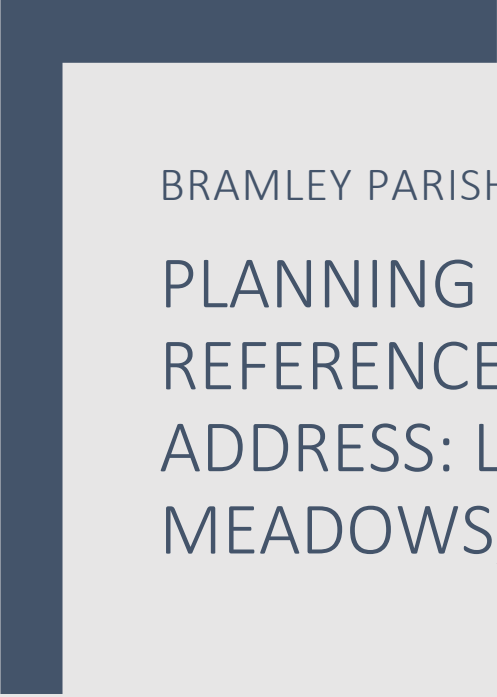




BRAMLEY PARISH COUNCIL

PLANNING REPRESENTATION

REFERENCE: 26/00887/OUT

ADDRESS: LAND AT BRAMLEY
MEADOWS, FOLLY LANE, BRAMLEY.

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Planning for Good



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1. Introduction and Summary of Representation

- 1.1 This representation is submitted by Bramley Parish Council in response to the application 26/00887/OUT Outline Application (with all matters reserved except for access) for residential-led development of up to 650 residential units (Use Class C3) including on-site affordable housing; provision of up to 0.55ha of land for a Local Centre comprising commercial, business, service uses (Use Class E), up to 1.5ha of land for Primary School Education (Use Class F1), up to 0.35ha of land for Employment (Use Classes B2 and E); new vehicular and pedestrian access from Sherfield Road and Bramley Lane; the provision of up to 0.16ha of land for multi-use car park; provision of Community Park, supporting landscaping, on-site Biodiversity Net Gain, open space, allotments and related infrastructure; together with outdoor sports and leisure. Land At Bramley Meadows Folly Lane Bramley Hampshire
- 1.2 The Parish Council objects to the application. The principle of development at the scale and in the location proposed is unacceptable. The proposal would introduce an unallocated strategic-scale extension of up to 650 dwellings into open countryside outside the defined Settlement Policy Boundary, in conflict with the adopted spatial strategy and the Bramley Neighbourhood Development Plan. It has not been demonstrated that development of this scale can be sustainably accommodated by Bramley's transport network, social infrastructure, utilities, landscape or historic environment.
- 1.3 The Parish Council does not contend that Bramley should accommodate no further development. Its objection concerns the scale, location and consequences of the development for which outline permission is sought. The proposal is not a proportionate contribution towards the identified local housing requirement. It would represent a step change in the size, form and function of the settlement and would substantially exceed the limited scale of growth currently contemplated for Bramley through the emerging plan-making process.
- 1.4 The Parish Council considers that the matters identified in this representation are not simply issues of detailed design capable of being resolved at reserved matters stage. They concern the fundamental relationship between the scale and location of the development and Bramley's existing and future capacity, including the unresolved level-crossing constraint, the absence of a genuinely sustainable

transport alternative, pressure on education and healthcare, uncertainty regarding water and wastewater infrastructure, and permanent effects on the rural setting, protected views and settlement form.

2. Planning Policy Context

2.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

2.2 For this application, the adopted development plan includes the Basingstoke and Deane Local Plan 2011-2029, adopted May 2016, and the Bramley Neighbourhood Development Plan 2011-2029, March 2017.

Basingstoke and Deane Local Plan 2011-2029, adopted May 2016

2.3 The following adopted Local Plan policies are considered relevant to the policy context for this application:

Policy SD1: Presumption in Favour of Sustainable Development.

Policy SS1: Scale and Distribution of New Housing.

Policy SS4: Ensuring a Supply of Deliverable Sites.

Policy SS5: Neighbourhood Planning, including the requirement for Bramley to identify sites/opportunities for at least 200 homes generally in and around defined Settlement Policy Boundaries.

Policy SS6: New Housing in the Countryside, relevant to residential development outside Settlement Policy Boundaries and unallocated countryside locations.

Policy CN1: Affordable Housing.

Policy CN3: Housing Mix for Market Housing.

Policy CN6: Infrastructure.

Policy CN7: Essential Facilities and Services.

Policy CN8: Community, Leisure and Cultural Facilities.

Policy CN9: Transport.

Policy EM1: Landscape.

Policy EM4: Biodiversity, Geodiversity and Nature Conservation.

Policy EM5: Green Infrastructure.

Policy EM6: Water Quality.

Policy EM7: Managing Flood Risk.

Policy EM9: Sustainable Water Use.

Policy EM10: Delivering High Quality Development.

Policy EM11: The Historic Environment.

Policy EM12: Pollution.

Bramley Neighbourhood Development Plan 2011-2029, (March 2017)

2.4 The following adopted Neighbourhood Plan policies are considered relevant to the policy context for this application:

Policy H1: New Housing Development.

Policy H2: Provision of Housing to Meet Local Needs.

Policy CVA1: Bramley Community-Valued Assets.

Policy CVA2: Provision of New Community Facilities.

Policy D1: Protecting, Complementing and Enhancing the Historic Character and Rural Setting of Bramley.

Policy D2: Design of New Development.

Policy RE1: Reducing Flood Risk.

Policy RE2: Protection of Local Green Space.

Policy RE3: Protection and Enhancement of the Natural Environment.

Policy T1: Improving the Footpath and Cycle Way Network.

Policy T2: Improving Road Safety in Bramley.

2.5 The applicant is clear that the proposal conflicts with the Development Plan as a whole and specifically with SS1, SS6 and Bramley NP H1

Emerging Local Plan

2.6 The Parish Council recognises that the emerging Basingstoke and Deane Local Plan is at an early stage, has not progressed beyond Regulation 18 and, accordingly, can attract only very limited weight in the determination of this application. As such, whilst the Parish Council does not rely on the emerging Local Plan as a freestanding reason for refusal. However, the emerging Local Plan is a relevant material consideration in understanding the Council's most recent spatial planning work and the proposed scale of future growth for Bramley. Draft Policy SPS6 identifies Bramley as a medium village with an outstanding requirement of 85 dwellings. The supporting text to draft Policy SPS6 explains that the housing requirements for rural settlements take account of settlement sustainability and size, and that the strategy seeks, as a general principle, to direct most growth to the largest and most sustainable settlements while protecting the character of the borough's rural villages.

National Planning Policy

2.7 The current National Planning Policy Framework (2024) remains the relevant national policy for decision-making. This promotes sustainable transport and requires transport issues to be considered from the earliest stages of plan-making and development proposals using a vision-led approach (§109). It also states that significant development should be focused on locations which are, or can be made, sustainable (§110) through limiting the need to travel and offering a genuine choice of transport modes, while recognising that opportunities to maximise sustainable transport solutions vary between urban and rural areas.

2.8 §115–118 require sustainable transport modes to be prioritised, safe and suitable access to be achieved, significant transport impacts to be mitigated, and residual cumulative impacts to be assessed taking account of all reasonable future scenarios.

2.9 The applicant is relying on the lack of 5YHLS (Year Housing Land Supply) and the tilted balance at §11d to outweigh the conflict with the Development Plan. The Parish Council agrees that the presumption in favour of sustainable development under NPPF paragraph 11(d) may be engaged. However paragraph 11(d) does

not create an automatic presumption that planning permission must be granted. It remains necessary to assess whether the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. In undertaking that assessment, paragraph 11(d)(ii) expressly requires particular regard to be had to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes.

- 2.10 The applicant's case relies heavily on the benefits afforded to housing delivery and affordable housing as well as the presence of Bramley railway station. However, the proposal must still be assessed against whether it would represent development in a genuinely sustainable location and whether the scale of growth proposed can be accommodated without unacceptable cumulative impacts.
- 2.11 The Parish Council's view is that this proposal fails that assessment, as is set out in Section 3.
- 2.12 The Parish Council is also aware that this application is likely to be determined in accordance with the new NPPF (due for publication early Summer 2026) and as such, looks to Policy S3 and S5 (development outside of settlement boundaries). There is clear support for development around railway stations, including those with well-connected stations. However, the draft policy direction does not mean that all land near a station is automatically suitable for strategic-scale development. The purpose of station-focused growth is to maximise genuinely sustainable locations with adequate transport infrastructure and access to jobs and services. In Bramley, the railway station, whilst providing an opportunity for sustainable travel is a significant constraint on growth, because access to and through the village is affected by the level crossing and associated congestion and severance. The proposal should therefore not be treated as sustainable merely because it is located near a station.

3. Key Issues

Spatial Strategy, Scale and Principle of Development

- 3.1 The Parish Council objects to this application which would introduce a strategic-scale housing development into a village whose infrastructure is already under pressure and where the necessary transport, education, healthcare, utilities and community infrastructure is not presently secured. The cumulative impacts of recent planning permission, significantly in excess of the previous Local Plan requirement alongside this application for up to a further 650 dwellings, would materially alter the scale, function and character of Bramley.
- 3.2 With Bramley census data confirming an increase in population of over 70% in the last 20 years to 2021 (excluding recently consented schemes) the Parish Council contends it has reached its currently sustainable limit. A further 650 homes would bring forward a level of growth which should properly be

considered through a plan-led, infrastructure-led process rather than through a speculative outline application which is responding to the current lack of 5YHLS.

- 3.3 Bramley has already grown significantly faster than earlier projections and that this growth has not been matched by equivalent investment in infrastructure, services or community facilities. Whilst Bramley identifies as a larger village with a railway station, it is one which remains highly car-dependent and constrained by limited local infrastructure.
- 3.4 Growth of this scale was not envisaged for Bramley through either the adopted Local Plan or the Bramley Neighbourhood Development Plan, which provide the relevant starting point for decision-making.
- 3.5 The emerging local plan process has also not identified Bramley as a strategic growth location for development of this scale. The evidence indicates that Bramley is capable of accommodating only limited and proportionate growth unless and until a comprehensive infrastructure strategy is in place. The proposal therefore amounts to unplanned growth of a strategic nature, relying on the existence of the railway station while failing to demonstrate that the wider village infrastructure can accommodate the level of development proposed.

Sustainable Transport, Accessibility and Car Dependence

- 3.6 The proposed application would have a significant impact on the already constrained highway network, particularly the C32 corridor and the Bramley level crossing. The level crossing is the critical feature governing the operation of the village road network. It creates congestion, delay and severance, and is likely to be operating at or beyond effective capacity at peak periods. The level crossing barriers close the road for a substantial proportion of each hour, varying between 29 and 35 minutes each hour, effectively reducing available road capacity and causing queuing through the village centre.
- 3.7 The severance caused by the barrier “down time” is likely to increase. Currently it effectively reduces the capacity of the C32 by around 50%. The line currently carries in excess of 200 trains per day, including stopping trains, non-stop trains and freight. The Network Rail Freight Demand Forecasts for 2040/41 and 2050/51 (July 2025) indicates that total rail freight trains are forecast to increase, with particularly substantial growth in port-related intermodal traffic and construction materials. The Southampton/Basingstoke/Reading corridor remains part of the forecast freight network.
- 3.8 Whilst not Bramley specific, it is an important indicator that future rail freight movements are likely to increase over the coming years. Given that the proposal is for up to 650 dwellings and would be built out over a number of years, the assessment should not just consider the current barrier closures but how additional rail movements would further increase the barrier down-time and reduce capacity along the C32

further.

- 3.9 Mark Carne CBE, the former Chief Executive of Network Rail (writing in a personal capacity) raised this issue in relation to the last major application in Bramley at Stocks Farm (21/03758/OUT) for 140 homes. He emphasised that Bramley's level crossing is not merely a local road junction issue, but a rail-road interface on a line used by commuter, intercity and freight services, including freight movements associated with Southampton port. He highlighted the likelihood of increased future rail movements and argued that no further significant development should proceed without a comprehensive assessment of the level crossing involving Network Rail, the Department for Transport, Hampshire County Council and Basingstoke and Deane Borough Council.
- 3.10 The Inspector at the Stocks Farm appeal (APP/H1705/W/22/3302752) addressed this issue directly. He acknowledged local concern about congestion at the level crossing and recorded that a wider issue had been raised about increasing use of the rail line and the need for a strategic solution. However, he concluded that this was not a matter that could be addressed by a single development and was more appropriately considered at plan level or through road/rail network solutions.
- 3.11 The current application therefore brings the strategic level-crossing issue into sharp focus. Given his conclusion, whilst a 140-home scheme may have been too small to deliver a strategic solution, a 650-home scheme is considered strategic growth and therefore must be accompanied by a strategic infrastructure response.
- 3.12 The level crossing divides the settlement and affects east-west movement across the whole village. The Parish Council's evidence records around 5,500 vehicles per day passing over the crossing, while the applicant's own traffic data recorded average flows on Sherfield Road of approximately 5,803 to 6,139 vehicles per day. The existing network is therefore already carrying substantial traffic, much of it through the constrained village centre.
- 3.13 The applicant's Transport Assessment predicts a substantial existing and future queueing problem, extending to up to 400m at times, but concludes that the crossing remains within theoretical capacity because its modelled degree of saturation stays below 90%.
- 3.14 The Parish Council does not claim to be expert in highways modelling, but would dispute this conclusion, because the assessment appears to assume the same "down time" in 2029 as in 2025, with no identified allowance for future growth in passenger or freight train movements. The assessment therefore appears to assume, implicitly, that the present barrier closure pattern will remain unchanged.

§116 of the NPPF states that *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

- 3.15 Any further increase in “down time” will result in longer queues and further reduction in operational capacity along the C32 potentially taking it over its theoretical capacity and in any event the application does not seek to provide any mitigation for this on the basis that they consider 400m queues acceptable.
- 3.16 The applicant’s Transport Assessment does identify possible improvements, including A33 mitigation, a potential bus loop, station improvements and access works but none of these resolve the fundamental constraint of the level crossing.
- 3.17 The application also risks increasing traffic on unsuitable rural lanes, including routes used to avoid congestion at the level crossing. The surrounding lanes are narrow with limited passing opportunities and existing pinch points at Minchen Lane, Folly Lane and Olivers Lane. Additional traffic associated with a development of this scale would be likely to worsen conflict between vehicles, pedestrians, cyclists and school movements unless a strategic transport solution is delivered. No such solution is secured by the application.
- 3.18 In addition, the presence of Bramley railway station does not, of itself, make this development sustainable. Indeed, most of the proposed site is located more than a 15-minute walk from the station and public transport and active travel provision are not currently sufficient to provide a realistic alternative to car use for a development of this scale and in this location. Bus services are limited, walking and cycling routes are fragmented, and the station has no parking, no footbridge between platforms and as set out above, the level crossing creates a significant severance issue.
- 3.19 The application must therefore be judged both in terms of distance from the station, but also whether the development could provide a genuinely sustainable pattern of movement and whether the significant cumulative impacts on the transport network can be acceptably mitigated. The Parish Council considers the answer to this is no.
- 3.20 The Design and Access Statement (2.3) recognises this:
“Given the frequency of train services, this crossing often creates congestion within the village centre, presenting an opportunity to explore alternative routes as part of any future proposals” but does not go on to propose how that might be achieved. This is not a matter which can be resolved at the reserved matters stage.

- 3.21 2.3 also states: “*Several bus stops are located within easy reach of the site along Sherfield Road, offering convenient connections to surrounding local centres*”. The presence of the bus stops is not contested but convenient connections is disputed. The village is served by an infrequent, rural service (Stagecoach route 14 Tadley to Basingstoke) which runs on average once every two hours during the day, with 7 buses weekdays and 6 on a Saturday. There is no Sunday or evening service.
- 3.22 The applicant’s Travel Plan is therefore aspirational rather than a guaranteed mitigation package. The Parish Council is particularly concerned that the proposal relies on behavioural change, future discussions with transport operators, and potential improvements rather than on funded and deliverable infrastructure secured in advance of occupation. In a village where car ownership and car dependency are already high, that is not a sound basis for concluding that the development would be sustainably located.

Social Infrastructure (Education and Healthcare)

- 3.23 Bramley’s social infrastructure is already under pressure. Bramley Church of England Primary School has grown from 352 pupils to 470 in the last 10 years. By September next year that figure will be at more than 500. The school’s Published Admission Number (PAN) is due to increase from 60 to 75 and its current capacity is 510 pupils. Further accommodation is being considered including additional classrooms and a second hall which could increase capacity to around 630 pupils. The applicant proposes land for expansion of the existing school, but the offer of land is not the same as the funded, planned and deliverable provision of education infrastructure. The school’s own current and projected roll indicates that existing capacity is being rapidly absorbed before the development is taken into account.
- 3.24 Further expansion of the school would also have its own transport and safety consequences. The Executive Headteacher has expressly stated that, in his view, the current infrastructure does not support a 630-pupil school, having regard to the level crossing, the size of the roads leading to the school, and the lack of a one-way or drop-off system. The Parish Council’s concern is therefore not simply whether additional classroom floorspace could be provided, but whether a substantially larger school can function safely and sustainably in this location. Any future expansion would need to be accompanied by comprehensive, funded and deliverable measures to address road safety, accessibility, safe walking and cycling routes, drop-off and pick-up arrangements, and the wider constraints created by the level crossing. The application has not demonstrated that these impacts would be fully resolved.
- 3.25 Healthcare provision is a further serious constraint. Primary healthcare serving Bramley is provided by Clift Surgery (Bramley) and Chineham Medical Practice (Basingstoke.) According to recent Integrated Care Board (ICB) figures, provided in response to a recent planning application in Bramley, “*The current combined GP surgeries providing primary care have insufficient capacity and will not be able to absorb the*

increased patients arising from the proposed development without increasing their infrastructure”.

- 3.26 They are currently confirmed as operating at 199% of capacity. The ICB confirms that existing facilities are unable to accommodate additional population growth arising from new development without physical expansion. While extensions to existing practices are being explored, these remain at an early stage and are dependent on securing developer contributions, with no committed new GP provision within the parish. As such, a further 650 homes in Bramley would put pressure on an already over-capacity system, leading to increased waiting times and reduced access to care unless infrastructure delivery is aligned with development.
- 3.27 The applicant's material indicates that the current NHS preference may be for funding towards existing services rather than a new facility. The Parish Council considers that this falls short of demonstrating that the healthcare needs of the proposed population would be met when needed.

Landscape, settlement character and heritage setting

- 3.28 The proposal would result in a major extension of built form into the rural landscape to the north-east of Bramley. The applicant's own Design and Access Statement describes the north-eastern setting of the village as a shallow, gently sloping stream valley with large arable fields, low hedgerows and individual hedgerow trees, with a minor ridgeline between Holly Cross and Ladyland Copse containing the visual extent of the settlement and strongly defining its setting. This is not an urbanised or previously developed context; it is part of the rural setting of the village.
- 3.29 The application site is currently open, undeveloped agricultural land which makes a clear contribution to the openness of the approach to Bramley Green from the east. The proposal would introduce a substantial amount of built form, associated infrastructure and activity into this open area, resulting in a permanent and irreversible loss of spatial openness. The development would also reduce visual openness by extending built form into views from either side of Folly Lane, resulting in a clear outward shift of the settlement boundary into the countryside, urbanising land which is currently open countryside, eroding the transition between settlement, across the common and into the countryside and extending urbanising influences further north and east.
- 3.30 Such large-scale growth would erode village character and create a physically and perceptually divided settlement on the eastern side of the railway. Bramley's character has historically been shaped by incremental change. A development of up to 650 dwellings would represent a step change in scale and would risk creating a separate new settlement area rather than a proportionate and well-integrated

extension to Bramley. That would conflict with the objectives of the Neighbourhood Plan to protect the rural character and setting of the village and to ensure that new development is of a scale, design and form which complements local distinctiveness.

- 3.31 The applicant's Historic Environment Assessment recognises that the application site falls within a number of the vistas and important rural landscape views identified in illustration 6c of the Bramley Neighbourhood Plan. It also acknowledges that some of those views have heritage significance because they are views from, into and across the Bramley Green Conservation Area. The assessment also accepts that the application site forms part of the setting of Bramley Green, with the proposed development introducing modern residential character into land which presently provides an open and historically agricultural setting.
- 3.32 The Parish Council is concerned that the assessment does not provide a sufficiently clear, viewpoint-by-viewpoint analysis of the protected views identified in the Neighbourhood Plan. It does not demonstrate for each relevant view whether the development would remain visible, whether the composition and rural character of the view would be maintained, or whether the view would instead be replaced by built development or landscape screening.
- 3.33 As such the conclusion of a "minor" degree of harm is considered to be understated. Policy D1 of the Bramley Neighbourhood Plan requires development to protect, complement or enhance the identified important views and the historic and rural setting of Bramley. The proposal would replace a substantial part of the open agricultural setting with a strategic-scale urban extension, causing permanent change to protected views and to the setting and character of Bramley Green Conservation Area.

4. Other Material Considerations

Water – sewerage capacity, potable water and flood risk.

- 4.1 Whilst development has an absolute right, under the current legislation, to connect into the network and as a public health issue, however, this proposal brings into sharp focus the lack of capacity in both potable water supply and sewerage capacity.
- 4.2 The applicant's Utilities Appraisal demonstrates that existing utility infrastructure has insufficient capacity to serve the proposed development. In relation to potable water, South East Water has advised that off-site reinforcement works are required, with no timescale identified. In relation to foul drainage, Thames Water has confirmed that the local network can currently accommodate only an 11 l/s pump rate, equivalent to 475 houses, or a school and 440 houses. The proposal is therefore not presently infrastructure ready.

4.3 In respect of wastewater, in the Stocks Farm appeal, the Inspector accepted that there was clearly an issue with foul drainage capacity in Bramley and imposed a Grampian-style condition (condition 27) preventing occupation until network reinforcement was operational or an agreed infrastructure phasing plan was in place.

“the network reinforcement works necessary to accommodate the development are operational and the existence of sufficient sewage capacity is confirmed in writing to the local planning authority by the sewerage undertaker or

an infrastructure phasing plan to ensure no exacerbation of sewage flooding in Bramley has been submitted to and agreed in writing with the local planning authority. The infrastructure phasing plan shall include details of the proposed infrastructure together with timescales for implementation, as well as trigger points for when any temporary measures may be brought into effect and details of what those temporary measures comprise”.

4.4 The need for such a condition on a 140-dwelling scheme underlines the seriousness of the constraint. For a 650-dwelling proposal, the Parish Council considers that much greater certainty is required before permission is considered.

4.5 In respect of potable water, this is also a material consideration. The wider evidence emerging through the Local Plan has identified a supply-demand imbalance affecting the Basingstoke water resource zone and warns that short-term growth before completion of major reinforcement infrastructure poses risks to security of supply and the environment. The Parish Council therefore considers it necessary for this application to demonstrate not merely that a statutory connection can ultimately be provided, but that the necessary off-site reinforcement is identified, deliverable and capable of being phased with development so that occupation does not precede a sustainable and reliable water supply.

4.6 The Parish Council would also like to draw attention to the Flood Risk Assessment (Part 1) which considered the localised flooding on Olivers Lane, which, it suggests, drains to the north. The Council is concerned that the assessment of flooding on Oliver’s Lane is based on an incorrect interpretation of how the floodwater behaves. The FRA states that LiDAR indicates runoff on Oliver’s Lane slopes northwards, away from the development, and therefore concludes that the reported flooding does not affect the site. In practice, the water does not freely drain northwards. It remains ponded and only dissipates slowly through infiltration during drier conditions. The persistence of this flooding is understood to be the reason the highway authority raised the road to operate as a causeway through or above the flooded area.

5. Conclusion

- 5.1 The Parish Council recognises that the proposal would contribute significantly to housing delivery, including affordable housing, as well as land for other uses, including for the school. It is acknowledged that those are benefits which carry weight. They do not, however, overcome the fundamental concern that this is an unallocated, strategic-scale extension of Bramley for which the necessary infrastructure has not been identified, funded, secured or shown to be deliverable.
- 5.2 The application would represent a step change in the scale and function of the village. Development of this magnitude should be plan-led and infrastructure-led, with its cumulative effects properly assessed and the necessary strategic infrastructure secured in advance.
- 5.3 This is particularly important in relation to Bramley level crossing where it can only be concluded that strategic-scale growth requires this strategic issue to be addressed through a defined and deliverable response. No such response accompanies the application.
- 5.4 The applicant's transport evidence predicts substantial queuing but relies on theoretical capacity and appears to assume that present barrier closure patterns will remain broadly unchanged. The proposed measures, including possible station works, bus improvements and travel-plan initiatives, do not resolve the fundamental crossing constraint. Nor does the presence of a railway station, by itself, make the site sustainable where bus services are limited, walking and cycling routes are incomplete, and much of the development would remain car dependent.
- 5.5 Similar uncertainty applies to social and utility infrastructure. The offer of land for school expansion is not the same as funded and deliverable education provision. Primary healthcare is already under significant pressure. South East Water and Thames Water have identified the need for reinforcement, while the current wastewater capacity does not appear sufficient for the full development as proposed.
- 5.6 In landscape and heritage terms, the proposal would extend built development into open countryside forming part of Bramley's rural setting, alter important views and erode the character of the eastern approach to Bramley Green. These effects arise from the principle, scale and location of the development and cannot be left to reserved matters.
- 5.7 The Parish Council's position is not that Bramley should accommodate no further growth. It is that growth must be proportionate, coordinated and supported by infrastructure. Development on the scale proposed would require a strategic solution to the level crossing, major sustainable transport improvements, funded education and healthcare provision, confirmed water and wastewater reinforcement, and robust drainage

arrangements.

5.8 The current application does not provide that comprehensive response. Instead, it would allow a speculative proposal to determine the future scale and form of Bramley before the emerging Local Plan is finalised, the early stages of which have already identified that the village is not suitable for strategic growth and is at odds with the adopted spatial strategy.

5.9 The tilted balance under paragraph 11(d) of the NPPF does not amount to an automatic grant of permission. When the benefits are weighed against conflict with the adopted spatial strategy, the unresolved level-crossing constraint, cumulative transport impacts, inadequate sustainable transport alternatives, pressure on local services, uncertainty over utilities and drainage, and harm to Bramley's rural setting, the Parish Council considers that the adverse impacts would significantly and demonstrably outweigh the benefits. This would equally apply in the application of the new NPPF NDMP S5 "Development outside settlements", section 1(h) and (j) due to its scale and location.

5.10 The Parish Council therefore requests that planning permission be refused.