

## NORDEN WARD STRATEGIC OVERVIEW

### 1. Background to Norden Ward Strategic Overview

- 1.1 This Strategic Overview of Norden Ward has been prepared to assist Member's in their consideration of issues surrounding the South View site, which forms an allocated site in the Adopted Local Plan 1996-2011. Appendix 1 shows an aerial image of the ward.
- 1.2 This report has been divided into the following seven main areas in order to consider the key characteristics of the Norden ward in more detail:
- Demographics
  - Infrastructure
    - Transport and Accessibility
    - Water
  - Services
  - Open Space / Recreation
  - Employment
  - Housing
  - Sites
- 1.3 The above information has been illustrated as a series of plans that have been included as appendices to assist with its interpretation.

### 2. Demographics

- 2.1 Norden Ward is physically one of the largest Wards in Basingstoke Town, due to the large number of employment sites within it and the significant residential areas of South View and Oakridge. In terms of the population forecasts for the ward, based on small area population forecasts, there is relatively little or no growth in population until 2012, after which the population is expected to grow by approximately 150 people per year. This reflects the situation as at April 2008 (and accordingly the expected Housing Land Supply situation for the Borough).

**Table 1: Population projections for Norden ward**

Year	Population
2008	8715
2009	8691
2010	8697
2011	8651
2012	8731
2013	8947
2014	9114
2015	9182

*(Source: HCC 2008 Small Area Population Forecasts)*

- 2.2 Similarly, dwelling projections for the ward also predict relatively little growth until 2012, as can be seen in table 2 below. Again, this reflects the expected Housing Land Supply situation for the Borough.

**Table 2: Dwelling projections for Norden ward**

<b>Year</b>	<b>Number of Dwellings</b>
2008	3729
2009	3740
2010	3751
2011	3751
2012	3801
2013	3906
2014	4012
2015	4068

*(Source: HCC 2008 Small Area Population Forecasts)*

- 2.3 Table 3 below outlines projections for population structure for Norden ward from 2008 to 2015. In common with the overall population size and dwelling numbers, it is expected that the male population is expected to remain at similar levels until 2012, when numbers are projected to gradually increase, with the greatest increase occurring between 2012 and 2013. There projections outline a decrease in females within the ward between 2008 and 2011, after which there is expected to be an increase in the number of females again, with this increase levelling off by 2015.

**Table 3: Population structure projections for Norden ward**

<b>Year</b>	<b>Male</b>	<b>Female</b>
2008	4282	4433
2009	4277	4414
2010	4289	4408
2011	4274	4377
2012	4320	4411
2013	4431	4516
2014	4516	4598
2015	4554	4629

*(Source: HCC 2008 Small Area Population Forecasts)*

### **3. Infrastructure – Transport and Accessibility**

#### An accessibility profile

- 3.1 The Norden ward dominates the whole of the northern town area, north of the railway and within the Ringway. It has a clear internal subdivision between employment and commercial activity to the west and east of the ward, and residential areas between.
- 3.2 The ward borders and is bisected by the Basingstoke Ringway, including the A339 to the East and North, and the A340 to the West. This is a national speed limit dual carriageway set for the most part in a cutting below the ward landscape, and forms a barrier to general access. Accesses along this road way are limited in number along its 5km length:
  - two major roundabout accesses for vehicle traffic at junction A33 and A340 (N)
  - One road over bridge at Brunel Road and one under bridge at Gresley Road onto local roads.
- 3.3 Additionally there are four pedestrian subways and two footbridges interspersed with the road accesses.
- 3.4 Of the road accesses the A340 Aldermaston Road roundabout has no pedestrian or cycling access, and Gresley Road under bridge has no pedestrian access.
- 3.5 The 2.75km southern boundary to the ward is framed by the main railway line. Again severance to the centre and south of Basingstoke is relieved only by one road under bridge at Chapel Hill and one road over bridge at Norn Hill for general traffic, both of restricted dimensions. A further low height and narrow road bridge passes under the rail way at Bunnian Place. This is on Network Rail owned land and is designated for access to the station car parks rather than for general use.
- 3.6 Two footway accesses across the railway to the extreme east and west edges of the ward exist; one under (west), and one over the railway alongside Ringway East. A pedestrian tunnel under the centre of the station also exists with stairs at the north end, again on Network Rail property. There is a grade difference of some five meters between the north and south of the station. (nb whilst pedestrian access is available disabled access is more restricted. Passenger lifts are at the northern end of the in-station pedestrian tunnel, but these are not available for 24 hour access. The alternative wheelchair route north/south of the station is via Bunnian Place road tunnel)
- 3.7 The overall picture is therefore of a ward surrounded by road and rail infrastructure, with limited permeability of access to the external zones for vehicles or pedestrians or cyclists.

### Road network

- 3.8 The ward is further subdivided internally by two corridors running diagonally northwest (Kingsclere Road with Sherborne Road) and northeast (Norn Hill) from the town centre to the Ringway. Both of these have some form of traffic restriction along their length;
- The Chapel Hill rail bridge is 14 foot 9 inches and single track for high vehicles.
  - The adjacent Vyne Road bridge is only 10ft 9 inches high.
  - Sherborne Road has turning restrictions to prevent rat running.
  - Norn Hill railway bridge is below standard width, and there is a bus gate at the northern end of Norn Hill, again to prevent rat running.
- 3.9 The remainder of the Norden ward consists of a network of residential roads constructed as part of the old core of the northern town centre residential area, and the newly regenerated Oakridge centre. The pattern of roads is of meandering direction with residential cul de sac, and multiple junctions.
- 3.10 These combine with on-street parking availability to restrict speeds and which serve to deter some rat running through the area.
- 3.11 Trips are mostly generated from residents' outward journeys, with in commuting restricted to the dedicated business areas. Only the Ward's senior school – The Vyne Community School- attracts a large number of trips into the ward from a catchment that extends beyond the ward boundaries. The rail station and associated car parks also trip attractors.

### Residential Car Parking

- 3.12 On road parking restrictions are in place in a number of roads in Norden, primarily in the southern part of the ward. This reflects the ward's proximity to the town centre and the railway station, and the potential for parking by commuters and shoppers. A map illustrating these is provided in Appendix 2.
- 3.13 An analysis of the number of Penalty Charge Notices (PCNs) issues in the locations where parking restrictions are in place within the ward over an 11 month period (January to November 2000) highlights the following (which excludes those residents who hold a parking permit but who have not correctly displayed it):

Location	No PCNs	Location	No PCNs
Burgess Road	16	Osborne Close	12
Coronation Road	2	Pelton Road	8
Darlington Road	12*	Phoenix Park Terrace	11
Hamilton Close	1	Queen Marys Avenue	8
Kingsclere Road	20	Richmond Road	3
Lyford Road	1	Sherborne Road	14
Merton Road	7	Soper Grove	6
Millard Close	28	Telford Road	44
Norden Close	9	Vyne Road	1
Norn Hill	1	Total	212

\* denotes same vehicle on 12 occasions

- 3.14 It can be seen that over the 11 month period, a total of 212 PCNs were issued, which were not the result of a failure of permit holders to display their permits. This equates to approximately 19 PCNs per month being issued in the Norden ward. It should be noted that patrolling of other roads of the ward without parking restrictions is relatively limited.

#### The Rail station.

- 3.15 Basingstoke mainline rail station serves over 4 million journeys per year and is located on the southern ward boundary at the town centre. Services to London, the Midlands and the south and southwest are directly and frequent, whilst the more local centres of Reading, Farnborough and Winchester provide for commuting and retail destinations. There is no direct rail link to Heathrow Airport however.
- 3.16 The railway station provides good accessibility for Norden residents, but also brings in bound commuter journeys from across the wider urban area and beyond to the main car park. The north entrance to the station car park lies just with the ward boundary and traffic does negotiate the adjacent residential roads to arrive for morning trains out of the borough, with return flows in the evening.
- 3.17 Vehicle movement to the station and its car parks are mostly earlier than the town's own peak hour, with the 600 spaces filling mostly before 8am. Evening departures are more spread out as commuters journey patterns are more disparate, and are mostly later than the local peak time.

#### Business areas

- 3.18 The commercial area at the western end of the ward (Houndmills) comprises many distribution businesses such as Fyffes, Sainsbury's, Keystone (McDonalds) and Berry Brothers, which generate significant numbers of HGV movements. This is also home to the towns Autoplaza, with the majority of car retailers gathered together, generating large numbers of car and lorry trips from the delivery, retail and maintenance operations.

- 3.19 However, these are effectively self contained with direct access onto the Ringway at Aldermaston Road roundabout, which means that there is little mixing of trips with the residential areas of Norden.
- 3.20 Within the commercial area the businesses tend to be of B2/ B8 warehouse operations with a minority of B1 office applications. This is reflected in comparatively lower staff journey to work trips when compared to say the Office dominated parks at Basing View or Chineham Business Park.
- 3.21 Recently the area has seen a decline in business occupation with the closure of the Eli Lilly research and manufacturing site (and previously the Victoria site) and the forthcoming changes in operations on the Linde plant in Pelton Road, will effectively empty a large part of the Kingsclere Rd commercial area.

#### Accessibility to services.

- 3.22 For residents, Norden has good accessibility to most key services by non car modes either within the ward or the nearby town centre. Access to the hospital is served by a regular bus service from both ends of the ward in less than 15 minutes.
- 3.23 Only major retail premises are not located internally, but Sainsbury's is located within The Malls in the town centre less than 400metres from the ward boundary. Small local stores are located in Oakridge centre and along Oakridge Road.
- 3.24 For employment, opportunities exist in the ward's commercial areas; via a bus ride to Chineham Business Park; within walking distance to the town centre retail and business employment; and for out-commuting by rail from the main station, to the Thames Valley, London and the South coast.
- 3.25 The comprehensive bus network is described below.
- 3.26 Norden can therefore be described a highly accessible ward.

#### Bus services

- 3.27 Norden has good bus services. Three core routes pass through the ward to/from the town centre. Route Jazz 2 and Jazz 6 pass along Kingsclere Rd through the business area, the Jazz 2 going to the hospital directly and then on to Tadley and the employment opportunity at AWE Aldermaston. These routes give a combined service of 7 buses an hour in each direction along Kingsclere Road. Additionally the hourly 'Link' service goes onwards to Newbury.
- 3.28 At the eastern end of the ward Jazz 5 serves Oakridge (to the Hospital) whilst Jazz 3 feeds Chineham business Park. Route 44 goes to the Chineham retail centre (Tesco's supermarket *inter alia*). Additionally route 11 is an inter-peak local service which runs directly through Norden and back into the town centre. This is primarily a shopper service and is used mostly by elderly people. This

route is scheduled to change during December 2009 but will provide similar journey patterns.

- 3.29 Jazz 2,3,5,6 are quality bus routes, and operate seven days a week from 0600 hours to 2330 hours.

#### Cycling routes

- 3.30 Cycling around the ward is restricted to on road use for the most part with only two formal routes (again on road or on pavement) running north south along Sherborne Road and Kingsclere Road. These are primarily for cyclist from the north of the town seeking to access the town centre and station. The routes through Norden are on an incline to the north so cycling is not a widespread mode of travel. Norden residents have only short walking distances to most services so cycling is not prolific.

#### Transport Implication of Developments

##### Kingsclere Road

- 3.31 Proposals have previously been submitted for a significant regeneration scheme of the former Eli Lilly and Victoria sites off of Kingsclere Road. These consisted of an element of residential development, together with a hotel, a learning campus, new college, commercial premises and small-scale retail uses. This application was considered by the Development Control Committee in Summer 2009, who refused the application on issues un-related to traffic and accessibility. This was based upon the advice of the local highways authority who raised no objection to the proposals, subject to the implementation of a range of measures and contributions towards the North Hampshire Transport Strategy. It should also be noted that the transport assessment undertaken by the applicant, and agreed with the highway authority, included a number of other potential development sites in the area in addition to Eli Lilly, such as:

- A339 Newbury Road / Trumpet Junction
- South View
- 19-21 Soper Grove
- Vyne School
- Upton Crescent
- 25-27 Norn Hill
- Lancaster Road
- Gresley Road

- 3.32 On the basis of the acceptance of the applicant's transport assessment for the Eli Lilly site by the highways authority, it is considered that measures could be implemented as a part of each scheme that may come forward to accommodate any additional movements in the future, where a need is identified. Clearly, early engagement with the highways authority will be necessary to consider any mitigation measures in advance of a planning application.

### South View

- 3.33 A separate transport assessment has been undertaken for South View by consultants on behalf of the landowners. This considered the impact of 300 dwellings, including a mix of dwelling types for the site and concluded that 'impact of the development traffic is not materially detrimental to the operation of the highway network and therefore there is no requirement for improvements or mitigation'.

### Transport Summary

- 3.34 Norden ward can be regarded as an island site within a number of key road / rail structures of Basingstoke. It has most facilities either internal to the ward or externally, close to it, and has good bus links. Walking distances to the town centre and rail station are short. The ward has two through routes, which have varying degrees of control or natural restriction for large volumes of through traffic, but nevertheless is still a key access route to the town centre from beyond the Ringway. The impact of possible developments that have previously been considered will alter traffic patterns from those in the recent past. However, the highways authority has previously accepted that the proposed developments can be accommodated when a package of measures are introduced to manage movements in an appropriate manner.

#### **4. Infrastructure - Water**

##### Groundwater flood risk

- 4.1 Norden Ward lies within Flood Zone 1, which is considered to be an area of little or no risk of fluvial flooding and which covers a large part of the Borough. There are no records of surface water flooding within the ward, although an area of standing water was observed on the Victoria site. This is likely to be a result of the site's topography combined with, the impermeable nature of the made ground and the lack of drainage infrastructure (information sourced from the Eli Lilly application).
- 4.2 According to the Draft Strategic Flood Risk Assessment (SFRA), Groundwater Flooding (identified by the EA) has occurred within this ward on land to the north east of the allotments.

##### Drains and sewers

- 4.3 With regard to waste water, Thames Water identified an inability of the existing water infrastructure to accommodate the needs of the development proposed for the Eli Lilly / Victoria site., However, it was considered that this matter could be addressed through a planning application by way of a 'Grampian' style condition and relevant informatives.
- 4.4 In terms of the requirements of discharging such a condition, firstly, Thames Water would need to have a full understanding of the implications of development on the foul drainage network and a better understanding of capacity. Secondly, and following this initial assessment, if there is found to be insufficient capacity, it would be necessary to submit and agree measures and solutions to deal with the additional demand. No commencement of development would be permitted until such time as agreement is reached in this regard.

##### Surface water management

- 4.5 A small proportion of the ward lies upstream of a Critical Drainage Area (as denoted by the pink outline on the attached map). The EA recognise that this particular area is in a sensitive environmental setting given the chalk stratum is a major aquifer, that the site is within source protection zone 2 and 3 and that an unnamed tributary and the River Loddon are located approximately 300 metres to the south.

In considering proposals in this location, it would be necessary to attach conditions to any planning consent that may be granted to secure the submission of a strategy to manage surface water conditions within this particular designation. The system would be based on an infiltration strategy (which is a type of sustainable urban drainage system) and would require the careful control of any contaminants through the building process and subsequent occupation. A map to show the Upstream of Critical Drainage Area and Location of Groundwater Flooding (Source: Draft SFRA) can be found in appendix 3.

## 5. Services

### Schools

- 5.1 There are currently seven schools located within Norden Ward as set out in the table below. This highlights the school's capacities and levels of surplus spaces as at 2009.

**Table 4: Schools within Norden Ward**

	<b>Net Capacity</b>	<b>Number on Roll</b>	<b>% surplus</b>
<b>Primary</b>			
Oakridge Infants	180	160	11%
Oakridge Junior	240	207	14%
South View Infants	179	166	7%
South View Junior	256	218	15%
<b>Total</b>	<b>855</b>	<b>751</b>	
<b>Secondary</b>			
The Vyne Community school	750	726	3%
<b>Special Schools</b>			
Dove House School (Moderate Learning Difficulties)	150	149	0.3%
Maple Ridge School (Moderate Learning Difficulties)	67	67	0%
<b>Total</b>	<b>217</b>	<b>216</b>	

*Source: School Places Plan 2009 (Hampshire County Council)*

- 5.2 Hampshire County Council Education has confirmed that the Oakridge and South View primary schools are currently forecast to remain close to capacity in the short term. The same applies to the secondary schools of Fort Hill and The Vyne Community School. Whilst there is currently some capacity in the Winklebury schools, their numbers are forecast to rise due to the nearby Park Prewett development. The figures outlined in table 4 reflect the information contained in the adopted School Places Plan 2009 which sets out current surplus levels within existing schools, as at January 2009. Hampshire County Council are in the process of updating their forecast data using the latest September 2009 admission numbers. However, each school's pupil forecast is confidential to the individual school and is therefore not generally available. It should be highlighted that the implications of any future development would be discussed directly with HCC so that the methodology and context for school place planning can be set out and the background information be considered in full. In addition, it would be expected that financial contributions would be required to the education authority, in order to accommodate the additional impact of further children in the local area.

### Former Victoria and Eli Lilly Site

5.3 For the purposes of this exercise, it is considered to be useful to refer to the information submitted by the County Council in respect of the planning application at the Victoria and Eli Lilly sites. The forecast data for this site was only calculated for the Oakridge Schools and the Vyne Community School as these were considered to be the only schools likely to be affected by the proposed development, reflecting the County policy of schools serving the local community, promoting community cohesion and minimising the need to travel. The statistics were calculated to 2014 to provide a realistic period for the completion of the proposed development but the forecasts do not include this development. The forecasts were issued by the education authority to demonstrate that there was little capacity to accommodate development arising from the Eli Lilly development. The 2014 figures still show a surplus at each school, with the Oakridge Junior School showing the largest surplus of 28 pupil spaces (11.7%), and with Oakridge Infants showing the smallest forecast surplus of 5 pupil spaces (2.8%). The Vyne Community School is forecast to see an increase in surplus spaces, from 3% in 2009 to 4.9% in 2014. It should be noted that the forecasts take into account housing sites due to be completed in the period up to 2014, but do not include any un-identified sites that may come forward in the draft SHLAA. The forecasts from the education authority are currently being reviewed in light of September 2009 school roll figures.

**Table 5: Forecast Pupil Data 2014**

	Net Capacity	Number on roll 2009	Surplus 2009	Number on roll 2014	Forecast surplus 2014	Forecast surplus 2014 %	Combined
Oakridge Infants	180	160	20	175	5	2.8	7.9
Oakridge Junior	240	207	33	212	28	11.7	
The Vyne Community School	750	726	24	713	37	4.9	

*Source: Glen Parkinson, Hampshire County Council*

### **Dental Surgeries**

- 5.4 A dental surgery is located within the ward at the Stratfield Road Dental Surgery, 102 Stratfield Rd, Basingstoke. In addition, other dental surgeries are available outside of the ward at Chequers Road, Worting Road, Winchester Road, Shakespeare Road and Bounty Road. However, it should be noted that none of these surgeries are currently accepting new NHS funded patients.

### **Doctors Surgeries**

- 5.5 The closest GP surgeries are located with Crown Heights (17 doctors and a full practice nursing team), Brambleys Grange Medical Centre (Crown Heights) (8 doctors), the Hackwood Partnership in Essex Road (9 doctors), the Marlowe Partnership (4 doctors) and the Bermuda Practice (5 doctors) both at the Shakespeare House Health Centre, all of whom are currently accepting new patients.
- 5.6 It is generally accepted that GP provision per head of population stands at around one GP per 1,800 population, although this varies between 1,600 and 2,000 people.

### **Community Centres and Facilities**

- 5.7 There are four community facilities within Norden Ward:
- Oakridge Hall for All, Forsythia Walk
  - Oakridge West Community Centre, Upton Crescent
  - Vyne Community School, Vyne Road
  - Methodist Church, Vivien Road

It is noted that all four community facilities have some flexibility with regards to capacity, and all four are local facilities design for use by local residents. There are currently no new community centres planned within the Ward. Should new development be forthcoming, financial contributions would be sought for the provision of new community facilities, or improvements to existing facilities. (*Source: Community Development & Learning Team, Nov 2009*)

## **6. Open Space and Play Facilities**

- 6.1 Information on open space and recreation has been compiled from: the council's Open Space (Parks) Strategy (1996); the Council's Open Space Audit, which took place in 1998 and 1999; the Strategic Greenspace Plan (2004) and the Leisure and Recreation Needs Assessment (LRNA) which was published in 2008. Appendix 5 shows the different types of green space to be found in Norden ward.

### Current Situation

- 6.2 A review of the level of provision of open space and play facilities drawn from the Council Open Space Audit of 1998 / 1999 highlighted that the total area of land fulfilling the criteria for children's play space was in excess of the standards contained in the Local Plan, taking into account the resident population at that time. However, since then, there has been an increase in population, brought about through the completion of various housing sites in the ward. Taking into account the increase in population over this period, it is the view of the Parks and Open Spaces Officer that the overall quantity of open space within the ward is now, at 2009, only slightly in excess of the Local Plan standard: for information, the Local Plan standard would require 8.66ha of children's play space, compared to a current provision of 9.59ha. However, it should be noted that, due to the small size and distribution of the different types of open space, not all residential areas have adequate access to the various recreational and leisure opportunities provided by open space. For example, 42% of the land suitable for children's play is accounted for by the Taverner Close open space, which is poorly located in relation to the wider ward.
- 6.3 Of the various types of open space, there is a deficiency within the ward of Accessible Natural Greenspace, kickabout space and parks. There is the potential for other open spaces within the ward to be improved to provide for increases in these particular types of open space. However, such enhancements to existing areas would have an impact on the quantity of other types of open space.
- 6.4 It is necessary to assess to what extent South View can meet these outstanding deficiencies of open space. It should be noted that the catchment areas for these types of open space are not ward-wide but are often limited to around 300-600m. It is therefore considered that the land at South View can meet the open space deficits for the immediately adjoining areas but not those of the whole ward whilst still accommodating some housing development.
- 6.5 For example, the remaining opportunities to address the deficiency of Accessible Natural Greenspace (ANGS) are for part of the Gresley Road Triangle to be converted to ANGS and for the wildlife value of South View Cemetery (Church of the Holy Ghost) to be improved. However, the Gresley Road site is poorly located for the wider Norden ward and any improvements to the Cemetery will still leave an unmet deficit in ANGS

- 6.6 The above assessment of open space is based upon standards in the adopted Local Plan. However, there is also an aspiration for a Neighbourhood Park in Norden ward as identified in the Parks Strategy 1996, pressure for which would increase if the population of the ward increases over time. The Parks Strategy 1996 identifies Whiteditch Playing Fields as an opportunity to provide this Park: it would ensure that all residents in the ward are within 1.2km of a Neighbourhood Park. The Strategic Green Space Plan (2004) also identifies the possibility of a Neighbourhood Park on the Taverner Close open space. However, both the Whiteditch and Taverner Close locations are not centrally located within the ward and the former does not meet the minimum 2ha requirement for a Neighbourhood Park as set out in the Parks Strategy. Consideration could therefore be given, depending on the weight to be attached to providing a full 2ha Neighbourhood Park centrally located in Norden, to locating it at South View.
- 6.7 A list of all open spaces and recreation facilities in Norden ward can be found in Appendix 6. Appendix 7 shows the multifunctional green space, with information on quality and value in Norden.

#### The Impact of Further Development

- 6.8 Consideration of the sites currently included in the draft SHLAA highlight that development in these locations would place additional pressure on existing open space and play provision in the ward. Given the shortage of larger open spaces within the ward (and surrounding wards), particularly those suitable for children's play and taking into account poor distribution, it would not always be possible to meet all of the needs of the new residents by enhancing existing open space. In this case, if additional housing sites were to be developed, then new open space would need to be provided as part of the development (i.e. sites would need to meet their open space needs provision on site).
- 6.9 The following table sets out the requirement for open space and playing facilities (excluding playing fields) for the sites included in the draft SHLAA. The figures are based on the potential dwelling capacity taken from the draft SHLAA and on average occupancy rates.

<b>Site</b>	<b>Open Space Requirement</b>	<b>Equipped Play Requirement</b>
Gresley Road Triangle	7360sqm	920sqm
Vyne School	1656sqm	207sqm
Norn Hill	368sqm	46sqm
South View	1104sqm	1380sqm
Upton Crescent	736sqm	92sqm
Eli Lilly	18400sqm	2300sqm

- 6.10 It should be noted that the larger sites should be able to provide on site open space and play. However, if there is existing open space and equipped play provision within the distance thresholds for the various open space and equipped play types, then a financial contribution can be considered to enhance these facilities in order to accommodate the needs of the additional

residents. However, this should not be allowed if it leads to unacceptable pressure on existing open spaces.

Future Possible Changes in Standards

- 6.11 The standards used above to calculate the deficiencies and predict future needs are based on the current Local Plan standard. However, given the publication of the Leisure and Recreational Needs Assessment of 2008, account can be taken of the potential increase in requirement in the future. This recommends increasing the standard for open space provision from 16 sqm per person to 65sqm per person in the town. Should this standard be taken forward as a part of the council’s Local Development Framework, there would clearly be a significant impact on the figures for open space quoted above.

Addressing current and predicted open space deficits

- 6.12 The Parks and Open Spaces Officer concludes that the South View site has the potential to meet some of the existing and future deficit of open space. For example, there is the potential to provide additional informal play / kickabout space, Accessible Natural Green Space, and parks open space to meet deficits in the catchment areas adjoining South View whilst still enabling the site to accommodate some housing. This would only meet the deficit within a 300-600 metre radius of the South View site (depending on the particular type of open space) and would not fully address the wider deficiencies in Norden. In addition, there is the opportunity for the aspiration for a Neighbourhood Park to be met though this would require a reconsideration of the potential Neighbourhood Park status of Whiteditch and Taverner Close open space.

**Allotments**

- 6.13 In addition to general open space and play provision, account should be taken of the provision of, and demand for, allotment spaces. At present, there are a total of 179 allotments situated within Norden Ward across five different locations as can be seen in table 6. The majority of these are located accessible within 10 minutes (600m) with the rest accessible within 10 minutes by bicycle (1500m)

**Table 6: Allotments within Norden Ward**

Details of location	Number of plots	Waiting list (Dec 2009)
Burgess Road	16	10
Coronation Road	18	4
Silvester Close	14	6
South View	61	14
Whiteditch, Darlington Road	70	16
<b>Total</b>	<b>179</b>	<b>50</b>

*(Source: Leisure and Recreation Needs Assessment (LRNA) 2008 as updated Allotments and Review officers and the Allotments Association, Dec 2009)*

- 6.14 However, the LRNA, (as updated by allotment and review officers and the Allotment Association in 2009) and given the quantity standards that it specifies, identifies a surplus of allotment provision in the Norden ward, (as well as in Eastrop, South Ham and Kings Furlong ward) and deficiencies in all other areas. This is a position which has been confirmed by other ongoing work undertaken by the council.
- 6.15 Whilst the waiting list would appear to demonstrate that there is some unmet demand in the Norden Ward, it should be noted that the waiting list is only representative of a 'fixed point' in time and changes on a daily basis. The waiting list numbers are not however large compared with the number of plots available in Norden and when compared, in relative terms, with other areas in Basingstoke. Given average turnaround of plots, and the numbers on the waiting list at any given time, it would be expected that persons living in Norden would be expected to be on the waiting list for a shorter time than those in areas of under provision or no provision. Importantly, the waiting list also includes persons from areas outside Norden who cannot obtain a plot within their own areas.

## 7. **Employment Land**

### Local Plan Employment Areas

- 7.1 Norden includes the following Local Plan designated Employment Areas:
- Daneshill East
  - Land north of Daneshill East (most of Area but excluding part of Lutyens Close)
  - Daneshill West
  - Gresley Road
  - Coronation Road
  - Houndmills (most of Area but excluding the Priestley Road area north of the Ringway and the Keytech Centre west of the Ringway)
- 7.2 These locations consists of a mixture of primarily B2 (general industrial) and B8 (storage and distribution) uses in addition to a limited amount of B1 (office) uses. Summaries of the characteristics of the above employment areas are set out in the council's employment land review and are set out in an appendix to this strategic overview for information.
- 7.3 Taking account of the minority elements of the above listed employment areas that fall outside the ward boundary, Norden contains approximately 184ha of Employment Area land. This figure is equivalent to 49% of the borough's total of Employment Area land and approximately 51% of such land in Basingstoke town.

### Available sites

- 7.4 The main vacant/available employment sites in the ward are:
- Gresley Road (3.35ha)
  - Eli Lilly & Victoria (10.4ha)
- 7.5 In addition to the above sites, Linde Material Handling announced earlier this year that it will be changing the levels of operation on its Kingsclere Road site in 2010. Should the entire site become available, it would have an area of approximately 8ha.
- 7.6 These sites alone (Gresley Road, Eli Lilly & Victoria and Linde) would amount to 21.75ha of available employment land in the ward, capable of accommodating approximately 87,000sqm of B Class floorspace on the basis of a standard plot ratio of 40%.

## 8. Housing

### Affordable Housing Need

- 8.1 In common with other parts of Basingstoke, there is a significant level of housing need in the Norden ward, with 580 applicants identifying the South View and Oakridge areas as their first choice on the housing register for social rented housing. Shared ownership as a first choice accounts for another 156 applicants, giving the total number of affordable housing applicants on the basis of 'first choice' of 736 applicants. The table below provides a breakdown of needs.

**Table 7 – Affordable Housing applicant numbers (South View/Oakridge)**

South View / Oakridge						
	Transfers	General Needs	Totals	Shared Ownership	% Breakdown	Rec Split
1 bed bungalow	20	31	51	2	12.6	
2 bed bungalow	5	20	25	3		
3 bed bungalow	5	8	13			
1 bed flat	32	188	220	50	30.0	55
2 bed flat	6	178	184	52	25.0	
1 bed house	12	16	28	7	13.5	20
2 bed house	26	45	71	18		
3 bed house	18	59	77	16	10.6	20
4 bed house	11	14	25	4	4.3	5
5 bed house	3	2	5	2		
6 bed house	1		1			
Sheltered	10	19	29	2	4.0	
<b>Totals</b>	<b>149</b>	<b>580</b>	<b>729</b>	<b>156</b>	<b>100%</b>	<b>100%</b>

- 8.2 Further development in the ward will clearly assist in the provision of some affordable dwellings in order to meet this identified requirement, and the provision of affordable housing should be tailored to meet the identified needs arising. It should be noted that proposals for new development would need to take into account the policy C2 of the Adopted Local Plan which seeks 40% of dwellings to be provided as 'affordable' as a starting point for negotiations. Further detail of the expected tenure split is provided in the Affordable Housing Supplementary Planning Document.

## Housing Completions

**Table 8: Most common accommodation types by character area estimates 2001 to 2008**

<b>Character Area</b>	<b>1 bed flat</b>	<b>2 bed flat</b>	<b>3 bed flat</b>	<b>5 bed flat</b>	<b>1 bed house</b>	<b>2 bed house</b>	<b>3 bed house</b>	<b>4 bed house</b>	<b>5 bed house</b>
<b>South View /Oakridge 2008</b>	352	402	90	89	96	394	981	1241	184
<b>South View /Oakridge 2001</b>	267	280	90	89	94	314	873	1223	181
<b>Change 2001 - 2008</b>	85	122	0	0	2	80	208	18	2

*(Source: Neighbourhood Housing Stock Analysis, March 2009)*

- 8.3 During the period 2001 to 2008, the dwelling stock in the ward (represented by the character areas of South view / Oakridge) has increased by 517 dwellings, with the stock growing through the completion of the following types of dwelling
- 207 one and two bed flats
  - 82 one and two bed houses
  - 208 three bedroom houses
  - 20 four and five bedroom houses
- 8.4 Overall, the current stock of dwellings in the ward consists of around 21% one and two bedroom flats and 66% three, four and five bedroom houses. This compares with a town average of 16% one and two bedroom flats and 69% three, four and five bedroom houses, and highlights the relatively good mix of dwellings that currently exist. It should be noted that in general terms, proposals for new development would need to take into account policy C3 of the Adopted Local Plan, which requires that between 30% and 50% of new market dwellings are 'small' (i.e. two bedrooms or less). Further guidance on this is provided in the Housing Mix Supplementary Planning Document, which provides advice on how the policy should be interpreted, including taking into account local characteristics.

## Character Areas

- 8.5 The Urban Capacity Study for Basingstoke, published in September 2008 identifies features which contribute towards the local character of the residential areas of Basingstoke. This include landscape, land-use, architecture and development patterns, all of which combine to make a place which is distinct from the surrounding areas. The study sub-divides Basingstoke into sub-areas, loosely based on the district areas of Basingstoke.

The area of South View and Oakridge lies with Norden ward. The study excludes Conservation Areas and Employment Areas.

### South View and Oakridge

- 8.6 The Urban Character Study introduces South View and Oakridge in the following way:

‘South View and Oakridge are located to the north of the town centre. Sherborne Road and Kingsclere Road are established routes to the town centre, although Sherborne Road has now had access closed off from the north. South View Conservation Area is located to the south, and includes a number of listed buildings. The topography steadily declines towards the town centre, creating long distance views of the countryside to the south. The land use is predominantly residential, with schools, shops and services provided for the local residents’.

- 8.7 The South View and Oakridge sub-area contains 11 character areas:

- Lancaster Road
- Hilary Close
- Osbourne Close
- Upper Sherborne Road
- Oakridge Road
- Mullins Close
- Oakridge Centre
- Norn Hill North
- Queen Mary Avenue
- Norn Hill South
- Arlott Drive

- 8.8 The detailed character area analysis for South View and Oakridge can be found in appendix 4 of the Design and Sustainability SPD, and it will be necessary for proposals for new development in the ward to consider the existing built form in the design and planning of new developments. For reference, extracts from the Urban Character Study are provided in Appendix 9 to this strategic overview.

## 9. Sites

### Draft SHLAA

- 9.1 The SHLAA is a document that forms part of the Council's Local Development Framework (LDF) evidence base and represents a technical assessment of potential housing land availability. The SHLAA has recently been subject to a detailed examination by the Planning and Infrastructure Overview and Scrutiny Committee, the recommendations of which may impact upon which sites are included within the SHLAA.
- 9.2 The draft SHLAA currently includes six sites within Norden Ward, which are listed below:

**Table 9 - Sites in the Norden ward currently included in the draft SHLAA (Summer 2009)**

Reference	Site name	Potential yield	Site area	Timescale for delivery
BAS065	Gresley Road Triangle	200	4.14ha	5-10 years
BAS079	Part of Vyne School site	45	1.36ha	5-10 years
BAS080	25-27 Norn Hill	10	0.26ha	5-10 years (Timescale updated in light of annual monitoring)
BAS091	South View	300	5.85	150 in 0- 5 years; 150 in 5-10 years
BAS097	Upton Crescent	20	0.46ha	5-10 years
BAS112	Eli Lilly site, Kingsclere Road	500	10.55ha	350 in 5-10 years; 150 in 10-15 years
<b>TOTAL units over 15 year period</b>		<b>1,075 units</b>	<b>11.61ha</b>	

- 9.3 A map to illustrate the location of these sites is provided in Appendix 10.
- 9.4 In addition, it should be noted that there may be scope for additional 'windfall' sites to come forward during the plan period.

## 10.0 Conclusion

- 10.1 In summary, the Strategic Overview highlights that there are some existing difficulties in Norden ward in respect of open space provision, and potentially in terms of education provision and sewerage infrastructure, and that transport implications need careful consideration if new development is to be brought forward. The Overview, however, also demonstrates that none of these issues are likely to be insurmountable. Each of these can be dealt with through S106 contributions or actual infrastructure improvements as part of any development proposals.