

# **Agenda for Bramley Community Consultation Meeting**

## **Bramley Neighbourhood Plan - Development Options**

**7pm**

**Thursday 15 May 2014**

**Pavilion Clift Meadow**

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1 Introduction

by Malcolm Bell, chair of Bramley Neighbourhood Plan Steering Group

2 Bramley Neighbourhood Plan – purpose, progress, and development options

Prepared by Mick Downs, Urban Vision Enterprise CIC

3 Group Workshops to comment on potential sites in the process of being accessed

All (35 mins)

4 Feedback from Group Workshops

Group facilitators

5 Next Steps and Close

Malcolm Bell / Mick Downs

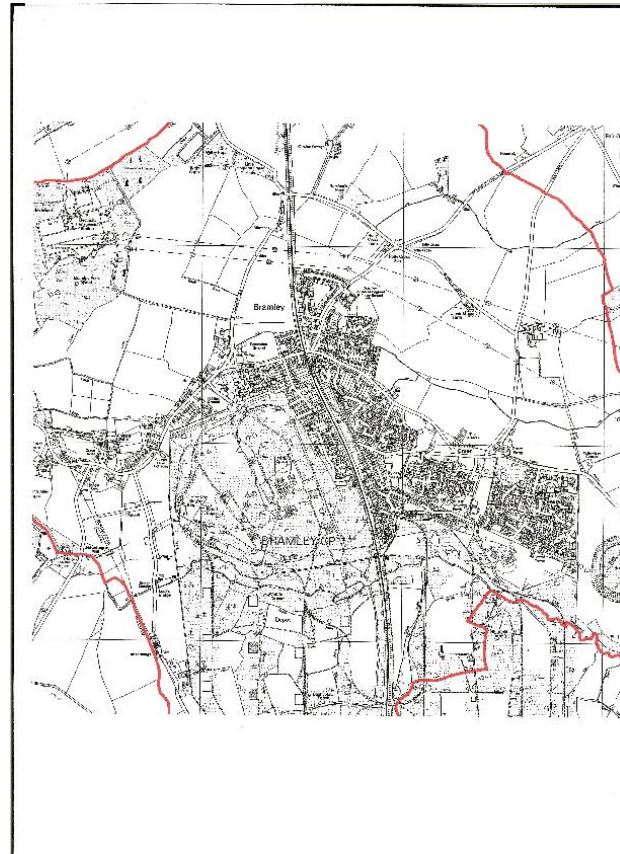
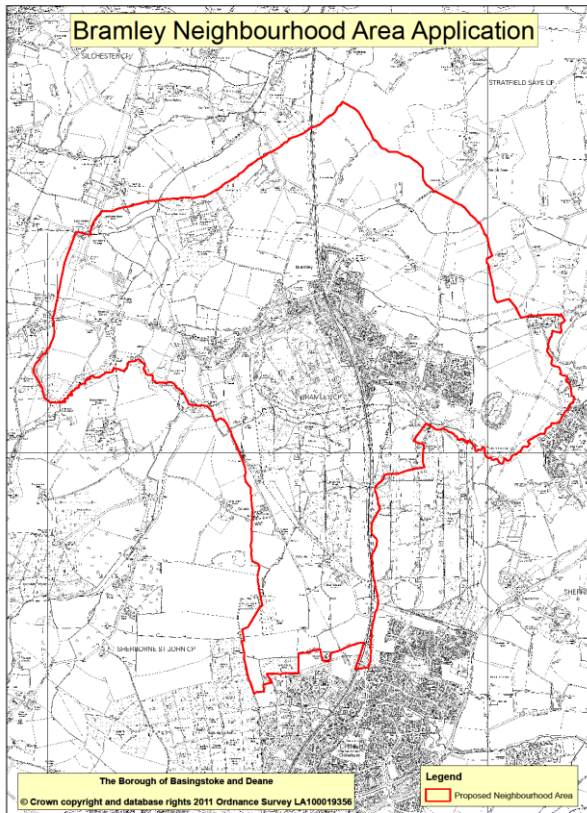
# BRAMLEY NEIGHBOURHOOD PLAN

May 2014

# Stage 1

- Neighbourhood planning, which was introduced by the Localism Act, is a new way for communities to decide the future of the places where they live and work. It offers the opportunity for communities to guide development within their area. If adopted, a neighbourhood plan will be part of the statutory development plan for the area, meaning that the Local Planning Authority and planning inspectors will need to take the plan into account when making planning decisions.
- 
- In areas with a Parish or Town Council, the designation of the Neighbourhood Area is the first step in the process towards creating a Neighbourhood Plan.

# Area



# Funding of the Neighbourhood Plan and Make up of the Steering Group

- The Steering Group is made up of Volunteers who showed an Interest in the project to see Bramley being planned for in the Future, out to 2029. The make up is Residents, Land Owners and Business people who have given up a considerable time to put surveys together, analyse the information so that the eventual plan is for the Benefit of Bramley.
- The Steering Group has representatives of the Parish Council in the Committee, because the Group is sponsored and supported by the Parish Council
- The Plan is supported through Planning Aid who give support and direction to the Group so that the plan will meet the required criteria.
- Through Locality, then we have applied for and been given Financial support for setting up the Plan, for completing surveys etc., and more recently we have been successful in getting funding for the recruitment of a Consultant, Urban Vision, who will take the results we have and put it into a format that is acceptable as a Neighbourhood Plan, acceptable for Examination by an Independent Examiner, by Basingstoke and Deane in being in line with the Local Plan, Sustainable, and that can be presented to the Community in a final form at a Referendum, when the Plan will be accepted or rejected by the community. A 50% vote is required to accept the plan and it then becomes a Legal Document which Planning Officers have to take note of.

# Stage 2

## Community Engagement

- The Plan has to reflect the views of the Community, and therefore Surveys have to be completed.
- The First Survey was when the Idea of Plan was introduced to the Community in March 2013 and we had a Marmite Quiz
- In June 2013 we circulated a Neighbourhood Plan Questionnaire asking for Ranking on certain issues
- Survey of Residents at Car Boot Sale on the Football Pitch, Engagement with the different Societies in the Village Hall, a Survey of the views of School Children.
- Station Survey of Passengers, where are they from, where do they park, Barrier down time.
- Shop Survey, parking issues
- Economy Survey, who is employed in Bramley, numbers employed
- Open Day Drop in session on 28<sup>th</sup> September 2013 when presented Objectives and Suggested Policies.
- Open Day Consultation on Proposed Housing Development off Minchens Lane when collected further views of residents

# Results of the Surveys

- First Survey

			
Village Green    Love    Hate		Large Estate    Love    Hate	
			
Village School    Big enough?    Yes    No		RBL Site. Do you think the village should have say as to what is built here?    Yes    No	
			
Village Hall    Love    Hate    Good Enough		Industrial Estate    Love    Hate    More Of	
			
Position of Village Shop    Love    Hate		Open View Across Green    Love    Hate	
			
View Across Fields to Green    Love    Hate		On Street Parking    Love    Hate	

## **The Results of the Open Meeting held in the Village Hall, 8<sup>th</sup> March 2013**

This meeting was held to introduce the community of Bramley to the idea of Neighbourhood Planning.

The Meeting explained that the Parish Council has to be the official leader of the plan, but it is the community as a whole who dictate what the plan includes.

Once adopted, after an independent examination followed by a referendum, it becomes statutorily adopted and it becomes part of the local planning regulation.

The Meeting ran from 3.30pm to 7.30pm with Parish Councillors in attendance.

In total 152 people attended and there was a lot of enthusiasm for the Plan, with

21 people offering their services to be part of the Steering Group

14 people offered their services on sub-committees, analysis and research.



There was a Marmite Quiz which was just to introduce people to some of the issues that Bramley Faces. Analysis of those papers gave the following results:-

- |   |                                       |
|---|---------------------------------------|
| • Question :- Do you Love the Village Green                     | Ans. 93% Yes                          |
| • Question :- Do you Love large Estates                         | Ans. 76% Hate    18% do not care      |
| • Question: Village School Big Enough                           | Ans. 58% No    31% Yes                |
| • Question:-Should Village have say ref build on RBL site       | Ans. 98% Yes                          |
| • Question:-Village hall, Love, Hate, Good enough<br>4% Improve | Ans. 82% Good Enough;<br>4% Improve   |
| • Industrial Estate, Love, Hate, More of<br>More of             | Ans. 38% OK; 27% Hate; 18%<br>More of |
| • Position Village Shop   | Ans. 45% Love; 49% Hate               |
| • Open Views across Green                                       | Ans. 98% Love                         |
| • Street Parking  | Ans. 98% Hate                         |
| • Open Views Across Fields interrupted by housing Development   | Ans. 98% Hate                         |
| • Small Developments  | Ans. 89% Love                         |
| • Do you Mind Driving Delays, level crossing                    | Ans. 82% Yes                          |
| • Want More Places to work                                      | Ans. 31% Yes; 53% No                  |
| • Want More playing fields                                      | Ans. 60% Yes; 31% No                  |



**First Survey Results**

**June 2013**

**Bramley Neighbourhood Plan**

**<http://bramleyndp.org.uk>**

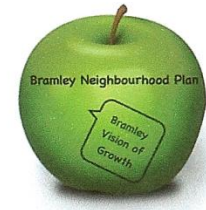
# The Questions



**"How important is to you....."**

1. **Housing:** "To influence the design and location of new developments?"
2. **Transport:** "To have ease of movement in and out of the Parish?  
e.g. Public Transport, Private cars etc."
3. **Education:** "To have schooling facilities in Bramley"
4. **Environment:** "To live in a Rural Community, have open spaces and  
Commuter access?"
5. **Communication:** "To have faster Broadband and mobile connectivity"
6. **Medical Services:** "To have timely access to medical services in the  
Parish"
7. **Recreational Facilities:** "To have facilities for all age groups?"
8. **Safety/Security:** "To feel safe and secure in and around Bramley?  
e.g. at home and in Public spaces."
9. **Employment:** "To have Local employment facilities?"

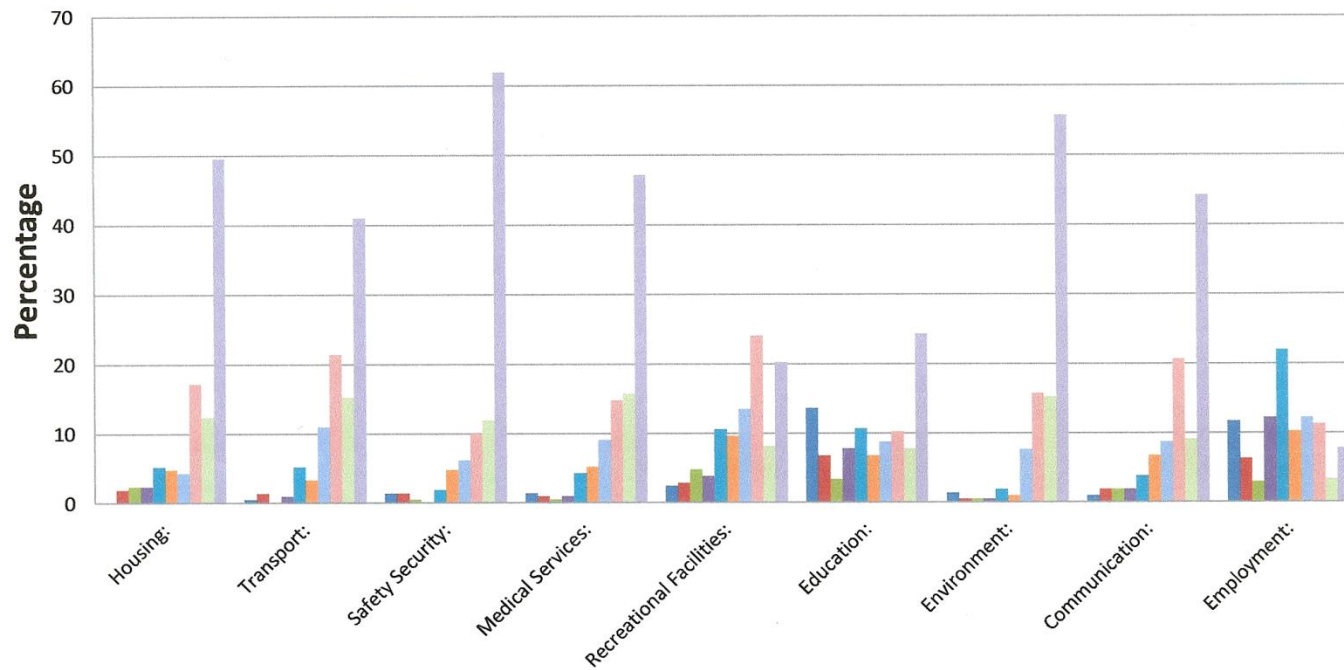
## Facts & Figures



- ❖ **Survey 1: June 2013**
- ❖ **Number of total responses: 210**
- ❖ **0-1 person household: 45**
- ❖ **2 person household: 90**
- ❖ **3 person household: 32**
- ❖ **4 person household: 24**
- ❖ **5 person household: 17**
- ❖ **>5 person household: 2 (*business premises*)**
- ❖ **Data has been rounded to 0 decimal places**



## All Results

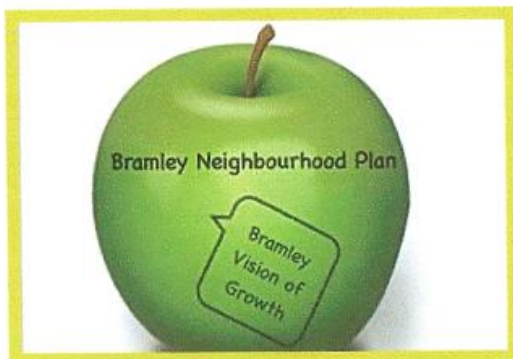


## Survey German Road, Horticultural Society

Total	
What is your current residential status?	
<input type="checkbox"/> Owner occupier	11
<input type="checkbox"/> Shared ownership	2
<input type="checkbox"/> Private tenant	1
<input type="checkbox"/> Renter -housing association	7
<input type="checkbox"/> Living with relatives	1
<input type="checkbox"/> Other (please state)	0
If you rent, would you wish to own a property?	
<input type="checkbox"/> Yes	14
<input type="checkbox"/> No	2
If you own a property, would you wish to move within Bramley?	
<input type="checkbox"/> Yes	5
<input type="checkbox"/> No	1
If yes to either of the above, why have you been unable to buy a property locally?	
<input type="checkbox"/> Too expensive	9
<input type="checkbox"/> Available housing is unsuitable size	0
<input type="checkbox"/> Available housing is unsuitable for special needs	0
<input type="checkbox"/> Other (please state)	0
How long have you lived in Bramley?	
<input type="checkbox"/> 0 – 5 years	10
<input type="checkbox"/> 5-10 years	5
<input type="checkbox"/> 10-15 years	3
<input type="checkbox"/> 15 years plus	4
How long do you envisage staying in Bramley?	
<input type="checkbox"/> 0 – 5 years	1
<input type="checkbox"/> 5-10 years	6
<input type="checkbox"/> 10-15 years	3
<input type="checkbox"/> 15 years plus	8

Were you aware of the existence Bramley Neighbourhood Development Plan before today?	
<input type="checkbox"/> Yes	14
<input type="checkbox"/> No	8
M	
	5
F	
	16
18-24	1
25-34	7
35-44	7
45-54	5
55-64	2
65-74	0





**Providing an opportunity for local people to influence the future of Bramley**

## Bramley - NDP



### Neighbourhood Development Plan Bramley Church of England Primary School - Feedback

The NDP submitted 3 simple questions to the Bramley School council; the council is made up of children from the school with 2 representatives from Year groups 1 through to 6.

The school catchment area covers the villages of Bramley, Sherfield on Loddon and Stratfield Saye, offering education for primary school children from the ages of 4 through to 11. Bramley School currently has approximately 410 pupils.

#### Questions

1. What do you like about Bramley?
2. What do you not like about Bramley?
3. How would you change Bramley for the better?



#### NDP

Giving communities more  
power in planning local  
development

#### Bramley Parish Council

Neighbourhood Development  
Plan

<http://bramleyndp.org.uk/>

contact1@bramleyndp.org.uk

# Pupils feedback

## Feedback

- The children were pleased to have been asked for their ideas and were eager to discuss their responses to the questions raised.
- The majority of the children on the School Council live in Bramley, with the remainder living in Sherfield-on-Loddon.

## Stay a village

Peace and quiet

Open spaces

Walking and cycling

The level crossing

Cars speed !

Footbridge

Cars parking

## What's good about our village?

The green, open spaces, e.g. Clift Meadow

The peace and quiet

The play areas, e.g. the ball park

Being able to walk safely to their friends' houses

The independence provided by the train link to Basingstoke and Reading (Year 6 pupils)

## We don't like

Places in the village where there are no footpaths

Footpaths that are overgrown and footpaths where the street lamps no longer work – they feel nervous when walking down them

Cars driving too fast on the main road through the village

Crossing the road opposite the Bramley Bakery or at the One Stop, where there are lots of parked cars and it is difficult to know when to cross

Waiting at the level crossing (on foot or in the car)



Like the village, the school has had to grow in size over the last few years, creating the need for extensive development work to build an exciting school environment.

## How do we make it better?

A shop where they could spend pocket money on small items, e.g. toys

A library or book shop

A new car park so that cars wouldn't park outside the One Stop or Bramley Bakery (or on the yellow lines outside the school gates)

A footbridge over the railway line

A footpath or cycle path between Bramley and Sherfield-on-Loddon to encourage children to walk or cycle to school and to make it easier to travel independently to see friends in the other village

Check the footpaths, cut back overgrown plants and fix the street lamps

Extend the footpaths so that they cover the whole village and children can walk safely to any house



## **OPEN DAY, 28<sup>th</sup> September 2013**

- **94 Residents attended (2% Population)**
  - **They appreciated what we are trying to achieve in being allocated 200 houses through the Local Plan and addressing the issues of improving the Infrastructure, Recreational facilities, transport, parking and Environmental issues**
  - **42 Maps completed suggesting housing site allocations, and various comments were made and logged.**
- 
- **13 Maps said 200 houses on Minchens Lane, 31%**
  - **11 Maps said 80-150 on Minchens Lane , 26%**  
**With the remainder spread around Bramley**
  - **2 Maps said 200 on Strawberry Field 5%**
  - **8 Maps said 50/150 on Strawberry Fields 19%**
  - **10 Maps said Spread around 24%**
  - **3 Maps said no houses 7%**

*Observation of Bramley level crossing  
2nd December 2013*

10:00-11:00 closed 37 mins	10 Trains
11:00-12:00 closed 33 mins	9 Trains
12:00-13:00 closed 29 mins	10 Trains
13:00-14:00 closed 24 mins	8 Trains
14:00-15:00 closed 34 mins	11 Trains
15:00-16:00 closed 27 mins	10 Trains
16:00-17:00 closed 25 mins	10 Trains
17:00-18:00 closed 25 mins	7 Trains

AVERAGE 29 Minutes per hour.  
Cross Country, Goods, Basingstoke/Reading

# Bramley Local Economy

Historically Bramley was a small village, centred on the church, relying on agriculture to drive its economy and employment. In common with most rural areas agriculture now provides few jobs with most of the parish land being farmed from outside the parish.

In 1844 the railway was built which led to a cluster of development gradually spreading from the station. This gives us our linear look, but divided by the railway crossing

In 1917 the ammunition depot was started which, in its heyday, employed 4400, both Military and civilian. There is now a very small care and maintenance staff with most tasks contracted out. In the 1980's residential estates began to be built on the edge of the MOD site which further stretched the village's linear character, although most of the developments are not obvious to the traveller.

Several agricultural buildings (Stocks barn and Minchens court) have been converted to business use. Two new business parks have been created (Cufaude Lane and Campbell Court) which provide employment. This is somewhat disappointing as of the 610 jobs identified only 83 are filled by local people. This generates large movements of people with many commuting into village workplaces and many more out to their workplaces.

These figures, coupled with the railway station and our proximity to the A33, M4 and M3, seem to consign us to be a dormitory village. This is not sustainable without significant investment in the local infrastructure. Specifically the appalling state of our roads, frequent flooding and lack of un-hindered and safe railway crossing.

Location	No. of Workers	From Bramley
Stocks Barn and Minchens Court & Barn	71	7
Rest of Village	167	48
Stocks Barn and Minchens Court & Barn	71	7
Cufaude Lane business park	84	11
Campbell Court	217	10
	610	83

Figure 1 - Summary of Businesses within Bramley

## Information from Census paper

	BRAMLEY	SHERFIELD
All Categories Method of Travel to Work	2987	2345
Work mainly at or from home	199 7%	163 7%
Underground, Metro, light rail	1	4
Train	260 9%	108 5%
Bus, Mini Bus, or Coach	20	42
Taxi	3	0
Motor Cycle, scooter, moped	14	6
Driving a van or Car	1579 53%	1321 56%
Passenger in car	91	62
Bicycle	32	17
On Foot	67	69
Other Method Travel	10	8
Not in Employment	711	545

## NEIGHBOURHOOD DEVELOPMENT PLAN / TRANSPORT



# Evaluation of Transport Effects on Bramley Village in the Prospect of Further Development.

Prepared for: NDP - working group

Prepared by: George Zaidmann and Bruce Ansell

7 January 2014

Sub group: Transport

# **BRAMLEY NEIGHBOURHOOD PLAN: - TRANSPORT**

## **SUMMARY FINDINGS**

- Because Bramley is crossed by both railway and has the busy C32, apart from Traffic Calming and building further car park, nothing significant can be done other than having significant funds for a By-Pass
- Any Development along the C32 brings in more cars adding to the strain on Safety and the Infrastructure
- Bramley will suffocate with more development to the detriment of our community for generations to come
- Evidence shows from resident feedback and independent Elements that traffic density within the village via C32 generates a dangerous combination of All traffic, vehicular, cycle and pedestrian

## **PROPOSITIONS LOOKING AT:-**

- Safe routes throughout the village for Cycles and Pedestrians
- New Developments to provide alternative routes for foot and cycles giving priority over mechanised traffic
- Safe Route to school for all children independent of the C32 and surrounding roadways
- Pathways of an acceptable character to the Rural Vision of the Village and not just “ Black Asphalt”



## POSSIBLE SOLUTIONS

**1/ Barriers:** Moving the Station further down the tracks toward Reading will possibly allow for the down time of the barrier to be reduced and add to any safety issues as trains coming from Basingstoke will have passed the barrier allowing it to be opened earlier while trains going to Basingstoke can stop well before the barrier allowing it to only close when the train is cleared for departure from Bramley station.

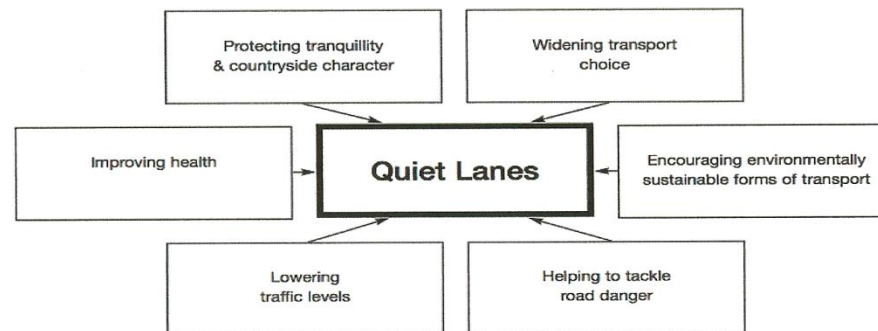
**2/ Parking:** There are 3 identified areas where a parking area can be placed, along Minchen's Lane just north of Clift Meadow and near the tracks, adjacent east of Strawberry Fields and lastly on land behind, very near or around the surgery complex. The nearest, so most convenient area, would be the one north of Clift Meadow as the other two are near to three times the distance away, therefore not convenient at all.

**3/ Flow of traffic:** Suggestions have been made to stop HGV from using the C32. Also a variety of traffic calming measures have been suggested as speeding is sometimes an issue as well. A yellow non stopping area painted (hatching) on the area where the barrier stands in order to prevent cars crossing it when space on the other side is not available to do so. Minchen's Lane can be widened, the bridge at the end widened and strengthened and the roads running from there back to the C32, Holly, Olivers and Folly Lanes, widened as well thus creating a virtual bypass or another purposely built bypass through MOD land, in both cases, therefore, the barrier will no longer need to be used.

**4/ Quiet Lanes:** Parish and Residents to pursue designation of 'Quiet Lanes' within Bramley Parish area. Country Lanes are an integral part of our rural environment but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating.

Quiet Lanes are a positive way of:

- > providing a chance for people to walk, cycle and horse ride in a safer environment;
- > widening transport choice;
- > protecting the character and tranquillity of country lanes.

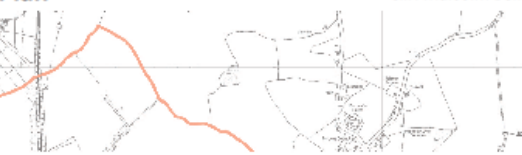


## Bramley Neighbourhood Plan

Cllr. Malcolm Bell

A key decision for the Parish Council is where the new development should go. The Neighbourhood Planning Committee has identified a number of possibilities and will select the most suitable sites that can provide the right amount of new development. To do this, each site will be assessed against a range of criteria.

To make sure the decision-making process is transparent, the Steering Group is publishing these criteria, so people can see how the decision is being made and comment on whether they feel all the necessary factors are being taken into account:



SITE ASSESSMENT CRITERIA	COMMENTS
1. Is the site available for development?	Is the landowner willing to release the site for development?
2. How long will it take to develop?	Yes / No
• In 5 – 10 years	Yes / No
• In 10 – 15 years	Yes / No
• Does the site contain or adjoin any ecological or environmentally sensitive areas that would prevent or limit development?	If yes, does the statutory designation prevent, limit or affect the viability of development?
3. Planning, nature conservation or SSSI designations	Yes / No
• Tree preservation orders	Yes / No
• Archaeological designations	Yes / No
• Conservation areas	Yes / No
• Listed buildings	Yes / No
• Landscape designations	Yes / No
• Is the site a green field site or a brown field site?	Yes / No Score: Brown field sites higher.
4. Is the site Grade II agricultural land or better?	Yes / No Reserve good existing agricultural land.
5. Does the site have any infrastructure deficiencies that would affect the viability or practicality of development?	Yes / No
6. Does the site have a risk of flooding?	Yes / No
7. Is the site easily and safely accessible from the highway network?	Yes / No

SITE ASSESSMENT CRITERIA	COMMENTS
7. Will the local traffic impact be acceptable in terms of the capacity of the existing road network? Can it be made acceptable?	Yes / No Exclude if the issues cannot be addressed.
8. Are community and social facilities reasonably accessible from the site?	Yes / No Score
9. Near the site facilities	
• Local shops	
• Public transport – bus stops and train station	
• Community facilities	
• Local schools	
• Does the site lie within or adjoin the existing Settlement Policy Boundary?	Score Sites within the SPP score higher.
10. Are there any other planning or policy constraints which might affect the development of the site?	Provide details
11. What is the capacity of the site taking all the above considerations into account?	How many dwellings can the site support?
12. Would development of the site present opportunities to enhance the character and local distinctiveness of the village? or impact on rural views?	Score
13. Would development of the site present opportunities to enhance the sustainability of the village?	Score
14. Would development of the site present opportunities to create community benefits? e.g. provide a public open space	Score



Some of the above criteria must be satisfied for development to be considered at all (e.g. good vehicular access, a willing land owner, etc.). If the answer is no to these questions, then the site will be automatically eliminated. Other criteria can be assessed by scoring, with higher scores meaning the site is more suitable for development.

The Steering Group and the Parish Council is inviting local residents to comment on these criteria and to say if there are any other factors that should be taken into account in selecting sites for future development in Bramley.

To see a larger version of this page visit :

<http://bramleyndp.org.uk/where-should-development-go/>



# **Bramley Neighbourhood Development Plan.**

[www.bramleyndp.org](http://www.bramleyndp.org)



*Your Voice, Your Village, Our future*

**Aim of the Neighbourhood Plan is to Write Policies that in the end will make Bramley a Happier, sort after place to live.**

From the consultations and engagement activities to date, the Steering Committee has identified four general themes, an overall vision and a series of goals and objectives.

## **The Vision**

The population in the village of Bramley has grown in size from 3,348 in 2001 to 4,233 in 2011. The overwhelming view of the people of Bramley is that they want to see the village stay as a village. People like the rural aspect of Bramley, the green spaces and its community feel.

**The Vision statement proposed is that:**

**“Bramley must retain and enhance its character as a rural village community”.**

**The four general themes are:**

**Housing, Environment, Community & Recreation, Transport.**

## **LATEST**

- I. Employed Consultant, Urban Vision to take the plan through to the Draft Stage**
- II. Having supplied the information and looked at our Objectives, then slight refinements are suggested**

- The Vision :**

**In 2029 Bramley will be an attractive village with strong rural character, excellent and conveniently located community facilities, and 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**

- **Aims and Objectives**
  - I. To make provision for new housing which satisfies local strategic growth requirements, fulfils local housing needs, and enables locally needed infrastructure to be delivered.**
  - II. To Ensure that all new housing developments complement and enhance the rural character of the village**
  - III. To maintain and enhance the range of recreation amenities, services and facilities appropriate for Bramley**
  - IV. To protect the rural character of the village and its setting and minimize the environmental impact of new development**
  - V. To improve pedestrian and cycle connections within Bramley and to surrounding destinations.**
  - VI. To resolve problems of on-street parking associated with businesses**
  - VII. To provide opportunities for suitable employment development in Bramley**

**At the point now of putting policies together to achieve these Objectives**

## Problems facing Bramley besides issues found from the Surveys

1. Has to Conform to the Local Plan. Some 200 houses allocated in the plan
2. Local Plan not accepted yet for 748 houses to be built per year.
3. No 5 year land supply identified by BDBC as required in NPPF
4. No Local Plan, No NP, a window of opportunity for developers
5. Planning application in for Minchens Lane
6. Planning application in for Strawberry Fields
7. If 200 houses built, Planning Officer BDBC says it will meet our requirement.

## What can NDP bring for Bramley

1. Planning for Future, improving Infrastructure, safety , recreation, environment
2. Suggest sites for development that has to be taken notice of in the Future
3. Plan for LONG TERM

WITH THE ADOPTED VISION FOR BRAMLEY IN MIND