

**Urban Vision Enterprise CIC
Infrastructure and Housing Assessment
Bramley Parish
October 2019**

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1. Introduction

1.1 Purpose of the Report

Bramley Parish Council has commissioned Urban Vision Enterprise CIC to prepare an infrastructure and housing assessment for the Parish of Bramley. The purpose of this desktop report is to examine the current housing provision and infrastructure capacity for the area and better understand current and future requirements to accommodate growth.

The report may be used to inform planning decisions in Bramley Parish. The Bramley Neighbourhood Development Plan (March 2017) forms part of the statutory development plan for the parish.

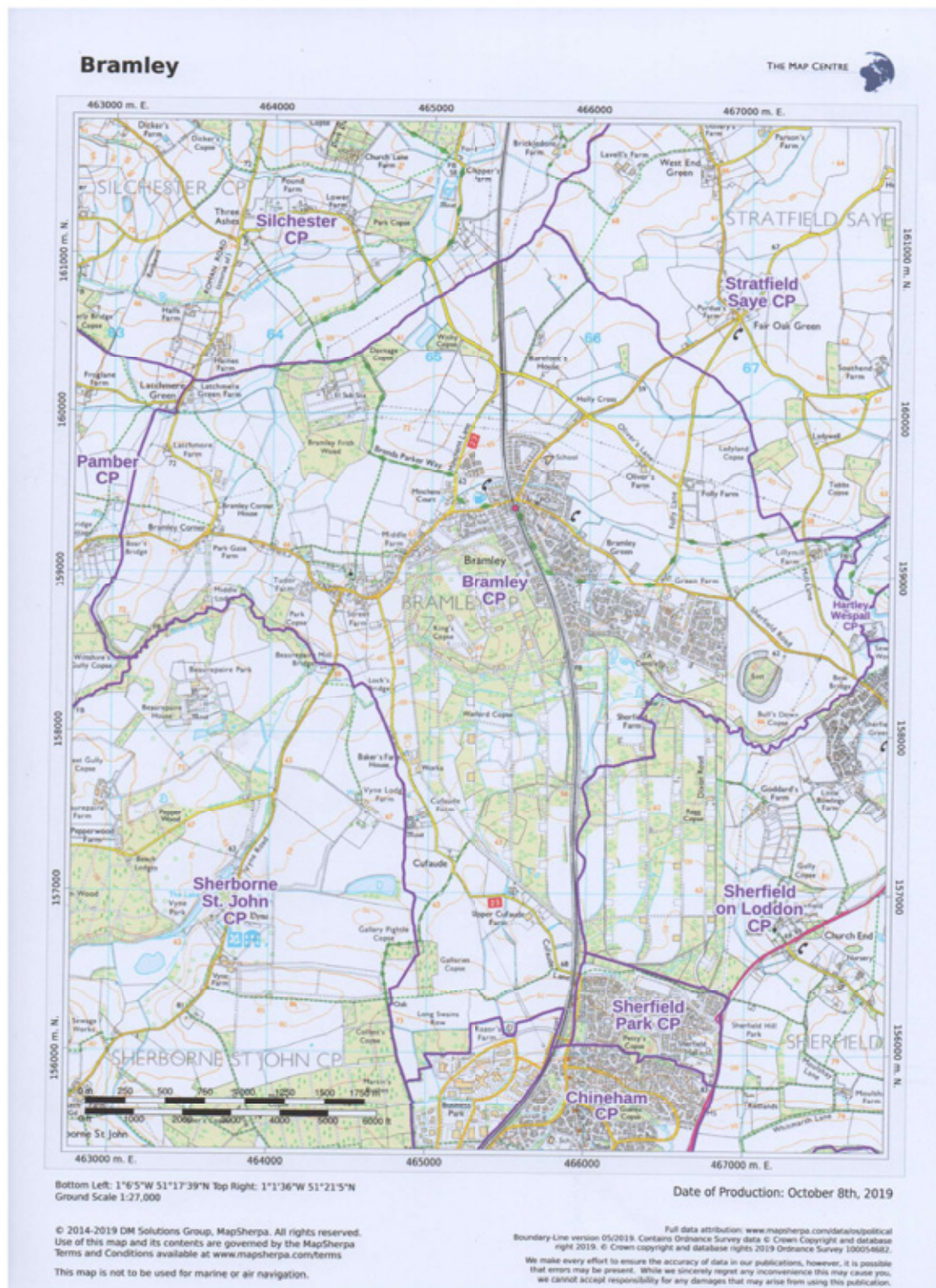
The report includes the following:

- Sets out the planning policy context;
- Examines population and household data and trends;
- Explores the level of provision and mix of housing required to meet local need;
- Considers current community facilities and services;
- Considers current travel and transport infrastructure; and
- Draws conclusions.

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The following plan shows the extent of the study area.

Figure 1: Study Area



(source, Bramley Parish Council)

1.2 Context and Background

Bramley is classed as a relatively large village in the borough and forms one of 4 larger villages in the area. These are shown below, with their comparative population sizes as shown in the Basingstoke and Deane local plan 2011-2029.

Table 1: Population in Key Villages

Village	Population (2011 Census)	Percentage of Basingstoke and Deane total population
Bramley	4,233	2.5%
Kingsclere	3,163	2.0%
Oakley	5,068	3.0%
Overton	4,315	2.6%

Bramley village has developed in a way, typical of rural settlements around the church (St James, Grade I). The Street (the main road through the village) is a distinctive horseshoe shape, flanked by housing. Over time the village has expanded into the open countryside.

The railway line influenced the growth of the village, being flanked by housing development. To the east of the railway line is Bramley Green. The east of the settlement is terminated by a green gap of agricultural land and small wooded area. This provides separation between Bramley and the neighbouring parish and settlement of Sherfield on Loddon.

The parish includes Bramley and Bramley Green Conservation Area, which was designated in 1983. The conservation area includes some listed buildings. Predominantly development is concentrated within the village. The parish is rural in character with a mixture of agricultural uses. Bramley hosts one of the 6 smaller MOD training sites that are in the Home Counties.

1.3 Baseline Data

<p>Population Size 4,233 (2011 Census)</p>	<p>Number of Households 1,334 (2011 Census)</p>	<p>Average Download Speed varies between 23.8mbs and 13.6mbs</p>
<p>5 Miles north of Basingstoke</p>	<p>10 Miles south of Reading</p>	<p>Index of Multiple Deprivation: The Parish is 20% Least Deprived</p>
<p>Bramley has a number of Listed Buildings and two Conservation Areas</p>	<p>Bramley Training Camp is one of 16 MOD sites in the Home Counties</p>	<p>Bramley Station is a 15 minute rail journey to Reading</p>



Part 1
Housing Assessment

2. Approach

2.1 Introduction and context

The Bramley Neighbourhood Development Plan 2011 – 2029 (“the Plan”) was adopted in March 2017 by Basingstoke and Deane Borough Council, the Local Planning Authority (LPA).

The Plan sets out a number of issues and considerations in relation to the historic and proposed housing expansion within the Parish. Key of these concerns is the lack of infrastructure to accommodate a continual rise in the number of households within the Parish. Infrastructure considerations will be dealt with in the next chapter.

There are also concerns around the volume, type and suitability of housing to meet the needs of the existing village population, and the sustainability to promote a cohesive community into the future. Further to this, there are concerns that recent and planned housing is rapidly changing the demographic of the village.

The Plan states that in the draft Basingstoke and Deane Borough Council Local Plan (2011-2029), Bramley parish was allocated at least 200 new dwellings. The Local Plan was adopted in May 2016.

Planning approval was granted in March 2015 for 200 dwellings off Minchens Lane. Subsequent to that permission, permission has been granted for 65 houses on land off the Street and 50 houses at land north of Sherfield Road. Hence 315 dwellings have been permitted since 2015 on the 3 larger sites, and there have been further smaller windfall permissions. The smaller permissions include 14 dwellings through small scale and 10 dwellings at the Royal British Legion Site.

There are also two further planned developments in the south of the parish at Razors Farm (approximately 320 in the parish) and Upper Cufaude Farm (350 with a new school) which will approximately deliver in excess of 600 additional dwellings.

In the rest of this section we detail the relevant local planning policies and provide the geographic detail of the study area. Within sections 3 and 4 we will consider the current housing profile, population and household profile respectively, taking account any historic trends and future estimates need.

2.2 Policy context

Basingstoke and Deane Borough Council adopted Plan 2011-2029

The Basingstoke and Deane Borough Council Local Plan was adopted by the Council on the 26th May 2016. The relevant policies in relation to this part of the study are policies CN1 and CN3 excerpted below.

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'Policy CN1 – Affordable Housing

The council will require 40% affordable housing on all market housing sites. On-site provision will be expected for 5 or more net residential units. In exceptional circumstances off-site provision or financial contributions of equivalent value will be accepted.

Development proposals of less than 5 net residential units will be required to pay financial contributions of equivalent value towards the provision of affordable housing in the borough.

The tenure split of affordable homes will be 70% rented and 30% intermediate products.'

'Policy CN3 – Housing Mix for Market Housing

Development will be permitted where the mix of market housing:

- a) includes a range of house type and size to address local requirements; and
- b) Is appropriate to the size, location and characteristics of the site; and
- c) Is appropriate to the established character and density of the neighbourhood; and
- d) Provides 15% accessible and adaptable homes to enable people to stay in their homes as their needs change.

Development proposals will be required to provide evidence, proportionate to the scale of development proposed, to justify the mix of housing proposed.'

Neighbourhood Development Plan

The Strategic Aims of the Plan that relate to housing development are set out below.

'Bramley Strategic Aim 1

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

'Bramley Strategic Aim 2

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

2.3 The Study Area

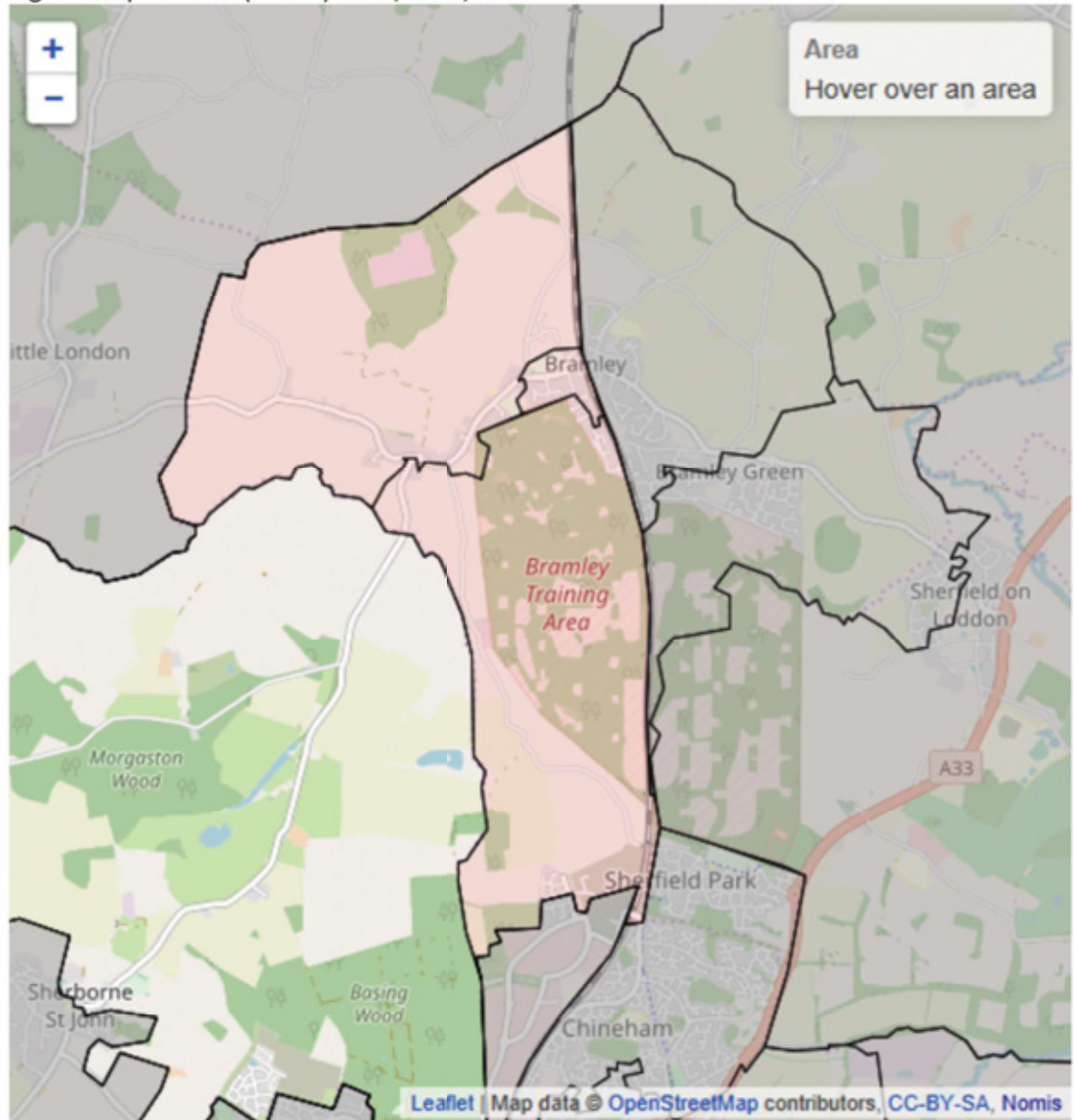
The smallest geographical areas that are defined for statistical analysis are known as output areas. The Bramley Parish area is covered by 11 output areas. In 2001 the same area was covered by 10 output areas. The increase in the number of

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households between 2001 and 2011 has required the addition of a further output area.

The output areas that accord with the neighbourhood area shown in pink in the following maps.

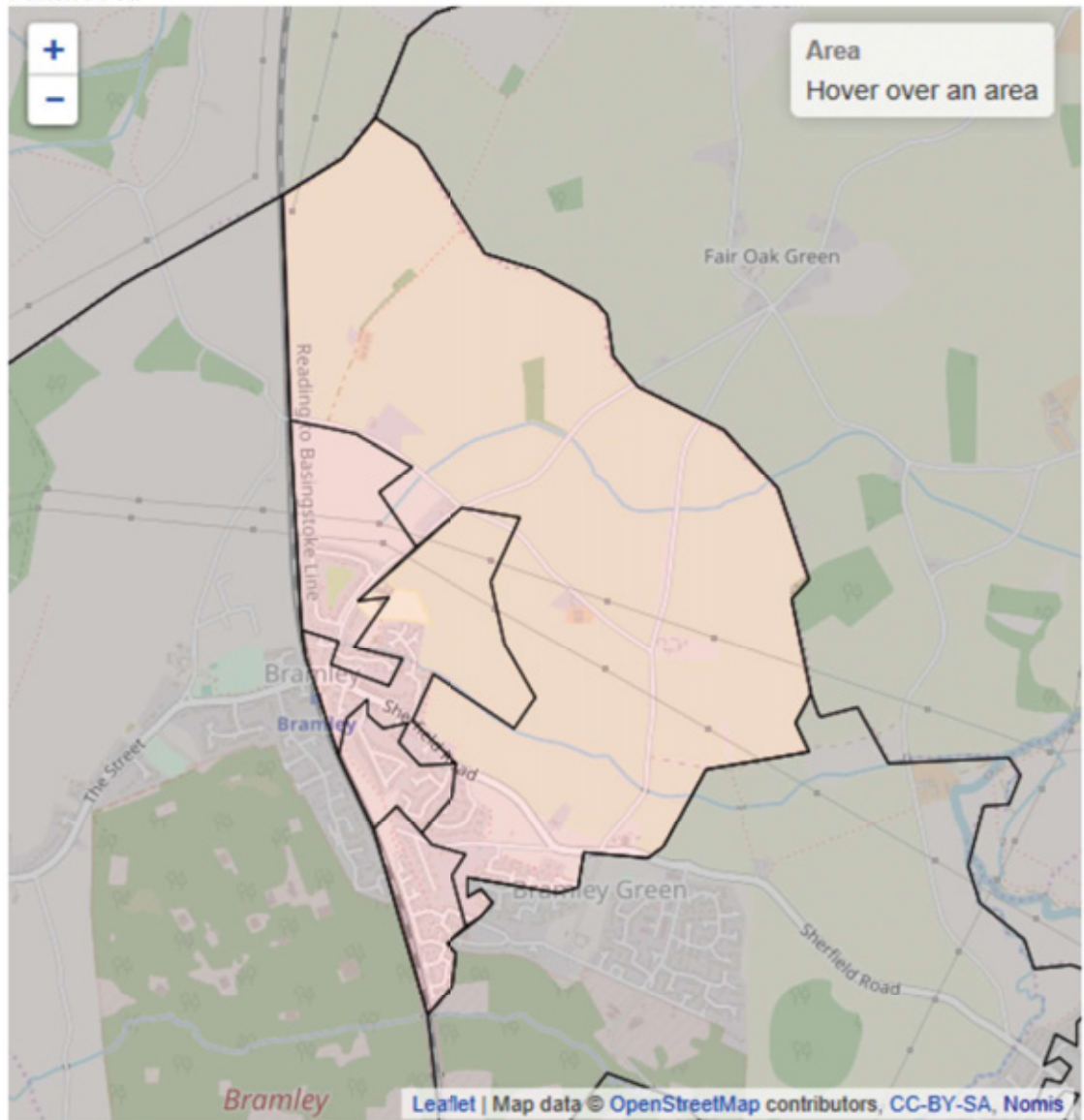
Fig. 1. Output Areas (E0011) 4618, 4619, 4620 West of Parish Area



Source Nomisweb 2019 (ONS)

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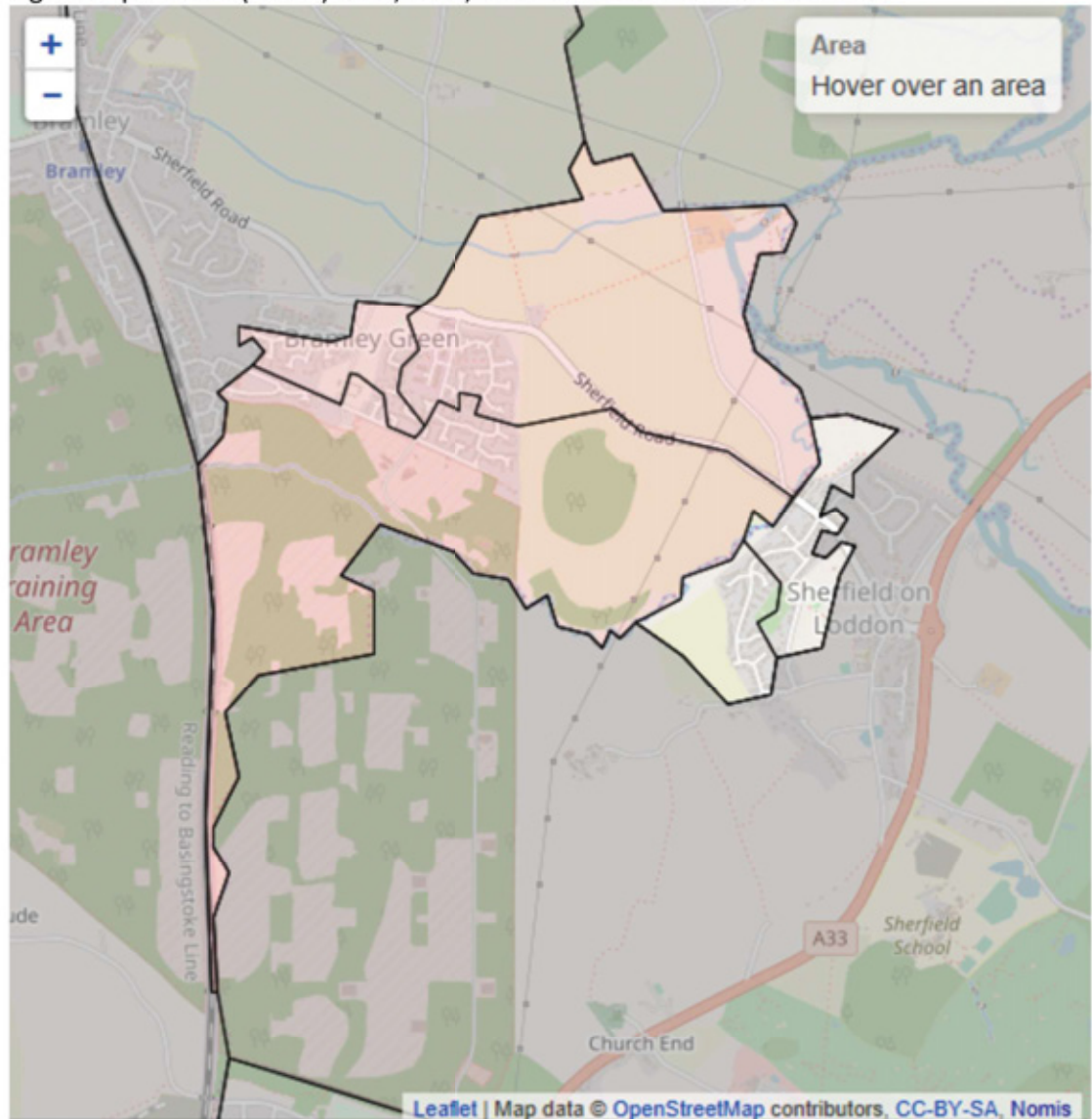
Fig. 2 Output Areas (E0011) 4654, 4655, 4657, (E0016) 7898, 7899 North and East of Parish Area



Source Nomisweb 2019 (ONS)

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Fig. 3 Output Areas (E0011) 4351, 4352, 4353 South and East of Parish Area



Source Nomisweb 2019 (ONS)

For comparative analysis we will use the local authority area, Basingstoke and Deane Borough Council, referred to as “the Borough” in text and “B&D” in the table reference, and the south east region, referred to as “the Region” in text and “GoR” in the table reference.

3 Current Housing Profile

3.1 Household spaces

In 2001 the census reported 1,313 household spaces occupied in Bramley, 15 vacant and 6 second or holiday homes, leading to a total count of household spaces of 1,334.

In 2011 the census reported that there was a total count of 1,662 of which 16 had no usual households.

It should be noted that when providing data relating to the property, the census will use the total count of household spaces. When providing data relating to households, the census will report the count of occupied households, as obviously unoccupied dwellings do not contain households. Clearly in the context of this report, a household space can be accepted as a dwelling.

3.2 Housing Tenure

3.2.1 Definition

The tenure of housing refers to the legal status of the occupier in relation to the property in which they reside. For example, an owner occupier owns the property they live in, albeit that property may be mortgaged and hence the mortgage company will also have a legal interest in the property. A tenant on the other hand rents their property and although they have rights of occupation bestowed by the tenancy agreement, they do not own the property in which they live.

The key tenures for the purpose of this analysis are:

Owner Occupation	Where the occupier owns the property on a freehold or long leasehold basis with or without a mortgage.
Private rent	Where the tenant rents the property from a private individual or organisation usually at a rent dictated by market conditions, but in any event free from statutory or other regulatory controls.
Affordable Housing for Rent	Where the tenant rents the property from a registered provider of social housing (Registered Provider) and the property is let at a below market level and controlled by statute or other regulatory power. A Registered Provider is usually a local authority landlord or housing association.
Affordable Housing for Sale	Where the occupier owns or part owns the property and has received some form of subsidy in order to do so. The property will usually be bound by some form of condition or covenant that ensures that the subsidy remains vested in the property.

Affordable housing, which is commonly known as social housing, is defined in national planning policy terms. It does not strictly refer simply to the affordability of the housing. For example, an individual may rent a property they own to another person at 50% of the normal market value, which may in fact be cheaper than some

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affordable housing for rent. However, it will **not** be defined as affordable housing as the owner is not a Registered Provider nor is the rent controlled.

It should be noted that the census refers to what is currently defined in NPPF as 'Affordable Housing for Rent' as Social Rent (SR) and 'Affordable for Sale' as Shared Ownership (SO) and we refer to the census reference within the tables and corresponding narrative.

3.2.2 Current tenure profile

The housing tenure mix for the Bramley parish according to the last census, taken in 2011, is set out in table 3.1 below. As shown, levels of private renting at that time were markedly lower in Bramley parish (around 7%) than in the surrounding area, at less than half the Region's (c16%), and little more than half the Borough's (c12%) rates of private renting. This difference is offset primarily by Bramley parish's higher levels of owner-occupation (c74%), which remained six percentage points higher than those of both the Borough and the Region (c68%). Disparities in levels of shared ownership and social renting were smaller, with a marginally higher proportion of households in Bramley living in shared ownership, and the level of social renting (c17%) somewhat higher than the Regional (c14%) but lower than the Borough-wide (c18%) figure.

Table 3.1: Housing tenure 2011

	Study Area	No.	B&D	GoR
Owner Occupied (OO)	73.69%	1,213	67.70%	67.60%
Shared ownership (SO)	1.58%	26	1.40%	1.10%
Social rented (SR)	16.59%	273	17.80%	13.70%
Private rented (PR)	7.23%	119	11.80%	16.30%

Source: Nomisweb 2019 (ONS)

The 2011 tenure profile, of comparatively higher home ownership and lower private renting, was thus consistent with longer-standing characteristics of the village. 2001 census data summarised in Table 3.2 below had already similarly documented private renting (c6%) to be at around half the Borough (c9%) and Regional (12%) levels, and owner occupation (c80%) to exceed the Borough and Regional rates of around 73%. In line with general trends in the nation's economy and housing market, Bramley parish, much like its surrounding Borough and Region, saw some decline in home ownership accompanied by a re-growth of the private rented sector between 2001 and 2011. Bramley parish also experienced an increase in social rented housing of around three percentage points of total household spaces, which equates to almost a hundred new social rented homes between 2001 and 2011 Census and represents a more significant increase than could be observed in the Borough or Region overall. This will be due to new developments providing social rented housing under planning policy requirements.

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Table 3.2: Housing tenure 2001

	Study Area	No.	B&D	GoR
Owner Occupied	80.2%	1,048	72.9%	73.2%
Shared ownership	0.2%	3	0.5%	0.8%
Social rented	13.8%	181	17.5%	14.0%
Private rented	5.7%	75	9.1%	12.0%

Source: Nomisweb 2019 (ONS)

As set out in Table 3.3, Bramley parish has seen a significant increase in household spaces across all tenures, with the total number growing by a quarter between the 2001 and 2011 census. This compares to an increase of around an eighth in the Borough and a twelfth in the Region. The extent of growth in the owner-occupied and social rented stock, in particular, stand out by Borough or Regional comparison. While relative percentages for the increase in shared ownership units may appear striking, the absolute numbers of shared ownership homes (26 in Bramley parish at the time of the 2011 Census) and their consequent impact on the housing market remain low.

Table 3.3: % increase or decrease in household spaces by tenure 2001 to 2011

Tenure	Bramley	B&D	GoR
Owner Occupied	15.74	4.33	-0.05
Shared ownership	766.67	183.43	52.57
Social rented	50.83	14.86	6.21
Private rented	58.67	61.53	57.2
All	24.79	12.35	8.15

Source: Nomisweb 2019 (ONS)

3.3 Housing Type

This next section considers type and size (referring to number of bedrooms) of housing in the Bramley parish, and profile changes between Census periods of 2001 to 2011.

As is consistent with the more rural setting, Bramley parish's housing stock has traditionally been dominated by low density housing, with detached houses still accounting for the majority of all dwellings at the time of the 2001 census. Recent increases in housing units have spanned all house types but have been concentrated proportionally in the higher density property types, with a 171% increase in flats and a 69% increase in the number of terraced houses compared to a mere 5% increase in detached houses between 2001 and 2011.

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Table 3.4: House type profile and increase/decrease 2001 to 2011

House type	2001	2011	No. incr	% incr
HB* Detached	733	770	37	5
HB* semi-detached	359	447	88	25
HB* terraced	195	330	135	69
Flat	42	114	72	171
Mobile home	0	1	1	
Total	1,334	1,662	328	25

Source: Nomisweb 2019 (ONS); *HB= house or bungalow

Nevertheless, as can be seen in Table 3.5 below, Bramley parish's housing stock remains relatively low density when compared to the surrounding Borough and Region, with a significantly higher proportion of detached houses, significantly lower proportion of flats, and somewhat lower rates of terraced housing.

Table 3.5: House type % across comparative geographies 2011

House type	Bramley	B&D	GoR
HB Detached	46.33	30.85	28.00
HB semi	26.90	24.82	27.59
HB terraced	19.86	29.06	22.40
Flat	6.86	14.90	21.28
Mobile home	0.06	0.36	0.70
Total	100.00	100.00	100.00

Source: Nomisweb 2019 (ONS)

As might be expected in an area with substantially more detached and significantly less flatted accommodation, 2011 census data further shows Bramley parish to comprise more large properties, and fewer small properties. According to dwelling size data presented in Table 3.6, over a third (c38%) of dwellings in Bramley parish had four bedrooms, compared to around a quarter (c25%) in the Borough and even fewer (c23%) in the Region at the time of the last census. Conversely, the proportion of one-bed properties in Bramley parish (c5%) was at only about half the Borough (c9%) and Regional (c12%) levels.

Table 3.6: % dwellings by number of bedrooms 2011

% bedrooms	Bramley %	B&D %	GoR %
1 bed	5.29	9.27	11.87
2 beds	20.66	22.23	26.25
3 beds	36.21	42.63	38.91
4 beds	37.85	25.87	22.96
Total	100.00	100.00	100.00

Source: Nomisweb 2019 (ONS)

Larger properties are also more likely to be owner-occupied according to census data reproduced in Table 3.7. Rented homes most commonly comprise two bedrooms, compared to four-bedroom properties being the most common type of

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owner-occupied accommodation. Whereas the majority of rental properties contain only one or two bedrooms (c60% of social rentals and c53% of private rentals), this is the case for only c16% of owner-occupied dwellings. Conversely, almost half of all owner-occupied dwellings (c47%) contained four bedrooms, compared to c7% of social housing units and c20% of privately rented properties.

Table 3.7: Number and % of dwellings spaces by tenure in Bramley 2011

Bedrooms by tenure	All	OO	%	SR	%	PRS	%
1 bed	87	26	2.10	51	18.68	10	7.46
2 beds	340	167	13.48	112	41.03	61	45.52
3 beds	596	467	37.69	92	33.70	37	27.61
4 beds	623	579	46.73	18	6.59	26	19.40
Total	1646	1239	100.00	273	100.00	134	100.00

Source: Nomisweb 2019 (ONS)

3.4 Recent Development

As stated within the Introduction and Context, 3 large sites have been permitted within the Bramley parish neighbourhood since 2015. A breakdown of the permitted dwellings is set in the following table. We use the term market housing to describe units to be sold on the open market. These are most likely upon sale to become owner occupied but may also be rented on the private market.

The tables below set out the permitted dwellings by dwellings size. Although all the developments demonstrate a housing mix, it can be seen from the tables below, in particular, Table 3.9 that the smaller dwellings are weighted toward the affordable tenure while the larger dwellings are weighted toward the market dwellings. c46% of market dwellings are 4 or 5 bedroomed.

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Table 3.8: Number and size of dwellings permitted by tenure by site

Bedrooms	Total no.	Market housing no.	Affordable housing no.	Affordable housing %
Land off The Street				
1 bed	6	0	6	100%
2 bed	18	4	14	78%
3 bed	19	13	6	32%
4 bed	9	9	0	0%
5 bed	13	13	0	0%
Land north of Sherfield Road				
1 bed	4	0	4	100%
2 bed	16	8	8	50%
3 bed	17	9	8	47%
4 bed	10	10	0	0%
5 bed	3	3	0	0%
Minchens Lane Phase 4				
2 bed	9	0	9	100%
3 bed	36	17	19	53%
4 bed	38	35	3	8%
Minchens Lane Phase 3				
5 bed	5	5	0	0%
Minchens Lane Phase 2				
2 bed	22	5	17	77%
3 bed	26	25	1	4%
4 bed	6	3	3	50%
Minchens Lane Phase 1				
1 bed	8	0	8	100%
2 bed	27	21	6	22%
3 bed	13	5	8	62%
4 bed	14	14	0	0%
Total	319	199	120	38%

Basingstoke and Deane Borough Council (2019)

Table 3.9: Number and size of dwellings permitted by tenure in total

Bedrooms	Market no.	Market %	Affordable no.	Affordable %	Total
1 bed	0	0%	18	100%	18
2 bed	38	41%	54	59%	92
3 bed	69	62%	42	38%	111
4 bed	71	92%	6	8%	77
5 bed	21	100%	0	0%	21

Basingstoke and Deane Borough Council (2019)

It is also useful to compare the growth patterns of Bramley parish in terms of location, scale and impact on the settlement pattern. The following map illustrates the development of Bramley in the past 30 years. This period of extensive growth has impacted upon the provision of infrastructure in the area. Whilst some impacts may be positive, generally it is felt by those who live and work in the parish that

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certain elements, such as highways and public transport have been detrimentally impacted.

The map also illustrates more recent developments that have been granted planning consent but not yet completed or are a strategic allocation.

3.5 Housing Growth

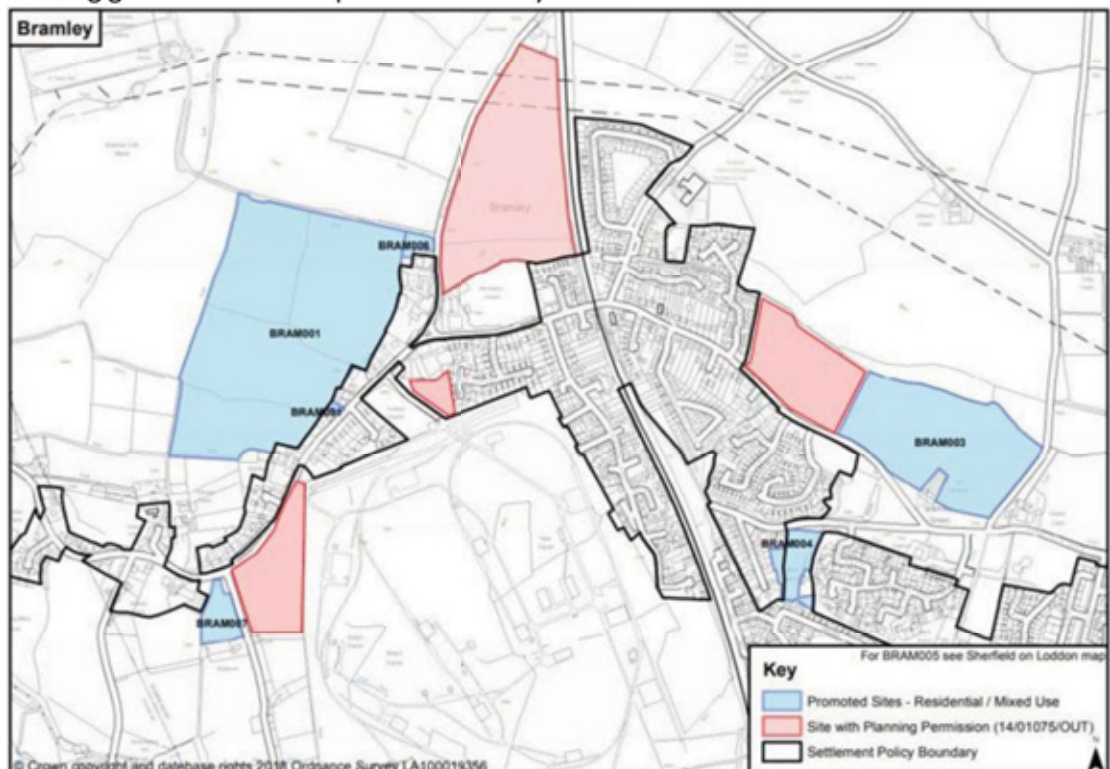
As discussed, Bramley has delivered the housing figure allocated by Basingstoke and Deane Borough Council and continues to develop. The following plan illustrates from a recent Parish Council article the sites that have permission (shown in red) and those currently being promoted (shown in blue). Those sites with permission will deliver 319 dwellings.

Predominantly these sites are located outside of the settlement boundary. Clearly when considering the projected level of growth together with sites already with planning consent, Bramley could potentially expand quite significantly. The impact of these sites on the other infrastructure services is discussed later in this report.

There are also two further sites located in the south. These are Razors Farm (approximately 320 new dwellings in the parish) and Upper Cufaude Farm (currently applying for 350 dwellings).

The combined large-scale development with planning permission is 450 dwellings with a further 350 currently awaiting decision.

Housing growth and Development in Bramley Parish



(Source, Bramley Parish Council)

4. Population and household profile

4.1 Population

In 2011 the population count for the Bramley parish was 4,233 persons. The 2011 census records a higher proportion of under-16s in the local population (c25%, compared to c20% and c19% respectively) alongside a higher proportion of 25 to 44 year olds (c31% in Bramley parish compared to c29% in the Borough and c27% in the Region). Other age cohorts, namely young adults aged 16-24 as well as older adults over the age of 45 are less widely represented in Bramley parish than in the surrounding Borough or Region.

Table 4.1: no. and % of age cohort by total population 2011

Age cohort	Bramley no.	Bramley %	B&D %	GoR %
Under 16	1,045	24.7%	20.2%	19.0%
16-24	334	7.9%	9.7%	11.2%
25-44	1,325	31.3%	28.9%	26.5%
45-64	1,095	25.9%	26.8%	26.1%
65-74	233	5.5%	8.0%	8.9%
75-84	132	3.1%	4.7%	5.8%
85+	69	1.6%	1.7%	2.5%
All	4,233	100%	100%	100%

Source: Nomisweb 2019 (ONS)

A similar over-representation of what is likely to represent young families, reflected in disproportionately higher numbers of under-16 and 25-44 year olds, could already be observed at the time of the 2001 census (Table 4.2).

Table 4.2: no. and % of age cohort by total population 2001

Age Structure 2001	Bramley	Bramley %	B&D %	GoR %
Under 16	828	24.66%	21.17%	19.92%
16-24	215	6.40%	9.77%	10.59%
25-44	1,354	40.33%	31.87%	28.85%
45-64	677	20.17%	24.74%	24.28%
65-74	147	4.38%	6.92%	8.36%
75-84	96	2.86%	4.13%	5.80%
85+	40	1.19%	1.39%	2.20%
All	3,357	100.00%	100.00%	100.00%

Source: Nomisweb 2019 (ONS)

While the village's age profile has remained relatively stable from census to census, a drop in the 25-44 cohort is noticeable between 2001 and 2011 as shown in Table 4.3. Whereas all other age groups expanded by just over 25% to up to 62%, the number of residents in this age bracket declined by over 2% from 2001 to 2011 census. Although consistent with wider trends in age profile, this decline is more pronounced in Bramley parish than in the Borough or Region, which saw declines of

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only 0.2% and 0.8% respectively. Conversely, population growth across all other age categories has been greater in Bramley parish than in the Borough or Region.

Table 4.3: % increase/decrease in population by age cohort 2001 to 2011

Age cohort (Age years)	Bramley	B&D	GoR
Under 16	26.2%	4.8%	3.0%
16-24	55.3%	9.6%	14.4%
25-44	-2.1%	-0.2%	-0.8%
45-64	61.7%	19.0%	15.9%
65-74	58.5%	27.4%	14.2%
75-84	37.5%	23.9%	8.0%
85+	72.5%	36.4%	23.3%
All	26.1%	10.0%	7.9%

Source: Nomisweb 2019 (ONS)

The latest estimates of population changes (2017 based) since the 2011 census set out in Table 4.4, suggest that the number of residents aged 25-44 has fallen by a further c8%, between 2011 and 2017 now accompanied by a slighter fall of around 3% among the under-16s. Population growth has been concentrated among the older age groups, with both 64-74 and over-85 age groups growing by over 40% in that period.

Table 4.4: no. % increase/decrease in population by age cohort 2011 to 2017

Age cohort (Age years)	2011	2017	% incr/dcr
Under 16	1045	1017	-2.7%
16-24	334	391	17.1%
25-44	1325	1224	-7.6%
45-64	1095	1347	23.0%
65-74	233	337	44.6%
75-84	132	161	22.0%
85+	69	97	40.6%
All	4233	4574	8.1%

Source: Nomisweb 2019 (ONS)

4.2 Households

In line with the slightly greater prevalence of younger families observed above, a 2011 census breakdown by household type (table 4.5) shows Bramley parish to be home to more couples with dependent children as well as lone parents with dependent children than either the Borough or the Region. Conversely, the village shows lower rates of (couple or lone parent) households with non-dependent children as well as a lower proportion of single person households.

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Table 4.5: Household type across comparative geographies 2011

Household type	No. Bramley	Bramley %	B&D %	GoR %
One person household 65+	100	6.1%	9.9%	12.7%
One person household Other	246	14.9%	16.5%	16.1%
One family all 65+	97	5.9%	7.9%	9.0%
One family couples no children	406	24.7%	21.4%	18.7%
Couples dependent children	521	31.7%	23.0%	21.0%
Couples non dependent children	68	4.1%	5.9%	6.0%
Lone parent dependent children	103	6.3%	6.2%	6.1%
Lone parent non dependent children	42	2.6%	2.9%	3.1%
Other household types	63	3.8%	6.3%	7.4%
Total households	1646	100.0%	100.0%	100.0%

Source: Nomisweb 2019 (ONS)

There is significant divergence across the differing household types. The highest proportionate increase is seen in the household category 'Lone parent with dependent children'. Here we see just under an 84% increase over the decade. This category however still only accounts for 6.3% of all household types, which is in line with the proportion across comparative geographies.

Similarly, the number of households containing lone parents and non dependent children rose by c50% over the same period. Other household types to have grown disproportionately in Bramley parish include the number of under-65 single person households rising by 43% and the proportion of families with all members aged over-65s increasing just under 41%.

Table 4.6: No. & % by household types 2001/2011 and % incr./dcr.

Household	No. Bramley 2001	No. Bramley 2011	No. incr/dcr 2001 to 2011	% incr/dcr 2001 to 2011
One person household 65+	98	100	2	2.0%
One person household Other	172	246	74	43.0%
One family all 65+	69	97	28	40.6%
One family couples no children	372	406	34	9.1%
Couples dependent children	401	521	120	29.9%
Couples non dependent children	58	68	10	17.2%
Lone parent dependent children	56	103	47	83.9%
Lone parent non dependent children	28	42	14	50.0%
Other household types	58	63	5	8.6%
Total households	1312	1646	334	25.5%

Source: Nomisweb 2019 (ONS)

4.3 Occupancy rating

This section considers under-occupancy and over-occupancy of homes, setting the number of bedrooms available to each household against the number of bedrooms household members are deemed to need according to the Bedroom Standard. The Bedroom Standard determines the number of bedrooms needed to accommodate members of the household so that no one has to share a bedroom except an adult couple, two children both aged under 10, or two individuals of the same sex aged under 21.

In the terms of probability, the larger the household size in relation to bedrooms available (to that household), the greater the probability of overcrowding. Conversely the smaller the household size in relation to the number of bedrooms available the greater the probability of under-occupation.

Clearly over-crowding is not desirable. It has significant impacts on the household's health and well-being. Some households, particularly as the adult children leave the family home, may choose to under-occupy the family home. It is their legal right to do so, although there may be some financial penalty if a working age household is receiving some form of housing benefit. Under-occupation is nonetheless not the most efficient use of the housing stock, particularly given the demands from new forming households. If under-occupation is a result of the lack of suitable accommodation for smaller households, then this is a matter that any strategic plan should seek to address.

Table 4.7 below shows that, by this measure, just under 82% of homes in Bramley parish were under-occupied with either one (c31%) or two (c51%) spare bedrooms at the time of the last census. This compares to c75% under-occupancy in the Borough and c71% under-occupancy in the Region. Fewer than 2% of homes in Bramley parish were classed as over-crowded, a lower rate than in either the Borough or the Region.

Table 4.7: Occupancy rating Bramley parish and comparative geographies

Area	Occupancy rating 2+ beds	Occupancy rating 1 bed	Occupancy rating of 0	Occupancy rating of 1 or less
Bramley no.	836	506	279	25
Bramley %	50.8%	30.7%	17.0%	1.5%
B&D	42.0%	33.4%	22.3%	2.3%
GoR	37.1%	33.6%	25.7%	3.6%

Source: Nomisweb 2019 (ONS)

Levels of under-occupancy in Bramley parish are particularly pronounced among the over-65s, as detailed in Table 4.8 below. This shows that households in which all members are over 65 years old accounted for over a quarter of all under-occupied homes in Bramley parish in the 2011 census. No household of over-65s was classed as over-crowded in Bramley parish at the time. Conversely, the majority of such households had two or more spare bedrooms under the Bedroom Standard, namely 55% of single over-65s, and 69% of multi-person households of over-65s. A further

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quarter of either over-65 household type (25% and 27% respectively) were assessed to have one spare bedroom. Accordingly, 82% of single person households and 94% of multi person households over-65 were under-occupying their homes at the time of the 2011 census.

Table 4.8: Occupancy rating of households all member 65+

Persons or households over 65	Occupancy rating 2+ beds	Occupancy rating 1 bed	Occupancy rating of 0	Occupancy rating of 1 or less
1 person household over 65 (%)	55%	27%	18%	0%
2+ person household over 65 (%)	69%	25%	3%	0%
Over 65 households as % of all households	14.8%	10.3%	7.5%	0%

Source: Nomisweb 2019 (ONS)

Breaking down occupancy rating by tenure, as Table 4.9 does, shows under-occupancy to be particularly prevalent among owner-occupiers. Almost two thirds (c62%) of owner-occupied dwellings are classed as having two or more spare bedrooms, compared to less than a third of private rented homes (c31%) and only just over 8% of social rentals. Close to half of all socially rented properties have the exact number of bedrooms required under the Bedroom Standard to house the occupiers, compared to less than a quarter in the private rented sector and 9% among the owner-occupied homes. Overcrowding rates are negligible (0.2%) among owner-occupiers, low among private renters c2% but slightly higher at just over 7% in social housing.

Table 4.9: Occupancy rating by tenure

Tenure	Occupancy rating 2+ beds	Occupancy rating 1 bed	Occupancy rating of 0	Occupancy rating of 1 or less
Owned/Shared ownership	62.3%	28.5%	9.0%	0.2%
Social Rent	8.1%	34.8%	49.8%	7.3%
Private Rent	31.3%	43.3%	23.1%	2.2%

Source: Nomisweb 2019 (ONS)

5. Housing Summary

5.1 Key Findings

- Dwellings have increased by a quarter between the 2001 and 2011 census periods, where they were recorded at 1662 (household spaces) in 2011, and this is from a reported base of 500 in 1981.
- Unsurprisingly due the increase in household spaces, Bramley has seen an increase in all but one age cohort between 2001 and 2011. Population (and household) increases have far outstripped as a proportion the Borough and the Region.
- Noticeable also is the increase in the young and older age cohorts as these groups tend to require more support and community infrastructure.
- In spite of the increase in new build housing, a significant proportion of dwellings in Bramley are under-occupied, particularly by households over 65 years of age.
- Although recent new build housing demonstrates a degree of housing mix, smaller dwellings tend to be weighted toward the affordable sector. Therefore, this does not provide the down-sizing options for older under occupiers.

5.2 Detailed Conclusions

Bramley has experienced significant housing growth since 2001 and reportedly prior to that. Between 2001 and 2011 the growth in households outstripped the growth across both the Borough and Region.

The Bramley parish is a growing neighbourhood and continues to do so with 319 units permitted across 3 strategic sites since 2015. There have also been further smaller scale permissions since the 2011 census.

Historically Bramley has exhibited the housing profile of a typical rural and commuting settlement. This is a profile of high levels of owner occupation and predominance of larger often detached dwellings in a low-density setting.

That typical housing profile is still pre-dominant, yet housing growth since 2001 (and before) has had an impact of the profile of the parish. Between 2001 and 2011 the proportion of owner occupation has reduced, while the proportion of social rented housing and to a lesser extent private rented housing has increased. Shared ownership (Intermediate housing) has also increased significantly albeit from a very low base.

Social rented housing and intermediate housing as a proportion of total household spaces will continue to increase as Local Plan policy CN3 is applied to the recently permitted schemes.

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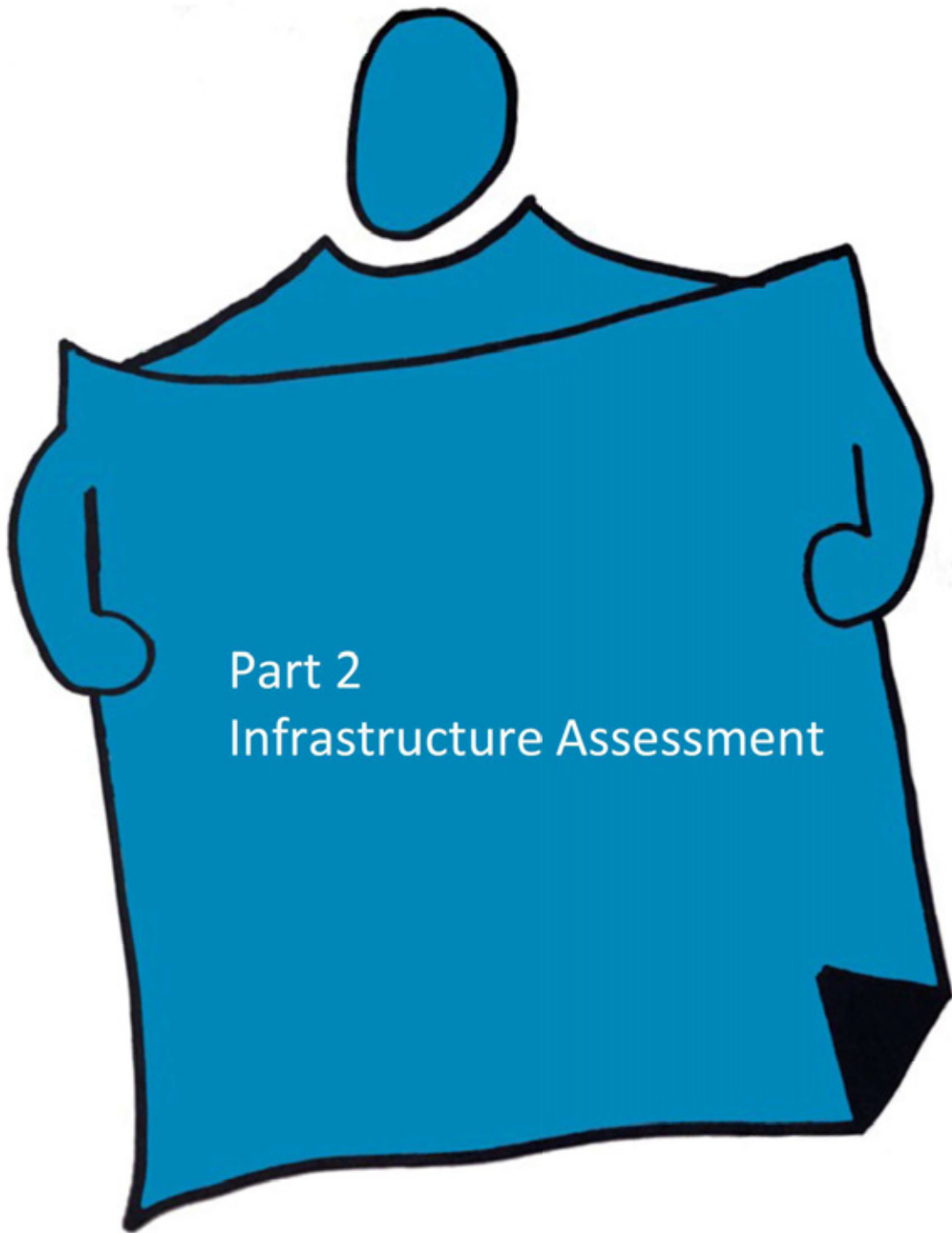
In terms of the type and size of dwellings, the Parish is characterised by low density housing with the detached houses and bungalows forming the highest proportion of the stock. There has been some rebalancing between 2001 and 2011 with flats and terraced housing increasing at a faster rate than detached and semi-detached housing. Larger properties also predominate with 3 and 4+ bedroom properties making up nearly 75% of the stock in 2011.

Given the growth in households, it is unsurprising the population of the Parish increased by 876 persons between the 2001 and 2011 census period. It is perhaps surprising that all age cohorts have increased aside from the 25-44 age cohort. It is logical to surmise that the longer-term population of the Bramley parish is characterised by an ageing of the population, and the increase in the younger cohorts is driven by new arrivals in the new build developments.

Reflecting the growth of under 16 years old, couples with children are the largest household type in the Parish at just under 32% of all households in 2011. This is higher than the respective geographies by c8% and c11% respectively. Irrespective of the presence of young families, over half of households have no dependents.

Given the profile of housing and household type means it is no surprise that over half of the households within the Parish have two or more spare bedrooms. New developments do reflect some housing mix, but smaller dwellings are weighted toward the affordable sector while the larger dwellings predominant within the market housing. In other words, the newbuild market housing tends to replicate the existing housing, whereas the affordable housing provides the housing suitable for downsizing. However, allocation to affordable housing is based on housing need and it is unlikely that owner occupier households who wish to downsize will be eligible, and further to that they may have a preference to buy a property.

Bramley exhibits a two speed profile. There is the established settlement which exhibits a profile of settled and ageing population in large properties that are predominantly under occupied. The new settlements bring in younger families, some occupying social rented dwellings and some accessing market housing. There are some market starter homes on the new development. However larger family units do dominate the market housing offer on the new developments.



Part 2
Infrastructure Assessment

6. Infrastructure Policy and Local Context

6.1 National Context

The National Planning Policy Framework (NPPF) February 2019 sets out national planning policy on housing and infrastructure. It sets three overarching objectives, to achieve sustainable development. These are:

- Economic Objective;
- Social Objective; and
- Environmental Objective.

The NPPF makes clear that these objectives are interdependent and mutually supportive.

The NPPF states:

‘These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area’.

(paragraph 9, NPPF, February 2019)

The NPPF states that strategic policies should set out the overall strategy:

for the pattern, scale and quality of development, and make sufficient provision for:

a) housing (including affordable housing), employment, retail, leisure and other commercial development;

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

c) community facilities (such as health, education and cultural infrastructure); and

d) conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

(paragraph 20, NPPF, February 2019)

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The NPPF also describes the role of non-strategic policies, and how neighbourhood plans can include provision of infrastructure and community facilities at a local level.

Both the Adopted Local Plan and the Bramley Neighbourhood Plan aim to provide and enable infrastructure provision to meet the needs of the community. The relevant policies are listed later in this report.

In addition to policy the NPPF does also make clear that there should be a maintained dialogue between all stakeholders throughout the plan and decision making processes. This should include infrastructure providers such as utility companies. This is particularly pertinent in Bramley where planners should consider the incremental impact of planned growth on provision and the barriers to existing infrastructure provision. These are considered more closely in this section of the report.

The NPPF also addresses infrastructure through a number of themes. These include:

- **Delivering a Sufficient Supply of Homes:** Determining the number of homes needed, encouraging Housing Needs Assessments to inform the size, type and tenure of housing needed and for a range of people in the community.
- **Building a Strong and Competitive Economy:** Addressing potential barriers to investment such as inadequate infrastructure. Retaining and enabling accessible local services and community facilities, such as shops, open space etc...
- **Promoting Healthy and Safe Communities:** By planning positively for the provision of community facilities and supporting the delivery of services such as health and education. Using Local Green Space designations to safeguard important local green spaces in a community, such as sports pitches or parks.
- **Promoting Sustainable Transport:** Encouraging early engagement to consider the transport issues such as the potential impacts of development on transport networks.
- **Supporting High Quality Communications:** Supporting the expansion of electronics communications recognising that high quality and reliable communication infrastructure is critical to economic growth and social well-being. In a rural community this is often more critical where access to other services may be limited, such as a pharmacy.
- **Making Effective Use of Land:** Promoting the effective use of land, while safeguarding environmental assets.
- **Achieving Well Designed Places:** Good design is a key aspect of sustainable development. Optimising development sites to accommodate an appropriate mix of uses (such as Local Green Spaces) and support local facilities and transport networks, by making them more viable or attractive to use.

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- **Meeting the Challenge of Climate Change, Flooding and Costal Change:** Mitigating against flood risk and encouraging well-designed places that tackle climate change, through methods such as innovative design, renewable energy and sustainable drainage systems.
- **Conserving and Enhancing the Natural Environment:** Encouraging development proposals to contribute and enhance the natural and local environment.

The Government's Planning Practice Guidance (PPG) makes clear that open space should be taken into account when planning for new development. The value of spaces and the provision of new is important to each community. The PPG recommends Sports England guidance to inform the type and level of provision. This provides an indication in terms of sports pitches and play areas only and not other green infrastructure such as allotments.

There are other forms of green infrastructure that should also be carefully considered such as country parks and areas of ecological value, which provide wider health and well-being benefits to a community.

Viability is always an assessment in development management, and policies should take care to encourage new provision or identify priorities to guide future infrastructure provision or improvements without making a development unviable.

In considering open space, green infrastructure can be incorporated, the PPG states:

Green infrastructure is a natural capital asset that provides multiple benefits, at a range of scales. For communities, these benefits can include enhanced wellbeing, outdoor recreation and access, enhanced biodiversity and landscapes, food and energy production, urban cooling, and the management of flood risk. These benefits are also known as ecosystem services.

(Paragraph 005, Reference ID 8-005-20190721, Planning Practice Guidance, revision date 21st July 2019)

The PPG also identifies that when considering green infrastructure that the Outdoor Recreational Value (ORVal) tool is used to help quantify values of greenspace provision. The findings for this in Bramley can be seen in the Green Infrastructure section of the report.

6.2 Adopted Local Plan

The Basingstoke and Deane Local Plan (2011 to 2029) was adopted in May 2016. The local plan includes a number of strategic policies, which seek to deliver infrastructure priorities and meet the needs of the current and future communities.

The following policies are applicable to enabling or safeguarding infrastructure provision across the borough:

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- Policy SD1 Presumption in favour of sustainable development;
- Policy SS1 Scale and distribution of new housing;
- Policy SS5 Neighbourhood planning;
- Policy SS6 New housing in the countryside;
- Policy CN1 Affordable housing;
- Policy CN2 Rural exceptions for affordable housing;
- Policy CN3 Housing mix for market housing;
- Policy CN4 Housing for older people/ specialist housing;
- Policy CN6 Infrastructure;
- Policy CN7 Essential facilities and services;
- Policy CN8 Community, leisure and cultural facilities;
- Policy CN9 Transport;
- Policy EM1 Landscape;
- Policy EM2 Strategic gaps;
- Policy EM4 Biodiversity, geodiversity and nature conservation;
- Policy EM5 Green infrastructure;
- Policy EM6 Water quality;
- Policy EM7 Managing flood risk;
- Policy EM8 Commercial renewable/low carbon energy generation;
- Policy EM9 Sustainable water use;
- Policy EM10 Delivering high quality development;
- Policy EM11 The historic environment;
- Policy EM12 Pollution;
- Policy EP1 Economic growth and investment;
- Policy EP4 Rural economy.

It is also important to note that not just planning policy deals with infrastructure provision. This can also be delivered through developer contributions (Section 106 or CIL) or through front-loading the consultation process, identifying opportunities with local communities. This report could be used as a tool to inform these discussions and help the Parish Council identify infrastructure priorities in the area.

6.3 Bramley Neighbourhood Plan

The Bramley Neighbourhood Plan sets a clear vision for the neighbourhood area with a range of land-use policies. The neighbourhood plan forms part of the statutory development plan for the area. In the context of infrastructure the following policies seek to enhance, safeguard or provide infrastructure improvements to the neighbourhood area:

- H1 New Housing Development;
- CVA1 Bramley Community Valued Assets
- CVA2 Provision of New Community Facilities
- D2 Design of New Development
- RE1 Reducing Flood Risk
- RE2 Protection of Local Green Space

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- RE3 Protection and Enhancement of the Natural Environment
- T1 Improving the Footpath and Cycle Way Network
- T2 Improving Road Safety in Bramley
- E1 New Employment Development

Collectively these policies identify special features or areas of local importance, seeking to protect and enhance them through incremental development. In addition, policies more applicable to medium and larger-scale development encourage the provision of new infrastructure such as fibre optic broadband or mitigate against existing traffic and highway issues.

The balance of the policies aims to ensure that as a pro-growth plan that development is not at the cost of the existing infrastructure and supports a sustainable growth of the settlement as a whole.

7. Community Facilities and Services

7.1 Current Services

Bramley is a rural parish protected by Green Belt, a settlement that has developed incrementally and at small scale mostly over the past 100 years. In more recent years the parish has grown more rapidly with larger developments. The impact of housing growth has been mapped earlier in this report.

Currently Bramley Parish has a limited variety of community facilities, concentrated in the main settlement. These include a mix of public facilities and local businesses. The provision of community meeting places is particularly limited. The size and suitability of these are questionable given the level of growth in the population. During our research people have also raised concerns about the sustainability of these, not only in terms of their capacity to serve the growing population but also in terms of running costs and the sustainability of the structures in terms of energy performance.

However the provision of all outdoor sports areas or equipped play areas is very good for Bramley Parish. The Fields in Trust Guidance, October 2015 identifies four key areas for sports and play provision. This tool equates a minimum size provision per 1,000 people in the population. The categories include:

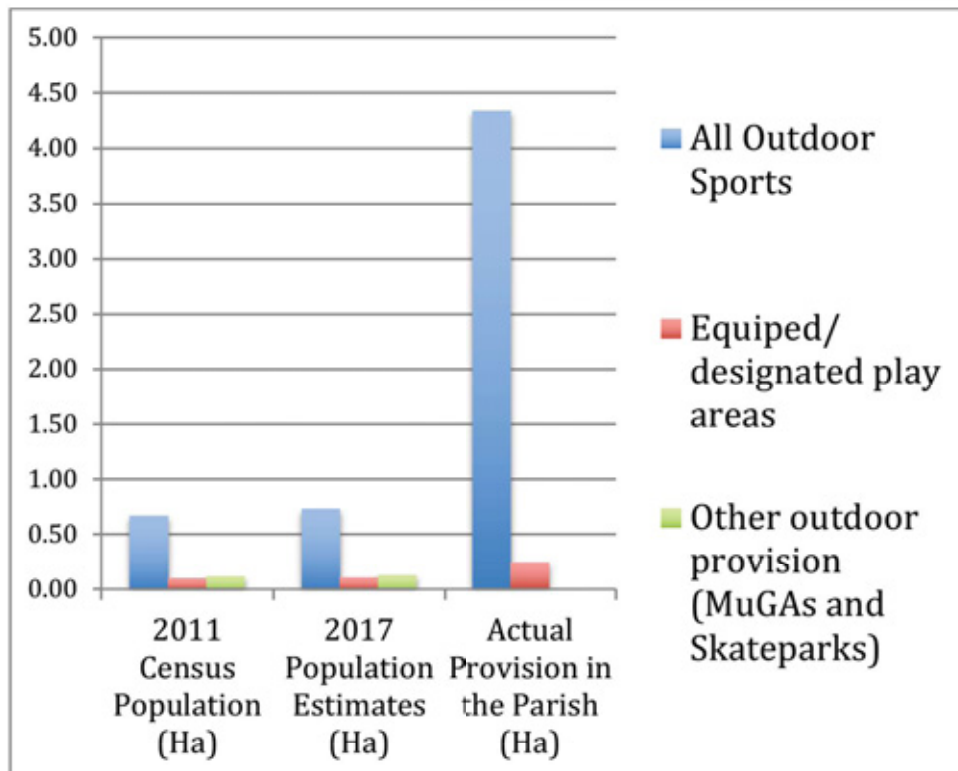
- Playing Pitches
- All Outdoor Sports
- Equipped designated play areas
- Other outdoor provision (MuGAs or skate parks)

When this tool was applied to the parish, Bramley with the exception of Other Outdoor Provision (which had a zero provision) there was a significant over supply.

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The following chart compares the minimum requirement set per population size against the actual measured areas. These are exceeded for both the population from the 2011 census and using the 2017 estimated population figures. It should be noted that the Parish Council have reported that this does not consider the condition of these areas, which is poor. Some pitches are very boggy and unusable in winter months and others are away from the community they might serve.

Outdoor play and sports provision



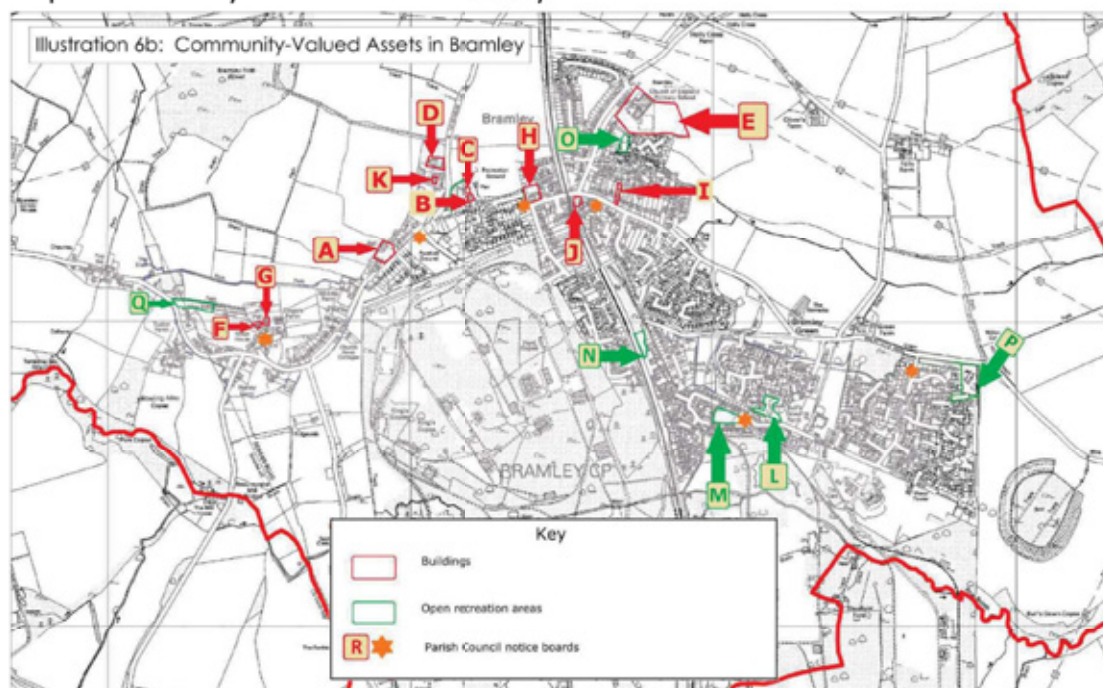
The Bramley Neighbourhood Plan identifies these community facilities and assets and includes policies to protect and safeguard them. The following table lists the assets identified in the neighbourhood plan and the map illustrates their location.

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Table of Community-Valued Assets in Bramley

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

Map of Community-Valued Assets in Bramley



(Pg 40, 41, Bramley Neighbourhood Plan, March 2017)

7.2 Key Services

While the table and map identify the range of community services and facilities this report does consider in more detail specifically health and education. Bramley Parish has a good provision of both a GP Practice and Primary School. It is important

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to consider the wider impacts of incremental growth and how these elements are able to cope with an increase in demand.

7.3 GP Practice

Located within Bramley Village, this practice has expanded the premises in the last 15 years to accommodate the demand and to offer additional services such as the pharmacy. This makes the practice a vital health service provision for the parish.

For patients on the western side of the railway it is within walkable distance. For those in the east it is a car journey. Therefore it is essential that the site can accommodate those who travel by car or other methods.

Clift Surgery kindly responded to the request for information to inform this report. They reported that:

“The number of patients currently registered at the Practice is just over 7,000.

There aren't any strategic plans to actively expand or reduce our patient capacity between now and 2029 however given the recent rapid development locally within the Bramley area our patient count could be expected to increase to almost 10,000 in the next few years potentially.”

(Clift Surgery, September 2019)

Using this broad indication on projections from Clift Surgery it is clear to see that there is a potential capacity issue with the projected level of growth. Currently permission has been granted for 474 dwellings. Coupled with a live planning application to be determined of 350 dwellings that gives a potential of 824 dwellings.

Assuming each new house is 2.4 people based on the Office for National Statistics UK average in 2017 that potentially creates a new community of 1,978 people. Clift Surgery would be nearing the 10,000.

7.4 Bramley CE Primary School

The only primary school in the Parish with 380 students it is located on the north-east edge of the village on the east side of the railway off Bramley Lane a 30mph road. Originally the school was formed of 4 classes and today has 14.

Participating in the collection of current data to inform this report the school confirmed that the PAN intake is 60 per year group, however there is scope to increase this to 75. It is important to note that when an intake exceed 68 it triggers an LEA grant for the school. The intake for September 2019 was 59 and the numbers increases year on year.

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The school has the physical capacity to take 525 students. Given the PAN intake is approximately 60 each year that provides only 2.5 years of capacity (145 students).

The current projected level of growth in the Parish requires urgent attention to address this particular aspect of the infrastructure provision.

Whilst there are students from outside of the parish that attend the school it is imperative that we plan positively for the potential numbers of additional students.

However, capacity is only one of the aspects. The school also reported that currently they have no school crossing patrol and the only parking provision is on street. Coupled with a 60mph lane the school expressed how dangerous this is with a number of near misses. They have significant concerns for the safety and welfare of the students. Potentially developer contributions (CIL or Section 106) from future development could be used to secure a site for car parking and or school crossing patrol. These would have a significant positive impact.

It should also be noted that continued growth as projected, without addressing the current issues raised may further jeopardise the safety of those who visit or attend the school.

8. Green Infrastructure

8.1 Green Infrastructure in Bramley

Green infrastructure is a key characteristic of Bramley, as a rural parish set within the green belt. Green infrastructure is defined as:

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

(Pg 67, NPPF, February 2019)

The Parish Council has identified a number of green infrastructure assets such as the allotments as shown in the previous table and map.

In addition to those identified in the Bramley Neighbourhood Plan, there are a number of additional green infrastructure assets that are acknowledged. In section 6.1 National Context, the PPG also identifies that when considering green infrastructure that the Outdoor Recreational Value (ORVal) tool is used to help quantify values of greenspace provision. The findings for this in Bramley can be seen in the following section.

As a rural parish the green infrastructure provides a range of functions from supporting the natural habitats and providing wildlife corridors to the footpath network that supports healthy lifestyles and well-being.

8.2 Outdoor Recreational Value tool (ORVal)

When considering the value of green infrastructure and outdoor recreational space it is often difficult to quantify in monetary terms their value. The Outdoor Recreational Value (ORVal) tool is a free, web-based tool that predicts the number of visits to a greenspace listed in the key. These range from sites of national significance to local importance with formal and informal designations. Recommended as a data source in the PPG it provides information across England. It works by estimating:

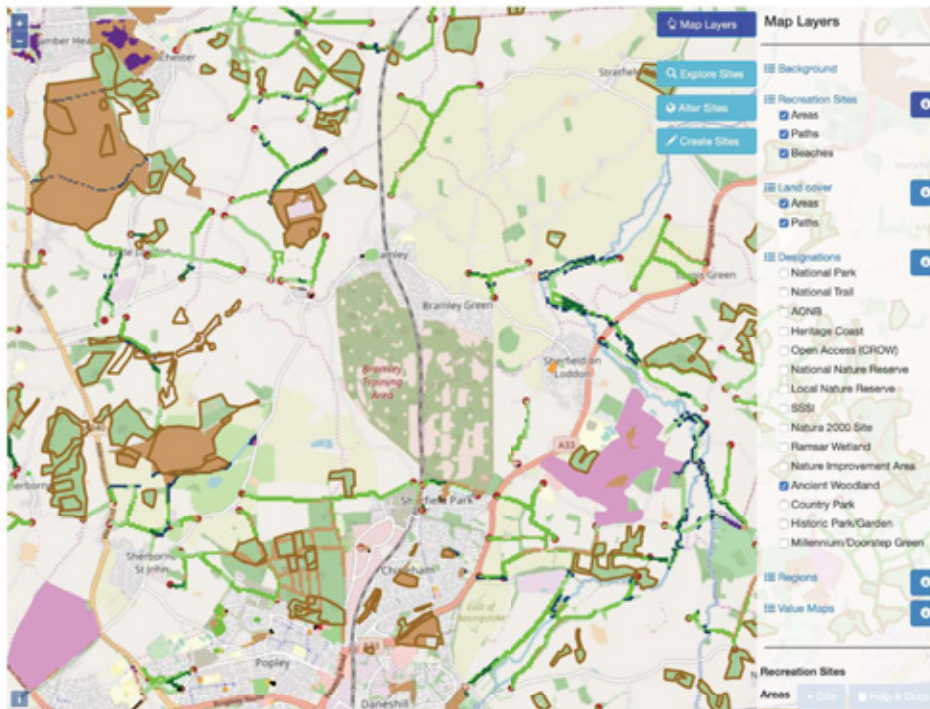
“the welfare value of those visits in monetary terms. It is based on an econometric model of recreational demand derived from MENE data. Users can examine the recreational value of existing green space.”

(accessed August 2019, <https://www.leep.exeter.ac.uk/orval/>)

These are tangible places in Bramley that collectively contribute to the rural character of the area. The Outdoor Recreational Value (ORVal) tool has been used to quantify the recreational values of the green spaces currently listed in the parish.

The following plan is an extract from the online mapping data that shows collectively the green infrastructure currently listed in and around Bramley. It is important to note that this is not a comprehensive list of all the current assets.

Map of Bramley's ORVal dataset



(accessed August 2019, <https://www.leep.exeter.ac.uk/orval/>)

Shown on the plan are a mixture of paths, spaces and natural landscape designations. These include:

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- Allotments: Silchester Road; Grays Meadow; St James Park;
- Ancient Woodland: Bramley Frith Wood; Withy Copse; Galleries Copse;
- Clift Meadow Park;
- Footpath network;
- Silchester Road Cemetery; and
- Woodland.

This tool could be used to firstly safeguard valuable assets, identifying their value. The tool can also be used to identify deficiencies or areas where there are opportunities for improvement, which made be sort through planning gain.

8.3 Green Infrastructure Summary

Whilst Bramley does enjoy a range of green infrastructure assets, further consideration should be given to the accessibility of these to the community they serve and where appropriate the provision of new or enhanced assets. This could be delivered through future growth and development such as new play areas or an outside gym if appropriate.

The need should be evidenced, using online tools and guidance such as that from Sport England, which can help to inform the appropriate level of provision. Other green infrastructure priorities can be identified such as any future need for more allotments.

Green Infrastructure can also help to tackle climate change. Reviewing supporting biodiversity reports that accompany planning applications to identify natural habitats that could be enhanced or protected such as mature hedgerows and trees could be a priority or similarly integrating sustainable drainage design into new landscaped areas.

9. Public Transport and Movement

9.1 Rail Links

Bramley has an operational railway station, with passenger trains every half hour. The station is served by a First Great Western service and South West Trains on the Reading to Basingstoke line. Basingstoke station (approximately 8km) links to services into London Waterloo and the south-east rail network. Reading station has services to London Paddington, Birmingham and the north of England. Thus, train services are exceptionally good for a small rural community. However, there are barriers to use, as discussed later.

Use of the railway goes beyond passenger services. As recognised by AECOM in a Strategic Environmental Assessment report:



9.3 Bus Routes

Stagecoach runs the 14-bus route between Basingstoke and Tadley. There is a total of 14 bus stops in Bramley village. However, the autumn 2019 timetable shows only 9 westbound services to Tadley throughout the day, starting at 6:53am and ending at 19:18pm. Similarly, there are 9 eastbound services to Basingstoke, starting at 6:56am and ending at 16:51pm. There is a reduced service on Saturdays and no service on Sundays or public holidays.

The timing of these services means that only one service each way departs before 9:30am and only the west-bound service operates after 17:00pm. These services do not support many people who would wish to travel by bus to work outside of the village.

9.4 Pedestrian and Non-motorised Routes

Bramley a rural settlement is connected to surrounding settlements and the open countryside through a variety of Public Rights of Way (PRoW). These are a mixture of footpaths, bridleways and Byways Open to all Traffic (BOAT) and are illustrated in the maps in appendix A. The footpath network is extensive in the parish although it is not possible to currently create a circular walk.

Other pedestrian and non-motorised routes are within Bramley's highway network a combination of single lanes, narrow roads and single carriageway. Many of the routes do not have footpaths outside of the main settlement owing to the rural

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nature of the area. These are potentially dangerous pedestrian routes to services such as the school.

Where footpaths are present these are often narrow and include grass verges, a typical characteristic in rural settlements. There is limited street lighting, with some streets having none. This is also a design consideration with any future development. The neighbourhood plan highlights protecting the rural character of the area and preventing the urbanization of the streets and spaces. Wider footpaths, street lighting and removal of verges to provide footpaths on either side of the carriageway would impact on the rural character of the settlement.

The following sketch illustrates a typical pedestrian route within Bramley settlement.

Green Verges Pedestrian Refuge Narrow Pavement No Street lighting



The sketch illustrates in a typical setting in Bramley village how a typical pedestrian route appears. Note that there are stretches of the carriageway that only have a pavement on one side. Verges are punctuated by driveway access to residential properties, providing 'green corridors' with the adjacent mature hedgerows and trees. These features are noted and protected in the neighbourhood plan.

There is no formal street lighting on the main routes in Bramley. Areas with lighting are in more recent developments or at locations for highway safety such as the level crossing.

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As discussed there is not a consistent pedestrian footpath network that links the services and public transport within Bramley. The quality, width and availability of pedestrian routes varies across the village and wider parish.

This is an important consideration when planning for future growth. Should new developments place greater emphasis on the proximity to the rail network as a sustainable transport route, then the existing pedestrian infrastructure requires upgrading and improving to encourage these additional movements. Owing to the capacity of the road network, often HGV's pass closely to pedestrians on narrow and uneven footpaths where they are available. These factors impact on people's choice and action to walk to the railway station in Bramley or to other vital community services such as the Doctors surgery or primary school.

The evidence base for the neighbourhood plan included an evaluation of Transport Effects in Bramley, which stated that:

"There is no safe route to the village primary school for 80% of the residents children. "

(pg 8, Evaluation of Transport Effects on Bramley Village in the Prospect of Further Development, Bramley Parish Council, January 2014)

10. Highway Network Capacity

10.1 Highway Connectivity

There are no A roads in Bramley parish. The closest Primary Route is the A33 which links Basingstoke to Reading and is approximately 2 miles east from the centre of the village.

The Guidance on road classification and the primary route network, January 2012, includes 4 classifications. These are:

"An A road will generally be among the widest, most direct roads in an area, and will be of the greatest significance to through traffic

A B road will still be of significance to traffic (including through traffic), but less so than an A road

A Classified Unnumbered road will be of lower significance and be of primarily local importance, but will perform a more important function than an unclassified road

An Unclassified road will generally have very low significance to traffic, and be of only very local importance."

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(pg 13, Guidance on road classification and the primary route network, Department for Transport, January 2012).

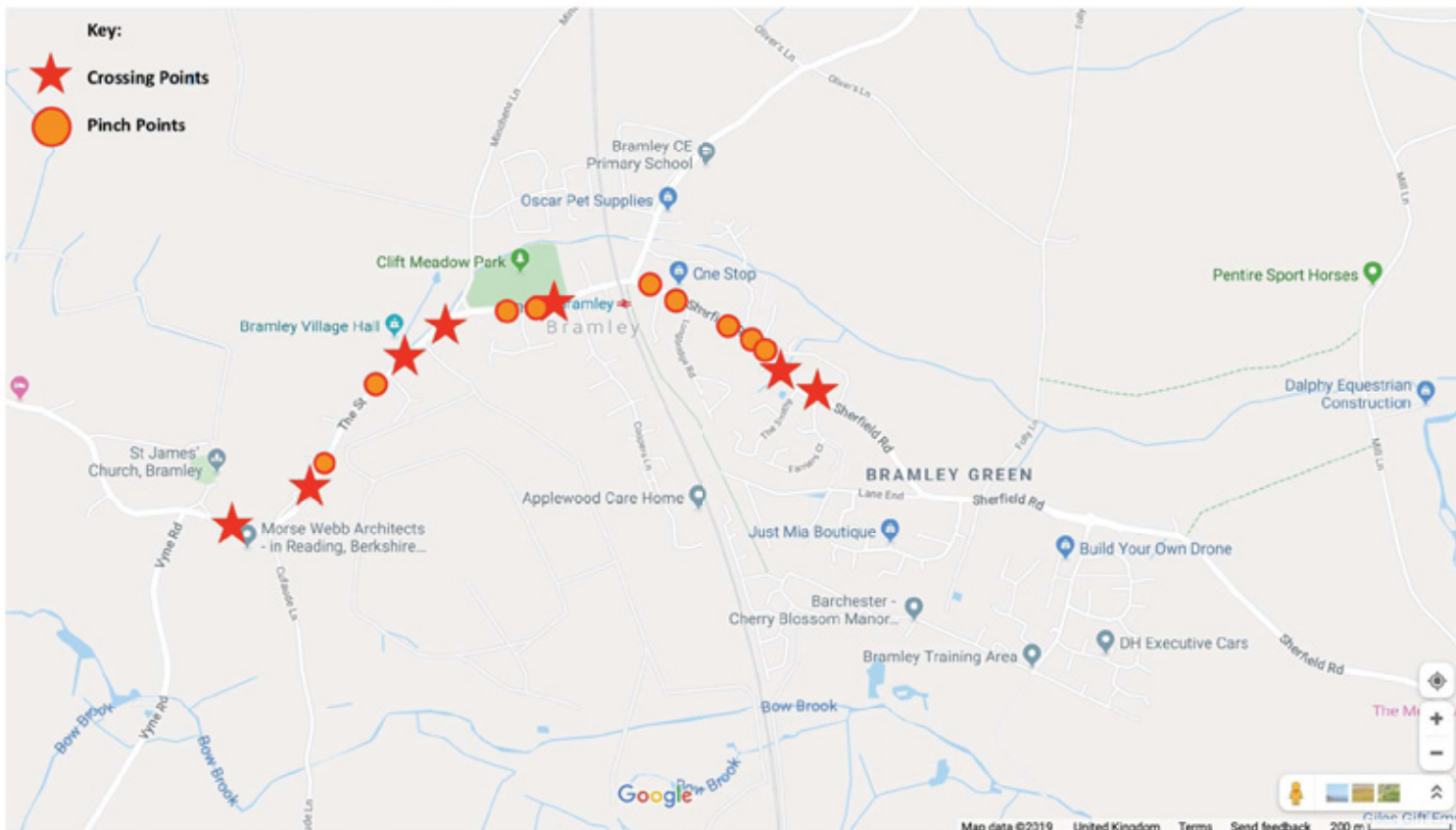
Within Bramley parish all of the roads are either a classified unnumbered road, such as C32 The Street, or an unclassified road. These are not classed as significant routes to traffic and are of only local importance.

The capacity of the highway network is a material planning consideration. When making decisions relating to development that would increase the vehicle movements and numbers, consideration should be given to the incremental impact.

Failure to recognize the incremental impact of small and medium scale growth will have a detrimental impact on the highway capacity, in turn exacerbating existing issues within the village such as the critical road junctions. Again, when the level crossing is down and traffic queues as a consequence.

The following plan shows the critical ‘pinch points’ in the highway network identified by the parish council.

Pinch Points Map of Bramley



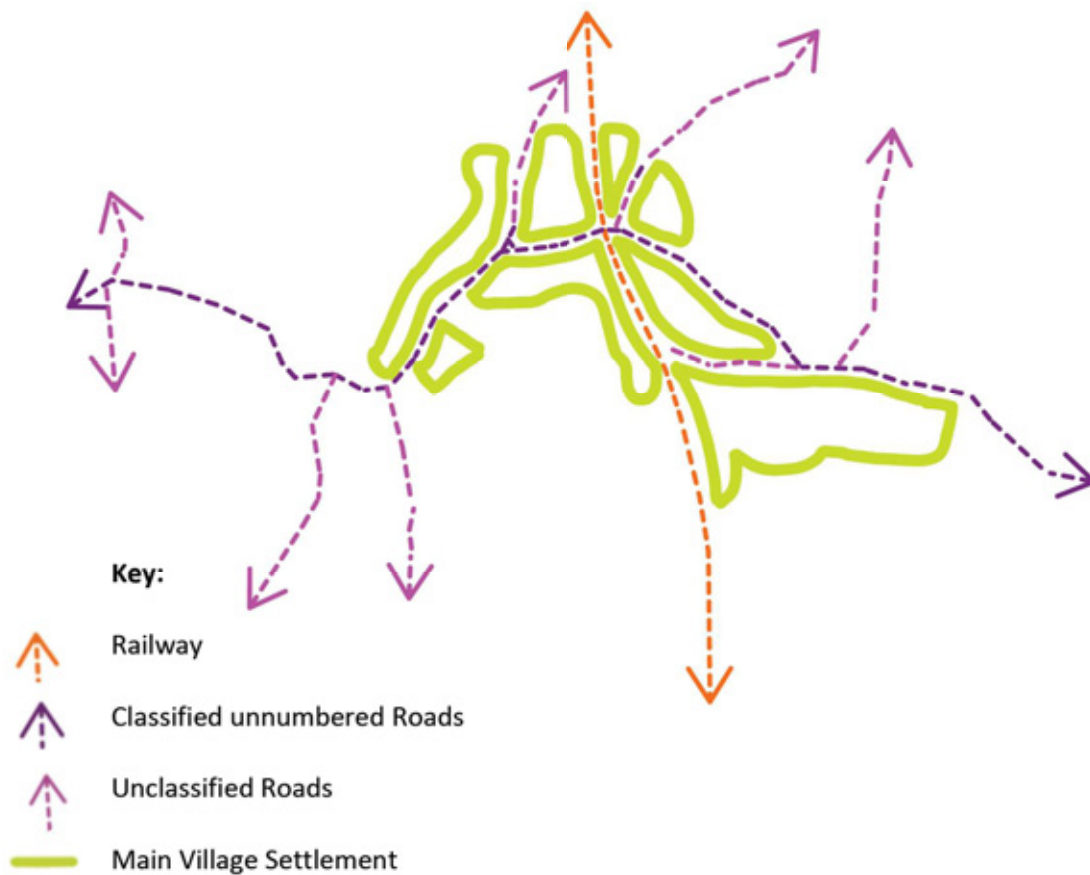
(Google Maps, Accessed November 2019:

<https://www.google.com/maps/@51.3285158,-1.0632826,2085m/data=!3m1!1e3>)

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The following plan shows the hierarchy of roads in Bramley and wider connections.

Plan of Highway Hierarchy



There is a level crossing in the centre of Bramley where the railway running north to south crosses the C32 The Street. This is an important factor in relation to Highway capacity. Particularly as:

“This level crossing causes considerable delay with anecdotal evidence suggesting that during the day the level crossing is closed to road traffic for an average of 29 minutes every hour. This can cause considerable congestion as road traffic, cyclists and pedestrians are forced to wait for the level crossing to reopen.”

(Pg 18, Strategic Environmental Assessment (SEA) for Bramley Neighbourhood Plan, AECOM, June 2016)

In June 2016 AECOM reported that the level crossing barriers in Bramley were down on average 29 minutes in each hour. Since that report Bramley Parish Council have reported that there has been an increase in the average time now at approximately 35-40 minutes per hour. Also Network Rail has confirmed to the parish council that it is currently in excess of 35 minutes per hour.

Furthermore, Bramley Parish Council commissioned a Transport Review in March 2016. This independent report noted that:

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The Bramley level crossing naturally causes vehicle queues to form on the approaches when the level crossing barriers are closed to road traffic. Once the barriers are closed, queues quickly form and these vehicles impact on the turning movements at the adjacent junctions.

(pg6, Bramley Village Transport Review, LvW Highways, March 2016)

The report concluded that:

The Bramley level crossing has a significant impact on traffic using The Street and Sherfield Road due to the closure of the barriers causing the traffic on the road to block the side roads either side, thus causing delays to all vehicles on the local highway network. The queues and delays occur throughout every day of the week, associated with the high frequency and duration of level crossing barrier closures, particularly in the AM and PM Peak periods. The predicted additional vehicles associated with the approved residential developments at Minchens Lane and land north of Sherfield Road will add additional vehicles to the queues. However, due to the irregular nature of queue formation the additional vehicles do not seem to create significantly longer queues.

(pg9, Bramley Village Transport Review, LvW Highways, March 2016)

10.2 Highway Capacity

In terms of the movement of people and road traffic, County, Borough and Parish boundaries have little relevance.

Traffic and transport issues likely to arise from committed and planned development have therefore been considered in planned developments within the Borough of Basingstoke and Deane.

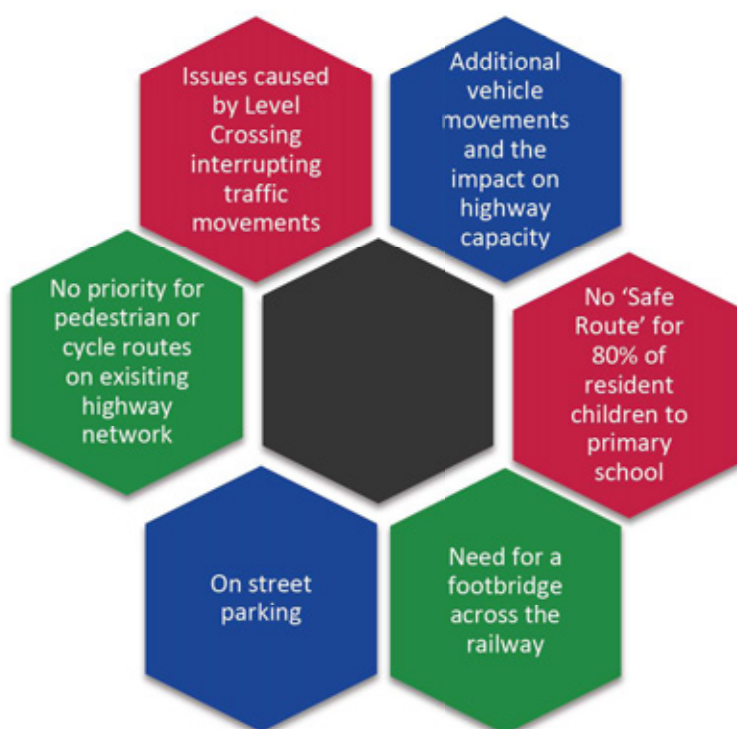
Bramley is a link between the A340 and A33. Therefore, cross country routes through Bramley linking these also contributes to traffic congestion and considerable traffic flow, coupled with other larger developments outside of the parish. The C32 is currently the only east/west link route for north Basingstoke. As such a disproportionate volume of traffic uses the route. The Parish Council have reported that highways will not introduce weight or width restrictions due to its significance, despite being an unclassified road.

Issues relating to the speed and volume of traffic and the effects of these on the parish community have been raised by the Parish Council over several years. More recently a community speed watch group have formed to tackle traffic matters in the village, in response to road safety issues and concerns. However, there is currently no evidence that a specific highways/transport strategy is being developed to address existing traffic volume/speed and pedestrian crossing issues within the residential and conservation area through the Parish.

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There are also concerns over the emerging and committed development proposals and the potential for new traffic and movement of people to exacerbate these issues.

In January 2014, as part of the neighbourhood plan process an independent evaluation of the transport effects on Bramley village was commissioned. In addition community consultation highlighted concerns over existing traffic issues and the impact of emerging development proposals. The following diagram gives an overview of the issues raised; although issues have been categorised under broad headings most are interrelated:



These issues are still evident with no mitigation from recent developments. Bramley Parish Council have pro-actively gathered recent traffic data for all the main routes in Bramley. This independent highway survey was collated by Highway Consultants gathering information in October 2019 on the flow, speed and class of vehicle movements.

This study covered the following routes:

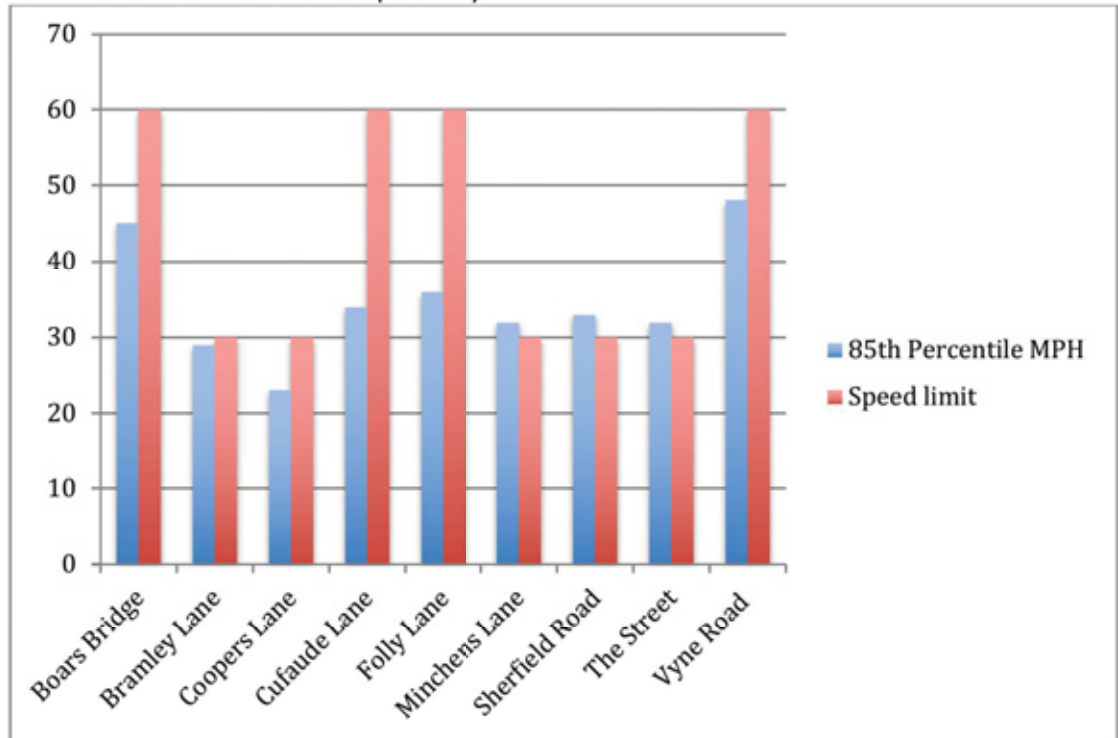
- Boars Bridge;
- Bramley Lane;
- Coopers Lane;
- Cufaude Lane;
- Folly Lane;
- Minchens Lane;
- Sherfield Road;

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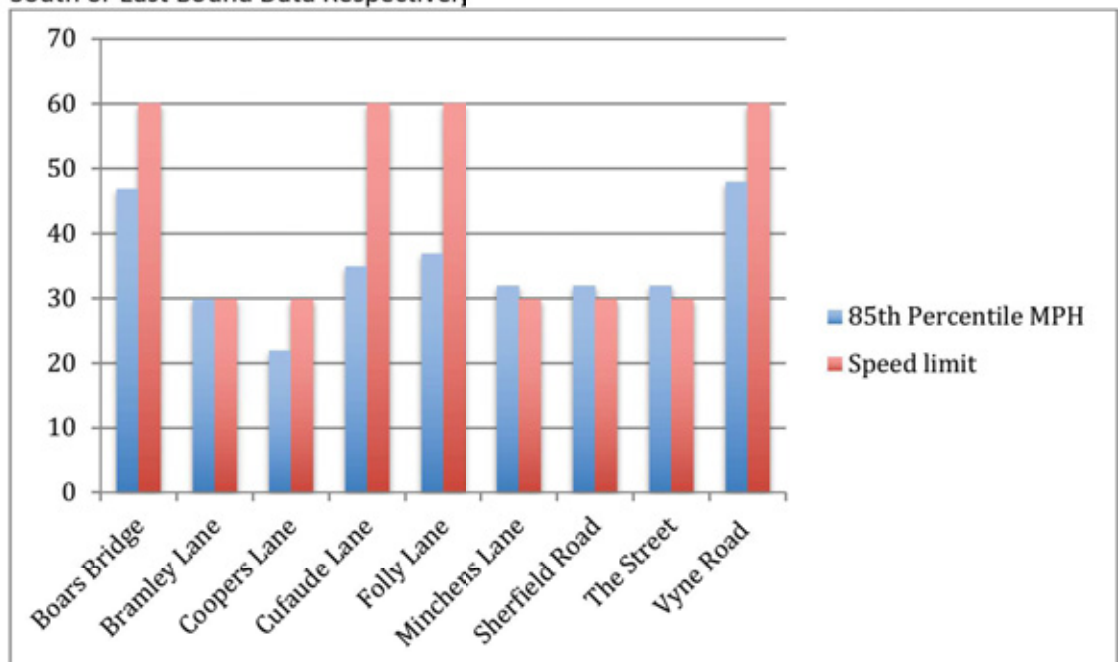
- The Street (C32); and
- Vyne Road.

The Parish Council had raised the issue of speeding vehicles. The following graphs illustrate the data collated on each of the routes. Firstly, north or west bound respectively and secondly south or east bound.

North or West Bound Data Respectively



South or East Bound Data Respectively



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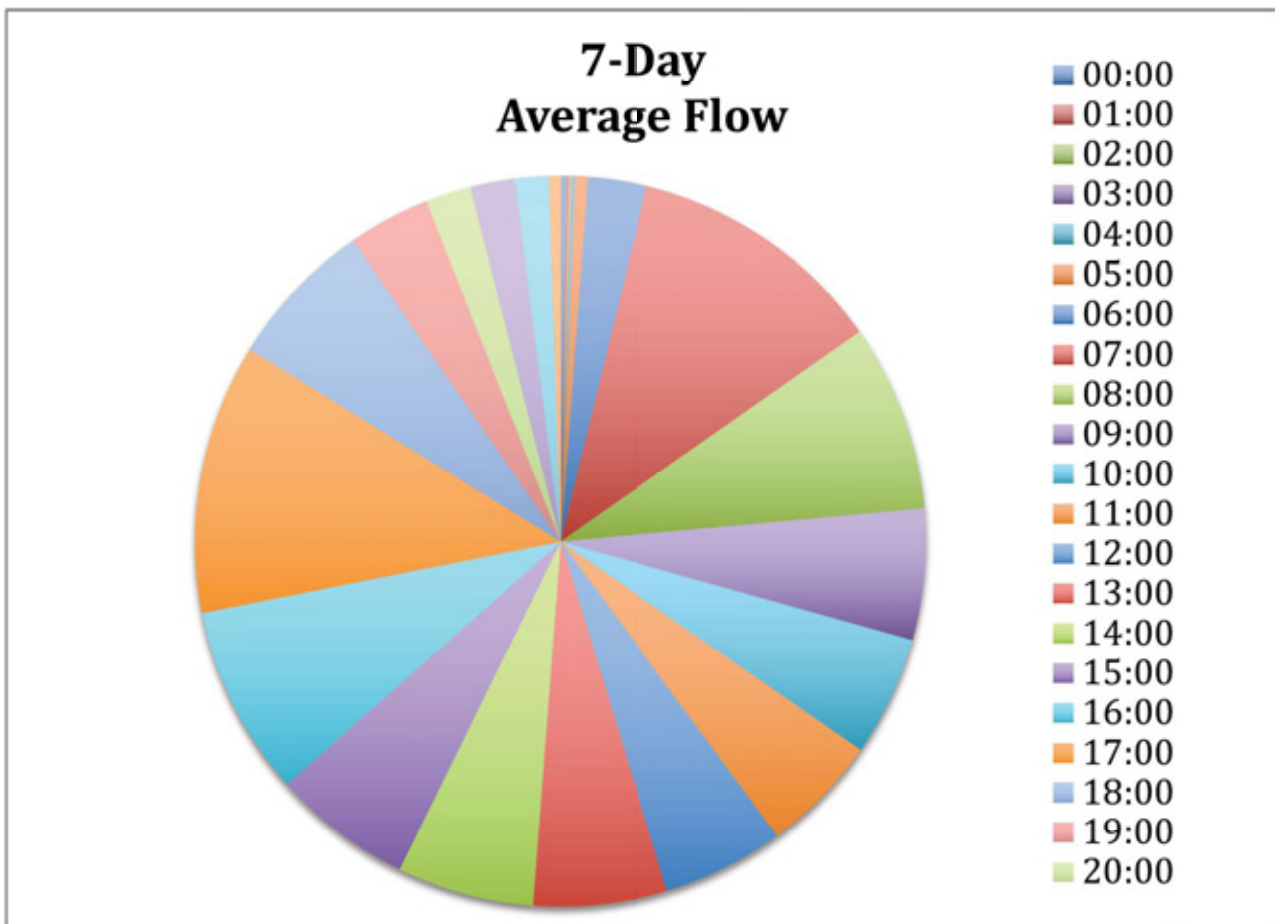
The data reflects the speed limit restrictions shown in red and the average 7 day speed recorded in blue. It is apparent that those routes within a national speed limit (60mph) are considerably slower than those in the 30mph areas. This could be due to the nature of the narrow country lanes, which do not have long clear sight lines. Within the 30mph zones on 3 out of the 5 routes the average speed exceeds the limit. This would support statements concerning the speeding traffic near the school, which lies within one of the areas.

We can also examine how this data can be used to inform a current example. The Strategic Site on Cufaude Lane will require complex traffic modelling to better understand the impact of how the additional vehicle movements will impact on the existing road junctions. It should also consider those in close proximity and the wider highway network. This should be undertaken as part of any planning application for the site, or preferably at an early stage of masterplanning to best inform the design solutions.

Mapped in this report are the critical road junctions to be considered as part of this traffic modelling study. Coupled with the data collected, which the parish council hold from the October 2019 study.

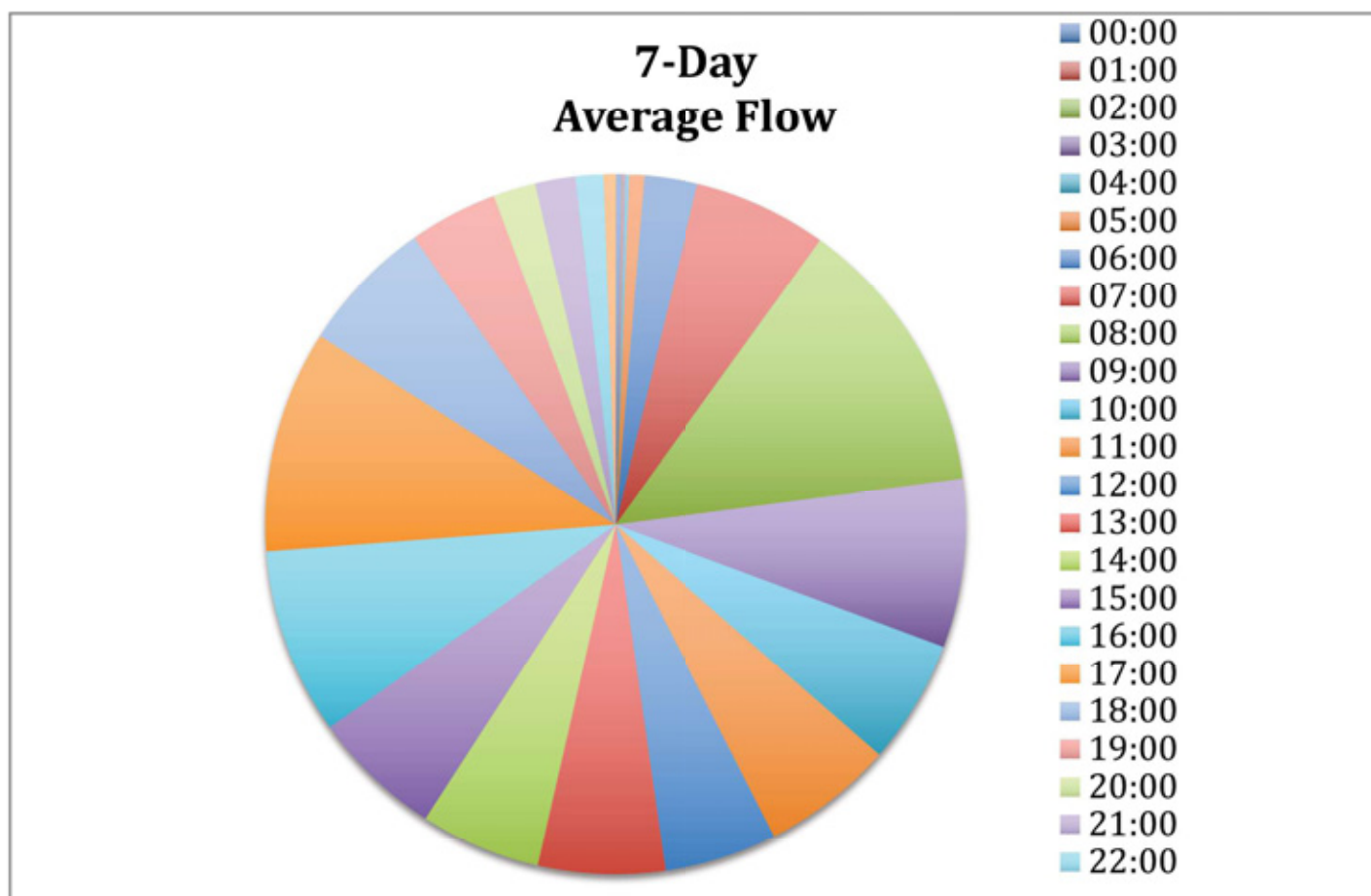
This data will be imputed into relevant highway software to inform the future design with current baseline data. As the following two charts demonstrate the average flow rates northbound are highest between commuting times of 7:00am, which equates to an average of 11% within the week and 5:00pm which is an average of 12%. Southbound there is a slight variance with 8:00am at 13% of the weekly average and 5:00pm with 10%.

Cufaude Lane Northbound Flow Data



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Cufaude Lane Southbound Flow Data



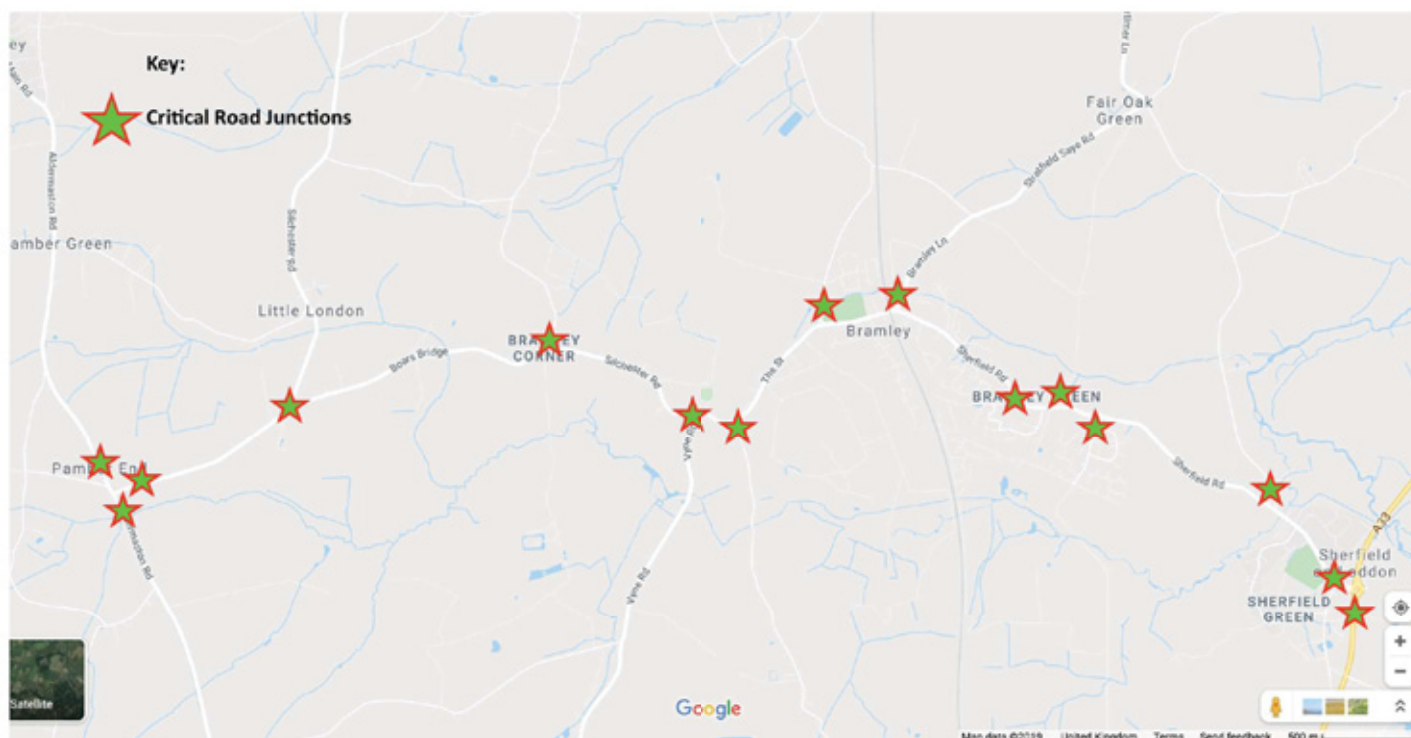
It is also possible to draw some wider conclusions from the data that should be used to inform discussions about highway capacity and infrastructure provision. These concepts and principles include:

- A conventional approach to highway design would not complement the village setting or the character or conservations areas.
- Improve the balance between the needs of drivers and motorised traffic, pedestrians and cyclists. Particularly along priority routes such as the school.
- Monitor the impact of idling traffic waiting while the rail crossing is down on air quality for residents and those on the highway.
- Creating safe pedestrian routes throughout the village to link to services and facilities.
- Consideration to the provision of shared footways for pedestrians and cyclists in new developments.
- Promote alternative methods of transport for commuting where possible.
- Consider integrated installation of 'count-down' road markings at the change to the 30mph speed limit on The Street. These have a stronger visual appearance and with contrasting surfaces highlight the change. This is particularly important on The Street as a main route through Bramley and perhaps on the approach to the school to reinforce awareness of the speed limit.

10.3 Critical Road Junctions

The neighbourhood plan identified a number of Critical Road Junctions. These are pressure points within the existing highway network. The following plan indicates the critical road junctions identified.

Plan of the Critical Road Junctions in Bramley



(Google Maps, Accessed November 2019:

<https://www.google.com/maps/@51.3285158,-1.0632826,2085m/data=!3m1!1e3>)

If Bramley Parish Council review and update the neighbourhood plan, they may choose to consider the development of a new policy if future growth is planned that creates a planning test for new medium and larger scale development to ensure that the highways concerns identified are addressed adequately through the planning process.

10.4 Car Ownership

Despite the combination of alternative methods of public transport, Bramley is in a rural location. Therefore, the provision of these services at times convenient to the population or the quality of the service, (such as adequate parking at Bramley Station), in particular to those who commute out of the village for work is exceptionally poor.

As a result the predominant mode of transport is by car. The Strategic Environmental Assessment (SEA) for Bramley Neighbourhood Plan, produced by AECOM identified that:

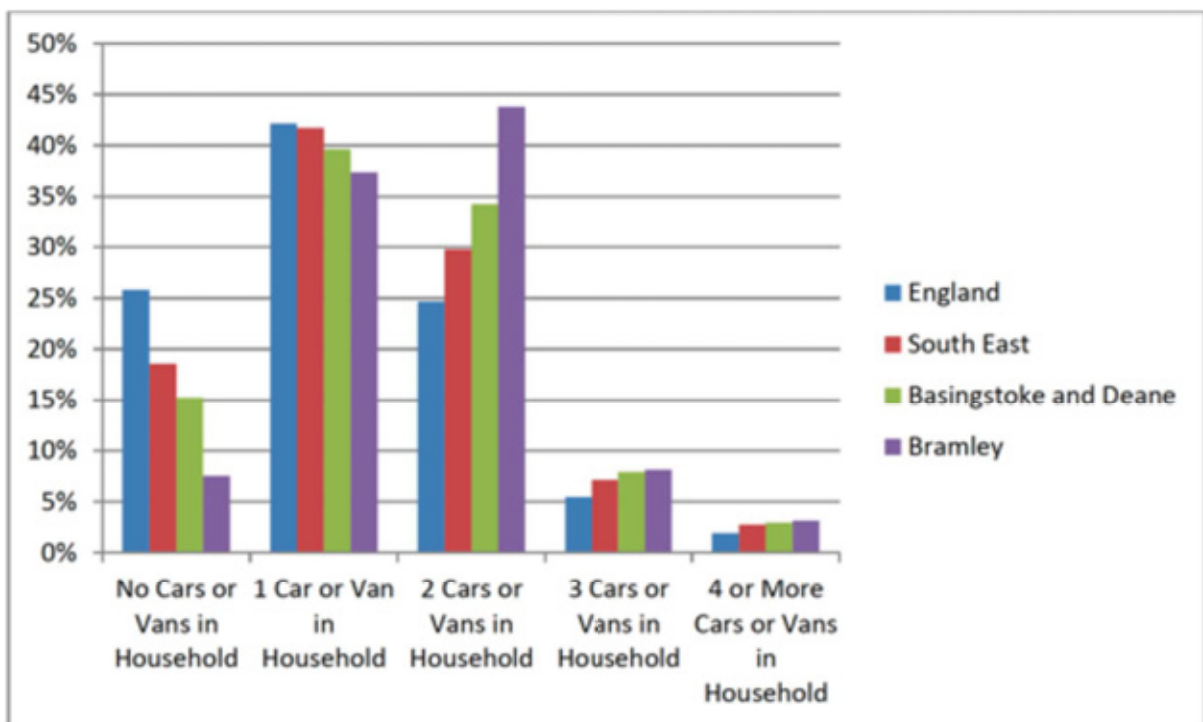
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“The proportion of households with no access to a car/van is significantly lower than borough, regional and national averages, whilst the proportion of the population with two or more cars/vans is significantly higher. The proportion of households with three or more vehicles is largely in line with all comparators. High car ownership in the NP area reflects the relative affluence of the plan area and its rural nature.”

(Pg, 18, Strategic Environmental Assessment (SEA) for Bramley Neighbourhood Plan, AECOM, June 2016)

The following graph was produced by AECOM as part of the SEA which clearly shows these comparisons.

Car and Van Ownership

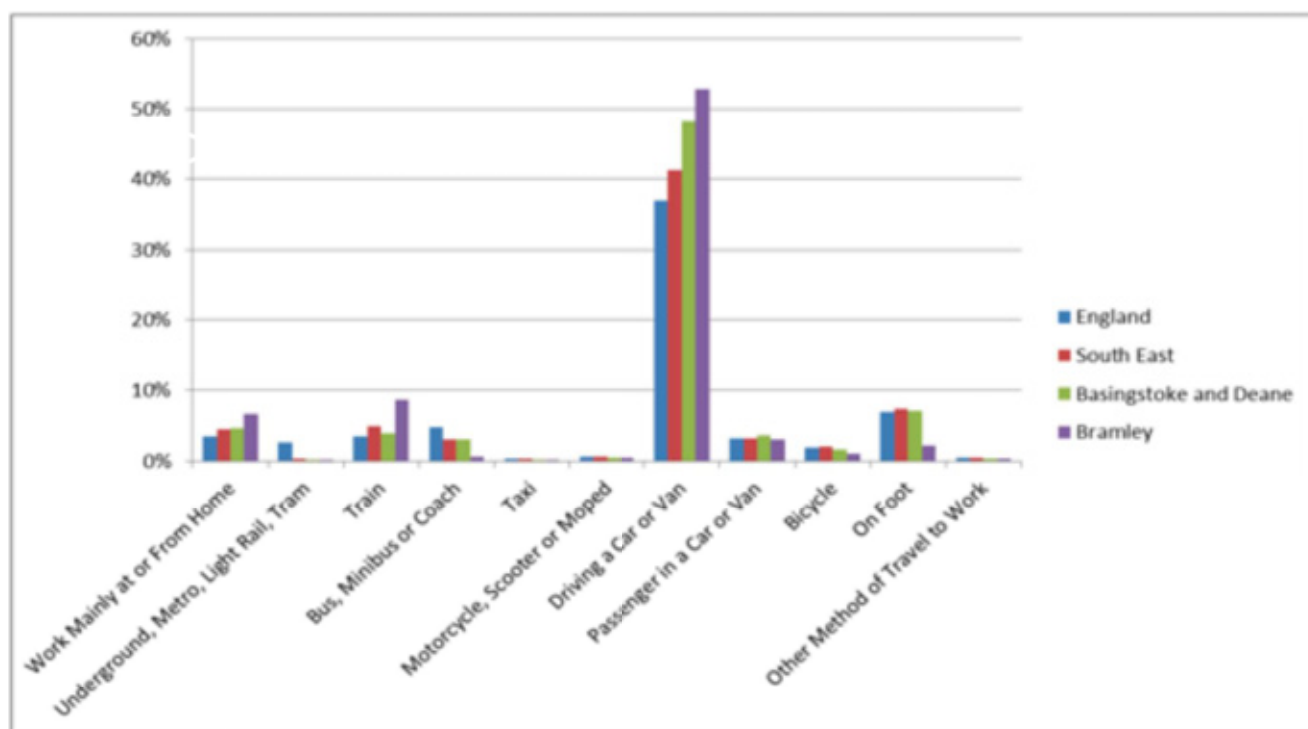


(Pg, 19, Strategic Environmental Assessment (SEA) for Bramley Neighbourhood Plan, AECOM, June 2016)

Considering all the methods of travel and public transport discussed in this report it is useful to consider the usage of each method. As part of the SEA, AECOM produced the following graph, which demonstrates this proportion of use.

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Method of Travel to Work



(Pg, 19, Strategic Environmental Assessment (SEA) for Bramley Neighbourhood Plan, AECOM, June 2016)

Considering this data it is important to note that often the rail link is used as a method for justifying development and sustainable transport methods. Clearly from this evidence less than 10% of the working population in the community of Bramley use the rail service for travel. This should be examined more closely by the Local Authority when making development management decisions or in preparing strategic planning documents as clearly there are barriers to use that prohibit or deter a greater use.

We do know from discussions with members of the community that parking at the station is a key factor. These should be explored further.

11. Utilities Infrastructure

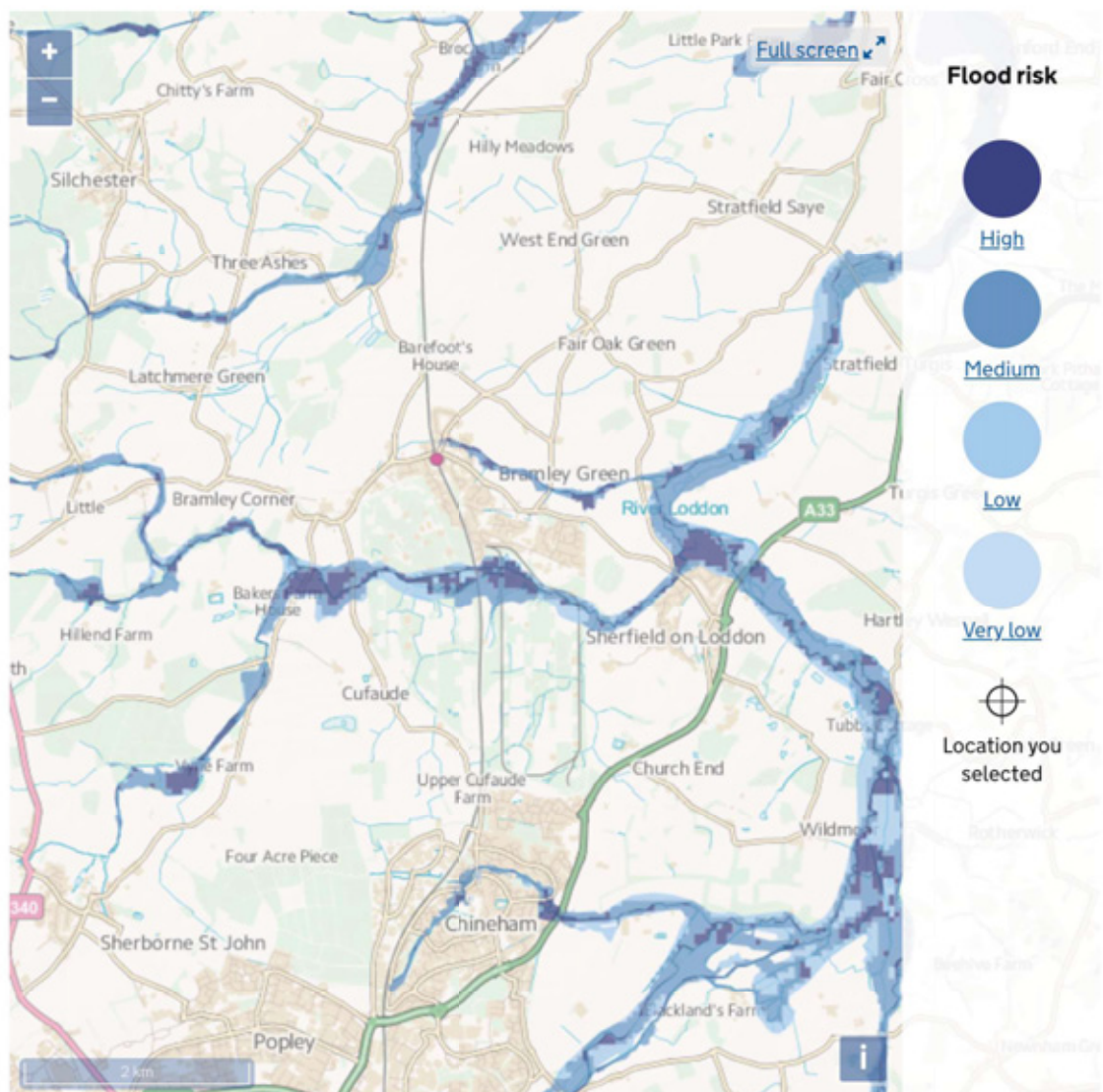
In addition to the other infrastructure provision discussed previously in this section there are also the utilities that must be considered. Often Local Planning Authorities rely on statutory consultees to provide comment to planning applications, highlighting where there is a shortfall in provision. However, the Local Planning Authority must also consider the cumulative impact of development and the pressures these can bring to an existing settlement.

In this section we consider the main utilities and other infrastructure impacts.

11.1 Flood Risk

The Environment Agency flood risk mapping data projects that within Bramley Parish along Bow Brook there is a high-risk flood plain area and also on the River Loddon to the east of the parish. Development within or on any blue shaded area would be at risk of flood and in turn would increase the scale and severity of flooding further downstream as a result. Predominantly flooding is within proximity to water sources such as River Loddon, Bow Brook, and land drains. The following plan is taken from the Environment Agency flood mapping data, which illustrates the areas of flood risk in the parish.

Environment Agency Fluvial Flood Risk Map Bramley Parish



(accessed 4th October 2019, <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>)

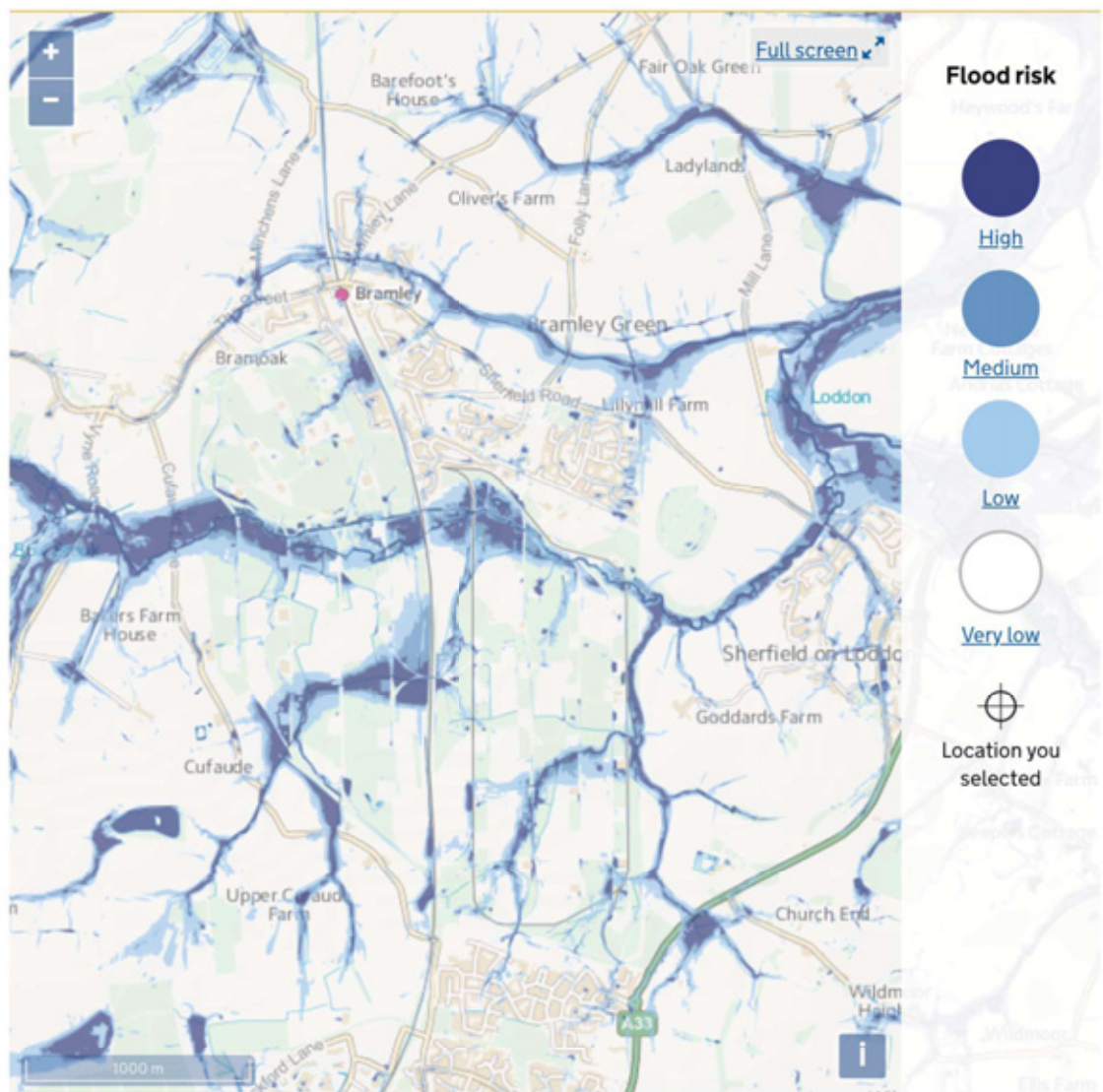
When considering flood risk it is important to remember that there are two main types. Fluvial, from watercourses (streams, rivers, sea) and surface water, caused

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when the rainfall exceeds the capacity of the drainage system or soaks into the ground. Bramley parish does include many areas of surface water flooding. These are marked on the following plan from the Environment Agency flood map data. The areas at high risk (shown in darker blue) are predominantly located on highway routes and existing watercourses or balancing pools. When considering the areas not included in fluvial flood risk areas, the parish currently has limited sites of surface water flooding. This may be due to the extensive open and green spaces in the parish providing permeable natural drainage.

Care should be given when planning any new built development not to exacerbate existing flooding issues or create new areas of surface water flood risk. These may be mitigated through design of Sustainable Drainage (SuDs), natural landscaping, planting or retention of mature trees and using permeable surfaces where possible.

Environment Agency Surface Water Flood Risk Map Bramley Parish



(accessed 4th October 2019, <https://flood-warning-information.service.gov.uk/long-term-flood-risk/map>)

11.2 Scottish and Southern Electricity Networks

As part of the research we contacted Scottish and Southern Electricity Networks to discuss the capacity of the network and future demand. No response was received and therefore no evaluation of the infrastructure capacity can be made.

11.3 Thames Water

Thames Water were also contacted who reported that whilst Thames Water have a duty to provide, maintain and extend its network to accommodate new development, developers should be encouraged to engage with Thames Water at the earliest opportunity.

There is a clear rationale for this as they report that the time to deliver infrastructure should not be underestimated:

“It can take 18 months - 3 years for local upgrades”

“ It can take between 3-5 years for those more strategic in nature”

These statements clearly indicate the length of planning that is required. Therefore, this must be a consideration in early stages of developing an application. The Local Authority should also encourage applicants to contact Thames Water to ensure that there is sufficient future capacity in a timely manner. They went on to state that:

“Thames Water therefore recommends that developers engage with them at the earliest opportunity (in line with paragraph 26 of the revised NPPF) to establish the following:

- *The developments demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and*
- *The surface water drainage requirements and flood risk of the development both on and off site and can it be met.*

Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water’s free pre-planning service are available at: <https://www.thameswater.co.uk/preplanning>”

(Thames Water, 10th October 2019)

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They also identified an opportunity for the Bramley Neighbourhood Plan, suggesting when it is reviewed a new policy be included that relates to wastewater, sewerage and water supply infrastructure.

Relating to infrastructure provision they also suggested adding into the neighbourhood plan the following:

PROPOSED NEW WATER/WASTEWATER INFRASTRUCTURE TEXT

“Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.”

“The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.”

(Thames Water, 10th October 2019)

Thames Water also highlighted an opportunity relating to tackling the effects of climate change and sustainable urban drainage systems (SuDS). They also suggested adding the following:

“It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.”

(Thames Water, 10th October 2019)

The detailed correspondence received from Thames Water is included in Appendix Bof this report.

Whilst this evidence from Thames Water clearly demonstrates they are pro-actively trying to encourage developers to engage with them, Bramley Parish Council expressed their concern over the cumulative impact of development.

As we have seen Thames Water have a duty to provide, maintain and extend its network to accommodate new development. This is achieved through early engagement with developers and secondly through planning conditions.

Bramley Parish Council contacted Mike Townsend, Planning and Development Manager at Basingstoke and Deane Borough Council (BDBC). They raised the concern over the cumulative impact on current infrastructure and the capacity of the network. This specifically related to the developments at:

- Minchens Lane of 200 dwellings;

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- The Street 65 dwellings; and
- Strawberry Fields 50 dwellings.

BDBC confirmed that:

“Conditions have been imposed to ensure that the foul water proposals were approved before development commenced and that these met with Thames Water requirements for how they would connect into the existing network having consideration for what that would do to the overall system.”

They went on to confirm that the details in planning approval on each application are conditioned. These can only be discharged with the necessary input from Thames Water, who as we have identified are continually reviewing and planning capacity works.

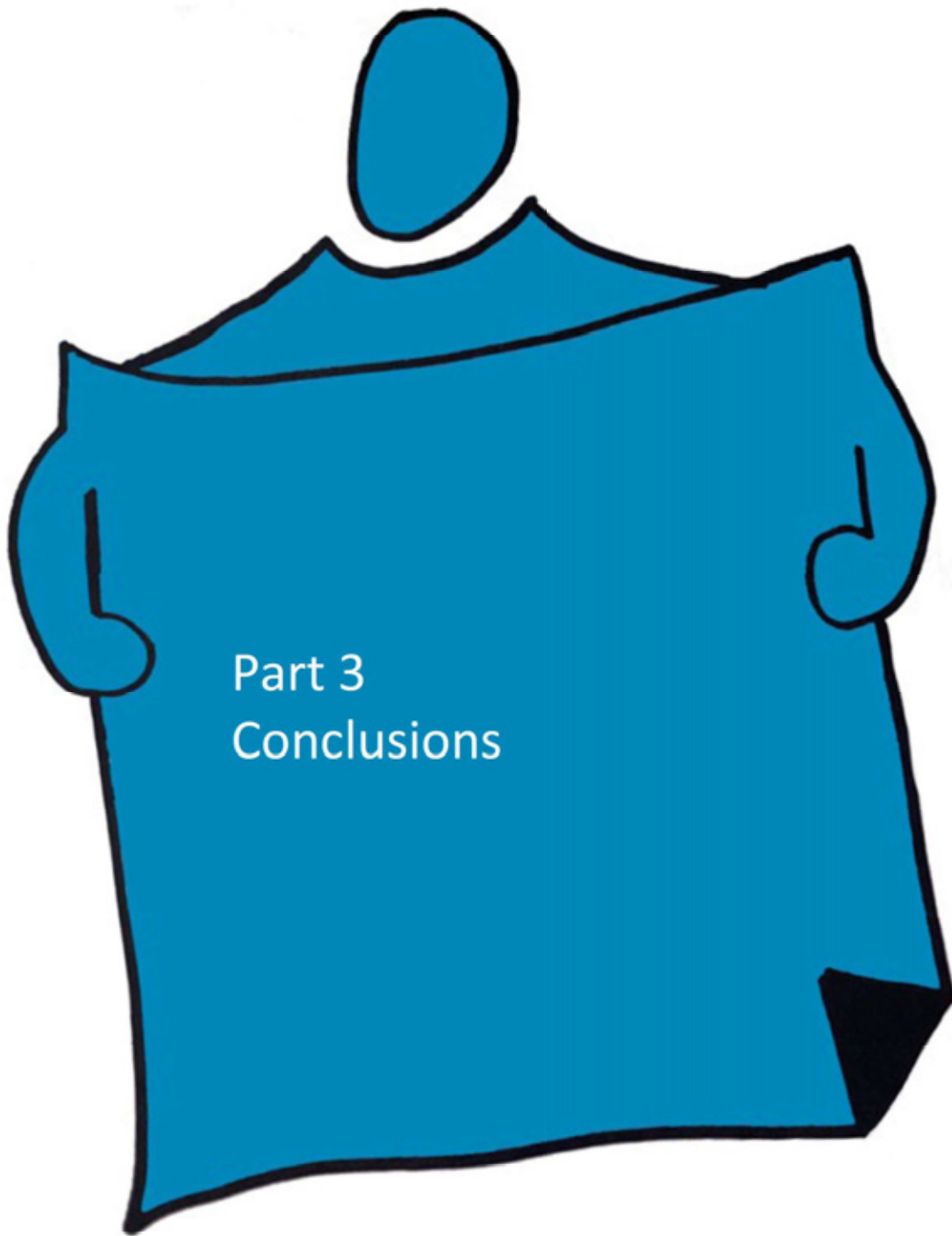
On the basis of the correspondence we can assume that through the application of planning conditions they are ensuring that the cumulative impact on the infrastructure capacity is not to the detriment of existing or new dwellings. However, early planning and discussions are key to this process.

Bramley Parish Council are also independently monitoring recent applications. The Parish Council have noted that in recent applications developers have been able to complete phases of development without satisfactorily discharging conditions.

An example of this quoted was the application for 200 houses at Minchens Lane (application ref 14/01075/OUT). In December 2014 two conditions were applied relating to wastewater and sewerage. Bramley Parish Council reported that despite the conditions requiring discharge before development commences, 2 phases were completed and a satisfactory drainage plan had not been agreed with Thames Water.

This is just one example of how in practice the lack of enforcement of conditions has resulted in new development being completed without address infrastructure capacity.

Given the timescale for delivering infrastructure improvements or creating new networks can be up to 5 years this is a significant concern for the community. Planners must effectively enforce conditions applied to permissions.



Part 3
Conclusions

12. Conclusions

12.1 Summary

The following table has been designed to draw together for comparison the infrastructure elements discussed in this report. Using a traffic light system, where possible we identify where immediate consideration is required and to inform future masterplans, strategic planning documents and the Local Plan priorities for the future to ensure the sustainability of the settlement.

This information is based on data gathered by Bramley Parish Council and Urban Vision Enterprise as part of this report. The following table is based upon the current infrastructure position.

The elements shown in red and amber show the current and existing limitations on a range of infrastructure elements within Bramley Parish. Any future planned or additional growth above what is planned should demonstrate how it would either seek to positively address the areas or ensure it does not exacerbate existing issues.

This report could also be used to inform the infrastructure provision associated with any future development, highlighting key pressures or opportunities to improve existing infrastructure elements.

Infrastructure	Conclusions	Capacity (Red, currently exceeds capacity or requires urgent attention, amber within the next 2-5 years, green currently no additional need in next 5-10 years)
Housing Growth		
Housing	<p>Dwellings have increased by a quarter between the 2001 and 2011 census periods, where they were recorded at 1662 (household spaces) in 2011, and this is from a reported base of 500 in 1981.</p> <p>Unsurprisingly due the increase in household spaces, Bramley has seen an increase in all but one age cohort between 2001 and 2011. Population (and household)</p>	

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	<p>increases have far outstripped as a proportion the Borough and the Region.</p> <p>Noticeable also is the increase in the young and older age cohorts as these groups tend to require more support and community infrastructure.</p> <p>In spite of the increase in new build housing, a significant proportion of dwellings in Bramley are under-occupied, particularly by households over 65 years of age.</p> <p>Although recent new build housing demonstrates a degree of housing mix, smaller dwellings tend to be weighted toward the affordable sector. Therefore, this does not provide the down-sizing options for older under occupiers.</p> <p>Housing delivery is partly dependant on the capacity of the infrastructure to support those who live in the new homes. The following sections highlight the anticipated capacity to respond to the current planned level of growth in the Parish. This should be used to help inform priorities.</p>	
Community Facilities		
Community Facilities	<p>The range of facilities (sports and leisure) is currently adequate. However, predominantly these are located on the western side of Bramley. Given how the railway serves the community and the impact of the crossing and time these have been highlighted as amber.</p> <p>Furthermore, new housing development in the south of the parish will put further strain on existing provisions. This may be more apparent in the adjoining settlement of Chineham.</p>	
Community Services		
Bramley Primary School	<p>As previously discussed the school currently has 380 students. The capacity of the current site is around 525 students. Given the PAN intake is approximately 60 each year that provides only 2.5 years of capacity (145 students).</p> <p>The current projected level of growth in the Parish requires urgent attention to address this particular aspect of the infrastructure provision.</p>	

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	<p>Whilst there are students from outside of the parish that attend the school it is imperative that we plan positively for the potential numbers of additional students.</p> <p>Should Bramley Primary School reach capacity the nearest alternatives would be Sherborne St John for the south of the parish and Pamber Heath in for the north of the parish. These are both in neighbouring parishes and are likely to be in a similar position to Bramley.</p> <p>Should Cufaude Farm Planning Application be granted this does include the provision for a new school and associated community facilities.</p>	
<p>The Clift Surgery, Bramley</p>	<p>The practice reported that currently (September 2019) they have 7,000 registered patients at the practice.</p> <p>They have confirmed there are no current plans to expand the practice in the Neighbourhood Plan Period.</p> <p>They have also estimated that with recent developments they could anticipate a need of potentially another 3,000 in the next few years.</p> <p>This is a potential increase of over 40% increase in capacity within the next few years.</p> <p>With no planned expansion and anticipated growth the practice would exceed the current capacity.</p>	
<p>Green Infrastructure</p>		
<p>Open and Green Space</p>	<p>Bramley has a variety of areas of open and green space. The provision of green infrastructure is varied and helps to support healthy lifestyles and promote the enjoyment of the outdoors.</p> <p>Surrounded by the open countryside the parish also includes a community garden, allotments, parks, equip play areas sports pitches and ancient woodland.</p> <p>These current facilities will be put under pressure as the population increases. Therefore, it is key that all new development for housing adequately provides or contributes to existing green infrastructure.</p> <p>For more advice on how to influence the provision of a range of sports facilities and infrastructure through the planning system visit the Sports England Guidance Note:</p>	

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	https://www.sportengland.org/media/14043/planning-for-sport-guidance.pdf	
Footpaths and Bridleways	<p>Whilst there is a network of footpaths and bridleways for the enjoyment and use of the community. Critically there is a poor provision of accessible routes to key services within the village such as the primary school.</p> <p>The country lanes are part of the rural character of the area. However, with the increase in traffic numbers these are not safe pedestrian routes to facilities such as the school.</p>	
Sports Facilities	The provision of sports facilities and clubs including outdoor pitches is good. They are well used and maintained.	
Public Transport and Movement		
Rail Links	<p>Whilst the frequency and times of the stopping service in Bramley promote this alternative method of transport. The clear lack of facilities, available parking and cycle storage do not promote this method.</p> <p>Furthermore, as a direct result of the lack of available car parking within close proximity to the station, this puts an un-due burden on the surrounding residential streets, where commuters park on the road as close as reasonably possible to the station.</p>	
Highway Capacity		
Road Infrastructure	<p>The traffic flow, speed and class data collated in October 2019 should be sent by the parish council in response to pre-application discussions or earlier stages of site development.</p> <p>Planner should ensure that there is sufficient capacity on site access and into the wider network. This should be provided as part of a transport assessment. Planners should also consider the cumulative impact of developments in the parish.</p>	
Cycle Routes	There are no dedicated cycle lanes in Bramley. Whilst the national route 23 passes through the village, the lack of safe and attractive cycle routes and facilities such as secure bike storage at the rail station highlights the negative impact on promoting cycling as a alternative method of transport/movement or for leisure and recreation.	

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Bus Routes	The frequency and the times of the service are not conducive to promoting this as an accessible suitable alternative to private vehicles.	
Pedestrian and Non-motorised Routes	The quality of pedestrian routes vary, as such there are few locations in Bramley that promote or create a sense of safe and attractive pedestrian movement. It is envisaged with the further planned growth and no strategy from Highways to improve the exiting infrastructure that this will only worsen over time.	
Utilities Infrastructure		
Fibre Optic and Super Fast Broadband	<p>The provision of superfast broadband is variable across the parish.</p> <p>As with many rural communities the connectivity, and average download speed vary across the parish.</p> <p>Not all existing homes and businesses have access to super fast broadband. As such the provision could be improved and the opportunity to improve connectivity with future planned growth should be maximised.</p>	
Utilities	<p>Thames Water: Given the timescale for delivering infrastructure improvements or creating new networks can be up to between 3-5 years, this is a significant concern for the community. Planners must effectively enforce conditions applied to permissions.</p> <p>Some recent developments have been completed in phases without satisfactorily meeting planning conditions. Therefore, Thames Water are already on the back foot in terms of delivery. These pressures will be apparent on the network.</p> <p>The results are new homes are being built or are completed before the infrastructure capacity has be adequately increased. Owing to the timeframe for likely improvements this is an urgent matter.</p> <p>The Local Planning Authority, Developers and Thames Water must work more effectively to address this issue.</p>	

13. Recommendations and Next Steps

It is recommended that this report is used to inform Bramley Parish Council representations on any decision-making on-site selection. Using the evidence to support negotiations with BDBC, Highways Authority or other infrastructure providers.

This objective assessment, which can be read in conjunction with the Bramley Neighbourhood Development Plan, provides information to inform future development in the parish. This report also identifies in the previous table where there are clear infrastructure deficiencies with the planned level of growth.

There are three key points in addition to the conclusions table that we also emphasise:

Placemaking: There are many elements in placemaking as we have discussed. These elements are what makes a sustainable and attractive place to live and work. It is important that when considering each application that fundamentally the cumulative impact is considered.

Bramley Station and Railway: Whilst Bramley does have an attractive station with good links to the wider network, currently the lack of supporting services such as adequate parking or cycle storage do not make this a sustainable transport method for many parts of the parish. Similarly, the downtime of the level crossing severing the community and its facilities is also an issue.

Monitoring of Development: When permission is sought it is imperative that planners consider the site not only in isolation but also how it impacts in the wider context. This provides the opportunity to plan positively and create a sustainable settlement.

Highway Capacity: When any strategic or large scale development is being prepared it is imperative that the appropriate highway and transport assessment is undertaken. Bramley Parish Council can inform future development providing baseline data from the independent highways survey.

14. Monitoring and Reporting

14.1 Neighbourhood Plan Opportunities

During this report there have been a number of opportunities identified for Bramley Parish Council to consider updating or developing new policies for the neighbourhood plan to tackle some of the infrastructure issues and deficiencies identified. These include:

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Local Green Space: The designation of Local Green Spaces allows the community to protect the spaces of importance within the neighbourhood area. For more information about Local Green Space and how to designate visit:

<https://neighbourhoodplanning.org/toolkits-and-guidance/making-local-green-space-designations-neighbourhood-plan/>

Critical Road Junctions: Develop a new policy that identifies the critical road junctions within the settlement and applies a clear planning test on how new development must demonstrate how it does not exacerbate existing problems.

Developer Contributions: Develop a new policy that sets out the priorities for the community that could be delivered as a developer contribution. This could include an allocation for additional parking at the rail station, new play areas or equipment or accommodating land for new allotments to better meet demand.

Water Infrastructure: As suggested earlier in this report Thames Water identified an opportunity for the Bramley Neighbourhood Plan. Suggesting when it is reviewed a new policy be included that relates to wastewater, sewerage and water supply infrastructure. This would help to keep it on the agenda and give planners a clear test for medium and large scale developments to ensure that any new development does not have a detrimental impact on the existing infrastructure or capacity.

14.2 Monitoring the Neighbourhood Plan

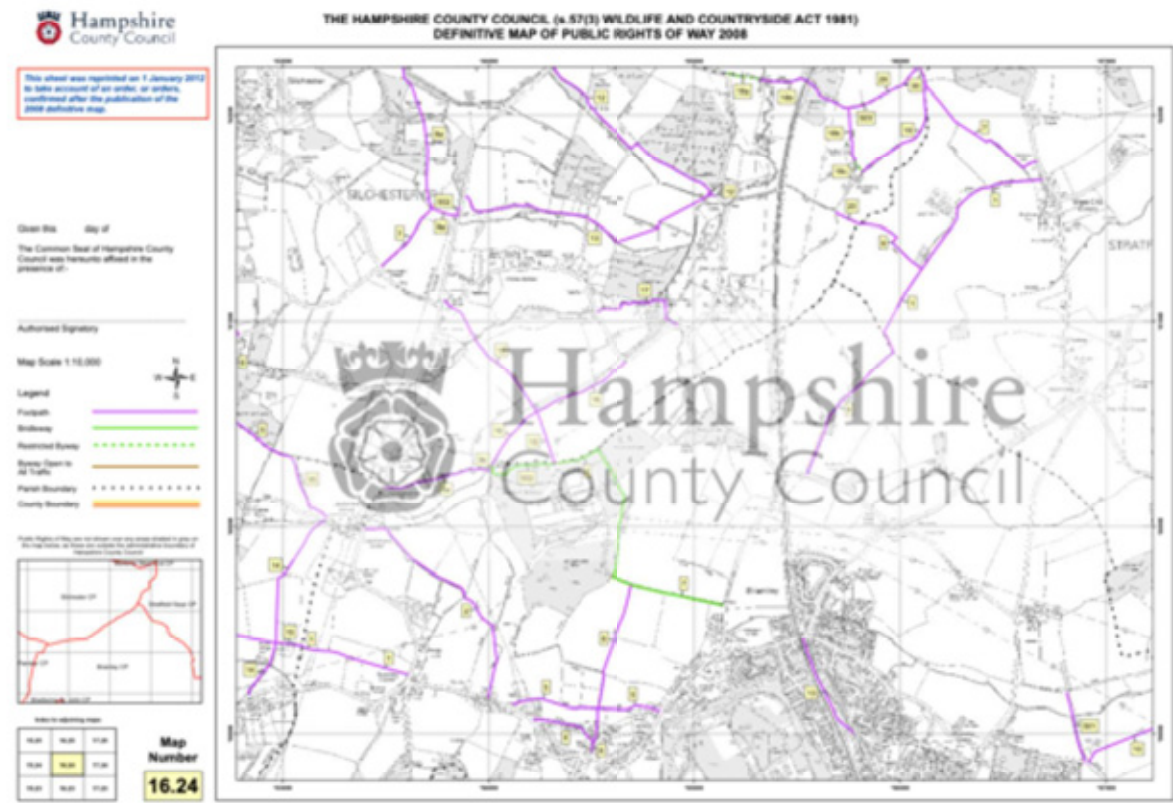
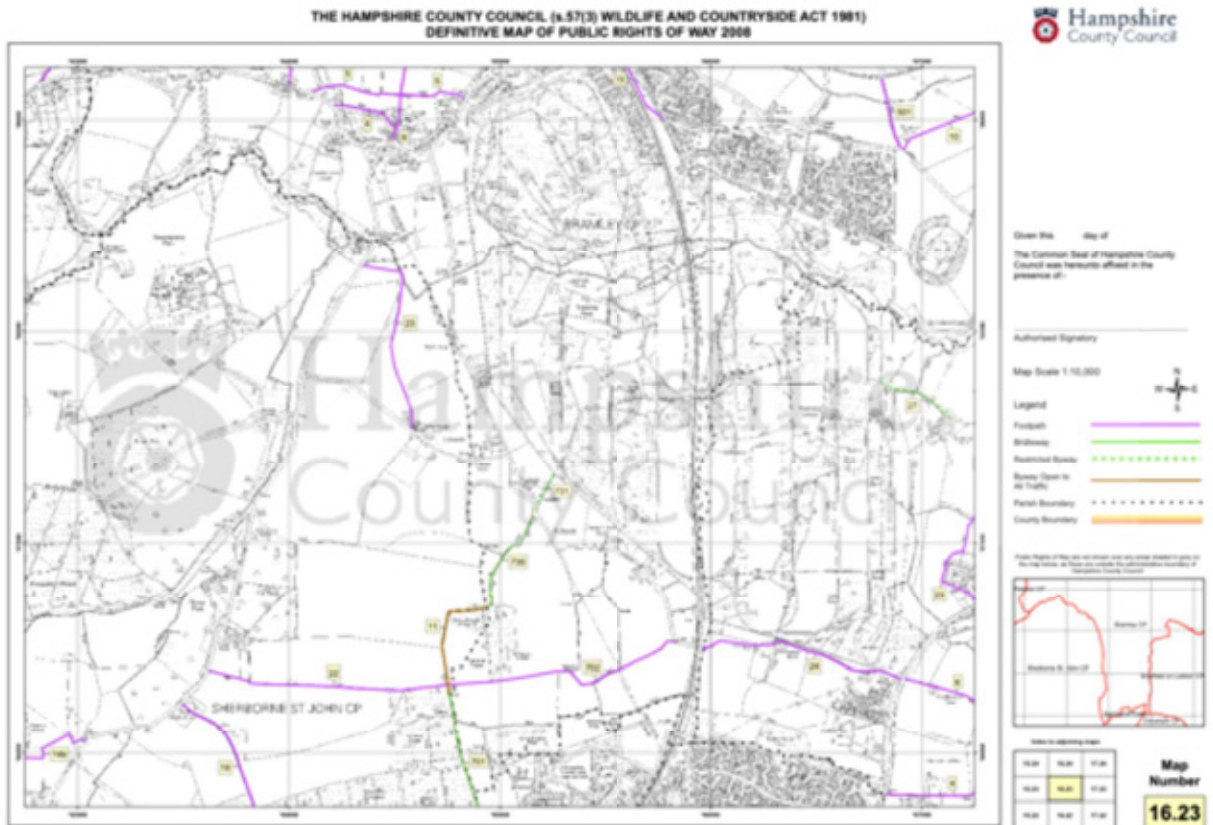
The parish council and community have been proactive in engaging in the planning process, developing a neighbourhood plan and continually contributing to discussions around development in the area. The monitoring element is critical to ensure that the policies in the neighbourhood plan are fit for purpose and respond to the changing needs of the parish. It is good practice for all qualifying bodies to monitor and review the neighbourhood plan. For more information on how to do this visit: <https://neighbourhoodplanning.org/toolkits-and-guidance/how-to-implement-monitor-and-review-your-made-neighbourhood-plan/>

14.3 Development Management

Parish Councils are a statutory consultee in all planning applications. Bramley Parish Council should continue to respond to applications, using the neighbourhood plan and its evidence base, including reports such as this to inform development management. It is advised that the Parish Council also monitor how the Local Planning Authority apply the policies of the neighbourhood plan and that training could be offered to officers and elected members to better help them understand the plan and its policies.

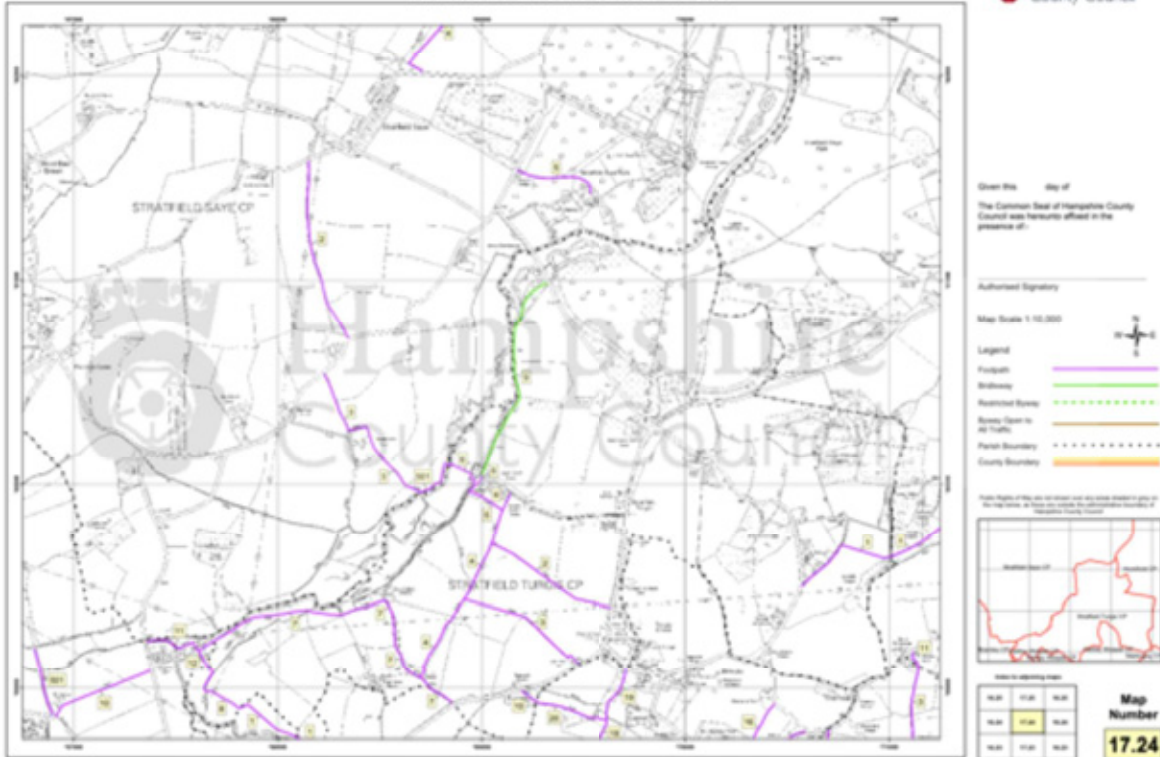
Explore with the Local Authority the barriers to using the rail service in Bramley and how that with the recent housing developments and a more viable bus service could be encouraged with service providers.

Appendix A



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THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2008



THE HAMPSHIRE COUNTY COUNCIL (s.57(3) WILDLIFE AND COUNTRYSIDE ACT 1981)
DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY 2008

This sheet was reprinted on 28.03.2019 to take account of an error, or errors, corrected after the publication of the 2008 definitive map.

Given this day of
The Common Seal of Hampshire County Council was hereunto affixed in the presence of:

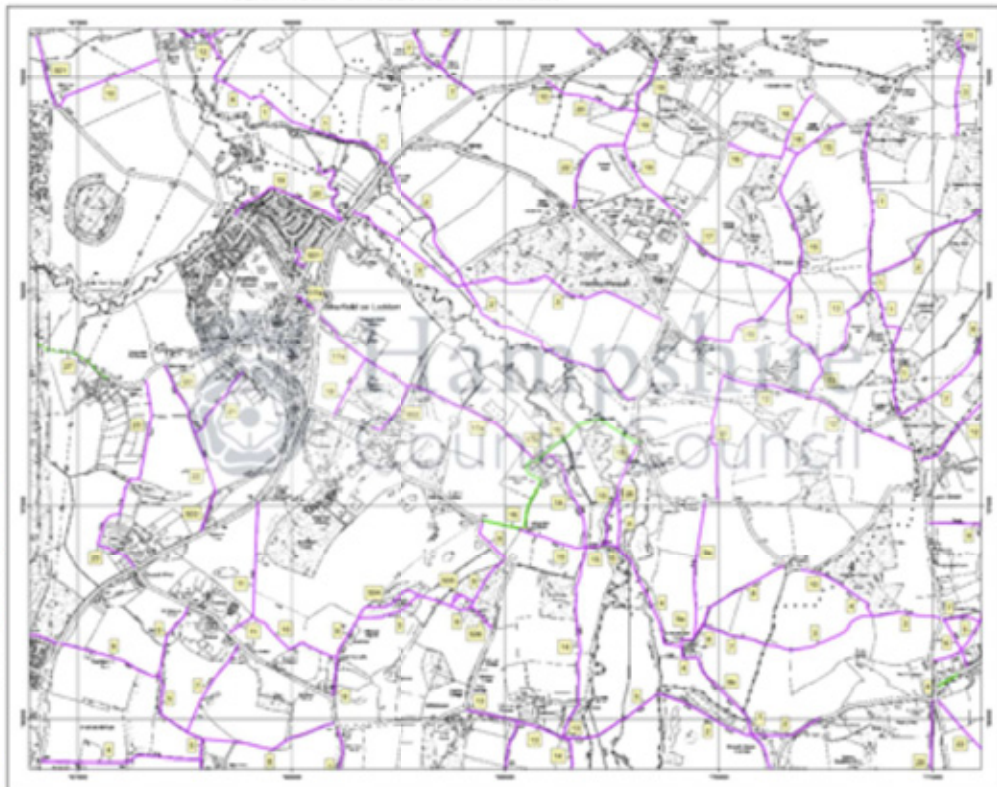
Authorised Signatory

Map Scale 1:10,000

Legend

- Footpath
- Bridleway
- Restricted Byway
- Roads Open to All Traffic
- Parish Boundary
- County Boundary

Map Number
17.23



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Appendix B



Hannah Barter
Urban Vision Enterprise CIC

thameswaterplanningpolicy@savills.com

Sent by email to: Hannah.barter@uvns.org

0118 9520 500

10 October 2019

Basingstoke – Bramley Parish Utilities Infrastructure

Dear Hannah,

Thank you for your letter dated 3rd September 2019.

Thames Water are the statutory sewerage undertaker for the northern part of the Basingstoke & Deane Borough and the Bramley area and are hence a “**specific consultation body**” in accordance with the Town & Country Planning (Local Planning) Regulations 2012. Water supply services are provided by SE Water We have the following comments:

Specific Comments on Wastewater/Sewerage Infrastructure

The majority of the existing Bramley area drains East to the Sewage Treatment Works (STW) at Sherfield on Loddon. This STW also takes flows from Sherfield on Loddon.

Thames Water has a duty to provide maintain and extend its networks to accommodate new development with funds for network upgrades coming from infrastructure charges <https://developers.thameswater.co.uk/new-connection-charging> and funds for STW upgrades coming from it's strategic business plan <https://corporate.thameswater.co.uk/about-us/our-strategies-and-plans/our-5-year-plan-for-2020-to-2025>

The time to deliver infrastructure shouldn't be underestimated it can take 18 months – 3 years for local upgrades 3 – 5 years for those more strategic in nature

Developers should be encourage to engage with TW at the earliest opportunity more information here > <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Water-and-wastewater-capacity>

The scale of any sewerage/wastewater upgrades in Bramley will depend on the type, scale and location of development .

General Comments on Wastewater/Sewerage Infrastructure

We consider that the Neighbourhood Plan should include a policy relating to wastewater/sewerage [and water supply] infrastructure.

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Wastewater/sewerage [and water supply] infrastructure is essential to any development. Failure to ensure that any required upgrades to the infrastructure network are delivered alongside development could result in adverse impacts in the form of internal and external sewer flooding and pollution of land and water courses and/or low water pressure.

Thames Water seeks to co-operate and maintain a good working relationship with local planning authorities in its area and to provide the support they need with regards to the provision of sewerage/wastewater treatment [and water supply] infrastructure.

A key sustainability objective for the preparation of Local Plans and Neighbourhood Plans should be for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure. Paragraph 20 of the revised National Planning Policy Framework (NPPF), February 2019, states: "Strategic policies should set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision for... infrastructure for waste management, water supply, wastewater..."

Paragraph 28 relates to non-strategic policies and states: "Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure..."

Paragraph 26 of the revised NPPF goes on to state: "Effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary..."

The web based National Planning Practice Guidance (NPPG) includes a section on 'water supply, wastewater and water quality' and sets out that Local Plans should be the focus for ensuring that investment plans of water and sewerage/wastewater companies align with development needs. The introduction to this section also sets out that "Adequate water and wastewater infrastructure is needed to support sustainable development" (Paragraph: 001, Reference ID: 34-001-20140306).

It is important to consider the net increase in wastewater and water supply demand to serve the development and also any impact that developments may have off site, further down the network. The Neighbourhood Plan should therefore seek to ensure that there is adequate wastewater and water supply infrastructure to serve all new developments. Thames Water will work with developers and local authorities to ensure that any necessary infrastructure reinforcement is delivered ahead of the occupation of development. Where there are infrastructure constraints, it is important not to under estimate the time required to deliver necessary infrastructure. For example: local network upgrades take around 18 months and Sewage Treatment & Water Treatment Works upgrades can take 3-5 years.

The provision of water treatment (both wastewater treatment and water supply) is met by Thames Water's asset plans and from the 1st April 2018 network improvements will be from infrastructure charges per new dwelling.

From 1st April 2018, the way Thames Water and all other water and wastewater companies charge for new connections has changed. The economic regulator Ofwat has published new rules, which set out that charges should reflect: fairness and affordability; environmental protection; stability and predictability; and transparency and customer-focused service.

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The changes mean that more of Thames Water's charges will be fixed and published, rather than provided on application, enabling you to estimate your costs without needing to contact us. The services affected include new water connections, lateral drain connections, water mains and sewers (requisitions), traffic management costs, income offsetting and infrastructure charges.

Thames Water therefore recommends that developers engage with them at the earliest opportunity (in line with paragraph 26 of the revised NPPF) to establish the following:

- The developments demand for Sewage/Wastewater Treatment and network infrastructure both on and off site and can it be met; and
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met.

Thames Water offer a free Pre-Planning service which confirms if capacity exists to serve the development or if upgrades are required for potable water, waste water and surface water requirements. Details on Thames Water's free pre planning service are available at: <https://www.thameswater.co.uk/preplanning>

In light of the above comments and Government guidance we consider that Neighbourhood Plan should include a specific reference to the key issue of the provision of wastewater/sewerage and water supply infrastructure to service development proposed in a policy. This is necessary because it will not be possible to identify all of the water/sewerage infrastructure required over the plan period due to the way water companies are regulated and plan in 5 year periods (Asset Management Plans or AMPs). We recommend the Neighbourhood Plan include the following policy/supporting text:

PROPOSED NEW WATER/WASTEWATER INFRASTRUCTURE TEXT

“Where appropriate, planning permission for developments which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.”

“The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Local Planning Authority will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of the occupation of the relevant phase of development.”

Comments in relation to Flood Risk and SUDS

The National Planning Practice Guidance (NPPG) states that a sequential approach should be used by local planning authorities in areas known to be at risk from forms of flooding other than from river and sea, which includes "Flooding from Sewers".

When reviewing development and flood risk it is important to recognise that water and/or sewerage infrastructure may be required to be developed in flood risk areas. By their very nature water and sewage treatment works are located close or adjacent to rivers (to abstract water for

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treatment and supply or to discharge treated effluent). It is likely that these existing works will need to be upgraded or extended to provide the increase in treatment capacity required to service new development. Flood risk sustainability objectives should therefore accept that water and sewerage infrastructure development may be necessary in flood risk areas.

Flood risk sustainability objectives should also make reference to 'sewer flooding' and an acceptance that flooding can occur away from the flood plain as a result of development where off site sewerage infrastructure and capacity is not in place ahead of development.

With regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, watercourses or surface water sewer. It is important to reduce the quantity of surface water entering the sewerage system in order to maximise the capacity for foul sewage to reduce the risk of sewer flooding.

Limiting the opportunity for surface water entering the foul and combined sewer networks is of critical importance to Thames Water. Thames Water have advocated an approach to SuDS that limits as far as possible the volume of and rate at which surface water enters the public sewer system. By doing this, SuDS have the potential to play an important role in helping to ensure the sewerage network has the capacity to cater for population growth and the effects of climate change.

SuDS not only help to mitigate flooding, they can also help to: improve water quality; provide opportunities for water efficiency; provide enhanced landscape and visual features; support wildlife; and provide amenity and recreational benefits.

With regard to surface water drainage, Thames Water request that the following paragraph should be included in the Neighbourhood Plan: ***"It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding."***

We trust the above is satisfactory, but please do not hesitate to contact David Wilson on the above number if you have any queries.

Yours faithfully

Thames Water Utilities Ltd

Contact



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info@uvns.org
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07973 522428 (Dave Chetwyn, Liverpool Office)


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Liverpool
L3 1BP

North Staffordshire Office:

Foxlowe Arts Centre (1st Floor)
Stockwell Street
Leek
Staffordshire
ST13 6AD



A large, solid blue geometric shape, resembling a parallelogram or a trapezoid, is positioned in the upper left and center of the page. It is tilted, with its top edge sloping downwards from left to right.

Company No. 7690116.

Registered address: Foxlowe Arts Centre (1st Floor), Stockwell Street, Leek, Staffordshire, ST13 6AD