

## Neighbourhood Plan Consultation – Resident’s Survey

### Headline results

**Responses** - we had a good response rate to our survey (thank you!) with over 850 questionnaires returned, providing data from across the whole parish.

**Our population** – the responses were mainly from people aged 45 and over, but because of the number of responses we were able to capture the views of younger adults and families with children. A very high proportion of respondents (nearly half) have lived in the parish for at least 20 years.

**Housing** – about a quarter of responses to our survey indicated that their housing need was likely to change in the next 10 – 15 years. Of these, about a quarter would need an ‘additional’ home due to a new household forming (the rest simply needing a smaller or larger property). There is also a demand for housing for family members not currently living in the parish who are likely to want to move here. In total, this would indicate a need for at least 150 homes from people with a local connection – although this may be much higher (possibly in the region of 250 - 300 new homes) taking into account the need for those that did not respond to the survey. Most people agreed that we need more starter homes and more affordable housing, and would prefer to see smaller-scale developments (of say 10 – 20 homes) rather than larger estates.

**Employment** – most working people aged 18 – 65 are in work, and most of these commute out of the parish, mainly to Christchurch and Bournemouth. About 1 in 5 either work from home or elsewhere in the parish. There were just over 20 responses from people who would like to set up their business in separate premises within the parish (either moving from their home base or relocating a business currently based elsewhere). There was a mixed response as to whether the Parish would benefit from having more businesses in the area if suitable sites could be found – with younger respondents more supportive of this idea. The main business premises considered to be needed / desirable were workshops for light industry (e.g. artisan, electronics, crafts etc).

**Development and infrastructure concerns** - the biggest concerns people have with regards to the impacts of future development, were the increased traffic, lack of infrastructure and loss of greenspaces, together with the loss of the village identity / lifestyle. Whilst most people were satisfied with the doctors' surgeries, a significant minority do not feel that the parish is currently well served. Potential benefits from more development were seen to be the possibility of gaining a better bus service and more investment in our infrastructure. As well as transport and healthcare, facilities relating to children, such as access to play groups, playground etc, could also be a focus for improvement.

**Getting around** – without doubt, people in the parish are generally reliant on their cars for getting about. Car ownership levels have risen above those predicted when the current parking standards were devised, and the data shows that problems caused by on-road parking are clearly an issue in many parts of the village. The bus service is more used by older residents – and from the comments it is clearly not suited for most people to use for getting to and from work or out in the evenings. Most people will also walk (for local trips) during the week – and there was clear support for making some of the main routes (Salisbury Road, Stony Lane and the connecting routes Campbell Road, Footners Lane and Martins Hill Lane) safer and easier for pedestrians and cyclists.

## How the consultation was run

1700 questionnaires were delivered in July 2019 to all houses in Burton and Winkton. Villagers were able to respond by filling in the questionnaire and returning to four locations within the parish or filling it in online via a dedicated link hosted by Survey Monkey.

We received a very good response rate to our survey – so **thank you** to all those involved. Some 850 questionnaire forms were returned, with about 90% having most of the questions completed. This means that about 24% of the population (aged 16 and over) responded to the consultation, providing a good sample size of opinions and evidence case for our plan.

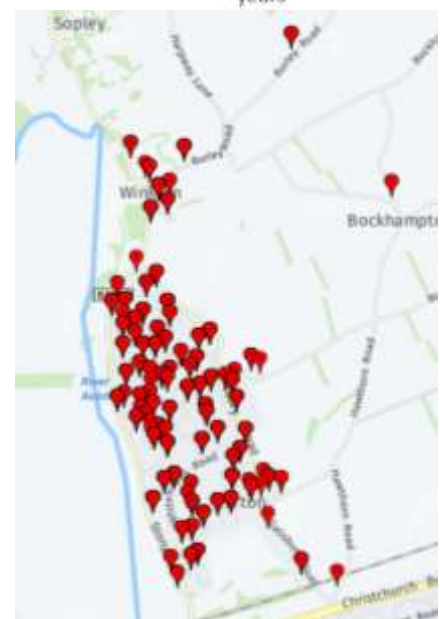
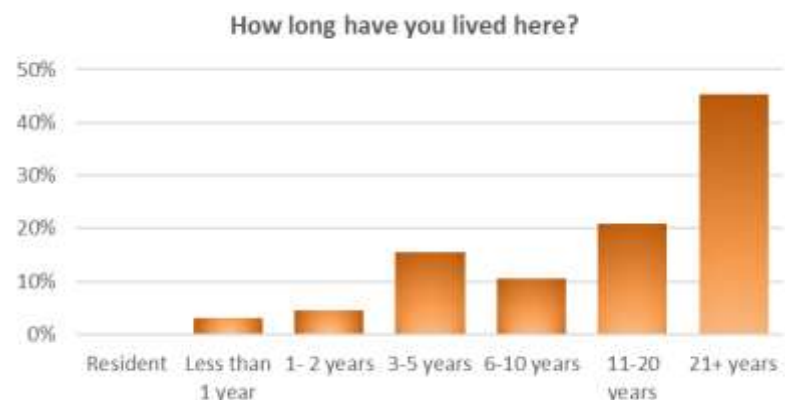
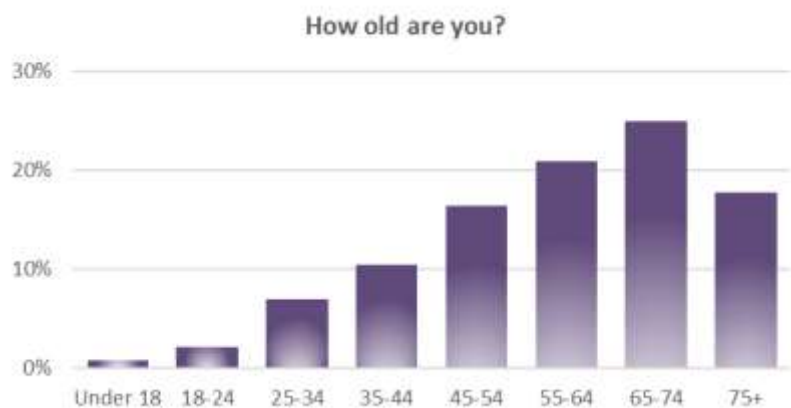
## Who responded

Of the survey responses, over 40% (2 out of 5 returns) were from adults aged 65 and a similar proportion were from adults aged 45 to 64 – meaning that there were relatively few returns (20%) from adults aged under 45.

Nearly half of those responding (45%) had lived in the parish for at least 20 years or more.

According to the 2011 Census about 37% of the adult population are aged 18 – 45, so this younger section of the population is slightly under-represented in the sample (and we have therefore taken extra checks where appropriate that their views do not notably differ from the wider sample).

Analysis of the postcode data shows that responses were received from all areas of the parish. About 8% of the responses were from Winkton residents (most respondents lived in Burton village) – and we have therefore checked the data to ensure that the views of Winton residents are not ‘overlooked’ due to their lower level of representation in the survey. The profile of Winkton residents is slightly older (with 29% or responses aged 75 and over, compared to 18% for the whole sample) which may reflect the fact that the Homefield Grange care home is located in Winkton.

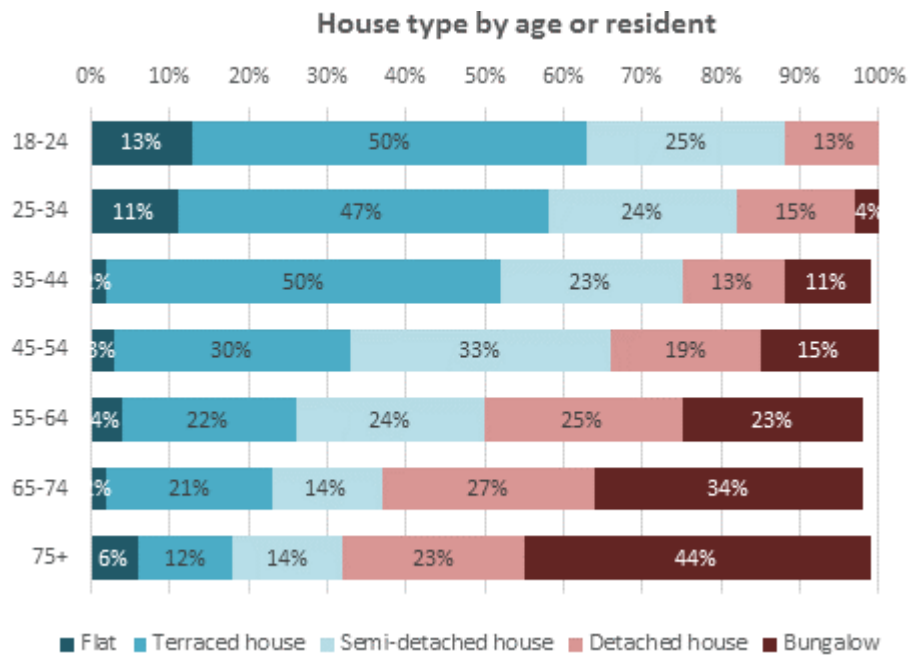


## Main Findings

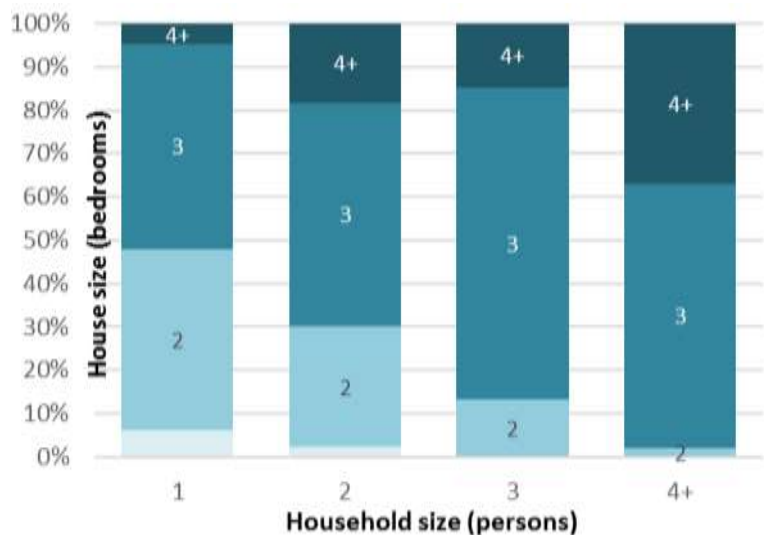
### Housing and further development

The mix of house types (lived in by those responding) was split relatively evenly between bungalows (26%), detached homes (22%), semi-detached homes (21%) and terraced properties (26%), with relatively few flats and apartments (4%) and other house types (such as park homes and maisonettes, which accounted for less than 1% of responses). The 2011 Census shows 8% of the housing stock as flats and apartments – so these house types are under-represented in our sample.

Analysing the results by age of respondent shows a clear pattern (either through choice or affordability), with terraced properties being particularly popular with younger households, and bungalows and detached properties becoming the preferred house type for those aged 55 and over (with bungalows in particular appealing to those aged 65 and over). Flats and apartments are more prevalent as starter homes and (to some degree) last homes.



The average number of bedrooms in each dwelling was 3 bedrooms (this also reflects the 2011 Census findings). Only 2% of the responses were from 1 bedroom homes. The average number of people in each dwelling was 2.4 (this also matches the 2011 Census). About 1 in 5 (18%) of responses were from one-person households (the 2011 Census indicates that the actual proportion of dwellings occupied by one person is likely to be about 25%). Whilst the smaller households (with one or two people) will tend to occupy dwellings with fewer bedrooms, most homes are ‘under-occupied’ in that there are clearly more bedrooms than generally required (ie there will generally be one or more spare bedrooms).

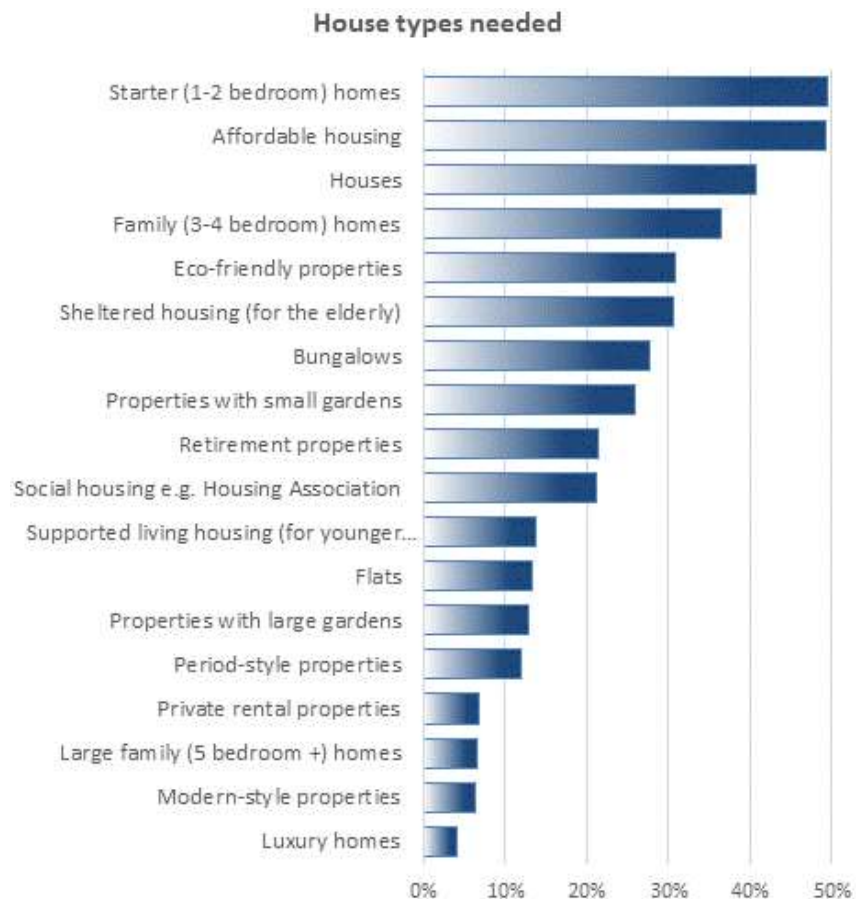


There is a high degree of home ownership in the parish, with 85% of people responding owning their home (with or without a mortgage). The 2011 Census shows 77% of the housing stock as

owned – so it may be that there were fewer responses from households that rent. Not surprisingly, amongst the lower age groups the proportion of homeowners was lower - in particular looking at younger adults (18 to 34 years) with no children only just over half (53%) of those responding were homeowners, with the rest either renting or still living with family.

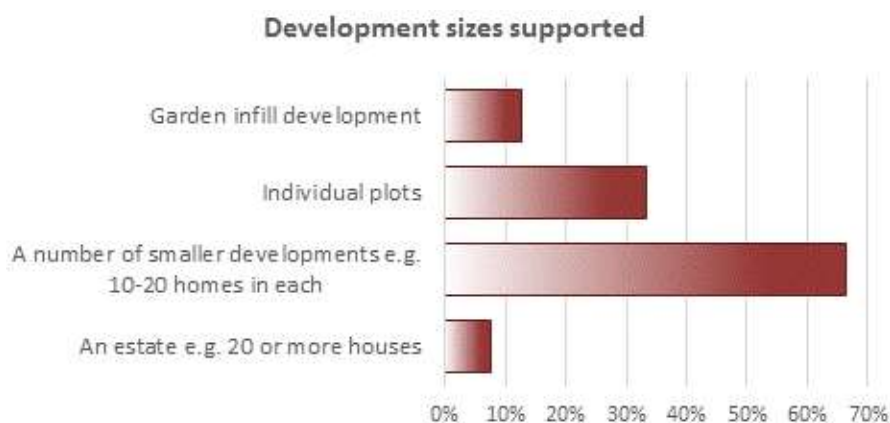
About a quarter (23%) of responses to our survey indicated that their housing need was likely to change in the next 10 – 15 years, with a similar proportion (29%) unsure. For those indicating that their need was likely to change, about a quarter (52 households) would need an ‘additional’ home due to a new household forming (the rest simply needing a smaller or larger property). In addition, a further 97 households knew of family members living outside of the area who are likely to want to live in the Parish in the next 10-15 years. In total, this would indicate a need for at least 150 homes from people with a local connection. It is difficult to gauge an accurate figure from the data as not all households responded and there will be double counting in the responses that were received, but a reasonable estimate would be a pro-rata amount with a slight discount for double-counting, which would suggest a possible need for 250 – 300 homes in total.

We asked what types of housing people felt were needed in the parish. About 5% of respondents specifically stated that no housing was needed. However on average most respondents selected around 4 house types. Starter homes and affordable housing were the most popular choices, selected by about half (49%) of all respondents (but not necessarily social housing or flats). Whilst family homes were also supported, larger (5 or more bedroom) and ‘luxury’ homes were much less favoured (and homes with smaller gardens were selected more than those with larger gardens). Eco-friendly properties were also flagged up as needed by about a third of



respondents (and across all age groups). Young adults (with no children) particularly opted for affordable housing (59%). Households with dependent children were more likely to favour family (3-4 bedroom) homes (57%). Perhaps more surprising is that older respondents (65+ living along or with their partner) had starter homes and affordable housing as their top choices, although sheltered housing was nearly equal (at about 45%) and other forms of older persons homes such as retirement properties and bungalows were also more popular. Period-style properties were generally more popular than modern-style properties regardless of the age of respondent – though neither was a supported as eco-friendly properties.

In terms of the type of housing development, most people would prefer to see smaller-scale developments (of say 10 – 20 homes) rather than larger estates, and there was very little support for garden infill (although this concept was had slightly higher support in Winkton with about 20% in favour, compared to larger estates where the support was much lower).



The main benefits seen from having more development (bearing sustainable development in mind) were:

> Better public transport	70%
> Investment in infrastructure e.g. roads, doctors, schools	66%
> Protection of the countryside and local assets	57%
> Village identity and sense of community	53%
> A community with a balance of ages and incomes	51%
> Land for recreation e.g. allotments, playing fields	49%

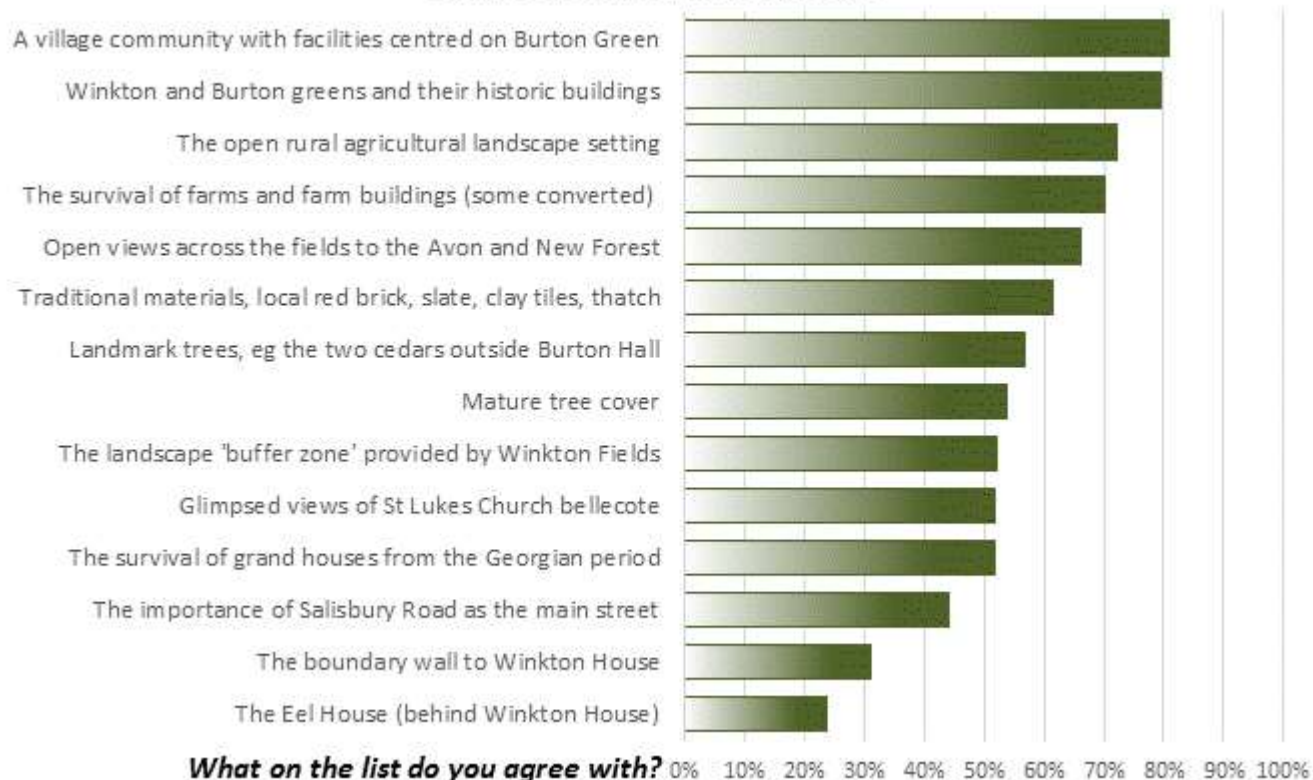
Safe pedestrian routes (and to a lesser extent, cycleways) also featured quite strongly in responses from Winkton residents. Conversely, the main concerns were considered to be:

> Increased traffic	81%
> Oversubscribed medical and care facilities	77%
> Loss of countryside and/or green spaces between existing settlements	72%
> Lack of adequate parking	61%
> Reduction in amount of green space	60%
> Lack of school / childcare places or school / childcare overcrowding	51%
> Increased crime and anti-social behaviour	50%

In the responses about what were residents’ biggest concerns with regards to the impacts of future development, traffic, infrastructure and loss of greenspaces all featured highly, together with comments about the loss of the village identity / lifestyle (more so than crime and anti-social behaviour). Again, traffic and pedestrian safety concerns were raised more consistently by Winkton residents. Regardless of development, road safety / traffic congestion, together with littering / fly tipping, are the two matters that residents feel need to be tackled now.

In terms of aspects of the parish that local residents consider to be important, most agreed with the attributes identified as important in the Conservation Area appraisal. Whilst some of the details points were less relevant, what clearly showed was the importance to local people of those elements that provide a strong ‘village’ feel, ie the village greens, links to the wider rural / agricultural landscape and heritage, and mix of buildings styles and materials that reflect the settlements’ evolution.

### Conservation Area characteristics



### Community Facilities

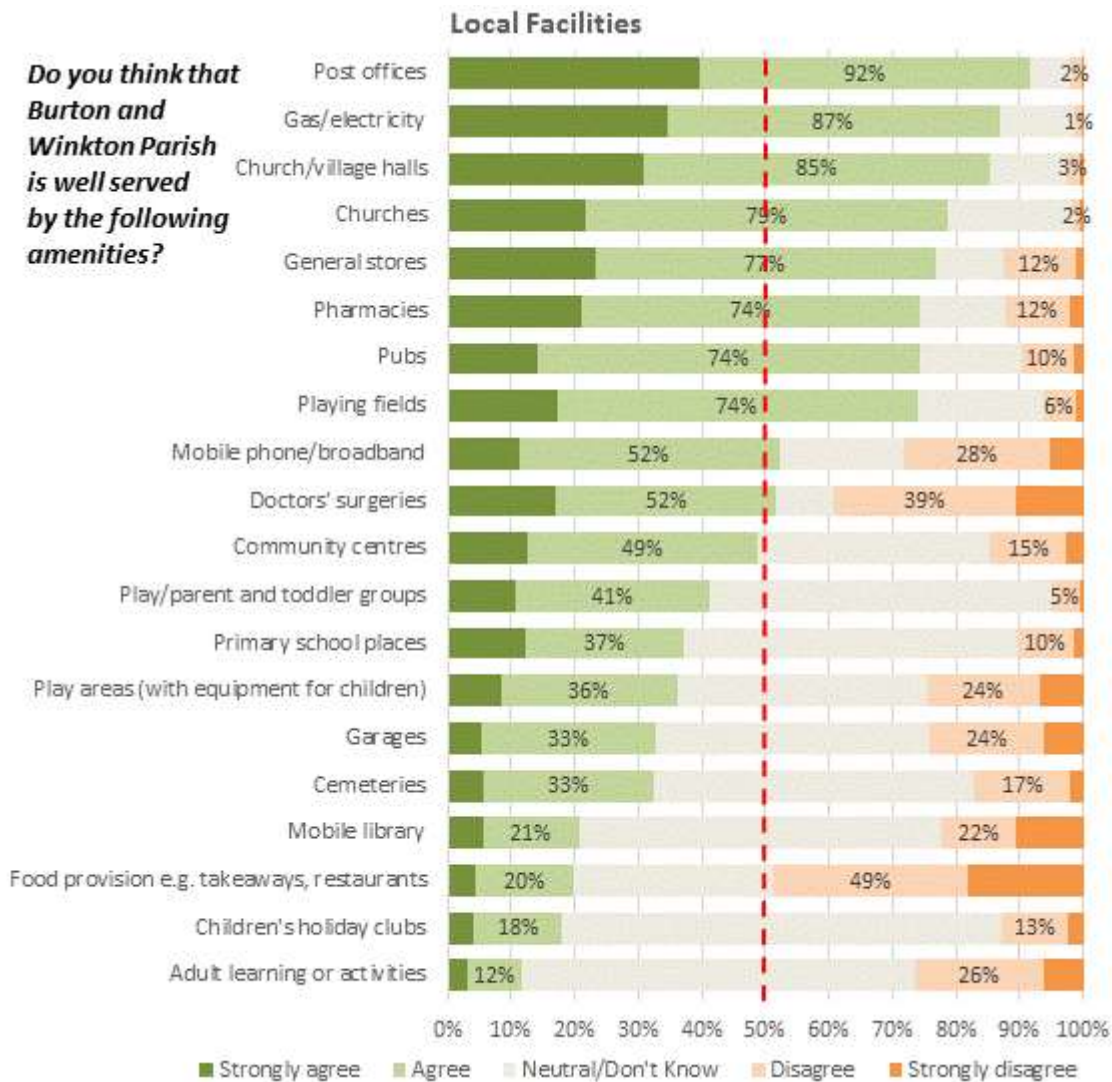
At the current point in time, there is a generally high level of satisfaction with a range of local facilities available. In particular, the post offices and general stores, the pubs, the churches and village halls and the local playing fields. In contrast, there was much less satisfaction with the (lack of) provision of local facilities serving food.



Whilst the majority of respondents were also satisfied with the doctors' surgeries a significant minority (2 out of 5 respondents) did not feel that the parish was well served. This was felt to be the case more so in Winkton (with only 36% of respondents satisfied, and 49% indicating that they felt they were not well served).

Facilities relating to children, such as the school, play groups, playground etc, were also less strongly rated (including by families with dependent children, with the exception of the primary school which was more highly rated by families). The level of adult learning services available was generally thought to be unsatisfactory. There were also a number of comments regarding the

relatively recent closure of the mobile library service. Mobile phone / broadband coverage also received a high level of criticism in Winkton.



### Flooding

Some 30 respondents (about 4%) had experienced flooding at their home in the last 10 years. When plotting their home (the map shows the general postcode location - not the exact addresses - of respondents) there is no obvious concentration within the parish.



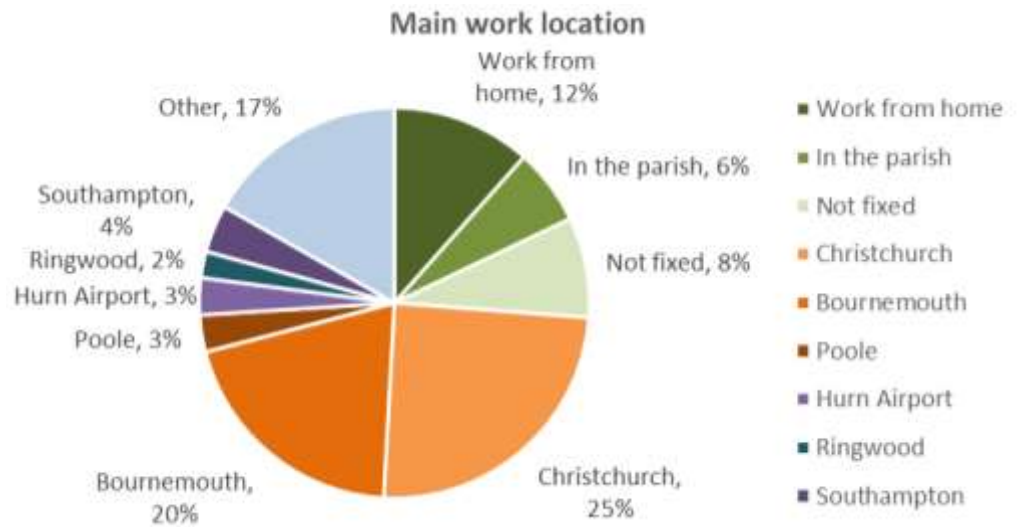
There was general agreement (85% in support) that all new developments should have water recycling to reduce the amount of water going into the drains.

### Where people work

Just over half (54%) of those responding were working (in a paid job). This proportion was much

higher when looking at people aged 18 – 64 (with 85% in employment) and more so still for young adults (under 35) and with dependent children.

Of those in work, about 18% (1 in 5) either worked from home or elsewhere in the parish. Working from home becomes more prevalent in the older age groups.



The main workplace for a quarter of those in employment is nearby Christchurch. A further 20% work in Bournemouth. In contrast, Bournemouth airport (Hurn) only accounts for about 3% of local employment.

Just over 80 people (about 10% of respondents) were living in a house where there was a business being run (from home), A very wide range of jobs and professions were represented, including (but not limited to):

- Accounting
- Beauty / Health Care
- Child minding
- Cleaning
- Construction / contracting
- Consultancy (various)
- Copywriting / writing
- Counselling
- Crafts
- Dog breeding
- Florist
- Horticultural / landscaping
- Marketing / Design / Software engineering
- Mobile mechanic
- Online shop
- Photography
- Property management / investment
- Teaching
- Virtual Personal Assistant

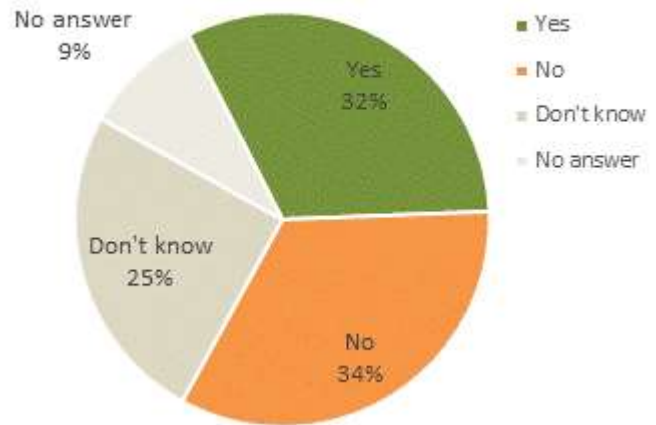
Most of the business owners were happy with their accommodation, with about a quarter (25%) foreseeing a need for additional accommodation (mainly for workshop / office / storage space). There were just over 20 responses from people who would like to set up their business in separate premises (either moving from their home base or relocating a business currently based outside of the parish). Not everyone provided details on what they required, but those that did, included:

- Commercial premises suitable for car repairs.
- Approx 800 sq ft office / studio space with parking for 2 cars
- Industrial unit approx 1200 sq feet with parking for 3-4 cars and good access for deliveries
- Office space with good broadband
- Small studio
- Storage for building materials
- Workshop for car maintenance
- Workshop/storage



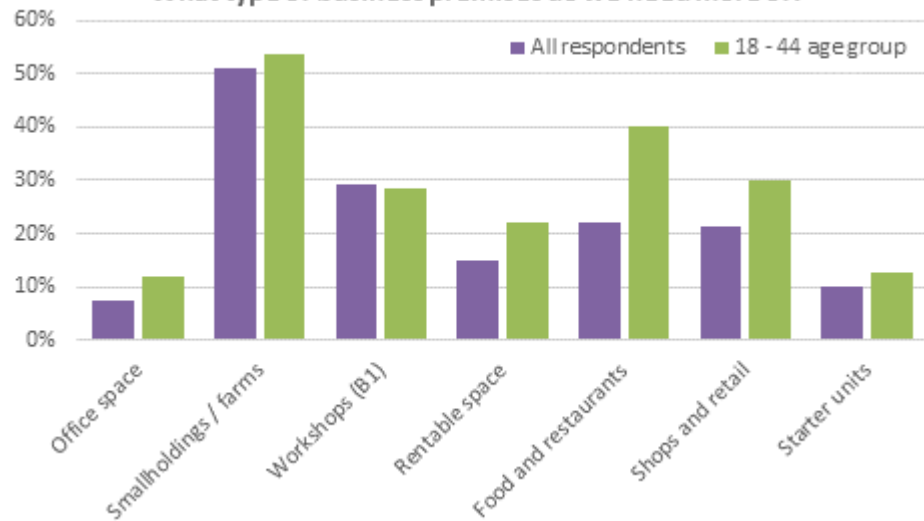
There was a mixed response as to whether the area would benefit from having more businesses if suitable sites could be found, with about equal numbers in favour and against, and a similar number unsure (or giving no response). Perhaps not surprisingly, younger respondents (aged 18 – 44) were more positive about increasing the local job opportunities (with 42% in favour) compared to older respondents (65+ living alone or with their partner) where only 27% were in favour.

Would the Parish would benefit from having more businesses in the area?



In addition to promoting opportunities for more locally produced foods, the main type of business premises considered to be needed / desirable was workshops for light industry (e.g. artisan, electronics, crafts etc). Commercial premises typically found in a local centre (food / restaurants and shops) was also particularly supported by younger residents.

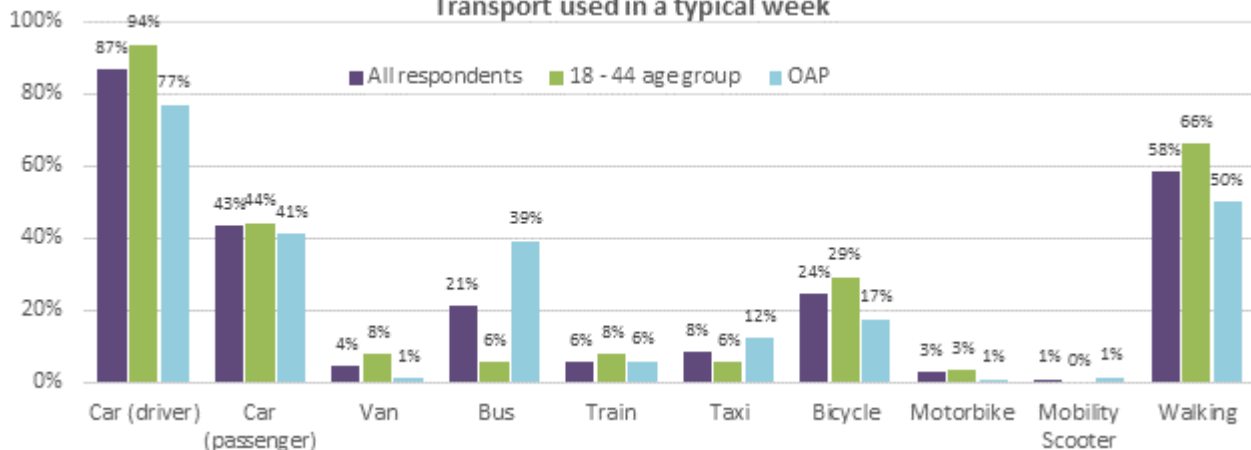
What type of business premises do we need more of?



Getting around

We asked local residents to say which modes of transport they used in a typical week, and which they used the most often. Perhaps not surprisingly, using a private motor car (either as the driver or passenger) topped both lists. Just over half of the respondents travel at least 5 miles per day.

Transport used in a typical week



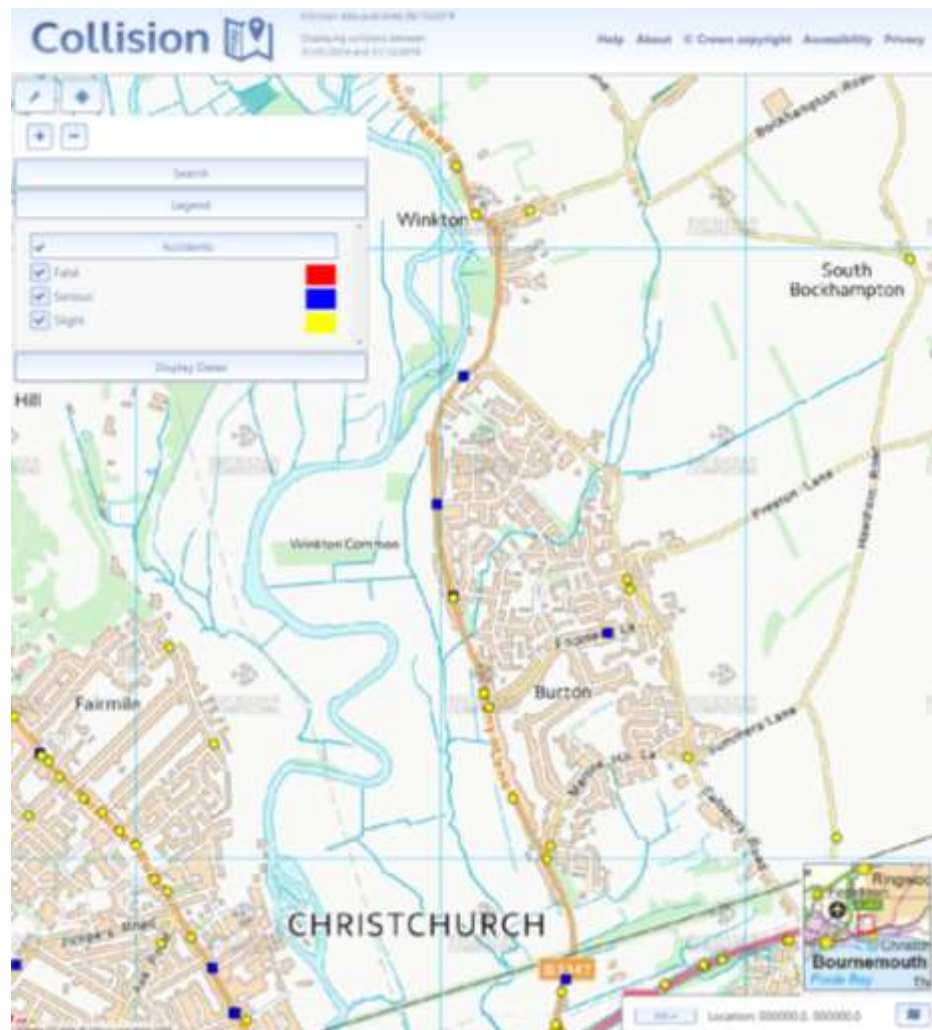
Younger respondents are slightly more likely to use a car to get about (but will also walk or cycle), with very few using the bus. Older respondents (65+) whilst also primarily using the car, are more likely to use the bus and (to a lesser extent) will use taxis, and are less inclined to walk or cycle. The profile for Winkton residents was similar although fewer (just 10%) said that they typically use the bus service. On average, the bus service is only used regularly (weekly or more frequently) by 1 in 10 respondents. There were various reasons given as to why people don't use the bus service more, primarily linked to its availability and reliability. Typical answers are given below:

- ✎ "Because the bus does not allow us to go anywhere other than Christchurch"
- ✎ "We cannot get home after 2.30 and there are no buses at the weekends or bank holidays"
- ✎ "Because the bus only comes hourly & not weekends"
- ✎ "Never on time anyway"
- ✎ "I cannot get to work in Bournemouth unless I drive"
- ✎ "Bus does not run evenings"
- ✎ "Buses don't run early enough"
- ✎ "Can't get home from Bournemouth even on two buses"
- ✎ "Expensive and infrequent"
- ✎ "I never use the bus because of the long, winding journeys."
- ✎ "No buses can get me to Hurn for work at times required and even if they did they have to go all around the houses before you finally get there."
- ✎ "The service has been reduced to the point where I would need to change buses far too often"

There was general agreement (about 75% of respondents) that we need to make the main roads safer and easier for cyclists and for pedestrians to walk along and cross (whether or not any further development takes place). Collision data for the period 2013 – 2018 shows the majority of recorded incidents on Stony Lane. The main locations mentioned by respondents included:

- Campbell Road
- Footners Lane
- Martins Hill Lane
- Salisbury Road
- Stony Lane

The most favoured options from a possible





Analysing the data to ensure that the overall parking provision is met, would suggest that the current parking standards are revised upwards slightly, to at least 1½ parking spaces for 1 and 2 bedroom homes, at least 2 spaces for 3 bedroom properties and at least 2½ spaces for homes with 4 or more bedrooms (with either the half spaces ‘rounded’ up or cumulatively shared as unallocated spaces in larger sites). Where possible, unallocated spaces should be considered in order to maximise flexible use (including visitor parking).

No. of bedrooms	Predicted 2026 car ownership	Dorset standards (small sites)	Actual 2019 car ownership	Proposed standards (small sites)
1	n/k	1 space	1.24	at least 1.5 off-road spaces
2	1.16	1 or 2 spaces	1.26	at least 1.5 off-road spaces
3	1.68	2 spaces	1.88	at least 2 off-road spaces
4+	2.25	2 or 3 spaces	2.34	at least 2.5 off-road spaces
General	1 visitor space per 5 dwellings		1 visitor space per 2 dwellings	

## Next Steps

As a result of this survey we are now going to be undertaking further research to identify options that we will be consulting on hopefully this summer (2020).

This will include:

- Contacting the local service providers about their future plans and requirements, and finding out what they have to say about some of the issues this survey has identified.
- Meeting with Bournemouth, Christchurch and Poole Council to find out what information they can share with us, and what their ideas are for the Local Plan for this area– they are likely to be consulting on this later in 2020.
- Asking local landowners what land they would be willing to make available to meet some of the needs identified for homes and businesses. Just last month, Bournemouth, Christchurch and Poole Council have undertaken their ‘call for sites’ so we know that landowners will already be thinking about development locally, and we want to be able to shape these decisions through our Neighbourhood Plan.
- Looking in more detail at possible design guidance – there is quite a bit of information available both at a national level and more specifically relevant to Burton and Winkton – that needs pulling into one place to work out what we may want to say on this based on what you have told us so far.