

# Bramley Neighbourhood Plan



## Summary of Community Consultation and Survey Results

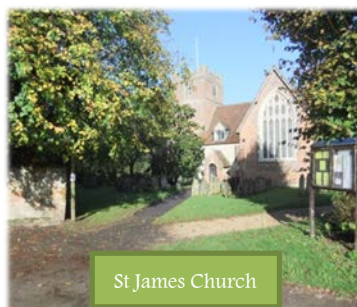


Table 2a: Community engagement for the Bramley Neighbourhood Plan		
Date	Method	Purpose
March 2013	Bramley Parish magazine	To introduce the proposal for a Neighbourhood Plan and seek support from the community.
March 2013	Neighbourhood Plan leaflet and questionnaire "Marmite" Quiz in Village Hall	To 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 <sup>th</sup> and 30 <sup>th</sup> 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 <sup>nd</sup> December 2013	Station review, 6am-6pm	Access barrier down time, parking habits of commuters, where from/travelling to.
2 <sup>nd</sup> December 2013	Shop survey	Habits of shoppers, parking of shoppers
January, 2014	Economic Review	Employment of businesses in Bramley Parish
7 <sup>th</sup> and 8 <sup>th</sup> March, 2014	Open Day Consultation	To seek community opinion on a proposed housing development of 200 dwellings off Minchens Lane.
15 <sup>th</sup> , 22 <sup>nd</sup> May 2014	Open Meeting Cliff Meadow Pavilion	Power Point Presentation of NP to date, workshop on preferred sites
8 <sup>th</sup> 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.

In compiling the Neighbourhood Plan, note has been taken of the views of the community from Surveys, Open Days and comments both received and posted on the web site. It is the views of the community that make up the Bramley Neighbourhood Plan. The Surveys are listed here along with the analysis from the surveys (Table 2a in the Neighbourhood Plan).

# Bramley Neighbourhood Plan

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# Bramley Neighbourhood Plan

## 1: March 2013, Bramley Magazine.

### Bramley's Neighbourhood Plan

Part of the Planning and Development Committee's work is to put together a *Neighbourhood Plan* for the Parish of Bramley. This has been talked about for some time, but now the work has started. Formally known as a Neighbourhood Development Plan (NDP), it is a way of helping local communities to influence the planning in the area in which they live and work.

*The aim is to develop a shared vision for the future of our village, choose where any new homes, shops or offices should be built, identify and protect important local green spaces, influence what new buildings should look like, and so on.*

As with everything, it has to fit within a broader framework. In our case, it has to fit together with the Basingstoke and Deane Local Plan. So long as it does this, it should be accepted by the Borough Council. It is then over to the residents of Bramley to decide if they agree through a referendum. If supported, it becomes a recognised planning document which developers and others have to take note of.

The completed plan is at least 12 to 18 months away. The rules concerning the plan state that it cannot just be prepared by the Parish Council. While the Council will lead the process, residents, community organisations, businesses and landowners have to be involved and their views form the basis of the plan

We are at the first stage of producing a Plan, with the Borough Council accepting that Bramley Parish should be the area covered by the Plan. The next stage is to have representatives come forward and join the Neighbourhood Planning Group.

An open meeting is planned for the beginning of March to inform the whole community about Neighbourhood Planning. Basingstoke and Deane Borough Council will be supporting this and subsequent meetings, and will give us guidance in preparing the plan, as will CPRE (Campaign to Protect Rural England). However, without interested villagers, nothing will happen. If that is the case, we will have lost the opportunity to be in control of our own destiny. We would be at the mercy of developers.

Do not let Bramley Parish face that situation in the Future.

Let us get the Neighbourhood Plan in place, detailing the future of our village as agreed by the whole community, not just a few.

Too often you hear "IF ONLY WE (I) HAD....." Now we can.....

Do not sit back Bramley, and let others decide what Bramley will develop into in the future.

**BRAMLEY PARISH COUNCIL WANTS THE VILLAGE TO  
JOIN TOGETHER  
IN DEVELOPING A  
NEIGHBOURHOOD PLAN  
WITHOUT YOU WE GO NOWHERE!**

Malcolm Bell  
Bramley Parish Council

### NEIGHBOURHOOD PLANNING

***Influencing future development in your  
community***

**Basingstoke and Deane  
Borough Council is  
supporting Bramley in  
creating its own  
Neighbourhood Plan,  
recognizing that the  
village should have a say in  
how it is  
developed in the future.**

**The next step is to form a  
Planning Group  
with representatives from  
Bramley's Community**

**To find out how you can get involved, be  
heard,  
or just find out more, please contact Cllr. Bell  
msb7814@gmail.com, tel. 0750 222 2818  
There is more information inside this  
newsletter,  
and at [www.bramleypc.co.uk](http://www.bramleypc.co.uk)**

**IT'S YOUR VILLAGE  
SO HAVE YOUR SAY ABOUT FUTURE DEVELOPMENT**

The article opposite was in the March 2013 Bramley Magazine to inform the community that the Parish Council was embarking on a task to prepare a Neighbourhood Plan. The above boxed information was the back page of the magazine. The magazine was circulated to all households in the Parish of Bramley

# Bramley Neighbourhood Plan

## 2: Neighbourhood Leaflet and Marmite Quiz, 8<sup>th</sup> March 2013

A Leaflet with information concerning the Neighbourhood Plan was produced and circulated to all households. It invited all residents, Business people to come to an OPEN MEETING on the 8<sup>th</sup> March, 2013 between the hours of 3.30pm and 7.30pm.<sup>1</sup> At that meeting, posters were on hand to explain Neighbourhood Planning, showing the Parish As the accepted area for the plan, and attendees were invited to complete a simple survey/quiz, a MARMITE QUIZ, and to make comments concerning the future of Bramley<sup>2</sup>.

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.

The results of the Marmite Quiz, asking for opinions on certain things in the village were:-

- 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  
**Ans. 82% Good Enough; 4% Improve**
- Industrial Estate, Love, Hate, More of  
**Ans. 38% OK; 27% Hate;18% 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**

**Comments** were also made by the attendees, and these are categorized:-

### SHOPS

Need for Community Village Street with shops.  
Move the centre of the village from the railway crossing  
More facilities for all the community, another Pub, more shops  
Shop and Bakery inadequately sited  
More Shops in area that will not hamper traffic  
Re-locate shop for more parking

### HOUSING DEVELOPMENTS

Not all developments are bad  
Low Budget adversely affects infrastructure expansion  
Development is way to secure infrastructure  
Amenities to support proposed/future developments  
Infrastructure to support more development  
Improve infrastructure, Doctors, shops, schooling  
No further development in Bramley  
Ensure that development creep up Cufaud Lane does not affect Bramley Village  
Have say on Character, Style of housing  
Affordable housing for young families  
Housing Development is the biggest challenge  
The Railway crossing means no further development

### VILLAGE

Keep Bramley Rural  
Preserve Character of the village

### EDUCATION

Schooling is problem  
Require better pre-schooling facilities  
Require purpose built school to meet the needs of the village  
Need for purpose built nursery school

1. Neighbourhood Planning for Bramley. Appendix H, Section A1

2 Marmite Quiz

Appendix H, Section B1



# Bramley Neighbourhood Plan

## COMMUNITY FACILITIES

Better facilities for youngsters  
Balance future growth with available facilities  
Free up village hall for activities for wider population

## PARKING, ROADS

Parking near the station  
Road/Pedestrian safety  
Traffic Congestion too great  
Railway barrier down too long causing traffic congestion  
Discourage traffic through the village, too many HGV  
More School Parking, school run congestion in village  
More yellow lines to discourage commuter parking  
More parking for shop and doctors surgery  
By-pass using Minchens Lane, New Road  
Pay as you park facilities  
Pedestrian Bridge over railway

## OTHERS

Frequency of public transport, buses  
More police cover  
Footpath between Bramley and Sherfield  
Street Lighting on the main road  
Drainage problems  
Broadband Problems

There are a large number of issues which hopefully can be in the main addressed through the Neighbourhood Plan. This is only the beginning of getting the opinions of the Community. The setting up of the Project Plan, the next step, will help to establish the extent of the work that will be involved in producing the neighbourhood plan. More information has to be gathered, evidence produced and consultations with the community before the plan can be finalised, with the expectations that it would be finalised late 2014.

Taking into account the comments and the results of the Marmite Quiz, it became apparent that Large Developments of housing were not liked, that an improvement in the infrastructure was required, that the volume of traffic in the village was of concern, from point view of parking for the shop and causing safety issues for all personnel.

On the basis of this first meeting and taking into account the previous questionnaire for the village plan <sup>1</sup>, with the formation of the Steering Group, a

further questionnaire was prepared. The Wordle of the comments is produced in the Appendix D1

## 1 Village Plan Questionnaire, Results of the questionnaire.

### Appendix C1



The Open Day presentation

**Summary:** - The words that stand out on the Cloud are VILLAGE, FACILITIES, BRAMLEY, DEVELOPMENT, INFRASTRUCTURE, PARKING, and TRAFFIC

Refer to Appendix H, Section B1 and D1

# Bramley Neighbourhood Plan

## 3: Neighbourhood Plan Questionnaire, May/June 2013

On the basis of the findings of the Marmite Quiz and the comments that were made, then it was decided that a questionnaire to all households was required. This Questionnaire asked for the views of the community, asking them to rank on a scale of 1-10 the importance of Issues in Bramley, mainly Housing, Transport, Education, Environment, Communication, Medical services, recreational Facilities, Safety/security and Employment.

Postal codes were asked for along with the number of people in the household. In total, 210 households replied from total of 1662 dwellings as per the 2011 census, 12.6% response.

The questionnaire was available for electronic completion on the web site, and collection points were distributed at key positions within the village.

The Questionnaire is Appendix H, Section E1

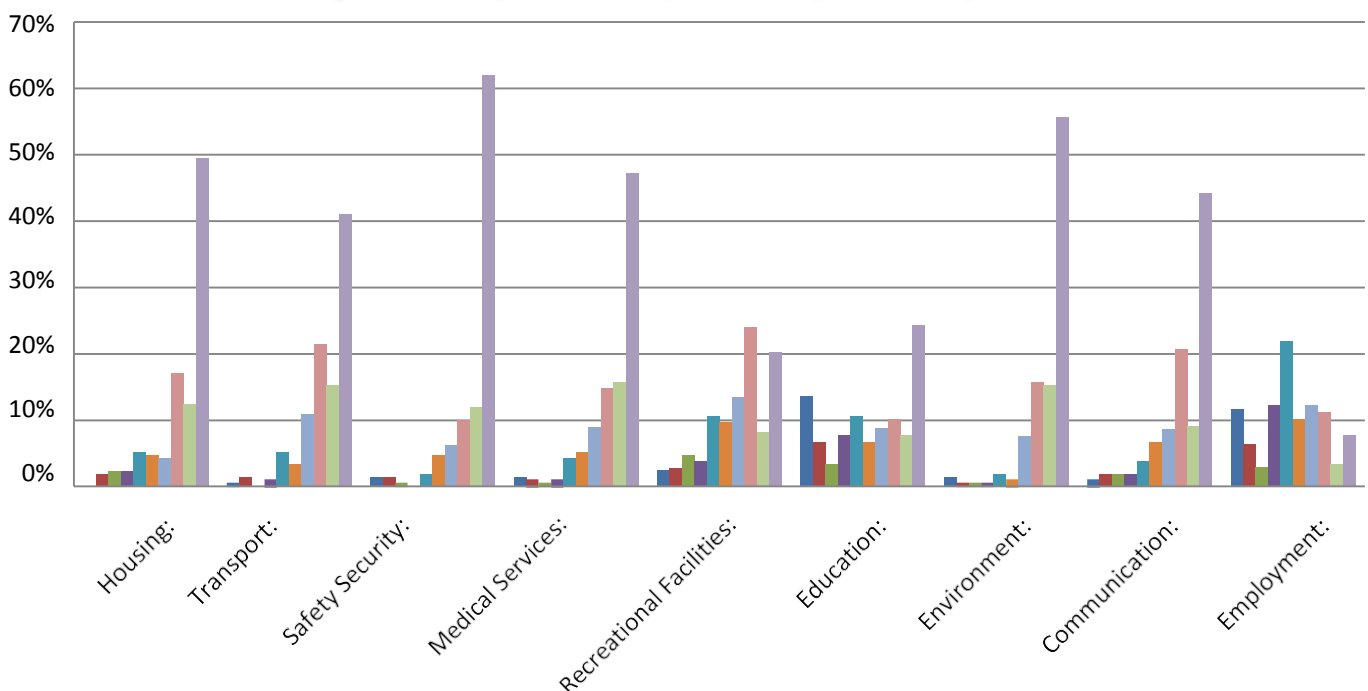
The complete results of the Questionnaire are found on the Web Site [www.bramleyndp.org.uk](http://www.bramleyndp.org.uk)

The Summary of the answers looks like the bar chart below:-

The slide shows the combined totals for all questions, all occupancy levels and is expressed as a percentage of the total answers (i.e. 104 respondents gave the answer of 10 out of the 210 total answers =49.5%)

Each Coloured bar represents the scores from 1-10. For Example, when looking at "Housing", it appears that just under 50% of respondents gave an answer 10, 12% gave an answer 9, 17% gave an answer 8 (and so on)

ALL RESULTS: - Score 10  ; Score 9  ; Score 7  Score 5  score 2 



## Bramley Neighbourhood Plan

This chart indicates that the community consider **Safety and Security** is of paramount importance (Question “To feel safe and secure in and around Bramley”), with **Environment** second (Question “To live in a Rural Community, have open spaces and commuter access”). **Housing** is third most important where the community want to influence the design and location of New Developments, and having timely access to **Medical Services** in the Parish is important.

**Transport**, having ease of movement in and out of the Parish by Public, cars etc. is of importance but having **Education/Schooling Facilities** in the village gets a mixed response along with **Recreational facilities** for all age groups.

**Communication (Faster Broadband)** is of importance whilst **Employment (Local Facilities)** has again spread in the ranking with 22% ranking it as 5 out of 10.

The further information from the survey comes from how the number of occupants in the household influences the importance of the topics.

- Housing, safety and security and Environment is important across the spectrum of occupancy
- Medical Services and Transport give in the main over 40% across the occupancy ranking 10 on the scale of importance.
- Recreational Facilities does not rank high over the whole range of occupancy, whereas Education becomes more important with higher occupancy, obviously with larger families, as does Communication.
- Having local employment facilities is lowly ranked across the range of occupancy, indication that the majority of residents in a household travel outside of the village for work, by car, rail etc.

With this information and the comments that were made, the Steering Group started to put together the aims of the Neighbourhood Plan.

The wordle of the comments:-



The words that are repeated are BRAMLEY, VILLAGE, PARKING, TRAFFIC, CROSSING, ROAD, SCHOOL, FACILITIES, STATION, words that are seen time and time again in comments. To see the comments as written, refer to the Appendix H, Section E1

# Bramley Neighbourhood Plan

## 4: Meeting with people attending Bramley Car Boot Sale, 14<sup>th</sup> July 2013, 12.30 to 14.30.

The opportunity was taken to attend one Bramley Car Boot sale held on the football pitch. Walking around, then individuals were interviewed, questioning them specifically about issues they had about the expansion of Bramley over the years, and what they wanted in the future.

Unfortunately, the number of Bramley Residents attending the Car Boot sale was small, so input low.

Of those interviewed, 11 were resident in Bramley.

### Their Comments:-

Where Live	Status	Comments
Coopers Lane/The Street	Trustees of the Football Club, 5 people	All of the opinion that too much building going on in Bramley. Want to maintain Bramley as a Rural Community
Bramley Corner	(Mr)Home Owner	Lack of Infrastructure and Traffic speeding: Cycling paths required. Pinch Points in the road are dangerous.
Beaubeare Close	(Mrs) Home Owner	Keep Rural; do not spoil Clift Meadow with more buildings. Sufficient facilities with Village Hall and Clift Meadow pavilion.
Moat Close	(Mrs) Home Owner	Children need to have the play area in Moat Close. Enclosed Green area in Moat Close needs cleaning up for children to play. Too much dog dirt. The area used solely for dog walking. Children go to other areas outside of Bramley to play because of the dog dirt. Children interested in joining Brownies
Lane End	(Mrs) Home Owner	No great Problems, but no more houses. Never knew about the possible facilities on Clift Meadow. Never been questioned? Believe facilities at village hall are satisfactory. Been there for years. Trouble is insufficient helpers?
Longbridge Close	(Mr) Home Owner	Ensure good schooling, Traffic Problems with barrier down too long. Poor Broadband
The Street	(Mr) Home Owner	Pinch point dangerous, stretch drivers skills. Require facilities for safety of cyclists. Infrastructure poor for present housing, Poor shop (goes to shop in Sherborne St John)?

**SUMMARY: - Infrastructure Poor, Pinch Points Dangerous, Poor Shop, Village Hall Satisfactory (Sufficient Facilities), Traffic and Barrier Down Time, Too Much Building, Keep Rural, and Cycle Paths for the Safety of Cyclists**



## 5. Survey of Children at Bramley Primary School, July 2013

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?

### Pupil's 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.

#### 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 Bramley Bakery or 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)

#### 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

**SUMMARY:** - They want Safety on the roads, Good safe footpaths, less cars parking on the roads, Safety over the railway

Full Survey report on the web site [www.bramleyndp.org.uk](http://www.bramleyndp.org.uk)

# Bramley Neighbourhood Plan

## 6: Survey at Bramley Show/ German Road housing, August 2013

### A. Bramley Show

Bramley Horticultural Show is an annual event. Held in the village hall, it attracts a number of people so an opportunity to question them concerning Bramley.

It turned out to be a low turnout, only 8 people being willing to be interviewed.

Certain questions were asked:-

Of those interviewed, in the main they were Owner occupiers, but those renting would like to buy a house but put off by the expense. Three had lived in Bramley for 5-10 years, others in excess of 10 years going out to 15+ years, and they did not consider moving.

All except 1 knew about the NP, 5 females and 2 males.

Age groups 25-44 and 45-64

#### Comments made:

Question	Reply
What are the things you most like about Bramley?	It's a village, community feel. Access to rail travel, Rural Aspect, Location Village Feel Peace and quiet, Rural aspect, Play areas Good Transport, Green spaces Green spaces/Park, especially Farriers Close. Lived here all my life
What are the things you dislike about Bramley?	Growing too fast, becoming part of Basingstoke Traffic Problems, lack of pedestrian access Speed limit should be 20. Rubbish on ground, keep it clean No footbridge, busy roads Streets becoming car parks
What changes would you like to see over the next 20 years to make Bramley a better place to live, work and play?	Create a village center Small developments, better road access Footbridge More recreational space, swimming pool, enlarge Doctors facility Secondary school Adequate facilities should be provided when building houses Better access across the level crossing
How might we achieve this?	Move village Hall towards the shop Careful planning Footbridge

**SUMMARY:** - Community likes the Village, Community feeling, Rural aspect with Green open spaces.

Community dislikes the rate of growth seen, traffic problems, busy road, on street parking, lack of easy Pedestrian access and lack of easy access across the railway.

Community wants to see, village centre, smaller developments, more recreational facilities, safer access across railway, improvement in the infrastructure

# Bramley Neighbourhood Plan

## B. German Road Housing

On a one to one basis, the feelings of residents on the German Road estate were canvassed. This is the more isolated estate in the village which was objected to because of the over-development of Bramley and is made up of 5 blocks of flats, 4/5 bed houses, 2/3 bed houses, mixture of owned and affordable/social housing.

Of 14 households interviewed, 5 owned the property, 1 was shared ownership, 1 private renting and 7 association rental. Of those renting, 7 would like to own their own property but found that housing was too expensive. The residents had only been in Bramley for small number of years being a new estate, 10 less than 5 years, 2 for 5-10 years and 2 > 15 years. ) only 4 residents envisaged staying in Bramley more than 15 years, with 3, 5-10 years and 3, 10-15 years.

Only 50% said they were aware of the Neighbourhood Plan?

The age group of the residents were mainly in the 25-34 range and 35-44 age group, 11 females and 3 males.

Asking the same questions as for the Horticultural Show

### Comments made:

Question	Reply
What are the things you most like about Bramley?	Rural, Nice village, Shop is good Railway, parks/greens Village location, friendly people Quiet Family village, small community Convenient for town, quiet Friendly, community spirit Village, the countryside, Quiet, nice location
What are the things you dislike about Bramley?	Not enough parking, not enough kids areas, more shops, bridge Lack of shops Estate parking , not enough for kids Fish chip van not regular Travellers Street lights on the estate Pot smoking nearby Level crossing, No nursery Traffic at the railway. Better pub Nothing
What changes would you like to see over the next 20 years to make Bramley a better place to live, work and play?	More Amenities, Move shop to British Legion site More kids activities Footbridge More independent shops More wildlife Better train service and access Better facilities, Not get too big
How might we achieve this?	Push for what people want Investment Bridge Keep it a village

**Summary: -** Residents like village aspect, quiet atmosphere, friendliness people, and location  
Residents dislike, parking problems, level crossing, lack shops, insufficient play areas  
Residents changes, More amenities, footbridge, more shops, better transport, better facilities, keep small.

# Bramley Neighbourhood Plan

## 7. Open Day Drop in Session at the Clift Meadow Pavilion 28<sup>th</sup> September 2013

The Open Day was held from 10.00 to 16.00 hrs on the 28<sup>th</sup> September 2013 in the Clift Meadow Pavilion. The community of Bramley Parish was invited to attend the Open Day where they would have the opportunity to comment on the Aims and Objectives as written by members of the Steering Group for the Neighbourhood Plan. These were based on the initial surveys completed giving the views of the community.

From the hours of 10am to 4pm, 94 residents attended. They made comments and had the opportunity to complete a map of Bramley suggesting where the 200 houses allocated to the village should be sited. This was either as one development or breaking the development into smaller areas. In total, 43 maps were completed by the attendees.

The comments indicated that the Aims and Objectives were moving in the right direction to make Bramley a pleasant place to live.

From the maps completed, then there was an insight as to where the 200 houses should be sited. The areas that were considered were the Royal British Legion site, a small site that was available, sites at Church Farm Cottages, site North of the school down Bramley lane, sites to the north and north west of the village hall, Site to the east of Minchens Lane, site to the east of Folly Lane, Site to the north of Sherfield Road (Strawberry Fields). These were the sites that the attendees identified.

The views of the attendees in allocating the 200 houses on the sites

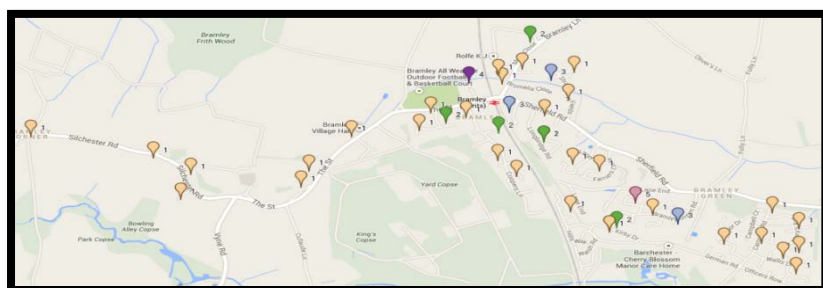
Sites/Houses	Minchens Lane	Strawberry Fields	RBL Site	Church Farm Cottages	North of the School	North & NW of the Village hall	East of Folly Lane
200	13	2	0	0	1	1	2
150	1	0	0	0	0	0	0
100	9	6	0	3	0	6	1
80	1	0	0	0	0	0	0
50		1	1	4	1	2	0
<50	1	0	3	1	1	1	0
Other No	2	1	1	1	1	1	0
<b>TOTALS</b>	<b>27</b>	<b>10</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>3</b>

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Of those that completed the Maps, the most favoured site was Minchens Lane. From a point of taking all 200 houses on one site, then 13 of the 40 attendees favoured Minchens Lane (32.5%); 19 favoured having the 200 on one site (47.5%), the other 52.5% favouring having the development of 200 houses spread across various sites in the village in different numbers. There were three attendees who said no further housing, Bramley has had enough!

The Attendees were from all areas of the village as shown by the Post Code map:-

The Map indicates the number of people from the village with the same post codes. Of the 94 that attended and gave their post codes, 20 were from the west of the Railway crossing and 38 from the east side of the rail crossing.



# Bramley Neighbourhood Plan

Comments were made by Attendees:-

## HOUSING

- Be supported by sufficient infrastructure that it does not strain village resources. Be sited to west of the railway towards the sub-station.
- Development be on the A33 side of the village
- Smaller pockets of Housing rather than one big estate. Areas around Minchens Lane, around the Recreational area.
- Architectural and landscape criteria for housing
- Try not to let Bramley become a town which is likely if have street lighting.
- No more new housing without prior agreement for improved infrastructure, improved road, new estate road wide enough to cope with 2/3 cars per household, the norm today

## TRANSPORT

- Build a footbridge! Council not interested but great majority of the village want a footbridge.
- Provide better parking for access to the station.
- One-stop to reduce impact of on-road parking. Move the shops with adequate parking away from the main road.
- Reduce impact of the level crossing on through traffic because of the down time of the barrier, especially with the forecast of extra freight traffic on the line and extra traffic from new housing.
- No on street parking. Yellow lines only pushed cars further down the roads.
- Clift Meadow 2hr free parking, chargeable after 2 hours.
- Field past the school be purchased and made into parking for the school.
- Traffic calming on the main road. Present system not working. Use continental ideas.
- Path to Sherfield
- Keep large lorries away from Bramley
- Move station
- Car Park for station with full restriction for no parking on the side roads
- No new paths and no street lighting

- No roundabouts
- Traffic calming measures are poor. Adopt better more simplistic measures as used on the Continent.
- Children should be able to walk to school on safe pathways, with lighter traffic on the roads

## ENVIRONMENT

- Protect, enhance and promote environmental and wild life areas
- Look after local wildlife and ponds etc. Not enough
- Maintain Green areas within the village

## AMENITIES

- Develop existing facilities rather than on existing green field sites.
- Ensure sufficient amenities according to priorities of residents (GP, School, cycle routes). Village centre not necessary unless it is to deliver priority services.
- Farm shop selling vegetables and meat
- Dutch style development of cross county cycle routes
- Maintain existing amenities at Clift Meadow and have a football pitch
- Not want lots of new amenities since all need in nearby Basingstoke, Tadley. Reading

The areas of concern are in the categories above, Housing, Transport, Environment and Amenities. Infrastructure to be improved, Traffic problems and safety on the roads and keeping Bramley Rural and not to develop into a town?

**Summary: -** The attendees sited the allocation of 200 houses on the maps with Minchens Lane being most favourable for 200 houses but the majority wanting the houses spread around sites.

Concerns of the attendees was to keep Bramley rural, to solve traffic problems and improve safety and to improve the infrastructure

Refer to Appendix H, Section F1



# Bramley Neighbourhood Plan

## 8: Survey at Bramley Station, December 2013

A survey was held at the Bramley railway station on the 2<sup>nd</sup> December, 2013, from 6am to 6pm. The purpose was to register the disruption caused by the barrier being down at the crossing and to look at the number of passengers using the station.

### Results:-

#### **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

The results show that the barrier down time is considerable and causes chaos on the roads with cars queuing on both sides of the barrier. This down time is likely to increase with Electrification of the line and as a result of the viaduct that is about to be commissioned at Reading Station allowing trains to bypass Reading Station and go straight up north. This line is the main line for Goods trains from Southampton travelling to and from the north.

PASSENGER SURVEY									
READING	From Bramley				BASINGSTOKE	From Bramley			
Train time	ON	OFF	Misc note	Peak No	Train time	ON	OFF	Misc note	Peak No.
6.14	11	0	Late		5.55				
6.4	20	1	Late		6.21	10	2	1 ticket	
7.14	39	2		Peak 2 = 41	6.55	24	1	Late	
7.43	Canc	"	"		7.23				Low 1 = 0
8.14	54	7	Late	Peak 1 = 61	7.55	52	2	Late	Peak 2 = 54
8.43	14	3			8.23	19	3		
9.13	8	3	Late		8.54	10	1	Late	
9.43	6	1			9.21	15	1		
10.13	8	3			9.55				Low 1 = 0
10.43	2	1		Low 2 = 3	10.23	9			
11.14	1	3			10.55	9	0		
11.43	2	2			11.23	1			Low 2 = 1
12.13	2	2			11.55	2	1		
12.43	2	0		Low 1 = 2	12.23	2	3		
13.14	3	1			12.55	2	1		
13.43	2	2			13.23	4	2		
14.13	3	5			13.55	4	3		
14.43	0	2		Low 1 = 2	14.23	2	2		
15.14	1	5			14.55	3	5		
15.43	2	14			15.23	1	3		
16.13	0	4			15.55	4	10		
16.43	1	14			16.23	5	17		
17.11	3	32		Peak 3 = 35	16.52	2	8		
17.43	4	24			17.23	6	24		Peak 3 = 30
18.11					17.49	47	28		Peak 1 = 75
18.43					18.23				
19.15					18.5				
<b>Totals</b>	<b>188</b>	<b>131</b>		<b>Total = 319</b>		<b>233</b>	<b>117</b>	<b>Total</b>	<b>=350</b>
<b>Total Passenger numbers on 2nd December 2013 = 669</b>									

The peak travelling time for passengers is the 0814 train to Reading and the 0755 to Basingstoke, and as would be expected the peak times in the evening are 1700 to 1800 hrs. Between the peak hours, then there are the casual passengers travelling to and from Reading and Basingstoke.

Total travelling this particular day 669, 47.7 % travelling to and from Reading, 52.3% to and from Basingstoke.

# Bramley Neighbourhood Plan

## Passenger Destination Survey

As the peak time for travel is in the morning and evening, a short survey was taken on people travelling from Bramley

Railway Survey 2nd December								
Platform	Time	Travel	Parked ?	Destination	From	Frequency	Suggestions	Post Code
1	07:10:00	Walked		Reading	Bramley	5/wk		RG26 5AX
		Cycled		Reading College	Bramley	5/wk	Footbridge	RG26 5AQ
		Car	Dropped	Didcot Job	Tadley	3/wk	Parking	RG264BY
		Walked		Reading Job	Bramley	3/4/wk	Footbridge	RG26 5AE
2	07:23:00	Car	Dropped	Lond Job	Bramley	2/wk	Footbridge	RG26 5AP
		Car	Park Road	Lond Job	Sherfield	5/wk	Parking; Barrier down time	RG27 0EP
		Walked		Fleet Job	Bramley	5/wk	Footbridge, St Lights	RG26 5QG
1	07:15:00	Walked		Reading Job	Bramley	5/wk	Footbridge	RG26 5EX
		Car	Park Road	Bristol Job	Bramley	5/wk	Footbridge	RG26 5BP
2	07:22:00	Walked		Fleet Job	Bramley	2/wk	Footbridge, Canopy Tick Mach	RG265DP
		Car	Park Road	London Job	Pamber	5/wk	Parking	RG26 5QM
		Car	Dropped	Lond Job	Sherfield	5/wk	Canopy, Barrier Down time	RG27 0DG
		Car	Park Road	Winchester	Silchester	1/wk	Parking	RG7 2QE
		Walked		Basingstoke Job	Bramley	5/wk	Parking, Canopy	RG26 5UL
		Walked		London Job	Bramley	5/wk	Footbridge	RG26 5AL
1	07:40:00	Walked		Reading Job	Bramley	5/wk	Footbridge	RG26 5FN
		Walked		Reading Job	Bramley	5/wk	Footbridge	RG26 5AN
		Walked		Reading Job	Bramley	5/wk	Parking/Foorbridge	
		Car	Park Road	Reading Job	Pamber	2/wk	Parking	RG26 3ES
2	08:10:00	Walked		London Job	Bramley	1/wk	Parking/Footbridge/By-pass	RG26 5DT
		Car		Chester	Bramley	2/3 wk	No Housing, Underpass, Infrastruct	RG26 5DT
		Walked		London Job	Bramley	5/wk	Footbridge	RG26 5DT

15

The results indicate that at this time, 63% used the train daily, 72% were from Bramley, 27% parked their car on the road and 27% were from outside the village. The station is an attraction not only to Bramley Commuters but to those in surrounding villages who use the car and park on the roads. The Station car park is full very early from train users.

The cars parked on the road cause misery to the residents of Bramley and a safety issue.

A walk around the surrounding streets at 1045 gave the car park full, 24 cars, 4 cars Jibbs Meadow, and 3 on the main road, 5 Pheabens Field, 12 Coopers Lane, 7 Oakmead, and 9 LongbridgeRoad. That is total of 40 parked on the road, 62.5% of the cars used by train users.

Suggestions from the commuters was to have a footbridge

**Summary:** - The Station is used by residents of Bramley and surrounding villages for travelling to work. One commuter came from Andover and parked his car on the road. Having limited station parking, then commuters' park on the surrounding roads causing misery to local residents and road safety issues. Train users like the idea of a footbridge, benefiting them because of the possibility of missing their train because of the barrier down time. Outside of peak travelling times, the station is used sparingly by residents/surrounding village residents for travelling to Reading and Basingstoke.

# Bramley Neighbourhood Plan

## 9: Survey at the Shop, Sherfield Road, 2<sup>nd</sup> December, 2013

Shoppers at the One Stop shop on Sherfield Road were questioned for a period of time, 0815 to 0935.

During the period outside the One Stop Shop, besides the 2 parties caught and questioned walking into the shop, a further 8 customers walked into the shop. Invariably the shopping appears to be for bits and pieces.

Of the 21 people interviewed, 17 people were using the car, dropping into the shop and parking on the road/pavement. There were 17 people from Bramley of which 14 were using the car. The remaining 4 people were from the surrounding villages or in the case of the van driver, just passing through.

The car park associated with the One Stop has parking for 5 cars, but these can be used by employees of the shop. Parking in any of the spots that may be available causes danger to pedestrians and to drivers because exiting the spot means reversing onto the busy C32. The C32, Classified a minor road, passes through Bramley and connects the A33 with the A339 Pamper End. It is used as a rat run in both directions by all types of transport, avoiding going into Basingstoke and out. There is no limitation on the size of vehicle that can use the road.

### LIMITED PARKING AT ONE STOP



Customers parked on Road/pavement. Delivery Vehicle

Time	Purpose	Transport	From
08:15:00			
08:15:00	paper daily	Car-Road	Strat Saye
	drink	Van Road	
	Cigs daily	Car Road	Bramley
08:35:00	Bread	Walked	Bramley
	Post-Seldom	Car Road	Reading
	Gen Seldom	Car Road	Bramley
08:45:00	Cigs Daily	Car Road	Bramley
	Milk Daily	Car Road	Bramley
	3 General	Walk Prams	Bramley
08:55:00	Paper Daily	Car Road	Bramley
	General	Car Road	Bramley
	General	Car Road	Bramley
09:10:00	Paper	Car Road	Sherfield
	Paper	Car Park	
09:20:00	Bits daily	Car road	Bramley
	Bits daily	Car Road	Bramley
09:30:00	Paper Daily	Car Road	Bramley
	Cigs Daily	Car Road	Bramley
09:35:00	Paper daily	Car Road	Bramley
	Bits	Car Park	Bramley
	Bits Seldom	Car Road	Bramley

**Summary:** - The One Stop shop is on the main road passing through the village of Bramley, the C32. It is only 100 metres from the level crossing and cars of customers parked on the main road/pavement cause an obstruction for cars crossing the railway when there is two way flow of traffic, especially after the barrier has been down causing a build-up of traffic either side of the crossing. Cars can be queuing either side for 50 metre along the road waiting for the barrier to rise. Besides serving the residents of Bramley with the essentials, the One Stop serves passing trade through the village, the customers invariably parking their cars on the road/pavement. The safety of residents is at risk. The Executives of One Stop (Tesco) have been contacted, but stating there is a parking area (5 cars) and do not see that the position of the shop is a problem.

## 10: Economic Review

### Survey January 2014

Historically Bramley was a small village, centered 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 the village a linear look, but it divides the village with 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 traveler.

Several agricultural buildings (Stocks barn and Minchens court) have been converted to business use. Two new business parks have been created (Cufau de Lane and Campbell Court) which provide employment. This is somewhat disappointing as of the 539 jobs identified only 76 are filled by local people. This generates large movements of people with many commuting into village workplaces and many more travelling out to their workplaces.

These figures, coupled with the railway station and our proximity to the A33, M4 and M3, seem to consign the Parish to be a dormitory village. This is not sustainable without significant investment in the local infrastructure.

Location	No of Workers	From Bramley
Stocks Barn and Minchens Court & Barn	71	7
Cufau de Lane business park	84	11
Campbell Court	217	10
Rest of Village	167	48
	<b>539</b>	<b>76</b>

**Figure 1 - Summary of Businesses within Bramley**

The industry in Bramley Parish is quite varied being IT, gas technology, communication, Consultancy, Exhibition Builders, motor cycle technology etc., industries in the main requiring employees with particular skills.

The largest area of employment is within the care of the elderly.

No Industry within Bramley Parish is expecting high growth. If it were to be the case, it is more than likely that employees would come from outside of the Parish as is the case at present when there is only 14% of the workforce living in the Parish. Of that 14%, more than 54% are in service Industries in Bramley.

**Summary: -** The service industries in the Parish of Bramley are of importance to the well-being and lifestyle of the community, from the care homes, the bakery, the One Stop shop, garage and the pub. The other industries do not contribute to the economy of the Parish other than providing employment for a minority of the overall employees who reside in the Bramley Parish.



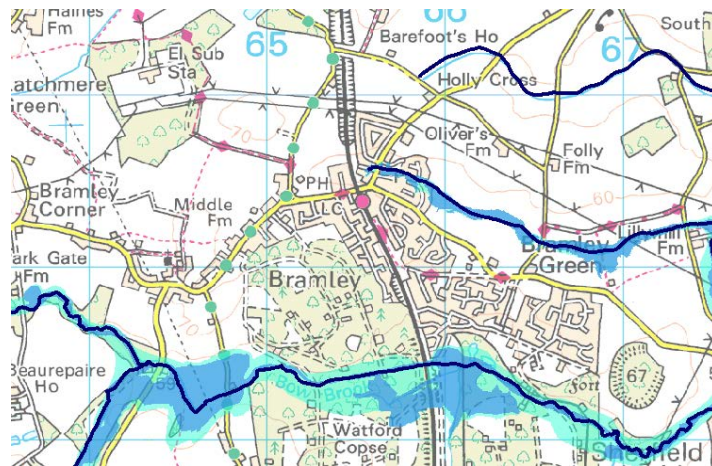
## 11: Flood Survey

January/February 2014, Observations of Drainage and flooding around Bramley

In January /February 2014, a survey was taken around the village of Bramley on the way the run-off from the fields was being coped with, how the Bow Stream was coping and how the roads were being affected by the heavy rain falls.

### The results are as follows:-

This seems to under estimate the flood risks around the village as observed over the last year, specifically west of the railway line to the north of The Street, Oliver's Lane west of Oliver's Farm and Strawberry fields.



This is the Environment Agency Flood Map

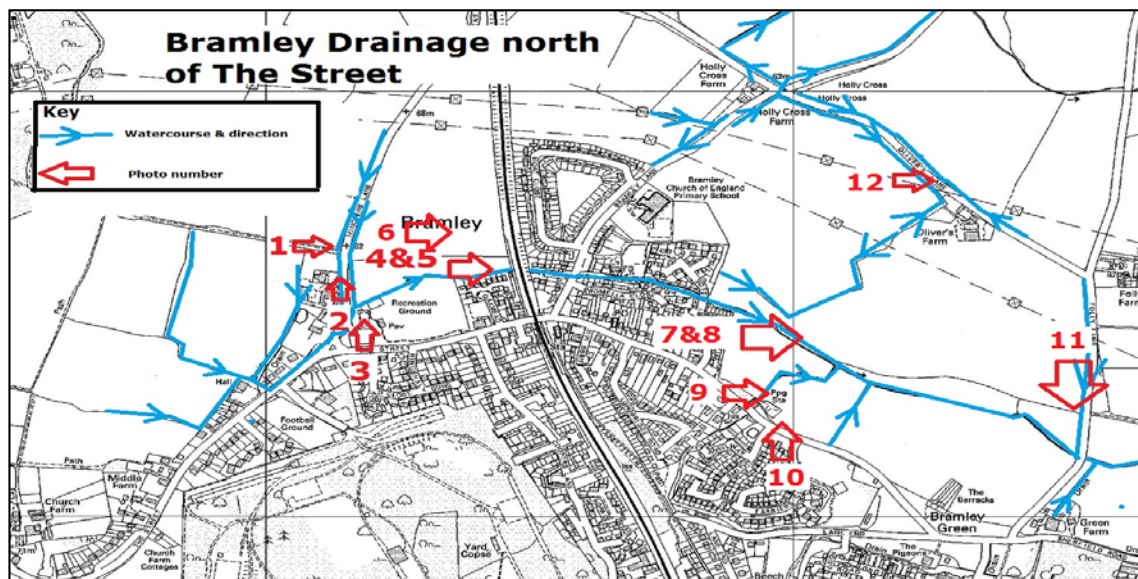
The land around Bramley is mainly clay which soon saturates and this leads to high volumes of water running off the fields onto roads and ditches.

According to the Basingstoke water cycle report the area has a standard percentage runoff of 50% which puts a strain on the local drainage both from sustained winter rains and sudden summer storms.

The practice of hedging, ditching and the clearing of gullies and culverts seems to be absent from modern agricultural practice, probably due to the absence of grazing stock in the area.

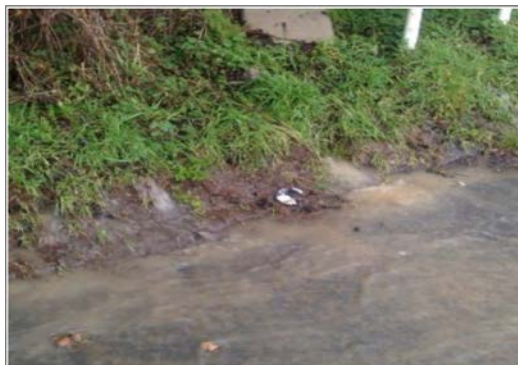
This leads to the highways and byways becoming the de-facto water courses leading to flooding, silt and mud on roads and icy patches in winter.

The following map indicates where photographs were taken displaying the effect of the flooding in the area:-





# Bramley Neighbourhood Plan



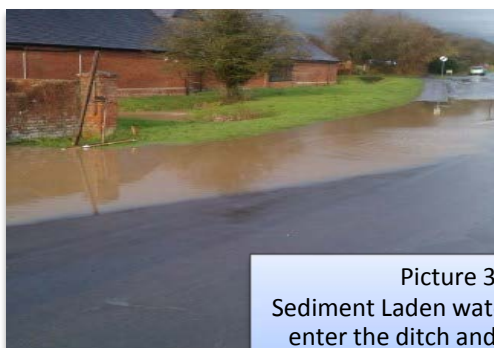
Picture 1

Shows water running off the fields at the start of the "Electricity Road" after heavy rain. The water is not fed to the culvert or ditch but flows down the road laden with sediment.



Picture 2

Shows run-off complete with sediment flowing down Minchens Lane



Picture 3

Sediment Laden water unable to enter the ditch and culvert so flooding Minchens Lane



Picture 4

Land drains upwelling and field run-off flooding south west corner of field north of Oakmead



Picture 5

Stream north of Oakmead and Clift Meadow barely able to flow under the railway. Debris from the badly maintained hedge/stream could easily reduce the capacity of this culvert. This culvert takes the run-off from about 34 Hectares of agricultural land, the football pitch and Clift Meadow. It also handles the highway drainage from numerous small housing developments off the Street.



Picture 6

Shows Flooding on southern side of field to east of Minchens Lane

# Bramley Neighbourhood Plan



Picture 7  
Flooding on  
Strawberry Fields.  
Note the pylon  
leaning probably due  
to saturated ground



Picture 8  
Flooding on Water  
Meadow at Strawberry  
Fields



Picture 9  
Looking East behind Thames water site on  
Strawberry Fields



Picture 10  
Looking North at eastern end of Thames water

Picture 11  
Possible reason for previous upstream  
flooding!  
Bridge abutment on Folly Lane blocking  
part of the Watercourse



## Bramley Neighbourhood Plan



Picture 12

Flooding on Oliver's Lane leading to closure for 5 months immediately after Hampshire Highways resurfaced the road.

NO apparent path for the water to clear



Picture 13

Flooding of fields down Cufaude Lane



Picture 14

Road completely flooded Cufaude Lane  
Could only be mitigated with access to MOD land to clear the water courses

Summary: - The photos display the extent of flooding that occurs in Bramley Parish. Within Bramley, Bow Brook is the main west to east water course flowing into the River Loddon. There are flood Zones 2 and 3 bordering the settlement boundary to the Nth.

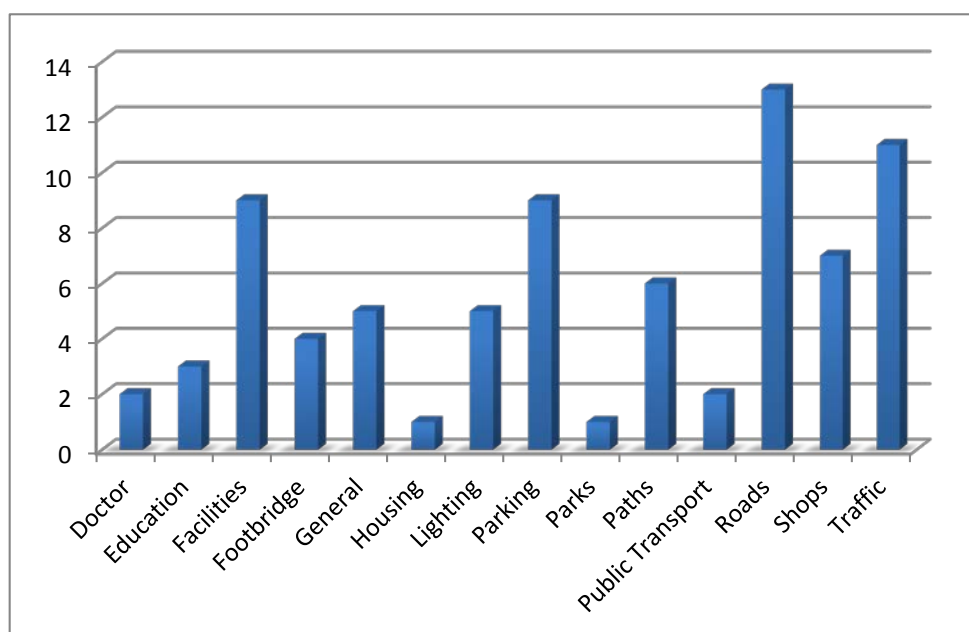
# Bramley Neighbourhood Plan

## 12: Open Day Consultation, 7<sup>th</sup> and 8<sup>th</sup> March, 2014

Open days were held on the dates above. These were held by the Parish Council to present to the community the options associated with the Development of 200 houses proposed on Minchens Lane. A planning application had been submitted to BDBC to build the 200 houses on the site in Minchens Lane. The Local Plan allocates 200 houses to be built in Bramley within or bordering the settlement boundary to be sited by the Neighbourhood Plan. As at present there is no Local Plan in place and the NP is in the process of being written, there is this window of opportunity for developers to come forward with development applications. Bramley Parish council decided to communicate with the community and ask the questions as to whether they want the PC to support the application and negotiate with the developers for benefits for the community or whether to reject the development outright. In the later case, it is more than likely that the developer will appeal the decision to reject and submit the application to Westminster. BDBC having no Local plan in place, no 5 year land availability and an emerging plan that states 748 houses to be built yearly to 2029, bearing in mind past cases, the it is probable that the plan would get accepted at appeal and there would be no extra benefits to the community.

This being the situation, then the steering group took the opportunity to display to the community the situation with the Neighbourhood Plan and to seek further views on the situation facing Bramley. The site assessments were on display and previous comments from the September 2013 Open day.

Comments were collected from the attendees and are listed below, classified under main areas of emphasis:-



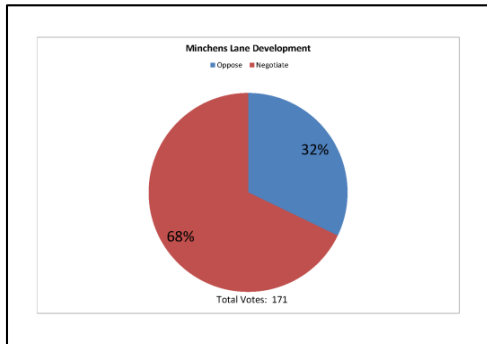
Doctor	2
Education	3
Facilities	9
Footbridge	4
General	5
Housing	1
Lighting	5
Parking	9
Parks	1
Paths	6
Public Transport	2
Roads	13
Shops	7
Traffic	11



# Bramley Neighbourhood Plan

Comments about traffic speed, lack of parking for station and shops, paths and cycle-ways jump out from the comments. Refer to **Appendix H, Section G1**

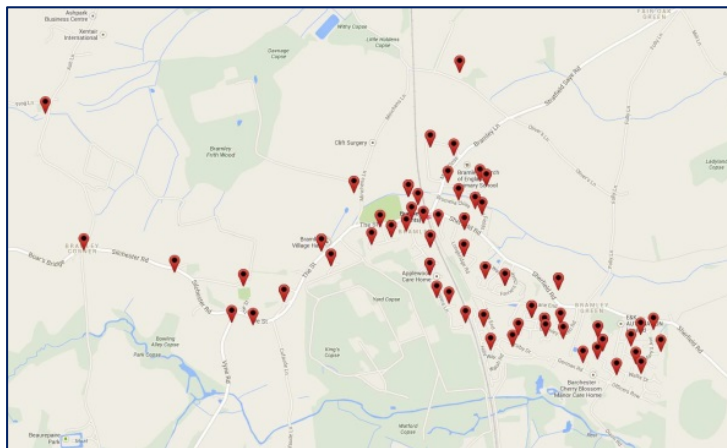
Besides the comments that were made at the NP position, the community voted on the position concerning the development of 200 houses on Minchens Lane. The results of the vote were:-



In total, 171 people voted of those that attended or via the web site. The vote was that 68% would prefer to give support to the Minchens Lane housing development and negotiate for extra benefits ( Position put forward from Charles Church was that the Medical Centre would be extended, there would be extra Open space attached to Clift Meadow, Footpaths across Clift Meadow supplied, some say in the design of housing) rather than completely reject the application and have the possibility of it being accepted by Westminster on appeal, the reason that

the Local Plan is not in place and BDBC do not have a 5 year land availability.

The people that attended and voted were spread across the Parish. The Postal codes show the distribution.



It was found that there was an even distribution of residents from both sides of the railway crossing. Of those that voted to support, 73% came from the east side of the rail crossing. Of those that opposed, the split was 50/50%.

Again, comments were recorded of those voting. The opinion comes out again that improvement in the Infrastructure is required now and that with any future development there has to be the infrastructure to complement the development, road traffic has to be tackled and Road safety.

**Comments from PC survey in Appendix G1**

**Summary: -** With No NP and No Local Plan, then developers have this window of opportunity to apply for development on land adjoining the Bramley Settlement Boundary. Opinions of the community from the surveys are preferably no development, but if it has to happen, negotiate to get the best deal for Bramley. The amount of traffic that Bramley has to contend with is of concern, safety on the roads, and the lack of Infrastructure.



# Bramley Neighbourhood Plan

## 13: Site Assessments

Bramley has a considerable amount of development over the recent years without any considerable matching improvement in the infrastructure. The Neighbourhood plan is intended to try and control future development in line with the wishes of the Community of the Parish whilst conforming to the Emerging Local Plan.

Task of the Steering group was to analyze potential development sites in the Parish, mainly bordering or near adjacent to the Bramley settlement boundary. In discussion with consultants, a set of criteria was laid down against which to assess potential sites. The sites are those displayed in the NP and in Appendix H1 here attached.

The criteria against which to assess the sites were presented to the community via the Bramley Magazine in May 2014, asking for comments. No further comments were received. The criteria and the article within the magazine are presented below.

The scoring is on a points basis, 0 being neutral going positive for acceptable and negative for unsuitable against each of the criteria, max of 5 either way. The sites being adjacent to the Settlement boundary were easily available for inspection and assessment, with some of the sites featuring in the original SHLAA (Strategic housing land availability assessment) conducted by Basingstoke and Deane Borough Council.

- The categories cover
- Land Availability,
- Habitat, nature conservation
- Agricultural grading
- Infrastructure deficiencies,
- Accessibility
- Flood Assessment
- Traffic Impact on the road network,

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**Bramley Neighbourhood Plan**

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:

Clfr. Malcolm Bell

SITE ASSESSMENT CRITERIA	COMMENTS
Is the site available for development?	Is the landowner willing to release the site for development?
1 In 1 – 5 years	Yes / No
• In 5 – 10 years	Yes / No
• In 10 – 15 years	Yes / No
• Does the site contain or adjoin any ecologically or environmentally sensitive areas that would prevent or limit development?	If yes, does the statutory designation prevent, limit or affect the viability of development?
2 Habitat, 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
3 Is the site Grade 3a agricultural land or better?	Score: Brownfield sites higher: Yes / No Exclude good quality agricultural land
4 Does the site have any infrastructure deficiencies that would affect the viability or practicability of development?	Yes / No
5 Does the site have a risk of flooding?	Yes / No
6 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 issue cannot be addressed.
8 Are community and social facilities reasonably accessible from the site?	Yes / No Score
9 Healthcare facilities <ul style="list-style-type: none"><li>• Local shops</li><li>• Public transport – bus stops and train station</li><li>• Community facilities</li><li>• Local schools</li></ul>	Score
• Does the site lie within or adjoin the existing Settlement Policy Boundary?	Score Sites within the SPB score higher.
10 Are there any other planning or policy restraints 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? e.g. 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 appropriate 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.

- Accessibility of present social facilities
- Healthcare Facilities,
- Planning, Policy restraints
- Capacity of the site from housing point taking into consideration the position and the view to maintain the rural aspect
- Impact on the character of the village and the surrounding area
- Sustainability impact,
- Community benefits associated with the site e.g. open Space.

Taking all these points, and starting from one site as a standard and scoring against the criteria and the starting site, the total points were accumulated and was the basis for accessing the sites. A summary of the points against the different sites is found on the next page with a complete chart given in the Appendices, **Appendix H, Section 11**

# Bramley Neighbourhood Plan

1	<b>Summary of the scores against set criteria for potential site in Bramley, bordering the Settlement Boundary</b>											
2												
3	SITE	BR005	BR010	NP 01	NP 03	NP 04	NP 05	NP 06	NP 07	NP 08	NP 09	NP 10
4	SCORE	-2	-4	1	-13	-5	-5	-7	-2	-7	-5	-5
5	TAKE OUT Q9 and Score 1											
6												
7												
8	NEW SCORE	-6	-8	-3	-17	-9	-9	-9	-6	-11	-9	-9
9												
10												
11	SITE	NP 11	NP12	NP13	NP14	NP15	NP16	NP17	NP 18			
12	SCORE	-5	-5	Far Out	Pylons	4	Far Out	-3				
13	TAKE OUT Q9 and Score 1								In			
14									Conservation			
15									Area			
16	NEW SCORE	-9	-9			2		-5	0			
17												
18						Near		Isolated				
19						School						

As the question 9 was asking about the accessibility of Social Facilities to these sites, as in the main they were bordering the Settlement Boundary it meant they were easily accessible. After going through the healthcare facilities etc. and realizing that we were recording 1 to each facility, it was decided to collectively give this question+1.

All but one site scored negatively, that being NP15, the site to the west of Bramley School. This site is restricted by the Electricity Pylons and if developed would restrict the possibility of any school expansion, a facility that has to be taken into consideration in view of the potential increase in the population with development. Land owners would have to be in agreement.

Site NP03, the land adjacent to Church Farm came out worst as it is not easily accessible and also because it is adjacent to the Conservation area. The sites to the west of Minchens Lane did not favor well because of Accessibility The Density of housing, in keeping with areas within Bramley that are compatible with the rural aspect, was taken as 18 per hectare. This is lower than the figure proposed by BDBC, but is a figure that is more in keeping with maintaining the rural aspect which is of great importance to the residents of the parish.

On the basis of the internal assessment and the message that for those that answered the surveys indicating that smaller sites would be preferred, and the likelihood that the allocation to Bramley would be met via the application for 200 houses on Minchens Lane, it was in line with the wishes of the community (Comments) that the Parish Council pursue the alternative of stipulating the maximum number of houses per site which would be acceptable to the community, be in keeping with maintaining a rural aspect yet would not put a restriction on housing in the future. It was to this end, of establishing the maximum number of houses per site that the Parish Council progressed to asking the Community via a questionnaire what was an acceptable development size?

**Summary:-** Finding no particular site that would not have a negative impact on Bramley from an Infrastructure, accessibility, environment etc. point using the criteria as listed, the last questionnaire was produced.

Refer to Appendix H, Section I1

# Bramley Neighbourhood Plan

## 14: Open Meeting Clift Meadow Pavilion, 15<sup>th</sup> and 22<sup>nd</sup> May, 2014

An Open Meeting, advertised throughout Bramley with leaflet drop to all houses in the Parish notifying them of the meeting, was held on the 15<sup>th</sup> and 22<sup>nd</sup> May 2014 in the evening at 7pm. The purpose was to give a Power Point presentation from the steering group and from the Consultant from Urban vision as to the progress made on the Neighbourhood Plan, the results of Surveys and the Aims and Objectives, asking for approval of the approach to finalizing the Neighbourhood Plan.

**Bramley  
Neighbourhood  
Development  
Plan**



**Where should  
development go?**

**Help change the  
way your village  
will develop**

**Come visit us at one of the open sessions  
and have your say**

**Thursday 15th and Thursday 22nd of May  
at 7pm in the Pavilion, Clift Meadow.**

**Thursday 15th and Thursday 22nd of May  
at 7pm in the Pavilion, Clift Meadow.**

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

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.

Visit the NDP website for more information  
**bramleyndp.org.uk**

**Thursday 15th and Thursday 22nd of May  
at 7pm in the Pavilion, Clift Meadow.**

Every household had a circular informing them of the meeting. The meetings were also advertised in the Evening Gazette and on banners within the village.

The first evening, then 37 people signed in but because other doors were open to Clift Meadow, some 55/60 people attended. The second evening, then again 70 people signed in but in fact there was 80/90 people present. Within the power point presentation, information was presented showing the results of the surveys completed which had resulted in the Strategic Aims. Via a survey available on the evening and available on line, attendees were asked to agree or disagree in the Objectives.

The Consultant from Urban Vision presented the Draft Plan up to the state at that time, and also explained how Neighbourhood Planning works and the procedures involved in getting the plan accepted.

Within the survey, six potential development sites were given as examples and the community asked to give their opinions.

The result of the Agreement to the Aims is displayed below.

Although the number of people attending was enthusiastic, the number that completed the survey was small. The Community is disappointed at the amount of development that has been completed over the years without any improvement in the infrastructure. There is within the community an attitude of disbelief that whatever they say, then it will not be taken notice of, having seen it happen before. The sample size is therefore small compared with the number who attended the evening sessions.

## **BRAMLEY**

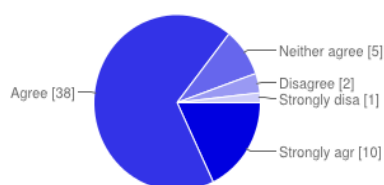
### Strategic Aims to Achieve The Vision

#### VISION FOR BRAMLEY

In 2029 Bramley will be an attractive village with a 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.

- BSA1: To Make provision for new housing development which satisfies local strategic growth requirements, fulfil local housing needs and enables locally needed infrastructure to be delivered
- BSA2: To ensure that all new housing developments complement and enhance the rural character of the village.
- BSA3: To maintain and enhance the range of community and recreational amenities, services and facilities appropriate for Bramley
- BSA4: To protect the rural character of the village and its setting and minimize the environmental impact of new development.
- BSA5: To improve pedestrian and cycle connections within Bramley and to surrounding destinations.
- BSA6: To resolve on street parking associated with the railway station, shops and Businesses.
- BSA7: To provide opportunities for suitable new employment development in Bramley

#### **Vision and Strategic Aims Results**



Strongly Agree	10	18%
Agree	38	68%
Neither Agree,		
Disagree	5	9%
Disagree	2	4%
Strongly disagree	1	2%

Of the number that completed the survey, as can be seen the majority were in favour of the Strategic Aims of the Neighbourhood Plan.

The second part of the survey asked:-

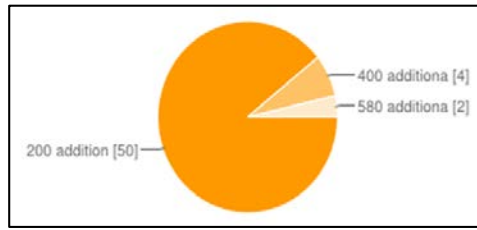
#### **How much new development should there be in Bramley up to 2029?**

**STATEMENT MADE:** - The Neighbourhood Plan must be “in general conformity with strategic local policy”. This means that the minimum amount of growth that the village must accommodate will be set in the Basingstoke and Deane local Plan. The revised draft Local Plan says that Bramley should accommodate at least 200 additional dwellings by 2029. The Neighbourhood Plan can say where these houses are built.

Bramley could accommodate more new housing, and this need not have just a negative impact. If Bramley continues to grow at the rate it has since 1981, there would be an additional 580 dwellings by 2029. More development would potentially provide more developer contributions towards improving local infrastructure and facilities. 580 dwellings could potentially provide £1.7 million for this purpose

# Bramley Neighbourhood Plan

## Part 2. The revised draft Local Plan says that Bramley should accommodate 200 by 2029. Choice of 200, 400 or 580 Houses



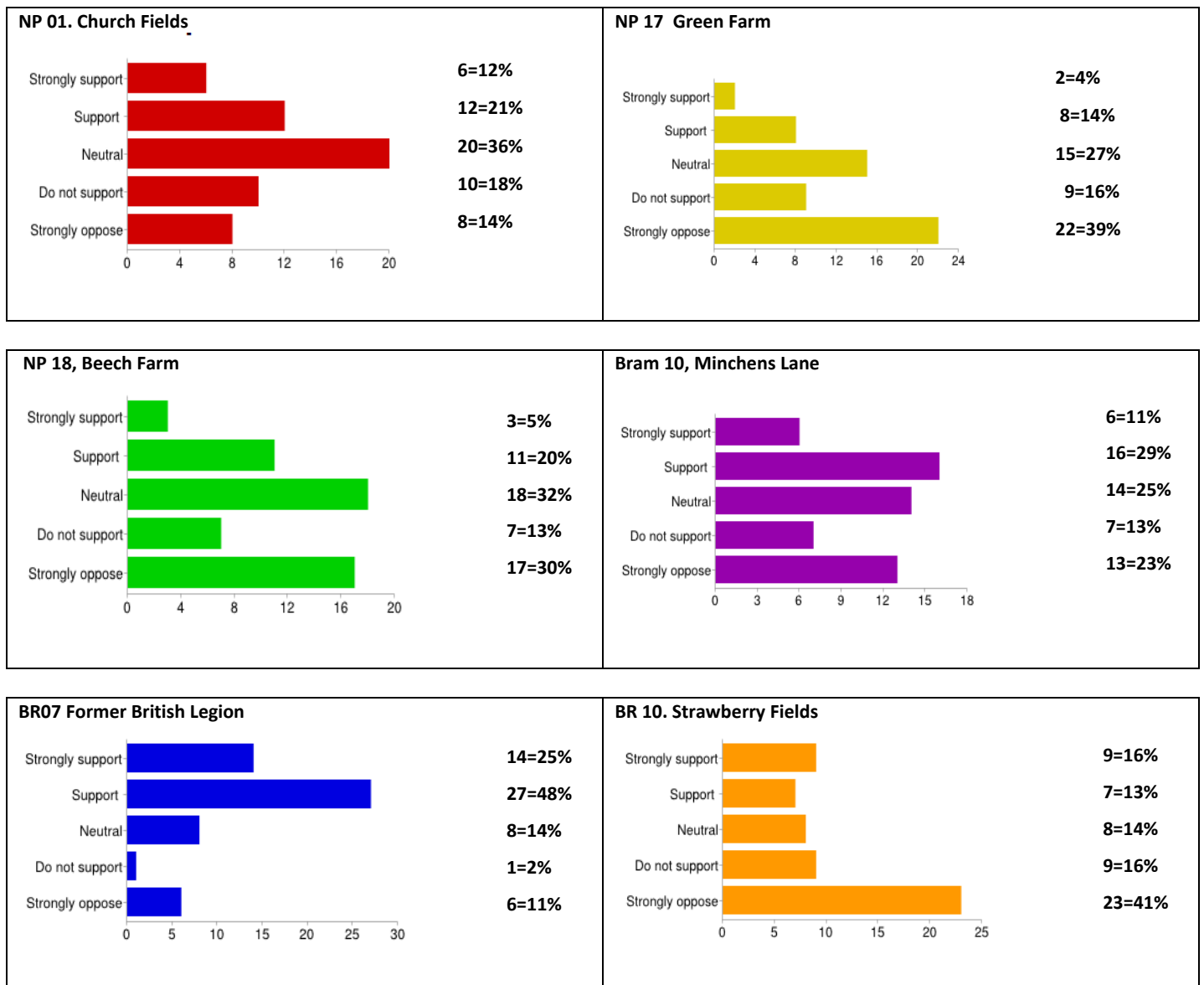
200 Additional homes	50	89%
400 Additional Homes	4	7%
580 Additional Homes	2	4%

The Opinion of the Majority was that Bramley should take its allocation of 200 houses as per the Local Plan to 2029. The third part of the survey asked:

### Where should new housing development be located in the future?

**STATEMENT MADE:** - The Neighbourhood Plan Steering Committee has identified 21 potential sites all with their individual characteristics which must be fully assessed using the assessment criteria. By way of an example there are 6 sites listed below although full assessment and presentation to the Parish Council has yet to take place. Please put a tick against each of the following to say how much you support or oppose new housing development in each of these places.

With reference to the map of sites given in the **Appendix H, Section I1**, the sites considered were:-





# Bramley Neighbourhood Plan

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**NP 01:- Site bordering Minchens Lane/Cufaude Lane, a small capacity site, remote from services and bordering the Conservation Area**

**NP 17:- Site remote on the East Side. Good agricultural land.**

**NP 08:- Beech Farm, Site within the Conservation Area. Small capacity site**

**Bram 10:- Minchens Lane:- it is on the West side, bordering Minchens Lane and Clift Meadow. Site with application in for 200 houses.**

**BR 07:- Former British Legion site. Derelict Building. Small Capacity**

**BR 10:- Strawberry Fields. On the East side bordering the Conservation Area with Vista views in and out of Bramley Green. Large capacity site.**

If you were considering a site for the 200 houses allocated to Bramley through the NP, then of the three sites capable of accommodating the development, Minchens Lane, of the answers received, is best according to the wishes of the community.

The other sites presented in the survey are smaller in capacity sites and there was a larger percentage of answers going from neutral to strongly supporting development.

Comments made by those that attended can be seen in the **Appendix H, Section H1** under the different headings

**SUMMARY:- Whilst there was a poor response to the survey on the night, through the web site, bearing in mind the previous information, the results indicate that for 200 house development on one site, Minchens Lane is most favoured.**

From the number of Houses that could be accommodated in Bramley up to 2029, then knowing that the allocation within the Local Plan is 200 for Bramley, the survey indicates that that is the sort of maximum that would be acceptable, not accepting that Bramley should have the same percentage of growth that it has had over the past years.

As regards the Strategic Aims of the Neighbourhood Plan, the majority were in favour of the Aims as presented.

As regards development sites, the survey suggested that smaller developments, lower capacity sites were more favoured. Such small sites would be in keeping with the Rural Aspect of the village, an important aspect that is wanted to be maintained.

# Bramley Neighbourhood Plan

## 15: Housing Survey October 2014

Having completed the site surveys which in the main scored negatively and planning permission having been granted at this stage for Minchens Lane development of 200 houses, it was decided taking into account the other survey, general data and the comments of the community, it was realized that the Neighbourhood Plan was not in a position to put forward a specific site or sites for future development. Other Neighbourhood plans have been approved without identifying specific sites, but have suggested the maximum number of houses per site, the style of housing etc. that is in keeping with the environment and character of the area.

Bearing this in mind, it was therefore decided that still conforming with the requirements of the Local Plan, that sites may be developed in the future and the Neighbourhood Plan should be in a position to determine the level of development, the number of houses per site which the community would be happy with and that the developments would be in keeping with the rural aspect of Bramley.

As the Neighbourhood Plan is there to reflect the wishes of the community, the question within this survey was asking for an acceptable maximum number of houses per development.

### Method

The data within this document was collated from online questionnaire, electronic PDF submission and printed forms manually completed and returned to the Parish Clerk. This approach was used to obtain as close to 100% coverage of the Parish as possible.

A leaflet drop was carried out throughout the whole of the Parish that contained the paper version of the questionnaire. The online methods were advertised via a local forum (known as 'The Google Group'), the Parish Council Facebook and Twitter pages and via the main Parish Council web site itself. The online method was also provided as an option to use the printed version.

30

**Very important update concerning our  
NEIGHBOURHOOD PLAN**

**WE NEED YOUR HELP  
NOW!**

**Please complete the survey on the bottom of this page and return to the Parish Clerk  
using the pre-paid envelope provided or find details of how to complete online at  
<http://bramleyndp.org.uk>**



### Question in the Appendix H, Section J1

The map within the survey illustrates different areas in the Bramley Village. These have been developed over a number of years both on the east and west side of railway. The areas had been fully characterised in the Village Characterisation, are of different designs and housing density.

There were 452 responses to the housing survey.

The answer came back that the majority, 51%, considered that a maximum number of houses per development should be 50. There was 26% that said "other" levels than those suggested in the questionnaire. Breaking down the other replies, then 51 people (43%) of the 118 that said "Others" said zero housing.

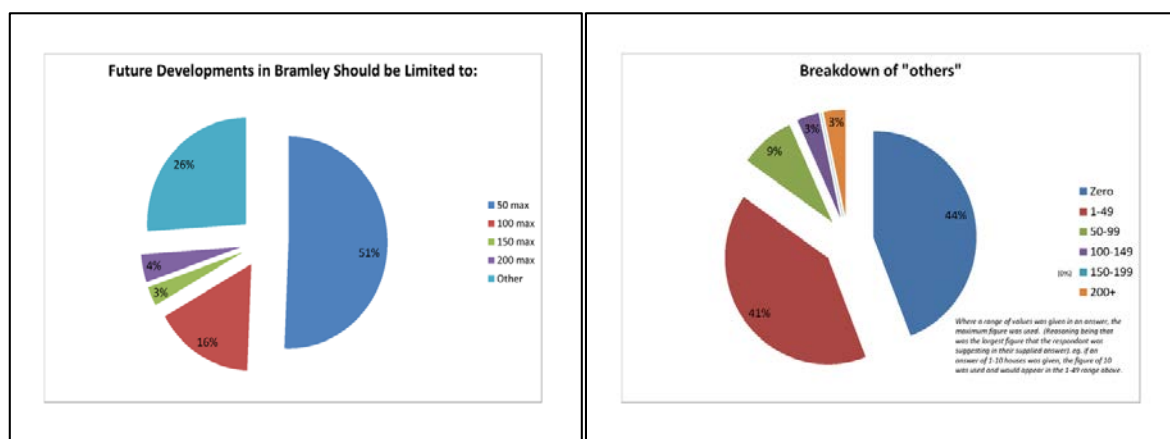
# Bramley Neighbourhood Plan

Whilst this is quite an understandable view of the community, because Bramley has seen a disproportionate level of expansion over recent years without any improvement in the infrastructure, it is not realistic and is not compliant with the Local Plan. Taking out the zero figures, then 68% of the 401 answers that gave positive figures above zero said that no more than 50 houses per site would be the most acceptable number.

It is this figure that has been put into the neighbourhood plan in the “Housing Policy” for future developments in Bramley.

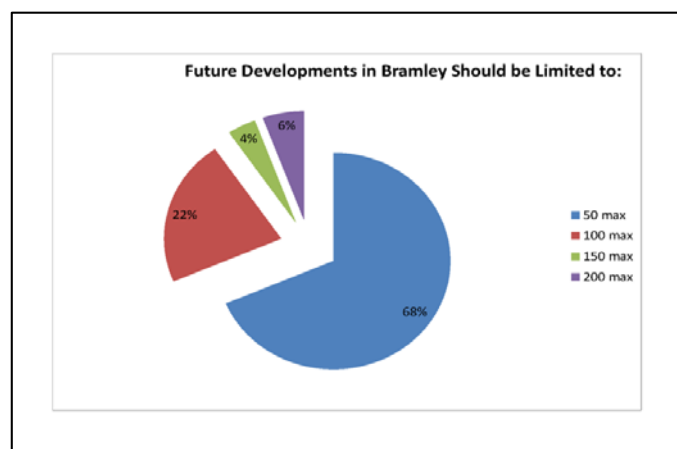
The purpose of asking for the Post Codes is to evaluate whether it is the views of the whole community or of a selected area. Bramley being a linear village on either side of the C32 and with the rail crossing dividing the village in the centre, the population on the east side of the rail crossing is in excess of the population on the west side. The maps of post codes show that opinion for the numbers suggested is shared by the community as a whole. More votes were registered for people on the east side of the railway crossing, but this could be expected considering the higher no of residents on the east side.

The results of this survey have been taken forward and inserted them into the Neighbourhood plan. The housing policy does not just look at numbers but also design impact on the environment etc. without restricting the housing numbers long term, although whatever housing development goes on, then it has to be considered taking all factors into consideration.



Total results

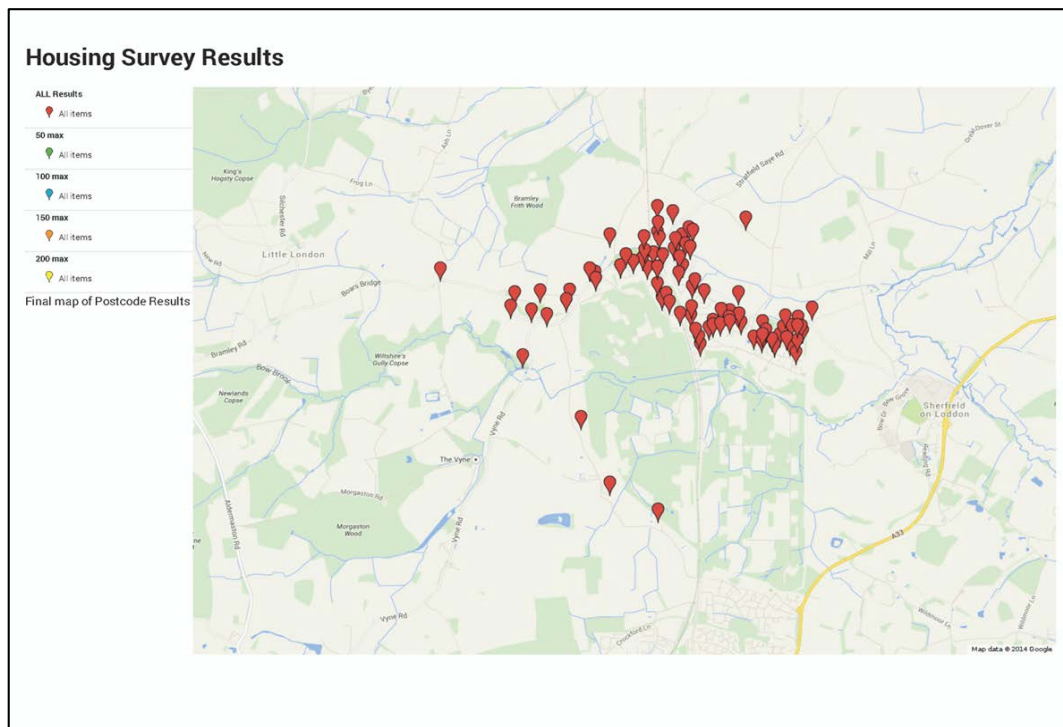
The others were grouped into the “allowed” ranges and incorporated into those ranges



An option of zero was removed from the “final” answers since whilst a value of zero is a valid opinion, it is not a valid option when applied to the number of houses within potential developments. The Local Plan allocates a number of houses to Bramley and the purpose of this questionnaire is to determine what size developments should be built. For example, if Bramley were allocated 200 houses in the local plan, the purpose of the survey was to determine whether there should be one development of all 200 houses, or perhaps four smaller developments spread across multiple sites of 50 each, whatever is in keeping with the character of Bramley whilst meeting housing requirements.

# Bramley Neighbourhood Plan

It is important that the answers are identified by postal codes within Bramley Parish. This is to show that the whole of the parish is represented within the answers and that there is no particular area that is showing preferences.



The results for the other postcodes with respect to the results are in the Appendix J1

Comments associated with the results are in Appendix J1

**Summary:** - The results of the survey show the concerns of the community as regards housing development in Bramley. Because of the disproportionate level of housing over previous years compared with other similar sized communities in the borough having a railway station, which is considered important in allocating housing to areas, the opinion of the majority who completed the survey (452=10.7% of population, 27% if survey per household) was that the maximum of houses per site should be 50. This would be in keeping with low density housing against large, high density housing which is more in keeping with urban development than rural, which is what the community in comments wants to maintain for Bramley. With any development there has to be the required infrastructure which at present is lacking in Bramley to cope with the present population.