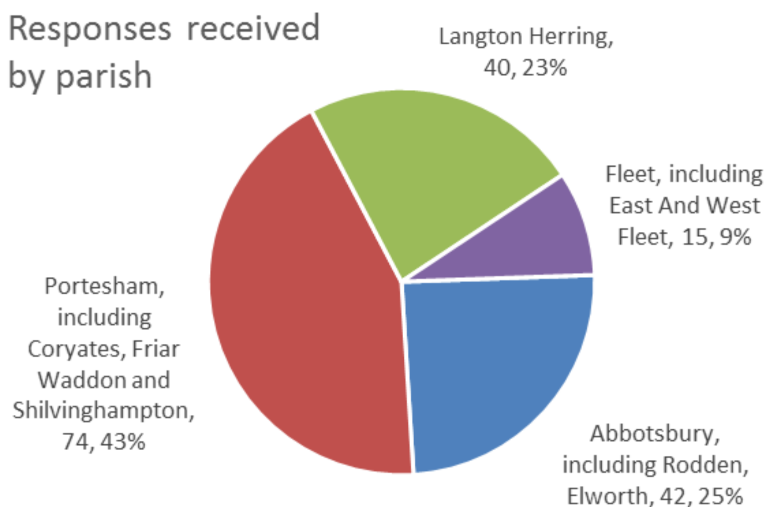
Neighbourhood Plan Consultation – Survey No3 (2nd Residents' Survey)

Headline results

1. 82% of respondents not planning to change home in the next 10 years
2. 58% of respondents were retired and 37% were in work
3. 38% of those in work travelled less than a mile to work with 67% travelling by car/van
4. Just less than 50% did NOT work from home but 42% of those in work thought that Covid-19 gave them a greater opportunity to work from home
5. 45% of respondents thought less than 10 houses would be needed in their village and 20% said between 11 and 20. (Less than 10 could of course mean zero !)
6. In terms of the design of new homes, the following aspects were thought to be very important
    a. Off road parking (73%)
    b. In keeping with the surrounding areas (70%)
    c. Be eco-friendly and energy efficient (66%)
    d. Have garden spaces (58%)
7. 79% of respondents valued low crime rate as being very important
8. Open countryside (86%) and preservation of wildlife (82%) were regarded as very important
9. In terms of the impact of COVID-19, 77% said they would avoid crowded areas and 55% intended to do more of their shopping online
10. Regarding renewable energy sources 87% of respondents either strongly agreed or agreed that the NP should support such schemes, with 74% agreeing that CBPC should aim to be self sufficient in energy generation. There was fairly even support for the various forms of renewable energy.
11. When asked what was good about the area they lived in, the aspects which came up most frequently were :
    a. Community feel
    b. Open views of both the coastal and inland areas
    c. Safe and friendly
    d. Small size
12. Not so good were :
    a. Traffic, particularly in Abbotsbury and Portesham
    b. Inconsiderate parking
    c. Lack of public transport

How the consultation was run and who responded

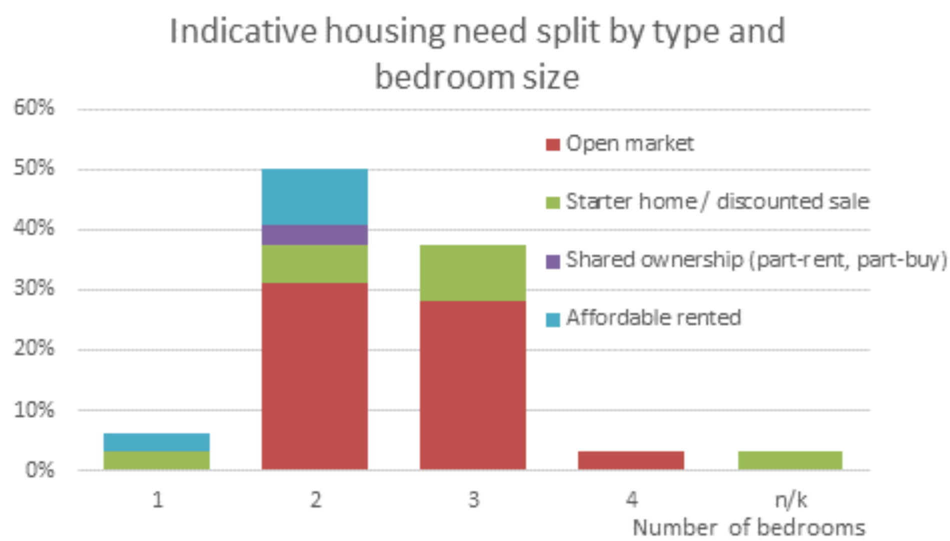
This was the third survey in a series of surveys undertaken by the Neighbourhood Planning Steering Group (NPSG). As with the earlier two surveys, printed copies were distributed to all households. This was carried out in September 2020, with all households across the Neighbourhood Plan area encouraged to complete the survey online where possible, using SurveyMonkey. A number of the questions from the earlier surveys were repeated, in order to check whether people's needs and opinions had changes markedly as a result of the Covid-19 pandemic (which perhaps would have made many people re-evaluate their needs and priorities).



We received a good response rate to our survey, although the number of returns were less that the first survey. Some 177 completed questionnaire forms were returned, which means that over a quarter of all households, providing a good sample size of opinions and evidence case for our plan. The percentages for each area were broadly the same as for the other surveys, with the smaller parishes of Langton Herring and Fleet being particularly well represented in the survey returns, with comparatively fewer responses from Abbotsbury parish. As people told us which area they lived in, we were able to use this information to check whether there are any real differences of opinion depending on where the respondents live. We didn't ask for more detailed information on the respondents (such as their age) but we suspect that, like the first survey, the majority of the responses would have been from those aged 66 and over, given that the majority of those responding (some 59%) were retired (which was very similar to the first survey).

Housing and Design

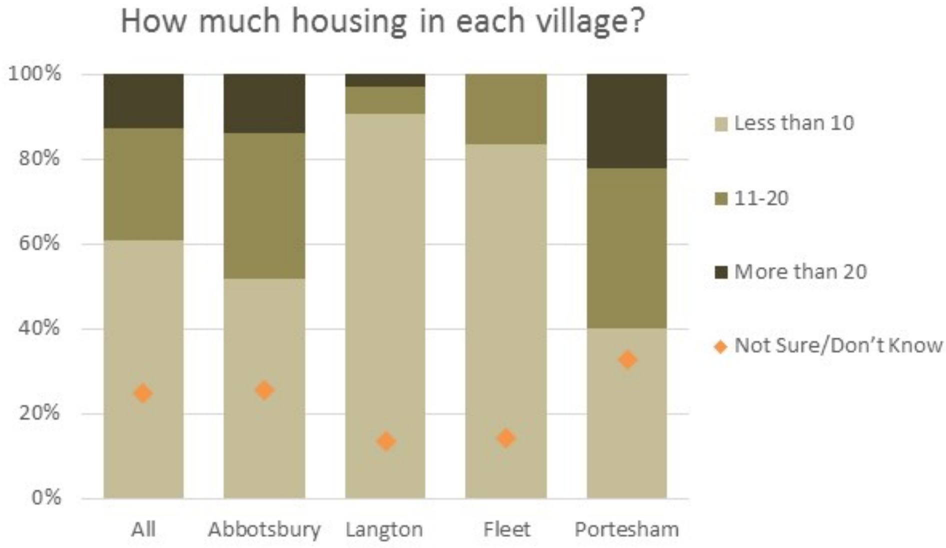
Further housing need and development



We took the opportunity to re-check the previous data on housing need, to see if the previous findings still held true. In the previous survey, about a quarter (26%) of responses had indicated that their housing need was likely to change in the next 10 years (although this figure was higher (at around

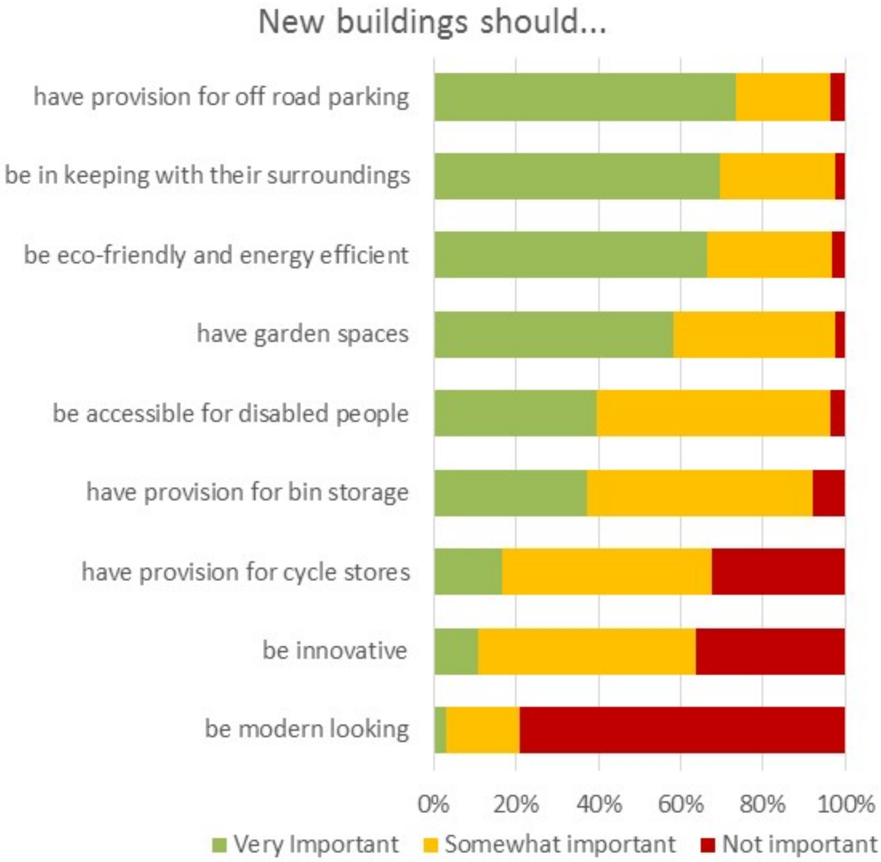
34%) from households with dependent children). The responses this time were slightly lower, with just under one fifth (19%) indicating that their housing need was likely to change in the next 10 years. Again, for those indicating that their housing need was likely to change, the main need (accounting for 63% of those responses) was for housing to buy or rent on the open market. The next most popular choice was for a starter home / discounted sale home. The main requirement was for 2 or 3 bedroom homes, with those looking to rent generally needing 1 or 2 bedroom properties.

We also checked whether opinions had changed at all in light of how much housing people felt was needed in their village. Whilst a slightly greater proportion (75% compared to 70%) were prepared to answer this question, nothing much had changed. Of those that did express an opinion, the category 'less than 10' remained the most popular choice. Again, this opinion was particularly strong in the parishes of Langton Herring and Fleet, whilst those living in Abbotsbury and Portseham were generally more positive about development, with almost equal numbers of greater numbers considering a higher level of growth. However it remained clear that there would be little appetite for more than 20 homes in a 10 year period in any of the villages, and no more than 10 in the smaller settlements.



Design criteria for new buildings

We used the survey to check priorities for the design of new buildings, although this time including a wider range of options.



In the last survey, the most important factors that local residents agreed upon were that new buildings should be eco-friendly and built to be in keeping with their surroundings, and there was little support for new buildings to look modern and innovative.

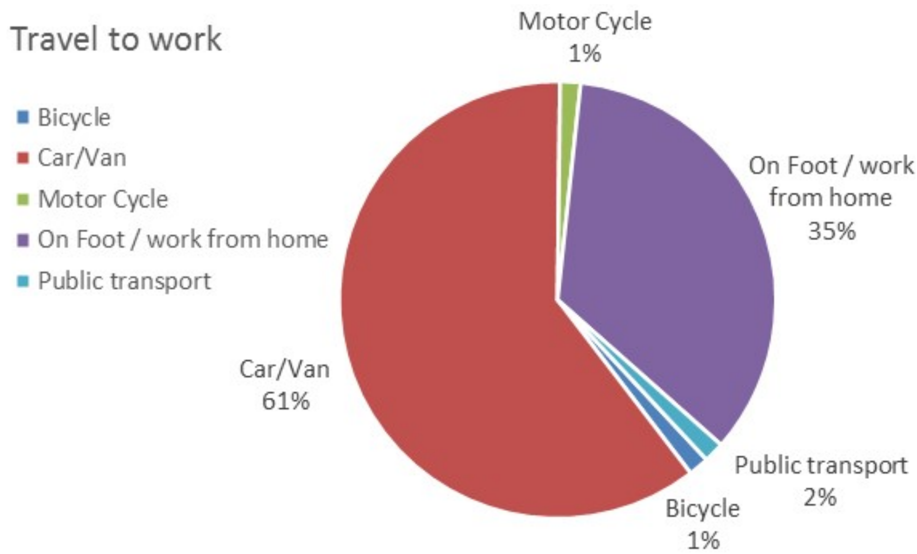
This time around, the same findings largely held true, but the need for off-road parking provision (which was one of the 4 new categories added into the survey) featured as very important in three-quarters of all responses. Disabled access, bin and cycle storage (the other 'new' categories tested) were generally supported, although the need for cycle stores was not considered important by just over a third of respondents. There were very few 'other' suggestions made, with some additional comments on different technologies that could be used, and a reference to privacy, daylight and limiting external lighting.

Employment

What sectors are people working in?

Compared to the second survey, which focused on employment needs (when 48% said that they were retired), a slightly higher proportion of those responding (59%) said they were retired.

In terms of the type of jobs people were working in, this again varied greatly, with a slightly different mix to the previous survey. This is likely to be primarily due to the relatively limited sample size, but may also be an indicator of the impact of the pandemic on the economy. This time around, the three 'top' jobs were in education, health or agriculture, forestry & fishing, followed by manufacturing, tourism and retail. The number of people in education, health and artisan (eg skilled crafts) was significantly higher, and there were fewer people in public administration and defence, or in the hospitality sector.



The main mode of travel to work or study is by car or van, accounting for over 60% of work-based trips. Just over a third (35%) work either at home or walk to work (broadly similar to that reported in the previous survey). There was only one respondent using public transport (using the train to London for their education)

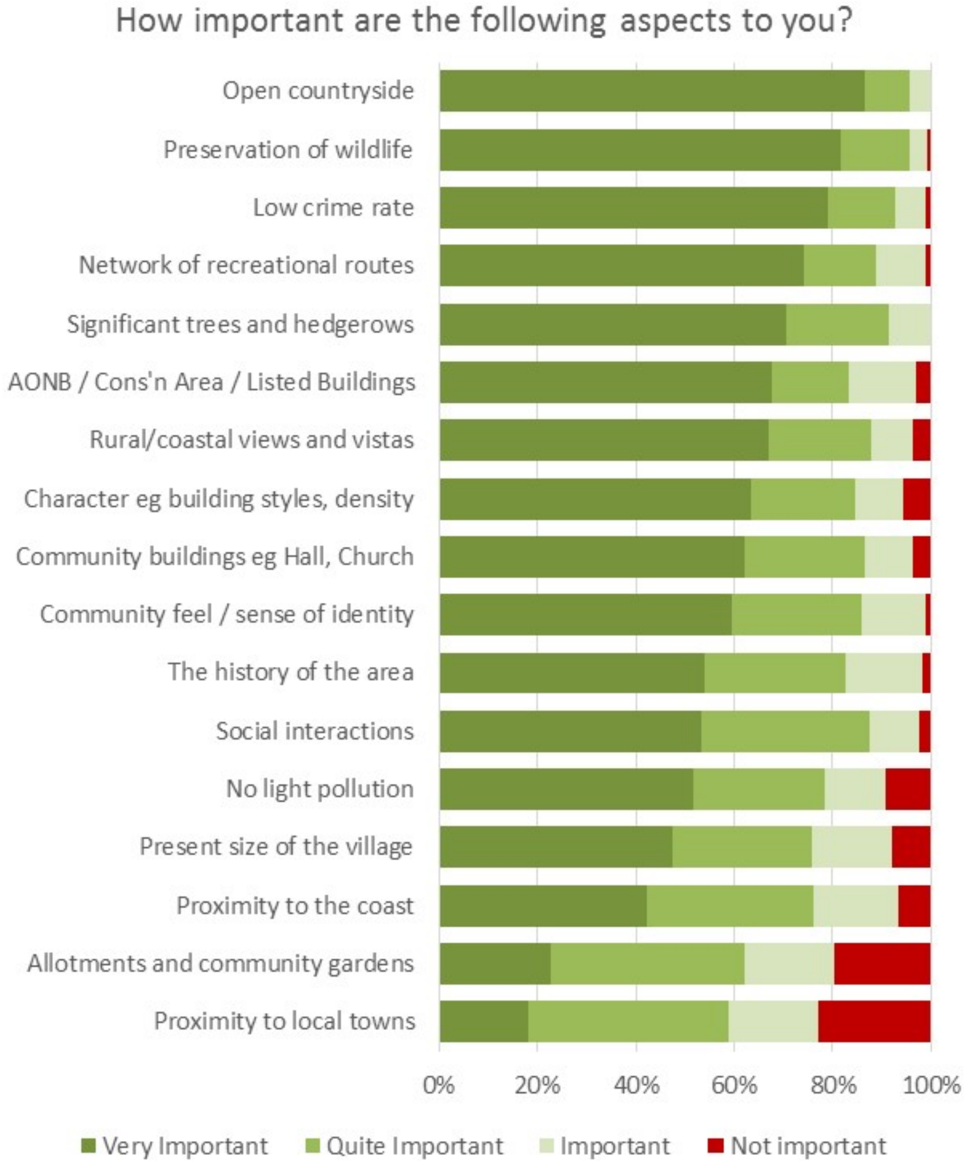
About a quarter of those in work were self employed, and a similar proportion were working part-time, whether employed or self-employed. The choice / option of working from home appeared equally applicable for those in employment or self-employed (with the ratios being broadly similar).

For those working from home, two-thirds (68%) of respondents told us that reliable and speedy broadband or 4G Mobile connection was either 'highly dependent' or (in most cases) 'vital' to enable them to work from home. Just under a quarter (24%) of those working from home were not impacted by the need for good internet / mobile phone.

Finally, in terms of jobs, we asked in what way their employment was likely to change as a result of Covid-19. The most common response, cited by about two-fifths (42%) of those responding, was that it would lead to greater opportunities to work from home. Just under one fifth (17%) considered there would be less job security – about half of these were in the tourism or hospitality sector. Just two respondents were looking for alternative work as a result of the pandemic, with most of the remaining two-fifths (39%) saying that it would make little difference.

About the Local Area

We took this opportunity to ask local people what they felt about the local area – particularly what was important to them, including factors about the local environment and history of the area. The potential options were taken from the general feedback to date, and confirmed that many of the key factors had been correctly identified, as all options were considered important by over three-quarters of those responding.



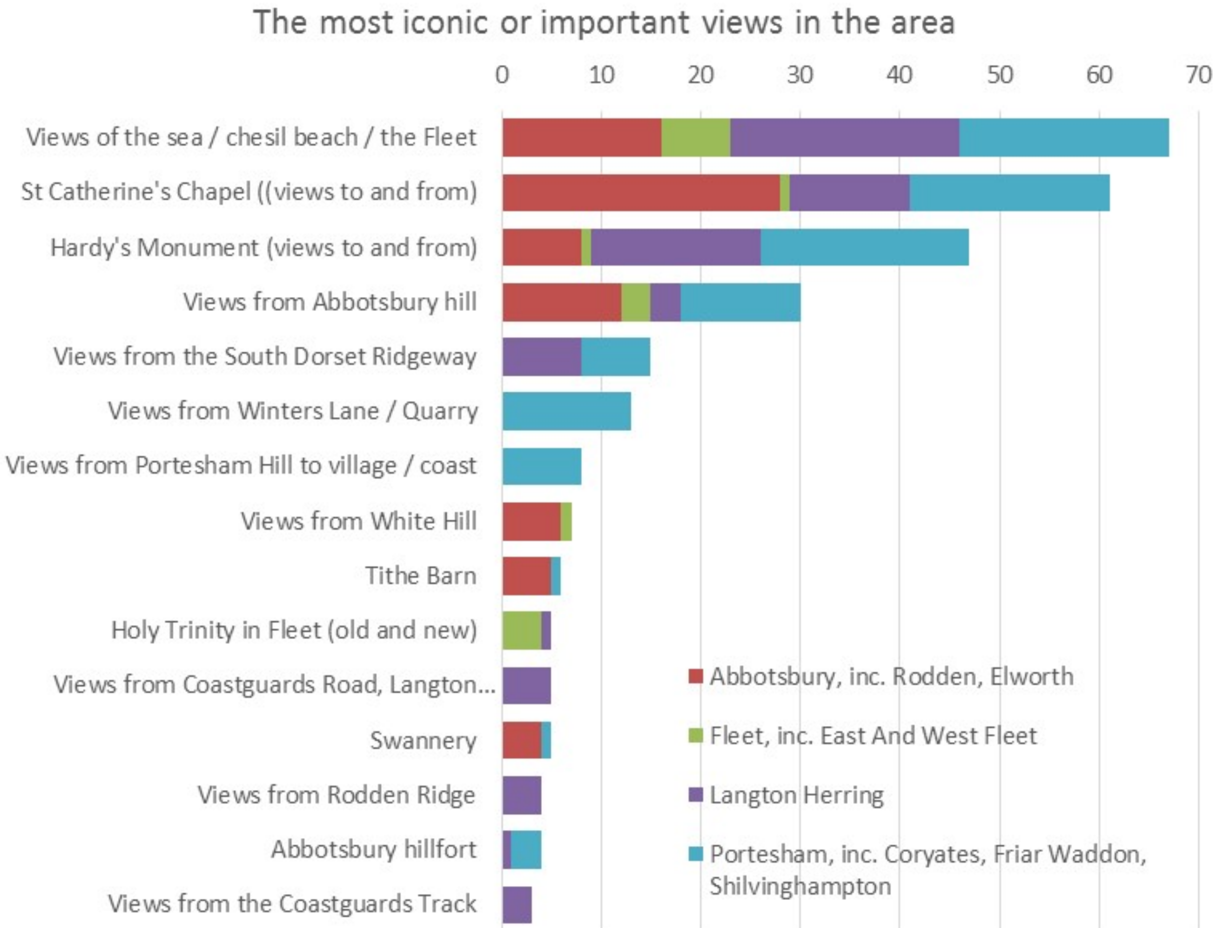
The top five most popular choices (in terms of what was 'very important') were: open countryside, wildlife, low crime rate, network of footpaths, bridleways and green lanes, and the area's trees and hedgerows. Whilst these 'top five' were relatively consistent across the area, Abbotsbury residents differed slightly in putting the history of the village in their 'top five', Langton Herring gave slightly greater weight to the sense of community and presence of community buildings, and Fleet residents selected the proximity to the coast, with its views and vistas, amongst their most important aspects. Proximity to local towns, followed by allotments and community gardens, whilst important overall, were the least important factor across the board.

We also included an open-ended question as to what people considered to be "good about the area". The top three suggestions (by a significant margin) were: the rural nature or natural beauty of the countryside, the community spirit / friendliness (often linked to the small size of the village where a lot of people knew each other) and the general tranquility / peacefulness of the area. Access to the countryside (most often via the public rights of way) was also clearly important to many residents. The village amenities (such as the local pubs) were particularly mentioned by

Abbotsbury and Portesham residents, and the lack of traffic and dark night skies appeared in a reasonably high proportion of responses from those living in Langton Herring.

Important and iconic views

We took the opportunity to also ask for people's opinions as to the most iconic or important views within the area. Whilst there was some variation depending on where people lived (for example,



those living in Portesham were more likely to identify the views from Portesham Hill and Winters Lane, and those in Langton Herring suggested views from Rodden Ridge and the Coastguard's Track, there was almost universal endorsement of the top four: the important to the coastline / Fleet, St Catherine's Chapel and Hardy's Monuments – both views of these and from these points – and the views from Abbotsbury Hill.

What is not so good about the area?

By far the most common answers to the question "What is not so good about the area?" were traffic related. These ranged from speeds, volume, poor sat-nav routing, motorbikers, HGVs, tourist traffic and inconsiderate parking on street adding to the congestion. Linked to this, the second most common answer related to the paucity of public transport. The third most common response was the lack of affordable homes for local workers.

Key issues in the area related to:

- Affordability of housing – particularly for younger people
- The volume and speed of traffic
- The impact of new development on the countryside

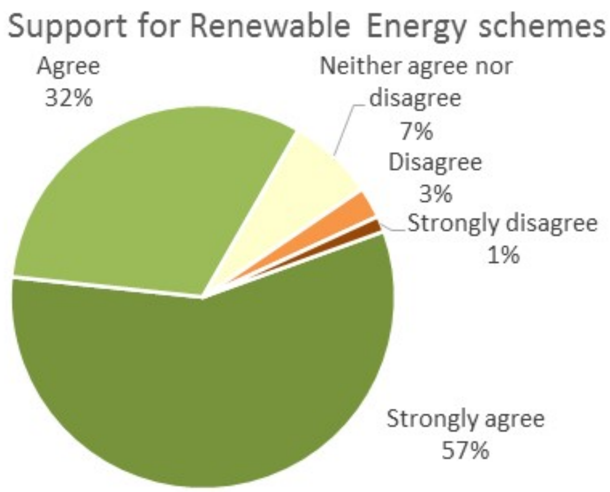
– The unmanaged growth in tourism and second home ownership and what impacts this would bring
– The ageing population – with an imbalance arising from more old people and fewer younger families in the area.
– Few local job opportunities.

Whilst other factors such as climate change, loss of local facilities and lack of public transport were also mentioned, these were not as widely cited as the main issues for the area.

To a great extent many of the key issues are interlinked – the very attractive yet largely rural nature of the environment brings about pressure to reduce the amount of development allowed, yet the demand to visit and live in the area still exists. This results in higher house prices, and does little to reduce traffic levels. There are fewer jobs (because of the rural and remote nature of the area) and young people understandably move away to find jobs and cheaper housing.

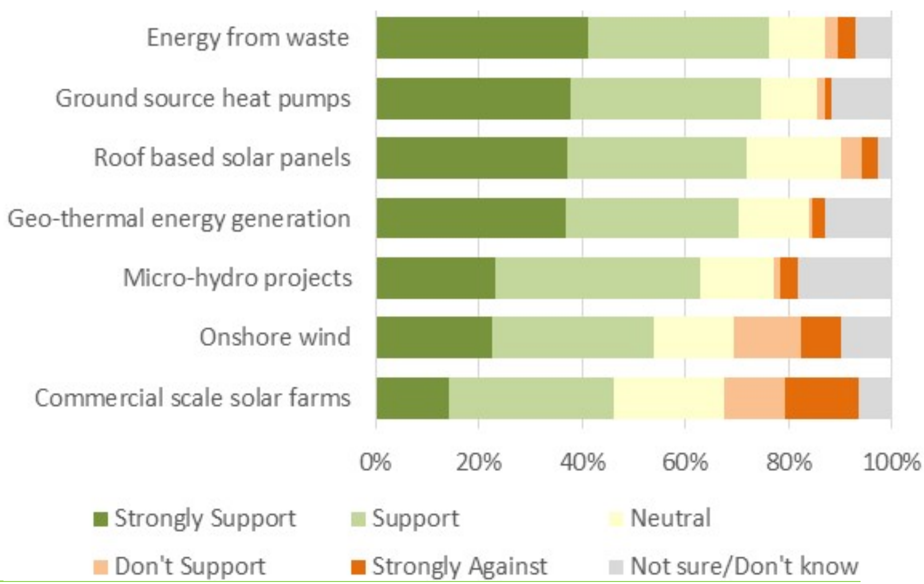
In terms of actions to address some of these challenges going forward, more effective traffic management was the most common suggestion. This ranged from speed restrictions (such as proposals for a 20mph zones) to HGV bans. Linked to this were suggestions for better public transport, followed by in about equal measures suggestions for more parking areas, and safe walking and cycling routes. More affordable housing for local people was the next more popular theme. There was also some support for wildlife enhancement plans, more energy efficient buildings, and limits on second / holiday homes.

Renewable energy schemes



We also asking local residents whether the Neighbourhood Plan should support Renewable Energy schemes to make our villages more self-sufficient and reduce the cost of energy supply. The overwhelming response to this was one of support, with some 87% of those responding in favour, and only 4% against the idea.

In relation to the type of renewable energy, the emphasis was more solidly on those options which would be less visually intrusive, with less support for onshore wind or commercial scale solar farms (although these still had more support than not).



About twice as many respondents were in favour of renewable energy schemes regardless of ownership and benefits (i.e. not limiting their support to community-based schemes), than not. However there was clearly a greater preference that such schemes should be community-led or at least jointly owned with commercial developers (returning a share of any profit to the community).

There was also particularly strong support for ensuring that electric car charging points were included in new developments (with nearly four out of five (79%) agreeing).