

# Watlington Neighbourhood Plan

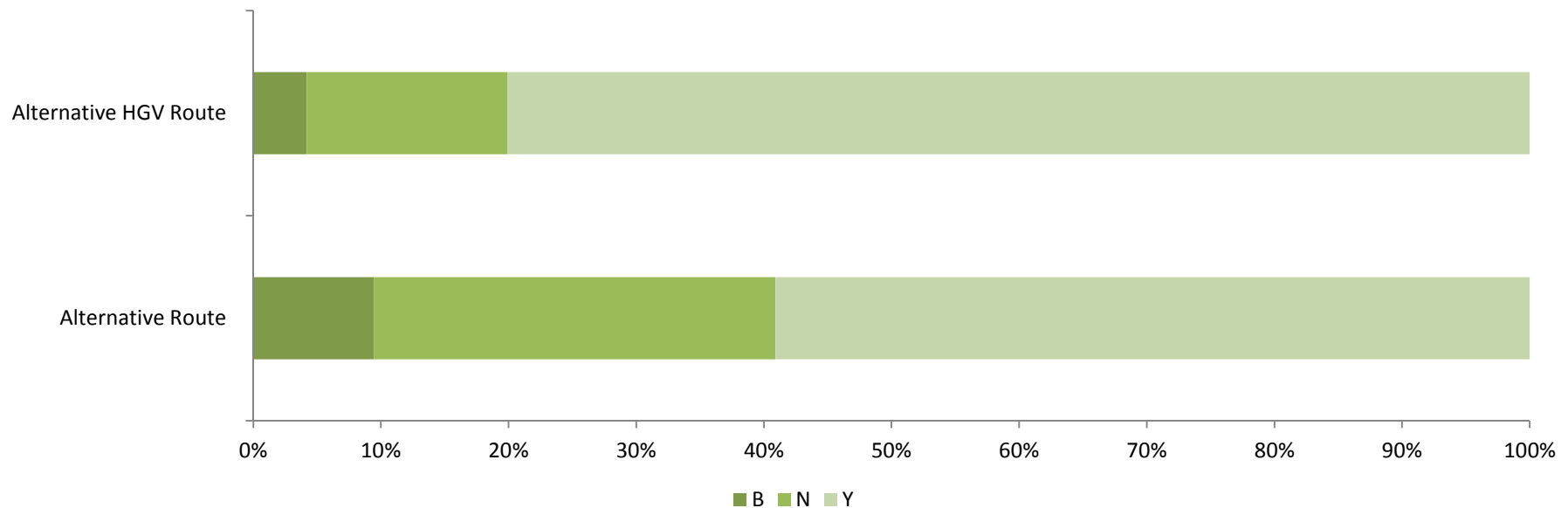


## Consultation 2 Analysis

March 2015

# Section 1 - Opinions

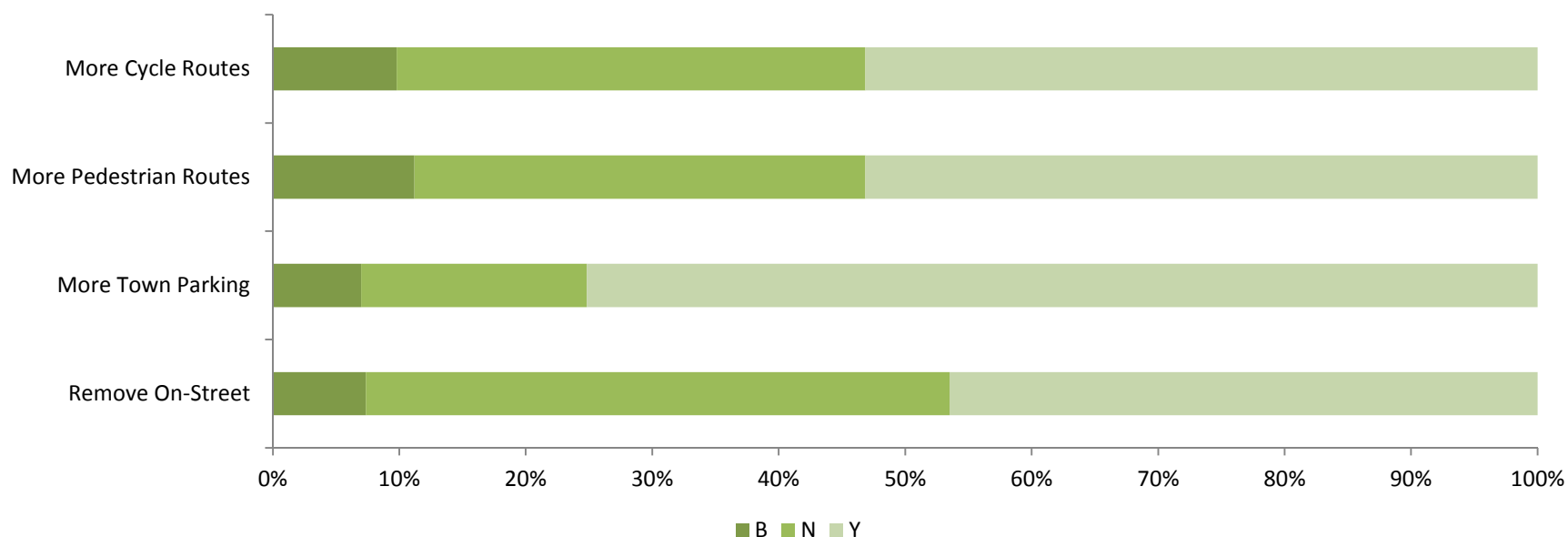
# Preference for Alternative Routes



- 80% of respondents believe the Neighbourhood Plan must include an Alternative Route for HGV's.
- 59% believe the Neighbourhood Plan must include an Alternative Route for all Traffic.



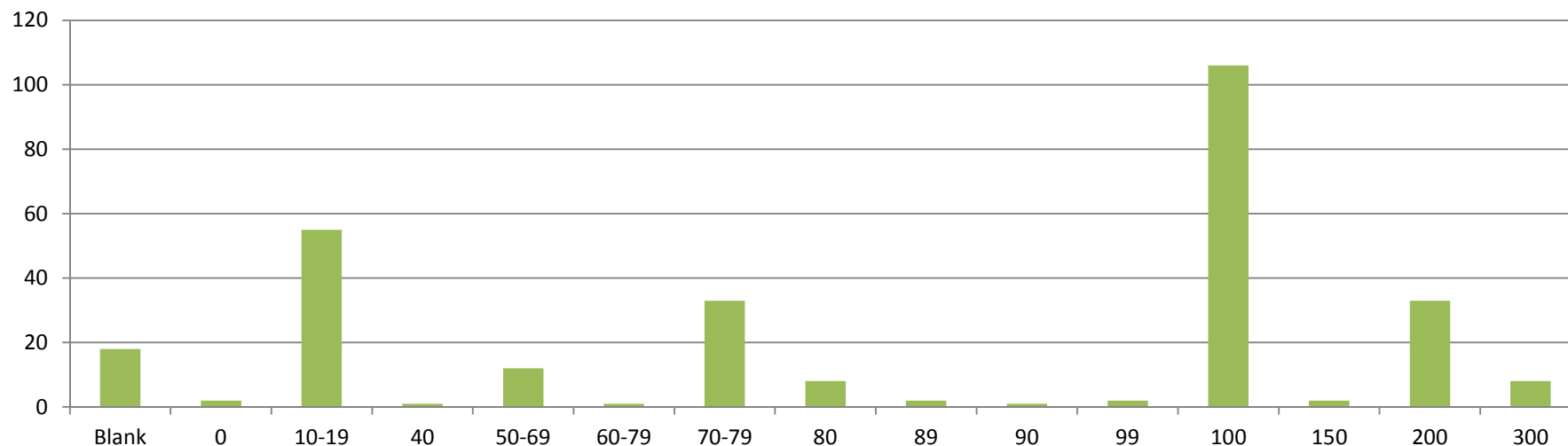
# Travel / Traffic Preferences



- Of those respondent expressing a preference, 50% were in favour of removing on-street parking and 50% were opposed
- 75% of respondents would like the Neighbourhood plan to increase provision of parking
- 53% of respondents expressed a preference of increased cycle or pedestrian routes as part of the neighbourhood plan. Those expressing a positive preference for either are not entirely correlated.



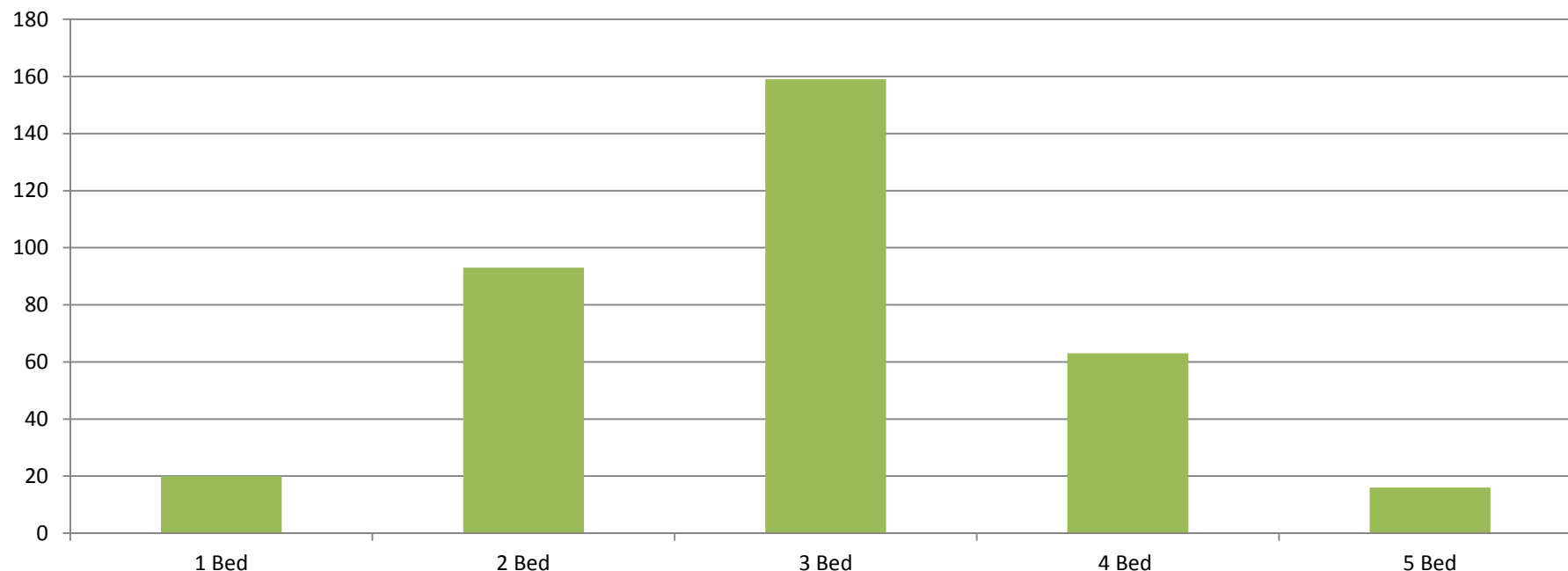
# Housing Number Preferences



- 57% of respondents expressed a preference for more house construction than the currently allocated 78
- 31% of respondent expressed a preference for less housing than currently allocated
- 11% of responded expressed a preference for housing at the currently allocated level
- 100 houses was the most popular number suggested, 37% of respondents selected this option
- More respondents selected 200+ house than selected the currently allocated number



# House Size Preferences



- 55% of respondents expressed a preference for the building of more 3 bed houses
- 33% of respondents expressed a preference for the building of more 2 bed houses
- 22% of respondents expressed a preference for the building of more 4 bed houses
- 53 respondents answered with more than 1 option, of these 31 (58%) responded with selections based around the provision of 2/3 and 4 bedroom properties



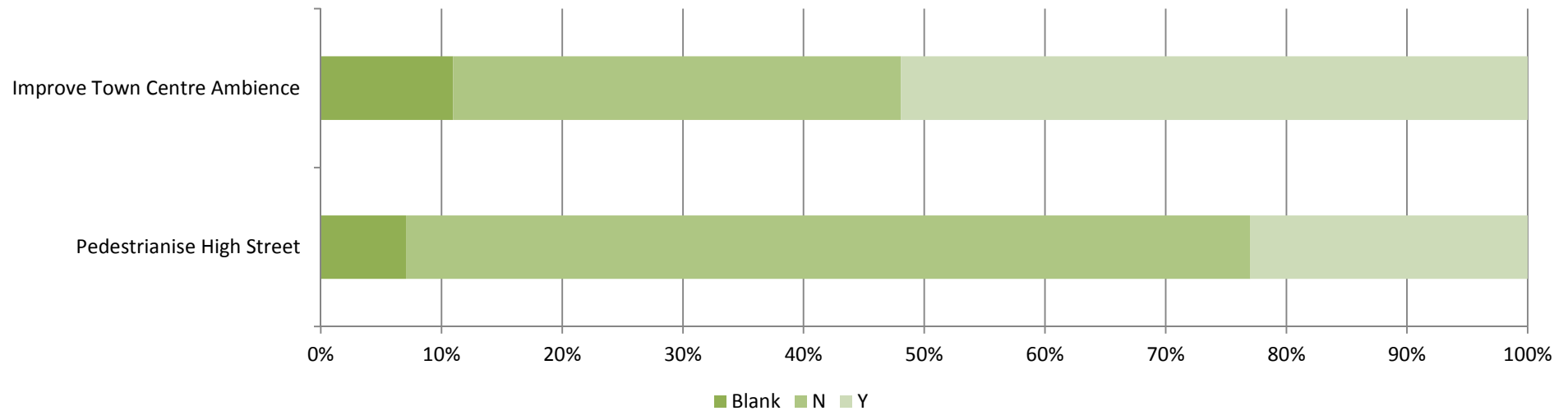
# Employment Based Questions



- More than 50% of respondents believe that the Neighbourhood Plan should support both home based workers and home based businesses
- 61% of respondents would prefer no further expansion of light industry within the town, just under half (47%) of respondents would like to move the industrial site north from its current location



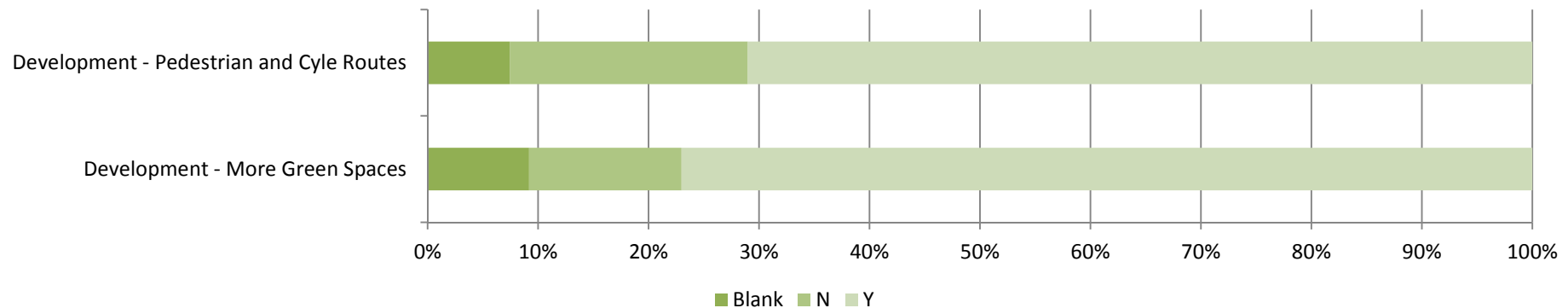
# Town Centre



- 70% of respondents do not want to pedestrianise the High Street
- 52% of respondents do believe that the ambience of the town centre needs to be improved



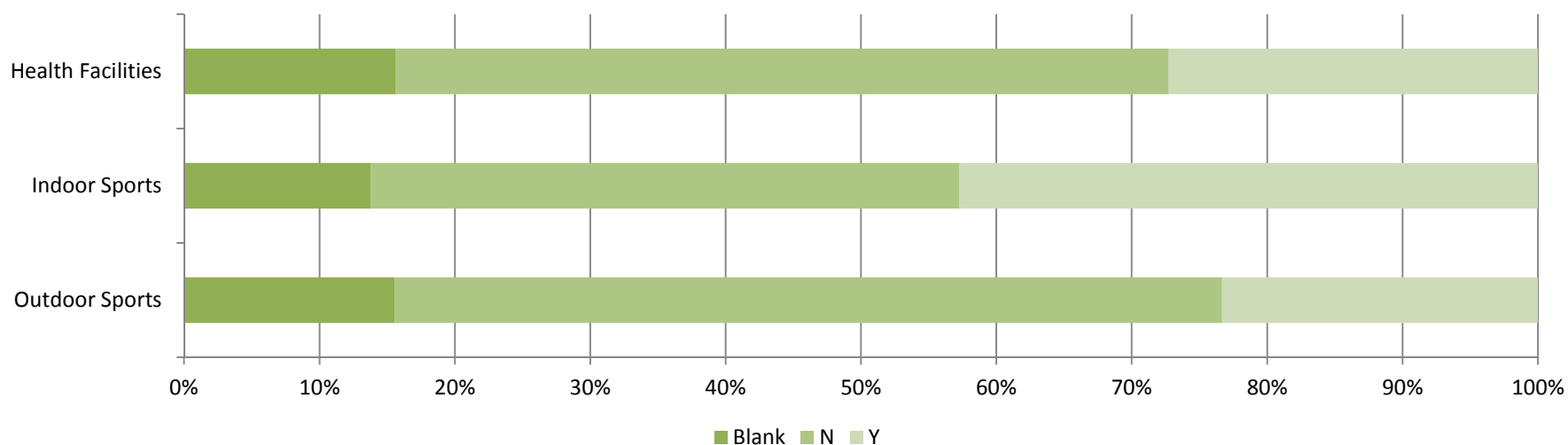
# Development Requirements



- There is a strong preference (>70%) from respondents for new developments to contain both more green spaces and provide new Pedestrian and Cycle Routes

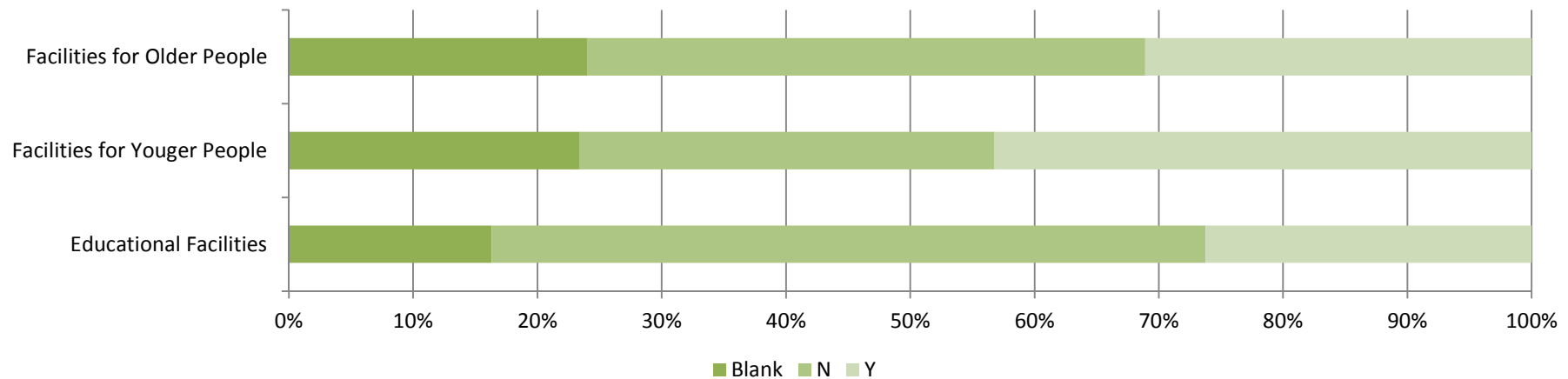


# Sports and Health



- There is a limited preference amongst the respondents to increase either Outdoor Sports or Healthcare facilities within the Town with 61% and 57% respectively responding No to the town needing more facilities
- The results were more balanced with regard to Indoor Sports facilities, with 42% expressing a preference for more facilities whilst 43% stating that no further facilities were required

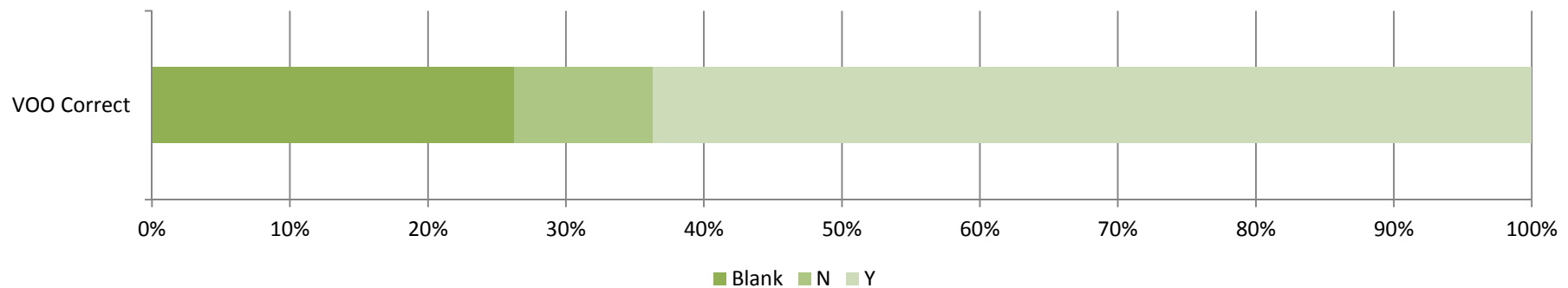
# Education and Age Based Facilities



- There appears to be a general satisfaction amongst respondents to the facilities available in the town for Education and Older People only 26% and 31% respectively felt there is need for additional facilities to provide these services
- Facilities for Younger people was more finely balanced, 43% of respondents felt more facilities are required vs 33% who did not

# Section 1 - Options

# Perspectives on the Vision for Watlington

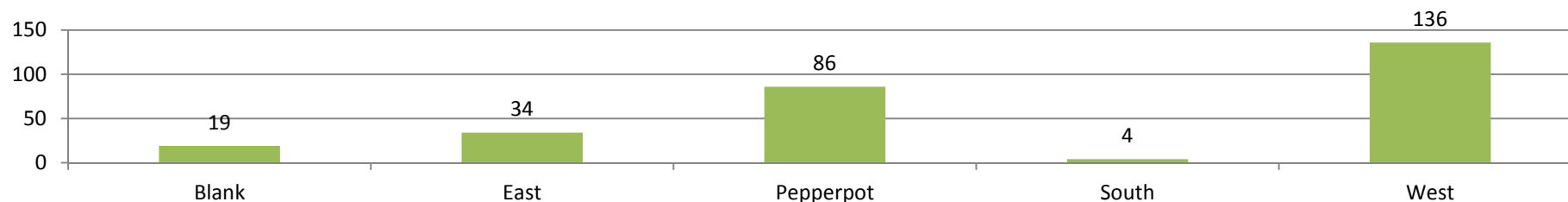


- 62% of respondents felt that the Vision for Watlington: Vision, Objectives and Options articulated in the Vision, Objectives and Options Report were correct
- In total 27 comments were received on this topic, of those seven were regarding including stronger language about retaining Watlington's heritage and Character
- There were no other strong themes in the comments, the next most common theme only occurred 3 times representing ~ 1% of respondents



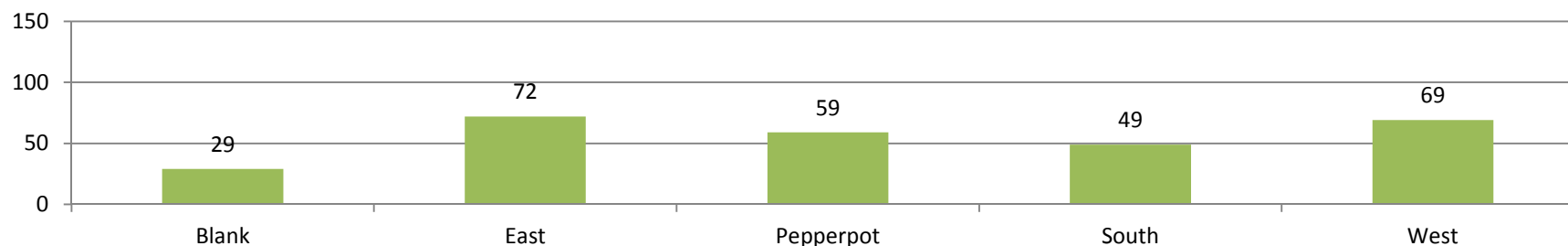
# Options Analysis

## Most Appropriate Option



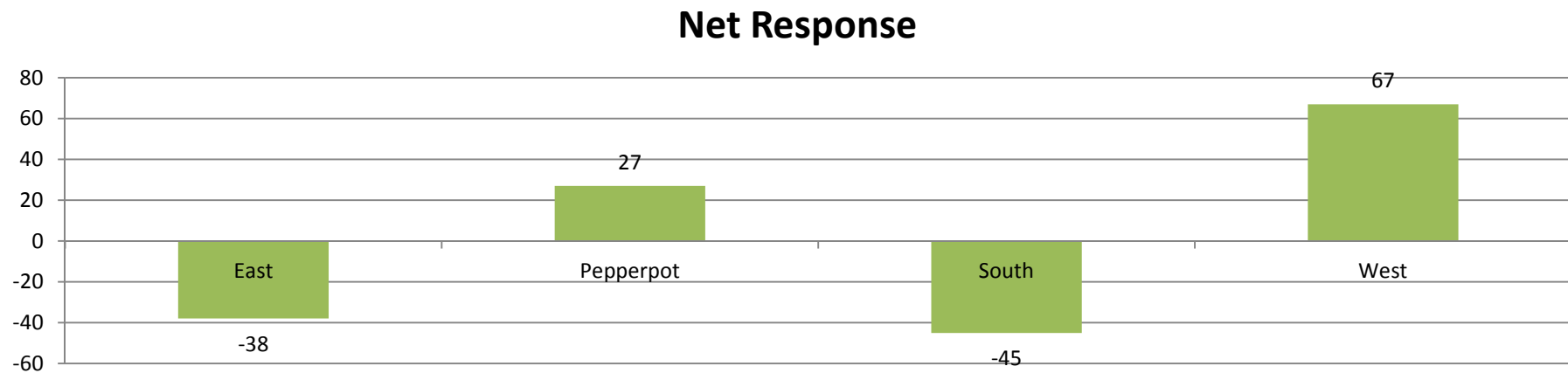
- 136 (49%) respondents selected expansion to the West of Watlington as the most appropriate option.
- 31% of respondents selected Pepperpot as the most appropriate option.

## Least Appropriate options



- Distribution of respondents regarding the Least Appropriate Option was fairly balanced,
- 26% of respondents selected Eastern expansion as the least Appropriate Option for Watlington, closely followed by the Western Option with 25%.
- 21% of respondents felt that Pepperpot was the least appropriate option, whilst 17% of respondents felt that Northern Expansion was the least appropriate option

# Options Analysis Net Responses



- When looking at the Net responses between the Most and Least Appropriate Options the Western Expansion Option has the Highest Net Positive score (67), the Pepperpot Expansion Option is the only other Net Positive Score with 35.
- Both the Eastern and Southern Expansion Options have strong negative scores (-38 and -45) respectively

# Most Appropriate Sites

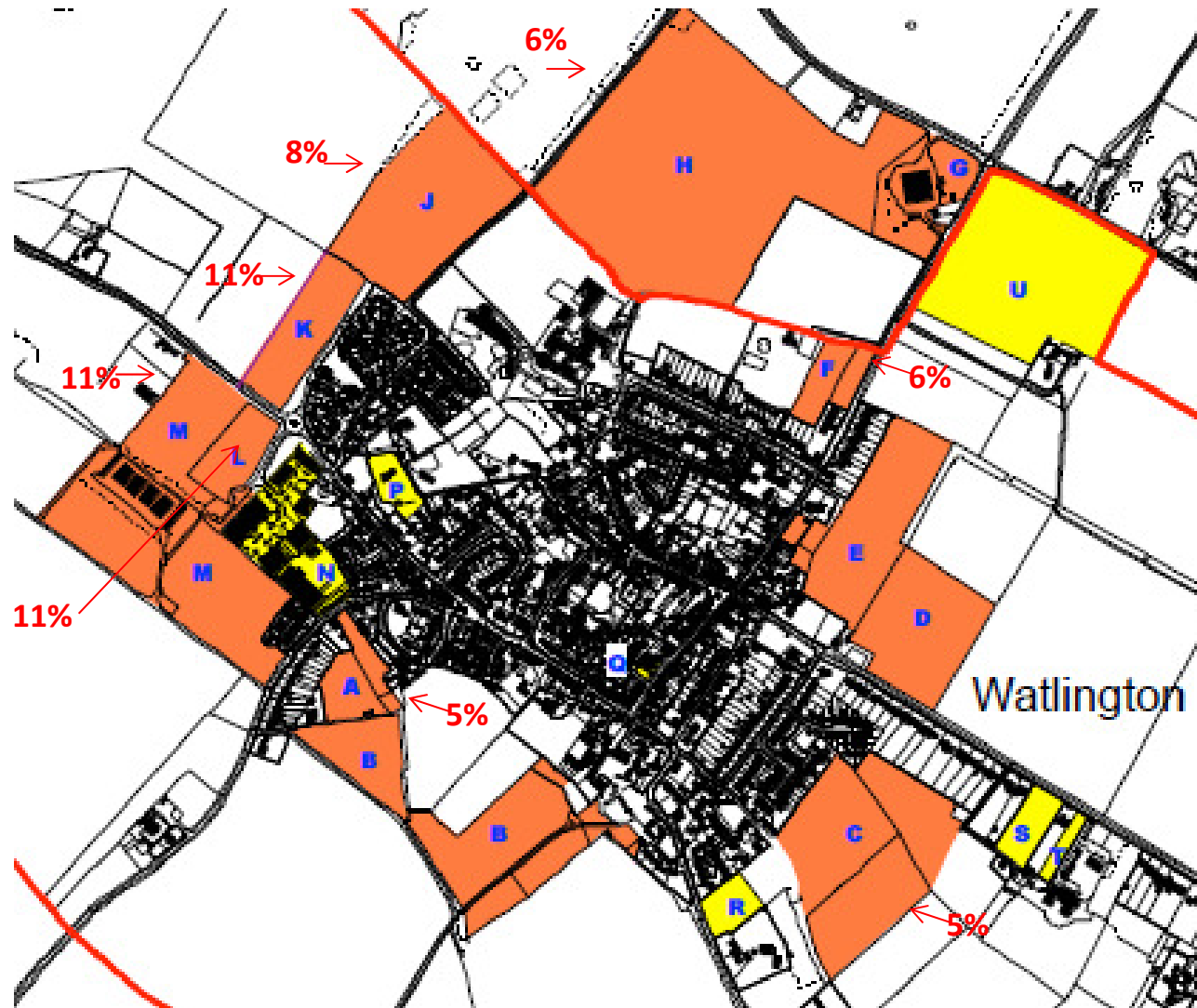


Option Relates To	Row Labels	Most 1	Most 2	Most 3	Most 4	Most 5	Total Most	Most 1 %	Most 2 %	Most 3 %	Most 4 %	Most 5 %		
South	A	7	8	4	36	15	70	3%	3%	1%	13%	5%	5%	6% South %
South	B	1	3	4	4	7	19	0%	1%	1%	1%	3%	1%	
East	C	12	30	14	9	7	72	4%	11%	5%	3%	3%	5%	13% East %
East	D	7	17	11	6	7	48	3%	6%	4%	2%	3%	3%	
East	E	10	17	15	10	15	67	4%	6%	5%	4%	5%	5%	
	F	44	9	12	11	13	89	16%	3%	4%	4%	5%	6%	
North	G	9	11	1	10	4	35	3%	4%	0%	4%	1%	3%	9% North %
North	H	42	16	7	5	19	89	15%	6%	3%	2%	7%	6%	
	I						0	0%	0%	0%	0%	0%	0%	
West	J	16	37	24	21	8	106	6%	13%	9%	8%	3%	8%	38% West %
West	K	14	24	73	27	13	151	5%	9%	26%	10%	5%	11%	
West	L	29	32	22	32	16	131	10%	11%	8%	11%	6%	9%	
West	M	30	14	23	27	53	147	11%	5%	8%	10%	19%	11%	
	N	10	4	5	6	7	32	4%	1%	2%	2%	3%	2%	
	O							0%	0%	0%	0%	0%	0%	
	P	2	2	3	2	3	12	1%	1%	1%	1%	1%	1%	
	Q		1		1	1	3	0%	0%	0%	0%	0%	0%	
	R		1	6	3	3	13	0%	0%	2%	1%	1%	1%	
	S	3	2	2	4	1	12	1%	1%	1%	1%	0%	1%	
	T		3	4	1	5	13	0%	1%	1%	0%	2%	1%	
	U	2	6	4	4	7	23	1%	2%	1%	1%	3%	2%	
	V							0%	0%	0%	0%	0%	0%	
	W	1					1	0%	0%	0%	0%	0%	0%	
	Y			1	1		2	0%	0%	0%	0%	0%	0%	
	No Responses	40	42	44	59	75	260	14%	15%	16%	21%	27%	19%	
		279	279	279	279	279	1395							

>5%



# Most Appropriate Sites



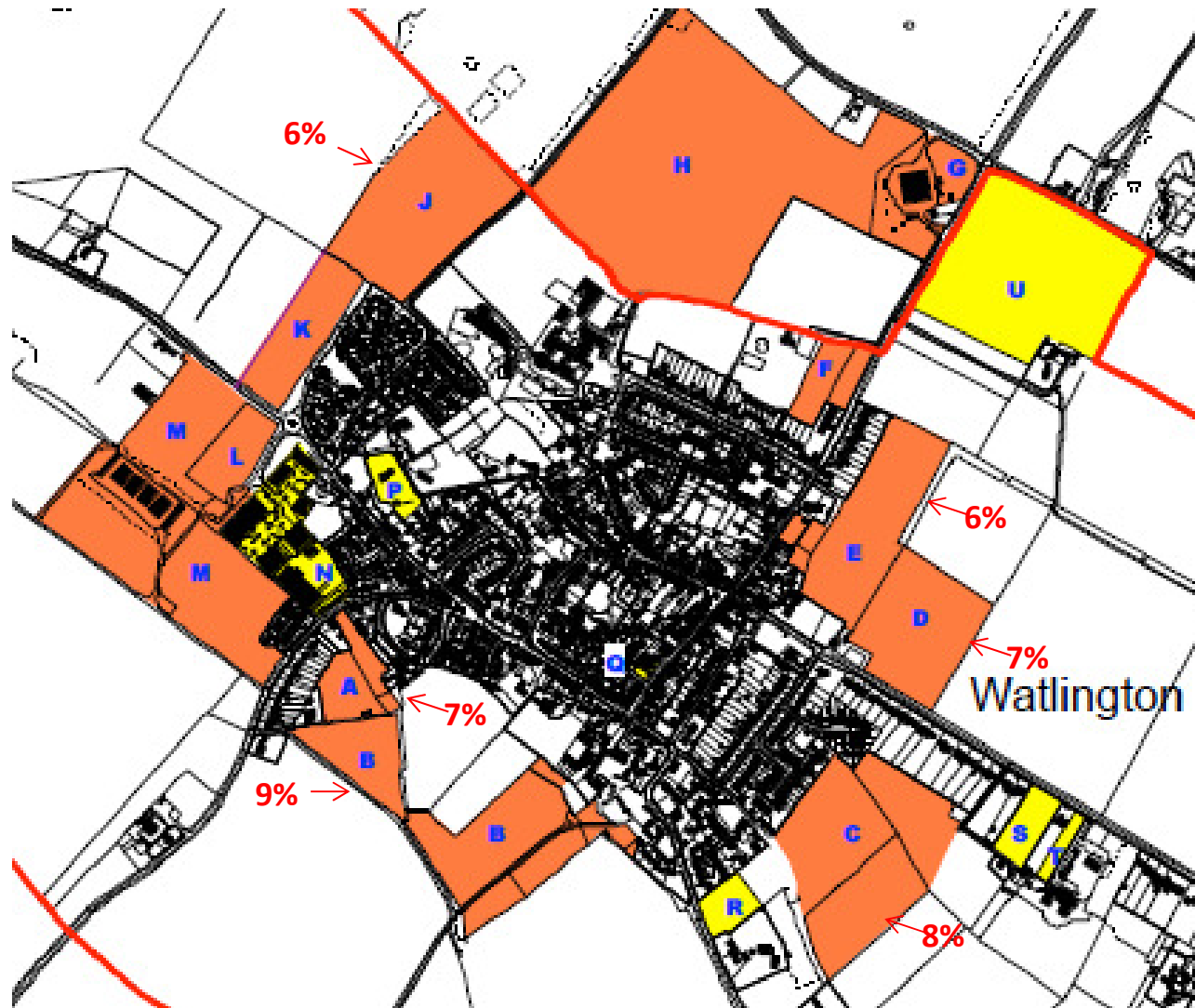
# Least Appropriate Sites



		Least 1	Least 2	Least 3	Least 4	Least 5			Least 1 %	Least 2 %	Least 3 %	Least 4 %	Least 5 %		
South	A	51	14	9	9	15	98		18%	5%	3%	3%	5%	7%	16% South %
South	B	17	47	19	34	13	130		6%	17%	7%	12%	5%	9%	
East	C	29	17	41	12	16	115		10%	6%	15%	4%	6%	8%	21% East %
East	D	10	38	15	19	11	93		4%	14%	5%	7%	4%	7%	
East	E	21	12	27	17	8	85		8%	4%	10%	6%	3%	6%	
	F	4	3	2	1	6	16		1%	1%	1%	0%	2%	1%	
North	G	7	27	13	5	5	57		3%	10%	5%	2%	2%	4%	12% North %
North	H	49	21	15	11	8	104		18%	8%	5%	4%	3%	7%	
	I						0		0%	0%	0%	0%	0%	0%	
West	J	14	26	28	13	4	85		5%	9%	10%	5%	1%	6%	13% West %
West	K	6	6	12	3	2	29		2%	2%	4%	1%	1%	2%	
West	L		4	6	11	5	26		0%	1%	2%	4%	2%	2%	
West	M	9	6	12	9	10	46		3%	2%	4%	3%	4%	3%	
	N		4	3	1	1	9		0%	1%	1%	0%	0%	1%	
	O				1	1	2		0%	0%	0%	0%	0%	0%	
	P	6		2	2		10		2%	0%	1%	1%	0%	1%	
	Q	1	3	2	3	2	11		0%	1%	1%	1%	1%	1%	
	R	2	2	1	4	1	10		1%	1%	0%	1%	0%	1%	
	S			1	1	1	3		0%	0%	0%	0%	0%	0%	
	T			1		1	2		0%	0%	0%	0%	0%	0%	
	U	9	2	11	33	16	71		3%	1%	4%	12%	6%	5%	
	V	1	1				2		0%	0%	0%	0%	0%	0%	
	W	1					1		0%	0%	0%	0%	0%	0%	
	Y						0		0%	0%	0%	0%	0%	0%	
		42	46	59	90	153	390		15%	16%	21%	32%	55%	28%	
		279	279	279	279	279	1395								

>5%

# Least Appropriate Sites



# Net Difference

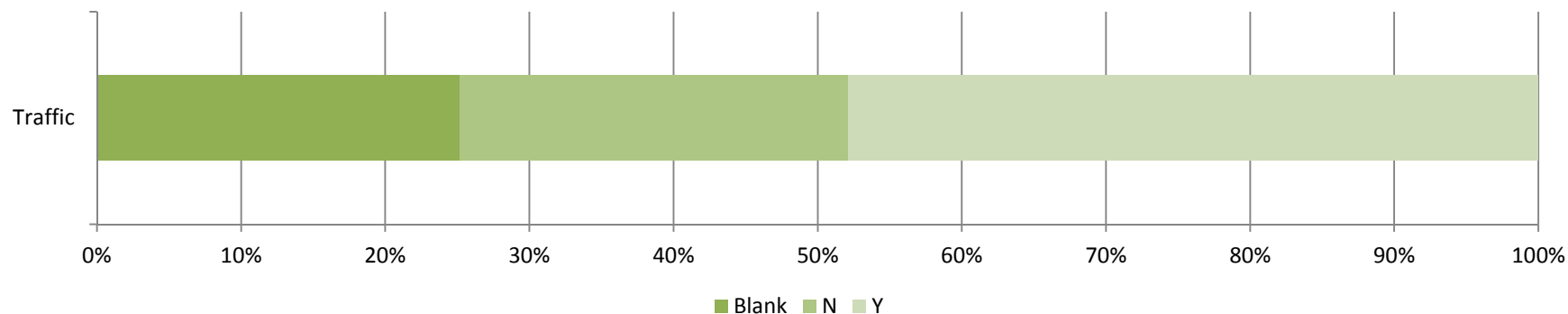


South	A	-16%	-2%	-2%	10%	0%	-2%	-10%	South %
South	B	-6%	-16%	-5%	-11%	-2%	-8%		
East	C	-6%	5%	-10%	-1%	-3%	-3%	-8%	East %
East	D	-1%	-8%	-1%	-5%	-1%	-3%		
East	E	-4%	2%	-4%	-3%	3%	-1%		
	F	14%	2%	4%	4%	3%	5%		
North	G	1%	-6%	-4%	2%	0%	-2%	-3%	North %
North	H	-3%	-2%	-3%	-2%	4%	-1%		
	I	0%	0%	0%	0%	0%	0%		
West	J	1%	4%	-1%	3%	1%	2%	25%	West %
West	K	3%	6%	22%	9%	4%	9%		
West	L	10%	10%	6%	8%	4%	8%		
West	M	8%	3%	4%	6%	15%	7%		
	N	4%	0%	1%	2%	2%	2%		
	O	0%	0%	0%	0%	0%	0%		
	P	-1%	1%	0%	0%	1%	0%		
	Q	0%	-1%	-1%	-1%	0%	-1%		
	R	-1%	0%	2%	0%	1%	0%		
	S	1%	1%	0%	1%	0%	1%		
	T	0%	1%	1%	0%	1%	1%		
	U	-3%	1%	-3%	-10%	-3%	-3%		
	V	0%	0%	0%	0%	0%	0%		
	W	0%	0%	0%	0%	0%	0%		
	Y	0%	0%	0%	0%	0%	0%		

>1%



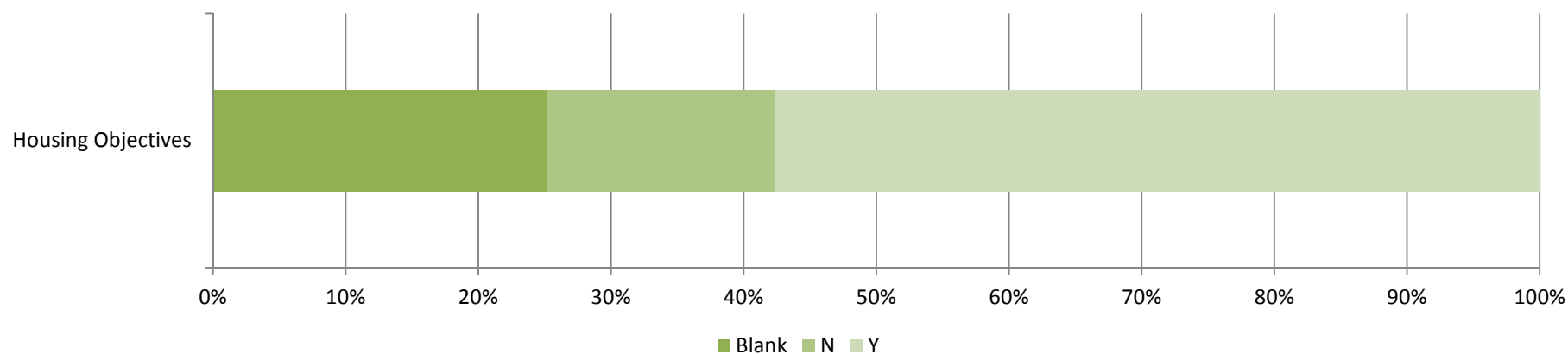
# Traffic Objectives



- 47% of Respondents felt that the Traffic Objectives outlined in the VOO were correct, 26% did not
- 83 respondents provided comments to this question, of those commenting
  - 17 were in favour of improving Traffic Management and Traffic Calming Measures
  - 15 were calling for more focus on deterring through traffic
  - 13 were against the development of a bypass or relief road

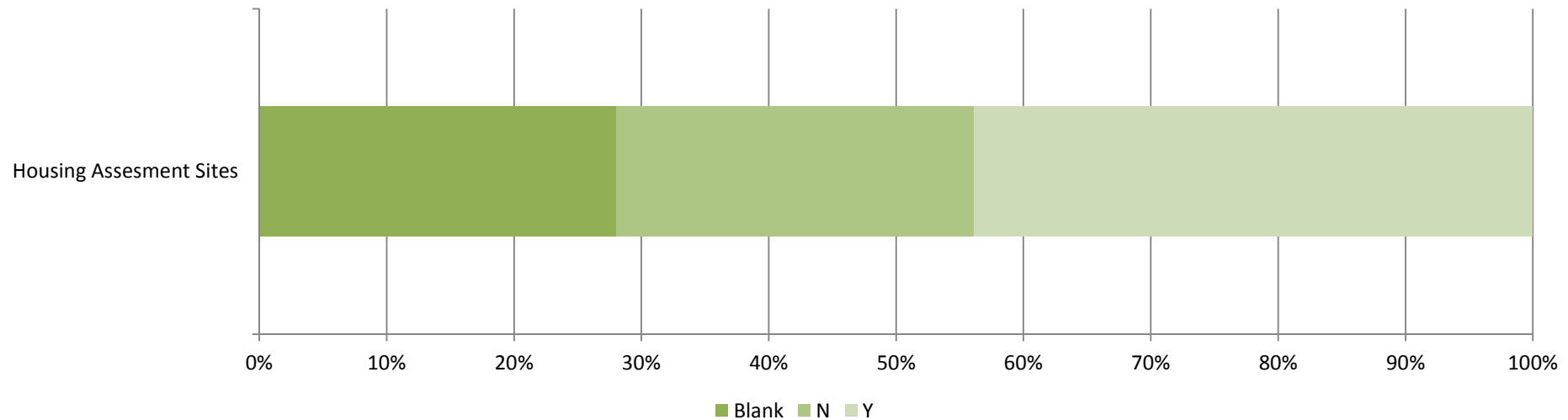


# Housing Objectives



- 56% of Respondents felt that the Housing Objectives outlined in the VOO were correct, 16% did not
- 39 respondents provided comments to this question, of those commenting
  - 11 were in favour of multiple pockets of smaller development

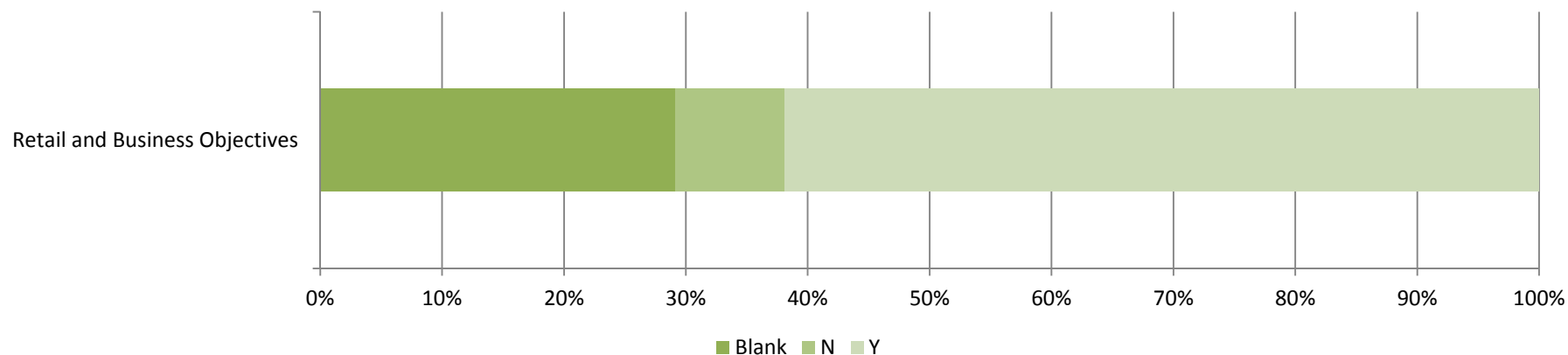
# Housing Sites Assessment Criteria



- 42% of Respondents felt that the criteria for assessing possible site for Housing Objectives outlined in the VOO were correct, 27% did not
- 67 respondents provided comments to this question, of those commenting
  - 25 felt that the comment “Could the site directly support the development of an alternative route?” should be removed
  - 7 felt that development should be spread around the Parish and not just the town
  - 5 felt that the plan should document a need to protect the AONB and views
  - 5 felt that the AONB should not be protected if development was appropriate



# Retail and Business Objectives

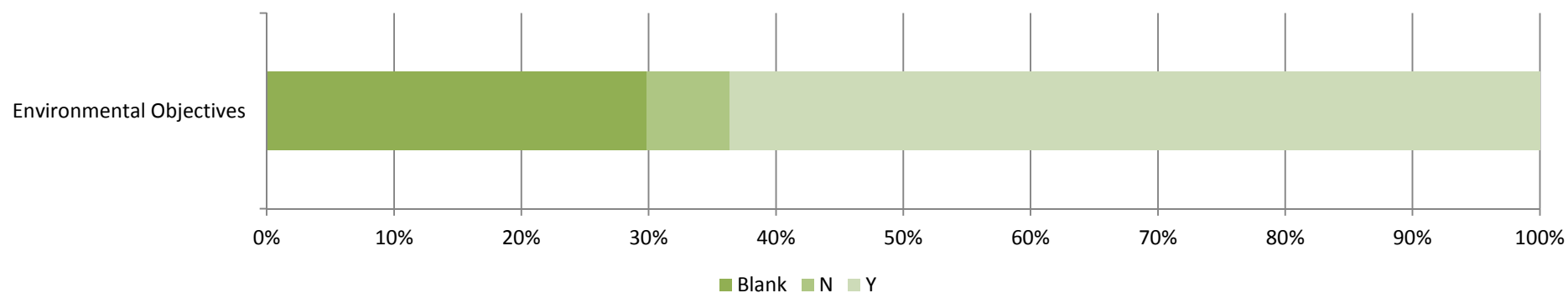


- 59% of Respondents felt that the Retail and Business Objectives outlined in the VOO were correct, 9% did not
- 25 respondents commented on this question, of these:
  - 3 were with regard to the enforcement of weight limits
  - 3 were with regard to deterring through traffic
  - 2 were with regard to attracting more visitors for shopping and tourism
-





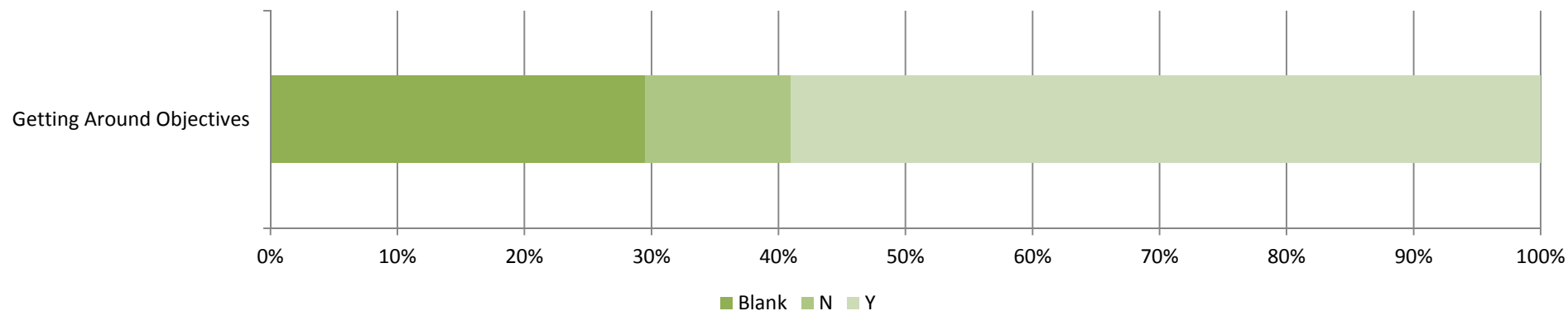
# Environment Objectives



- 61% of Respondents felt that the Environment Objectives outlined in the VOO were correct, 6% did not
- 16 respondents provided commentary to this question, there are no consistent themes in their commentary
-



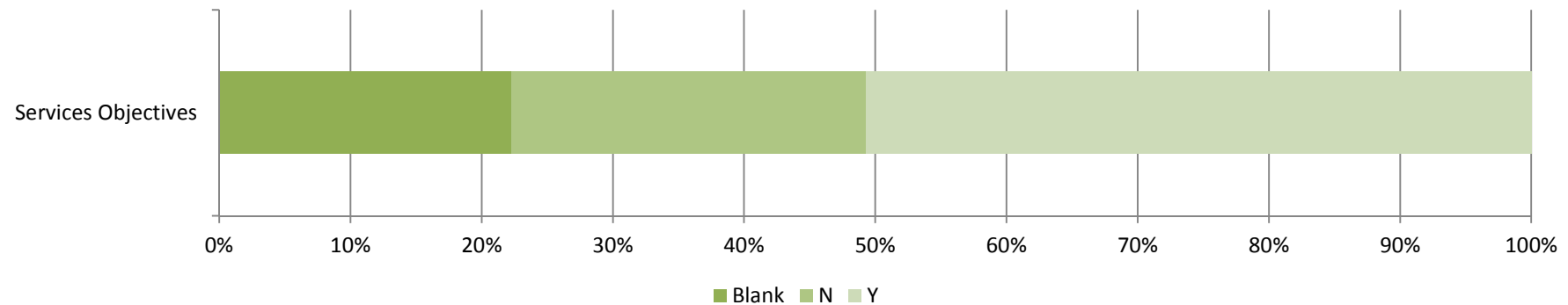
# Getting Around Objectives



- 57% of Respondents felt that the Getting Around Objectives outlined in the VOO were correct, 11% did not
- 22 respondents provided comments to this question:
  - 5 were with regard to improving pavements
  - 3 were with regard to improving bus services
  - 3 were with regard to reducing the emphasis on cyclists within the document
-



# Services Objectives



- 47% of Respondents felt that the Services Objectives outlined in the VOO were correct, 27% did not
- 11 respondents provided comments to this question, of these 3 were with reference to expanded bus services