

Future Development Challenges - Overview

1 Introduction

On behalf of the local residents of Bramley, the Parish Council has undertaken a comprehensive study of the Parish to include a review of current housing, services and infrastructure provision. This information will be crucial to the Borough Council decision makers during the forthcoming review of the Basingstoke Local Plan with respect to any consideration for more housing developments within Bramley parish.

The format of the submission contains separate reports commissioned by the Parish Council:-

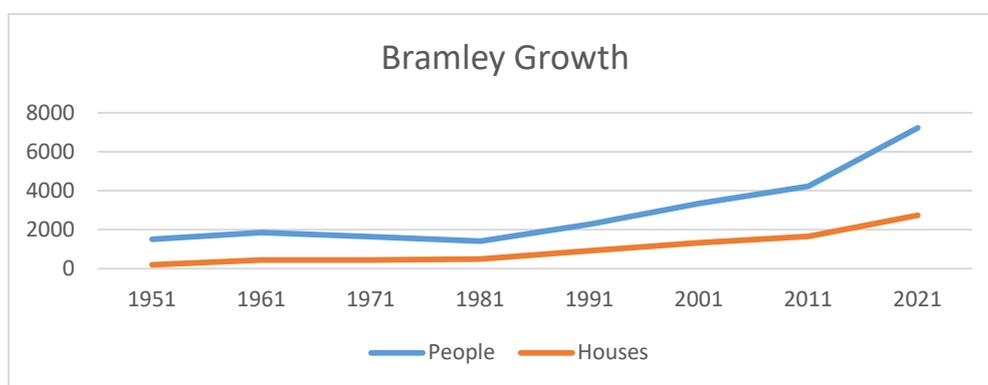
- A planning review by Urban Vision
 - **Infrastructure and Housing Assessment, Bramley Parish October 2019**
- A road traffic survey from April 2016 and November 2019 by LvW Highways Ltd.
 - **Bramley Village Traffic Review 4 November 2019**
- Update from pollution monitoring at Bramley Level Crossing
 - **Bramley Parish Council Air Pollution Monitoring**
- Flood risk data from AAH Planning Consultants
 - **Flood Study Report, Land North of Sherfield Road, Bramley Feb 2016**
- Update of Thames Water sewage provision investigations to date
 - **Bramley Parish Council ref e mail stream**
- Response to the Consultation - **BDBC Settlement Study Questionnaire**

2 Summary of the Study

2.1 Increase in the quantity and character of Bramley homes

Since 1981 housing in Bramley has increased by 552% with a corresponding population growth of 493% – when current developments are complete. This is summed up as a rise of 4.5% per annum. Dwellings have increased by a quarter between the 2001 and 2011 census periods. By 2021 the proposed developments of some 1080 homes will see the population of Bramley reach nearly 7000 residents.

Population (and household) increases have far outstripped, as a proportion, those of the Borough and the Region.



The local plan adopted in 2016 called for “at least 200” dwellings to be constructed in the “Village” environs which excludes those already built and/or planned for at Razors farm and Upper Cufaude farm totalling over 800. Currently there are 339 approved and or under construction versus the “at least 200”. The planning inspector considered that we had “done our bit” for the local plan.

Between 2001 and 2011 Bramley parish also experienced an increase in social rented housing of around 3% of total household spaces, which equates to almost a hundred new social rented homes and represents a more significant increase than could be observed in the Borough or Region overall. This is due to new developments providing a local excess of social rented housing under planning policy requirements.

Housing construction has 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 only 5% increase in detached houses between 2001 and 2011.

2.2 Infrastructure

The increase in the size of Bramley has not been matched by improvements to its infrastructure.

The NPPF guidance :- An economic objective –“ To help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity: and by identifying the provision of infrastructure.”

2.2.1 Schooling in Bramley

- School standards have become very mixed.
- Has had some expansion but will be at capacity within a couple of years.
- The current projected level of growth in the Parish requires urgent attention to address this provision.³

2.2.2 Health

- The Clift Surgery was extended recently but long waits for appointments are reported and the surgery is very busy.
- The number of patients currently registered at the Practice is just over 7,000.
- Assuming each proposed new house (that has planning permission in Bramley) is 2.4 people based on the Office for National Statistics UK average in 2017, and then we expect an expansion to the community of 1,978 people. Clift Surgery would then be nearing 10,000.
- Air quality studies around the level crossing have been found to violate the required standards. There has been no action by local Councils

2.2.3 Transport

- **Bus service** – The timing of the service (route 14) 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.
- **Rail Station** –There is a lack of any facilities for secure bike storage at the rail station. Coupled with the lack of car parking the reality of a ‘rail link’ creating a sustainable transport link to the wider area loses its appeal and practicality.
- The rail link is used as a method for justifying development and sustainable transport methods. Evidence in the Neighbourhood Plan questionnaire shows 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 BDBC when making development decisions or in preparing strategic planning documents as clearly there are barriers to the station’s use that prohibit or deter a greater use.

2.2.4 Roads

- Bramley is a link between the A340 and A33 therefore, cross country routes through Bramley linking these two roads 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 and as such, a disproportionate volume of traffic uses the route. The Parish Council understand that Hampshire Highways will not introduce weight or width restrictions due to its significance, despite being an unclassified road.
- The C32, within the Bramley boundary, is fed traffic by 29 junctions, excluding private drives directly on the road. Road traffic volume has increased from development in Bramley and surrounding areas. This is compounded by link roads (Cufaude lane and Vyne Road in particular) seeing year on year volume increases from traffic avoiding the congested A33 and from new developments in the area.
- The proportion of households with no access to a car/van is significantly lower than the borough, regional and national averages whilst the proportion of the population with two or more cars/vans is significantly higher.
- Network Rail has confirmed to the parish council that the railway crossing barrier it is currently down in excess of 35 minutes per hour.
- 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.

2.2.5 Footways

- 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.
- 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.
- Whilst there are no dedicated cycle lanes in the parish, there is clear evidence that some people use bicycles to commute to and from the rail station.

2.2.6 Recreational / Community / Retail Facilities

- Recreational provision struggles to meet the needs of a changing demographic.
- Recreational / Community infrastructure enhancements have seen – one new small hall, plus play areas in some new developments.
- One small convenience store / post office
- A small bakery / coffee shop
- Car repair Garage
- Public House
- Estate agent

2.2.7 Policing

- ASB with outbreaks of destruction of both resident and community assets is on the increase, along with drug related incidents.
- Police figures indicate levels of crime that approach that of larger conurbations within the borough.

2.2.8 Employment

- There were 46 small businesses listed in Bramley in 2014. A total of 539 employees with 14% living in Bramley. Source Bramley Neighbourhood Plan survey data.
- There have since been reductions to these figures as Minchens Court and QPS house have been lost to permitted development as housing in 2018/2019.

2.2.9 Services

- **Broadband** provision is varied from zero to acceptable - due to lack of suitable quality and modern telephone line infrastructure in the more rural parts of the parish with BT lack of interest in providing a solution.
- **Drainage and Water**
 - Bramley Parish Council are concerned that the cumulative impact on the infrastructure capacity is currently not being managed which is to the detriment of existing or new dwellings.
 - The Parish Council are also independently monitoring recent planning applications. In recent applications developers have been able to complete phases of development without satisfactorily discharging drainage and sewage conditions. The planning approval on each application places conditions on these matters. These conditions can only be discharged

with the necessary input from Thames Water, who are only just reviewing and planning any capacity works.

- An example of this 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 report 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.
- Subsequently developments at Bramley View and Centenary fields for a total of another 115 homes has similarly been added without an overall strategy in place before their building commences.
- These are examples of how in practice the lack of enforcement of conditions has resulted in new development being completed without address infrastructure capacity.
- 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. Bramley parish does include many areas of surface water flooding. Care should be given when planning any new built development not to exacerbate existing flood issues or create new areas of surface water flood risk.

3.0. Conclusion

The section 12 of the Infrastructure and Housing Assessment produced independently by Urban Vision Enterprise CIC highlights using a traffic light system where immediate consideration is required for the infrastructure elements discussed in the report. This along with the reports listed in Section 1, The Neighbourhood Plan and its supporting documentation and the Strategic Environmental Assessment of the Neighbourhood Plan make up the overview of the state of affairs of Bramley Parish and the impact further development will have on the quality of life of its residents without due consideration to improvement in the Infrastructure of the area.