

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION (1981-2029)

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

INDEX

1. Introduction
2. Population
3. Dwellings
4. Cars
5. Infrastructure and Facilities
6. Summary

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

1. INTRODUCTION AND BACKGROUND

Bramley is one of the larger villages in the Basingstoke and Deane Area and in the 30 years to 2011, has experienced a level of expansion not experienced anywhere else in the Borough. It is an attractive rural village with one main road running through it and has expanded in a linear fashion with developments mainly confined to sites on the south of the main road. The village does not have a centre as such and the level of facilities and infrastructure in the village have not changed significantly over the same 30 years period and the few food amenities (small shop, bakery, pub) are located in the vicinity of the level crossing. The level crossing splits the village in two and whilst the station provides convenient access to Basingstoke and Reading, the increased use of the railway line for freight trains and the automated signalling system means that the barriers remain down for an average of 29 minutes per hour causing significant congestion and for cars to seek alternative routes round country lanes.

The neighbourhood plan set out to investigate suitable sites for the allocation of the 200 houses that it was allocated by Basingstoke and Deane in the Local Plan. Sites were analysed and scored against criteria but it was concluded that there were no sites suitable for the development of the 200 houses. Comments from the community have repeatedly pointed to the concerns of overexpansion of the village potentially ruining the village and destroying its rural character, together with the pressure placed on facilities and the limitations of the road infrastructure. It was therefore decided that it necessary to have a policy for future housing that limited the size of the development and a community survey concluded that the majority favoured developments of a maximum of 50 houses on any one site.

The purpose of this report is to analyse available data on Bramley's expansion from 1981 to 2011 and to illustrate the increases in population, dwellings and number of cars. The report also contains a comparison of infrastructure and facilities in Bramley with 2 other large villages in the borough. The 2 other villages that have been used for comparison purposes are Overton and Whitchurch. These are two of the largest villages in the Borough and they also have a railway station like Bramley and a similar 2011 population. Information has been collected from the Office for National Statistics (ONS), Basingstoke and Deane (B&D), Bramley Steering Group Surveys, Parish Council surveys, and various other sources. The analysis of the data on population and dwellings, cars and infrastructure aims to provide the necessary evidence to support the policy of developments of 50 maximum on any one site.

The information contained within this report and any conclusions drawn from it are to be used specifically for the purpose of providing evidence for Bramley Neighbourhood Planning purposes and no inference is made regarding policies in any other parish.

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

2. POPULATION

The rate of increase in population that Bramley has experienced in the last 30 years is far greater than that of B&D or of other comparable parishes in B&D. The following table shows that the population of Bramley has increased by over 200% (i.e. tripled) in the 30 year period to 2011 to 4,233 compared with a figure of 18% for Overton, 34% for Whitchurch and 30% for B&D. In the period 1991-2011 Bramley's population increased by 86% compared with a figure of 18% for Overton, 18% for Whitchurch and 16% for B&D.

In 2011 the average number of persons per dwelling was 2.55 compared with 2.29 for Overton, 2.28 for Whitchurch and 2.37 for B&D and this has been increasing steadily from 2.47 in 1981. Any future increase in dwellings in Bramley is therefore likely (*ceteris paribus*) to cause a greater prorated increase in population than for the other villages (and B&D) because of the higher persons per dwelling ratio (in other words for every 100 houses Bramley's population is likely to increase by 255 compared with 229 for Overton and 228 for Whitchurch).

The population of Bramley is projected to increase by approximately 509 reaching 4,742 by the end of the plan period in 2029 (this figure does not take account of population changes since 2011). The projected population figures have been derived by taking into account the housing allocations detailed in the B&D local plan of 200 (Bramley) 270 (Overton) and 350 (Whitchurch) and applying the average persons per dwelling figure in 2011 for each of the parishes. The forecast figure for Bramley is higher than the 2011 population of Overton and higher than the 2001 figure for Whitchurch. This disproportionate increase in population has and will put a huge strain on the limited resources and infrastructure in Bramley which fall well below those of villages with comparable population (see infrastructure comparisons for more detail).

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

Population in Hampshire Parishes 1981 - 2011 plus projection to 2029

| | Hectares (3) | 1981 | 1991 | Population 2001 | 2011 | projected 2029 | 1991-2011 | 1991-2011 % increase | 1981-2011 | 1981-2011 % increase |
|---------------------|--------------|---------|---------|--------------------|---------|-------------------|-----------|-------------------------|-----------|-------------------------|
| Bramley | 1,190 | 1,376 | 2,278 | 3,348 | 4,233 | 4,742 | 1,955 | 86% | 2,857 | 207.6 |
| Overton | 3,471 | 3,668 | 3,660 | 3,948 | 4,315 | 4,933 | 655 | 18% | 647 | 17.6 |
| Whitchurch | 2,686 | 3,643 | 4,123 | 4,536 | 4,870 | 5,666 | 747 | 18% | 1,227 | 33.7 |
| Basingstoke & Deane | 63,381 | 128,689 | 144,790 | 152,573 | 167,799 | | 23,009 | 16% | 39,110 | 30.4 |
| | | 1,3 | 1 | 2 | 2 | 4 | | | | |

Data source

1. B & D

2. ONS Census

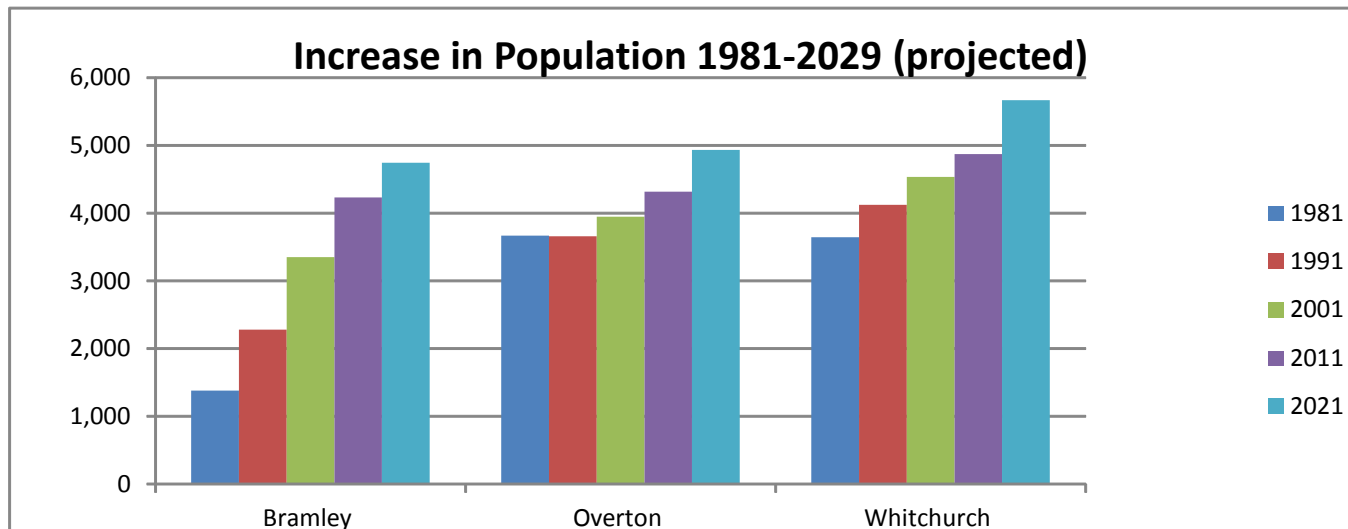
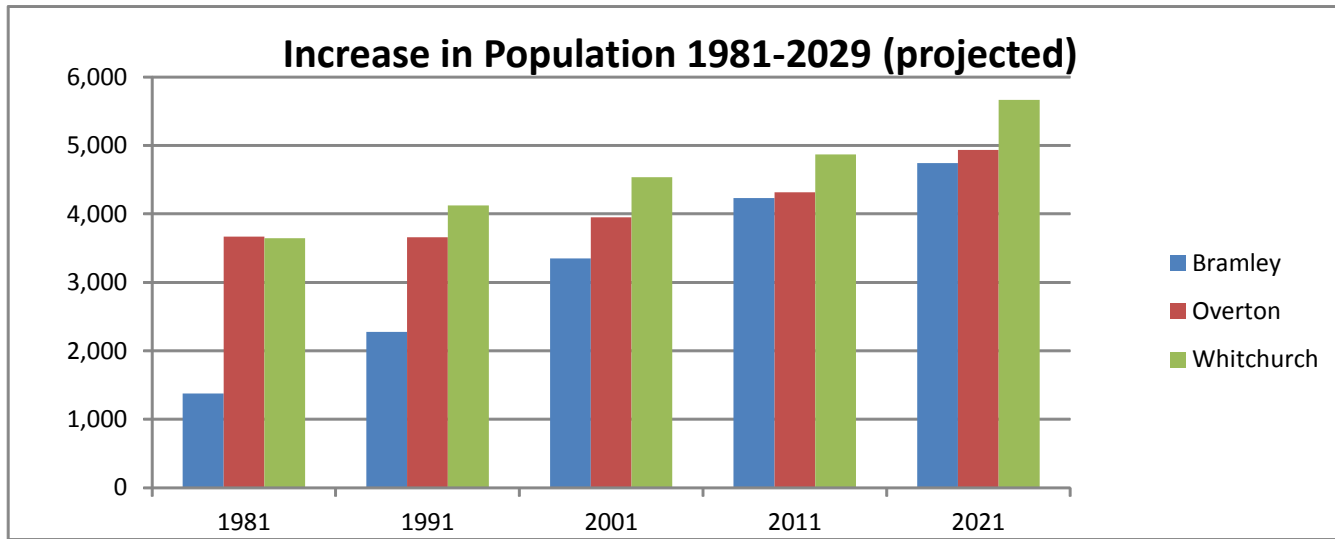
3 Hectares in 1981 were 1,647, 3,564 and 2,484 for Bramley, Overton and Whitchurch respectively

4. Assumption that number of persons per dwelling for 2011 is projected to 2029

Average Persons per Dwelling

| | 1981 | 1991 | 2001 | 2011 |
|---------------------|------|------|------|-------------|
| Bramley | 2.47 | 2.50 | 2.51 | 2.55 |
| Overton | 2.70 | 2.37 | 2.33 | 2.29 |
| Whitchurch | 2.61 | 2.41 | 2.30 | 2.28 |
| Basingstoke & Deane | | | 2.43 | 2.37 |

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION



DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

3. DWELLINGS

Bramley has experienced a rate of rapid expansion in dwellings in the last 30 years far greater than that of B&D or of other comparable parishes in B&D. The following table shows that the number of dwellings in Bramley has increased by almost 200% in the 30 year period to 2011 to 1,662 compared with a figure of 39% for Overton and 53% for Whitchurch. In the period 1991-2011 the number of dwellings in Bramley increased by 82% compared with a figure of 22% for Overton and 25% for Whitchurch.

The number of dwellings in Bramley is projected to increase by approximately 200 reaching 1,862 by the end of the plan period in 2029 (this figure does not take account of changes since 2011). The projected dwellings figures have been derived by taking into account the housing allocations detailed in the B&D local plan of 200 (Bramley) 270 (Overton) and 350 (Whitchurch) . The forecast figure for Bramley is similar to the 2011 dwellings figure for Overton. This disproportionate increase in the number of dwellings has and will put a huge strain on the limited resources and infrastructure in Bramley which fall well below those of villages with comparable population (see infrastructure comparisons for more detail) and potentially threatens the rural character of Bramley.

Dwellings in Hampshire Parishes 1981 - 2011 plus 2029 projection

| | Dwellings | | Dwellings | | projected | 1991-2011 | 1991-2011 | 1981-2011 | 1981-2011 |
|---------------------|-----------|-------|-----------|--------|-----------|-----------|------------|-----------|------------|
| | 1981 | 1991 | 2001 | 2011 | 2029 | | % increase | | % increase |
| Bramley | 558 | 911 | 1,334 | 1,662 | 1,862 | 751 | 82% | 1,104 | 197.8 |
| Overton | 1,357 | 1,543 | 1,693 | 1,885 | 2,155 | 342 | 22% | 528 | 38.9 |
| Whitchurch | 1,396 | 1,712 | 1,974 | 2,140 | 2,490 | 428 | 25% | 744 | 53.3 |
| Basingstoke & Deane | | | 62,760 | 70,936 | | | | | |
| | 2,3 | 2 | 2 | 2 | 4 | | | | |

Data source

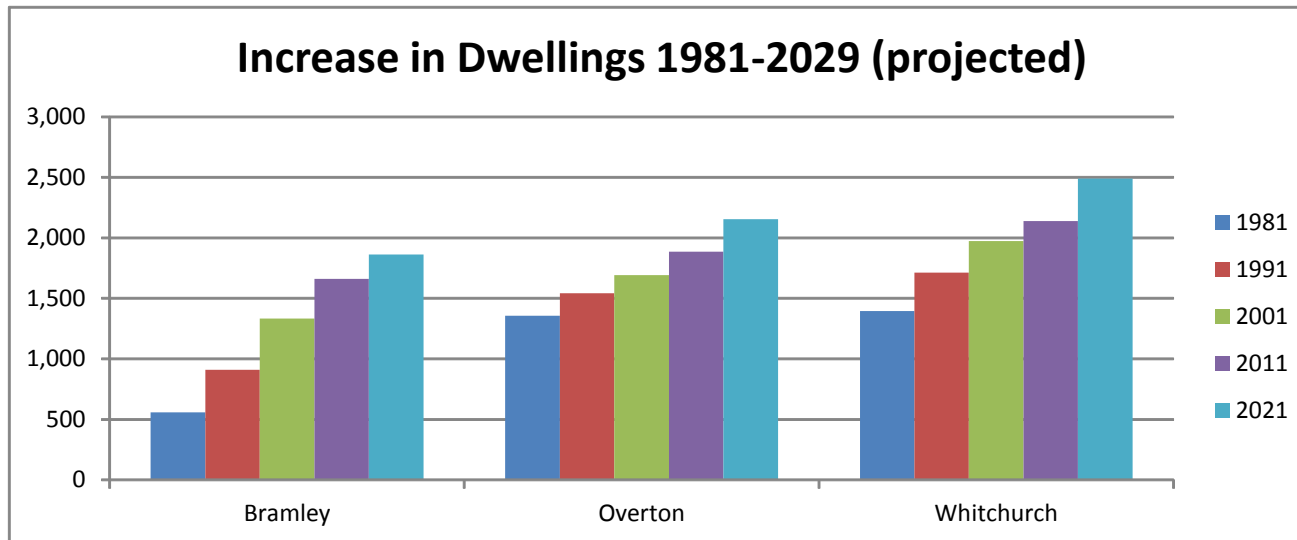
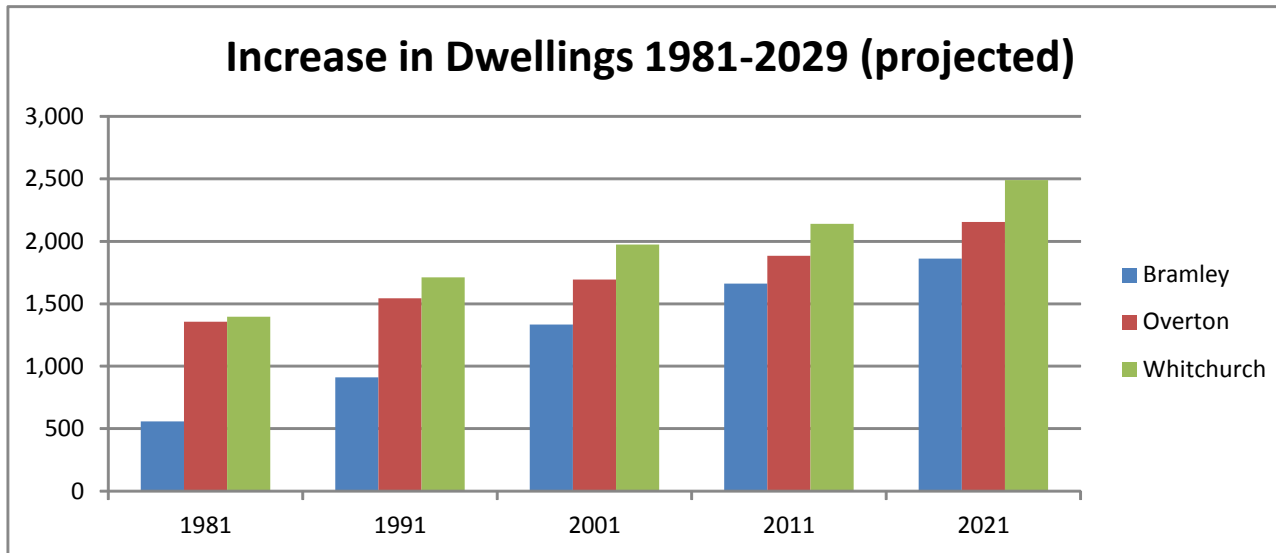
1. B & D

2. ONS Census

3 Hectares in 1981 were 1,647, 3,564 and 2,484 for Bramley, Overton and Whitchurch respectively

4 Projections include allocations in B&D Plan of 200, 270, 350 respectively

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION



DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

4. CARS

Number of cars

Traffic and parking is an important issue facing Bramley. The table below shows that the number of cars in Bramley has increased by 514 (24%) in the 10 years to 2011 to 2,688 and is projected to increase by a further 327 (12%) to 3,015 by the end of the plan period. Due to the linear layout of the village, cars either travel through the village along the C32 or are forced along country lanes to avoid the level crossing. The increase in cars poses a threat to the rural roads and main road infrastructure and is likely to exacerbate congestion at the level crossing.

The average number of cars is 1.6 per household in Bramley, 1.5 in Overton and 1.4 in Whitchurch. Only 7.5% of households in Bramley have no car compared with 15.2% in Overton, 14.6% in Whitchurch and 14.7% in Hampshire. This emphasises that more households are reliant on cars in Bramley and there will be a projected greater increase in cars for every 100 households in Bramley than the other two villages and Hampshire. The projected number of 3,015 cars for Bramley by the end of the plan period is higher than in Whitchurch in 2011 despite the projected households being 250 less for the same periods.

Method of travel to Work

70% of those in work travelled by car/van or motorcycle in Bramley in 2011, compared with 65% in Overton and Whitchurch and 66% in the Borough. The numbers using the car for work in Bramley increased by 21% from 2001-2011. 13% of working people in Bramley work from home, cycle or go on foot, compared with 18% in Overton, 21% in Whitchurch and 18% in the Borough. These figures emphasise the reliance on cars in Bramley for work.

260 (11%) of working people travel by train in Bramley compared with 178 (8%) in Overton and 169 (7%) in Whitchurch. There are 1.5 times as many train users for work living in Bramley than in Whitchurch; however there is no station car park at Bramley (see Facilities breakdown). Only 1% uses the bus for work, compared with 3% in Overton and Whitchurch and 4% get a lift. The low figures for using the bus is borne out by the lack of regular bus service in Bramley.

Population Distribution

Looking at the age of the population in 2011, 1045 (25%) are 15 and under in Bramley compared with 759 (18%) in Overton and 913 (19%) in Whitchurch. This creates further car journeys to transport children to school or recreational facilities. Conversely, In Bramley 434 (10%) of the population in Bramley is 65 and over compared with 956 (22%) in Overton and 905 (19%) in Whitchurch (although this has increased by 54% since 2001).

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

Analysis of cars per Household in Bramley 2001-2029 compared with Overton and Whitchurch (figures from ONS)

| | Number of households | % of households | Number of cars in 2001 | Number of households in 2011 | % of households | Number of cars in 2011 | Average per household | Projected number of households 2029 | Projected number of cars 2029 | increase 2001-2029 | Hampshire % Households |
|-----------------------------|----------------------|-----------------|------------------------|------------------------------|-----------------|------------------------|-----------------------|-------------------------------------|-------------------------------|--------------------|------------------------|
| BRAMLEY | | | | | | | | | | | |
| No Car household | 107 | 6.5% | 0 | 124 | 7.5% | 0 | | 139 | 0 | | 14.7% |
| 1 | 441 | 26.8% | 441 | 615 | 37.4% | 615 | | 690 | 690 | | 40.5% |
| 2 | 622 | 37.8% | 1244 | 721 | 43.8% | 1442 | | 809 | 1,617 | | 33.5% |
| 3 | 104 | 6.3% | 312 | 134 | 8.1% | 402 | | 150 | 451 | | 8.2% |
| 4 | 23 | 1.4% | 92 | 31 | 1.9% | 124 | | 35 | 139 | | |
| 5 | <u>17</u> | 1.0% | <u>85</u> | <u>21</u> | 1.3% | <u>105</u> | | <u>24</u> | <u>118</u> | | 3.2% |
| Total cars | 1,314 | 80% | 2,174 | 1,646 | 100% | 2,688 | 1.6 | 1,846 | 3,015 | 841 | 100% |
| Increase in households/cars | | | | 332 | | 514 | 24% | 200 | 327 | 39% | |
| OVERTON | | | | | | | | | | | |
| No Car household | 274 | 14.7% | 0 | 283 | 15.2% | 0 | | 324 | 0 | | |
| 1 | 678 | 36.4% | 678 | 741 | 39.8% | 741 | | 848 | 848 | | |
| 2 | 536 | 28.8% | 1072 | 625 | 33.5% | 1250 | | 716 | 1,431 | | |
| 3 | 134 | 7.2% | 402 | 161 | 8.6% | 483 | | 184 | 553 | | |
| 4 | 23 | 1.2% | 92 | 27 | 1.4% | 108 | | 31 | 124 | | |
| 5 | <u>18</u> | 1.0% | <u>90</u> | <u>26</u> | 1.4% | <u>130</u> | | <u>30</u> | <u>149</u> | | |
| Total cars | 1,663 | 89% | 2,334 | 1,863 | 100% | 2,712 | 1.5 | 2,133 | 3,105 | 771 | |
| Increase in households/cars | | | | 200 | | 378 | 16% | 270 | 393 | 33% | |
| WHITCHURCH | | | | | | | | | | | |
| No Car household | 329 | 15.7% | 0 | 306 | 14.6% | 0 | | 357 | 0 | | |
| 1 | 810 | 38.6% | 810 | 897 | 42.7% | 897 | | 1047 | 1047 | | |
| 2 | 605 | 28.8% | 1210 | 661 | 31.5% | 1322 | | 771 | 1,542 | | |
| 3 | 135 | 6.4% | 405 | 170 | 8.1% | 510 | | 198 | 595 | | |
| 4 | 37 | 1.8% | 148 | 42 | 2.0% | 168 | | 49 | 196 | | |
| 5 | <u>11</u> | 0.5% | <u>55</u> | <u>23</u> | 1.1% | <u>115</u> | | <u>27</u> | <u>134</u> | | |
| Total cars | 1,927 | 92% | 2,628 | 2,099 | 100% | 3,012 | 1.4 | 2,449 | 3,514 | 886 | |
| Increase in households/cars | | | | 172 | | 384 | 15% | 350 | 502 | 34% | |

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

| <u>Method of travel to work 16-74 Working population onl</u> | <u>2001</u> | | <u>2011</u> | | <u>Increase 2001-2011</u> | |
|--|-------------|------------|-------------|------------|---------------------------|-------------|
| All Usual Residents Aged 16 to 74 in Bramley | 1859 | % of total | 2276 | % of total | 417 | 22% |
| Motorcycle, Scooter or Moped | 19 | 1% | 14 | 1% | -5 | -26% |
| Driving a Car or Van | <u>1310</u> | <u>70%</u> | <u>1579</u> | <u>69%</u> | <u>269</u> | <u>21%</u> |
| Total Cars/van/motorbike | 1329 | 71% | 1593 | 70% | 264 | 20% |
| Work Mainly at or From Home | 165 | 9% | 199 | 9% | 34 | 21% |
| Bicycle | 20 | 1% | 32 | 1% | 12 | 60% |
| On Foot | <u>33</u> | <u>2%</u> | <u>67</u> | <u>3%</u> | <u>34</u> | <u>103%</u> |
| Total Home, Bicycle, Foot | 218 | 12% | 298 | 13% | 80 | 37% |
| Train | 204 | 11% | 260 | 11% | 56 | 27% |
| Passenger in a Car or Van | 68 | 4% | 91 | 4% | 23 | 34% |
| Bus, Minibus or Coach | 22 | 1% | 20 | 1% | -2 | -9% |
| Taxi | 6 | 0% | 3 | 0% | -3 | -50% |
| Underground, Metro, Light Rail, Tram | 0 | 0% | 1 | 0% | 1 | |
| Other Method of Travel to Work | 12 | 1% | 10 | 0% | -2 | -17% |

| <u>2011 Village Comparison</u> | <u>Bramley</u> | | <u>Overton</u> | | <u>Whitchurch</u> | | <u>Basingstoke & Deane</u> | |
|---|----------------|------------|----------------|------------|-------------------|------------|--------------------------------|------------|
| All Usual Residents Aged 16 to 74 in work | 2276 | % of total | 2133 | % of total | 2522 | % of total | 90122 | % of total |
| Motorcycle, Scooter or Moped | 14 | 1% | 11 | 1% | 20 | 1% | 560 | 1% |
| Driving a Car or Van | <u>1579</u> | <u>69%</u> | <u>1369</u> | <u>64%</u> | <u>1629</u> | <u>65%</u> | <u>59331</u> | <u>66%</u> |
| Total Cars/van/motorbike | 1593 | 70% | 1380 | 65% | 1649 | 65% | 59891 | 66% |
| Work Mainly at or From Home | 199 | 9% | 182 | 9% | 193 | 8% | 5638 | 6% |
| Bicycle | 32 | 1% | 23 | 1% | 16 | 1% | 1930 | 2% |
| On Foot | <u>67</u> | <u>3%</u> | <u>184</u> | <u>9%</u> | <u>310</u> | <u>12%</u> | <u>8821</u> | <u>10%</u> |
| Total Home, Bicycle, Foot | 298 | 13% | 389 | 18% | 519 | 21% | 16389 | 18% |
| Train | 260 | 11% | 178 | 8% | 169 | 7% | 4754 | 5% |
| Passenger in a Car or Van | 91 | 4% | 91 | 4% | 105 | 4% | 4438 | 5% |
| Bus, Minibus or Coach | 20 | 1% | 70 | 3% | 67 | 3% | 3823 | 4% |
| Taxi | 3 | 0% | 2 | 0% | 0 | 0% | 250 | 0% |
| Underground, Metro, Light Rail, Tram | 1 | 0% | 8 | 0% | 3 | 0% | 121 | 0% |
| Other Method of Travel to Work | 10 | 0% | 15 | 1% | 10 | 0% | 456 | 1% |

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

Working Population and selected Age statistics

Bramley

| | <u>2001</u> | | <u>2011</u> | | <u>Increase 2001-2011</u> | |
|---|-----------------|-----|-----------------|-----|---------------------------|-----|
| Total Population | 3348 % of total | | 4233 % of total | | 885 | 26% |
| People aged 65 and over | 281 | 8% | 434 | 10% | 153 | 54% |
| People aged 15 and under | 825 | 25% | 1045 | 25% | 220 | 27% |
| All Usual Residents Aged 16 to 74 | 2388 | 71% | 2987 | 71% | 599 | 25% |
| Population 16-74 in work (of all Residents Aged 16 to 74) | 1859 | 78% | 2276 | 76% | 417 | 22% |
| Not in Employment (of all Residents Aged 16 to 74) | 529 | 22% | 711 | 24% | 182 | 34% |

2011 Village Comparison

| | <u>Bramley</u> | | <u>Overton</u> | | <u>Whitchurch</u> | | <u>Basingstoke & Deane</u> | |
|---|-----------------|-----|-----------------|-----|-------------------|-----|--------------------------------|-----|
| Total Population | 4233 % of total | | 4315 % of total | | 4870 % of total | | 167799 % of total | |
| People aged 65 and over | 434 | 10% | 956 | 22% | 905 | 19% | 24151 | 14% |
| People aged 15 and under | 1045 | 25% | 759 | 18% | 913 | 19% | 33852 | 20% |
| All Usual Residents Aged 16 to 74 | 2987 | 71% | 3087 | 72% | 3504 | 72% | 123243 | 73% |
| Population 16-74 in work (of all Residents Aged 16 to 74) | 2276 | 76% | 2133 | 69% | 2522 | 72% | 90122 | 73% |
| Not in Employment (of all Residents Aged 16 to 74) | 711 | 24% | 954 | 31% | 982 | 28% | 33121 | 27% |

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

5. INFRASTRUCTURE AND FACILITIES COMPARISON

The table below is a comparison of infrastructure and facilities in Bramley, Overton and Whitchurch. Bramley is defined as a relatively large village in the local plan and Overton and Whitchurch are District Centres. The population of Bramley was only 80 less than Overton in 2011.

Unlike Overton and Whitchurch, Bramley does not have a regular bus service to Basingstoke (and the service to the North Hampshire hospital has been removed). Bramley is approximately 7 miles from Basingstoke and Overton is approximately 8 miles away.

All 3 villages have a station. Bramley station deals with more passengers per year than Whitchurch and Overton yet has little or no provision for cycle storage. Overton has 38 free car parking spaces and Whitchurch has 56 chargeable spaces, however Bramley does not have a station car park which leads train users to park in nearby residential streets causing congestion and obstruction. The volume of trains is 208 per day and includes a number of freight trains and is approximately 2 ½ times that of Overton and Whitchurch.

Although Whitchurch and Overton have stations, Bramley is the only village that has a level crossing and this cuts the village in two. The stations at Overton and Whitchurch are out of the town centre and have road bridges going under and over the railway so the traffic is not constrained by the railway. The barriers at the level crossing in Bramley are a constraint to traffic flow as they are down for an average of 29 minutes per hour during the day and there are safety concerns particularly at peak periods when there are high numbers people crossing (including school children). 729 pedestrians or cyclists and 3,294 cars cross the level crossing per day.

Overton and Whitchurch both have an array of various shopping facilities (27 shops in Overton), are particularly fortunate to have various food stores and are proud of the choice of eating establishments (4 pubs in Overton and 8 in Whitchurch). They also have a weekly market. In contrast Bramley has one pub and a coffee shop.

Outdoor recreational facilities at Bramley consist of a Football pitch and Clift meadow, where cricket pitch, tennis courts, all-weather ball court and 2 community buildings are situated. All are on the west side of the village but there are no sports facilities on the east side apart from open green space. Overton has a recreational centre incorporating extensive facilities including over 30 acres of green open space, cricket and football pitches, 9-hole golf course, tennis courts and 3 pavilions. Whitchurch also has extensive recreational facilities including football pitch, indoor and outdoor bowls, squash courts, BMX cycle track, and skate Board Park.

Bramley does not have a Dentist, Vet or Bank which Overton and Whitchurch do. With few facilities in Bramley, and the lack of regular bus service, there is an ever increasing reliance on cars to access the type of facilities which are provided in the other villages.

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

Bramley and Other large Villages in the Borough of B & D: Comparison of infrastructure and facilities: 2011 figures unless otherwise specified

| | Population 2011 | Dwellings | Hectares | Description (1) | Local Plan Housing Allocation |
|-------------------|-----------------|-----------|----------|--------------------------|-------------------------------|
| Bramley | 4,233 | 1,662 | 1,191 | Relatively large Village | 200+ 250 |
| Overton | 4,315 | 1,885 | 3,471 | District Centre | 150+120 |
| Whitchurch | 4,870 | 2,140 | 2,686 | District Centre | 200+150 |

(1) As defined in policy EP3 in Local Plan

Traffic & Transport

| | No. of Cars in village | Regular bus service | Community village bus | Station | Station car park | Trains per day (1) | Passengers per year (station entries)(1) | Station Storage | Cycle Level Crossing at village centre | Constraints to Traffic flow |
|-------------------|------------------------|---------------------|-----------------------|---------|------------------|--------------------|--|-----------------|--|--------------------------------------|
| Bramley | 2,688 | X | X | yes | X | 208 | 125,384 | no a few | yes | Barrier Down time - 29 mins per hour |
| Overton | 2,712 | yes 1/2hourly | yes | yes | 38 free car | 89 | 82,055 | yes/ sheltered | no | Traffic lights town centre |
| Whitchurch | 3,012 | yes 1/2hourly | X | yes | 56 charged | 89 | 123,970 | yes | no | Parking on road in town centre |

(1) <http://www.abcrailwayguide.co.uk/station/bramley-hants>

Level Crossing detail (Bramley)

| | Pedestrians over crossing per day (1) (2) | Passengers boarding at Bramley 12 hour period (3) | Cars per day over level crossing (1) | Crossing in 4 hour period (3) |
|----------------|---|---|--------------------------------------|-------------------------------|
| Bramley | 729 | 421 (669 total incl arrivals) | 3,294 | 984 |

(1) <http://www.abcrailwayguide.co.uk/station/bramley-hants>

(2) May 2012

(3) NDP reports 3.12.13 6 am -6pm (passengers) 2pm-6pm (cars)

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

Medical & Food

| | Doctors Surgery | Dentist | Vet | Chemist/ pharmacy | Post Office | Fire station | Supermarket |
|-------------------|--------------------|---------|-----|----------------------|----------------------|------------------------|---|
| Bramley | Yes | X | X | in surgery | inside One-stop | X | One-stop |
| Overton | Yes | yes | yes | yes | inside Co-op | yes | Co-op |
| Whitchurch | Yes | yes | yes | yes | inside Tesco Express | yes & ambulance/police | 1,000 sq m (coop)/Tesco Express/convenience store |

Sport and Leisure

| | Pub | Restaurants/ takeaways | Hotel | Bakery/Coffee shop | Recreation Centre |
|-------------------|-----|---------------------------|-------|-----------------------|--------------------------------------|
| Bramley | 1 | 1 | X | yes | Clift Meadow/Football field |
| Overton | 4 | 4 | X | yes | ORC 30 acres (see below) |
| Whitchurch | 8 | 6 | yes | yes | Longmeadow & Daniel Park (see below) |

Overton : Created by the community in 1965/66, the ORC uniquely provides a wide range of sports and recreation facilities. This includes over 30 acres of green open space, 3 pavilions with meeting halls, cricket and football pitches, a par 3 9 hole golf course, tennis courts, support for athletics through Overton Harriers.

Whitchurch (borders an AONB): has a Non-League football club Whitchurch United F.C., which plays at Longmeadow, with indoor and outdoor pitches, and a Squash club with 2 squash courts. Also at the Longmeadow sports facility is a Bowls club. There is a BMX cycle track and a 'Sk8' board area in Daniel Park. Other facilities available at Testbourne Community secondary school

Education & Other

| | Library | Primary School | Playgroup | Nursery | Secondary school | Bank | Garage | General (other shops) |
|-------------------|---------|-------------------|-----------|---------|---------------------|------|--------|---|
| Bramley | X | yes | yes | yes | X | X | yes | X |
| Overton | Yes | yes | yes | yes | X | Yes | yes | Hairdressersx2,gallery,fireplace,upholstery,weekly market,District centre |
| Whitchurch | Yes | yes | yes | yes | yes | Yes | yes | Hair,gifts,flowers,newsagent,butchers,clothes,wkly market,District centre |

DATA ANALYSIS RELATED TO BRAMLEY'S EXPANSION

6. SUMMARY

The figures for population and dwellings in sections 1 and 2 illustrate clearly that Bramley has endured a disproportionate level of expansion (increasing by approximately 200%) when compared with other similar large villages in Hampshire between 1981 and 2011. The number of cars in Bramley is projected to increase to the same number as Whitchurch had in 2011 and the current level already causes congestion and compromises the road infrastructure. The population and dwellings in Bramley in 2011 was higher than that of Overton in 2001 and yet the facilities within the village (which have not changed much in the same period) fall far short of enabling the village to be more self-sufficient and would reduce the need for the ever-increasing number of car journeys. Lack of parking, safety and congestion at the barriers are some of the existing issues that need addressing before the development of the projected houses during the plan period.

The information contained in this report has been prepared on behalf of the Neighbourhood Planning Steering Group for the purposes of supporting policies in the Bramley Neighbourhood Plan.