

Risks

Actions that worsen housing affordability or increase proportion of older/very old households relative to younger households will increase difficulty of family- provided care.

Sources:

<http://www.neighbourhood.statistics.gov.uk/>

Further studies:

At a later date, it is recommended that 2011 census is checked to verify how this has changed over the last 10 years. A review of the corresponding Joint Strategic Needs Assessment (JSNA) would be merited to get further information on the situation of care givers. Further research and analysis on projected growth in demand for family-provided care and the challenges for supporting this to happen could help to inform plan-making and decisions on specialist housing for older people.

Summary

Denmead's housing development over the last few decades has had a significant impact on the Parish's population profile and the health and lifestyle of its residents. The current risks to health, life expectancy and social support are low, but there is a demographic challenge that will make itself felt over the next 15 years. This will have two aspects.

1. Natural and development related population growth which will impact on the current school capacity which appears to show very little spare capacity, particularly in the infants' school (see page 46). This may reduce parental choice and lead to less sustainable choices in terms of school location going into the future.
2. With regard to the elderly, particularly those over 74, an increased demand for ever more local services, strong neighbour networks, a safe public realm, new move-on accommodation and more help for carers can be anticipated. Against this the population profile suggests a potential rich source of volunteers, knowledge, skills as well as economic capital going into the future and how the parish taps this in the years ahead will have a bearing on the quality of life of those who most need social and possibly economic support. The evidence also points towards the need to plan for a good balance of health services, community based welfare services, and physical facilities (e.g. benches, shade) for a future sizeable post-retirement population.

Opportunities to maintain Denmead's current quality of life and resident health could include designation of local roads as cycling routes (possibly linked to the Sustrans national network), provision for mobility scooters, increased public transport and more indoor and outdoor recreational facilities. (See Map N2.1 on page 10).

Further consideration of 2011 census details and a review of the corresponding Joint Strategic Needs Assessment (JSNA) relating to carers and children numbers is suggested in liaison with Winchester Council.

Economic Capital: Infrastructure and economy

Introduction

Economic Capital embraces a wide range of economic activity and community and private infrastructure which is vital for maintaining the quality of life in the parish. The indicators chosen include services which may or may not be paid for and particularly focus on visible and accessible facilities that provide an economic as well as social function.

Indicators Focused on

11 indicators were chosen to complement existing knowledge and information already in the hands of or easily accessed by Denmead's Neighbourhood Planning Steering Group:

- E1.1 Highway safety (all accidents and accident black-spots)
- E2.1 Cycle networks, routes and connectivity
- E2.2 Bus routes, stops and frequency
- E2.3 Distance to key services
- E3.1 Community Infrastructure: Base Map 3 (first map of this section).
- E3.2, E3.3, E3.4 and E3.5 Existing and planned capacity of key services (education, health and retail)
- E4.1 Recent public realm investment (over last 5 years)
- E4.2 Housing completions over last 30 years and history of housing development

E3.1 Community Infrastructure

Base Map 3 (Map E3.1 on page 35) shows: Community, churches, schools, public phones, pubs, cash points, commercial, housing, retail and pylons. It also shows the main land use pattern within Denmead and Anthill Common. Two main 'hubs' are shown in the map: a commercial one in the south and goods and services in the north.

E1.1 Highway safety (recent accidents and accident black-spots)

This indicator focuses on Highway safety at a local level. The map E1.1 on page 36 gives recorded personal injury accidents. It does not include non-injury accidents or those not reported to the police. The results should therefore be treated with some caution since the number of 'near misses' is unknown. However, the evidence can be used to highlight locations that might require further transport studies/analysis.

The accompanying map on page 36 shows accident data for the years 2009 – 2011 inclusive, categorised into slight, serious and fatal accidents for the area outlined in the map. For accidents, a study area encompassing Denmead has been reviewed. During a 3 study year period (2009 to 2011), there were 9 slight accidents, 2 serious accidents and no fatal accidents in the area.

However, there were two recent fatal accidents reported by a local resident. The first one along Hambledon Road and the second one at the junction Forest Road/Bunker Hill.

From these 11 accidents (2009 – 2011), it is notable that 4 are clustered around the junction of Hambledon Road with Bere Road. This junction is in the vicinity of the access point to the infant and junior schools, which are of course busy places with a high density of cars, adults and children associated with the schools. However, further assessment would be needed to confirm this (e.g. time of day and school or holiday periods). The remaining accidents present no particular accident blackspots or concerns in the Denmead area shown in the map (page 36), although a further pattern can be seen along Southwick Road between Denmead and Worlds End which is a particularly fast stretch of road.

















See Map E1.1 (page 36): Map showing where accidents were and severity (fatal, serious and slight)

Challenges

A number of further traffic calming measures should be considered along the B2150 and Southwick Road. Investigations regarding the impact of any traffic generated from any new development on accident rates will need to be assessed, as will the ability to deliver safe access to and from any development in terms of the junction with main roads.



Base map 3: Community infrastructure

LEGEND				
	Pylon			
	Church			
	Post Box			
	Public Phone			
	Car Park			
	Cash Point			
	Public House			
	Public Toilet			
	Overhead Electricity			
	Cables			
Land Use				
	Commercial			
	Residential			
	Retail			
	School			
	Parish Boundaries			
Copyright				
Contains Ordnance Survey Data © Crown Copyright and database right 2013 © OpenStreetMap contributors				
Revision Details		By	Check Date	Suffix
Purpose of Issue				
Client				
Project Title				
OIKOS TOOL DENMEAD PARISH				
Drawing Title				
BASE MAP 3 - COMMUNITY INFRASTRUCTURE INCLUDING SHOPS AND IT				
Drawn JW	Checked MP	Approved SW	Date 04/01/2013	
URS Internal Project No. 47060782		Scale @ A3 1:10,000		
This document has been prepared in accordance with the scope of URS' appointment with its client and is subject to the terms of that appointment. URS accepts no liability for any use of the document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used. © URS Infrastructure & Environment UK Limited				
URS Infrastructure & Environment UK Limited Scott House Ampen Lane, Basingstoke Hampshire, RG23 7PP Telephone (01256) 310200 Fax (01256) 310201 www.ursglobal.com				
				
Drawing Number		Rev		

Highway Safety

The map displays a topographic view of the Denmead area in Hampshire, UK. It features a network of roads, including the A14, A1, and A3. Key settlements shown are Hambleton, Denmead, and Waterloo. The map includes a scale bar (0-2 km) and a north arrow. The area is divided into a grid of letters (A-T) and numbers (1-10). The map is overlaid with a grid of letters (A-T) and numbers (1-10). The map is overlaid with a grid of letters (A-T) and numbers (1-10).

 Parish
Boundaries

Drawing Number **MAP E1.1** Rev

Plot Date: 04 Jan 2013
File Name: 15004 - Information on Systems47060782_Oikos_TotlArcGISMXDsDenmead Maps\Map E1.1 - Highway Safety - Road Traffic Crashes within Denmead Parish - 2009 to 2011 Inclusive.mxd

Risks (in this case it might be considered a challenge as well)

The introduction of new access points for development or the procurement of further detail regarding accidents in the area may identify highway safety issues that cannot be determined from an initial overview of the study area.

Sources:

<http://www.crashmap.co.uk/>

Further studies:

Review of potential access locations for the proposed development sites, to ensure appropriate access can be delivered in capacity and safety terms, as well as the impact of traffic generated from any development on accident rates.

E2.1 Cycle networks, routes and connectivity

Within a local area it is a measure of how well places are connected. Local areas with good cycle network coverage and good connectivity offer more potential for residents to use bikes to commute i.e. to access employment, to ease peak time congestion by removing short car journeys as well as for recreational and healthy living reasons.

Cycleways in the vicinity of the Denmead Site are identified and highlighted.

No cycleways are present to the north, west and south of the neighbourhood planning area. However, a cycleway exists 1km to the south-east of the site, in the form of a combined footway and cycleway alongside Hambledon Road, which integrates the road and footpath networks of Denmead and Waterlooville.

It is likely that access to this cycleway from the site location would be via the unclassified road, Inhams Lane followed by the tertiary route, Forest Road. Alternatively the secondary route, Hambledon Road (B2150), could be used. In addition, there are a number of cycle routes approximately 2km to the south-east of the site's location, in the neighbouring settlement of Waterlooville.

Beyond the boundary of the map (Map E2.1 - page 39), the cycle network of Waterlooville connects to the National Cycle Network ('NCN') route 22 (Waterlooville to Portsmouth) through a mixture of off-road on on-road cycle routes, which in turn leads to NCN route 2 (South Coast Cycle Route).

Opportunities

There are likely to be a number of actions that can be undertaken to make Denmead more cycle friendly, as identified in the cycle action scheme for Winchester e.g. improving Bridleway, addressing strategic gaps in the cycle network, altering the highway in central Denmead to remove pinch points for cyclists.

Each of these are likely to require developer funding for delivery, and therefore the action promoted would depend on the site selected for development but also discussions with the local authority to determine progress and the physical deliverability of these schemes. An important action will be ensuring good connections to the Denmead-Waterlooville cycle route and improved use of and integration with the green corridors within the village.

Challenges

- No connections are available immediately adjacent to the site, therefore if seeking to promote good cycle connectivity to the Waterlooville area, investigations in regards to providing cycle linkages to existing infrastructure may be required.
- Delivering or contributing to a scheme that ties in with the Council's cycle action plan.
- No safe cycling route between Anthill Common and shops and services in Denmead

Risks

Improvements in cycle connectivity may be restricted by road space/highway land available.

Not doing anything might help to contribute to:

- Future generation health problems (risk factor for obesity)
- Encourage use of cars (increasing carbon emissions)
- Less mobility and physical activity, particularly amongst older residents

Sources:

Sustrans map

Further studies:

In advancing the development of the area, a study may be needed, dependent on the highway conditions along Inhams Lane, to determine suitable connectivity to the Denmead - Waterlooville cycle network.