

# NORTH MUNDHAM NEIGHBOURHOOD DEVELOPMENT PLAN

## PARISH SURVEY AUGUST 2019

### SUMMARY REPORT



A full version of the survey report can be downloaded from the Parish Council website [www.northmundham.org](http://www.northmundham.org)

# INTRODUCTION

Under the Localism Act (2011) and related Neighbourhood Planning Regulations (2012), local communities can have a larger say on the development of their area by undertaking neighbourhood planning. As part of this process for the Parish of North Mundham, during July - August 2019 the Neighbourhood Plan Steering Group distributed survey forms to all households in the Parish. The purpose was to provide every household with an opportunity to contribute to the evidence gathering of issues and concerns to guide and inform the development of policies for the North Mundham Parish Neighbourhood Plan. A total of 596 survey forms were delivered and 210 responses were received. This represents an effective 35.2 percent response rate.

## 1. KEY FINDINGS

### 1.1 GENERAL

The age range of respondents was quite broad. Those typically in full-time education (0-19) represented 17 percent of respondents; people typically of employment age (20-60) made up 45 percent of respondents, and those aged over 60 represented 37 percent of responses. A total of 360 cars are owned by 195 households; an average of 1.7 vehicles for all households that responded or 1.8 for all households that own at least one car. This would suggest approximately 1,000 motor vehicles are owned by all households across the Parish. 94 percent of households own at least one car. 63 percent of car-owning households have two or more cars.

Eighty-three respondents (41 percent) think the Parish has not changed much in the last two years, but seventy-eight (38 percent) believe the Parish has changed. Of the sixty-seven citing changes for the worse, fifty-one (76 percent) stated reasons to do with traffic in the Parish.

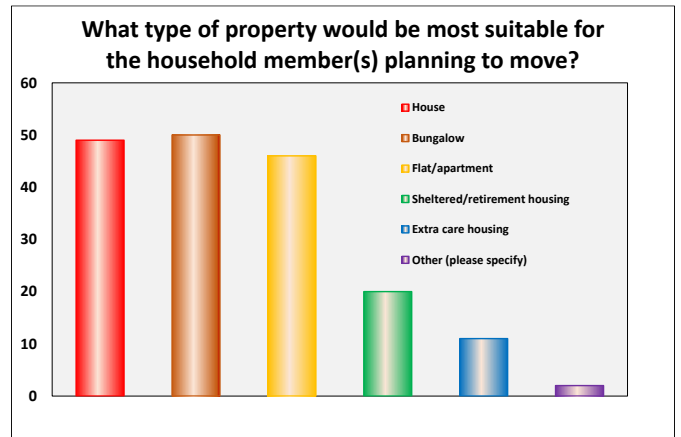
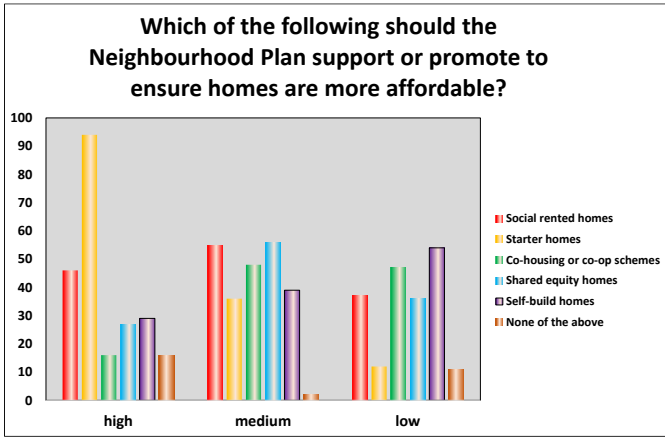
On the question of suggested objectives for the Parish the results were ranked as follows:

- 1) Protect and enhance the natural environment (94 percent)
- 2) Support and retain good transport links (91 percent)
- 3) Retain and improve existing community facilities (90 percent)
- 4) Encourage sensitive design standards (86 percent)
- 5) Provide more parking facilities with new developments (85 percent)
- 6) Support provision of mixed dwellings (78 percent)
- 7) Support and promote growth of the Parish with new business start-up premises (56 percent)

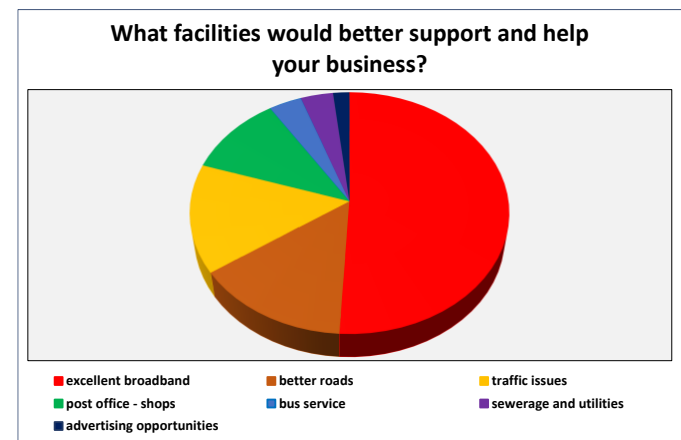
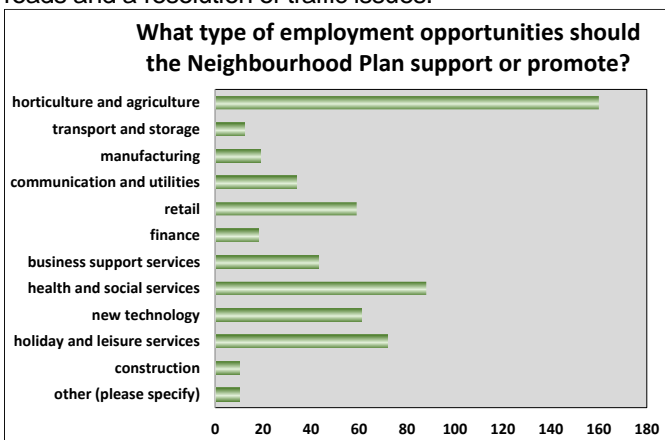
### 1.2 HOUSING AND ECONOMIC DEVELOPMENT

Of those planning to move within the next five years approximately fifty percent would prefer to stay in the Parish. There was an emphasis on the need for small properties of no more than three bedrooms. Of those seeking to move in the next five years almost eighty percent would prefer a two- or three-bedroom house or bungalow. Ninety-two percent of those seeking an apartment would want one or two bedrooms. Little demand was expressed for properties with more than three bedrooms.

In terms of affordable housing seventy percent of respondents considered starter homes as a medium or high priority, with fifty-four percent supporting social rented homes, forty-five percent in favour of shared equity properties, thirty-seven percent preferring self-build and thirty-four percent considering cooperative schemes a priority.



Eighty-five percent of respondents would like the Neighbourhood Plan to support or promote horticulture and agriculture employment opportunities with forty-nine percent in support of health and social service occupations and thirty-eight percent in favour of holiday and leisure employment. Those who run a business require excellent broadband, better roads and a resolution of traffic issues.

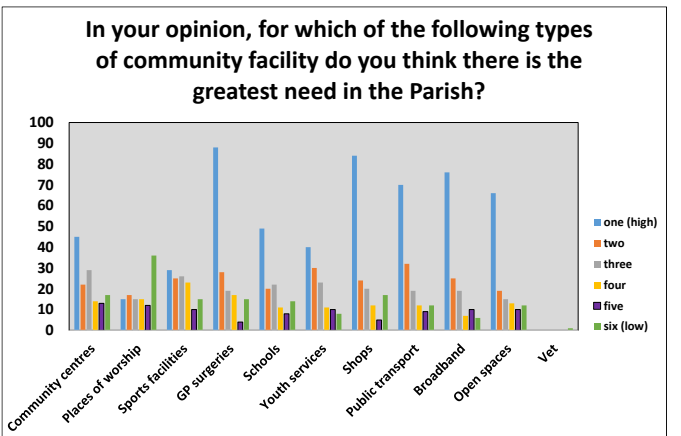


### 1.3 COMMUNITY SERVICES AND INFRASTRUCTURE

The highest ranked responses in terms of importance were for GP surgery, local shop, public transport and quality broadband. Schools, youth services and community centre all scored thirty-four percent.

Fifty-three households responded to the question on schools. sixteen (30 percent) indicated their children were educated away from the Parish and Chichester. Seventeen (32 percent) are educated in North Mundham; eighteen (34 percent) indicated Chichester schools or colleges and two (1 percent) indicated Chichester Free School.

Thirty-eight percent of students travel to school by car, twenty-five percent by bus, twenty percent walk and fourteen percent cycle.



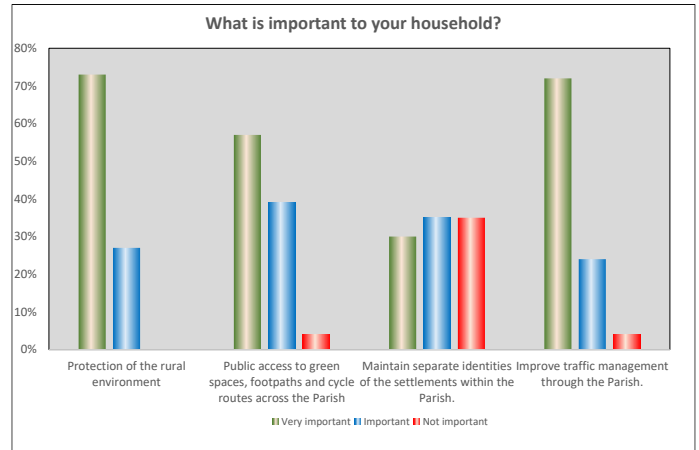
Broadband service attracted the highest level of dissatisfaction with community services (40 percent), although an equal percentage also considered the broadband service satisfactory, which is likely to be a reflection of distance from street cabinet for fibre optical cable.

Out of 205 people in the Parish who use the bus services 146 (71 percent) have bus passes.

## 1.4 NATURAL ENVIRONMENT AND HERITAGE

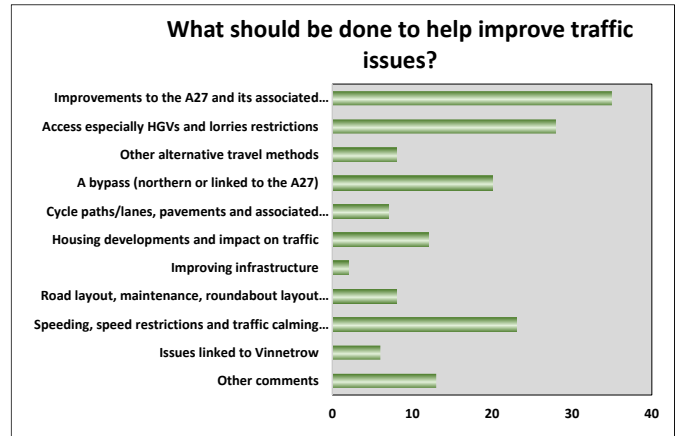
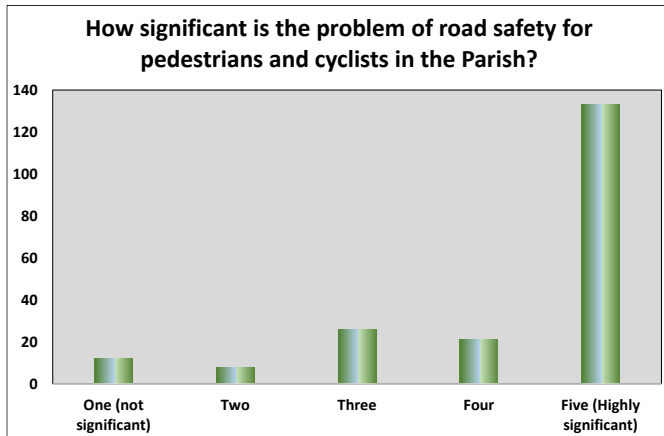
Overall there was very strong support for the natural environment. Ninety-one percent of respondents considered it important or extremely important to preserve publicly accessed open space and protect and enhance local wildlife and biodiversity.

Eighty-eight percent considered it important or extremely important to protect agricultural land. Ninety-seven percent of respondents considered that protecting the rural environment was either important or very important, and ninety-four percent thought that improved traffic management in the Parish was either important or very important.



## 1.5 ROAD SAFETY AND CONGESTION

Eighty-seven percent of respondents believe that traffic congestion is a problem in the Parish and sixty-seven percent believe that cyclist and pedestrian safety is a highly significant problem. The main topics raised for improving safety and congestion were improvements to the A27 and restrictions on large vehicles within the Parish.



## 1.6 LONG TERM OBJECTIVES

Within the fifteen-year timescale of the plan the five most important items identified by respondents were to:

- 8) preserve publically accessed open and green space;
- 9) protect and enhance local wildlife and biodiversity;
- 10) protect agricultural land;
- 11) plant more trees and hedgerows and
- 12) create more conservation areas.

