF is supported by a wider body of online policy guidance from the Government in the Planning Practice Guidance resource first published in 2012 and most recently updated alongside the 2024 NPPF.
The Government consulted earlier in December 2025 on an update to the NPPF, which is due to be published in 'summer 2026'. Upon release, this will be addressed through further submissions on the application as necessary.

National Design Guide
The UK's National Design Guide (NDG), published by the Ministry of Housing, Communities and Local Government in 2019, sets out the government's approach to achieving well-designed, sustainable and beautiful places. It is intended for use by local authorities, developers, and communities to shape planning decisions and design quality across England. At its core, the guide defines ten characteristics of good design, which together form a holistic framework:

- Context: enhances the surroundings.
- Identity: attractive and distinctive.
- Built form: a coherent pattern of development.
- Movement: accessible and easy to move around.
- Nature: enhanced and optimised.
- Public spaces: safe, social and inclusive.
- Uses: mixed and integrated.
- Homes and buildings: functional, healthy and sustainable.
- Resources: efficient and resilient.
- Lifespan: made to last.



Passing traffic along the A30



The junction of the M3 motorway and railway line



The railway line along the south of the site

3. THE SITE

3.1 The site

The Murrell Green area is a predominantly greenfield site with a disparate collection of farm and commercial buildings. It lies between the two Hampshire villages of Hook and Hartley Wintney.

The proposed development area covers approximately 186 hectares between the M3 and land up to the London Road, the A30, which runs between the two settlements. The site's western perimeter is demarcated by the River Whitewater and Bassetts Mead Country Park. Its eastern perimeter is marked by the Odiham Road, the B3016. The Murrell Green site comprises a patchwork of agricultural fields and grasslands. The Grade II listed house 'Murrell' at the site's northern boundary is partly Tudor with seventeenth- and eighteenth-century elements as well.

In places, attractive ponds, fishing lakes and woodland define the site's limits. The topography is broadly flat, with a gentle slope rising towards the site's south and southeast.

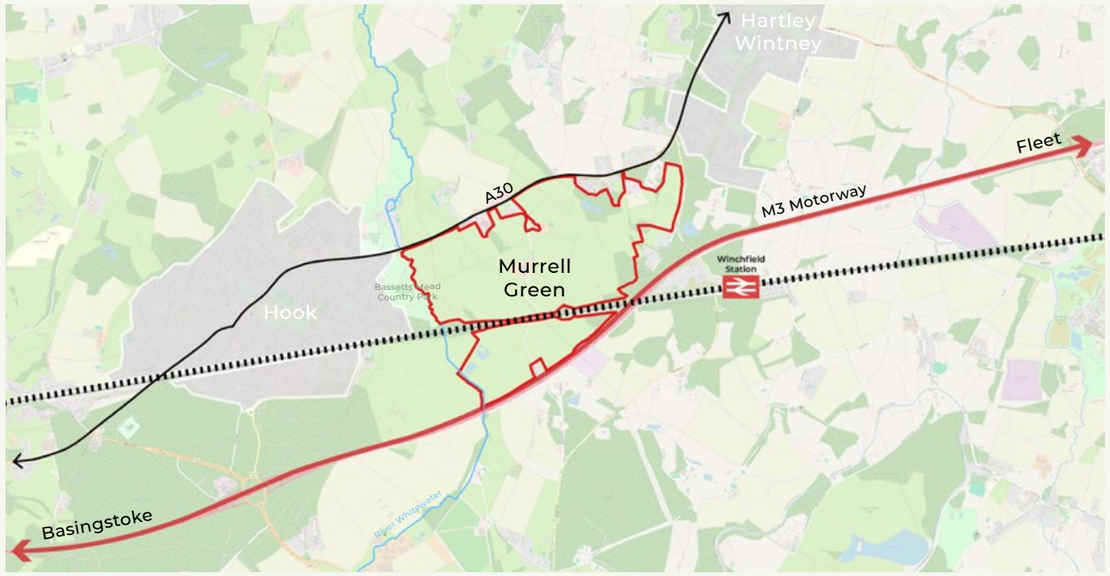
The presence of the M3 motorway and a railway clearly represent the largest transport infrastructural constraints to the site. However, they are also opportunities. Nearby Winchfield Station has excellent links to London. The presence of 400kv transmission lines and a high-pressure gas pipe also need to be addressed.

Landscape fabric

The site is predominantly undeveloped agricultural land, interspersed with farm buildings, farming-related businesses, individual homes and woodland. Its character is settled and semi-rural.

The field pattern is mixed. Medium-sized fields, mature hedgerows and hedgerow trees are common across the central and southern areas, while the eastern half has stronger woodland enclosure, particularly along Brenda Parker Way. The western half is more open, especially towards the River Whitewater valley. Around Murrell Green and Phoenix Green, smaller paddocks, equestrian uses and hobby-farming infrastructure are more frequent, with ribbon development along the A30 and scattered commercial uses in converted farm buildings.

Vegetation cover is substantial, including Ancient Woodland, Veteran and mature trees, mature hedgerows and woodland. Watercourses, particularly the River Whitewater, add a distinctive riparian character and ecological value, supported by agricultural ponds and smaller waterbodies across the site.





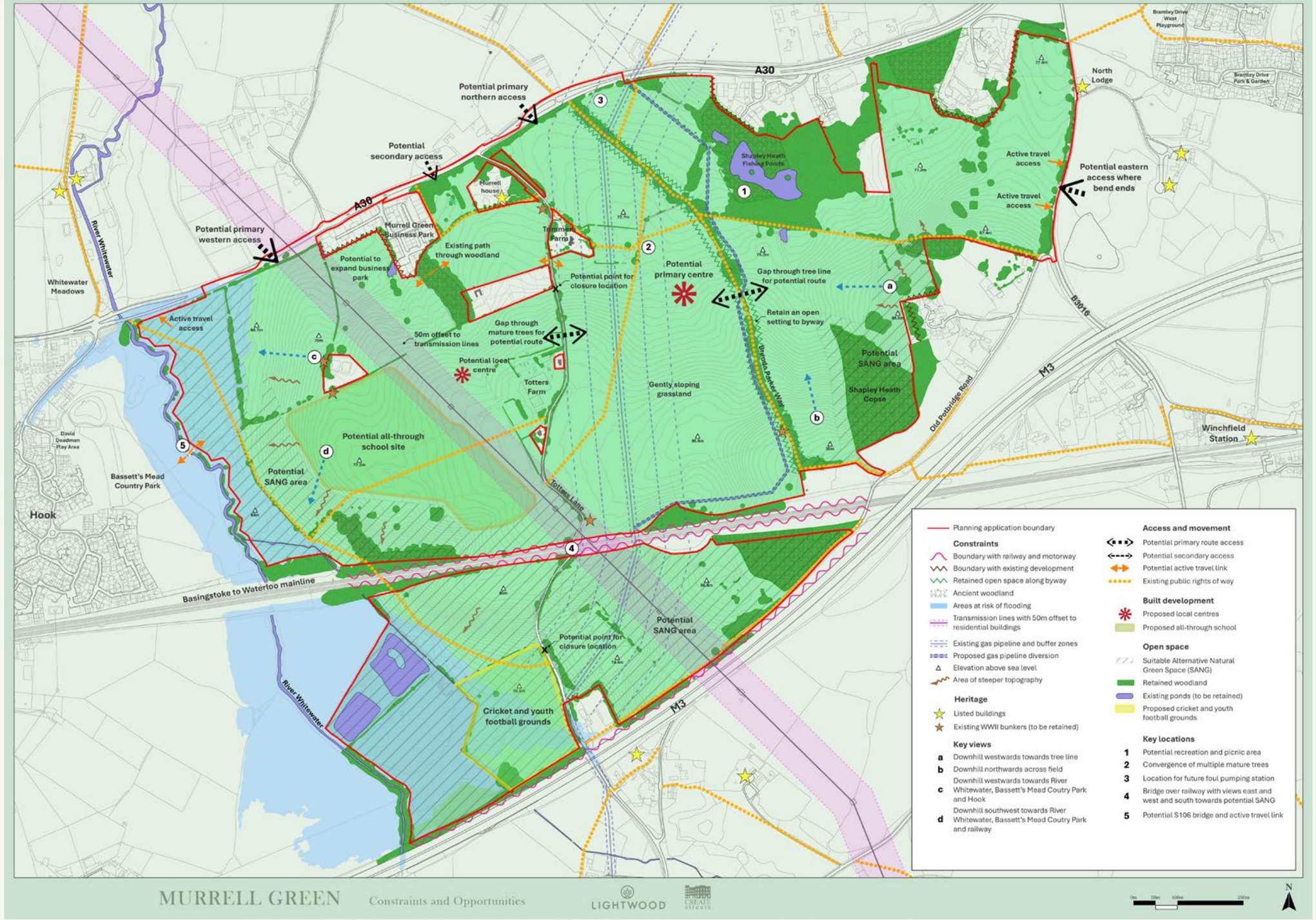
The site looking northwards from the railway



The fish ponds at the north of the site



The view west towards Bassetts Mead Country Park and Hook is well-screened by existing trees.



Site constraints and opportunities plan



A public right of way in the north of the site, south of the A30.



Looking west from highest point of the site near Old Potbridge Road.



Looking west from the site towards Hook and Bassetts Mead Country Park. A new country park will maintain this sense of seperation.



Totters Lane forms an attractive north-south spine on the site.



Fishing lakes to the northeast of the site provide a stunning feature to be integrated into future development.



Looking south from the tracks, identified as an area for a SANG (Suitable Alternative Natural Greenspace).



The site is predominantly flat or rolling fields featuring mature and young tree lines.



Looking north from the west of the site over rolling fields.



Murrell Green Business Park as viewed from within the site.

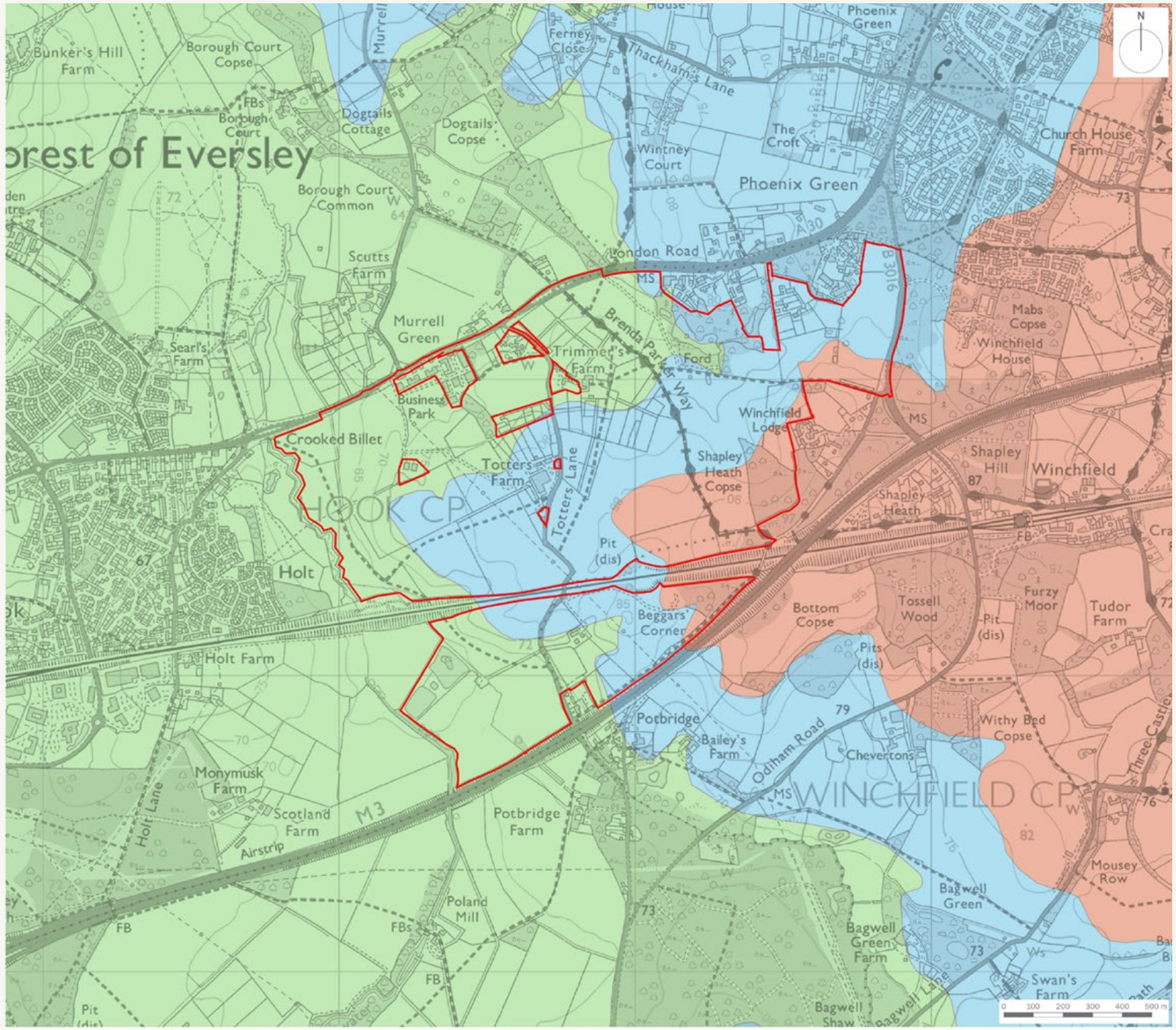
Looking northwards from the south east of the site, adjoining an area of Ancient Woodland

3.2 Geology

The site's ground conditions reflect a mixture of made and natural materials. Infilled or made ground is recorded along the western edge of the site near the M3 motorway. It is probable that similar deposits exist locally around Winchfield railway station and in other developed areas. While these areas may have been disturbed by past construction, much of the remaining land appears to retain its natural profile.

Most of the site lacks superficial deposits, though alluvial soils are found along the River Whitewater and Potbridge Brook to the west, and near the River Hart to the east. Surrey Hill Gravel Member deposits occur in the west, around the railway and motorway intersection, and on the eastern edge of the site. Beneath these layers, the Windlesham Formation (sand, silt and clay) underlies much of the eastern and central site, transitioning to the sand-rich Bagshot Formation in the west, and finally to the London Clay Formation along the western boundary and northwest corner.

No natural cavities are recorded within the site. The British Geological Survey identifies a very low to low risk of landslides. In terms of ground stability, the London Clay and Bagshot Formations both present low risk from shrink–swell or running sands, respectively. The alluvial deposits pose a moderate risk from compressible soils. Overall, the site's geological conditions suggest relatively stable ground, with some localised constraints near river valleys and historic areas of construction.



3.3 Landscape and topography

Topography

The site sits on gently undulating ground between two river valleys. Across the site, landform rises gradually from the valley floors of the River Whitewater (to the west) and the River Hart (to the east), both at between approximately 60m and 65m above Ordnance Datum (AOD), to a gentle central plateau. The highest area peaks at approximately 97m AOD close to the M3 corridor and west of Shapley Heath, with a short ridge running north-east towards Winchfield House and Mabs Copse at approximately 94m AOD.

The overall range across the site is approximately 30–35m, reflecting the site's position on the plateau between the Whitewater and Hart valleys. These topographical features contribute to the physical separation between Winchfield, Fleet and Hook, and — together with vegetation — play a substantial role in visually containing the site within its local setting.

Designations

The site is not located within, and does not itself contain, any nationally designated landscape. It is not covered by a National Park, a National Landscape, nor any landscape designation identified in the adopted Hart District Council Local Plan or in the neighbourhood plans of the surrounding parishes.

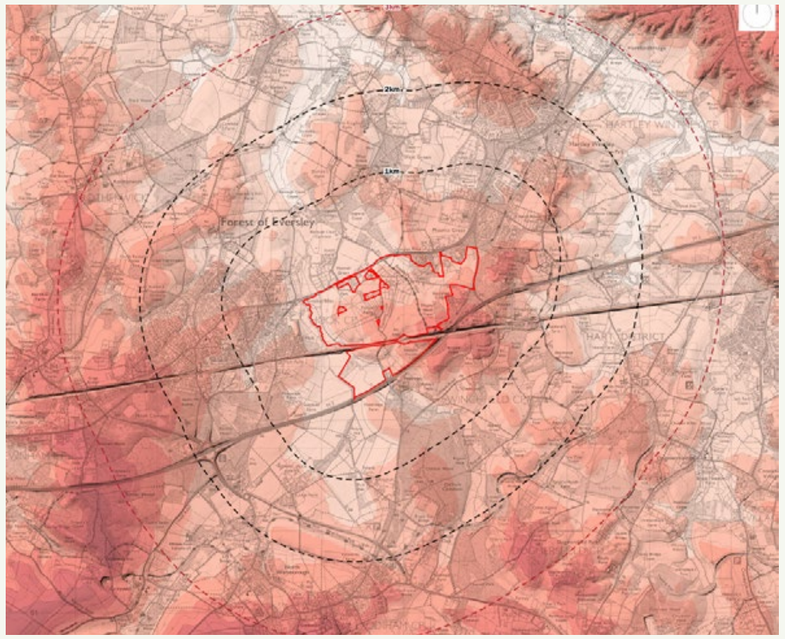
The site does, however, sit within a landscape framework that includes several national and local designations in its wider context, which have informed the baseline assessment and the design response. Those relevant to landscape can be summarised as:

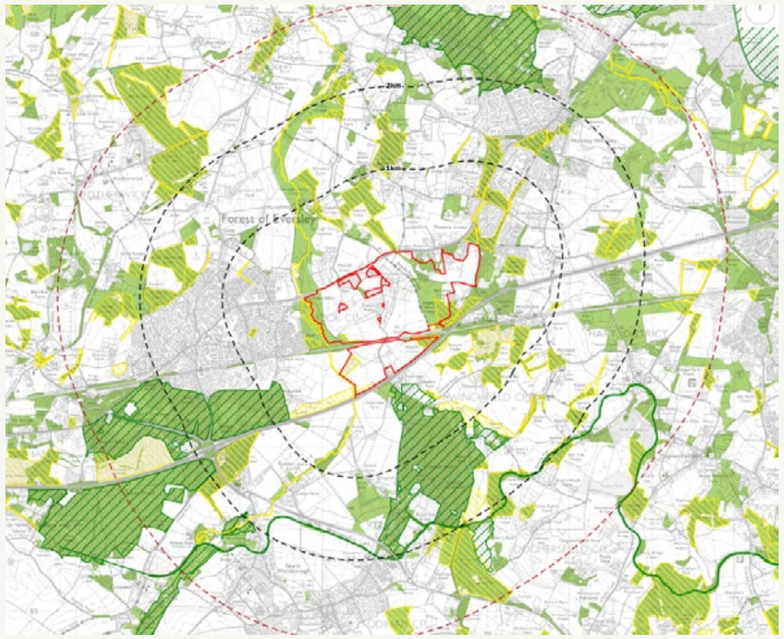
- Ancient Woodland
- Existing Mature Trees
- Public Rights of Way (PRoW)

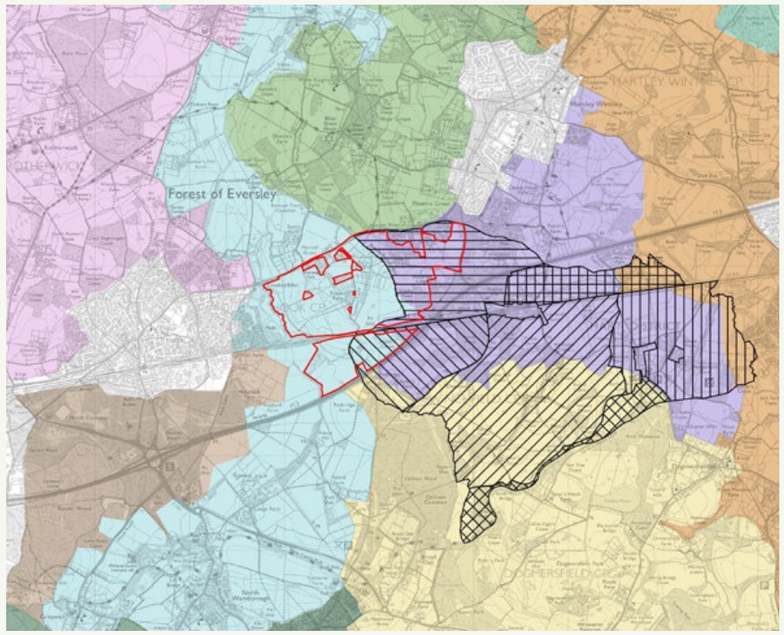
Landscape Character

Landscape character for the site has been considered at four levels: from national down to Parish. The identified key characteristics of each area form an integral part to the Proposed Development. At the district level, the site falls across two Landscape Character Areas:

- LCA 4: Whitewater Valley — Key characteristics include a distinctively riparian character to the flat, low-lying valley floor; fenland vegetation and a well-treed character creating intimacy and enclosure; gentle valley sides often with a more open or denuded character; few detracting influences other than overhead power lines; and a sparse pattern of settlement on higher ground.
- LCA 9: Winchfield — Key characteristics include a mosaic of farmland and woodland with strong heathy characteristics to the south, absent from farmland to the north-east; a moderately enclosed landscape; and a landscape fragmented and bounded by the transport corridors which intrude upon its essentially rural character.







Visual

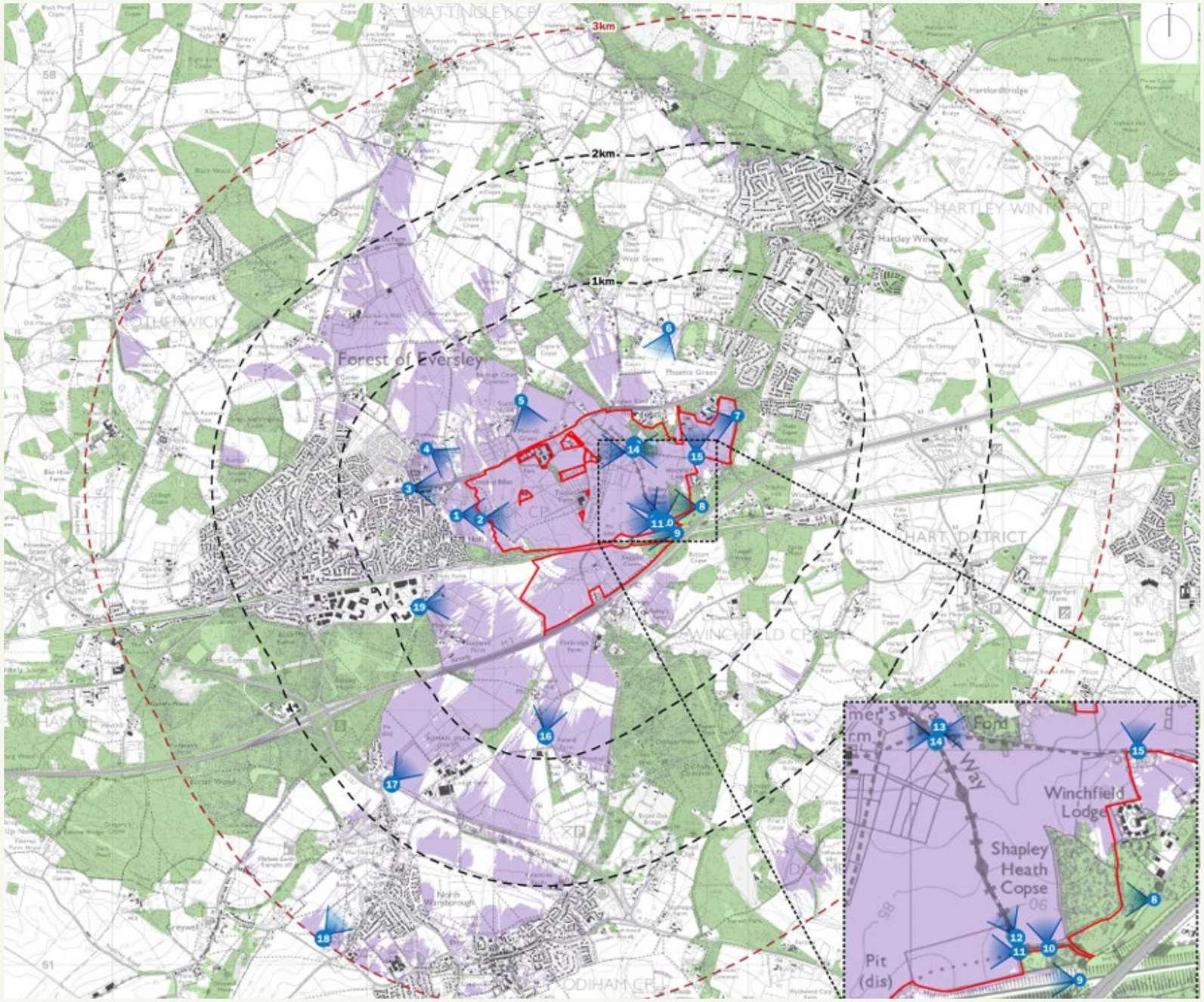
A detailed assessment of visibility and visual context has been undertaken as part of the baseline work. A Zone of Theoretical Visibility (ZTV) has been modelled which identifies those parts of the wider landscape from which some part of the Proposed Development (based on maximum building height parameters) would theoretically be visible.

The ZTV demonstrates that the theoretical visibility of the Proposed Development is relatively contained within its immediate local setting. This reflects the combined screening effect of existing landform, vegetation and existing development. The theoretical visibility was then refined through detailed winter field survey.

The field-verified visual envelope is materially much more contained than the theoretical ZTV. Actual views of the site are heavily filtered by mature roadside and boundary vegetation, by intervening built form at settlement fringes, and by the substantial internal vegetation structure of the site itself. Where views are gained, they are generally partial, filtered or glimpsed rather than open panoramic views.

In summary, the site is visually well contained within its immediate local setting by a combination of the gently undulating plateau landform, the extensive retained woodland and hedgerow cover, the river valley corridors and the intervening settlement structure.

Principal visual receptors comprise users of the PRoW network (particularly the Brenda Parker Way passing through the site), residents of properties within or directly adjoining the site, road users on the surrounding highway network, and rail passengers on the South Western Main Line.





Viewpoints onto the site



Landscape

In summary, the site's landscape character is defined by:

- A gently undulating plateau setting between the Whitewater and Hart valleys;
- Blocks of Ancient Woodland and mature vegetation providing a strong internal landscape structure;
- A moderately enclosed and locally secluded character;
- Localised suburbanising influences at the settlement-fringe edges;
- Detracting influences associated with the M3, train Line, power lines, A30 and commercial ribbon at Phoenix Green; and
- A medium-scale mosaic of pastoral and arable fields.

These characteristics, and the variation between the core and fringes of the site, have directly informed the design response.



Opportunities and Constraints Plan

3.4 Ecology

The site comprises a predominantly rural landscape. Its agricultural land is interspersed with a well-established network of hedgerows, mature and veteran trees, woodland, including areas of ancient woodland, and water features including wet ditches, fishing lakes and the Potbridge Brook, a tributary of the River Whitewater.

The key habitats on site are the parcels of ancient woodland, veteran trees, water bodies and network of hedgerows with mature trees. These habitats also support a range of protected and notable species.

The site supports a high diversity assemblage of bats, including Annex II species, notably barbastelle, a species associated with woodland habitat. The key commuting feature on site has been identified as Brenda Parker Way, with secondary commuting features comprising Totters Lane and tree lined Odiham road.

Other protected species recorded include badgers with main setts in the woodland parcels to the north, south and east, dormouse to the south of the railway, key reptiles and amphibian habitat surrounding Shapley Fishing Lakes in the northeast.

The site also supports notable bird species, including farmland birds such as skylark, which are breeding on site, and foraging habitat for barn owl, reflecting the value of the open and mixed farmland landscape.
Aquatic and wetland habitats contribute to the ecological diversity and support notable invertebrate assemblages.

Surveys have confirmed a number of invasive non-native species, including signal crayfish and invasive plant species, which will be addressed through appropriate management measures.

The proposed outline master-plan and landscape strategy have been informed by the baseline suite of habitat and species surveys and has been designed to follow the mitigation hierarchy. Key ecological features are retained, buffered and incorporated within a comprehensive green and blue infrastructure network. This includes the provision of substantial Suitable Alternative Natural Greenspace (SANG), habitat enhancement, and new habitat creation for the benefit of biodiversity and the local wildlife.

The proposals will deliver measurable biodiversity net gain and secure long-term ecological management through an appropriate management plan, in accordance with national and local policy.



Protected and notable species
Baseline surveys confirmed presence of bats, dormouse, great crested newts, reptiles, badger and invertebrates of county importance. Mitigation strategies will retain and protect them and their habitats.



Brenda Parker Way, a key bat commuting corridor
Feature of high ecological value to bats will be buffered with a zoning approach in line with best practice guidance for protecting Annex II bat species.



Re-naturalisation of the Potbridge Brook
The over-deepened brook will be restored to the historic paleo channel, creating a new meandering route to re-naturalise and reconnect the brook with the floodplain.

3.5 Archaeology and cultural heritage

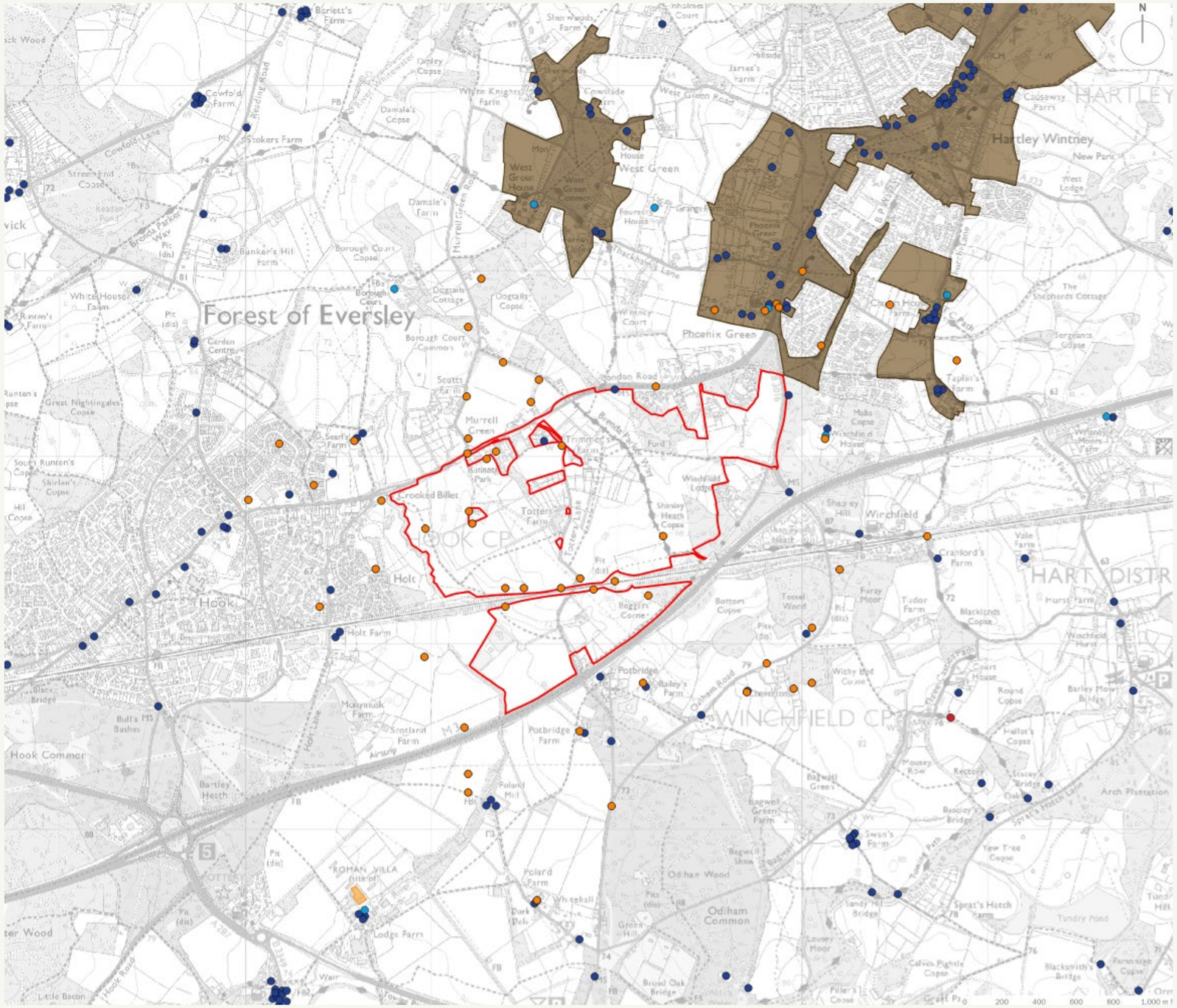
In terms of heritage, the site does not contain any designated assets such as scheduled monuments, listed buildings, conservation areas or Registered Parks and Gardens, nor any locally listed buildings. Within a 1km radius of the Site, there are 53 listed buildings, three conservation areas and 15 locally listed buildings.

The desk-based study and site walkover established that the site forms part of the setting of only two of these assets, whereby it contributes to their significance, these being the Grade II listed buildings North Lodge to Winchfield House and Murrell.

Although development could result in some limited harm to these assets, through changes to their setting, careful and informed master-planning offers opportunities to avoid or reduce such impacts and to integrate these assets positively into the design.

In respect of archaeology, the desk-based study, site walkover and geophysical surveys found no evidence of nationally significant remains that would inhibit development, although a number of extant features relating to WWII defences are identified. Whilst potential archaeological features, such as cropmarks and the possible site of a deserted medieval village, are recorded by the Hampshire Historic Environment Record, they were not identified by the geophysical survey. These extant and potential features are not considered to have sufficient significance to constrain the site's development and would be subject pre-development investigation and documentation where necessary.

Overall, the assessment concludes that heritage considerations do not preclude the development of the site. The sensitive design and mitigation of the scheme can balance heritage protection with public benefit, consistent with national planning policy. The presence of heritage assets offers a chance to celebrate the area's historic character, ensuring that new development contributes positively to the identity and sense of place at Murrell Green.



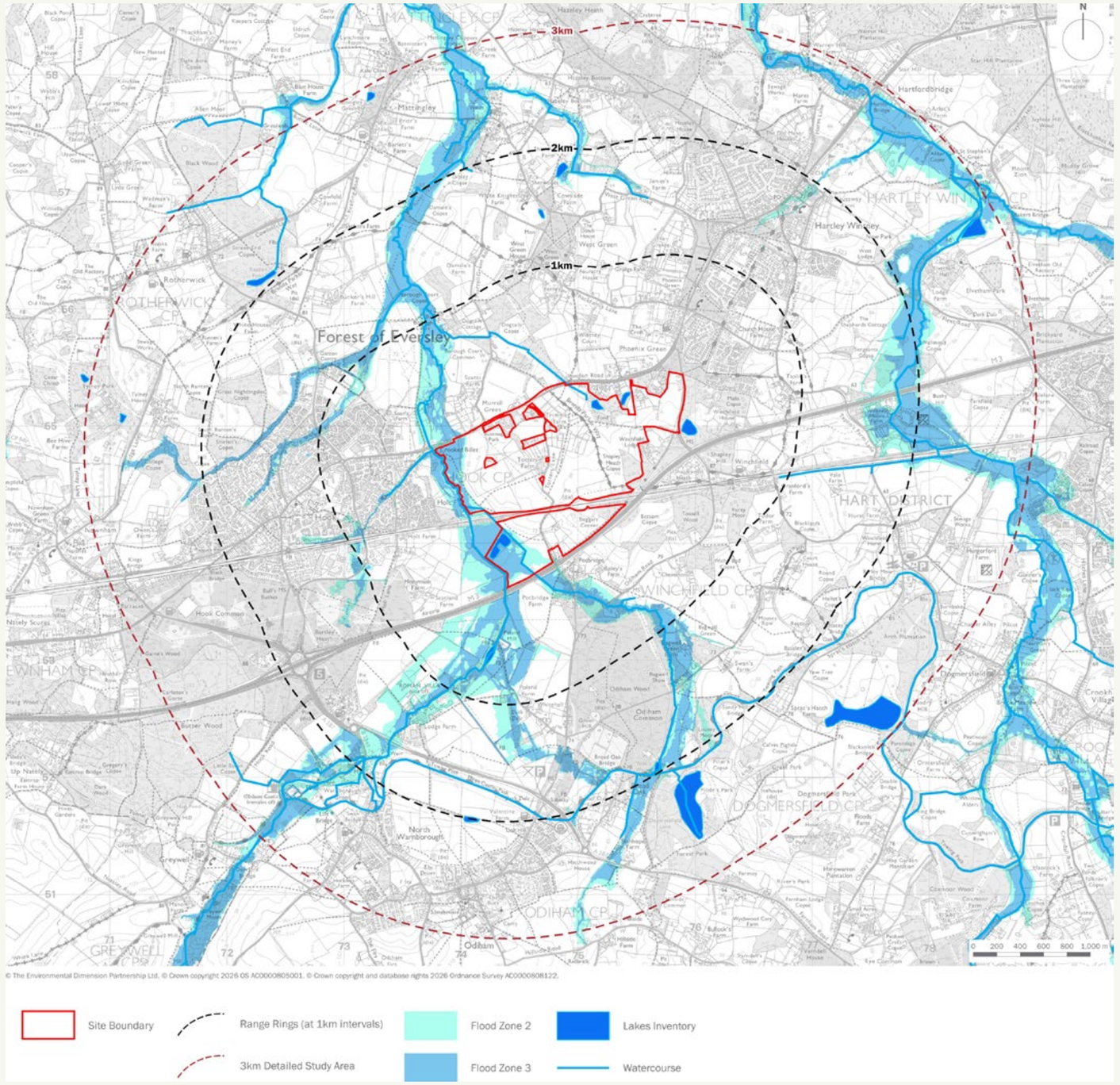
Archaeology and heritage plan

3.6 Water resources, flood risk and drainage

The majority of the proposed development site is located within the Environment Agency Flood Zone 1 category with a low risk of flooding from other sources. Overall, therefore, the site has a low flood risk. There are, however, a few low spot areas within the site that gather surface water ponding during heavy rainfall.

Areas besides the existing River Whitewater and associated watercourses that lie to the west are in Flood Zones 2 and 3. These areas are, however, part of the proposed Strategic Alternative Natural Green Space (SANG) and so will remain greenfield. They will therefore be able to flood in extreme storm events.

Thames Water are the region's statutory sewerage provider. There are no existing Thames Water foul sewers within the Site. The nearest point of connection is the Crooked Billet Pumping Station to the site's west. This pumps flow east to Hartley Witney before discharging to the Hartley Witney Sewage Treatment Works at Springwell Lane.



Detailed flood map of surroundings of site

3.7 Access and transport

The site is strategically located to provide sustainable rail connectivity both locally and regionally across the South Western Railway network. The site sits between Winchfield and Hook Stations. Winchfield Station is closer, just 1.5km from the site's centre.

Notable commuter destinations include London Waterloo, Basingstoke, Southampton, Woking, Winchester, Salisbury and Portsmouth and the many local towns in between.

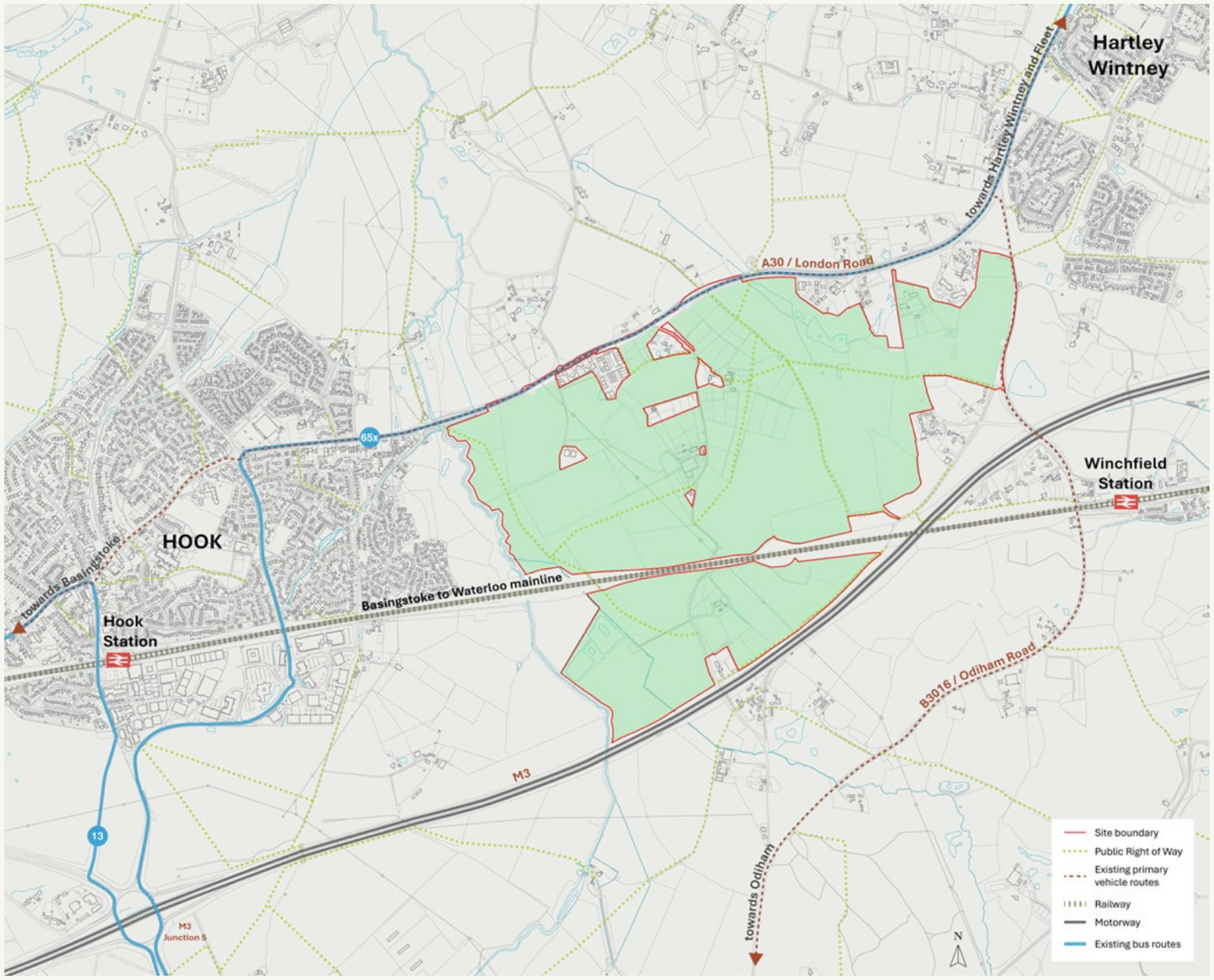
Bus services currently operate in and around Hook and Basingstoke. These will, of course, extend eastwards as strategic sites are delivered. Positive discussions with operators such as Stagecoach are already underway.

In terms of Active Travel, the site currently benefits from Public Rights of Way. It also has functional footpath and cycleway provision on the A30 London Road (which provides connection to Hook) and a shared footpath and cycleway on the B3016 Odiham Road linking to Winchfield rail station. This also links to an off-road footpath towards Hartley Wintney. The settlements of Hook and Hartley Wintney and both within a 15-minute cycle of the site's centre. This creates a well-established and highly sustainable context for development, being characterised by strong local amenities and accessible services. Considerable improvements to encourage Active Travel will form part of the master-plan as outlined in Section 7.0.

Hook benefits from a well-established and growing range of local amenities including large food stores that will serve the development and enable shorter journeys. The centre of Hook provides a mix of essential services, including convenience retail, cafés, small businesses, and community facilities. This provision is complemented by pubs and restaurants.

On a smaller scale, Hartley Wintney has a traditional historic high street with a wide range of independent shops, cafés, restaurants and essential services, forming a vibrant community to support daily needs.

The site is also located close to the strategic road network, most immediately Junction 5 of the M3 and A30, permitting development traffic to be accommodated on the roads most suitable for it. The supporting Transport Assessment will examine the performance of the network in conjunction with other development coming forward to appraise impacts and any mitigation measures on a 'decide and provide' basis, as agreed in scoping with Hampshire County Council.



Plan of existing transport connections



The A30 along the north of the site



Winchfield Railway Station



Hook Railway Station (photo by Nigel Thompson)

3.8 Overhead power lines

The western half of the site is bisected by overhead power lines, capable of operating at 400kv, with large transmission towers. These have a strong visual presence in the landscape. Thew will require a physical buffer to any new homes. Homes must be and will be set back by a minimum 50 metres from the power lines.

Consultation with the electricity provider is ongoing to ensure the master-plan respects and adheres to any restrictions required for infrastructure of this nature.

The easement associated with the power lines does not, however, preclude other uses, and as such the zone associated with the pylons is to be utilised as part of the Green Infrastructure network.

In the south of the site, the power lines traverse what will be SANG land, where interventions are minimal. In the north of the site, a wide GI corridor has been established, containing play provision and a rich wildlife corridor associated with SuDS provision on site. Planting in and around this will be in-line with the guidelines as set out within the National Grid Document, Design guidelines for development near pylons and high voltage overhead power lines, which indicates that tree planting of varying height is acceptable in and around the towers, taking into account degree of sway from cable lines. Further guidance will be sought from National Grid at the detailed design stage to ensure that they are satisfied that planting proposals are in line with their requirements.



Overhead power lines run north-south through the site



The power lines form a strong feature in the existing landscape



An example of power lines running over a green/blue infrastructure park in the recent development of Brandevoort, Netherlands



An example of a boardwalk within a country park bordered by overhead power lines