

Bramley

Neighbourhood Development Plan 2015 - 2029



DRAFT FOR CONSULTATION March 2015



Bramley Neighbourhood Development Plan 2014 - 2029

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Prepared for Bramley Parish Council by

urbanvision
ENTERPRISE CIC



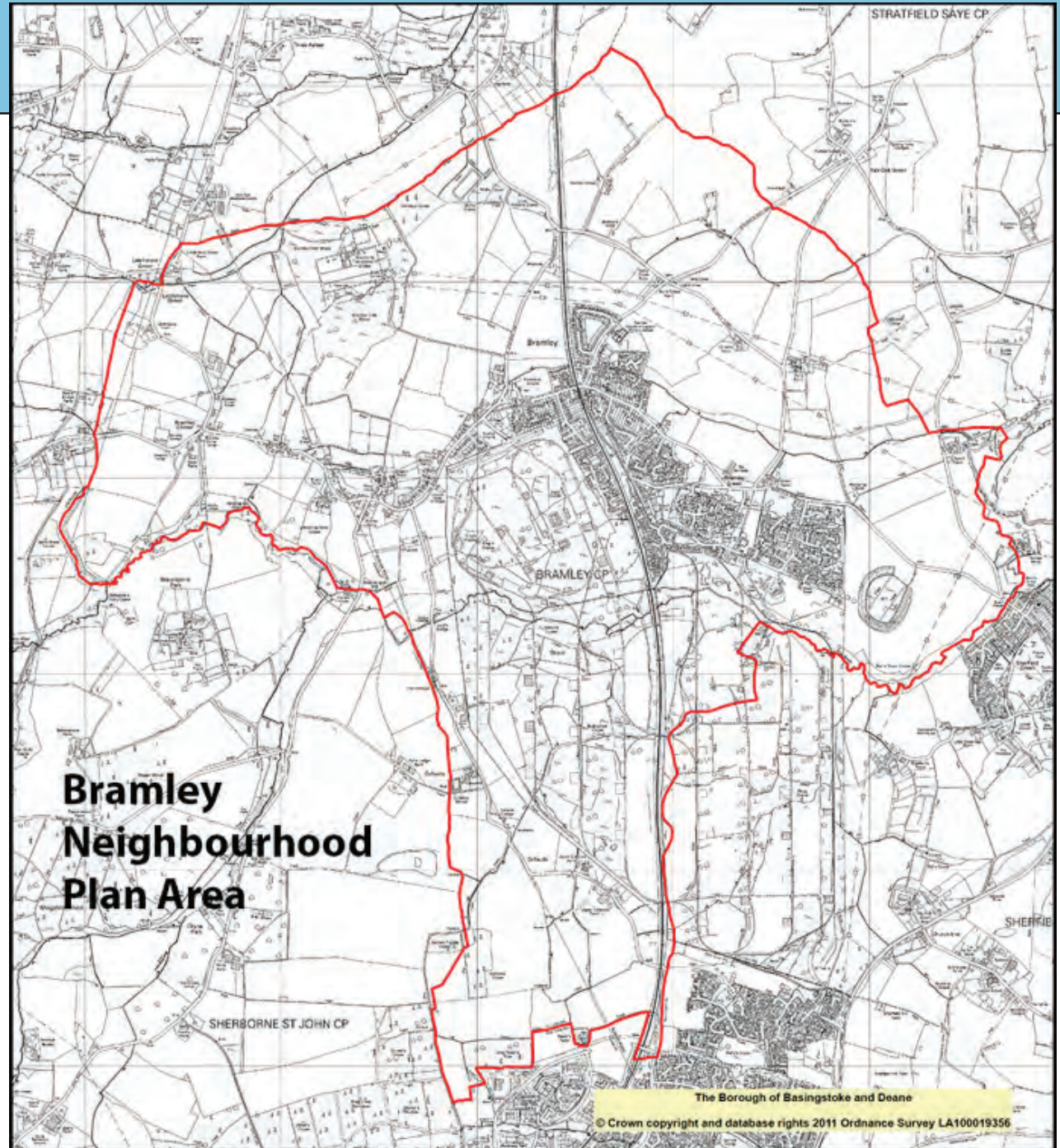
1 INTRODUCTION

1.01

In 2012 the Localism Act came into force, enabling local communities in England to take the lead in planning how their own neighbourhoods will develop. Many communities around the country have seized this opportunity to influence the future of their areas. Bramley Parish Council has produced a Neighbourhood Development Plan for Bramley in order to shape the future development of the village.

1.02

The Neighbourhood Area is the area that will be covered by the Neighbourhood Plan. The Bramley Neighbourhood Area, which is the same as the area defined by the Bramley Parish boundary, was designated by Basingstoke and Deane Borough Council on 22 March 2013. The Borough Council's decision confirms that Bramley Parish Council is legally empowered to produce a Neighbourhood Plan for the Parish of Bramley. The Bramley Neighbourhood Area is shown opposite.



WHY PRODUCE A NEIGHBOURHOOD DEVELOPMENT PLAN?

1.03

Like many rural areas in the south of England Bramley has been the subject of increasing pressures for development. In situations where no specific level of growth has been agreed and the planning policies of the local authority are not clearly defined new developments have come forward in an ad hoc fashion, sometimes not in the most suitable locations and bringing little benefit to the community in the form of road or community infrastructure.

1.04

Neighbourhood Plans are part of the statutory planning system. This means that when decisions are made on planning applications the policies and proposals in the Neighbourhood Plan must be taken into account by the local planning authority, Basingstoke and Deane Borough Council.

1.05

Neighbourhood Plans are a new type of statutory plan. Not only are they intended to be produced by local people for their own areas, they also have to be agreed through a referendum of the people living in that area. Unlike national planning policy which is approved by Parliament, or district planning policy which is approved by the local authority, a Neighbourhood Plan must be the subject of a vote by residents of the area covered by the Neighbourhood Plan.

1.06

The Bramley Neighbourhood Plan will be a statutory planning policy document supported by a majority of local people which will enable Bramley Parish Council to have a greater and more positive influence on how the village develops over the plan period, which covers the years up to 2029.

THE SCOPE OF THE NEIGHBOURHOOD PLAN

1.07

The purpose of Neighbourhood Plans is to allow local people to have a greater say in the development of their areas. However, each Neighbourhood Plan must be in line with and not contradict higher level planning policy. It is a legal requirement for Neighbourhood Plans to have appropriate regard to the National Planning Policy Framework and to be in general conformity with local strategic policies. A key implication of these requirements is that, where the Local Plan has a growth allocation for an area, the Neighbourhood Plan must provide scope for at least the level of growth specified in the Local Plan. This is discussed in more detail in Section 3 The Future of Bramley.

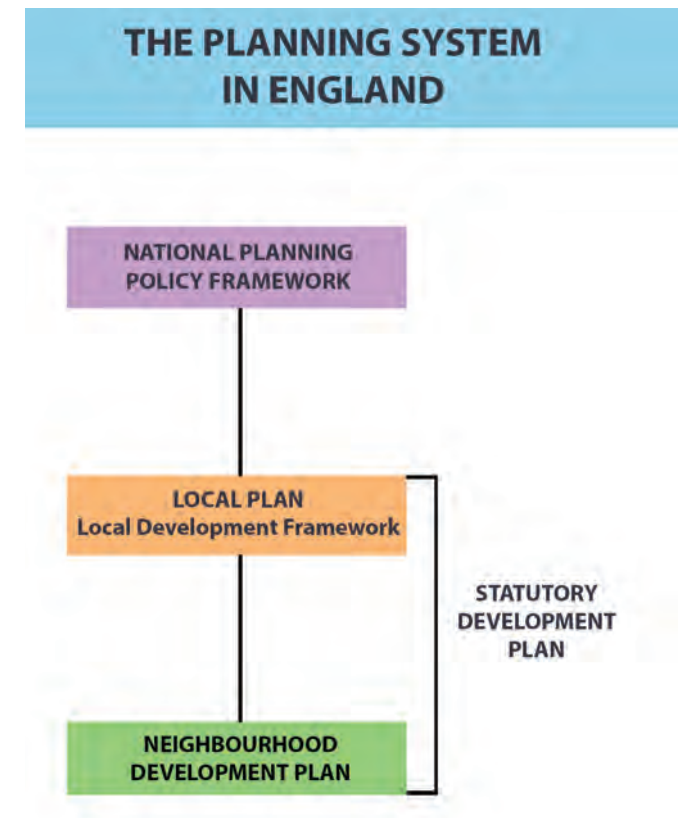
1.08

The minimum level of growth in an area is determined by the local planning authority. In other words the total numbers of new dwellings that will be built and the total area of land for

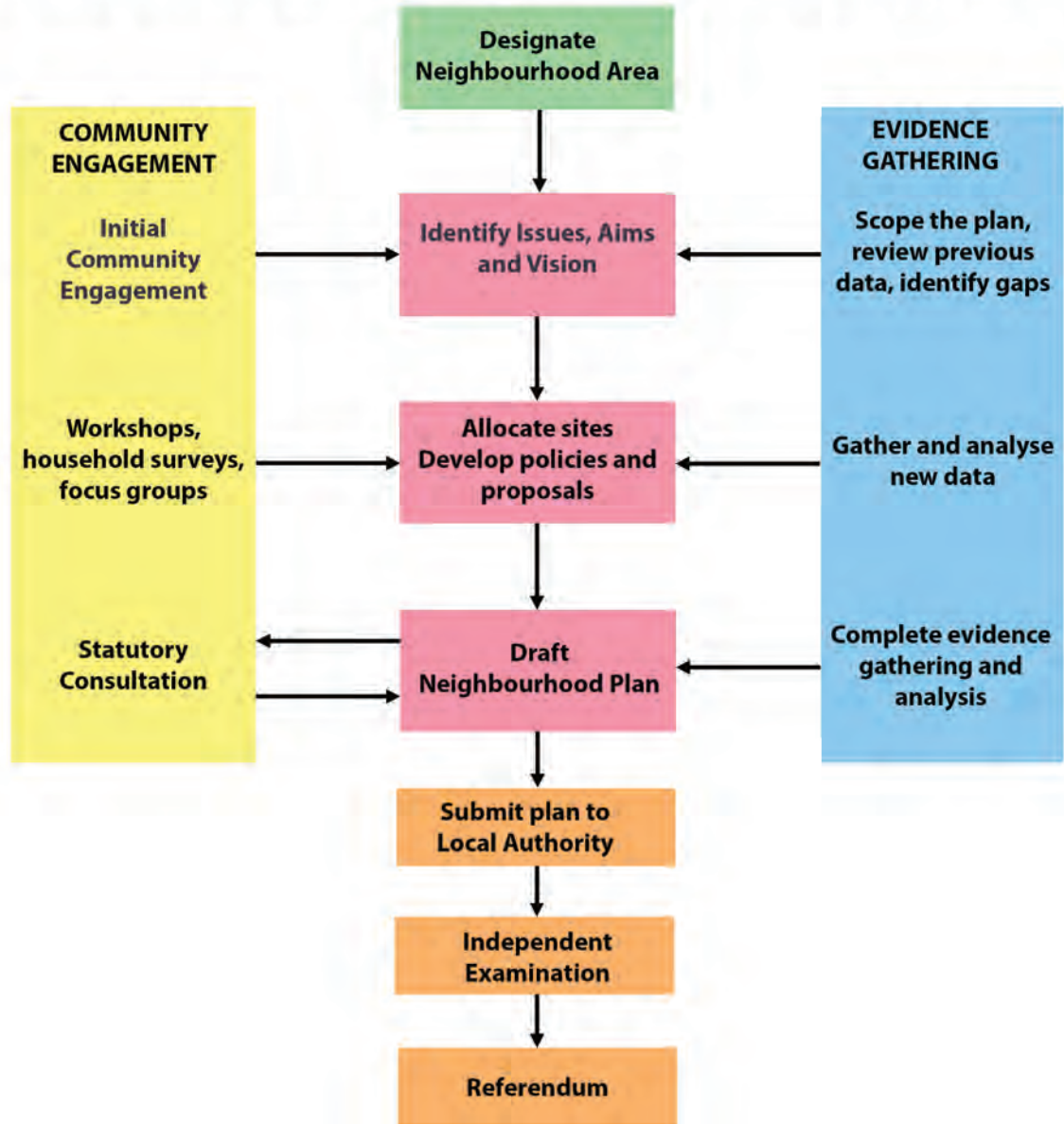
new employment that will be developed are both provided by the local planning authority. The Neighbourhood Plan can determine where these dwellings or business units will go, and it can allow a higher level of growth than the local planning authority requires, but it cannot reduce the scale of these allocations.

1.09

Bramley Neighbourhood Plan will be part of the statutory development plan for the area. Consequently it may only deal with the same



MAIN STAGES IN PRODUCING BRAMLEY NEIGHBOURHOOD PLAN



range of matters as all other statutory plans, namely the development and use of land. Other matters, such as the promotion of events, social and community activities, advisory support for businesses, etc., and matters which are covered by separate legislation, such as highway matters, cannot be dealt with in the Neighbourhood Plan.

THE NEIGHBOURHOOD PLAN PROCESS

1.10

The neighbourhood plan process is set out in the Neighbourhood Planning (General) Regulations 2012. This document defines the main stages that a Neighbourhood Plan must go through before it is voted on at the referendum. Neighbourhood Plans that do not closely follow the Regulations in the way they are produced may be vulnerable to legal challenge at a later date.

1.12

The diagram on the left illustrates the main stages in preparing the Bramley Neighbourhood Plan.

1.11

Neighbourhood plans must be based on relevant evidence about the neighbourhood area (the Parish of Bramley) and must reflect the views of the local community. The Parish Council has therefore been careful to gather the necessary evidence to inform the

Neighbourhood Plan and to underpin the policies in it.

1.12

The Neighbourhood Plan itself has been led by the Bramley Neighbourhood Development Plan Steering Group, which is made up of parish councillors and volunteers from the local community. In producing this draft Neighbourhood Plan the Steering Group has been supported by Planning Aid England, URS planning consultants, and neighbourhood planning specialists, Urban Vision Enterprise. Throughout the process the Steering Group has liaised with Basingstoke and Deane Borough Council, who have provided practical assistance and advice on key issues such as strategic local policy and site selection.

1.12

The Parish Council has organised many informal consultation events to gauge local opinion at key stages in the production of the Neighbourhood Plan - see paragraph 2.19 Community Views on Bramley. In addition the Neighbourhood Plan must be the subject of a 6 week period of statutory consultation before the plan is submitted to Basingstoke and Deane Borough Council. This is the stage when views about the Neighbourhood Plan are formally recorded and formally responded to, so anyone wishing to make comments must use this opportunity to register them.

1.13

During formal consultation the Parish Council must advertise that a draft Neighbourhood Plan is available for people to comment on.

The publicity must notify people of where they can see a copy of the Neighbourhood Plan, when the deadline for comments will be, and where they can be returned. Details will be available on the Bramley Neighbourhood Plan website - <http://bramleyndp.org.uk/> - and forms will be made available for people to register their comments.

1.14

After the formal consultation period ends the Parish Council will consider all the representations received and will decide how to respond to them. This includes making appropriate modifications to the draft Neighbourhood Plan.

1.15

The amended Neighbourhood Plan will then be submitted to the Borough Council,. The Parish Council must also submit a Consultation Statement and a Basic Conditions Statement to the Borough Council, explaining how the Neighbourhood Plan satisfies the legal requirements in respect of these matters.

1.16

It is the Borough Council's duty to check whether the Neighbourhood Plan has followed the proper legal process and that it has met the legal requirements for consultation and publicity. If the Borough Council is satisfied in this regard, then the Borough Council will publish the Neighbourhood Plan and invite representations from the public and from statutory consultees.

1.17

Following the 6 week publicity period the Borough Council will appoint an independent examiner to consider the Neighbourhood Plan and any representations made at this stage. The independent examiner's duty is limited to considering whether the Neighbourhood Plan meets the basic conditions (see paragraph 4.02). This means there is little scope to alter the content of the Neighbourhood Plan at this stage.

1.18

The independent examiner prepares a report which can recommend that the neighbourhood Plan proceeds to a referendum, or proceeds to a referendum with appropriate modifications. If the examiner concludes that the Neighbourhood Plan does not meet the basic conditions he or she will recommend that it does not proceed to a referendum.

1.19

If the examiner finds the Neighbourhood Plan to be satisfactory, with modifications if necessary, then Basingstoke and Deane Borough Council will arrange for a referendum to take place. All people on the electoral register who live in the Neighbourhood Area (Bramley Parish) will be entitled to vote in the referendum.

1.20

If more than 50% of the votes cast support the Neighbourhood Plan, then the Borough Council will bring the plan into force through a simple resolution of the Council.

2 ABOUT BRAMLEY

2.01

In order to produce a robust Neighbourhood Plan it is necessary to have a good understanding of both the neighbourhood area and the local community's views about what should be done to improve and protect it. This section of the Plan provides a brief history of Bramley, its growth in the 20th century, and an assessment of its character. This is followed by a summary of the community engagement that has taken place about the Neighbourhood Plan and the main issues that were highlighted in the various consultations with local people.

A SHORT HISTORY OF BRAMLEY

2.02

The earliest evidence of settlement at Bramley is the Bullsdown Iron Age Plateau Fort, which is located on the eastern side of the Parish in woodland on a gently rounded hill surrounded by open fields. This Scheduled Ancient Monument and its setting separates the eastern built-up part of Bramley from a 20th century housing development in the adjoining parish of Sherfield-on-Loddon.

2.03

The Roman road from Winchester to Silchester passes through the western side of the village.

2.04



Bramley is recorded in the Domesday Book of 1085 as a small agricultural settlement held by the de Port family. They and their successors possessed the estate until 1817 when it was purchased by the nation together with Stratfield Saye for Arthur Wellesley, the first Duke of Wellington.

2.05

The historic village of Bramley developed

around the 12th century Church of St James, located at the western end of the present day parish. A number of notable historic buildings survive in this area, eleven of which are included in the national list of buildings of special architectural or historic interest. To the eastern end of the village is Bramley Green, which developed along the edge of the common and has now been joined to the historic village of Bramley by residential development around the railway station.

Bramley Green was more sparsely developed and contains two listed buildings: Beech Farm Cottages and the Granary at Green Farm. Three other listed buildings are located around the junction of The Street and Minchens Lane in the vicinity of Stocks Farm.

2.06

The late 19th century map of Bramley shows a small village of a few dozen houses grouped around St James' Church, with smaller groups of dwellings at Stocks Farm and Bramley Green. From 1800 to 1910 the total population of Bramley remained virtually unchanged at around 400 people.

2.07

In 1848 the Great Western Railway built a line between Reading and Basingstoke through the village. However, it was not until on 1st May 1895 a station was opened in Bramley at the insistence of the Duke of Wellington.

2.08

Immediately to the south of the village Bramley Ordnance Depot was opened during the First World War in 1917 as an ammunition depot, utilizing the adjacent railway line. Currently known as Bramley Camp, this British Army training facility helped initiate the population growth of the village during the 20th century in the form ribbon development along Silchester Road, The Street and Sherfield Road. At its peak during the World War II Bramley Camp employed over 6,000 people. It is still in active use by the Army.

2.09

At the start of the First World War the population of Bramley was around 400; from that date the population grew steadily reaching 1,856 by 1961. The population declined over the next two decades, but in 1981 Bramley began to grow again and by 2011 it was 4,233. The table below illustrates population growth for the period 1801 to 2011 (no data is available for 1861, 1871 and 1941).

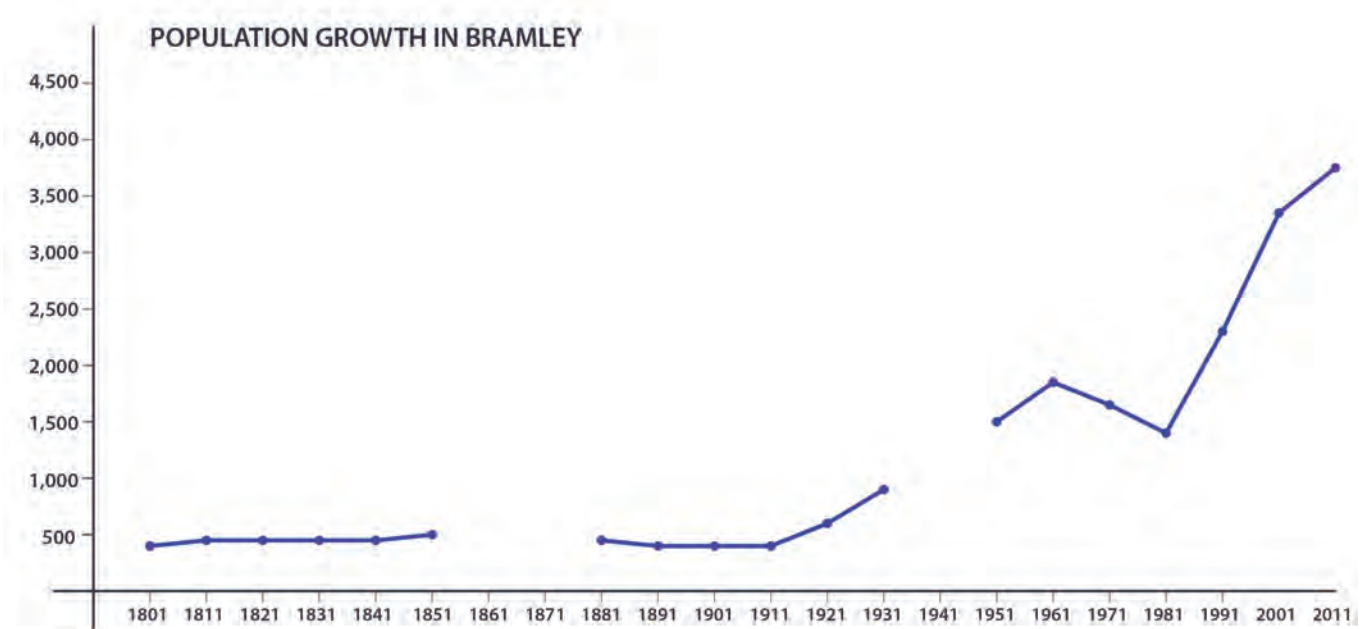
2.10

The increase in the population of Bramley is matched by the growth in the housing stock. During the 19th century the number of houses in the village barely increased – there were 90

houses in 1831 and 103 houses in 1921. By 1951 there were 197 houses after which the village grew more quickly, as shown in the table below.

2.11

From 1961 to 1981 the population fell by 436 to 1,420, but the housing stock continued to increase, rising more rapidly after 1981. Since 1961 much of the housing growth in the village has been a result of development allocations in former Basingstoke and Deane Borough Council local plans.



POPULATION AND DWELLINGS IN BRAMLEY 1951 - 2011			
Census Date	Population	Dwellings	Increase in dwellings
1951	1,510	197	
1961	1,856	441	244
1971	1,647	445	4
1981	1,420	500	55
1991	2,278	919	419
2001	3,348	1,334	415
2011	4,233	1,662	328

THE NATURE AND CHARACTER OF BRAMLEY

2.12

Bramley is a large village located on the minor road (C32) from Sherfield on Loddon

to Pamber End. Outside of its historic core, which is designated a Conservation Area, the village has developed in a predominantly linear fashion, with housing development interspersed with areas of open countryside and undeveloped land.

2.13

The historic village of Bramley and Bramley Green is characterized by a range of building materials typical of this part of Hampshire. The palette of historic building materials comprises red brick walls, with some older properties being timber framed with brick infill; others have tile hung facades with scalloped bands and rendered or painted brickwork. Roof materials are red clay tiles, thatch or slate. Casement windows are more prevalent than sash windows; a few buildings have cast iron casements with geometrical patterns. Large corbelled and fluted chimney stacks are a feature of some of the more prominent older buildings.



2.14

The Reading to Basingstoke Great Western Railway line runs north to south across the C32 bisecting the village. Bramley Station has a regular half hourly service connecting it to the



two major settlements nearby.

2.15

The village does not have a strongly focused centre, but near to the railway station and the C32 level crossing are the primary school, public house, station car park, general store and post office, bakery and cafe, estate agent and garage.



2.16

The great majority of buildings are no more than two storeys in height. Some of the more recent residential development has three storey housing.

2.17

The village is located between contrasting landscapes. To the north there is an area of open clay farmland which rises gently towards an area of farmland and woodland. To the south there is a mosaic landscape of irregularly shaped fields, used for grazing in the lower lying

areas and mixed farming on the higher, drier ridges and slopes, and woodland including semi-natural and forestry plantations. The plantation woodland of Bramley Camp lies close to the settlement boundary and extends along most of the southern edge of the village. Bramley Green is an open area, which reinforces the rural, low density character of the village.

2.18

The Neighbourhood Area also contains several Sites of Interest for Nature Conservation (SINCs) and ancient woodland, predominantly located in the north-west of the neighbourhood area with some in the centre and southern end of the Parish, namely Bramley Wood (The Frith), Withy Copse and Little Holdens Copse.

COMMUNITY VIEWS ON BRAMLEY

2.19

Bramley Parish Council has a Community Engagement Strategy and this has been used to guide the process of producing the Neighbourhood Plan. As with all the other services it proves the Parish Council recognizes that the Neighbourhood Plan must reflect the needs of the community and the locality. Accordingly the Parish Council has sought to communicate with residents in a timely and effective manner, and to inform and actively engage with them throughout the process of producing the Neighbourhood Plan. The community engagement carried out on behalf of the Parish Council in producing the draft Neighbourhood Plan is summarized in Table 2a.

2.20

The Parish Council has used a wide range of communication methods including special open meetings, the village notice boards, social media such as the twitter feed - @bramleypc, the parish newsletter, media releases to the Basingstoke Gazette and the local radio station, and the parish website. In addition a separate dedicated website has been created for the Neighbourhood Plan - <http://bramleyndp.org.uk/> - and specially printed leaflets and questionnaires were circulated to all households in the parish at key stages.

2.21

The Neighbourhood Plan itself has been led by the Bramley Neighbourhood Development Plan Steering Group, which is made up of parish councilors and volunteers from the local community. In producing this draft Neighbourhood Plan the Steering Group has been supported by Planning Aid England, URS planning consultants, and neighbourhood planning specialists, Urban Vision Enterprise.

2.22 The outcome of each of the above engagement events was summarized and reported in the Parish Magazine and published on the Bramley Neighbourhood Plan website.

2.23

In addition to the consultation carried out for the Neighbourhood Plan the Parish Council was able to refer to a comprehensive household survey carried out in 2011 for the production

Table 2a: Community engagement for the Bramley Neighbourhood Plan

Date	Method	Purpose
March 2013	Bramley Parish magazine	To introduce the proposal for a Neighbourhood Plan and seek support from the community.
March 2013	Neighbourhood Plan leaflet and questionnaire "Marmite" Quiz in Village Hall	To explain the Neighbourhood Plan process, and explore the issues it should address. To recruit Neighbourhood Plan Steering Group members.
June 2013	Neighbourhood Plan Questionnaire to all households	To establish how important each of the main issues are seen by the community. To develop aims and objectives for the Neighbourhood Plan.
14 July 2013	Interviews with residents at the car boot sale on the football pitch	To capture individuals' views on a range of issues affecting the village
July 2013	Survey of children at Bramley Church of England Primary School	To find out what children like about Bramley, dislike and want to change.
24 th and 30 th August 2013	Survey at Bramley Show German Road survey	To take a sample of people's housing needs
28 September 2013	Open Day Drop-in session at Cliff Meadow Pavilion	To sound community opinion on the preferred location for a housing allocation of 200 dwellings.
2 nd December 2013	Station review, 6am-6pm	Access barrier down time, parking habits of commuters, where from/travelling to.
2 nd December 2013	Shop survey	Habits of shoppers, parking of shoppers
January, 2014	Economic Review	Employment of businesses in Bramley Parish
7 th and 8 th March, 2014	Open Day Consultation	To seek community opinion on a proposed housing development of 200 dwellings off <u>Minchens Lane</u> .
15 th , 22 nd May 2014	Open Meeting Cliff Meadow Pavilion	Power Point Presentation of NP to date, workshop on preferred sites
8 th June, 2014	Bramley Fun Day	Stand to inform community of present objectives and progress
September/October 2014	Housing questionnaire to all households	To assess community opinion on the size of housing developments on any site.

of the Bramley Village Plan. The results from the 2011 work enabled the June 2013 survey to focus on, and confirm and expand upon, the key issues identified previously.

THE MAIN ISSUES

2.24

The principal issues arising from the June 2013 household survey focused on housing, transport, the environment, community facilities, safety, recreation and education. The main issues are summarized in the following paragraphs.

HOUSING

2.25

Concern was expressed about further housing development in the village and the impact that additional housing growth would have on the road network, the rural character of the village, the village infrastructure,

2.26

If further growth is to be accommodated, it was thought that this should be limited in scale, should not affect the rural character of the village, should be accompanied by infrastructure improvements, and should be of a high design standard.

TRANSPORT

2.27

The delays at the level crossing in the centre of

the village and the volume of traffic using the C32 were considered a particular problem. In consultation many people mentioned that increasing levels of new housing development are placing increasingly unacceptable levels of pressure on this intersection.

2.28

There is a need for more and better car parking at the Station and for the shops near to it.

2.29

Improvements to the lanes around the village, including passing bays, are needed. Improvements to footpaths, cycle ways and the frequency of the bus service are also needed.

ENVIRONMENT

2.30

There is a need to preserve the rural character of the village, to protect trees and green and open recreational areas, and to improve footways.

COMMUNITY FACILITIES

2.31

More shopping facilities in the village would be desirable, including access to a chemist. The growth in the village has not been matched by improvements to facilities.

SAFETY

2.32

The main safety issue was pedestrians crossing the railway line. A footbridge over the level crossing was seen as a priority. Other safety issues highlighted were the street lighting in certain locations, the footways and the speed of traffic.

RECREATION AND EDUCATION

2.33

There is a lack of facilities for teenagers in the village. The village school has not been improved to keep pace with the level of development.

EMPLOYMENT

2.34

The need for access to a faster broadband connection was highlighted.

2.35

The household survey highlighted a desire for the village not to become a dormitory settlement.

2.36

In January 2014 a survey of all the employers in Bramley revealed that out of 539 jobs located in the village only 76 (14.1%) are held by people living in Bramley.

2.37

The issues identified through the community engagement process were used to inform the vision, aims and objectives of the Neighbourhood Plan (see Section 3 below).



3 THE FUTURE OF BRAMLEY

A VISION FOR BRAMLEY

3.01

From the issues identified in the June 2013 household survey and from surveys of other groups, including children at Bramley Primary School, the Steering Group prepared a vision for Bramley which seeks to encapsulate the local community's aspirations for the future of the village.

3.02

People of all ages value Bramley's rural village character and do not want new development to undermine it. They want better community facilities in the village, new housing to meet local needs, and they want improved car parking and pedestrian safety in the vicinity of Bramley Station, and improved access to the surrounding countryside for pedestrians and cyclists.

3.03

The proposed vision for Bramley is as follows:

In 2029 Bramley will be an attractive village with a strong historic character, an unspoiled rural setting, excellent and conveniently located community facilities, a range of high quality homes fulfilling local needs, safe and convenient access to transport services and green spaces, and good opportunities for locally based employment.



3.04

The Neighbourhood Plan seeks to identify aims and objectives to achieve this vision for Bramley, and to provide a policy framework to guide the development necessary to deliver it.

AIMS AND OBJECTIVES

3.05

The Neighbourhood Plan contains Strategic Aims for Bramley based on the main issues which the village faces, relating to the subjects of housing, community facilities, transportation, green space, the historic environment, and employment. Each Strategic Aim has a corresponding set of Objectives, which provide more specific and measurable actions to achieve the aims.

BSA1: To make provision for new housing development which satisfies local strategic growth requirements, fulfills local housing needs, and enables locally needed infrastructure to be delivered.

3.06

The purpose of this strategic aim is to meet the minimum housing allocations of the emerging Local Plan, to provide new housing to meet local needs, and to utilize the opportunities offered by new housing development to provide and improve community, transport and other infrastructure needed in the village.

3.07

The Objectives arising from BSA1 are as follows:

1A: To provide the amount of housing required by the emerging Basingstoke and Deane Local Plan 2014-29.

1B: To provide the type and size of housing development required to meet local housing needs.

1C: To ensure that new housing development contributes an appropriate amount towards the provision or maintenance of locally needed infrastructure.

BSA2: To ensure that all new developments are proportionate in size and complement and enhance the rural and historic character of the village.

3.08

The purpose of strategic aim BAS2 is to ensure that the rural nature of Bramley is protected and that new developments do not erode the historic character of the village. It also seeks to ensure that new developments are of good quality design in their own right, and



do not merely imitate historic styles.

3.09

The Objectives arising from BSA2 are as follows:

2A: To ensure that each new development is of a size, scale, density and design which will protect and enhance the historic character and rural setting of Bramley.

2B: To ensure that new housing developments incorporate appropriate areas of green open space to complement the rural setting of the village.

BSA3: To maintain and enhance the range of community and recreational amenities, services and facilities appropriate for Bramley.

3.10

The purpose of strategic aim BSA3 is to strengthen and improve the range of community and recreational facilities available in Bramley, whilst ensuring that the facilities provided or improved are of a scale and nature appropriate to the village.

3.11

The Objectives arising from BSA3 are as follows:

3A: To utilize funds secured through planning agreements made in association with new developments to make appropriate improvements to community and recreational amenities, services and facilities.

3B: To support initiatives to provide new community and recreational amenities, services and facilities, when a clear community need has been expressed.

3.12

Other issues were identified in respect of promoting or providing certain social or community activities, but these have not been incorporated in the Neighbourhood Plan because they are not matters which concern the development and use of land (see paragraph 1.09 above).

BSA4: To protect the historic character and rural setting of the village and its setting and minimize the environmental impact of new development.

3.13

The purpose of this strategic aim is to ensure that any new development does not adversely affect the historic rural character of Bramley.

3.14 The Objectives arising from BSA4 are as follows:

4A: To retain and enhance publicly accessible open spaces around the village.

4B: To ensure that the settlement of Bramley does not merge with neighbouring villages.

4C: To preserve and enhance areas of wildlife interest and natural habitats.

4D: To ensure that new development does not have an adverse environmental impact, such as increasing the risk of flooding.

4E: To preserve and enhance the historic character of Bramley.



BSA5: To improve pedestrian & cycle connections within Bramley and to surrounding destinations.

3.15

The purpose of this strategic aim is to improve connectivity between different parts of the village and between Bramley and the surrounding villages and countryside for walkers and cyclists.

3.16

The Objectives arising from this strategic aim are as follows:

5A: To improve existing footpaths and cycleways to improve connectivity within Bramley.

5B: To provide new footpaths and cycleways, in order to improve connectivity between Bramley and the surrounding villages and countryside.

BSA6: To resolve problems of on-street parking, congestion and safety associated with the railway station level crossing and nearby shops and businesses.

3.17

Car parking for the railway station and the village shops is often insufficient, with rail travellers using residential streets in the vicinity

to park their cars. The purpose of this strategic aim is to alleviate this problem, enabling these facilities to be used more safely and more conveniently by more people.

3.18

The objective arising from this strategic aim is as follows:

6A: To improve car parking facilities near to the centre of the village to serve the railway station and the village shops and businesses.

6B: To improve road safety on the C32,

BAS7: To provide opportunities for suitable new employment development in Bramley.

particularly near to the centre of the village.

3.19

The purpose of this strategic aim is to provide more employment opportunities in Bramley, thereby reducing commuting, reducing carbon emissions, and making the village economy stronger and more sustainable.

3.20

The objectives arising from this strategic aim are as follows:

7A: To support appropriate employment development within Bramley which provide high quality jobs.

7B: To enable the provision of high speed broadband and support employment growth.



4 POLICY CONTEXT



BACKGROUND

4.01

Neighbourhood Plans must meet certain "basic conditions" before they can be brought into force. These will be tested through the independent examination and will be checked by the local planning authority before the plan is able to proceed to referendum.

4.02

The Basic Conditions for Neighbourhood Plans are that

- They must have appropriate regard to national policy
- They must contribute to the achievement of sustainable development
- They must be in general conformity with strategic local policy
- They must be compatible with EU obligations including human rights requirements.

4.03 When the Bramley Neighbourhood Plan is submitted to Basingstoke and Deane Borough Council it must be accompanied by a Basic Conditions Statement which proves that the Neighbourhood Plan satisfies the Basic Conditions. (See diagram in Section 1 - Main Stages in Producing Bramley Neighbourhood Plan.)

NATIONAL POLICY

4.04

The National Planning Policy Framework (NPPF) strongly supports the principle of neighbourhood planning. It states that Neighbourhood Plans should set out a positive vision for the future of the local area, they should set planning policies to determine decisions on planning applications,

including policies which set out the quality of development that should be expected for the area, based on stated objectives for the area's future and an understanding and evaluation of its defining characteristics.

4.05

Neighbourhood Plans should support the sustainable growth and expansion of all kinds of businesses and enterprise in rural areas, they should promote the development and diversification of agricultural businesses, they should support sustainable rural tourism and leisure developments that respect the character of the countryside, and they should promote the retention and development of local services and community facilities in villages.

SUSTAINABLE DEVELOPMENT

4.06

The Neighbourhood Plan must contribute to the achievement of sustainable development. The NPPF states that pursuing sustainable development includes making it easier to create jobs in villages, to promote gains in biodiversity, to achieve better quality design, to improve people's quality of life, and to provide a wider choice of high quality homes.

4.07

The aims, objectives, policies and proposals of the Neighbourhood Plan should be assessed against their ability to achieve sustainable development. Wherever possible the Neighbourhood Plan should actively

promote the achievement of sustainable development.

LOCAL STRATEGIC POLICY

4.08

Bramley Neighbourhood Plan must be in general conformity with the adopted Local Plan for the area, which is the Basingstoke and Deane Borough Adopted Local Plan 1996-2011 (Saved Policies 2009). However, the Borough Council is currently preparing a new Local Plan and the Neighbourhood Plan has been prepared with the emerging Local Plan in mind.

4.09

The Basingstoke and Deane Revised Pre-Submission Local Plan 2011-29 Draft for Public Consultation April 2014 states that "All of the policies set out in the Local Plan are

considered to be strategic in nature and therefore Neighbourhood Plans and Orders will need to conform with these policies unless there are specific local circumstances, accepted by the Local Planning Authority, which warrant a specific local approach to be taken." The Bramley Neighbourhood Plan has been prepared so as to be in general conformity to the strategic policies in the Draft Local Plan, wherever these policies can be applied to the village.

4.10

From the 1960s to the present day Bramley has accommodated a series of housing developments, and some employment growth primarily in a few small business parks. The Revised Draft Local Plan envisages providing 13,464 new dwellings across the Borough of Basingstoke and Deane over the plan period (Policy SS1) and states that "New homes will be built in and around the edge



of the borough's main settlements, focusing growth primarily around Basingstoke and the larger settlements (including).... Bramley."

4.11 The Revised Draft Local Plan states that "Given the size of the village, the level of facilities and services available, and the level of local housing need (in 2013 there were 72 households in housing need in the parish) an allocation of 200 homes has been made to meet the needs of the village through Policy SS5 (Neighbourhood Planning)." In order to be in general conformity with strategic local policy this housing allocation is the minimum that the Neighbourhood Plan must accommodate. In November 2014 the Borough Council registered local housing need in Bramley at 46 dwellings, of which 17 persons wanted a one bedroom flat and 13 persons wanted a two bedroom house.

4.12 The Revised Draft Local Plan provides the housing allocation for the village but does not allocate a site or sites to meet that allocation. It states that this approach will allow the local community to identify a locally supported approach to accommodating growth. The new homes will therefore be delivered through mechanisms such as the Bramley Neighbourhood Plan.

4.13 The Revised Draft Local Plan also states that "Development could be brought forward on multiple sites or on one phased site to ensure proposals respond positively to the character of the area and ensure Bramley grows

more organically, creating an integrated community that responds to the needs of the area."

4.14 The Revised Draft Local Plan says that small residential developments of less than 10 units within the defined Settlement Policy Boundary will not qualify towards the target outlined in Policy SS5.

4.15 The Revised Draft Local Plan says that "New housing development will need to provide a range of house types, sizes and tenures in order to meet locally identified housing needs and provide choice and flexibility of housing for existing and new residents over the next 15 years."

4.16 The Revised Draft Local Plan contains a



requirement that 40% of all new housing provided in the Borough over the plan period on sites of 5 or more net residential units will be affordable housing. Affordable housing refers to particular products outside the main housing market, as defined within national guidance. Development proposals of less than 5 net residential units will be required to pay financial contributions towards the provision of affordable housing in the borough. The tenure split of affordable homes will be 70% rented and 30% intermediate products. (See Revised Draft Local Plan Policy CN1 – Affordable Housing.) Given the clear evidence of high levels of need for affordable housing in the Borough the Revised Draft Local Plan says that the Borough Council will support schemes for 100% affordable housing where appropriate.

4.17 Given the growth in the ageing population in

the Borough (20.5% of the population aged 60+ years in 2011, 14.4% aged 65+ years), the Revised Draft Local Plan says support will be given to appropriate downsizing accommodation, including bungalows, with small gardens or outdoor space (Policy CN4).

4.18

With regard to employment the Revised Draft Local Plan makes no specific allocation for new employment development in Bramley, but it does state that "employment sites may be identified through the neighbourhood planning process" (see Revised Draft Local Plan Policy EP2 – Employment Land and Premises).

4.19

The Revised Draft Local Plan says that Bramley has some local services and facilities which also serve the residents of surrounding villages. Policy CN7 – Essential Facilities and Services - in the Revised Draft Local Plan seeks to retain, improve or re-use essential community services and facilities and, where opportunities arise, to make essential facilities and services set out in Neighbourhood Plans economically viable through appropriate supporting development.



5 DEVELOPMENT OPTIONS

STRATEGIC CONTEXT

5.01

Bramley Neighbourhood Plan is legally required to be in general conformity with strategic local policy, as set out in the Basingstoke and Deane adopted Local Plan 1996-2011. However, a new Local Plan was submitted to the Secretary of State in October 2014 and, in order to ensure it is not superseded, the Neighbourhood Plan also aims to align with relevant strategic policies in the emerging Local Plan. The emerging Basingstoke and Deane Local Plan focuses all forms of development primarily on Basingstoke, with appropriate levels of growth in the settlements of Whitchurch, Overton, Bramley, Kingsclere and Oakley.

5.02

Policy SS5 - Neighbourhood Planning – in the emerging Local Plan makes an allocation of 200 new homes to meet the needs of the village of Bramley to 2029. In March 2015 planning permission was granted for the



development of 200 dwellings at a site off Minchens Lane adjacent to Bramley village.

5.03

In addition the emerging Local Plan makes strategic site allocations for new housing in the following locations adjoining the northern edge of Basingstoke but within Bramley parish, the designated Neighbourhood Plan Area:

- 420 dwellings at Razor's Farm to be delivered during the period 2015 to 2019 (policy SS3.3 – Razor's Farm). About 60% of the Razor's Farm site is in Bramley parish. In October 2014 planning permission was

granted on appeal by the Secretary of State for 425 dwellings at Razor's Farm.

- 390 dwellings at Upper Cufaude Lane to be delivered during 2021 to 2025 (policy SS3.8 – Upper Cufaude Farm). This site may be released for development once Razor's Farm is underway.

These strategic housing site allocations mean that over the period to 2029 approximately 840 additional new dwellings are scheduled to be built in Bramley parish, albeit 640 of these will effectively be an expansion of Basingstoke and will not be near to Bramley village.

EXPANSION OF BRAMLEY FROM 1991

5.04

The Basingstoke and Deane Local Plan 2011 - 2029 Submission Draft (October 2014) identifies the Borough's larger settlements as Basingstoke, Whitchurch, Overton, Bramley, Kingsclere and Oakley. In the data which follows Bramley has been compared to Overton and Whitchurch because these latter two settlements were of a similar size to Bramley in 2011 and all have a railway station and school, whereas Kingsclere and Oakley are smaller settlements whose size has varied significantly over the years due to parish boundary changes and so are difficult to compare directly over time.

5.05

The evidence in the paragraphs that follow shows that between 1991 and 2011 the rate of growth in Bramley has been very significantly higher than that in comparable settlements in the Borough, but has not been accompanied by a corresponding increase in the capacity of local infrastructure. Furthermore the strategic housing allocations contained in the emerging Local Plan will continue this trend. For these reasons the local community has expressed grave concerns that the rural character of Bramley is under threat from large scale housing development, and future growth should be much more carefully controlled.

5.06

The Parish Council has gathered a comprehensive portfolio of evidence to support the above conclusions, summarised

in the document Data Analysis of Bramley's Expansion (April 2015) which contains data on population and housing growth over recent decades, together with an assessment of the capacity of local infrastructure.

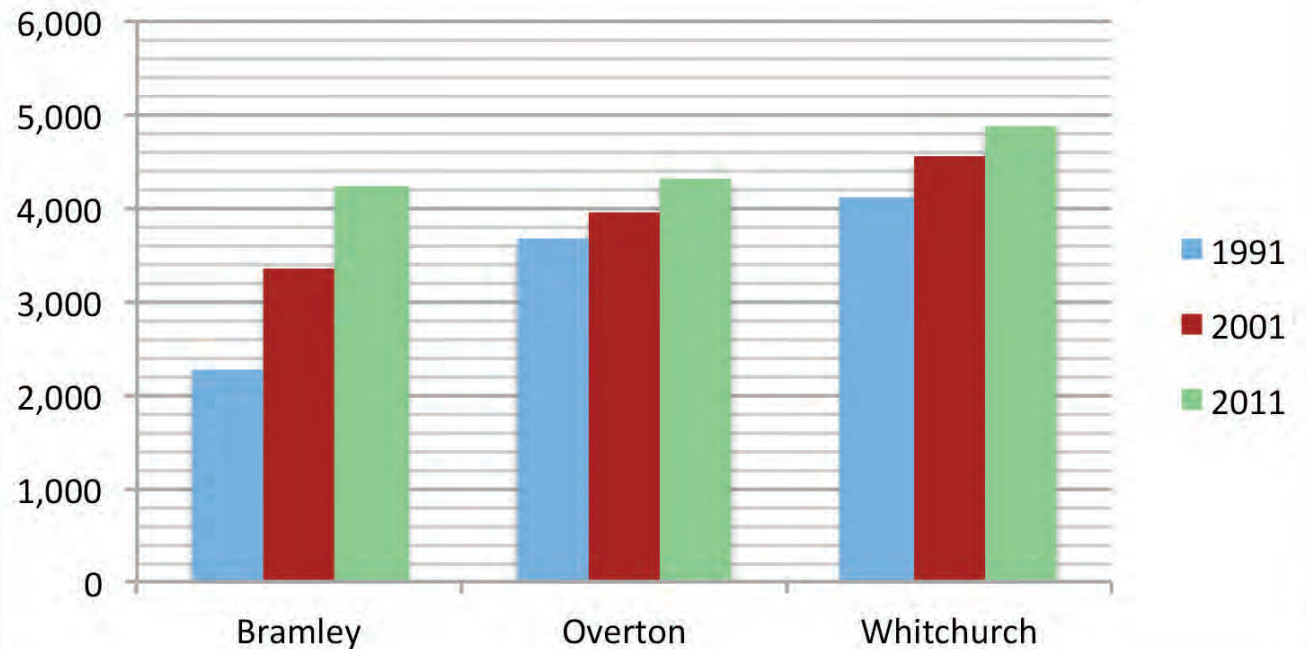
5.06

Table 5a and Chart 5a below clearly show that that over the period 1991 to 2011 the population growth in Bramley (85.8% increase) has far exceeded that in the

Table 5a: Population Growth in Bramley, Whitchurch and Overton 1991 - 2011

	Population			1991-2011
	1991	2001	2011	% increase
Bramley	2,278	3,348	4,233	85.8
Overton	3,668	3,948	4,315	17.6
Whitchurch	4,123	4,536	4,870	18.1
Basingstoke & Deane	144,790	152,573	167,799	15.9

Chart 5a: Increase in population 1991 to 2011



directly comparable settlements of Overton (17.6% increase) and Whitchurch (18.1% increase), and that in Basingstoke and Deane as a whole (15.9% increase).

5.07

Table 5b and Chart 5b below show a similar pattern of high growth in the number of dwellings in Bramley (82.4% increase)

compared to Whitchurch (25% increase), Overton (22.2% increase), and to the Borough as a whole (23.2% increase), over the same period 1991 to 2011. The number of new dwellings in Bramley has increased at more than three times the rate of increase in Whitchurch and Overton.

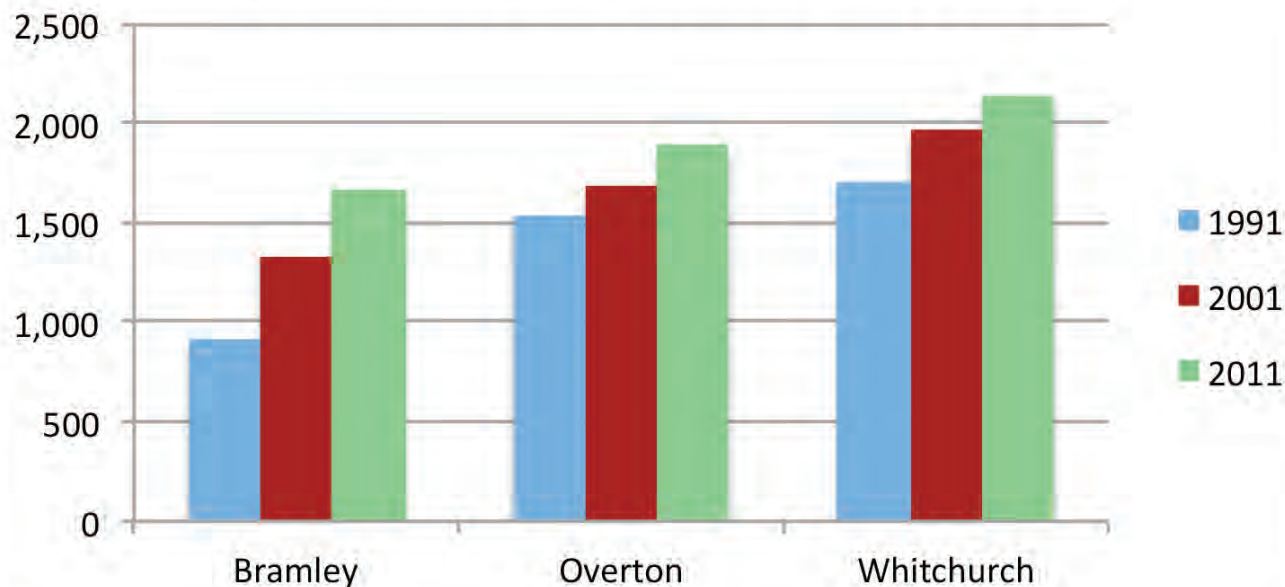
Table 5b: Number of dwellings in Bramley, Whitchurch and Overton 1991 - 2011

	Dwellings			1991-2011
	1991	2001	2011	% increase
Bramley	911	1,334	1,662	82.4
Overton	1,543	1,693	1,885	22.2
Whitchurch	1,712	1,974	2,140	25.0
Basingstoke & Deane	57,560	62,760	70,936	23.2

5.08

A projection of the future growth of the parishes of Bramley, Overton and Whitchurch based on the strategic housing allocations in the emerging Basingstoke and Deane Local Plan shows that this rate of growth is going to continue to 2029. During this period an additional 840 dwellings are planned for Bramley, an additional 270 dwellings are planned for Overton, and an additional 350 dwellings are planned for Whitchurch. Therefore Bramley is likely to have a total of 2,502 dwellings by 2029, Overton will have 2,155 dwellings, and Whitchurch will have 2,490 dwellings. This represents increases of 172.3% in the number of dwellings in Bramley parish over the period 1991 to 2029, compared to an increase of 36.7% in Overton, and an increase of 44.0% in Whitchurch over the same period. By 2029 Bramley will have transformed from having by far the smallest number of dwellings of the three parishes to having the largest number of dwellings, as illustrated in Chart 5c on the next page.

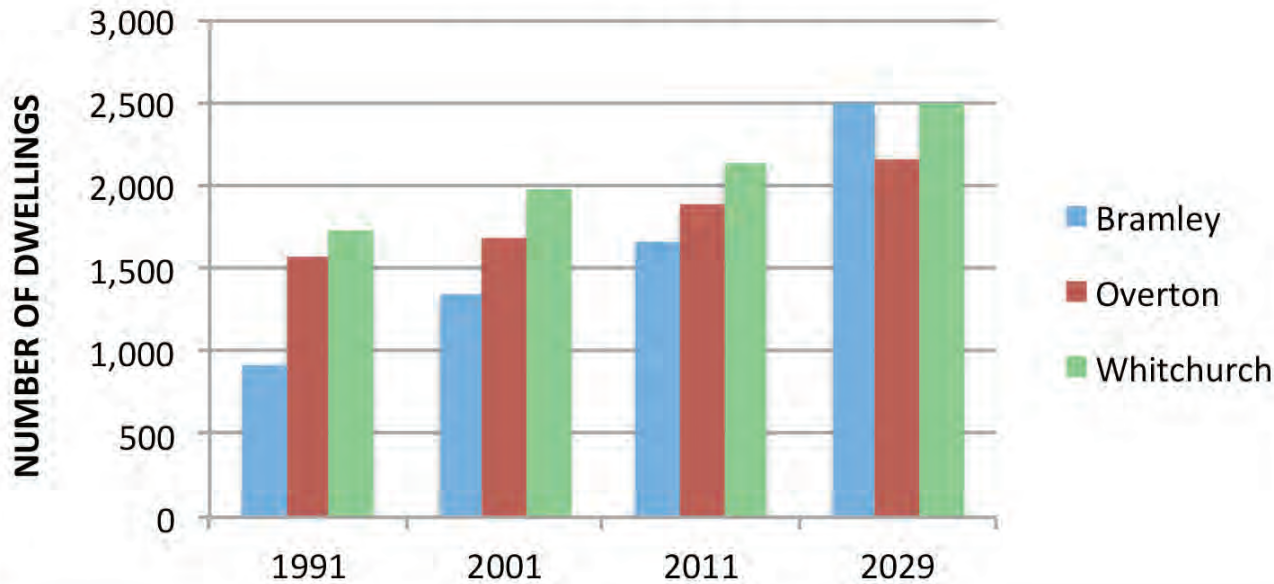
Table 5b: Number of dwellings in Bramley, Whitchurch and Overton 1991 - 2011



5.09

In 2011 the average number of persons per household in Bramley is 2.55, Overton is 2.29 and Whitchurch was 2.28. Thus the planned increase in the size of Bramley will

Chart 5c: Projected increase in number of dwellings by 2029



increase the population of the parish at a higher rate than Overton and Whitchurch, with implications for traffic movements and car parking, and will increase demand for already inadequate local services, recreational facilities and school services

HOW MUCH NEW DEVELOPMENT

5.10

As well as the strategic housing sites allocated in the emerging Local Plan at Razor's Farm and Upper Cufaude Lane, Bramley Neighbourhood Plan must accommodate 200 new dwellings within the plan period

(see paragraph 5.02 above) as the minimum required to conform to local strategic policy. However, the Neighbourhood Plan can make provision for more than this minimum, if there is evidence of need and the local community feels that this would be advantageous for the parish as a whole.

5.11

Additional development in Bramley would provide an increased customer base for local businesses and potentially a financial benefit in the form of developers' contributions made principally under the Community

Infrastructure Levy (CIL), which could be used to provide community facilities or fund improvements to infrastructure. However, these considerations must be balanced against the detrimental impact that new, large-scale housing development would have on the rural character of Bramley.

5.12

CIL contributions are paid by developers to Basingstoke and Deane Borough Council as planning gain in respect of all kinds of development and must be used to pay for infrastructure which supports the development of the local area. In all cases 15% of CIL contributions for new dwellings built in the parish will go to the Parish Council. For Parish Councils which have a Neighbourhood Plan in place (i.e. has been made by the local authority after being approved at referendum) this amount rises to 25%. CIL contributions will be determined by the Borough Council's CIL charging schedule, which will be in place after the Local Plan has been adopted.

5.13

In deciding the scale of additional development the Parish Council wishes to ensure that any future growth in Bramley is in proportion to the size of the village and must fulfill other strategic aims of the Neighbourhood Plan such as protecting the rural character of the village and its setting (BSA4) and enabling locally needed infrastructure to be delivered (BSA1).

LIMITATIONS OF INFRASTRUCTURE, SERVICES AND AMENITIES

5.14

Bramley has a greater demand for car-based journeys than Overton and Whitchurch, but has significant constraints on the transportation infrastructure required to support this. In 2011 only 124 households in Bramley (7.5%) do not have a car compared to 283 households in Overton (15.2%) and 306 households in Whitchurch (14.6%) which do not have a car. Bramley is served by one classified minor road, the C32, whereas Whitchurch is served by a B-road (B3400) and is linked to the A34, and Overton is served by two B-roads (B3400 and B3051). Bramley has a level crossing, whereas neither Overton or Whitchurch have a level crossing. Bramley does not have a station car park, whereas both Overton and Whitchurch have station car parks with 38 and 56 chargeable parking spaces respectively. Nevertheless there are

more people using Bramley station than there are using Overton or Whitchurch stations, resulting in on-street parking in the nearby residential streets which causes congestion, obstruction and potentially unsafe areas for children walking to school.

5.15

The C32 runs east-west through Bramley and is traversed in the centre of the village by a main railway artery from the South Coast going to the north of the UK, carrying cross country and intensive freight trains, as well as local trains between Basingstoke and Reading. Traffic flows on the C32 are restricted by the level crossing which currently has its barriers down for an average of 29 minutes in every hour during the day (maximum down time is 37 minutes). People in Bramley are more reliant on cars for transport than residents of comparable villages – 70% of people in Bramley travel to

work by car compared to 65% in Overton and Whitchurch. Although more people in Bramley use the train to get to work (11%) compared to Overton (8%) and Whitchurch (7%), Bramley is the only one of these villages that does not have a car park next to the station. Bramley also has a higher proportion of persons aged 15 and under (25%) compared to Overton (18%) and Whitchurch (19%), which generates extra car journeys taking children to school or to recreational facilities. Unlike Overton and Whitchurch, Bramley does not have a regular bus service.

5.16

Overton and Whitchurch are both district centres and are well served with shopping facilities (27 shops in Overton), various food stores and a choice of eating establishments (4 pubs in Overton and 8 in Whitchurch), as well as a weekly market. In contrast Bramley



has just one pub, one café/bakery, and a one-stop shop. Both Overton and Whitchurch are better provided with recreational and sports facilities, compared to Bramley.

5.17

Bramley does not have a dentist, vet, library or bank, whereas Overton and Whitchurch do have these services. With relatively few facilities in Bramley, and the lack of regular

bus service, there is an increasing reliance on cars to access the type of facilities which are provided in the other villages.

5.18

The inadequate provision of transportation, shopping, community services and recreational facilities in Bramley compared to Overton and Whitchurch makes Bramley an unsuitable location for ever-increasing

amounts of housing development. The lack of nearby services increases the reliance on car use to access these services, exacerbating the problem of congestion within the village and running counter to sustainable development policies which encourage the greater use of public transport or cycling/walking where possible.

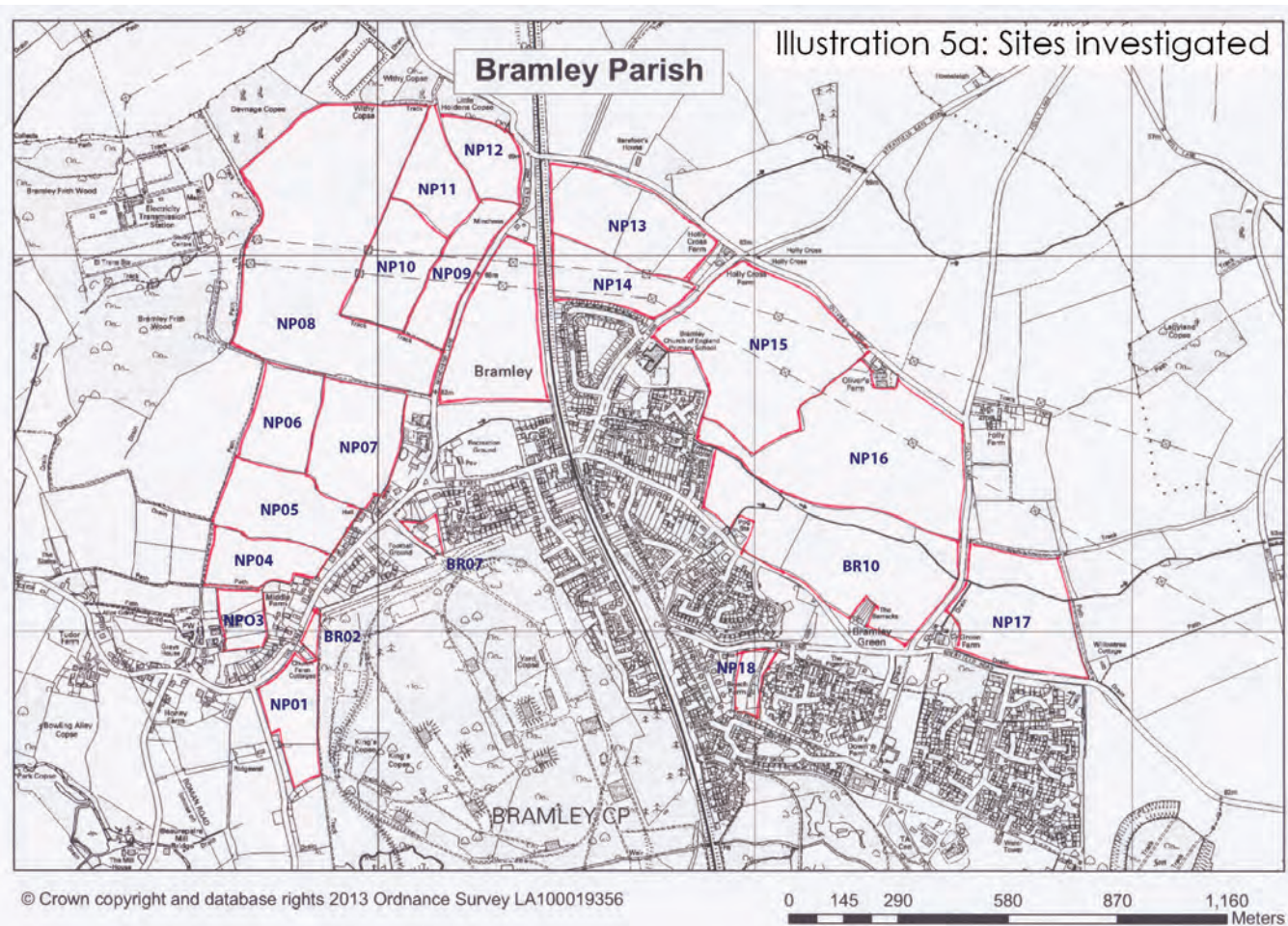
EVALUATION OF DEVELOPMENT OPTIONS

5.19

In preparing the Neighbourhood Plan the Steering Group investigated 19 sites in and around the village of Bramley to identify sites potentially suitable for new housing development (see Illustration 5a below). These included 3 sites which were identified in the Basingstoke and Deane Strategic Housing Land Availability Assessment 2014 (SHLAA) – sites BR05, BR07 and BR10. The investigation involved a visual survey, analysis of evidence, scoring against criteria, and community consultation at development options workshops.

5.20

Consultation on the options for housing growth took place in May 2014 at two public events, involving presentation of the options, site assessment workshops and the completion of questionnaires. The clear majority view of the local community at these events was that there has been a high level of new housing development in recent years in Bramley without a corresponding improvement in infrastructure, services and amenities, to the point where the rural character of the village is threatened and



local infrastructure, particularly the C32 road, the level crossing and the primary school, is under pressure.

5.21

During the course of preparing the Neighbourhood Plan a planning application for 200 new dwellings on land off Minchens Lane was made, and prior to the publication of the draft Neighbourhood Plan for statutory consultation, planning permission for this development was granted. This proposal satisfies the requirements of Local Plan policy SS5 – Neighbourhood Planning – to provide 200 additional new homes in Bramley village over the plan period.

5.22

In the light of the site assessments, the limited capacity of local infrastructure and local facilities, and the community consultation responses, and mindful that the strategic housing growth allocation in the emerging Local Plan had been met by granting planning permissions for 200 new houses at Minchens Lane, the Parish Council decided that the Neighbourhood Plan would make no specific site allocations for further housing growth.

5.23

However, the Parish Council considered that it would be advantageous for the Neighbourhood Plan to include housing policy guidance in order to be prepared for further proposals for new housing development in the future. The local community's view, expressed in responses

to consultation, was that large housing developments were putting the much valued rural character of Bramley at risk. The Parish Council therefore agreed that the key factor was the size of individual development proposals.

5.24

A further round of community consultation was undertaken to determine what size of future housing development would be considered most appropriate by the local community. Consultation took place in September – October 2014 and a total of 453 persons responded. The majority view of local people (230 respondees - 51%) was that future housing developments should be up to a maximum of 50 new dwellings in each individual proposal. The complete results of the survey in Table 5c and Chart 5d below.

5.25

The Parish Council agreed that a housing

policy which sets an appropriate reasonable limit for each individual new housing development will be flexible enough to accommodate proportionate increases in the strategic growth allocation which may arise as the Local Plan is finalised or revised, because it does not set a cap on total housing numbers.

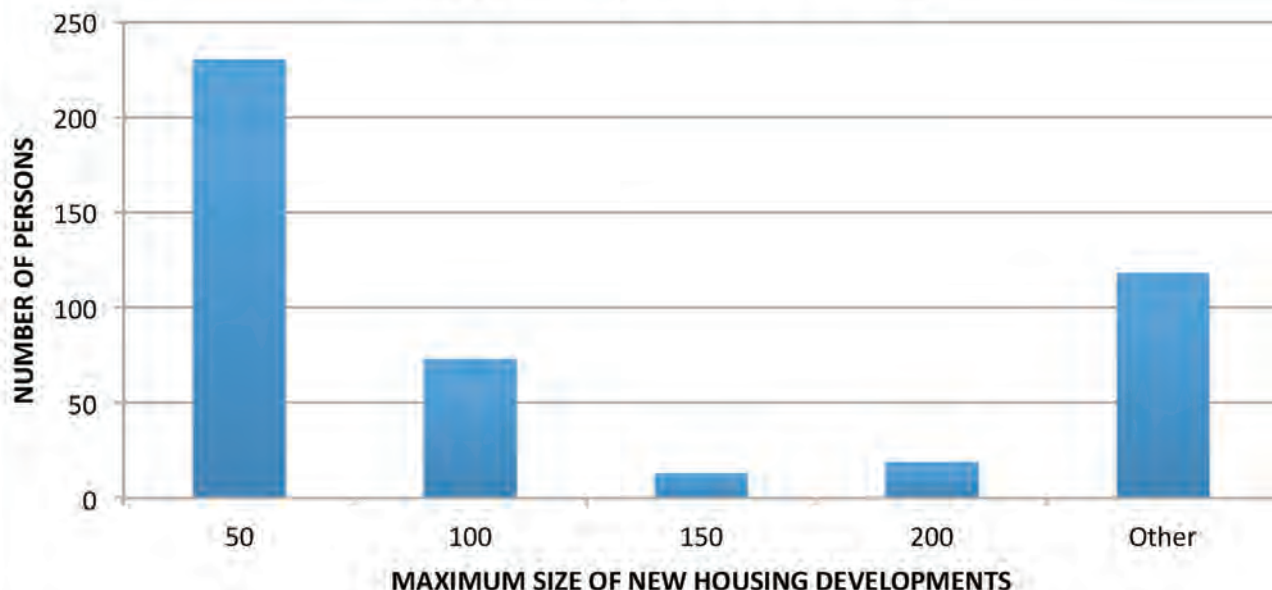
5.26

In determining the limit which should be applied to the size of each future new housing development the Parish Council considered the options. To rule out any possibility of any further housing development whatsoever was considered unrealistic over the 15 year plan period, and to be counter to national policy which requires every plan to be based on a presumption in favour of sustainable development, which the National Planning Policy Framework regards as positive growth - making economic, environmental and social progress for this and future generations.

Table 5c: Preferred Maximum Size of New Housing Developments in Bramley Results of Community Consultation

Max. No of Dwellings	No of Persons	%
50	230	50.77
100	73	16.11
150	13	2.87
200	19	4.19
Other	118	26.05
Total =	453	

Chart 5d: Preferences for Different Maximum Sizes of New Housing Developments in Bramley



5.27

The Parish Council considered the impact of new housing developments of 100 or more dwellings and decided that developments of this size would have a significant effect on the rural setting of Bramley by adversely affecting important environmental characteristics including green space, important views, habitats, etc. Larger housing developments would conflict with Strategic Aim BSA2 of the Neighbourhood Plan: To ensure that all new developments are proportionate in size and complement and enhance the rural character of the village, and with Objective 2A: To ensure that each new development is of a size, scale, density and design which will

protect and enhance the rural character of Bramley. Larger sized housing developments would also run counter to Strategic Aim BSA4: To protect the rural character of the village and its setting and minimize the environmental impact of new development.

5.28

In summary the reasons for restricting the maximum number of dwellings on any new housing development in Bramley are as follows:

- inadequate transportation infrastructure – limited capacity of the C32, congestion at the level crossing, inadequate car parking in

the village centre and railway station;

- limited shopping, community, educational and recreational facilities compared to other similarly sized villages such as Overton and Whitchurch;
- disproportionate increase in population and dwellings in recent decades compared to similar villages;
- increase in number of private cars in recent years and relatively high reliance on the car in Bramley compared to similar villages;
- the likely adverse impact of large housing developments on the historic character of Bramley and its valued rural setting;
- the preference of a majority of the local community in response to consultation for imposing a limit on the number of dwellings in all future housing developments in Bramley.

5.29

In order to balance the need to be flexible enough to accommodate sustainable development with the need to protect and enhance the rural character of Bramley and not to overburden already overstretched infrastructure and services, the Parish Council decided that the limit on the size of each individual housing development favoured by a majority of the local community, namely a maximum of 50 dwellings, would be the most reasonable option.

WHAT KIND OF DEVELOPMENT

5.30

New housing development will include 40% affordable housing, as required by the emerging Local Plan for developments

comprising 5 or more dwellings. It must also meet locally expressed need for specific kinds of housing, for example smaller dwellings to suit people down-sizing, young families, single and older persons, etc.

5.31

The Neighbourhood Plan will also make provision for new or improved community and recreational amenities, services and facilities required by the local community. It will allow limited employment development, to enable Bramley to develop sustainably.

5.32

From the community engagement work carried out to date for the Neighbourhood Plan, and also previously for the formerly proposed Bramley Village Plan, the following facilities, services and amenities were found to be needed or desired by the local community:

- Extension to the medical practice
- Additions / improvements to the footpath and cycle networks
- Controlled short term car parking near the village centre
- User safe access across the railway at all times
- Additional pedestrian crossings on the C32 road
- Bowling green
- Skate park
- Improvements / extensions to the village hall
- Improvements to the road network by-passing the village

5.33

Some of these facilities may not be deliverable due to conflicting factors, e.g. additional car parking near the railway station may exacerbate traffic problems

in the centre of the village. Others will be able to be provided through planning obligations, conditions or agreements made when planning permission is granted for development in Bramley. The greater the scale of development that Bramley has, the greater the community benefit that may be derived. However, a balance must be struck between the desire to maximize community benefit through higher levels of growth and the conflicting, strongly supported aim of preserving the rural character of the village.

WHERE SHOULD NEW DEVELOPMENT GO?

5.34

In considering where new housing development might go the Neighbourhood Plan Steering Group investigated 19 potential housing sites almost all of which are located on the north side of the village (see Illustration 5a). There is little opportunity to develop on the south side of the village because almost all potential sites have been developed and the boundary of Bramley Camp lies immediately adjacent to the Bramley Settlement Policy Boundary.

5.35

There is very limited scope within the Settlement Policy Boundary for further new housing development in Bramley. In order to ensure that most future housing development does not occur in the open countryside and in doing so adversely affect the rural character of the area and fail to achieve sustainable development, it is considered that the great majority of new housing development should be located within or



immediately adjacent to the Settlement Policy Boundary.

5.36

Of the 19 sites investigated by the Steering Group 8 sites do not adjoin the Settlement Policy Boundary, and therefore would not meet this requirement for development (Sites NP06, 08, 09, 10, 11, 12, 13, and 16). In addition Sites NP03, 04, 05, 07 and BR07 all have access difficulties, and would be problematic to develop. Site NP14 is located beneath pylons so would be unsuitable for development. Site NP15 has potential to accommodate an expansion of the school and should be reserved for this purpose. The remaining 4 sites (BR10, NP01, NP17 and NP18) have some potential for development, but all scored negatively in the site assessment.

5.37

It should be noted that NP18 lies within the Bramley Green Conservation Area and is part of the setting of a listed building and NP01 adjoins the Conservation Area, and therefore development of these sites would be constrained by the statutory duty to preserve and enhance the special character and appearance of the area. Nevertheless the proposed approach leaves scope for a reasonable level of new housing development in various locations adjacent to the Bramley Settlement Policy Boundary, whilst protecting the historic character and rural setting of the village.

6 POLICIES FOR BRAMLEY



6.01

The policies in the Bramley Neighbourhood Plan are based on evidence gathered from local surveys, official statistics and existing publications, and on the views, comments and ideas of the local community expressed in response to the various consultations carried out as the Neighbourhood Plan was being prepared. A list of the sources of evidence is given in Appendix A.

6.02

The evidence underpinning the Neighbourhood Plan is listed in the Schedule of Evidence accompanying. The consultation process and the responses received from the local community and key stakeholders are summarised in Section 2.18 of this Neighbourhood Plan; and a chronological summary of community consultation events, activities and responses is given in Appendix B.

6.03

The policies have been formulated so as to satisfy the legal requirements for

neighbourhood plans (the Basic Conditions), which are that the Neighbourhood Plan must

- have appropriate regard to national policy
- contribute to the achievement of sustainable development
- be in general conformity with strategic local policy
- be compatible with EU obligations, including human rights requirements.

6.04

The policies in this Neighbourhood Plan seek to deliver the aspirations and needs of the local community within the framework set

by the overarching legal requirements for neighbourhood plans.

6.05

The Neighbourhood Plan's policies are presented in a consistent format comprising

- the strategic objectives for the relevant topic (housing, rural environment, etc.)
- the context and rationale for the individual policy,
- the strategic basis for the policy,
- the policy itself,
- the purpose of the policy, and

- an explanation of how the policy will be applied in managing future development in Bramley.

HOUSING POLICIES

6.06

The Neighbourhood Plan contains the following strategic objectives for future housing development in Bramley:

OBJECTIVES FOR HOUSING

1A: To accommodate the amount of housing required by the emerging Basingstoke and Deane Local Plan.

1B: To provide the type and size of housing development required to meet local housing needs.

1C: To ensure that new housing development contributes an appropriate amount towards the provision or maintenance of locally needed infrastructure.

2B: To ensure that new housing developments incorporate appropriate areas of green open space to complement the rural setting of the village.

POLICY H1: NEW HOUSING DEVELOPMENT

CONTEXT AND RATIONALE

6.07

In order to continue to be a sustainable free-standing settlement Bramley must accommodate a proportionate amount

of growth which provides the right amount of new development in the right locations. In order to be in general conformity with strategic local policy, the Neighbourhood Plan must make provision for the level of housing growth identified in the emerging Local Plan as this is based on the most up-to-date evidence available.

6.08

During the preparation of the Neighbourhood Plan responses to community consultation clearly indicated the strength of local discontent with the recent high level of development in Bramley over the past 20 years, without a corresponding increase in infrastructure and amenities. In fact, there has been a disproportionate amount of new housing over the last 20 years when compared with the borough as a whole. In the period between 2001 and 2011 the population in Bramley increased by 26% and households increased by 23% (see 2.11 above) compared with a 10% increase in population and a 12% increase in households for the borough as a whole (see 5.08 above). A comparison with a parish of similar size in the borough, Overton, shows that population increased by 10% and households by 9 % over the same decade, less than half the rate of increase that Bramley has experienced.

6.09

As a result the rural character of Bramley Parish has been gradually eroded and is at risk of being jeopardized further. The size and importantly the density of the most recent development (German Road/Kirby Drive,

271 dwellings) is more typical of town or city housing estates than housing provided in a rural village with limited infrastructure.

6.10

A purpose-designed consultation was carried out to determine the local community's views on the size of individual new housing developments. Out of a total of 453 consultation responses 51 persons (11%), said that there should be no more housing in Bramley, 6 persons (1%) wanted new development to comprise a maximum of 10 dwellings, 49 persons (11%) preferred a maximum of 30 new dwellings for each individual housing development, 230 persons (51%) preferred a maximum of 50 new dwellings, 73 persons (16%) preferred a maximum of 100 dwellings, 13 persons (3%) preferred a maximum of 150 dwellings, 19 persons (4%) preferred a maximum of 200 dwellings, and 12 persons (3%) preferred higher limits. (See 5.15 above.)

6.11 Bramley Parish Council has undertaken Character Appraisals of the various distinct parts of the village, in order to define the special character of each. Certain of these areas (German Road) do not complement or respect the rural character of the village due to their size, scale and design . This assessment is supported by many feedback comments made by the local community.

6.12

On the basis of the responses to consultation and in light of the strongly expressed view of the local community that the rural character

of Bramley should be protected, Policy H1 limits the size of each individual housing development to a maximum of 50 new dwellings, without putting a cap on the total number of new dwellings that might be built in the parish over the plan period. In addition it ensures that only in exceptional cases will planning permission be given to residential development proposals which do not fall within or adjoin the Settlement Boundary.

STRATEGIC BASIS

6.13

The emerging Basingstoke and Deane Local Plan provides a strategic housing allocation of 200 new dwellings for Bramley up to 2029. There is also a housing allocation of 420 dwellings at Razor's Farm in the southern end of the parish adjacent to Basingstoke, which

is a strategic allocation in the Local Plan – approximately 60% of this site lies in Bramley parish.

6.14

Pressure for new housing development will continue but, in order to ensure that this does not overwhelm Bramley's valued rural character, the Neighbourhood Plan will limit the size of any individual development and will ensure that it is contiguous with the Settlement Policy Boundary, without putting a cap on the total number of dwellings that might be built over the plan period.

6.15

The National Planning Policy Framework (NPPF) says that "the purpose of the planning system is to contribute to the achievement of sustainable development". Policy H1

supports sustainable development by allowing a proportionate amount of new housing development within or immediately adjacent to the village and enabling the improvement of local services and facilities.

PURPOSE OF POLICY H1

6.16

The purpose of Policy H1 is

- To provide opportunities for future housing development which do not adversely affect the rural character of the village nor encroach into open rural areas, with certain defined exceptions.
- To ensure that all new development contributes towards local services and facilities and includes sufficient green space to integrate the development successfully with the rural setting.

POLICY H1: NEW HOUSING DEVELOPMENT

The Bramley Settlement Boundary is shown in Illustration 6a. Future housing development in Bramley will be permitted up to a maximum of 50 dwellings within or immediately adjoining the Bramley Settlement Boundary, providing that such proposals can demonstrate they are meeting local housing need and can satisfy other relevant policies in this Neighbourhood Plan and the Basingstoke and Deane Local Plan.

New housing development outside and not immediately adjoining the Bramley Settlement Boundary will only be permitted if it is in accordance with policy SS6 in the Local Plan (New Housing in the Countryside).

All new housing developments must make a proportionate contribution to the provision or improvement of local services and facilities, including the provision of public or amenity green space within the site concerned in the case of developments of 10 or more dwellings.



Illustration 6a: Bramley Settlement Boundary

APPLICATION OF POLICY H1

6.17

All proposals for housing development in the Bramley Neighbourhood Area will be considered against Policy H1. Proposals for new housing which do not satisfy Policy H1 will be not be approved. Policy H1 does not place a cap on the total number of houses that may be developed over the

plan period, but ensures that each individual development has a limited impact on the rural character of the village.

6.18

The Parish Council will work with appropriate partners – public, private or third sector – to ensure that approved housing developments deliver improvements to village infrastructure,

services and facilities by means of appropriate planning obligations and planning conditions.

6.19

New housing development must be designed to follow good practice principles of urban and architectural design as detailed in Policies D1 and D2 below.

POLICY H2: PROVISION OF HOUSING TO MEET LOCAL NEEDS

CONTEXT AND RATIONALE

6.20

A Housing Needs Survey carried out by Community Action Hampshire in November 2013 revealed that 52 persons in Bramley needed new housing accommodation. Of these 19 persons needed a one bedroom flat and 18 persons needed two bedroom houses . In November 2014 the Borough Council registered local housing need in Bramley at 46 dwellings, of which 17 persons wanted a one bedroom flat and 13 persons wanted a two bedroom house. There is an ongoing need for small affordable housing in Bramley.

6.21

The Rural Community Profile for Bramley 2013 indicates that the proportion of persons in Bramley aged 65 years and older is 10.3% (435 persons) which is less than for Basingstoke and Deane (14.4%) and less than the proportion for England as a whole (16.3%) . This may be a result of the provision of mainly family housing in the new developments that have taken place over the past 20 years or so.

However, the proportion of persons aged 65 years and over in Bramley has increased from 8.4% of the population in 2001 to 10.3% of the population in 2013.

6.22

Bramley has an unusually high number of detached houses: 46.3% of all dwellings in Bramley are detached compared to 30.7% in Basingstoke and Deane and 22.3% in England as a whole. The proportion of semi-detached dwellings in Bramley (27.1%) does not differ greatly from the proportions in Basingstoke and Deane (25.4 %) and in England (30.7%). However, there are lower proportions of some other forms of generally more affordable housing: 19.9% of dwellings are terraced compared to 29.3% in Basingstoke and Deane and 24.5% in England, and 6.7% of dwellings are flats, maisonettes or apartments compared to 14.4% in Basingstoke and Deane and 16.7% in England.

6.23

Over the period 2001 to 2011 the proportion

of detached houses to total dwellings has decreased by 15%, and the proportion of affordable houses has increased by 20%. Nevertheless the Housing Needs Survey (6.20 above) shows there is still a need for smaller, more affordable housing.

6.24

Overall these figures suggest that persons needing smaller accommodation who wish to remain in Bramley will find it harder to secure a suitable home. This conclusion is supported by enquiries with a local and a regional estate agent which indicate that Bramley has a need for 2-bedroom semi-detached starter homes, 3- and 4-bedroom semi-detached family homes, and 1-bedroom apartments.

STRATEGIC BASIS

6.25

Policy CN3 – Housing mix for market housing – in the emerging Local Plan requires market housing developments to include a range of house types, sizes, prices and tenure to address local requirements. Policy H2 requires

new housing development to make specific provision for the types of dwellings required to meet housing need in Bramley.

6.26

The National Planning Policy Framework says that the planning system should deliver a wide choice of high quality homes and that it should provide for a mix of housing types based on current and future demographic trends, market trends and the needs of different groups in the community (paragraph 50).

PURPOSE OF POLICY H2

6.27 The purpose of Policy H2 is

- To ensure that new housing development in Bramley includes the kind of homes which meet the expressed needs of the local community.

APPLICATION OF POLICY H2

6.28 Policy H2 seeks to ensure that Bramley remains a sustainable settlement with a

POLICY H2: PROVISION OF HOUSING TO MEET LOCAL NEEDS

Proposals for new housing development must demonstrate how the types of dwellings provided will help ensure a balanced mix of housing for Bramley, particularly through the provision of dwellings designed for smaller households, either in the form of accessible purpose-designed accommodation for older persons, one bedroom apartments for younger persons, or two bedroom starter homes suitable for small families.

balanced provision of housing, including dwellings suitable for local people who may experience difficulties in accessing suitable housing in the parish.

6.29 Proposals for new housing will be expected to include an appropriate proportion of house types which are able to meet the expressed housing needs of Bramley.

POLICIES FOR ASSETS OF COMMUNITY VALUE

6.30

The Neighbourhood Plan contains these strategic objectives for Assets of Community Value:

3A: To utilize funds secured through planning agreements made in association with new developments to make appropriate improvements to community and recreational amenities, services and facilities.

3B: To support initiatives to provide new community and recreational amenities, services and facilities, when a clear community need has been expressed.

POLICY ACV1: PROTECTION OF ASSETS OF COMMUNITY VALUE

CONTEXT AND RATIONALE

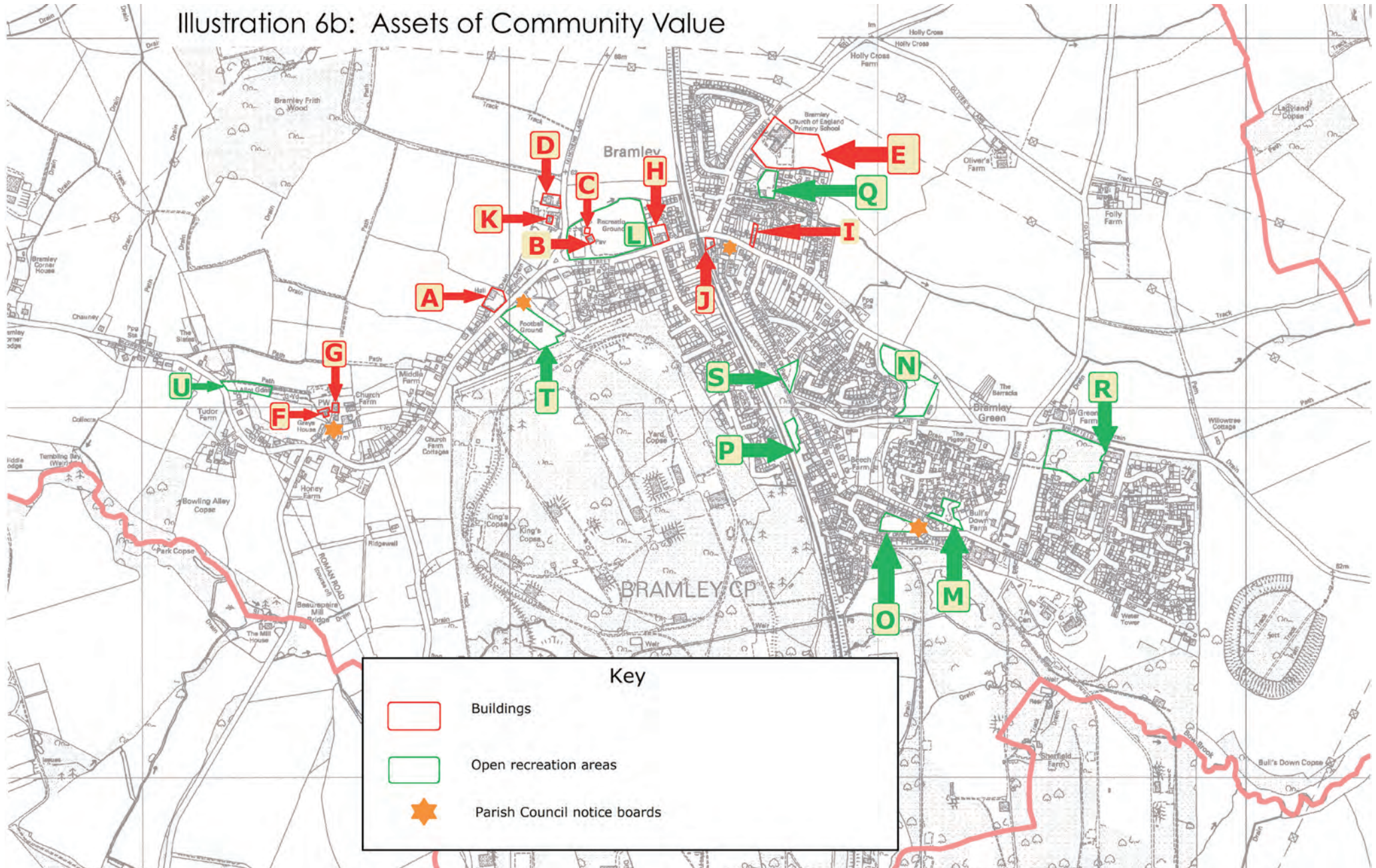
6.31

Bramley has a number of assets which are valued by the community and which are considered fundamental to maintaining a good quality of life within the village and ensuring it remains a sustainable community

TABLE 6A: ASSETS OF COMMUNITY VALUE IN BRAMLEY

Map Ref.	Name	Location	Use
A	Village Hall	The Street	Multi-use community building
B	Cricket Pavilion	Clift Meadow	Pavilion, changing facilities, & meeting room
C	Youth Centre	Clift Meadow	Young persons' leisure.
D	Clift Surgery	Minchens Lane	Doctors' surgery
E	Bramley School	Bramley Lane	Primary school
F	St James' Church	The Street	Parish Church
G	Cross House	The Street	Church hall
H	The Bramley	The Street	Public house
I	One stop shop	Sherfield Road	Village store
J	Bramley Bakery	Sherfield Road	Village bakery
K	Daisy Nursery	Minchens Lane	Pre-school day nursery
L	Clift Meadow	Minchens Lane	Ball court, tennis courts, cricket pitch, children's play area, outdoor gym equipment, millennium garden
M	Bramley Green Play Area	Yew Tree Close	Equipped children's play area
N	Forge Field Play Area	Forge Field	Equipped children's play area
O	German Road Play Area	German Road	Equipped children's play area
P	Cinder Track Play area	Beckett Gardens	Equipped children's play area
Q	Bromelia Close Play Area	Bromelia Close	Equipped children's play area
R	St Mark's Close Play Area	St Mark's Close	Equipped children's play area
S	Longbridge Road Green	Longbridge Road	Public open space
T	Football pitch	The Street	Bramley United football ground
U	Allotments	Silchester Road	Allotments
V	Parish Notice Boards	Church, football ground, Coopers Lane, Jibbs Meadow, and Kirby Drive	Parish Notice Boards

Illustration 6b: Assets of Community Value



into the future.

6.32

Local green spaces and community facilities further the social well-being and interests of the local community. The purpose of Policy ACV1 is to ensure that such assets are retained, enhanced or increased, in the future development of Bramley.

6.33

Evidence gathered during community consultation identified a number of Assets of Community Value in Bramley: Table 6A opposite lists the Assets concerned and Illustration 6b shows their location on a map. The Parish Council has proposed that the following are placed on the Register of Assets of Community Value held by Basingstoke and Deane Borough Council.

STRATEGIC BASIS

6.34

A building or other land is an Asset of Community Value if its main use has recently been or is presently used to further the social wellbeing or social interests of the local community and could do so in the future. The Localism Act 2011 states that "social interests" include cultural, recreational and sporting interests.

6.35

Registration as an Asset of Community Value means that, if the owner of an ACV wants to sell it, and the nominating body wishes to bid to buy it, the sale is subject to a 6 month

POLICY ACV1: PROTECTION OF ASSETS OF COMMUNITY VALUE

Development proposals which affect Assets of Community Value identified in Table 6A or in the Register of such Assets held by Basingstoke and Deane Borough Council, must not result in the loss of, or have an adverse effect on, the asset or assets concerned.

Opportunities will be taken whenever possible to improve or enhance Assets of Community Value as part of the development concerned by the use of appropriate planning agreements, conditions or levies.

Development proposals which result in the loss or the diminishment of these assets will not be acceptable, unless satisfactory alternative facilities are provided.

moratorium the purpose of which is to give the nominating body time to put together the funding to bid to buy the asset on the open market. The owner does not have to sell the asset to the nominating body.

PURPOSE OF POLICY ACV1

6.36

The purpose of Policy ACV1 is

- To protect existing local assets of community value and ensure that new development does not adversely affect them and, where possible, enhances them.

APPLICATION OF POLICY ACV1

6.37

The loss or diminishment of local assets of community value would adversely affect the sustainability of Bramley and therefore would undermine the sustainable development of the parish. Development proposals which result in the loss or the diminishment of these assets will not be acceptable, unless satisfactory alternative facilities are provided.

6.38

Whenever possible opportunities will be taken to improve or enhance such assets through planning agreements, planning conditions or

community infrastructure levies associated with relevant development proposals

POLICY ACV2: THE PROVISION OF NEW ASSETS OF COMMUNITY VALUE

CONTEXT AND RATIONALE

6.39

Community consultation for this Neighbourhood Plan and survey evidence gathered for the previously proposed Bramley Village Plan identified the following community facilities which are needed in Bramley:

- Extension to the medical practice
- Additions / improvements to the footpath and cycle networks
- Additional pedestrian crossings on the C32
- Bowling green
- Skate park

- Improvements/extensions to the village hall
- Improvements to road network by-passing the village
- Improvements to footpaths and cycle ways
- Controlled short-term parking near the village centre
- User-safe access across the railway .

6.40

Certain facilities which the community expressed a desire to have may not be deliverable. The provision of additional car parking near to the railway station may exacerbate existing traffic problems in the village, and the provision of a footbridge over the railway line may not be possible in view of Railtrack's requirement that such a bridge must be for rail users only.

STRATEGIC BASIS

6.41

The National Planning Policy Framework says that planning policies should "promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship". It confirms that "To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments."

6.42

It is a Local Plan objective to advance the health and well-being of local communities, by seeking to reinforce existing levels of infrastructure in relation to community, leisure and cultural facilities in order to support increased and sustained participation within local communities.

PURPOSE OF POLICY ACV2

6.43

The purpose of Policy ACV2 is

- To take advantage of opportunities provided by development proposals to provide new community facilities in accordance with prioritised local community needs.

APPLICATION OF POLICY ACV2

POLICY ACV2: PROVISION OF NEW ASSETS OF COMMUNITY VALUE

When planning permission is granted for development in Bramley opportunities will be taken to provide new assets of community value, in accordance with priorities identified in paragraph 6.39 of this Neighbourhood Plan or otherwise determined by Bramley Parish Council.

Appropriate use will be made of the Community Infrastructure Levy, other planning agreements or planning conditions, in order to deliver new local assets of community value.

6.44

In order to ensure that Bramley continues to be a sustainable and thriving settlement opportunities will be taken to enhance the range and quality of local services by providing new facilities which meet local needs.

6.45

When planning permission is granted for relevant development proposals, contributions will be sought towards the provision of new community facilities through planning agreements, conditions or levies.

DESIGN POLICIES

6.46

The Neighbourhood Plan contains the following objectives for the design of new development in Bramley:

OBJECTIVES FOR DESIGN

2A: To ensure that each new development is of a size, scale, density and design which will protect and enhance the historic character and rural setting of Bramley.

5A: To improve existing footpaths and cycle ways and to provide new footpaths and cycle ways to improve connectivity within Bramley.

POLICY D1: PROTECTING AND ENHANCING THE HISTORIC CHARACTER AND RURAL SETTING OF BRAMLEY

CONTEXT AND RATIONALE

6.47

Bramley is a village with a distinctive rural setting and an established historic character. It is important that all new development is well designed, in order to protect Bramley's existing character and to enhance the quality of the built environment. In consultation on the Neighbourhood Plan approximately half the comments were from people who valued Bramley's rural village environment and were concerned that it is under continuing threat from large, and in some cases insensitively designed, housing developments.

6.48

The Bramley Village Character Assessment

(2014) identifies and describes distinctive character areas in the village (see Appendix C). In order to protect and enhance the rural character of Bramley it is essential that the design of new development has regard to the character of the area in which or adjacent to which it is located. In this context it is important to note that good design is not about copying the style of neighbouring buildings, but rather a creative response to the defined character of the area.

STRATEGIC BASIS

6.49

The National Planning Policy Framework confirms that good design is indivisible from

POLICY D1: PROTECTING AND ENHANCING THE HISTORIC CHARACTER AND RURAL SETTING OF BRAMLEY

Development in and around Bramley village must protect, complement or enhance the Character Area(s) identified in the Bramley Village Character Assessment within or adjacent to which it is located.

Applicants must explain, in a Design and Access Statement or otherwise in writing, how the proposed development will protect, complement or enhance the relevant Character Area(s) with regard to

- a) the scale and form of the development,
- b) the density of the development,
- c) the materials used in the development, and
- d) key views identified in Appendix D and shown in Illustration 6c.

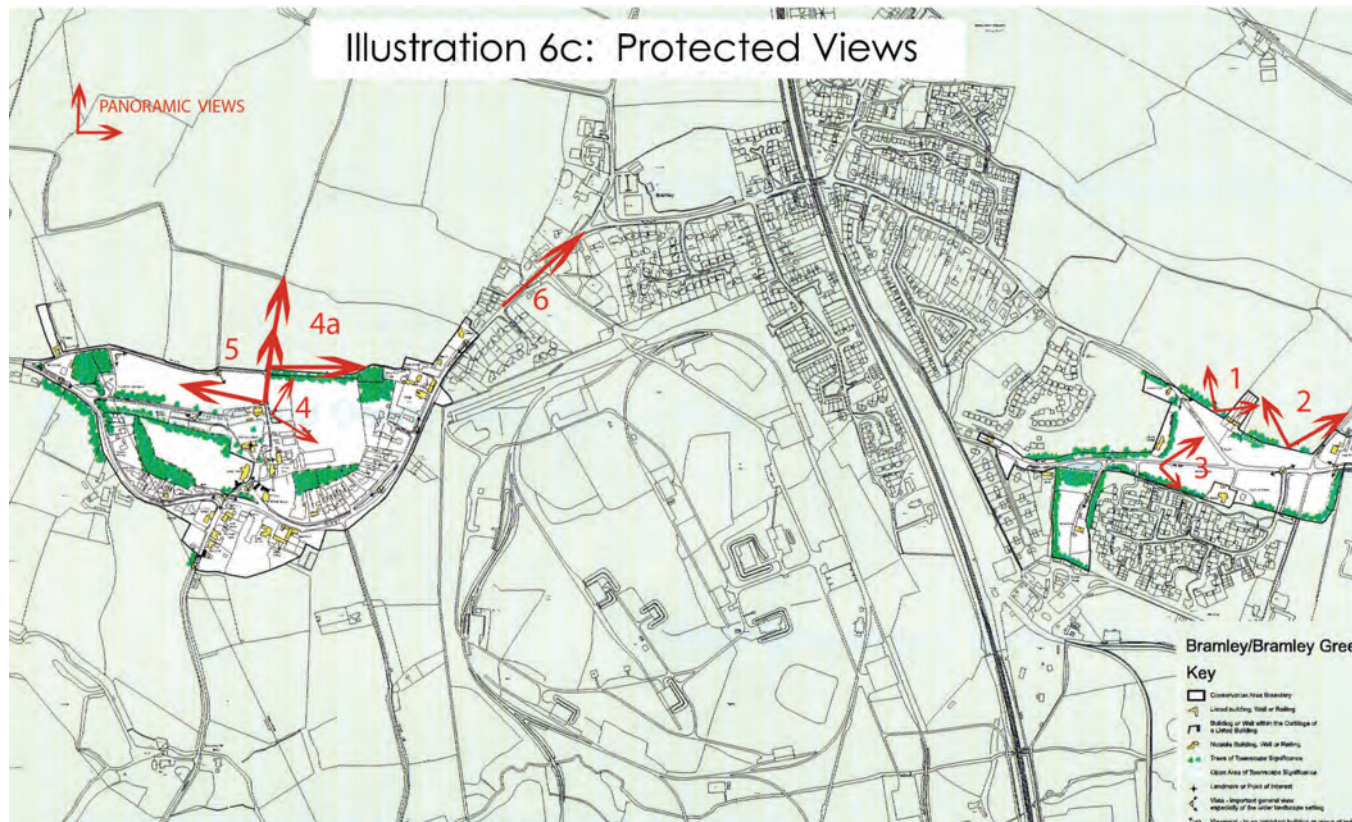
good planning. It recognises that well-designed buildings and places improve the quality of people's lives and that it is a core planning principle always to secure good design, particularly where developments are in an isolated location. Neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

6.50

The Basingstoke and Deane Local Plan provides a framework for securing high quality design in new development. It recognises the need to conserve and enhance the historic environment in the light of pressure for growth and change, and it promotes high quality and locally distinctive design which responds to the character of local areas. This is important not only in historic areas, such as Bramley's conservation areas, but also in rural settings where the design of new buildings is vital in preserving the rural character of the area.

6.51

With regard to the density of new housing development, the National Planning Policy Framework says "...local planning authorities should set out their own approach to housing densities to reflect local circumstances." The Basingstoke and Deane Revised Pre-submission Local Plan April 2014 Policy CN3 – Housing Mix for Market Housing states that



"Development will be permitted where the mix of market housing..... is appropriate to the established character of the neighbourhood."

6.52

The nature and character of the Bramley and Bramley Green Conservation Areas are described in the Conservation Area Appraisal documents produced by Basingstoke and Deane Borough Council and summarised in paragraphs 2.12 to 2.17 in this Neighbourhood Plan.

PURPOSE OF POLICY D1

6.53

The purpose of Policy D1 is

- To protect and enhance the distinctive rural character of Bramley.
- To ensure that important views in Bramley are not affected or impaired by future development.

APPLICATION OF POLICY D1

6.54

The Bramley Character Assessment (Appendix C) identifies the many individual features which make up the special character of distinct parts of the village and also the key views which must be protected. These are shown in Illustration 6c above and Appendix D.

6.55 Applicants must explain, in a Design and Access Statement if required, or in another written statement, how the development has been specifically designed to relate to its setting. This is essential to ensure that the special character of the village is protected and its local distinctiveness is enhanced and reinforced.

6.56 In protecting the rural character of Bramley the density of new housing development is an important factor. As densities vary from location to location around the village, the appropriate density for a particular site will correspond to the density of the adjoining residential areas. Appendix C provides a character analysis of the different parts of Bramley Village, which should be used to determine the most appropriate density in a given location.

POLICY D2: DESIGN OF NEW DEVELOPMENT

CONTEXT AND RATIONALE

6.57

Good design is essential in order to enhance local distinctiveness, to achieve sustainable development, and to ensure that new buildings are integrated with their setting both functionally and aesthetically.

6.58

Responses to consultation indicated that local people think that some of the more recent development in Bramley has not been designed to integrate well with the village. These concerns include the scale of some new housing, lack of connectivity with the footpath network, and impact on green space.

STRATEGIC BASIS

6.59

Policy D2 draws on nationally recognised design principles established by the Commission for Architecture and the Built

Environment and Building For Life 12, the national standard for assessing proposals for new housing development.

6.60

The emerging Basingstoke and Deane Local Plan seeks to ensure high quality and locally distinctive design, and this is one of the strategic objectives of the Local Plan. The Local Plan policy EM10 Delivering High Quality Development provides a framework for achieving good design in new development. Policy D2 provides more detailed and more specific design requirements to ensure that new development in Bramley achieves its potential as far as is possible in each case.

PURPOSE OF POLICY D2



POLICY D2: DESIGN OF NEW DEVELOPMENT

New development in Bramley must deliver good quality design. In order to achieve this all new development must wherever possible

- a) Respond to the existing built form in terms of enclosure and definition of streets and spaces;
- b) Be well integrated with its surroundings by reinforcing existing connections and creating new ones;
- c) Provide convenient access to community services and facilities;
- d) Have good access to public transport or otherwise help reduce car dependency;
- e) Make positive use of the local topography, landscape and water features, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate;
- f) Provide buildings, landscaping and planting to create well defined streets and attractive green spaces;
- g) Make use of views and landmarks visible from within and from outside the site in order to organize the layout of the development and make it legible for visitors;
- h) Provide streets which encourage low vehicle speeds and which can function as safe, social spaces;
- i) Integrate car parking within landscaping so that it does not dominate the street;
- j) Clearly distinguish between public and private spaces,
- k) Be able to be efficiently managed and be safe to use;
- l) Provide convenient, well-screened storage space for bins and recycling, and for bicycles and motor vehicles.

Policy D2 will be applied flexibly when very high quality, innovative designs are proposed.

Applicants must explain, in a Design and Access Statement or otherwise in writing, how the design of the proposed development responds to each of the principles set out in Policy D2.

POLICIES FOR THE RURAL ENVIRONMENT

6.63

The Neighbourhood Plan contains the following objectives for the rural environment:

OBJECTIVES FOR THE RURAL ENVIRONMENT

- To retain and enhance publicly accessible open spaces around the village.
- To ensure that the settlement of Bramley does not merge with neighbouring villages or with the town of Basingstoke.
- To ensure that new development does not have an adverse environmental impact, such as increasing the risk of flooding.
- To preserve and enhance areas of wildlife interest and natural habitats.
- To improve existing footpaths and cycle ways and to provide new footpaths and cycle ways to improve connectivity between Bramley and the surrounding villages and countryside.

POLICY RE1: FLOOD RISK

CONTEXT AND RATIONALE

6.64

The Basingstoke and Deane Strategic Flood Risk Assessment 2010 says that ““Within Bramley there are several areas of localised flooding, at least one of which (B068) may be related to backing up from Bramley Green Stream, although the floodplain itself is not expected to affect Bramley.” This study states that discharge from Bramley is likely to be into rivers on low permeability soil and

thus major development work could result in significant increase in flow downstream of the discharge.

6.65

Several instances of localized flooding have been recorded by the Parish Council on the north side of Bramley village in recent years due to inadequate drainage. In January and February 2014 the Parish Council undertook a survey of flooding in and around the village of Bramley, which shows flooding of the surrounding country roads, particularly Minchen's Lane, Cufaude Lane and Oliver's Lane. It also shows waterlogged ground at Strawberry Fields, Oakmead and Minchen's Field, and the stream north of Cliff Meadow at maximum capacity where it flows under

the railway bridge.

STRATEGIC BASIS

6.66

Both the National Planning Policy Framework and the emerging Local Plan are clear about the need to avoid development on land that is at high risk from flooding. The National Planning Policy Framework says that development should be directed away from areas at highest risk from flooding, but where development is necessary it should be designed to be safe without increasing flood risk elsewhere. The emerging Local Plan states that development will be directed away from areas at risk from flooding, with

POLICY RE1: REDUCING FLOOD RISK

Planning applications for proposals for development in Bramley which are located within an area at risk of flooding must identify the mitigation measures that will be taken

- a) to ensure that the development will not be exposed unnecessarily to the risk of flooding, and
- b) to ensure that the development will not increase the risk of flooding elsewhere.

Applicants must explain, in a Design and Access Statement or otherwise in writing, how a Sustainable Drainage System or other appropriate mitigation measures have been satisfactorily integrated into the design and layout of the development.

certain stated exceptions.

6.67

The triggers for a flood risk assessment as defined in policy EM7 of the Local Plan (Managing Flood Risk) are

- All sites of 1 hectare or more in flood zone 1.
- All sites in flood zone 2 and 3
- Sites that have a record of localised or groundwater flooding from the SFRA
- Sites in critical drainage areas and upstream of critical drainage areas.

PURPOSE OF POLICY RE1

6.68

The purpose of Policy RE1 is

- To ensure that new development in Bramley located in areas which are at risk of flooding incorporate measures which attenuate and / or reduce rainwater run-off.

APPLICATION OF POLICY RE1

6.69

It is important that new development in Bramley does not incur increased flood risk, whether this be within the site in question or on neighbouring land as a result of increased surface water run-off. Development proposals must demonstrate that steps have been taken in the design of the development to minimise flood risk by providing measures which attenuate rain water run-off within the site.

6.70

The Flood Risk Assessment should make reference to the most recent Borough Council Strategic Flood Risk Assessment. Applicants must explain, in a Design and Access Statement if required, or in another written statement, how the proposed mitigation measures have been designed to integrate with the layout and landscaping, and with the surroundings to the site, including the provision of Sustainable Drainage Schemes or other measures, to reduce surface water run-off and to provide capacity for water retention.

POLICY RE2: AREA OF SEPARATION

CONTEXT AND RATIONALE

6.71

Bramley village has agricultural land on its northern, western and eastern side, with the MoD-owned Bramley Camp on its southern side. Most of the agricultural land in the parish is graded as Good to Moderate in quality in DEFRA's Classification of Agricultural Land. There are some areas of Very Good quality agricultural land just to the north east of the village south of Olivers Lane and east of Folly Lane.

6.72

Consultation responses for the Neighbourhood Plan showed that local people think that Bramley should remain a free-standing rural settlement and in particular that it should not merge with the neighbouring settlement of Sherfield on Loddon.

6.73

The Integrated Character Assessment for the Loddon Valley prepared for Hampshire County Council says that at Bramley, there is a large mosaic of broadleaved woodland, forestry scrub, coniferous and broadleaved plantation and grassland. The village also has its greens and small commons.

6.74

The Basingstoke and Deane Landscape Character Assessment Part 3 Settlements (Bramley Addendum) identifies the key characteristics of the landscape of Bramley. In addition to the elements of built character identified in paragraphs 2.12 to 2.17 the following are worthy of note:

- Bramley village has linear early - mid 20th century development linking groups of older buildings;
- the late 20th century housing areas to west, south and east of Bramley Green, are mostly concealed by mature tree belts;
- Bramley is located at the junction of three distinct and contrasting landscapes: open, large scale farmland to the north and east, smaller scale, more enclosed farmland to the south west and the enclosed, wooded Ministry of Defence land to the south;
- the southern edge of the settlement is defined and enclosed by private (MoD) woodland, forming a strong visual and physical barrier.

STRATEGIC BASIS

6.75

The Local Plan recognises that a clear gap

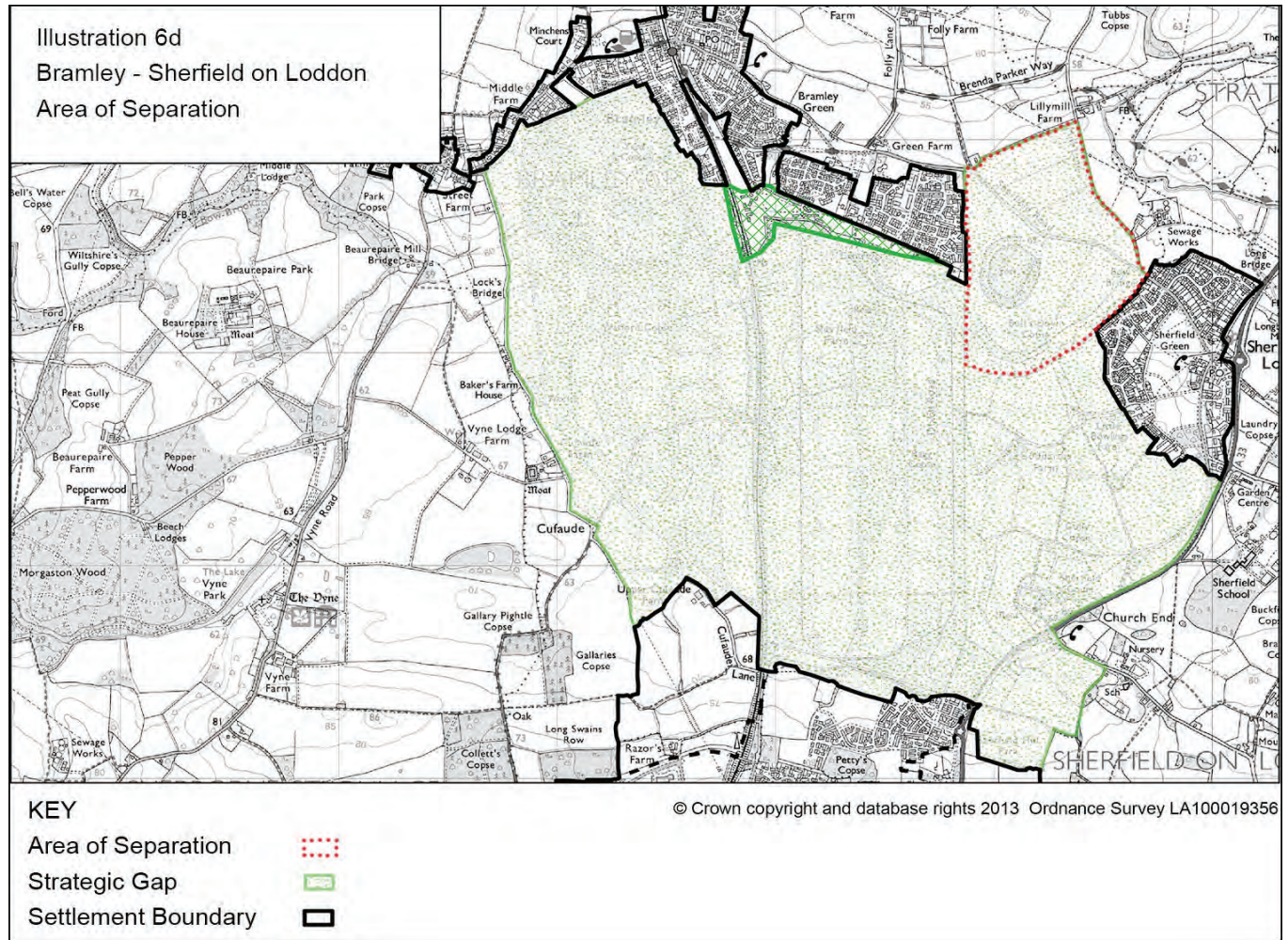
between settlements helps maintain a sense of place for both residents of, and visitors to, the settlements on either side of the gaps. Persons travelling from one settlement to another should have a clear sense of having left the first settlement, travelling through an undeveloped area and then entering the second settlement. Paragraph 6.14 of the Local Plan says that small scale development that is in keeping with the rural nature of the gaps will not be prevented, provided that it is appropriately sited and designed to minimise the impact on the openness of the gap and subject to other policies of the Plan.

6.76

The Local Plan designates a Strategic Gap between Bramley and Basingstoke / Sherfield on Loddon, which is shown in Illustration 6d opposite.

6.77

The Bullsdow Iron Age Plateau Fort, a Scheduled Ancient Monument, is located between Bramley and Sherfield on Loddon.



POLICY RE2: AREA OF SEPARATION

An Area of Separation comprising open agricultural land and woodland, including the Scheduled Ancient Monument, Bullsdow Iron Age Plateau Fort between Bramley village and the village of Sherfield on Loddon, identified in Illustration 6d, will be maintained.

Development which would detract from the open or undeveloped character of this area, or reduce the visual separation of Bramley and Sherfield on Loddon, will not be permitted.

The designation of the land in which the monument lies as an Area of Separation to be maintained as open land will help preserve the setting of the monument.

PURPOSE OF POLICY RE2

6.78

The purpose of Policy RE2 is

- To ensure that Bramley does not merge with the settlement of Sherfield on Loddon.
- To preserve the setting of the Scheduled Ancient Monument, Bullsdown Iron Age Plateau Fort.
- To protect the agricultural land and the open character of the countryside around the village of Bramley
- To prevent the coalescence of settlements and maintain the separate identity of settlements.

APPLICATION OF POLICY RE2

6.79

In general development will not be permitted on the land between Bramley and Sherfield on Loddon. Small scale development may be allowed in certain exceptional cases, such as for Rural Exception Sites delivering affordable housing, or where redundant historic buildings can be brought back into beneficial use.

6.80

The Ministry of Defence land to the south of Bramley is part of the Strategic Gap between Bramley and Basingstoke and Deane as noted in the Local Plan. This is Open Woodland, a restricted area only currently accessible to MOD personnel. If given up by

the MOD, this area should be maintained as Open Woodland and remain as part of the Strategic Gap between settlements.

POLICY RE3: PROTECTION OF LOCAL GREEN SPACE

CONTEXT AND RATIONALE

6.81

Bramley's rural character is largely derived from the areas of green space, whether open countryside, common land or playing fields, which adjoin and interpenetrate the built-up part of the village. The preservation of the rural character of Bramley depends on the protection of these important areas of green space from development.

6.82

Surveys carried out for the previously proposed Village Plan indicated that over 85% of respondents thought that Bramley's open green space was important or very important.

6.83

Appendix E and Illustration 6e identify areas of Local Green Space which are protected by Policy RE3.

STRATEGIC BASIS

6.84

The National Planning Policy Framework states that local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to limit new development to certain special circumstances. The areas identified as Local Green Space in Illustration 6e satisfy the criteria set out in paragraph 77 of the NPPF: these areas are close to the community they serve, have a particular local significance, and are not extensive tracts of land.

PURPOSE OF POLICY RE3

6.85

POLICY RE3: PROTECTION OF LOCAL GREEN SPACE

Bramley's strong rural character is derived from key areas of undeveloped open land around and within the village: these areas are shown in Illustration 6e and are designated as Local Green Space in this Neighbourhood Plan.

Development on designated Local Green Space will not be permitted.

6.89

Bramley parish contains part of the Biodiversity Priority Area identified in the Basingstoke and Deane Green Infrastructure Strategy 2013. Bow Brook, a tributary of the River Loddon, forms the core of the area identified.

6.90

The Local Plan emphasises the importance of protecting the natural environment by ensuring new development does not adversely affect it, and where appropriate sensitively enhancing it and improving access to it. The areas concerned include important landscapes, natural features and areas of biodiversity.

6.91

The National Planning Policy Framework places great importance on the natural environment and the planning system's environmental role in delivering and securing sustainable development. This includes protecting the natural environment, improving biodiversity, using natural resources prudently and mitigating the effects of adapting to climate change.

PURPOSE OF POLICY RE4

6.92

The purpose of Policy RE4 is

- To protect, to enhance and to maintain the ecological balance of the natural

environment in Bramley.

- To facilitate access to the natural environment in the parish of Bramley.

APPLICATION OF POLICY RE4

6.93

New development in Bramley must be located and designed so as to have no adverse impact on important trees, hedgerows and woodland, and as far as possible to have no adverse impact on the rest of the natural environment. Opportunities for the conservation and the sensitive enhancement of the natural environment will be taken as they arise, through planning agreements or conditions as appropriate.

POLICY RE4: PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Appendix E to this Neighbourhood Plan and Illustration 6f identify important trees, hedgerows and woodland in Bramley which host valuable ecosystems and / or have significant amenity value.

Development that results in the loss of important trees, hedgerows or woodland of arboricultural, ecological or amenity value, or which affects Sites of Importance for Nature Conservation, will not be permitted. Development proposals must be designed and located to leave the roots systems of important trees, hedgerows and woodland unaffected.

New trees and hedgerows planted with new development in the parish will be selected to reinforce and reflect local biodiversity.

When opportunities arise important trees, hedgerows and woodland in Bramley will be made more accessible to people on foot and initiatives for ecologically balanced maintenance and management of the natural environment will be introduced, through the use of appropriate planning agreements or planning conditions made when planning permission is granted.

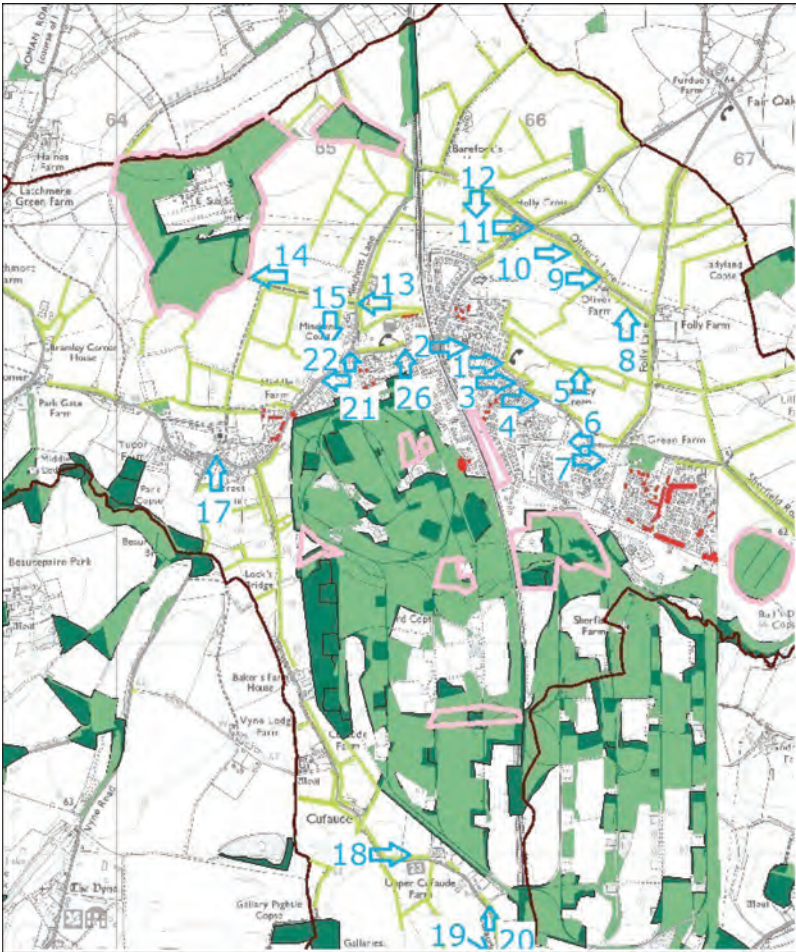


Illustration 6f:
Trees, Woodland,
Hedgerows.

KEY

- National inventory of woodland & trees
- Priority habitat Deciduous woodland
- Parish Boundary
- S.I.N.C.
- Protected trees
- Hedgerows

Selected trees from photographs

See Appendix E to identify numbered trees



6.94

Basingstoke and Deane's Landscape and Biodiversity Supplementary Planning Document provides guidance on the minimum distance between new development and the edge of woodland (20m).

POLICIES FOR TRANSPORT

6.95

The Neighbourhood Plan contains the following objectives for transport:

OBJECTIVES FOR TRANSPORT

- To improve existing footpaths and cycle ways and to provide new footpaths and cycle ways to improve connectivity within Bramley.
- To improve existing footpaths and cycle ways and to provide new footpaths and cycle ways to improve connectivity between Bramley and the surrounding villages and countryside.
- To create additional car parking facilities near to the centre of the village to serve the railway station and the village shops and businesses.
- To improve road safety on the C32, particularly near to the centre of the village.

POLICY T1: IMPROVING THE FOOTPATH AND CYCLE WAY NETWORK

CONTEXT AND RATIONALE

6.96

Evidence gathered during the preparation

of the Neighbourhood Plan and consultation responses from local people confirmed that Bramley has significant traffic issues, which affect functioning and road safety on the C32 particularly in the vicinity of the level crossing. The main problems identified are as follows:

- Frequent queues of vehicles and pedestrians at the level crossing – the barrier is down for 29 minutes out of every hour causing traffic queues of 100m to 350m in length .
- Pavement parking and all-day parking in residential streets in the vicinity of the bakery, one stop shop and railway station.
- Conflicts between queuing traffic and vehicles visiting the bakery and one stop shop.
- The free station car park is frequently full, often reaching capacity by 7am on working weekdays.

- Lanes around the north side of the village are used as "rat runs" to bypass the level crossing and avoid queues.

6.97

In addition pedestrians and cyclists have other issues identified in village surveys including

- Places where there are no footpaths or where footpaths are overgrown.
- No pedestrian crossings on the C32 in the village.
- No defined "safe routes to school".
- No designated cycle ways.
- No footpath to Sherfield on Loddon.

6.98

In 2011 over half of the people of employment age in Bramley travel to work by motor vehicle (55.9%) and 8.7% travel

POLICY T1: IMPROVING THE FOOTPATH AND CYCLE WAY NETWORK

Illustration 6g shows the network of footpaths and cycle ways which will be established in Bramley.

Opportunities will be taken to develop, improve and extend the footpath and cycle way network in order to provide better connectivity within the village, safe routes to school and better access to the countryside and to surrounding destinations. Such opportunities include the granting of planning permissions for development or other proposals which enhance or extend the footpath and cycle way network.

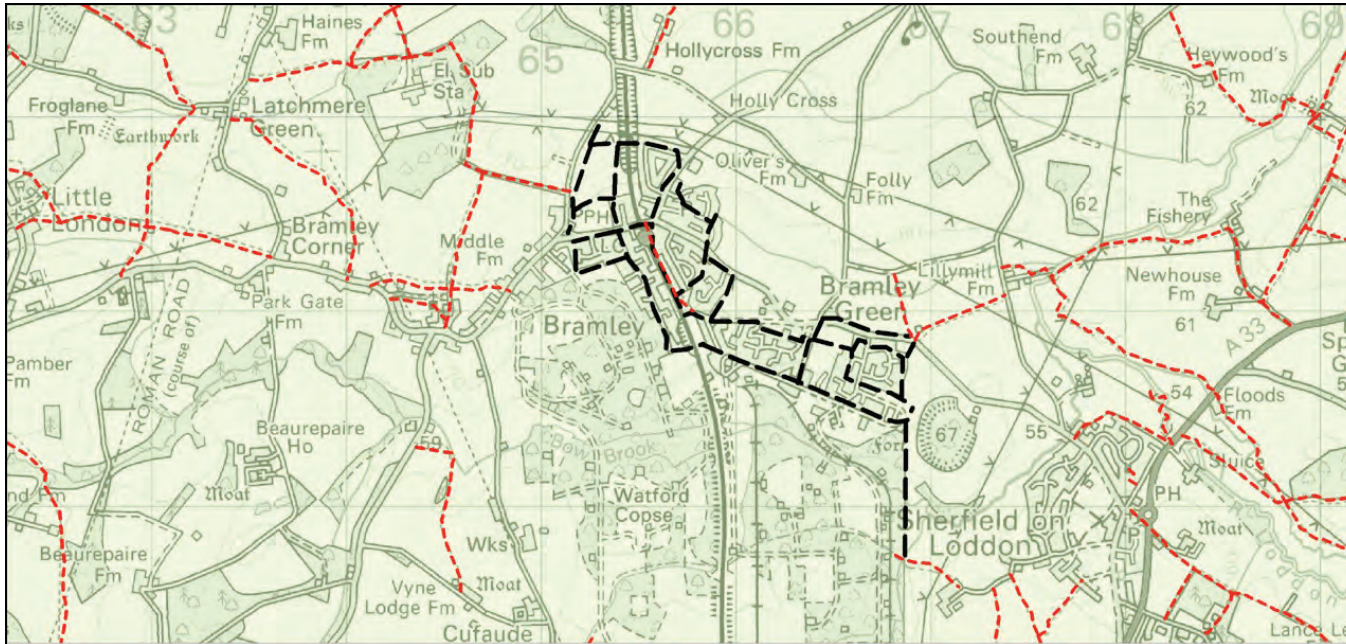


Illustration 6g

Bramley Village Footpath and Cycle Way Network

----- Footpath and Cycle Way Network
 - - - - - Public Right of Way

to work by train. People who walk or cycle to work total 3.3%. Many children walk to school and it is recognised that work is required to improve access to Bramley Primary School. Consultation with children at Bramley Church of England Primary School on the Neighbourhood Plan highlighted their concerns over safe access to the Primary School, in respect of lack of footpaths in some places, footpaths overgrown or without street lights, cars driving too fast through the village, difficulties crossing the road in the vicinity of the bakery and one stop shop, and delays at the level crossing.

6.99

Following consultation with Primary School pupils the Parish Council produced a Safety and Pedestrian Crossing Improvement Scheme Proposal in October 2014. This includes the extension and improvement of the footpath and cycle way network in the village to facilitate safe routes to school.

6.100

Bramley has the advantage of an excellent rail service connecting the village to the towns of Reading to the north and Basingstoke to the south. However, the attractiveness of this service encourages people to drive to Bramley from the

surrounding area and take the train to work. This increases road use in the vicinity of the railway station and generates demand for car parking which is currently not able to be met.

6.101

Bramley is crossed by both a very busy railway line and a busy minor road which intersect near the village centre. Responsibility for highway matters rests with Hampshire County Council, and the solution to the problems arising requires strategic action to deal with the wider highway network which can only be addressed by the County Council.

6.102

Whilst the Neighbourhood Plan is unable to tackle the problems caused by vehicular traffic directly it can seek to promote and create an improved footpath and cycle way network. By providing a more attractive, and more sustainable, alternative to the motor vehicle, congestion and road safety issues can be alleviated. The Parish Council has presented proposals for road crossing improvements and a 20mph speed limit in the vicinity of the level crossing to Basingstoke and Deane Borough Council in order to address these issues and create safe routes to school.

STRATEGIC BASIS

6.103

The National Planning Policy Framework says that "Plans should protect and exploit opportunities for the use of sustainable

transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities."

6.104

The Draft Basingstoke and Deane Local Plan says that walking and cycling have a key role to play in ensuring an increase in sustainable travel. This can be achieved by providing safe walking and cycling routes with appropriate surfaces and lighting that are accessible to all, are convenient to reach, and link to places where services are located (see Draft Local Plan Policy CN9 – Transport and paragraph 5.84).

6.105 Policy T1 seeks to establish an improved network of footpaths and cycle ways in Bramley in order to provide an attractive and more sustainable alternative to the motor vehicle as a means of getting about the village and accessing the railway station, the school and other community facilities.

PURPOSE OF POLICY T1

6.106

The purpose of Policy T1 is

- To improve the footpath and cycle way network in Bramley and provide better connectivity within the village.
- To give pedestrians and cyclists better access to the countryside and surrounding areas.

APPLICATION OF POLICY T1

6.107

New developments in Bramley will be expected to contribute towards the provision or improvement of the pedestrian and cycle way network identified in Illustration 6g. This will be achieved through planning agreements, levies or conditions, which secure a financial or a physical contribution to the improvement of the network.

POLICY T2: IMPROVING ROAD SAFETY IN BRAMLEY

CONTEXT AND RATIONALE

6.108

There are several places on the C32 through Bramley village where traffic hazards are increased. The locations of the following traffic hazards were identified by the Parish Council through consultation and surveys,



and recorded in the report Evaluation of Transport Effects on Bramley in the Prospect of Further Development and in the earlier Transport Survey:

- Level crossing
- Minchens Lane railway bridge
- Bramley Corner
- Vicinity of One Stop Shop and Bakery
- C32 east from Campbell Road
- Rural roads north of C32 used to bypass the level crossing
- Cufaude Lane
- Pedestrian islands Forge Field

6.109

Hampshire County Council Highways Department records of road accidents in Bramley over the five year period October 2009 to September 2014 show that 16

POLICY T2: IMPROVING ROAD SAFETY IN BRAMLEY

All proposals for significant new development in Bramley in the vicinity of known traffic hazards identified in paragraph 6.94 must be accompanied by a Traffic Impact Assessment which describes how the proposed development will affect vehicle movements, parking, access including for service vehicles, and road safety.

All proposal for significant new development which have an impact on known traffic hazards must make provision for appropriate mitigation or improvement measures to improve road safety.

accidents took place on the C32 in the vicinity of Bramley village, of which 5 were in close proximity to the level crossing.

6.110

Development proposals which may affect or increase usage of the C32 will be closely scrutinized to ensure that traffic hazards on that road are not exacerbated and where possible are reduced. Policy T2 requires a traffic impact assessment to be carried out to determine the traffic impact of all relevant development proposals and to determine the mitigation or improvement measures required to offset or reduce existing or potential traffic hazards.

STRATEGIC BASIS

6.111

The National Planning Policy Framework says that developments should be located and designed where practical to create safe

and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

6.112 The Local Plan says that new development must avoid inappropriate traffic generation, must not compromise highway safety and must minimise conflicts between traffic and pedestrians or cyclists.

PURPOSE OF POLICY T2

6.113

The purpose of Policy T2 is

- To improve road safety in Bramley.

APPLICATION OF POLICY T2

6.114

For the purposes of Policy T2 significant development is defined as development that involves 10 or more dwellings or 100m² or more of floor space.

6.115

For development proposals defined in Policy T2 a Traffic Impact Assessment will be required which provides evidence that the development will not make known traffic hazards worse and, where increased traffic movements are inevitable, measures are taken to eliminate or satisfactorily offset any predicted problems.

POLICIES FOR EMPLOYMENT

6.116

The Neighbourhood Plan contains the following objectives for employment:

OBJECTIVES FOR EMPLOYMENT

- To support small scale employment development within Bramley, which provides high quality jobs.
- To enable the provision of high speed broadband and support employment growth.

POLICY E1: NEW EMPLOYMENT DEVELOPMENT

CONTEXT AND RATIONALE

6.117

A survey of employers in Bramley revealed that out of 539 jobs located in the village only 76 (14.1%) are held by people living in Bramley (see paragraph 2.30).

6.118

Local jobs for local people mean less commuting and a more sustainable lifestyle, reducing individuals' travel costs and increasing the leisure time that they have available, as well as reducing carbon

POLICY E1: NEW EMPLOYMENT DEVELOPMENT

Proposals for the development of new small businesses and for the expansion or diversification of existing businesses in the parish of Bramley will be encouraged, providing that

- a) it can be demonstrated that there will be no adverse impact resulting from increased traffic, noise, smell, lighting, vibration or other emissions or activities generated by the proposed development; and
- b) no adverse impact on the natural or built environment will result from the proposed development; and
- c) where relevant, opportunities are taken to secure the re-use of vacant or redundant historic buildings as part of the development.

Development proposals for new employment development must provide a Connectivity Statement setting out how the development will help achieve a fibre optic connection to the nearest connection chamber in the public highway. Wherever possible the development must provide suitable ducting to enable more than one service provider to provide a fibre connection to the development.

emissions. Whilst the highway network in Bramley does not have the capacity to accommodate significant employment growth, it is nevertheless important to support a modest level of new employment development to enable existing businesses to thrive and new businesses to emerge.

6.119

Campbell Court in Bramley is designated a Strategic Employment Site in the Basingstoke and Deane Local Plan and provides some 217 jobs. In addition Bramley has small

employment developments at Cufaude Lane (84 jobs) and Minchens Lane (71 jobs) which involve the conversion of redundant historic buildings and new buildings designed in a complementary style. These developments accommodate modern businesses and provide high quality jobs.

6.120

High speed broadband is an essential component of the modern competitive economy. The Bramley household survey in July 2013 revealed a need for faster

broadband to support businesses and home workers, as well as for domestic use.

6.121

The provision of good telecommunications is particularly important in rural areas and in supporting the viability and sustainability of rural enterprise and home-working. Currently fibre optic connections are the most robust and future-proof method of delivering high performance connectivity and this should be the aim for all new developments.

STRATEGIC BASIS

6.122

The National Planning Policy Framework says that "Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment". Planning should proactively drive and support sustainable economic development to deliver the businesses that the country needs to support an economy fit for the 21st century. To promote a strong rural economy, local and neighbourhood plans should support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through conversion of existing buildings and well designed new buildings.

6.123

The Local Plan seeks to facilitate access to local employment opportunities. It seeks to enhance existing and enable the provision of new high quality employment space. It recognises that the rural economy of the

borough faces a number of challenges including the restructuring of agriculture, varying levels of economic infrastructure (including low speed or non-existent broadband connections) and lack of appropriate employment premises. By permitting small scale economic expansion, the Borough Council can promote sustainable rural areas as set out in the Plan.

economic development within Bramley which is appropriate in scale, supports existing local businesses, and where appropriate brings vacant historic buildings back into beneficial use. Development considered against Policy E1 must be small scale and of an intensity appropriate to its context, must not impact detrimentally on residential amenity, must have no adverse effect on the natural or built environment, and must not have an

adverse impact on the highway network. In the context of Bramley with its limited road infrastructure this means that only small scale employment development will be appropriate.

PURPOSE OF POLICY E1

6.124

The purpose of Policy E1 is

- To enable existing and new small businesses in Bramley to grow and develop.
- To facilitate the provision of high speed broadband for business users.

APPLICATION OF POLICY E1

6.125

In applying Policy E1 the aim is to facilitate

6.126

The provision of good telecommunications is particularly important in rural areas and in supporting the viability and sustainability of rural enterprise and home-working. Currently fibre optic connections are the most robust and future-proof method of delivering high performance connectivity and this should be the aim for all new developments. Early discussions between the applicant and the fibre optic broadband service providers are encouraged.



APPENDIX A LIST OF EVIDENCE AND SOURCES

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