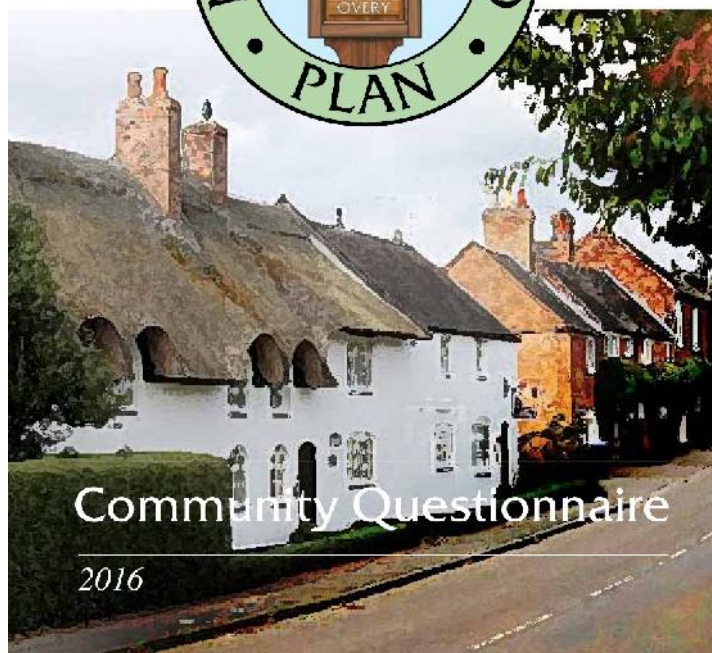


Burton Overy



Community Questionnaire

2016

Analysis

April 2016

OVERVIEW

The Parish of Burton Overy has commenced the preparation of their Neighbourhood Plan.

An important part of this inclusive process is, of course, obtaining the views and aspirations of the community. A key means to achieve this has been the development and dissemination of a community questionnaire.

The questionnaire contained 12 questions and was based on subject areas established following initial consultation work by the Burton Overy Parish Council. These subjects are: Housing, Transport, the Parish Environment and the future work of the Parish Council.

The survey took place between February and March 2016. It was available to complete electronically and as a paper copy. The level of response from the community was good, there being 39 returns, (25 paper copies and 14 electronic), this represents a return from 9% of the total population, 11% of the adult population, excluding children.

Given that some households choose to respond collectively rather than as individuals; it is also pertinent to consider the number of responses in relation to the number of households in the Neighbourhood Plan area. The number of responses represents 20% of the 191 households.

This demonstrates the level of commitment to the Neighbourhood Plan by the small community and, in turn, adds strength to the validity of the collected views expressed.



Population data taken from 2011 Census

HOUSING Style



The questionnaire sought to establish the style of any new development in the Parish. 100% of respondents indicated that they wish any development to be consistent with the existing rural style and materials of Burton Overy.

91% felt that they must have off street parking. 53% supported bespoke architect designed properties. Whilst two people expressed uncertainty about modern corporate developer style properties, the remaining 94% rejected this option.

This response indicates a clear appreciation of the existing character of the Parish and a wish to see it maintained within any new development. The strong desire for off street parking demonstrates a concern about vehicles parked on the road and a need to address this within the development process.

The support for bespoke architect designed properties appears to indicate a desire for quality and character to be inherent in new development, but within the context of the rural style and materials.

(The responses to this question received a weighting of 2 for *yes*, 1 for *not sure* and 0 for *no*)

HOUSING Type



When considering the type of housing required, there was a relatively even spread of responses which, nonetheless, indicated strong preference for smaller homes and starter homes.

There was virtually no difference in number between those favouring detached and those preferring semi-detached homes.

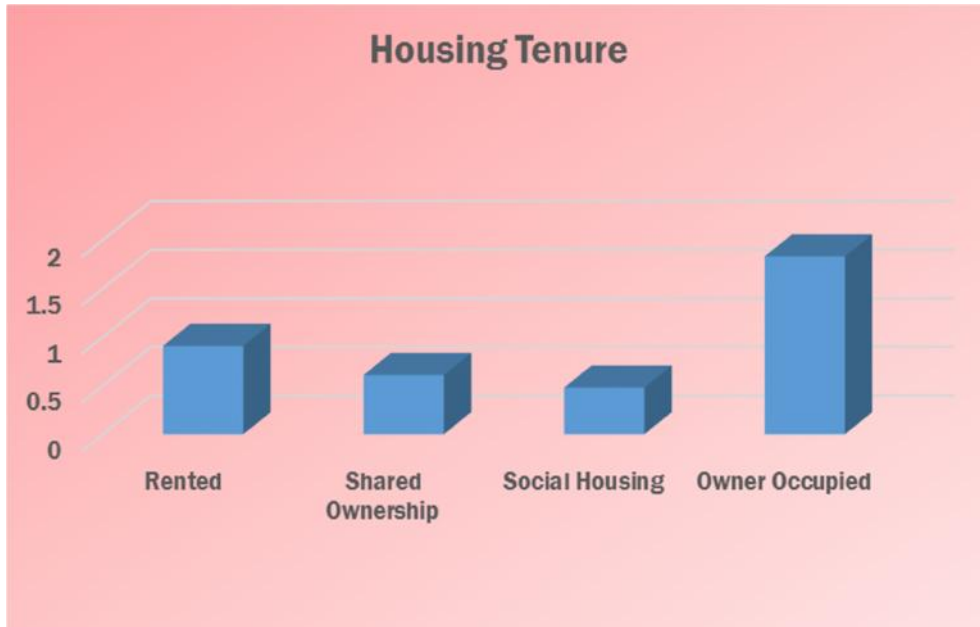
There was also strong desire for eco-friendly homes, only four respondents failed to support this option.

Bungalows, houses with four bedrooms plus and terraced houses all received an almost equal balance between those in support, those who were unsure and those not keen.

The only house type which was predominantly opposed by respondents was luxury executive housing. Two thirds of respondents said 'no' to this house type.

(The responses to this question received a weighting of 2 for *yes*, 1 for *not sure* and 0 for *no*)

HOUSING Tenure



When asked to consider the tenure of new housing, respondents were predominantly in favour of owner occupied housing, only two of 36 were opposed to this form of tenure.

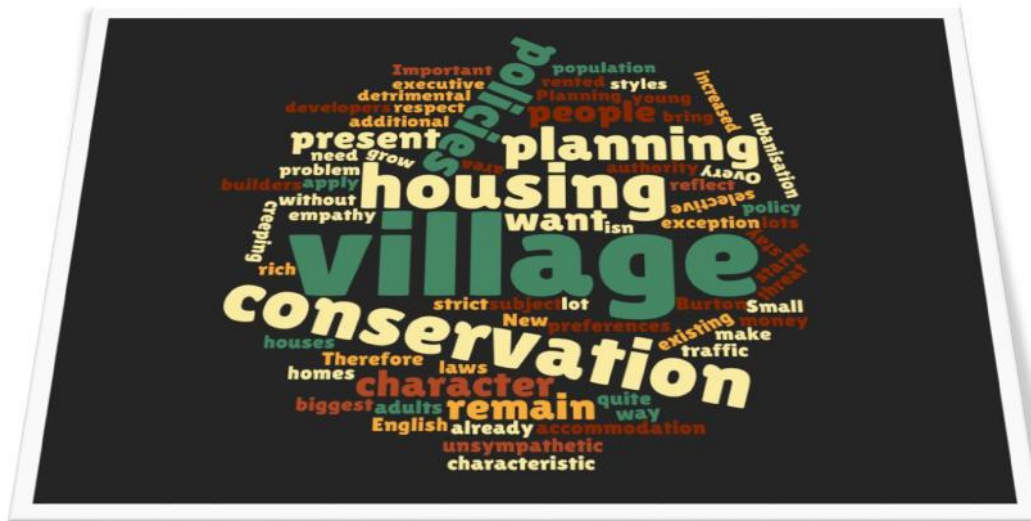
Rented accommodation received a near equal number of *yes* and *no* responses, but a predominance of *don't know* responses. One respondent explained that there is already rental accommodation in the Parish and they would not automatically support any more but would want to evaluate each, based on individual circumstances before offering their support.

Shared Ownership was supported by only three respondents. Sixteen opposed it but 14 were unsure, implying perhaps a lack of clarity, amongst some, over exactly what opportunities it might offer.

Social Housing was supported by just 9% and opposed by over 60% of respondents.

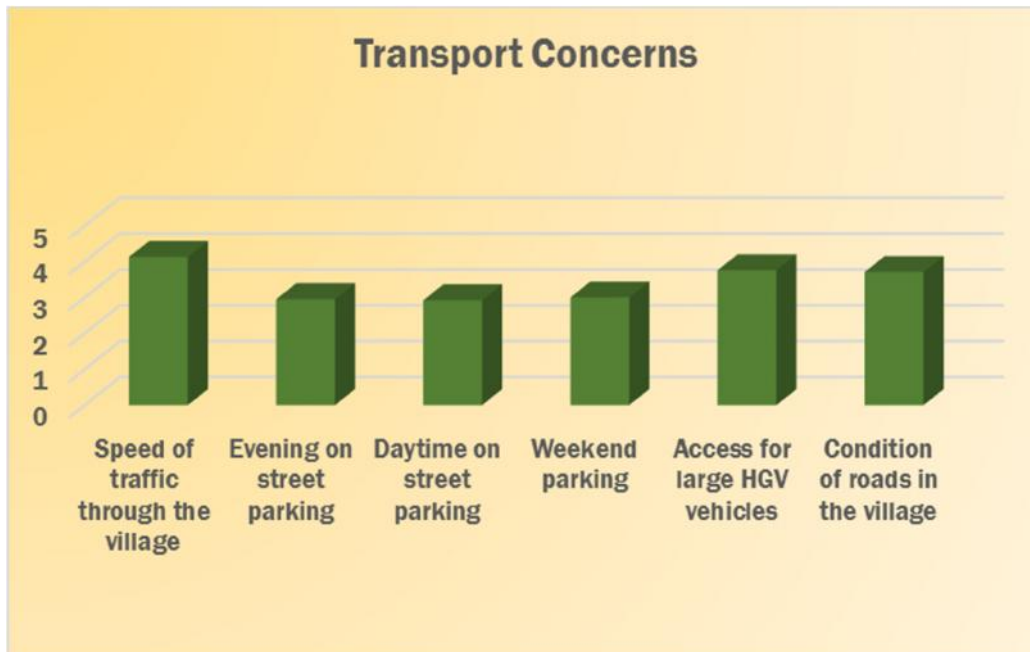
(The responses to this question received a weighting of 2 for *yes*, 1 for *not sure* and 0 for *no*)

HOUSING Further Thoughts



- We are a conservation village under present planning policy. It is important that these policies remain.
- Small starter homes for young people who want to stay in the village as they grow up to adults. We do not need any more "executive" houses to bring only the rich to our village and make the builders and developers lots of money.
- The biggest threat to the characteristic English village is creeping urbanisation by way of unsympathetic housing styles, population and increased traffic. Therefore, all additional housing should reflect empathy and character to that existing, without exception and subject to strict selective planning authority preferences.
- Burton Overy is a conservation village. More housing would be detrimental.
- We have quite a lot of rented accommodation here already, but it isn't a problem if people want more.
- New housing should respect the conservation area and village character.

TRANSPORT Concerns



Respondents were asked to rate any transport concerns on a scale of 1 to 5 where 5 is the greatest level of concern.

The speed of traffic through the village is of greatest concern to respondents with a weighted average in excess of 4 out of 5. The second highest concern is access for large HGV vehicles in the village and the third, presumably caused in part by the first and second concerns, is the condition of roads in the village.

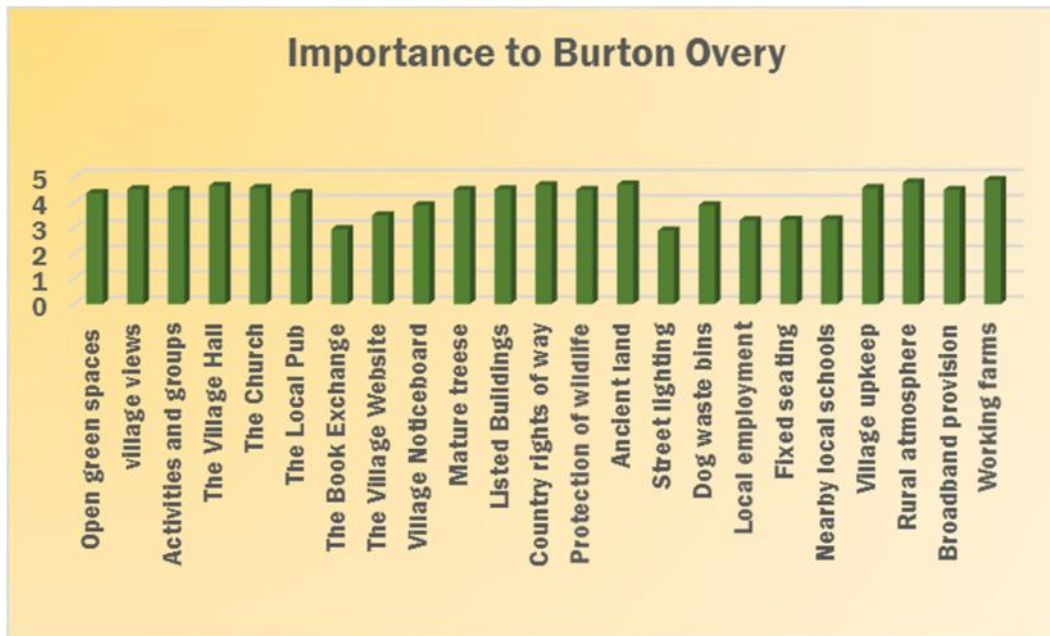
Of less concern are stationary vehicles: parking during daytime, evenings and weekends all registered as concerning to a slightly smaller number of respondents than those who are unconcerned. Additional comments indicated that walkers and sightseers add to parking in the Burton Overy. A small car park specifically for visitors was suggested. There seems to be little concern about visitors and their cars, indeed there was acknowledgement that this brings added business to the pub.

TRANSPORT Further Thoughts



- Need to reduce the number of large vehicles entering the village. There is no need for HGVs to use village as through route, yet they do. Farm deliveries and milk collections and builders' deliveries, Ocado etc. should be in smaller vehicles to protect the verges and the road surface.
- Bell Lane in particular can be difficult for farmers' vehicles and emergency vehicles with daytime and night time parking.
- Ban exceptionally large trailer vehicles travelling through the village. Recently, on Burton Overy Lane at its junction with Carlton Lane, leading down to Carlton brook, one got bogged down on pasture land and had to be towed out and then a similar vehicle, once again not making the corner, knocked down part of the sign post to Carlton. Road sweeping appears not to happen on certain roads in the village whilst the state of some curbing and the highways is bad.
- On-street parking a threat to traditional village life.
- No big HGVs on village streets - use vans for deliveries except of course for farms. Can we restrict the huge tractors (bring back the little grey Fergie!!!). Farmers with these massive ones should use their own field tracks to get out of the village - they are too big and fast.
- Speed of traffic through the village is a concern. Vehicles leave the village very fast going out towards the old A6. Very bad on the sharp left bend next to the stone crusher.
- I am not aware of major problems with any of these. There will always be people who complain.

CHARACTERISTICS & Amenities



The majority of the characteristics and amenities identified in the question were considered important to respondents, indicating a close correlation with responses from earlier consultation.

Working farms, rural atmosphere, protection of fields and rights of way were considered most important. Together they create a sense that respondents believe them to be central to the essence of their Parish.

This is perhaps reinforced by the next most important characteristics: the village hall, the church and the general upkeep of the village.

Of least importance are amenities such as street lighting, the book exchange and fixed seating. Whilst these do still appear to be considered generally important, these individual items are not perceived by respondents to compare with the importance of characteristics such as rural atmosphere, which encompass a much wider sense of what makes Burton Overy special.

CHARACTERISTICS Further Thoughts



- The protection of parish boundaries is paramount, and development adjacent to them in adjoining parishes must be fought and resisted. The setting of Burton Overy is fundamental. There's no mention of conservation boundaries nor boundaries for permitted development. The farmers are fundamental to Burton Overy. Design code?!!
- We are fortunate in having Local Green Space (Important Open Space) and the Parish Council should continue encouraging the owners to maintain these spaces, the hedges/fencing and the trees within.
- Less urbanisation than is beginning to happen. The dog waste bin as you enter the village from Carlton is a complete blot on the street scene. Open spaces and views are important, but obviously it depends where you live as to which are important. The present planning laws are going to select particular areas and split the village.
- The question about mature trees is misguided. All trees need pruning to make them grow and stop them dying. I do not like to be greeted by a dog poo box as one enters the village on Carlton Lane. There is no pavement. The 'nanny state' appears to have entered our village.
- Possibly reduce street lighting between say midnight and dawn. Yes - keep footpaths open and not overgrown (so you have to fight your way through them).
- Burton Overy is a beautiful rural village which visitors and in particular "walkers" like to use as a starting point. This brings business to the Bell Inn and the Village Hall.
- Burton Overy is attractive to non-residents as a place where they can walk the local footpaths, visit the church and refresh themselves at the local pub.

- We would like to see the mature trees in village to be kept tidy and safe!

PARISH COUNCIL Budget



The Parish Council has a set budget to deliver activities, upkeep, administration and a level of amenities such as street lighting, village noticeboard, dog waste bins etc. For this purpose, depending on council tax banding, each household is charged approximately £30 per annum in addition to the Market Harborough Council Tax. Bearing this in mind, parishioners were asked to identify which option they felt reflected their view about the balance between increasing the level of service and meeting that cost through their parish precept.

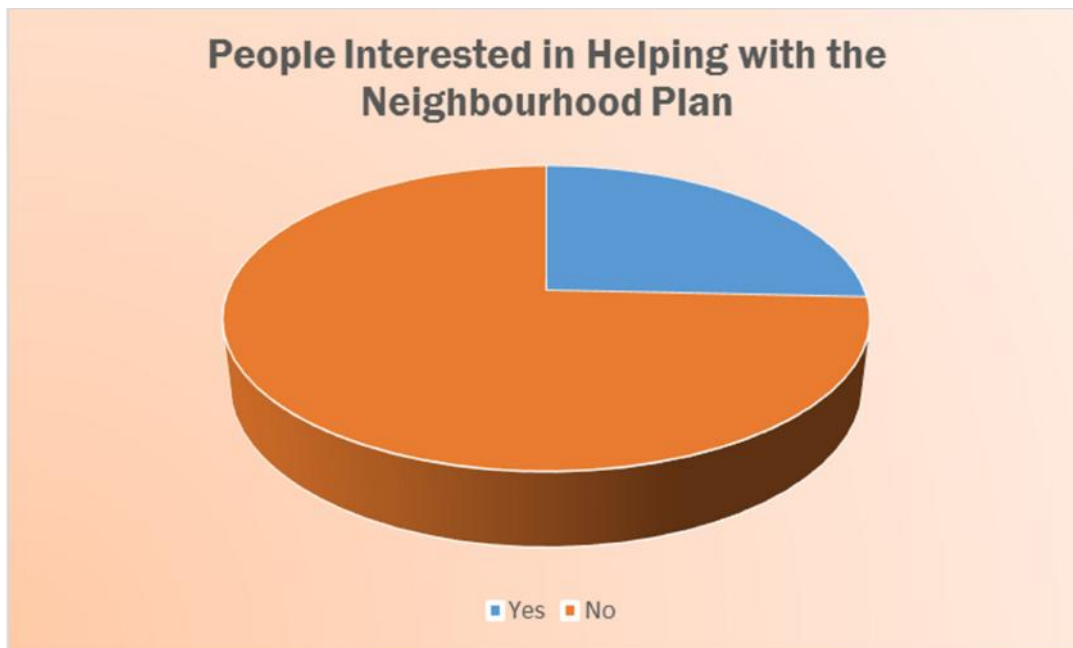
The highest average score of respondents was for no increased payment, though a significant number said that they would like to see more services and are happy to pay more for it.

When asked about the size of any increase, more respondents agreed with a 10% increase, although an equal number was against this. 54% opposed a 25% increase and 75% opposed a 50% increase.

(The responses to this question received a weighting of 2 for *yes*, 1 for *not sure* and 0 for *no*)

- Don't let Burton Overy lose its rural feel by introducing urban style amenities. The Parish Council needs to remain light touch.
- Definitely no social media platform.

NEIGHBOURHOOD PLAN Next Steps



A total of 9 people, representing 26% of respondents said that they would be interested in getting involved with the development and delivery of the Burton Overy Neighbourhood Plan.

In summary, a strong response to the Neighbourhood Plan Community Questionnaire has demonstrated a set of clear concerns and preferences amongst the respondents. This offers a clear steer to the Parish Council as it progresses with the development of the Burton Overy Neighbourhood Plan.

These results will be taken into account as part of the evidence gathered to develop the Plan policies

