

Bramley

Neighbourhood Development Plan 2011 - 2029



February 2017

Bramley Neighbourhood Development Plan 2011 - 2029

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Prepared for Bramley Parish Council by

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ENTERPRISE CIC

FOREWORD

Neighbourhood Plans derive from the Government's determination, through the Localism Act, to ensure that local communities are closely involved in the decisions that affect them.

In February 2013 Bramley Parish Council applied to Basingstoke and Deane Borough Council (BDBC) for the Parish of Bramley to be an agreed Neighbourhood Planning Area. Once accepted, then the Parish Council agreed that a Neighbourhood Planning Steering Group be set up including Parish Council Members, Community volunteers, Business people from the Parish and Land Owners. The agenda, to establish a vision for Bramley Parish through the Neighbourhood Plan which delivers the local communities needs and aspirations but at the same time being in accord with the Borough Councils emerging Local Plan 2011-2029, now in the Submission stage.

The Neighbourhood Plan is a statutory document that will be incorporated into the Borough planning framework, and must be used by BDBC to determine planning applications. The Neighbourhood Plan has been produced by local residents, with the support of the Bramley Parish Council,

using the views of the residents of Bramley Parish and has been brought together by specialist neighbourhood planning consultants, Urban Vision Enterprise CIC. Financial support has been provided by the nationwide community support organisation, Locality and through the Community Rights Programme, Groundwork UK. The Bramley Neighbourhood Planning Steering Group has consulted with and listened to the community on a wide range of issues that will influence the well-being, sustainability and long-term preservation of this rural community. Every effort has been made to ensure that the views and policies contained in this document reflect those of the majority of Bramley residents.

Once the Plan has been made, following a favourable local referendum, the Bramley Neighbourhood Plan will form part of the development plan and become, with the Borough Council's Local Plan, the starting point for deciding where development should take place and the type and quality of that development, ensuring that development is sympathetic to, and improves the look and feel of, the village and in line with the Boroughs Allocation procedure, gives residents preferred access to many of the

new dwellings. The plan will also provide the Parish with the opportunity to access 25% of the Community Infrastructure Levy to improve facilities and the infrastructure, projects being identified by the Parish Council in conjunction with the Borough to improve community facilities, services and the local environment to ensure that the quality of life of existing residents is improved and that future generations continue to enjoy an excellent quality of life.

Malcolm Bell

Chair Neighbourhood Planning
Bramley Parish Councillor

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PREFACE

Bramley Neighbourhood Development Plan ("Bramley NDP") started out in early 2013. In the Basingstoke & Deane Borough Council ("BDBC") draft Local Plan Bramley was allocated "approximately 200" houses to be met through Policy SS5 Neighbourhood Planning. The figure appeared to be derived from a local housing need of 72, which computed to approximately 200 allowing for a 40% affordable housing ratio.

The Steering Group was tasked by Bramley Parish Council to produce a Neighbourhood Plan that was in accord with the Local Plan and expressed the views of the community gained through consultation. Through extensive community consultation and data analysis, Bramley NDP identified the main issues facing the village:

- Excessive increase in housing over the last 30 years (198% increase 1981-2011 compared with 53% & 39% for Whitchurch & Overton (2 comparable large villages).
- High levels of traffic from through traffic and traffic circulating the village centre (c. 3,300 per day) and the impact on the restricted road network/ infrastructure. Reliance on cars, poor bus service.
- Level crossing over the main C road through centre of village with barrier downtime c. 30 minutes per hour causing congestion and pollution for pedestrians and other car users.
- The Primary School has been in and out of "Special Measures" over the past few years.

Pupil behaviour and safety was an issue. The latest Ofsted report, March 2016, is "good" which it is hoped will be maintained.

- Pressure on medical practice, and sewage and drainage.
- Lack of facilities particularly compared with other larger villages (e.g. only 1 small village shop, 1 pub, shortage of recreational facilities and network of footpaths & cycle paths).
- Lack of station and shop parking causing congestion in nearby roads.
- The need to protect the rural aspect of Bramley under threat of being eroded after decades of development.
- Community feedback indicated that the majority did not want further housing development because of the detrimental impact on quality of life and the serious lack of infrastructure improvements that have resulted from previous housing developments.

Physical constraints to development include the road network i.e. one main road through the village onto which the majority of traffic converges which is bisected at the centre by a level crossing, plus flooding issues; sewerage and drainage constraints; lack of further suitable sites for development .

Planning approval was granted for 200 houses on Minchens Lane site which met the housing allocation for Bramley through SS5

neighbourhood planning policy, confirmed by the Portfolio Holder of the emerging Local Plan and the Planning Officer.

In December 2015 SS5 of the BDBC Local Plan was amended to read "at least 200" houses for Bramley. Since the NDP process began, the number of houses with planning permission approved on sites bordering the village boundary currently stands at 315 (not including the approved Razors Farm or the proposed Upper Cufaude Farm development, both within Bramley Parish). This far exceeds the commitments that Bramley needed to make under the draft Local Plan SS5 policy or the amended Local Plan.

The conclusions drawn from all the work during the NDP process is that the current infrastructure in Bramley is insufficient to support further expansion unless addressed in line with further development.

This Neighbourhood Plan through consultation, analysis and research expresses the views of the local community to achieve the Vision for Bramley and will be a key part of the statutory development plan which BDBC will use as the basis for making decisions affecting Bramley Parish in the years to 2029.

Bramley Neighbourhood Plan Steering Group

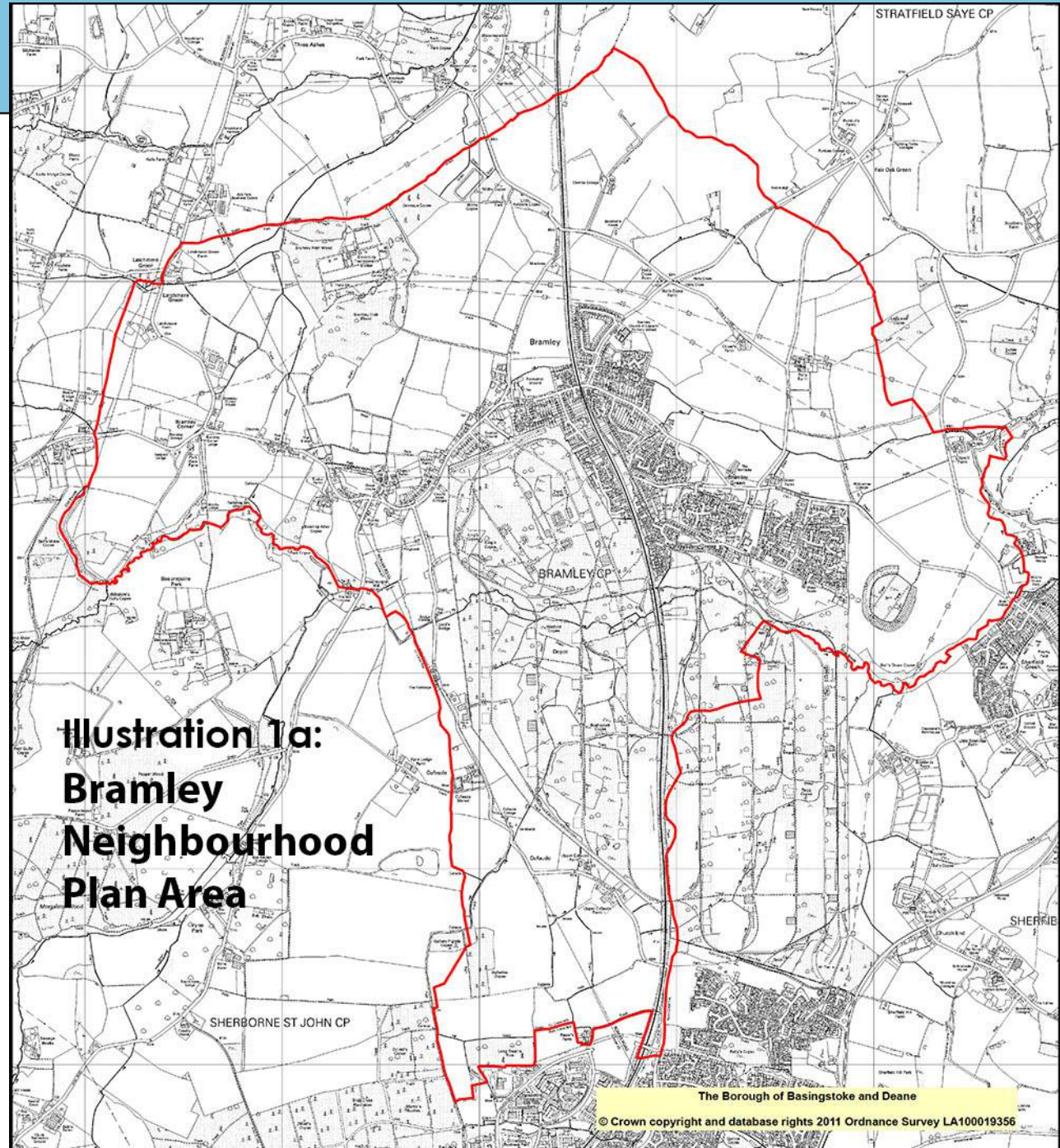
1 INTRODUCTION

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 empowers Bramley Parish Council to produce a Neighbourhood Plan for the Parish of Bramley. The Bramley Neighbourhood Area is shown in Illustration 1a opposite.



PURPOSE OF THE 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 period 2011 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.

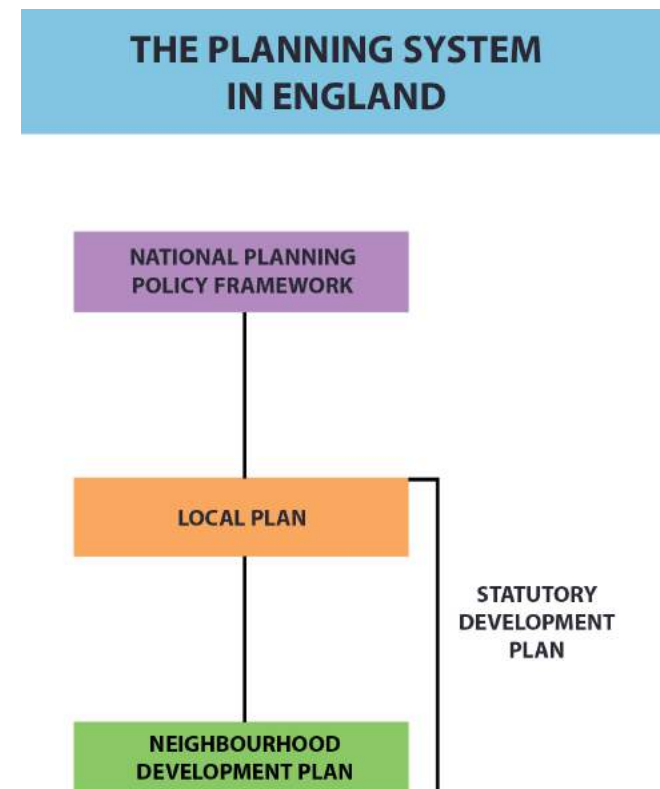
1.08

In planning the future development of their areas local planning authorities must set out the level of growth in housing and employment, which will take place over the next 10 to 15 years. 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



MAIN STAGES IN PRODUCING BRAMLEY NEIGHBOURHOOD PLAN



of the statutory development plan for the area. Consequently it may only deal with the same range of matters as all other statutory development 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.

NEIGHBOURHOOD PLAN PROCESS

1.10

The neighbourhood plan process is set out in the Neighbourhood Planning (General) Regulations 2012 (as amended), which 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.

1.11

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

1.12

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.

1.13

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 Neighbourhood Plan the Steering Group has been supported by Planning Aid England, URS planning consultants, neighbourhood planning specialists, Urban Vision Enterprise CIC, and AECOM. 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.

1.14

The Parish Council 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 has been the subject of a 6 week period of statutory consultation before the plan can be submitted to Basingstoke and Deane Borough Council.

1.15

During formal consultation the Parish Council advertised that the draft Neighbourhood Plan is available for people to comment on. The publicity notified people of where they could see a copy of the Neighbourhood Plan, the deadline for comments, and where they could be returned. Details and all relevant documents were available on the

Bramley Neighbourhood Plan website - <http://bramleyndp.org.uk/> - and forms were made available for people to register their comments.

1.16

After the formal consultation period the Parish Council considered all the representations received and decided how to respond to them. This included making appropriate modifications to the draft Neighbourhood Plan.

1.17

The amended Neighbourhood Plan was submitted to the Borough Council in June 2016, along with a Consultation Statement and a Basic Conditions Statement explaining how the Neighbourhood Plan satisfies the defined requirements.

1.18

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. At this stage comments must focus on whether the Neighbourhood Plan satisfies the basic legal conditions.

1.19

Following the 7 week publicity period the Borough Council appointed an independent examiner, Janet L Cheesley BA(Hons) DipTP

MRTPI, 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.

1.20

The independent examiner's report 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.

1.21

In her report of October 2016 the examiner recommended the Bramley Neighbourhood Development Plan 2011 to 2029, as modified by her recommendations, should proceed to Referendum. All people on the electoral register who live in the Neighbourhood Area (Bramley Parish) will be entitled to vote in the referendum.

1.22

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 Bullsdon 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 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 the



village of 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. The medieval moated site west of Upper Cufaude Farm lies 1km to the south of the historic village and is a Scheduled Monument. 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. In total Bramley parish has 50 entries on the national list, some of which include more than one building (see Appendix H), and 14 entries in the Local List of Buildings of Architectural or Historic Interest (2007).

2.06

The Bramley and Bramley Green Conservation Area Appraisal has a late 19th century map showing 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 of 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;

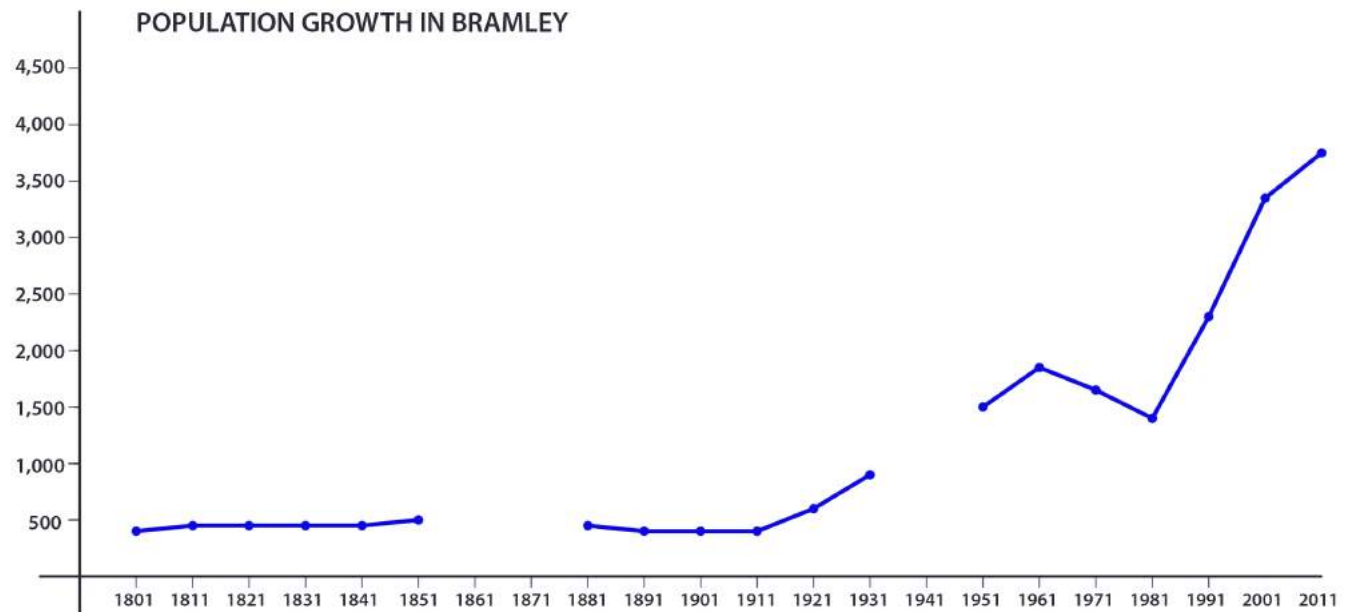
from that date the population grew steadily reaching 1,856 by 1961, largely as a result of the expansion of the Army base at Bramley Camp. However, over the next two decades the number of Army personnel declined and from 1961 to 1981 Bramley's population fell by 436 to 1,420.

2.10

In 1981 Bramley began to grow again and by 2011 the population was 4,233. The graph below illustrates population growth for the period 1801 to 2011 (no data is available for 1861, 1871 and 1941).

2.11

The marked increase in the population



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

of Bramley since 1981 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. When Bramley Camp was at its peak in about 1961 there were 441 houses in Bramley. However, from 1981 the housing stock increased markedly, mainly as a result of development allocations in former Basingstoke and Deane Borough Council local plans. Between 1981 and 2011 the number of houses in Bramley more than tripled from 500 to 1,662 dwellings, as shown in the table above.

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. 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 Bramley and Bramley Green Conservation Area was designated in 1983 by Basingstoke and Deane Borough Council in recognition of its special architectural and historic interest. The Conservation Area is divided into two - the main village centre of Bramley and Bramley Green. The latter is one mile east of the centre but is considered part of the village. A Conservation Area Appraisal for Bramley and Bramley Green was produced in April 2004 and defines the special character

of the area in terms of key individual buildings and groups of buildings, building materials and the character of the open spaces, including important views.

2.15

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.

2.16

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.

2.17

The great majority of buildings are no more than two storeys in height. Some of the more recent residential development has three storey housing. A Character Assessment of Bramley Village was produced, in order to define the special character of the different parts of Bramley (see Appendix C) and to provide an evidence base for policies in the Neighbourhood Plan which seek to preserve and enhance the special character of the different parts of the village.

2.18

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. Bramley village is surrounded by areas of open countryside which are important in maintaining the rural character of the area.

2.19

The Neighbourhood Area includes several Sites of Importance 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

2.20

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 provides 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

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 Minchens Lane.
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.

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.

2.21

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.

2.22

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 the draft Neighbourhood Plan the Steering Group has been supported by Planning Aid England, URS planning consultants, and neighbourhood planning specialists, Urban Vision Enterprise.

2.23 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.

2.24

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 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

2.25

The principal issues arising from the June 2013 household survey focused on housing, transport, the environment, community facilities, safety, recreation and education and are summarized in the paragraphs 2.26 to 2.38 following.

HOUSING

2.26

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,

2.27

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

2.28

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 their consultation comments many people mentioned that the continuing high level of new housing development is placing increasingly unacceptable pressure

on this intersection.

2.29

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

2.30

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

2.31

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

2.32

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

2.33

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

2.34

The view of the community is that the rapid growth of Bramley has put pressure on the village school. Ofsted inspected the school in November 2013 and found that the school required improvement. In June 2014 they found that improvement was needed to pupil behaviour and safety. The most recent Ofsted inspection in March 2016 found the school to be good. A recent expansion of the school has created an additional 105 places moving the school from 60 to 75 places per year group along with improvements to facilities,

creating some spare capacity which the education authority anticipate will be able to accommodate current forecasts for additional places. Places for pupils from Razors Farm and Upper Cufaude Farm will be reviewed against the principle of providing school places as local as possible to those areas and should not affect Bramley School.

2.35

There is a lack of facilities for teenagers in the village.

EMPLOYMENT

2.36

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

2.37

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

2.38

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.

2.39

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 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, fulfils local housing needs, and enables locally needed infrastructure to be delivered.

3.06

The purposes of BSA1 are to meet the minimum housing allocations of the adopted 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 Basingstoke and Deane Local Plan 2011-2029.

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

1C: To ensure that new housing development makes a contribution towards the provision or maintenance of locally needed infrastructure which is proportionate to the size of the development.



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

and that new developments are not so large that they would have an adverse impact on the rural or 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.

3.08

The purpose of strategic aim BSA2 is to ensure that the rural nature of Bramley is protected



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.

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

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

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.

3.12

The purpose of strategic aim BSA4 is to ensure that any new development does not adversely affect the historic rural character of Bramley.

3.13 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 conserve and enhance the historic character of Bramley.

3.14

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.

3.15

The Objectives arising from this strategic aim are as follows:



3.16

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.

3.17

The objectives arising from this strategic aim are 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, particularly near to the centre of the village.

BAS7: To provide opportunities for suitable new small-scale local employment development in Bramley.

3.18

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

3.19

The objectives arising from this strategic aim are as follows:

7A: To support appropriate small-scale employment development within Bramley which provides high quality and/or locally beneficial jobs.

7B: To enable the provision of high speed broadband to support local employment.



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

A Neighbourhood Plan meets the basic conditions if it

- has regard to national policies and advice contained in guidance issued by the Secretary of State,
- contributes to the achievement of sustainable development,
- is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),

- does not breach, and is otherwise compatible with, EU obligations.

4.03 The Bramley Neighbourhood Plan was submitted to Basingstoke and Deane Borough Council and it was accompanied by a Basic Conditions Statement demonstrating that the Neighbourhood Plan satisfies the Basic Conditions. (See diagram in Section 1, page 3 - 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 net 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 local strategic policy, which is provided by the adopted Local Plan for the area. During the preparation of the Neighbourhood Plan the Basingstoke and Deane Borough Local Plan 1996-2011 (Saved Policies 2009) was in force. However, a new Local Plan was in preparation concurrently and this was formally adopted by the Borough Council on 26 May 2016. The Bramley Neighbourhood Plan has been prepared with reference to both the Local Plan 1996-2011 and the new Local Plan 2011-2029, in order to ensure general conformity with strategic local policy.

4.09

The Basingstoke and Deane Local Plan 2011-2029 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 Local Plan 2011-2029, wherever these policies can be applied to the Bramley Neighbourhood Area.

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 Local Plan 2011-2029 envisages providing 15,300 new dwellings across the Borough of Basingstoke and Deane over the plan period



and in paragraph 3.1 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

With regard to Bramley, the Local Plan 2011-2029 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 at least 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 Local Plan 2011-2029 makes a housing allocation of at least 200 homes for Bramley (in addition to specific strategic allocations at Razor’s Farm and Upper Cufaude Farm), 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 Local Plan 2011-2029 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 Local Plan 2011-2029 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 Local Plan 2011-2029 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

Central government’s small sites affordable housing contributions policy was confirmed by the Court of Appeal in May 2016 and introduced a national threshold of ten units or fewer (and a maximum combined gross floor space of no more than 1,000 square metres) beneath which affordable housing and tariff style contributions should not be sought. This will not apply to Rural Exception Sites. Given the clear evidence of high levels of need for affordable housing in the Borough the Local Plan 2011-2029 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 Local Plan 2011-2029 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 Local Plan 2011-2029 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 Local Plan 2011-2029 Policy EP2 – Employment Land and Premises).

4.19

The Local Plan 2011-2029 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 Local Plan 2011-2029 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 Local Plan 2011-2029. and the Neighbourhood Plan aims to align with relevant strategic policies in the Local Plan. The Basingstoke and Deane Local Plan 2011-2029 focuses development primarily on Basingstoke, with appropriate levels of growth in the settlements of Witchurch, Overton, Bramley, Kingsclere and Oakley.

5.02

Policy SS5 - Neighbourhood Planning – in the Local Plan 2011-2029 makes an allocation of at least 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. Subsequently further planning permissions

have been granted for 65 houses on land off The Street and 50 houses at Strawberry Fields.

5.03

In addition the Local Plan 2011-2029 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 2017/18 to 2022/23 (policy SS3.3 – Razor's Farm). A large percentage 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 Farm to be delivered during 2020/21 to 2025/26 (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 810 additional new dwellings are scheduled to be built in Bramley parish, thus urbanising rural green space.

EXPANSION OF BRAMLEY FROM 1991

5.04

The Basingstoke and Deane Local Plan 2011-2029 identifies the Borough's larger settlements as Basingstoke, Whitchurch, Overton, Bramley, Kingsclere and Oakley. In the data which follows Bramley has been compared to the village of Overton and the town of Whitchurch because these latter two settlements were of a broadly similar size to Bramley in 2011 in terms of numbers of dwellings 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. It should be noted that the information presented in the following paragraphs is specifically for the purposes of the Bramley Neighbourhood Plan and no inference is made regarding policies in any other Parish.

5.05

The evidence in the paragraphs that follow shows that between 1991 and 2011 the rate of expansion 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, notably medical services (doctors), social facilities (village hall), and utilities (drainage). 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 expansion should be much more carefully controlled

and must be accompanied by corresponding improvements to local infrastructure, to be determined by an independent assessment.

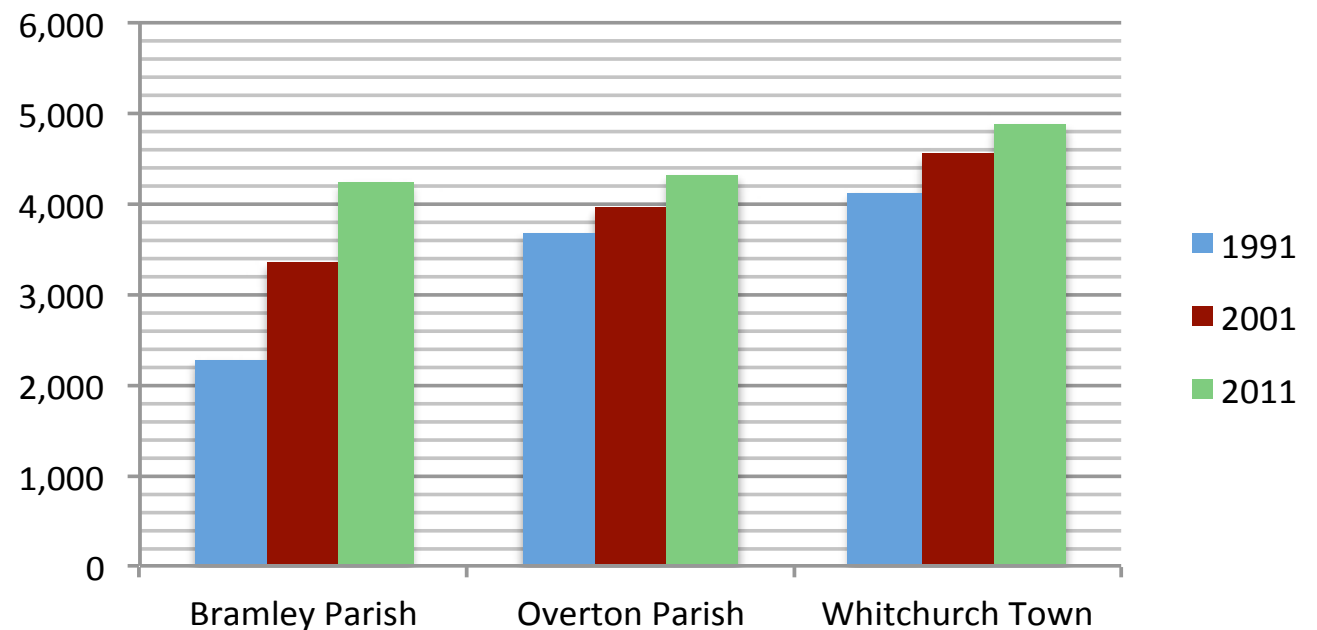
5.06

The Parish Council has gathered a comprehensive portfolio of evidence to support the above conclusions, summarised in the document Data Analysis of Bramley's

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

	Population			1991-2011
	1991	2001	2011	% increase
Bramley Parish	2,278	3,348	4,233	85.8
Overton Parish	3,668	3,948	4,315	17.6
Whitchurch Town	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



Expansion (April 2015) which contains data on population and housing growth over recent decades, together with an assessment of the capacity of local infrastructure.

5.07

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

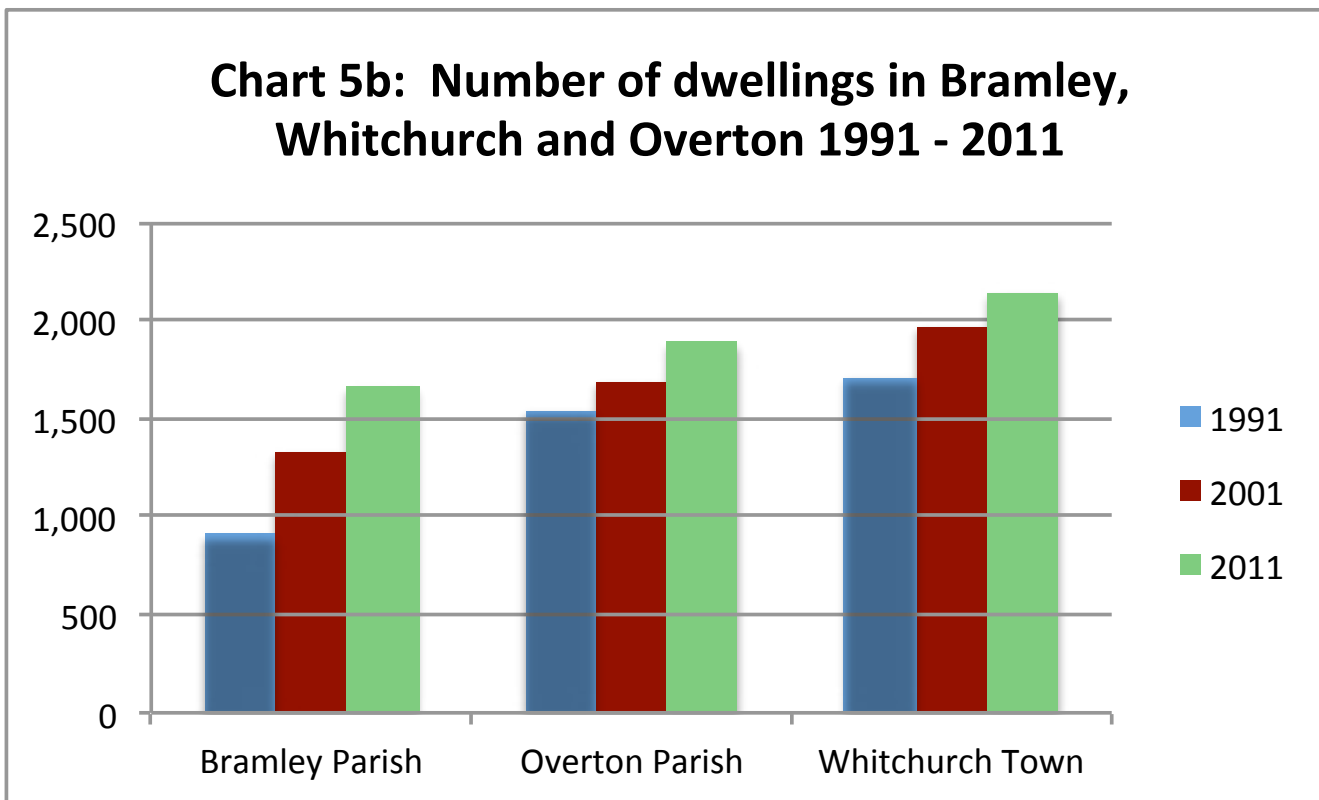
settlements of Overton (17.6% increase) and Whitchurch (18.1% increase), and that in Basingstoke and Deane as a whole (15.9% increase).

5.08

Table 5b and Chart 5b 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 Parish	911	1,334	1,662	82.4
Overton Parish	1,543	1,693	1,885	22.2
Whitchurch Town	1,712	1,974	2,140	25.0
Basingstoke & Deane	57,560	62,760	70,936	23.2

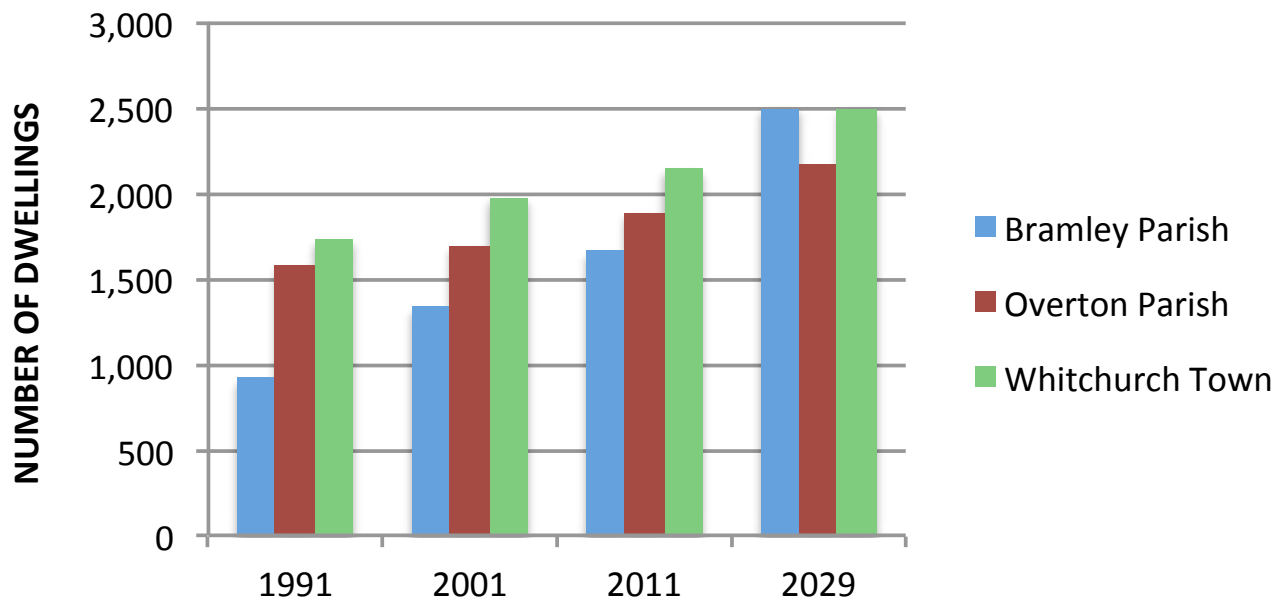
Chart 5b: Number of dwellings in Bramley, Whitchurch and Overton 1991 - 2011



5.09

A projection of the future growth of the parishes of Bramley and Overton and Whitchurch town based on the strategic housing allocations in the Basingstoke and Deane Local Plan 2011-2029 shows that this rate of growth is going to continue to 2029. During this period an additional 810 dwellings are planned for Bramley parish, 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

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



by far the smallest number of dwellings of the three parishes to having the largest number of dwellings, as illustrated in Chart 5c.

5.10

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 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

5.11

As well as the strategic housing sites allocated in the Local Plan 2011-2029 at Razor's Farm and Upper Cufaude Lane, Bramley Neighbourhood Plan must accommodate at least 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 if there is evidence of need and the development would be advantageous for the parish as a whole.

5.12

Additional development in Bramley would provide an increased customer base for local businesses and potentially a financial benefit in the form of developers' contributions from Section 106 monies, or from 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.

5.13

CIL contributions will be 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. CIL contributions will be determined by the Borough Council's CIL charging schedule, which will be brought into force after the Local Plan has been adopted. 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%.

5.14

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

5.15

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.

5.16

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 settlements 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.

5.17

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.

5.18

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.

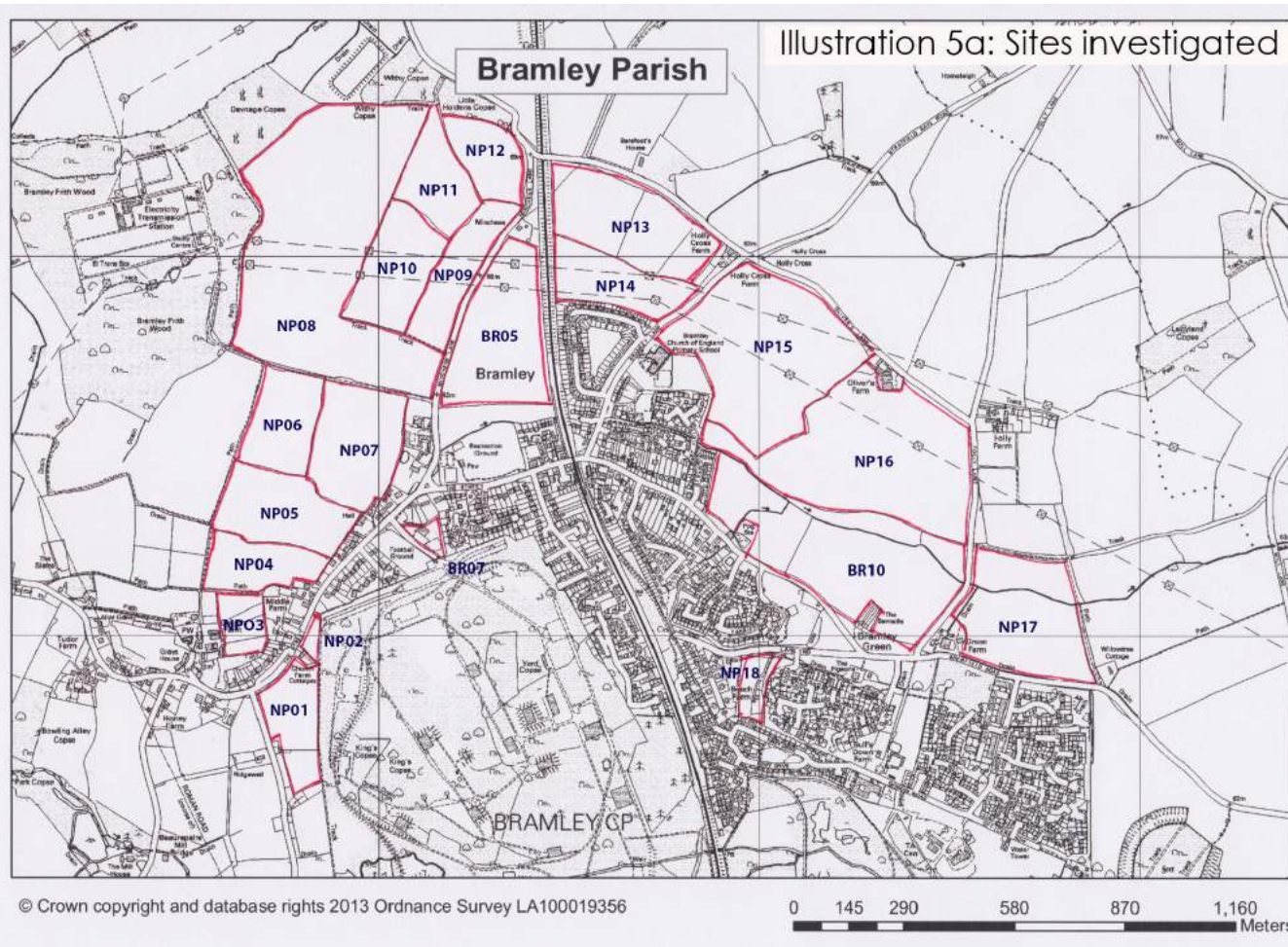
5.19

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

5.20

In considering future development options for the parish the Steering Group identified 21 sites in and around the village of Bramley potentially suitable for future housing development (see Illustration 5a opposite). These included 3 sites which were identified in the Basingstoke and Deane Strategic Housing Land Availability Assessment 2014 (SHLAA) – sites BR05, BR07 and BR10. Site BR05 (Minchens Lane) was not investigated in detail because a planning application had been submitted for 200 houses on the site, which the Parish Council considered would be suitable to deliver the minimum



number of new homes required in the Local Plan 2011-2029. The remaining sites were investigated by means of a visual survey, analysis of evidence, scoring against criteria, and community consultation at development options workshops.

5.21

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.

5.22

During the preparation of the Neighbourhood Plan planning permissions were granted for a total of 315 new houses in Bramley Village: 200 houses at land off Minchens Lane, 65 houses on land at The Street, and 50 houses at Strawberry Fields. These proposals significantly exceed the requirements of Local Plan policy SS5 – Neighbourhood Planning – to provide at least 200 additional new homes in Bramley village over the plan period.

5.23

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 proposed in the then emerging Local Plan had been significantly exceeded by granting planning permissions for 315 new houses at Bramley village, the Parish Council decided that the Neighbourhood Plan would make no specific site allocations for further housing growth.

5.24

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 potential further proposals for new housing development in the future. The local community's view, expressed in responses to consultation, was that large housing

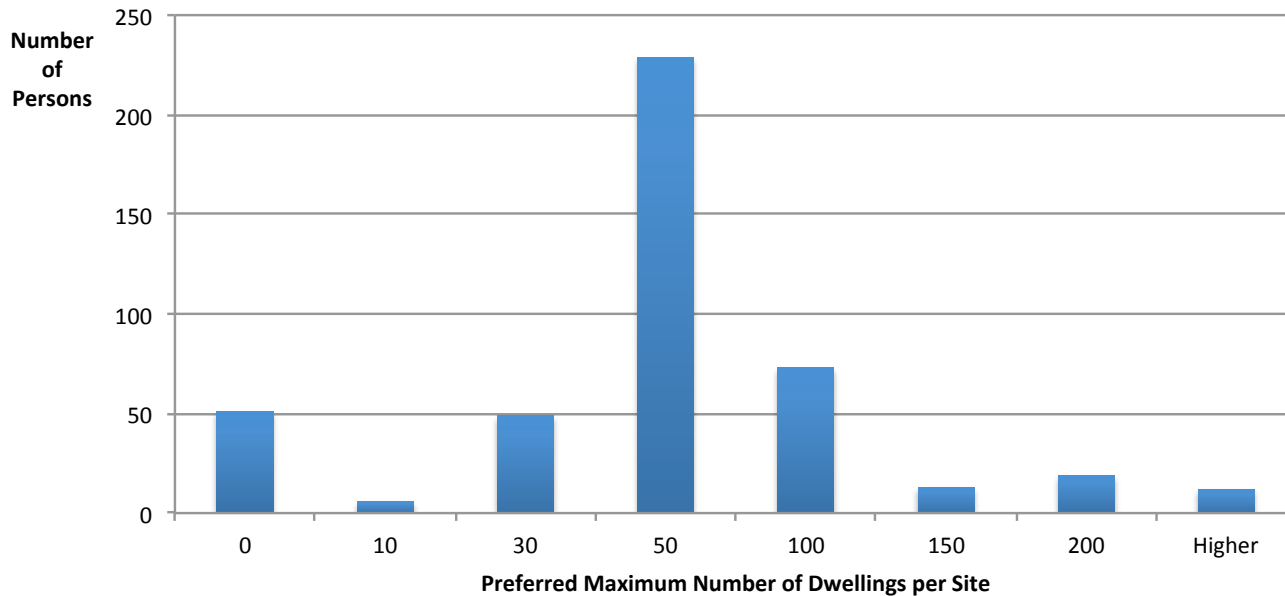
developments were putting the much valued rural character of Bramley at risk. The Parish Council therefore agreed that the key factor was the size of individual development proposals.

5.25

A further round of community consultation was undertaken during September to October 2014 to determine what size of future housing development would be considered most appropriate by the local community. Table 5c below shows the results. Out of a total of 452 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, 229

Table 5c: Preferred Maximum Size of New Individual Housing Developments in Bramley - Results of Community Consultation		
Max. No of Dwellings	No of Persons	%
0	51	11.28%
10	6	1.33%
30	49	10.84%
50	229	50.66%
100	73	16.15%
150	13	2.88%
200	19	4.20%
Higher	12	2.65%
	Total =	452
		100.00%

Chart 5d: Preferred Maximum Size of Individual New Housing Developments in Bramley - Results of Community Consultation



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.

5.26

Chart 5d shows this information in graphic form. The clear majority view of the local people who commented (229 respondees - 51%) was that future housing developments should be no more than a maximum of 50

new dwellings in each individual proposal. A further 106 persons (23%) thought that the maximum limit should be lower than 50 new dwellings. Thus a total of 74% of consultation respondents thought that the maximum number of new houses on any individual development in Bramley should be 50 dwellings or less.

5.27

In determining the limit which should be set for the size of each future new housing development the Parish Council considered the impact of new housing developments of

more than 50 dwellings on the character of Bramley.

5.28

The Parish Council identified several strong environmental reasons for restricting the size of individual housing developments in Bramley as follows:

- inadequate transportation infrastructure, including 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 settlements such as Overton and Whitchurch;
- the disproportionate increase in population and dwellings in recent decades compared to similar settlements;
- the increase in number of private cars in recent years and relatively high reliance on the car in Bramley compared to similar settlements;
- the likely adverse impact of large housing developments on the historic character of Bramley and its valued rural setting, including by adversely affecting green space, important views, habitats, etc.

5.29

The Parish Council concluded that developments of more than 50 dwellings would have a significant impact on the rural setting of Bramley, and this would conflict with several of the strategic aims and objectives of the Neighbourhood Plan, namely

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

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.

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

5.30

Further support for a limit of 50 dwellings on each individual development site was provided by the updated Strategic Environmental Assessment (SEA) carried out for Bramley Neighbourhood Plan. This considered three alternatives -

- 1) Permit only schemes of up to 25 homes;

- 2) Permit only schemes of up to 50 homes;
- 3) Permit only schemes of up to 100 homes.

5.31

The updated SEA concluded that smaller schemes are to be supported from a 'historic environment and landscape' perspective, albeit smaller schemes may be less ideal from a perspective of wishing to maximize affordable housing delivery. This finding is broadly supportive of the 50 dwellings limit, as schemes of this size should be sufficiently viable such that the required number of affordable homes can be delivered.

5.32

In the light of the findings of the SEA, and in view of the fact that recent planning permissions for 315 new houses on the edge of Bramley village significantly exceeded

the strategic housing allocation in the new Local Plan 2011-2029, and mindful of the strong views of the community on this subject, the Parish Council considered that no additional new housing development outside the Bramley Settlement Policy Boundary is currently justifiable. The only exceptions to this are defined in Local Plan policy SS6 – New housing in the countryside. Policy SS6 allows a limited number of exceptions to be made to the general Local Plan policy of restraint on housing in the countryside, which forms a key part of the Local Plan's spatial strategy. Policy SS6 permits some small scale residential proposals outside defined settlements in limited circumstances.

WHAT KIND OF DEVELOPMENT

5.33

New housing development will include 40% affordable housing on sites of more than 10 residential units “(and a maximum combined gross floor space of no more than 1,000 square metres), in accordance with the Court of Appeal decision (May 2016) regarding the national small sites affordable housing contributions policy. 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.

5.34

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.

5.35

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 / improvements 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

5.36

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?

5.37

In considering where new housing development might go the Neighbourhood Plan Steering Group investigated 21 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 the MOD-owned Bramley Camp lies immediately adjacent to the Bramley Settlement Policy Boundary.

5.38

None of the sites investigated in detail scored positively in the assessment, several registering high negative scores and others being less negative. In view of the local community's desire to protect the rural character of Bramley, and the granting of planning permission for 315 new homes on land around Bramley village which far exceeds the minimum allocation in the Local Plan 2011-2029, the Parish Council decided not to include site allocations in the Neighbourhood Plan.

5.39

In order to ensure that 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 new housing development should be located within the Settlement Policy Boundary. Opportunities will continue to exist for small scale rural exceptions for affordable housing outside of the Settlement Policy Boundary, as set out in Local Plan policy CN2 - Rural Exceptions for Affordable Housing and policy SS6 - New Housing in the Countryside.

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 and statutory consultees expressed in response to the various consultations carried out as the Neighbourhood Plan was being prepared.

6.02

A list of the evidence underpinning the Neighbourhood Plan is given in the Schedule of Evidence at Appendix A. The consultation process and the responses received from the local community and key stakeholders are summarised in paragraphs 2.20 to 2.24 of this Neighbourhood Plan. 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 meets the basic conditions if it

- has regard to national policies and advice contained in guidance issued by the Secretary of State,
- contributes to the achievement of sustainable development,
- is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area),
- does not breach, and is otherwise compatible with, EU obligations.

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 Basingstoke and Deane Local Plan 2011-2029.

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 most sustainable 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 Local Plan 2011-2029 which says Bramley must provide sites/opportunities for at least 200 homes in and adjacent to the defined settlement boundary over the neighbourhood plan period (2011-2029). Illustration 6a shows the Bramley Settlement Policy Boundary as defined by Inset no 5 in the Local Plan 2011-2029 Policies Map.

6.08

During the preparation of the Neighbourhood Plan responses to community consultation clearly indicated the strength of local discontent with the high level of development in Bramley village over the past 20 years, without a corresponding increase in infrastructure and amenities. The data shows that Bramley has had a disproportionate amount of new housing over the last 20 years when compared with nearby settlements of a similar size or with the borough as a whole. For example, 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 one of the more recent developments (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 452 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, 229 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 5.25 above and Table 5c.)

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

During the preparation of the Bramley Neighbourhood Plan planning permission was granted for a total of 315 new houses in Bramley Village: 200 houses at land off Minchens Lane, 65 houses on land at The Street, and 50 houses at Strawberry Fields. As a consequence of these planning permissions the Borough Council has confirmed that the requirement of the Local Plan 2011-2029 to

deliver “at least 200 new homes” in Bramley during the plan period (to 2029) has been achieved. In addition the Local Plan makes strategic housing allocations in other parts of Bramley parish comprising 420 dwellings at Razor’s Farm and 390 dwellings at Upper Cufaude Farm.

6.13

Following the publication of the Inspector’s report on the Basingstoke and Deane Local Plan 2011-2029 it can be confirmed that the Borough now has a five year housing land supply. The Parish Council considers that, as long as this continues to be the case, further new housing development, over and above that which currently has planning permission or will be delivered as a strategic housing allocation, is unnecessary in Bramley parish.

STRATEGIC BASIS

6.14

The Basingstoke and Deane Local Plan 2011-2029 has a strategic housing requirement of at least 200 new dwellings for Bramley up to 2029. However, at 1 April 2016 planning permissions exist for 315 new dwellings adjacent to Bramley Settlement Policy Boundary and there is provision for a further 810 new dwellings elsewhere in Bramley parish as strategic housing allocations in the Local Plan 2011-2029. Bramley parish is therefore providing significantly more housing than it is required to do by the Local Plan 2011-2029 or is necessary for the Borough’s five year housing land supply.

6.15

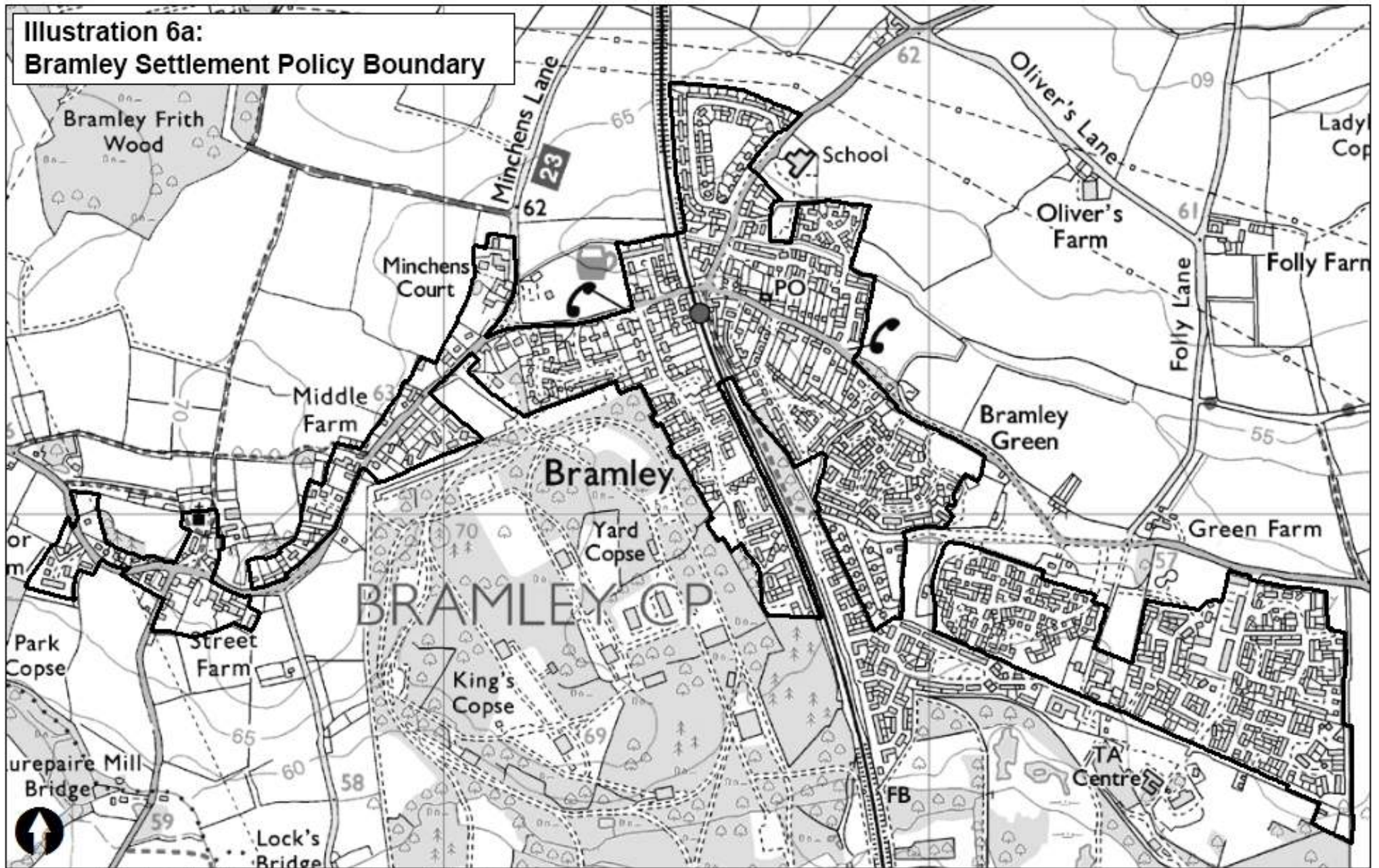
The National Planning Policy Framework (NPPF) says that “the purpose of the planning system is to contribute to the achievement of

POLICY H1: NEW HOUSING DEVELOPMENT

New housing development outside the Bramley Settlement Policy Boundary will only be supported if it is in accordance with relevant Local Plan policies for new housing in the countryside. The Bramley Settlement Policy Boundary is shown in Illustration 6a.

All new housing developments must make a proportionate contribution to the provision or improvement of local services, facilities and infrastructure, at a rate, scale and pace to meet the needs and requirements that are expected to arise from that development, in order to maintain or improve upon levels of provision in Bramley extant in 2016, including the provision of public green space in accordance with Basingstoke and Deane Borough Council’s Green Space Standards.

**Illustration 6a:
Bramley Settlement Policy Boundary**



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KEY
[Thick black line symbol] Settlement Policy Boundary

sustainable development". Policy H1 supports sustainable development by ensuring that only housing development which accords with Local Plan policies for housing in the countryside will be located outside the Bramley Settlement Policy Boundary.

6.16

In the case of housing development proposals, it will be a requirement to provide public amenity green space within the site, in accordance with the Borough Council's Green Space Standards in a way that benefits local residents.

PURPOSE OF POLICY H1

6.17

The purpose of Policy H1 is

- To provide opportunities for sustainable future housing development which does not encroach into open rural areas, with certain defined exceptions.
- To ensure that potential future housing development contributes towards local services and facilities.
- To require the provision of sufficient green space to integrate the development successfully with the rural setting and provide outdoor amenities for residents as required by the Borough Council's Green Space Standards.

APPLICATION OF POLICY H1

6.18

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 not be approved.

6.19

Proposals for new housing development will have to satisfy the policy requirements of the Local Plan, other relevant policies in this Neighbourhood Plan, including Policies RE2, RE3, D1 and D2, as well as other relevant development management considerations.

6.20

The Parish Council will work with appropriate partners – public, private or third sector – to ensure that approved housing developments deliver a contribution to the provision or improvement of village infrastructure, services and facilities, including public green space, which is proportionate to the size and nature of the development concerned by means of appropriate planning obligations and planning conditions.

6.21

New housing development must be designed to follow good practice principles of urban and architectural design as detailed in Policies D1 and D2 below. The public green space provided may be in the form of amenity green space, play space, or other appropriate types of open space.

6.22

Criterion e) of Policy SS6 - New housing in the countryside - in the Local Plan 2011-2029 allows small scale residential proposals (of four dwellings or fewer (net)) of a scale

and type that meets a locally agreed need. Policy SS6 in the Local Plan 2011-2029 will apply when the Borough does have a five year housing land supply, and will enable appropriate small scale residential development to take place when this delivers a local need as agreed in consultation with the Parish Council. In addition opportunities will continue to exist for small scale rural exceptions for affordable housing outside of the Settlement Policy Boundary, as set out in policy CN2 - Rural Exceptions for Affordable Housing, in the Local Plan 2011-2029.

POLICY H2: PROVISION OF HOUSING TO MEET LOCAL NEEDS

CONTEXT AND RATIONALE

6.23

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.

6.24

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 partially a result of the provision of mainly family housing in the new developments that has 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.

6.25

Bramley has a relatively high proportion 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 smaller and more affordable types of 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.

6.26

It is not unusual in a village to find a higher proportion of detached and larger houses, and a lower proportion of flats and smaller dwellings. However, Bramley, in common with many other rural settlements has an ageing population often living in accommodation which is larger than required and at the same time Bramley cannot provide enough of the kind of smaller, more affordable

POLICY H2: PROVISION OF HOUSING TO MEET LOCAL NEEDS

All 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, including accessible purpose-designed accommodation for older persons, or one or two-bedroom accommodation suitable for younger persons and small families. In all new housing developments providing affordable housing the occupancy of all affordable homes will be prioritised for households with a local connection with the parish of Bramley, as defined by the Basingstoke and Deane Borough Council Housing Allocations Scheme and any relevant planning policy guidance.

The precise housing mix of new development will be determined on a site-by-site basis, having regard to viability and other relevant factors.

accommodation needed by young families or young people seeking their first home.

6.27

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 (6.23 above) shows there is still a need for smaller, more affordable housing, some of which will be provided by the Minchens Lane housing development. The need for smaller homes includes both market and affordable housing.

6.28

The data suggest that older persons and others needing smaller accommodation, but who wish to remain in Bramley, may find it harder to secure a suitable home. This conclusion is supported by enquiries with local and regional estate agents 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

6.29

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 (para. 50).

6.30

Policy CN3 – Housing mix for market housing – in the Local Plan 2011-2029 requires market housing developments to include a range of house types, sizes, prices and tenure to address local requirements. Policy H2 in this Neighbourhood Plan requires new housing development to make specific provision for the types of dwellings required to meet housing need in Bramley.

PURPOSE OF POLICY H2

6.31 The purposes of Policy H2 are

- To ensure that new housing development in Bramley includes the kind of homes which meet the expressed needs of the local community, including smaller homes suitable for older people wishing to downsize and young people seeking an affordable first home for themselves or their families.
- To make affordable housing available to persons with a local connection to Bramley.

APPLICATION OF POLICY H2

6.32

Policy H2 seeks to ensure that Bramley remains a sustainable settlement with a balanced provision of housing, including affordable homes suitable for people with a local connection who may experience difficulties in accessing suitable housing in the parish and older persons wishing to move to more suitable accommodation. The demographic groups to which policy H2 applies include younger persons seeking their first home, young persons seeking a

small family home, and older persons seeking smaller, more manageable accommodation.

6.33

In order to ensure delivery of policy H2 occupancy of affordable homes should be prioritised to persons who are on the local housing register and who meet the criteria in the Borough's Housing Allocations Scheme.

POLICIES FOR BRAMLEY COMMUNITY-VALUED ASSETS

6.34

The Neighbourhood Plan contains the following strategic objectives for assets and facilities valued by the community

OBJECTIVES FOR BRAMLEY COMMUNITY VALUED ASSETS

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 CVA1: BRAMLEY COMMUNITY-VALUED ASSETS

CONTEXT AND RATIONALE

6.35

Bramley has a number of assets and facilities, 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 into the future. The NPPF says

that an important dimension of sustainable development is to create “accessible local services that reflect the community’s needs and support its health, social and cultural well-being”. Bramley’s Community Valued Assets are vital to this: Table 6A provides a list of these vital assets, and their location is shown in Illustration 6b.

6.36

Local green spaces and community facilities further the social well-being and interests of the local community. The intention of Policy CVA1 is to ensure that such assets are retained, enhanced or increased, in the future development of Bramley.

6.37

The Community-Valued Assets identified in

Table 6A and Illustration 6b will be reviewed by Bramley Parish Council and those that satisfy the statutory definition of an Asset of Community Value will be nominated by the Parish Council for inclusion in the Register of Assets of Community Value held by Basingstoke and Deane Borough Council, a statutory designation under the Localism Act 2011.

STRATEGIC BASIS

6.38

The presence of a good range of community facilities is essential for a sustainable settlement. The NPPF states that it is a strategic planning priority to ensure the provision of health, security, community, cultural and other local facilities (paragraph 156). The list of Community-Valued Assets

POLICY CVA1: BRAMLEY COMMUNITY-VALUED ASSETS

Development proposals which affect Community-Valued Assets identified in Table 6A, or in the Register of Assets of Community Value 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, unless satisfactory alternative facilities are provided or unless it can be clearly proven that such assets are no longer required; or unless they will provide sufficient community benefit to outweigh the loss of the existing facility, meeting evidence of a local need.

Opportunities will be taken whenever possible to improve or enhance Bramley Community-Valued Assets by the use of appropriate planning agreements, conditions or levies.

given in Table 6A includes assets identified through community consultation to be of definite value to the local community.

6.39

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 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 CVA1

6.40

The purpose of Policy CVA1 is

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

APPLICATION OF POLICY CVA1

6.41

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

6.42

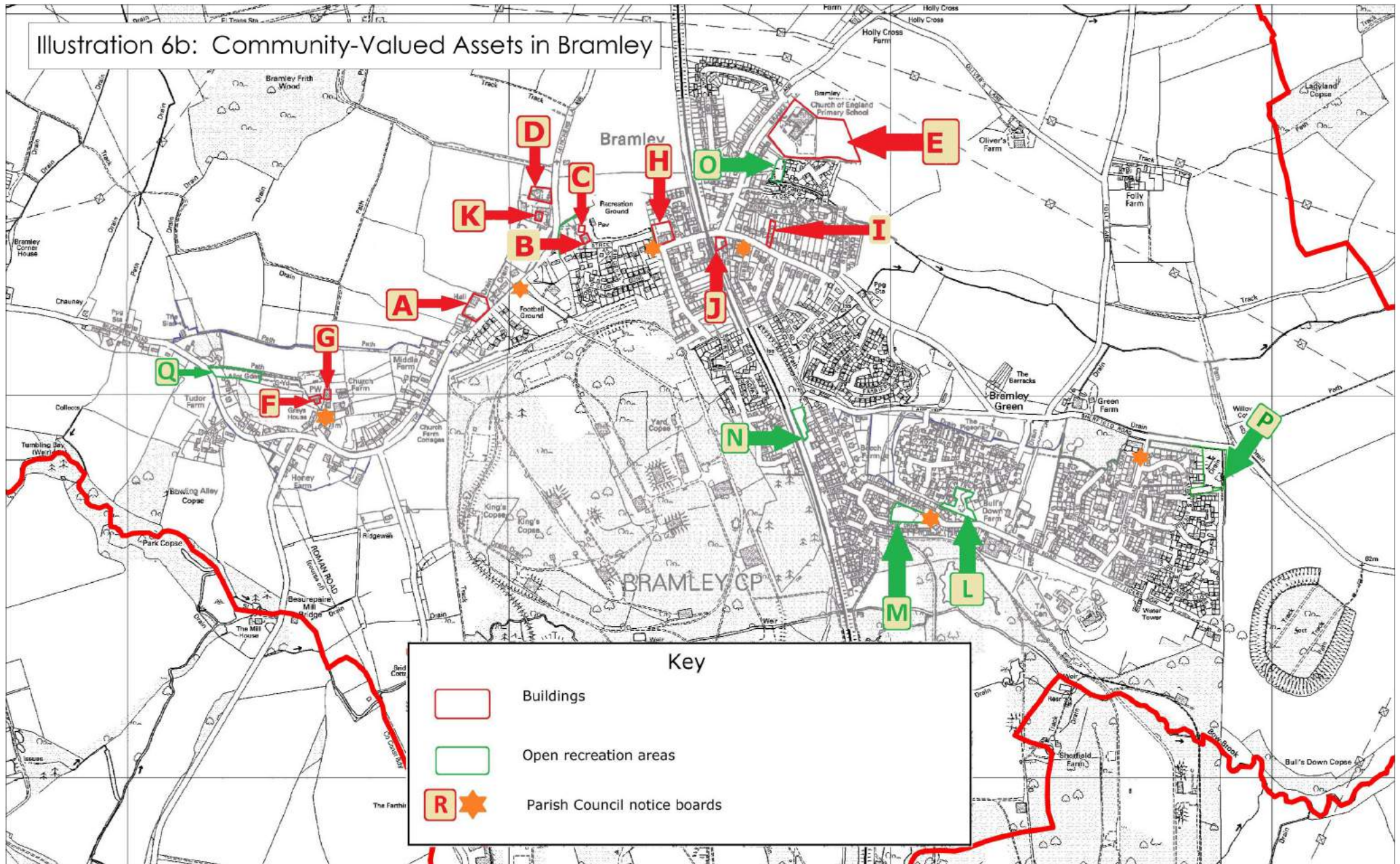
Whenever possible opportunities will be

taken to secure a proportionate contribution towards the provision, improvement or enhancement of such assets through planning agreements, planning conditions or

community infrastructure levies associated with relevant development proposals.

TABLE 6A: COMMUNITY-VALUED ASSETS IN BRAMLEY			
Map key	Name	Location	Use
A	Village Hall	The Street	Multi-use community building
B	Cricket Pavilion	Clift Meadow	Pavilion, changing facilities and meeting room
C	Youth Centre	Clift Meadow	Young persons' leisure
D	Clift Surgery	Minchens Lane	Doctors' surgery
E	Bramley Primary School	Bramley Lane	Primary school
F	St James' Church	The Street	Parish church
G	Cross House	The Street	Church hall
H	The Bramley PH	The Street	Public house
I	One Stop Shop	Sherfield Road	Village store and post office
J	Bramley Bakery	Sherfield Road	Bakery and coffee shop
K	Daisy Nursery	Minchens Lane	Pre-school day nursery
L	Bramley Green Play Area	Yew Tree Close	Equipped children's play area
M	German Road Play Area	Kirby Drive	Equipped children's play area
N	Cinder Track Play Area	Beckett's Gardens	Equipped children's play area
O	Bromelia Close Play Area	Bromelia Close	Equipped children's play area
P	Campbell Road Play Area	St Barbara's Close	Equipped children's play area
Q	Allotments	Silchester Road	Allotments
R	Notice boards	St James' Church, Jibbs Meadow, Coopers Lane, Kirby Drive, Football ground, Campbell Road	Public information boards

Illustration 6b: Community-Valued Assets in Bramley



POLICY CVA2: THE PROVISION OF NEW COMMUNITY FACILITIES

CONTEXT AND RATIONALE

6.43

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

- Enlargement of medical practice
- Bowling green
- Skate park
- Improvements/extensions to village hall

Other community needs relating to transportation and movement around the parish were also identified: these are dealt with under policies T1 and T2 below.

STRATEGIC BASIS

6.44

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.”

6.45

It is a Local Plan 2011-2029 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 CVA2

6.46

The purpose of Policy CVA2 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 CVA2

6.47

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.

6.48

When planning permission is granted for development proposals, appropriate use will be made of the Community Infrastructure Levy, other planning agreements or planning conditions, in order to deliver new or improved facilities or amenities of community value. So as to maintain the viability and deliverability of the development concerned, contributions made by new developments towards new community facilities will be determined in accordance with paragraph 173 of the Framework or other relevant guidance.

POLICY CVA2: PROVISION OF NEW COMMUNITY FACILITIES

When planning permission is granted for development in Bramley opportunities will be taken to provide facilities and amenities of community value, subject to viability, in accordance with priorities identified in this Neighbourhood Plan or otherwise determined by Bramley Parish Council in consultation with the local community.

DESIGN POLICIES

6.49

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

6.50

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.

6.51

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 rural character of the area defined in the Village Character Assessment.

STRATEGIC BASIS

6.52

The National Planning Policy Framework

confirms that good design is indivisible from 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.

6.53

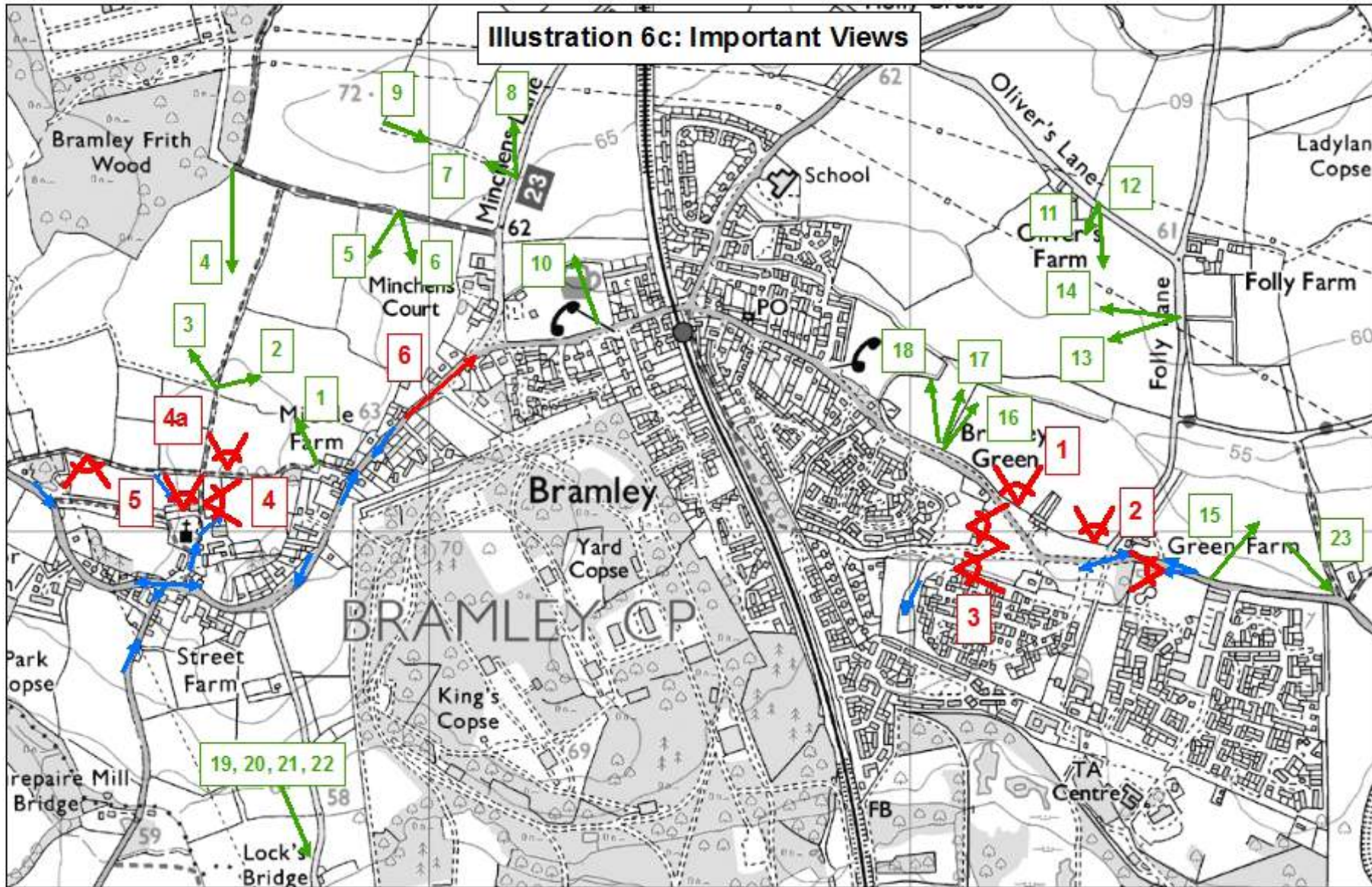
The Basingstoke and Deane Local Plan 2011-2029 provides a framework for securing high

POLICY D1: PROTECTING, COMPLEMENTING 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.

Development will be supported where it protects, complements or enhances 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,
- d) important views identified in Appendix D and shown in Illustration 6c, and
- e) the local historic environment, where relevant.



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Scale: 1:12,000

Key

-  Vista
-  Viewpoint
-  Important rural landscape view

quality design in new development. The Local Plan 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.

6.54

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 Local Plan 2011-2029 states that "Development proposals must.....have due regard to the density, scale, layout, appearance, architectural detailing, materials and history of the surrounding area, and the relationship to neighbouring buildings, landscape features and heritage assets."

6.55

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. The Conservation Area Appraisal identifies important views in Bramley village.

PURPOSE OF POLICY D1

6.56

The purpose of Policy D1 is

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

The historic environment includes listed buildings (Appendix H), conservation areas, scheduled monuments and locally listed buildings.



APPLICATION OF POLICY D1

6.57

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. Illustration 6c shows important views identified in the Bramley Conservation Area Appraisal: vista views which are important general views especially of the wider landscape setting, and view points to important buildings or groups of buildings (see Appendix D for more details).

6.58

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 normally correspond to the density of the residential area in which it is located or is next to. 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

6.59

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.

6.60

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

6.61

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.

6.62

The Basingstoke and Deane Local Plan 2011-2029 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

6.63

The purpose of Policy D2 is

- To ensure that all new development in Bramley is designed to a high standard based on established design principles.
- To ensure that all new development in Bramley responds and contributes to the distinctive built character of its setting.

APPLICATION OF POLICY D2

6.64

Good design is not just a matter of appearance, but also about the functionality of the development and its relationship to its surroundings. Good design is not about copying past styles, or preventing innovative modern design. The aim is to create high-quality, site-specific and creative design, which responds to the form and materials of its surroundings but does not merely imitate neighbouring buildings or their details.

6.65

In making positive use of the local landscape new developments should actively seek to create linkages and green corridors through and beyond the proposal site. New tree planting provided should have sufficient above and below ground space to develop to maturity without conflicting with surrounding infrastructure. In order to deliver a development that can be efficiently managed the design should provide good access for maintenance, durable materials and convenient connections between key functions within the site and with its immediate environs.

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 traditional 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 within the development which satisfactorily meet the needs of users;
- 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) Contribute to the provision of a safe environment;
- l) Provide convenient, well-screened storage space for bins and recycling, and for bicycles;
- m) Provide a Connectivity Statement explaining how the development will provide for a fibre optic connection.

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

POLICIES FOR THE RURAL ENVIRONMENT

6.66

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

OBJECTIVES FOR THE RURAL ENVIRONMENT

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

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

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.

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

POLICY RE1: REDUCING FLOOD RISK

CONTEXT AND RATIONALE

6.67

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.

6.68

Several instances of localized flooding have been recorded by the Parish Council on the north side of Bramley village in recent years. 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 (see Appendix B).

STRATEGIC BASIS

6.69

Both the National Planning Policy Framework and the Local Plan 2011-2029 are clear about the need to avoid development on land that is at high risk from flooding. Both affirm that the sequential approach will be applied in

POLICY RE1: REDUCING FLOOD RISK

Planning applications for developments in Bramley which are located within an area at risk from flooding must include mitigation measures giving priority to the use of sustainable drainage systems

- a) to ensure that surface water run-off will not be increased and if possible will be reduced, and
- b) to ensure that the development will not increase the risk of flooding elsewhere.

Sustainable Drainage System, or other appropriate mitigation measures identified in relevant Flood Risk Assessments, should be satisfactorily integrated into the design and layout of the development.

considering proposals for new development and that development will not be permitted if there is a reasonably available site appropriate for the proposed development in an area with a lower probability of flooding. The Local Plan 2011-2029 seeks to ensure that surface water run-off generated by the development is no greater than the run-off prior to the development taking place, or if the site is previously developed, the development actively reduces run-off rates and volumes.

6.70

Where development proposals cannot be located in areas with a lower probability of flooding, the Framework states that the exception test will be applied to determine whether a) the proposed development provides wider community benefits which outweigh the risk of flooding and b) the development will be safe in its lifetime without increasing the risk of flooding elsewhere.

6.71

The Local Plan 2011-2029 requires a Flood Risk Assessment for development proposals involving

- 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 Strategic Flood Risk Assessment, or
- Sites in critical drainage areas and upstream of critical drainage areas.

6.72

It is essential that developers demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water company to agree what improvements are required and how they will be delivered prior to any occupation of the development.

6.73

In view of the timescales sometimes necessary to model the impact of proposed new developments on sewerage infrastructure, developers are advised to contact the sewerage undertaker, Thames Water, as early as possible in the design process.

PURPOSE OF POLICY RE1

6.74

The purpose of Policy RE1 is

- To ensure that new development proposals in Bramley on sites which require a Flood Risk Assessment, as defined in 6.71 above, incorporate measures which attenuate and / or reduce rainwater run-off.

APPLICATION OF POLICY RE1

6.75

It is important that new development in Bramley, located in areas at risk of flooding, 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. Prospective developers must demonstrate that steps have been taken in the design of the development to minimise flood risk by providing measures which attenuate and / reduce rain water run-off from the site.

6.76

The Flood Risk Assessment should take into account the most recent Borough Council Strategic Flood Risk Assessment. Any necessary mitigation measures should be 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 the rate of surface water run-off and to provide capacity for water retention.

POLICY RE2: PROTECTION OF LOCAL GREEN SPACE

CONTEXT AND RATIONALE

6.77

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 inappropriate development.

6.78

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.

6.79

Appendix E and Illustration 6d identify areas

of Local Green Space in and around Bramley village which are designated and protected by Policy RE2.

STRATEGIC BASIS

6.80

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. Development on land designated as Local Green Space will not be permitted unless special circumstances can be demonstrated. The areas identified as Local Green Space in Illustration 6d satisfy the criteria set out in paragraph 77 of the NPPF: these areas are close to the community they serve, they have a particular local significance, and they are not extensive tracts of land.

PURPOSE OF POLICY RE2

6.81

The purpose of Policy RE2 is

- To protect the open character and amenity value of areas of local green space in and around Bramley village which are of particular importance to the local community.

APPLICATION OF POLICY RE2

6.82

New development must not encroach on and must not adversely affect areas designated as Local Green Space. Only in very special circumstances will development on areas of Local Green Space be appropriate.

6.83

The following areas are designated as Local Green Space in the Neighbourhood Plan and are identified in Illustration 6b:

1. Moat Close
2. Cliff Meadow Park
3. Bramley Green
4. Land north of Deerfield Park
5. Land east of Campbell Road
6. Land off Farriers Close and Lane End
7. Village Green
8. Parish Football Ground

These areas are described in Appendix E.

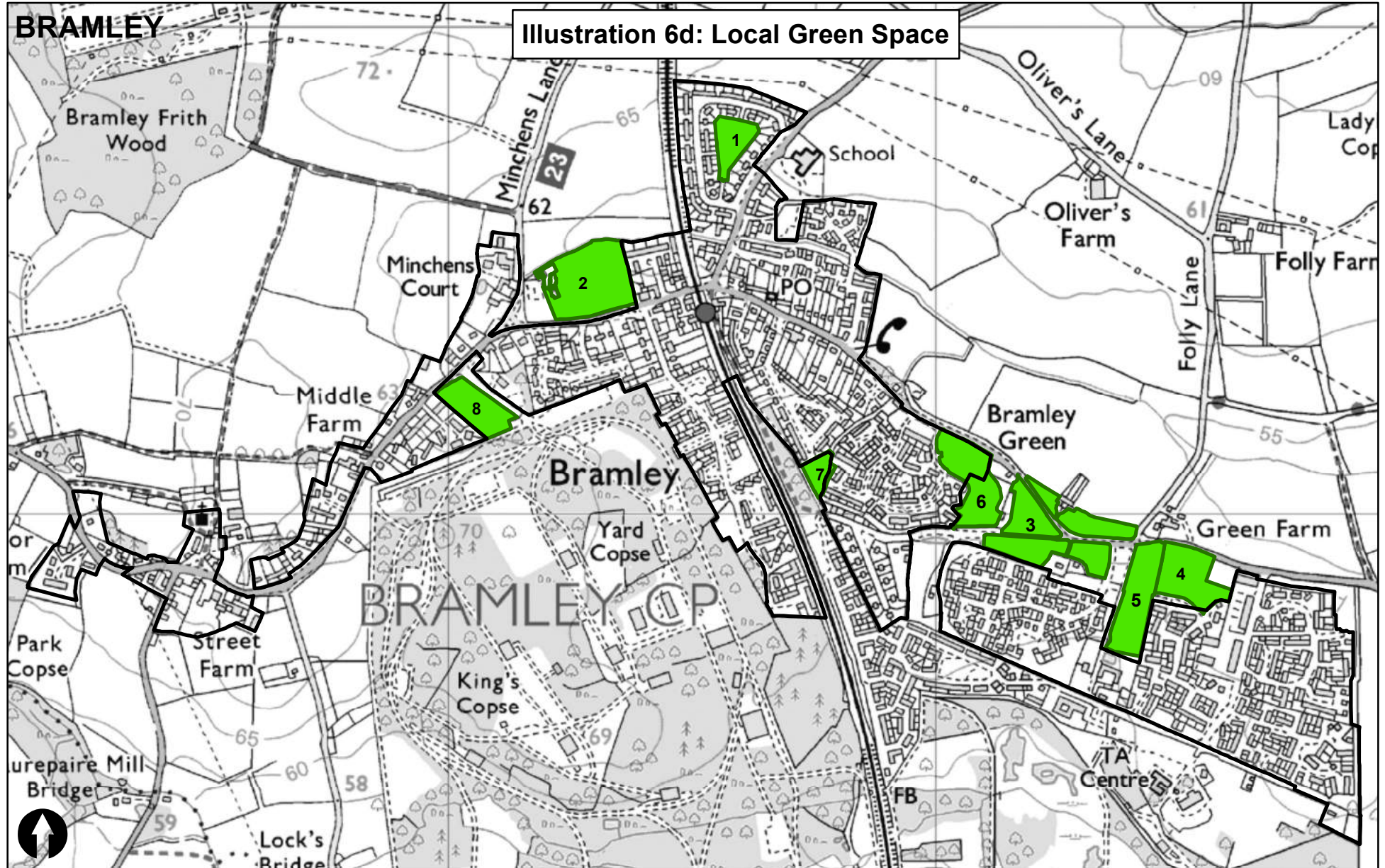
POLICY RE2: PROTECTION OF LOCAL GREEN SPACE

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 6d and are designated as Local Green Space in this Neighbourhood Plan.

Development on designated Local Green Space will only be permitted in very special circumstances.

BRAMLEY

Illustration 6d: Local Green Space



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1:11,000

Key

Local Green Space

Settlement Policy Boundary

POLICY RE3:

PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

CONTEXT AND RATIONALE

6.84

Bramley has important trees, hedgerows and woodland which provide a natural habitat and support biodiversity and which make an important contribution to the character and quality of the countryside. It is important that these natural features are protected and, as long as it does not affect their intrinsic character, made accessible to the local community so that their value can be appreciated. Illustrations 6e(i) and 6e(ii) identify important areas of woodland, important hedgerows, trees with Tree Preservation Orders and Sites of Importance for Nature Conservation in the northern and

southern parts of the parish respectively. Illustration 6f identifies important trees in and around Bramley village. Appendix E provides further details of these important parts of the natural environment.

6.85

Responses to consultation indicate that the local community wishes to protect the rural character of Bramley and the natural environment is a key component of this.

STRATEGIC BASIS

6.86

The Local Plan 2011-2029 emphasises the importance of protecting the natural environment by ensuring new development does not adversely affect it, and where appropriate of sensitively enhancing it

and improving access to it. The areas concerned include important landscapes, natural features and areas of biodiversity. The Local Plan provides an overarching statement of the factors which will be taken into consideration when the impact of development proposals on biodiversity and geodiversity is assessed.

6.87

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. The trees, hedgerows and woodland identified in this Neighbourhood Plan are an important part of the green infrastructure network in the Borough.

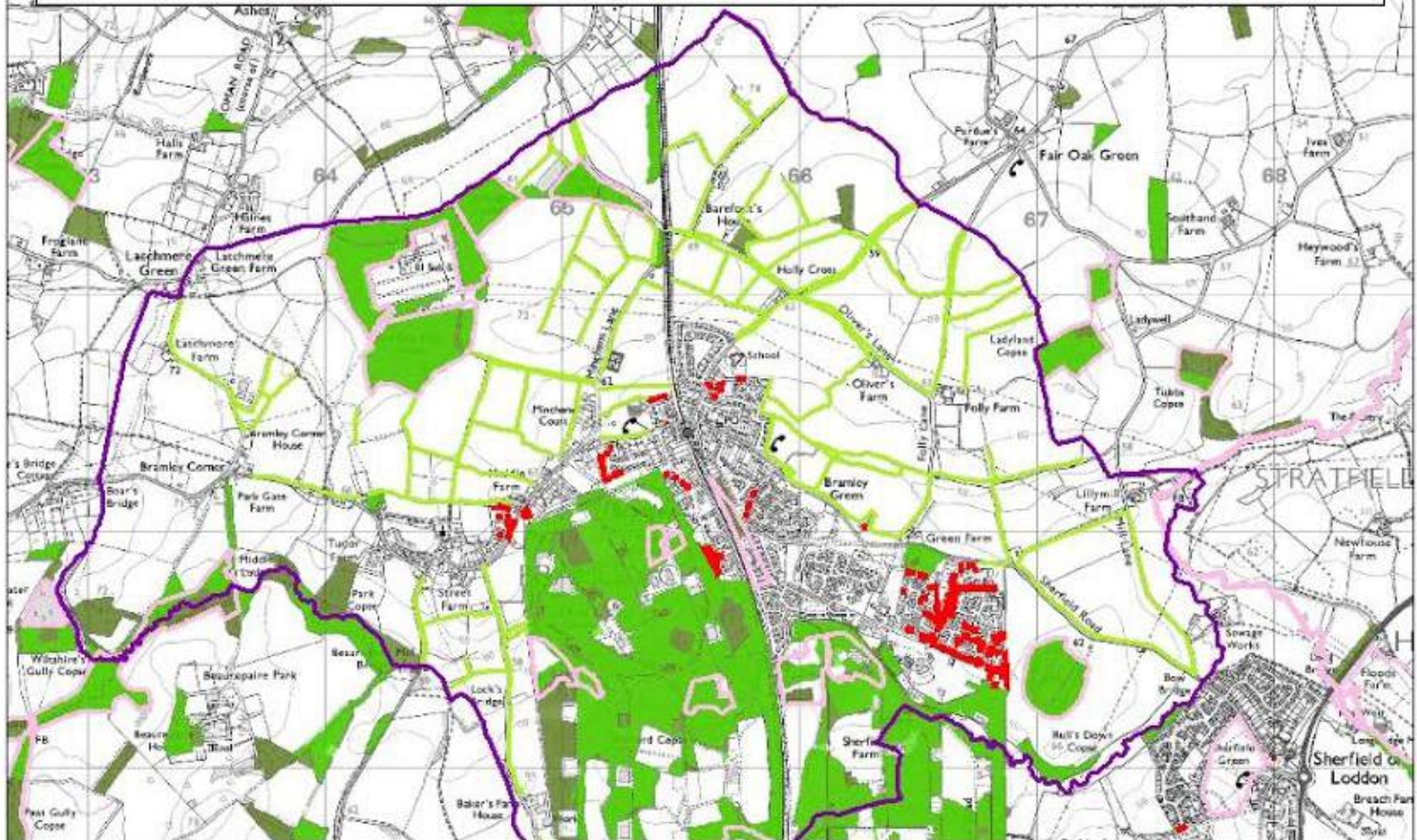
POLICY RE3: PROTECTION AND ENHANCEMENT OF THE NATURAL ENVIRONMENT

Development proposals will only be permitted if significant harm to biodiversity and/or geodiversity resulting from a development (including to important trees, hedgerows and woodland identified in Appendix E to this Neighbourhood Plan and Illustrations 6e(i), 6e(ii) and 6f), can be avoided or, if that is not possible, adequately mitigated, and where the development is in accordance with Basingstoke and Deane Local Plan Policy EM4.

New trees and hedgerows planted with new development in the parish must reinforce and reflect local biodiversity.

Proposals for public access to areas of important trees, hedgerows and woodland in Bramley will be supported and encouraged where they will not cause significant harm to biodiversity and/or geodiversity.

Illustration 6e(i): Protected Trees, Woodland, Hedgerows and Sites of Importance to Nature Conservation



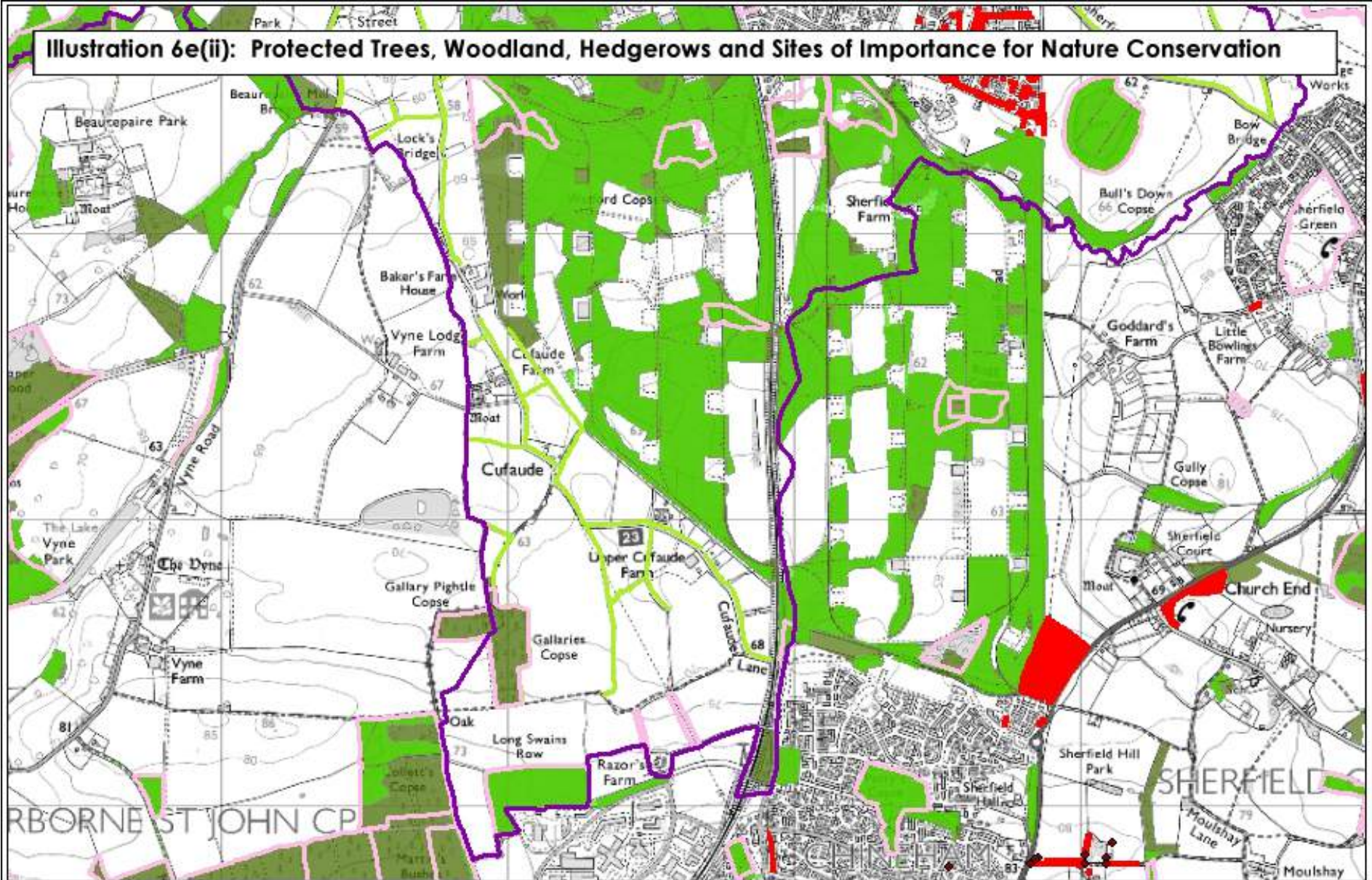
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Scale: 1:25,000

Key

-  Parish Boundary
-  National Forest Inventory - 2015
-  Priority Habitat - Woodland
-  SINC
-  Protected Trees
-  Hedgerows

Illustration 6e(ii): Protected Trees, Woodland, Hedgerows and Sites of Importance for Nature Conservation

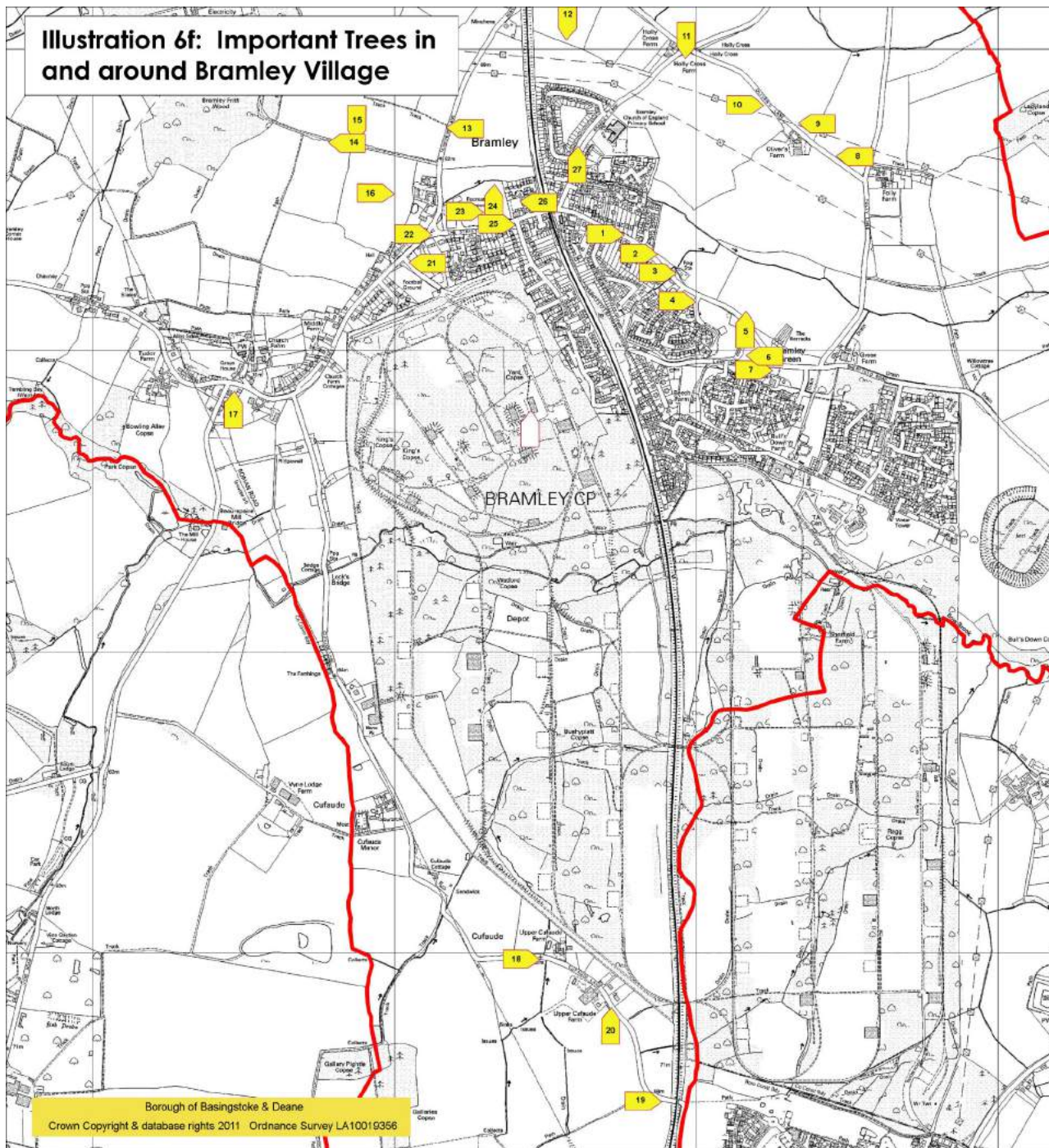


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Scale: 1:20,000

Key

-  Parish Boundary
-  National Forest Inventory - 2015
-  Priority Habitat- Woodland
-  SINC
-  Protected Trees
-  Hedgerows



6.88

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 RE3

6.89

The purpose of Policy RE3 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.

Policy RE3 complements the Local Plan 2011-2029 by identifying the specific trees, hedgerows and areas of woodland that are of particular value in Bramley parish.

APPLICATION OF POLICY RE3

6.90

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, including the Biodiversity Priority Area, will be taken as they arise, through planning agreements or conditions as appropriate.

6.91

Basingstoke and Deane's Landscape and Biodiversity Supplementary Planning Document recommends a minimum distance between new development and the edge of woodland of 20m, to avoid adversely affecting the trees and bushes concerned.

6.92

Development proposals must be designed and located to leave adequate above and below ground space for mature trees in the development without conflicting with surrounding infrastructure requirements.



POLICIES FOR TRANSPORT

6.93

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 village and between Bramley village and the surrounding settlements 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

6.94

Evidence gathered during the preparation of the Neighbourhood Plan and consultation responses from local people confirmed that Bramley has significant traffic issues, which affect functionality 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 an average of 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.

6.95

Community consultation identified the following needs (see 6.43 above)

- Additions / improvements to the footpath and cycle networks, especially in the vicinity of the level crossing
- Additional pedestrian crossings on the C32
- Improvements to road network by-passing the village

- Controlled short-term parking near the village centre
- User-safe access across the railway .

6.96

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.

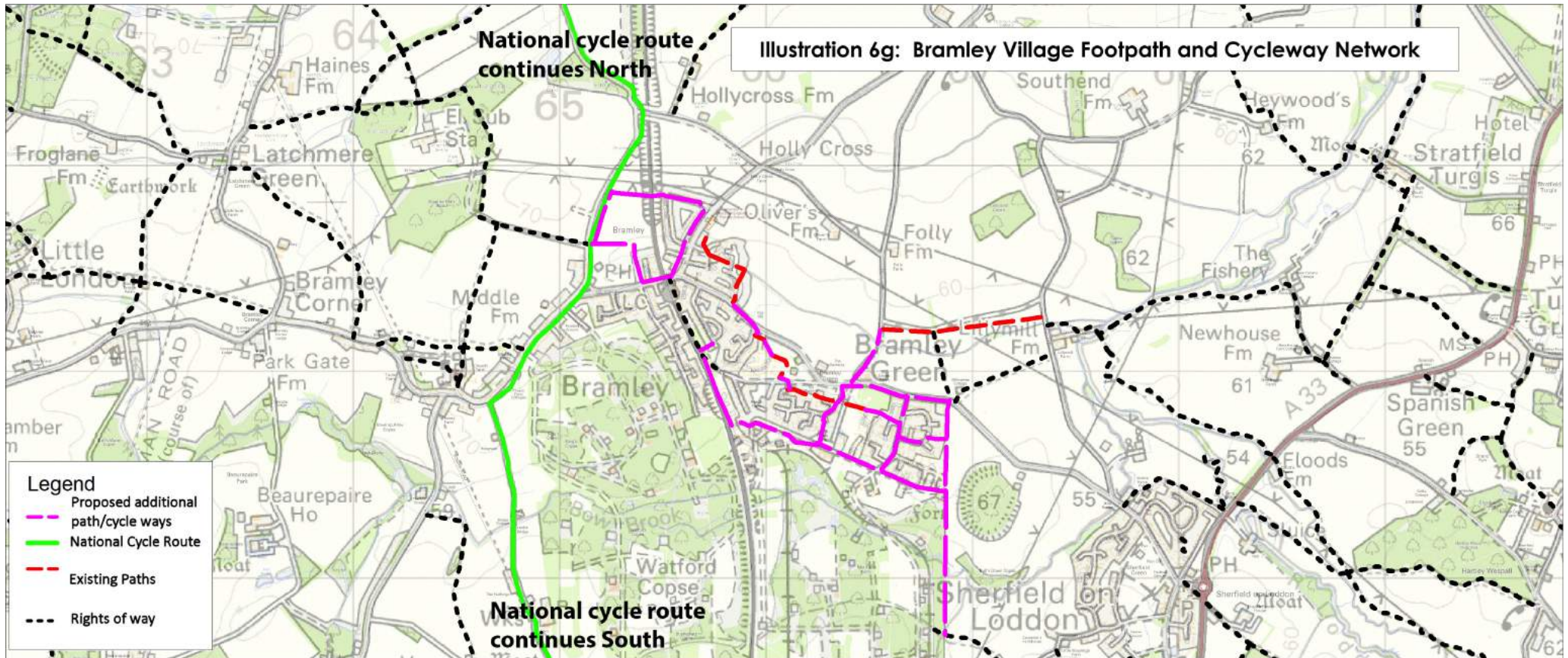
6.97

In addition other issues involving pedestrians and cyclists have been identified in village surveys including the following

- 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.

POLICY T1: IMPROVING THE FOOTPATH AND CYCLE WAY NETWORK

The development, improvement and extension of the footpath and cycleway network, as identified in Illustration 6g, will be supported and encouraged in order to provide better connectivity within the village, safe routes to school and better access to the countryside and to surrounding destinations.



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 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 Hampshire County Council in order to address these issues and create safe routes to school.

Appendix F: *Evaluation of Transport Effects on Bramley in the Prospect of Further Development* examines the issues around transport and the implications for road safety and traffic movement in the parish.



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 Basingstoke and Deane Local Plan 2011-2029 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.

6.105

The Hampshire Countryside Access Plan 2015-25 emphasises the need to work with local communities to improve and develop those parts of the walking and cycling network that are important to local people. The Countryside Access Plan supports joint working between the local community within Bramley and Hampshire County Council to help improve the footpath and cycle way network.

6.106

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

6.107

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

6.108

New developments in Bramley will be expected to make a contribution towards the provision or improvement of the pedestrian and cycle way network identified in Illustration 6g. Such contributions will be determined in accordance with the statutory tests in the Community Infrastructure Levy Regulations 2010.

6.109

Hampshire County Council and Basingstoke and Deane Borough Council should be consulted on matters concerning public rights of way.

POLICY T2:

IMPROVING ROAD SAFETY IN BRAMLEY

CONTEXT AND RATIONALE

6.110

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 Appendix F: Evaluation of Transport Effects on Bramley in the Prospect of Further Development and Appendix G: Bramley Transport Traffic Hazards:

1. Level crossing
2. Minchens Lane railway bridge



3. Bramley Corner
4. Vicinity of One Stop Shop and Bakery
5. C32 east from Campbell Road
6. Rural roads north of C32 used to bypass the level crossing
7. Cufaude Lane
8. Pedestrian islands Forge Field

Appendix G identifies the locations of the main traffic hazards in the parish of Bramley and describes the nature of the hazard.

6.111

Hampshire County Council Highways Department records of road accidents in Bramley over the five year period October 2009 to September 2014 show that 16 accidents took place on the C32 in the vicinity of Bramley village, of which 5 were in close proximity to the level crossing. (See Appendix H.)

6.112

Development proposals which may affect or increase usage of the C32 in the vicinity of known traffic hazards will be closely scrutinized to ensure that they do not have a severe adverse impact on road safety.

STRATEGIC BASIS

6.113

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.

POLICY T2: IMPROVING ROAD SAFETY IN BRAMLEY

Development proposals will not be supported if it is demonstrated that there will be a severe adverse impact on road safety at the known traffic hazards identified in Appendix G that cannot be satisfactorily mitigated.

6.114 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

6.115

The purpose of Policy T2 is

- To improve road safety in Bramley.

APPLICATION OF POLICY T2

6.116

For development proposals where it is determined that there will be a severe adverse impact on road safety near to known traffic hazards measures must be taken to eliminate or satisfactorily offset any predicted problems.

POLICIES FOR EMPLOYMENT

6.117

The Neighbourhood Plan contains the following objectives for employment:

OBJECTIVES FOR EMPLOYMENT

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

POLICY E1: NEW EMPLOYMENT DEVELOPMENT

CONTEXT AND RATIONALE

6.118

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).

6.119

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 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 local businesses to thrive and new small businesses to emerge.



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 unacceptable 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 character and appearance of the surrounding natural or built environment will result from the proposed development when assessed against other policies in this Neighbourhood Plan or the Basingstoke and Deane Local Plan; and
- c) where appropriate, opportunities are taken to secure the re-use of vacant or redundant historic buildings as part of the development.

Where relevant, development proposals for new employment development must provide a Connectivity Statement setting out how the development will provide for a fibre optic connection to the nearest connection point 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.

6.120

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 at Minchens Court and Stocks Barn business parks (71 jobs). The latter two sites 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.

6.121

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.

6.122

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

6.123

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.

6.124

The Local Plan 2011-2029 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.

PURPOSE OF POLICY E1

6.125

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 relevant business users.

APPLICATION OF POLICY E1

6.126

In applying Policy E1 the aim is to facilitate 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.

6.127

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 employment developments which have a requirement for this. Early discussions between the applicant and the fibre optic broadband service providers are encouraged.

GLOSSARY OF TERMS

AFFORDABLE HOUSING – Housing that is socially rented, affordable rented or intermediate housing, provided to specified eligible households whose needs are not met by the market. It can be a new-build property or a private sector property that has been purchased for use as an affordable home.

BIODIVERSITY – The degree of variation of life forms within a particular ecosystem. Biodiversity is a measure of the health of an ecosystem. Human activity generally tends to reduce biodiversity, so special measures often need to be taken to offset the impact of development on natural habitats.

BROWNFIELD LAND – Land that has been previously developed.

CHARACTER APPRAISAL – An appraisal of the historic character of conservation areas or other historic areas.

COMMUNITY INFRASTRUCTURE LEVY – Allows local authorities to raise funds from developers undertaking new building projects in their areas. Money can be used to fund a wide range of infrastructure such as transport schemes, schools and leisure centres.

CONSERVATION AREA – An area of special architectural or historic interest the character and appearance the local planning authority has a duty to preserve and enhance. Conservation areas are legally designated by the Borough Council and identified on a map.

DESIGN AND ACCESS STATEMENT – A short report which must accompany certain classes of planning applications describing the design principles of a development such as layout, townscape

characteristics, scale, landscape design and appearance.

DEVELOPMENT – Defined in law as “the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land.”

DEVELOPMENT PLAN – The adopted Local Plan and the Neighbourhood Plans in force for a local authority area.

EVIDENCE BASE – The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

GREENFIELD SITE – Land where there has been no previous development

GREEN INFRASTRUCTURE – Landscape, biodiversity, trees, allotments, parks, open spaces and other natural assets.

GREEN SPACE – Those parts of an area which are occupied by natural, designed or agricultural landscape as opposed to built development; open space, parkland, woodland, sports fields, gardens, allotments, and the like.

INDEPENDENT EXAMINATION – An examination of a proposed Neighbourhood Plan, carried out by a suitably qualified and experienced independent person, to consider whether a Neighbourhood Plan meets the basic conditions required.

INFRASTRUCTURE – Basic services necessary for development to take place e.g. roads, electricity, water, education, health facilities, etc.

LISTED BUILDING – Any building or structure which is included in the national statutory list of buildings of special architectural or historic interest.

LOCAL PLAN - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

LOCAL PLANNING AUTHORITY – Local government body responsible for formulating planning policies and controlling development within a local authority area: a district council, metropolitan council, a county council, a unitary authority or national park authority.

NATIONAL PLANNING POLICY FRAMEWORK – The government policy document adopted in March 2012 intended to make national planning policy and guidance less complex and more accessible. The National Planning Policy Framework introduces a presumption in favour of sustainable development.

NEIGHBOURHOOD AREA – The local area in which a Neighbourhood Plan or Neighbourhood Development Order can be introduced.

NEIGHBOURHOOD PLAN – A statutory planning document created by a parish or town council or a neighbourhood forum, which sets out vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood Plans must be subjected to an independent examination to confirm their soundness, and then to a local referendum. If approved by a majority

vote of the local community, the Neighbourhood Plan must then be adopted by the local planning authority and will then form part of the statutory development plan.

PLANNING GAIN – The increase in value of land resulting from the granting of planning permission. This value mainly accrues to the owner of the land, but sometimes the local council negotiates with the developer to secure benefit to the public, either through Section 106 Planning Obligations or the setting of a Community Infrastructure Levy.

PLANNING OBLIGATION – Planning obligation under Section 106 of the Town and Country Planning Act 1990, secured by a local planning authority through negotiations with a developer to offset the public cost of permitting a development proposal. Sometimes developers can self-impose obligations to pre-empt objections to planning permission being granted. They cover things like highway improvements or open space provision.

PLANNING PERMISSION – Formal approval granted by a council allowing a proposed development to proceed.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT – The concept introduced in 2012 by the UK government with the National Planning Policy Framework which says that proposals for sustainable development which accord with the development plan should be approved without delay.

PUBLIC OPEN SPACE – Open space to which the public has free access.

REFERENDUM – A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood Plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.

RURAL – Areas of land which are generally not urbanised; usually with low population densities and a high proportion of land devoted to agriculture.

SCHEDULED MONUMENT – A nationally important archaeological site, building or structure which is protected against unauthorised change by the Ancient Monuments and Archaeological Areas Act 1979.

STRATEGIC ENVIRONMENTAL IMPACT ASSESSMENT – Environmental assessment as applied to policies, plans and programmes. Has been in place since the European SEA directive (2001/42/EC).

STRATEGIC POLICY – A policy that is essential for the delivery of a strategy, for example, the overall scale and distribution of housing and employment in a local authority area.

SUSTAINABLE DEVELOPMENT – An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”. The National Planning Policy Framework gives five guiding principles of sustainable development: living within the planet's means; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

TENURE – The terms and conditions under which land or property is held or occupied, e.g. five year leasehold, freehold owner occupation, etc.

TRANSPORT ASSESSMENT - A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

TRANSPORT STATEMENT - A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

TREE PRESERVATION ORDER – An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

URBAN – Having the characteristics of a town or a city; an area dominated by built development.

URBAN DESIGN – The design of built development, including the physical characteristics of groups of buildings, streets and public spaces, whole neighbourhoods and districts, and even entire cities.

APPENDIX A LIST OF EVIDENCE AND SOURCES

1. National Planning Policy Framework 2012
2. Basingstoke and Deane Borough Adopted Local Plan 1996-2011 (Saved Policies 2009)
3. Basingstoke and Deane Local Plan 2011-2029 (May 2016)
4. Housing Need in Bramley and Sherfield on Loddon 2013, Bramley Housing Association.
5. Rural Community Profile for Bramley Parish, Action With Communities In Rural England (ACRE) Rural Evidence Project October 2013.
6. Accommodation Type – Households, 2011 Census
7. Seven Principles of Good Design, Commission for Architecture and the Built Environment
8. Building For Life 12 – the sign of a good place to live, Building For Life Partnership 2012.
9. Basingstoke and Deane Strategic Flood Risk Assessment 2010 and 2012.
10. Observations of Drainage and Flooding around Bramley, Hampshire, Bramley Parish Council
11. Department for Farming and Rural Affairs Agricultural Land Classification Map - London and the South East 2010
12. Integrated Landscape Character Assessment – Loddon Valley and Western Forest of Eversley, Hampshire County Council 2010.
13. Observations at Bramley Level Crossing 2 December 2013 by Bramley Neighbourhood Plan Steering Group.
14. Notes of meeting with Bramley Primary School 25 November 2011.
15. Bramley Neighbourhood Development Plan Bramley Church of England Primary School - Feedback
16. Safety and Pedestrian Crossing Improvement Proposal, October 2014, by Bramley Parish Council.
17. Bramley Parish Council Safety Pedestrian Crossing Improvement Proposal October 2014
18. Survey of Businesses in Bramley by Bramley Neighbourhood Plan Steering Group, January 2014
19. A History of Bramley, Rev R C Toogood, 1993
20. Conservation Area Appraisal Bramley and Bramley Green, Basingstoke and Deane Borough Council, April 2004
21. Basingstoke and Deane Community Infrastructure Levy Preliminary Draft Charging Schedule January 2014
22. Basingstoke and Deane Strategic Housing Land Availability Assessment 2014 and 2015.
23. Data Analysis Relating to Bramley's Expansion, Bramley Neighbourhood Plan Steering Group, April 2015
24. Assessment of 21 possible development sites in and around Bramley village, Bramley Neighbourhood Plan Steering Group
25. Bramley Neighbourhood Plan: Engagement and Survey Results, May 2015, Bramley Neighbourhood Plan Steering Group
26. Strategic Environmental Assessment of Bramley Neighbourhood Plan, May 2015 and June 2016, AECOM
27. Green Infrastructure Strategy for Basingstoke and Deane 2013 to 2029 (July 2013)
28. Housing Allocation Scheme, Basingstoke and Dean Borough Council
29. Hampshire Countryside Access Plan 2015-25
30. Bramley: Local List of Buildings of Architectural or Historic Interest (2007)



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