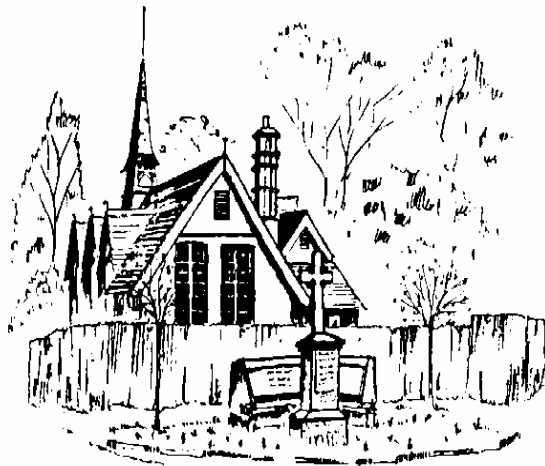


AMPFIELD PARISH PLAN



Ampfield - a community planning for its own future

August 2007

Original members of the Parish Plan Committee

Richard Burton
Ian Case
Pamela Clark
Jacqueline Jack
Julian Jones
Bryan Nanson
Paul Oliver
Barry Permain
Margaret Rothwell

Selected comments from respondents are shown throughout this report in this typeface.

Contents

AMPFIELD PARISH PLAN.....	1
Original members of the Parish Plan Committee	2
SUMMARY	5
INTRODUCTION	6
The Survey	6
Background.....	6
About the Parish of Ampfield.....	7
Responses Quantified	9
Number of Respondents	9
Response by Area	10
National Statistics.....	11
Age Statistics.....	11
DEVELOPMENT.....	12
Housing.....	12
Flats & Rental Property	12
Conservation Area, Local Gap & Rural Character of the Parish	12
A Conservation Area.....	12
Retain the Local Gap.....	13
Retain the rural character of the Parish	13
TRANSPORT AND HIGHWAYS.....	14
Speeding Traffic.....	14
Lack of Pedestrian Safety	14
Concern about Traffic Calming.....	15
Cycle Paths	15
Modes of Transport.....	16
Miles Travelled	16
Trains.....	16
Romsey Rail Link.....	17
Public Bus Use	17
Reasons for the low use of Public Transport.....	17
Bridleways	17
Dial-a-Ride	17
Southampton Airport	17
Recreational Footpaths	17

Pavements.....	17
TELECOMMUNICATIONS.....	17
EMPLOYMENT.....	18
ENVIRONMENT & FACILITIES.....	19
Environmental Management, Ampfield & Chapel Woods.....	19
Litter & Illegal Dumping / Fly-tipping.....	19
Light Pollution.....	19
Noise Pollution.....	20
Wheelchairs & Pushchairs.....	21
Facilities for the Disabled.....	21
Transport Facilities for the Disabled.....	21
Dog-Waste Bins.....	21
PUBLIC SERVICES.....	22
Fire & Ambulance Services.....	22
Police Service & Crime.....	22
Car Crime.....	23
Vandalism.....	23
Drink/Drug related Crime.....	23
Anti-Social Behaviour.....	23
Policing.....	23
Neighbourhood Watch.....	23
SPORT AND RECREATION.....	24
Importance & Participation.....	24
INTERESTS.....	25
VOLUNTARY WORK.....	25
COMMUNICATION IN THE PARISH.....	25
OTHER FACILITIES.....	26
WHAT HAPPENS NEXT?.....	26
Action Plan.....	27
Objective 1: Secure improved road safety within the Parish.....	27
Objective 2: Address identified road and transport problems.....	27
Objective 3: Maintain the rural character of the Parish.....	27
Objective 4: Defend and improve the local environment.....	28
Objective 5: Maintain and improve recreational activities within the Parish.....	28
Objective 6: Address community issues.....	28

SUMMARY

Parish Plans are a government supported initiative designed to give the inhabitants of villages an opportunity to influence developments in their community. The key features of Ampfield's plan are:

- A clear desire to retain the current character of the area and to ensure that any development is in keeping with the character of the parish.
- Any development to be of starter, family, disabled-friendly homes, those suitable for the elderly or those wishing to downsize.
- The need to address traffic concerns.
- A desire to sustain and develop leisure activities.
- The need to address noise and light pollution.

INTRODUCTION

The present emphasis by Central and Local Government on the importance of Parish Plans and their place in the longer term development and management of communities has led the Parish Council to recognise the need to establish such a plan for Ampfield, based on a survey of, and extensive consultation with, Parish residents. This will serve as guidance to the Parish Council, as well as Test Valley Borough Council (TVBC), in carrying out future activities.

The Survey

A brief description of the survey from which the following Plan has been derived may be helpful.

1. It was undertaken by a committee of volunteers, under the auspices, and with the authority, of Ampfield Parish Council.
2. A confidential questionnaire containing 40 questions was distributed to every household with provision for every resident 18 years and over to reply. For the purpose of the survey, the Parish was divided into 4 discrete areas. (Please see map on page 8.)
3. It was completed in May 2006.
4. Questions covered a range of subjects including housing, transport, amenities and environment.
5. Almost 45% of residents over 18 responded. Answers were analysed in order to identify the items to include in an Action Plan. Advantage was taken of formal Parish events (e.g. the Annual Fete) and informal contacts with Parishioners to ensure maximum public consultation.
6. A summary of the main conclusions was included in the Annual Parish Newsletter, and a presentation was made by the Parish Plan Committee Chairman at the Annual Parish Assembly on 30th April 2007. Comments were taken into account before the full draft of the Plan was presented to Ampfield Parish Council for adoption.
7. Copies of the final plan are to be circulated to all households in the Parish.
8. Ampfield Parish Council and the Parish Plan Committee acknowledge the generous encouragement and financial support of Community Action Hampshire in producing this document.
9. All costs, of approximately £2000, for creating this Parish Plan have been met by grants.

Background

A Village Design Statement (VDS) for Ampfield was drawn up in 2002/3 and adopted by TVBC as part of its Planning Guidance documentation. This document informs, and should be taken as essential background to, the present Parish Plan. However, unlike the VDS, TVBC do not propose to adopt Parish Plans as supplementary planning documents although elements applicable to planning can be taken into account in formulating policy and in decisions on planning applications.

About the Parish of Ampfield

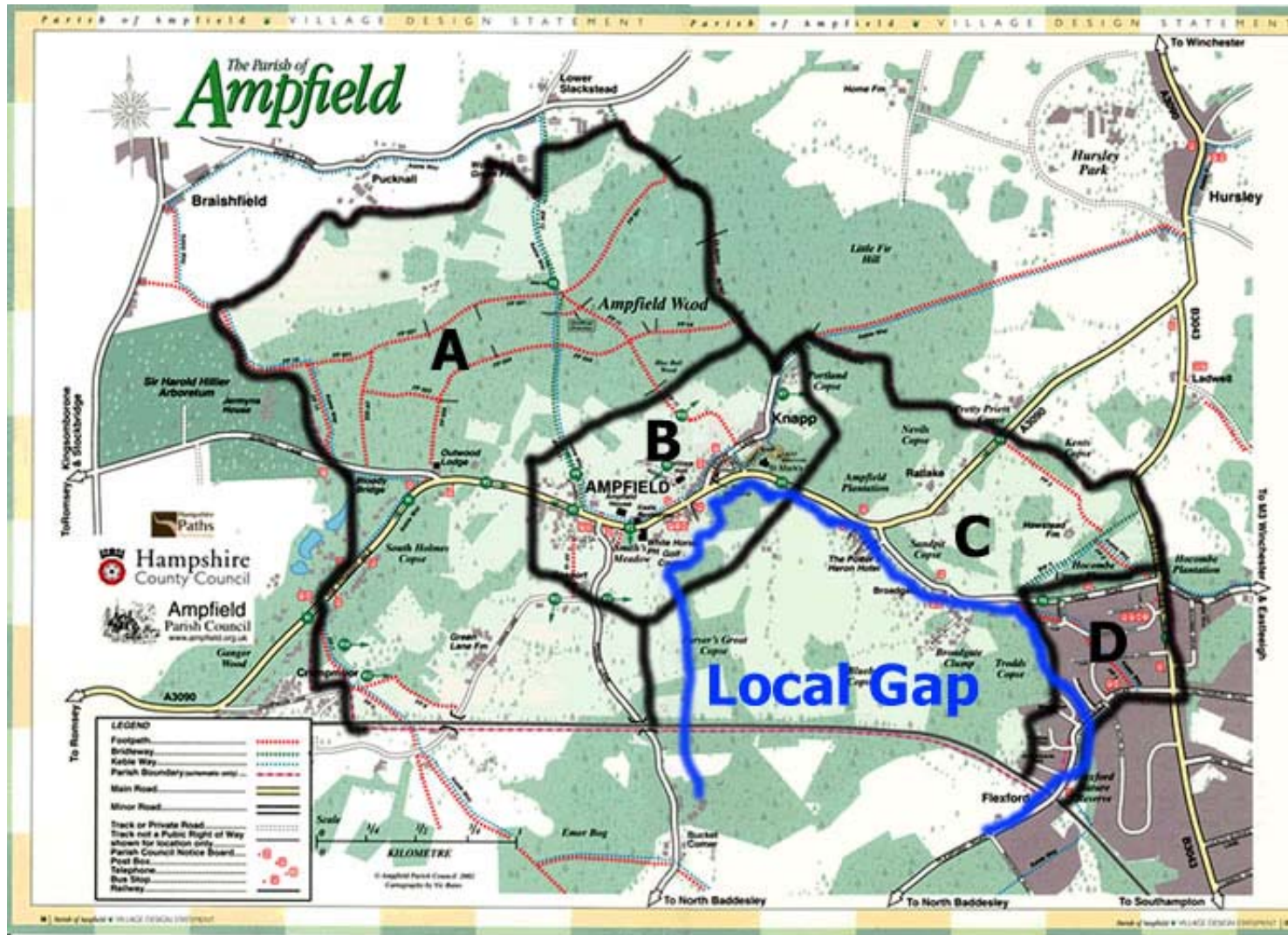
Ampfield is not, physically or geographically, a coherent Parish. It consists of several communities, living in separated settlements of diverse character. About 95% of the land is countryside, giving the Parish an essentially rural character which is much valued. Countryside and mature woodland surround each settlement, separating it from the next and providing each with a sense of tranquillity and space.

The Parish is situated 3 miles to the east from Romsey and 6 miles south west of Winchester, 3 by 2 miles approximately in area. Its centre, the old Village and Knapp, lies on the A3090, a very busy road which connects these two towns. To the East, where the greatest population density is found, the Parish is adjacent to the suburb of Chandlers Ford, in the Borough of Eastleigh. There is a local gap, still protected but liable to attempted encroachment, separating Ampfield from Valley Park and Chandlers Ford. To the West are the substantial properties along the Straight Mile. The Village itself dates back to medieval times when Ampfield was part of the Parish of Hursley. It became an independent ecclesiastical parish in 1841 when St Mark's Church was established. The civil parish was established in 1894.

Post war there has been, and continues to be, extensive development, in-fill and enlargement of existing properties (with the concomitant loss of "first and last" homes in the Parish). This has coincided with shifts in demography. There are few central amenities, though the Village Hall (ex W.I. Hall) is well used for social and cultural events, Chapel Wood is well used and the Parish recently purchased land, next to the White Horse Public House, for development as a recreation ground.

These limited facilities are, however, of lesser interest to the more outlying parts of the Parish, who are drawn towards the facilities offered by Romsey or by Chandlers Ford/Eastleigh. As will be seen from the following analysis and recommendations for action, it is the issues of housing, traffic and infrastructure that in this survey stand out clearly as those of most concern to Ampfield Parishioners.

"Ampfield is a lovely place and I feel happy and safe here."



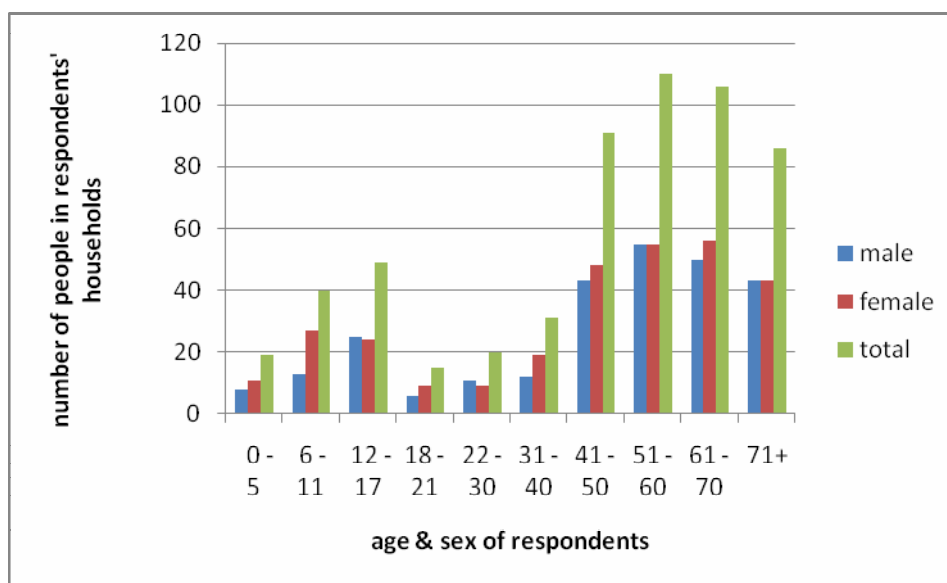
Responses Quantified

Some Facts

- The population of the Parish is 1,502.
- 1258 people are registered to vote and our questionnaire was targeted at these people.
- There are 644 households in the Parish of Ampfield.
- 567 people living in 228 households responded to the questionnaire.

Number of Respondents

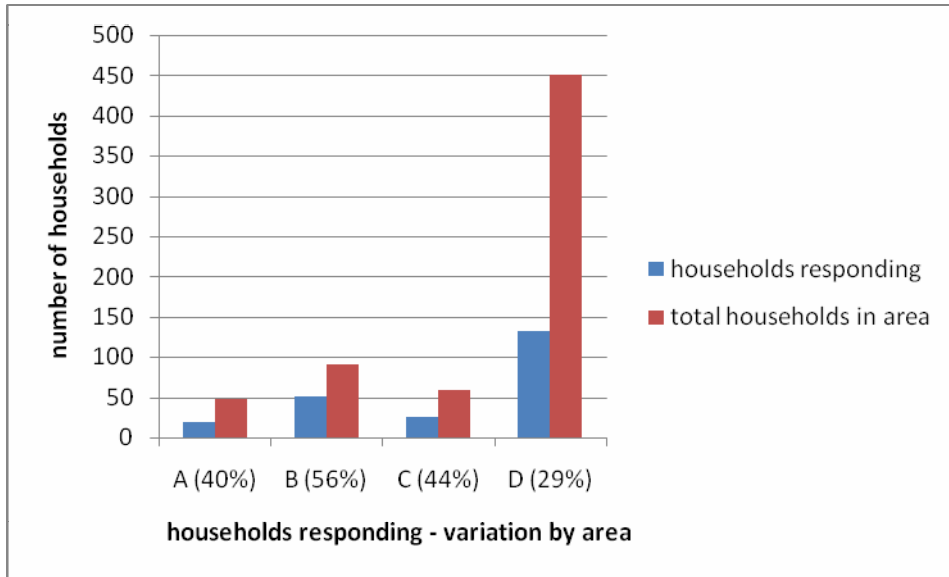
- 266 males and 301 females responded. The age breakdown of the people responding was as follows:



Note: There was a minimum age of 18 for respondents; consequently there are more people shown in this chart than there were respondents because parents have, as requested, included their non-responding, under aged children in these figures.

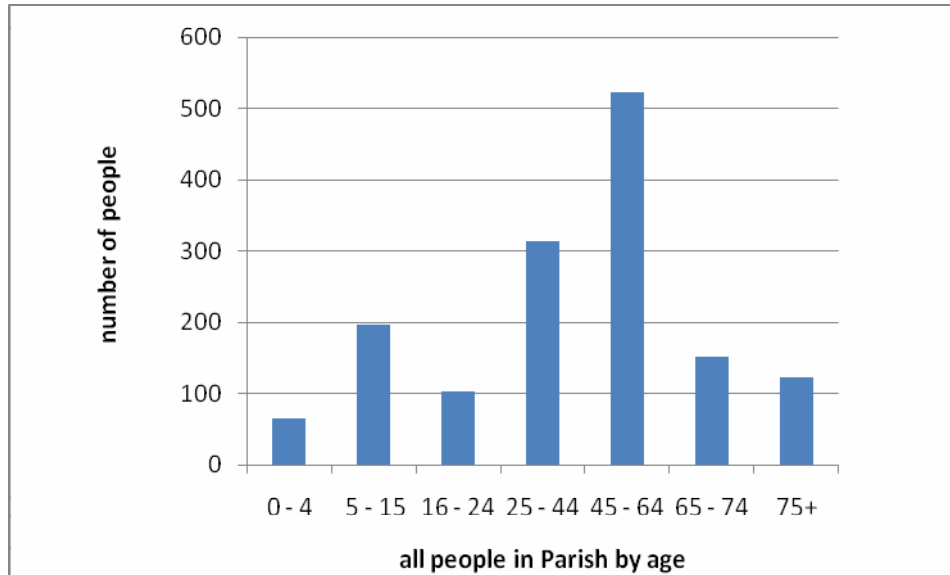
- It is clear that there is a preponderance of older people within the Parish.

Response by Area



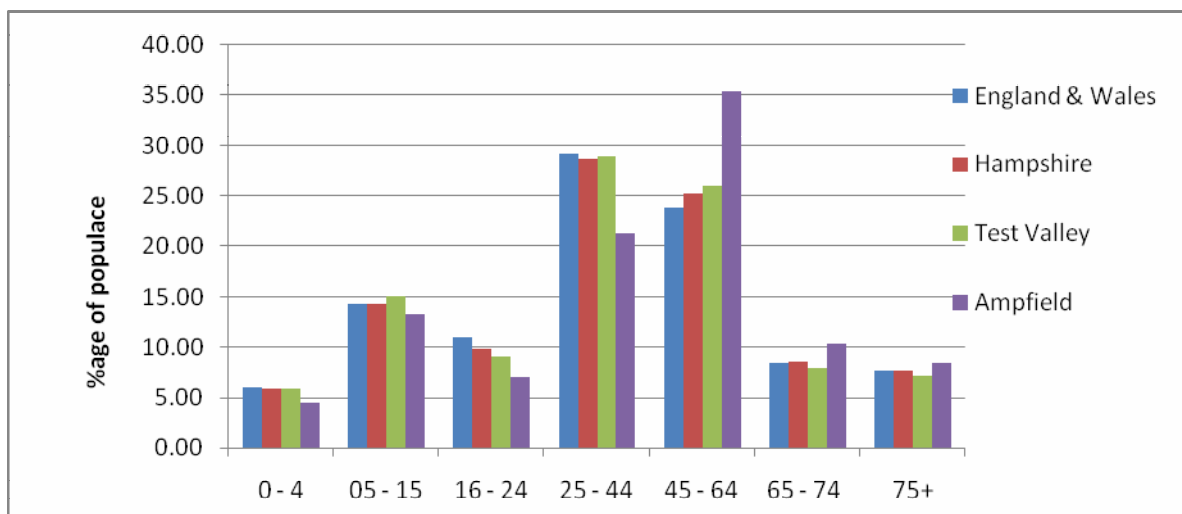
National Statistics

In the charts below we have plotted the actual number of people in the Parish provided by the Office of National Statistics using data from the 2001 Census.



Age Statistics

The comparable profile expressed in percentages for England and Wales, Hampshire, TVBC and Ampfield is shown below.



DEVELOPMENT

Housing

There is no strong demand for housing development from parishioners. If some development was to occur then the following homes were seen as desirable:

- Affordable/starter or 1 & 2 bedroom
- Down-sizing or retirement
- Family
- Disabled-friendly

What we didn't ask was whether or not these needs were already being met in the Parish, nor did we elicit any opinion as to where they might be built if they are indeed needed.

Flats & Rental Property

- 83% of respondents expressed no interest for flats.
- Over 80% thought that rental properties were not required.

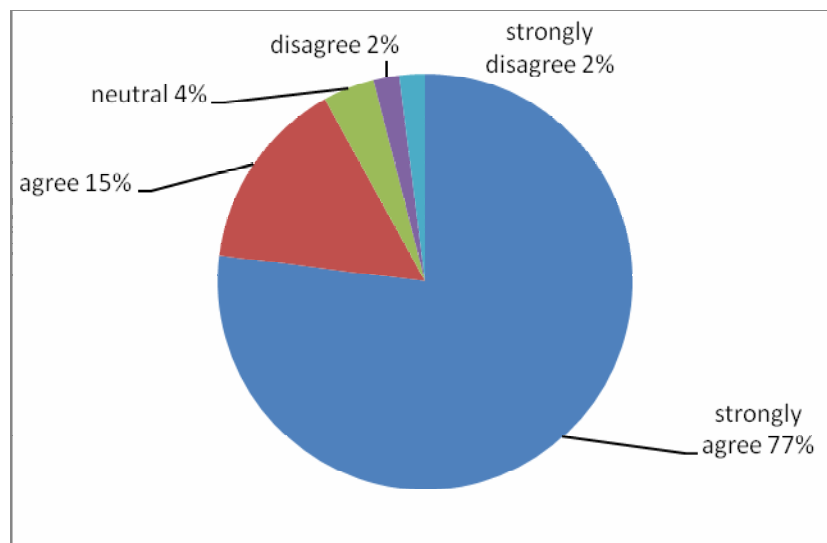
This was in keeping with the strongly expressed wishes of parishioners to retain the character of the Parish. It was also reflected in the considerable number of concerns about the building of flats expressed in the 'Comments' sections of the questionnaire.

Conservation Area, Local Gap & Rural Character of the Parish

The three questions where opinion was strongest were related to this heading. Respondents expressed an overwhelming need to keep the status quo with between 89% and 95% of the answers expressing no need for change.

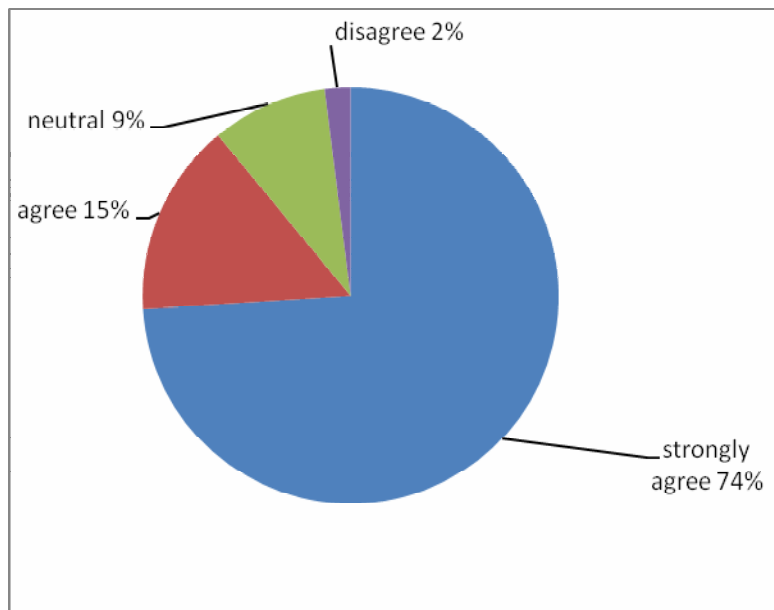
A Conservation Area

In reply to the question 'Is it important to retain a Conservation Area?' 92% either '*strongly agree*' or '*agree*'.



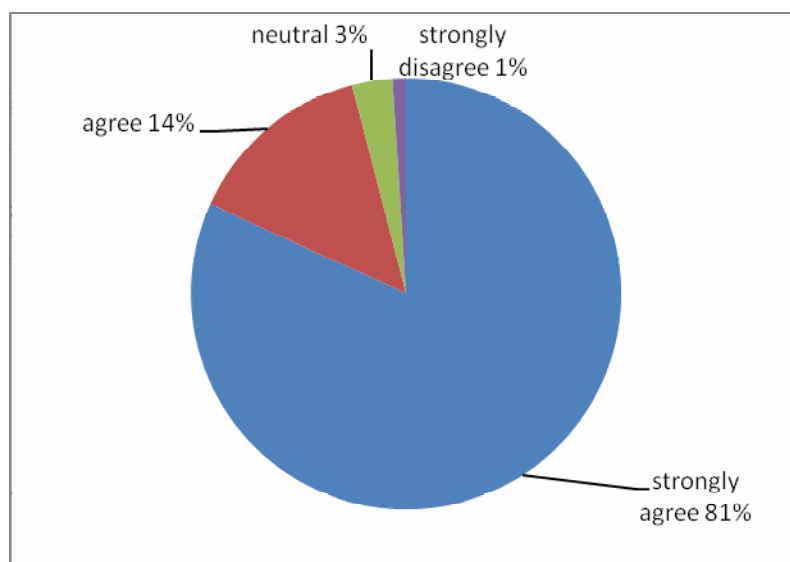
Retain the Local Gap

89% of respondents were supportive of the local gap.



Retain the rural character of the Parish

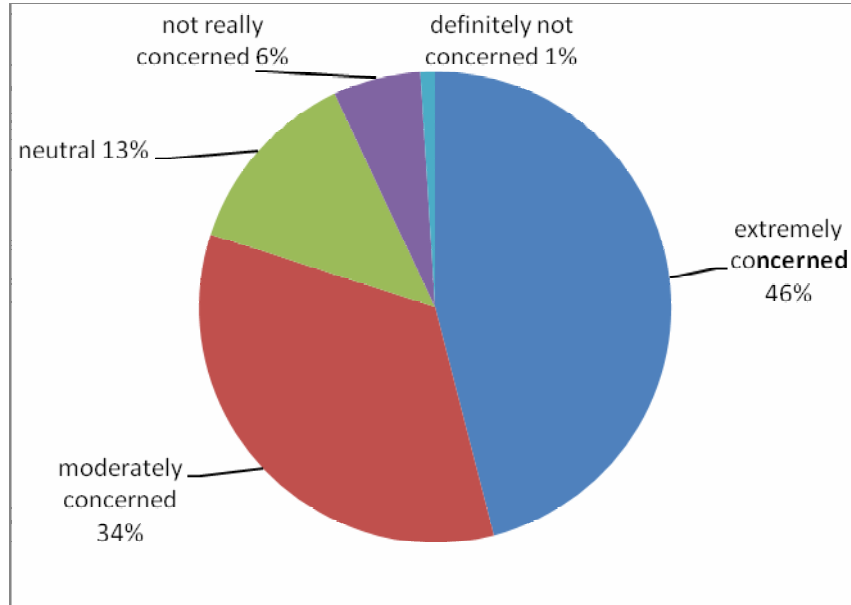
95% of the respondents either agreed or strongly agreed to the maintenance of the rural character of the parish.



TRANSPORT AND HIGHWAYS

Speeding Traffic

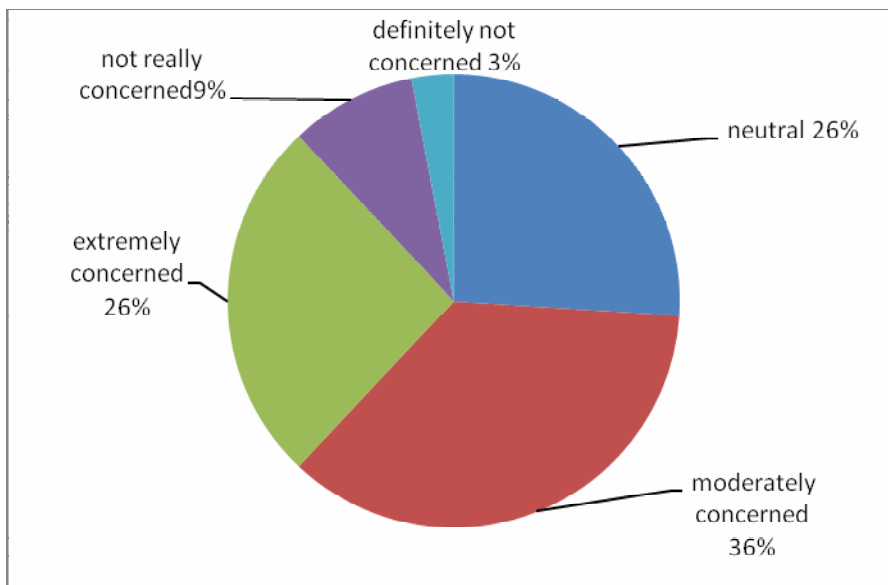
80% of respondents were either 'extremely concerned' or 'moderately concerned'.



“As much as we have expressed our concern about the speeding, nothing seems to change”

Lack of Pedestrian Safety

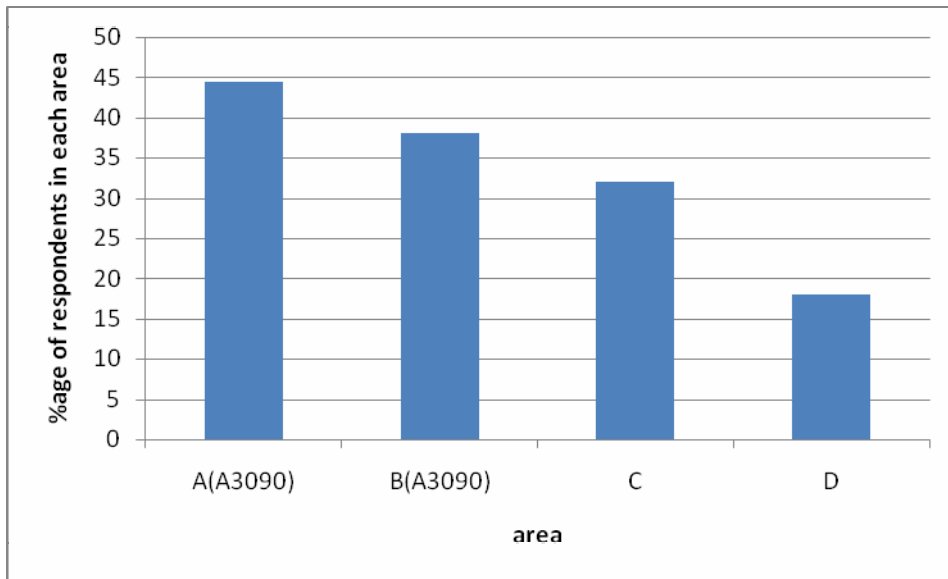
62% of respondents found this a problem. They were either 'extremely concerned' or 'moderately concerned'.



“The car is not the most important consideration. - quality of life and safety must come first.”

Concern about Traffic Calming

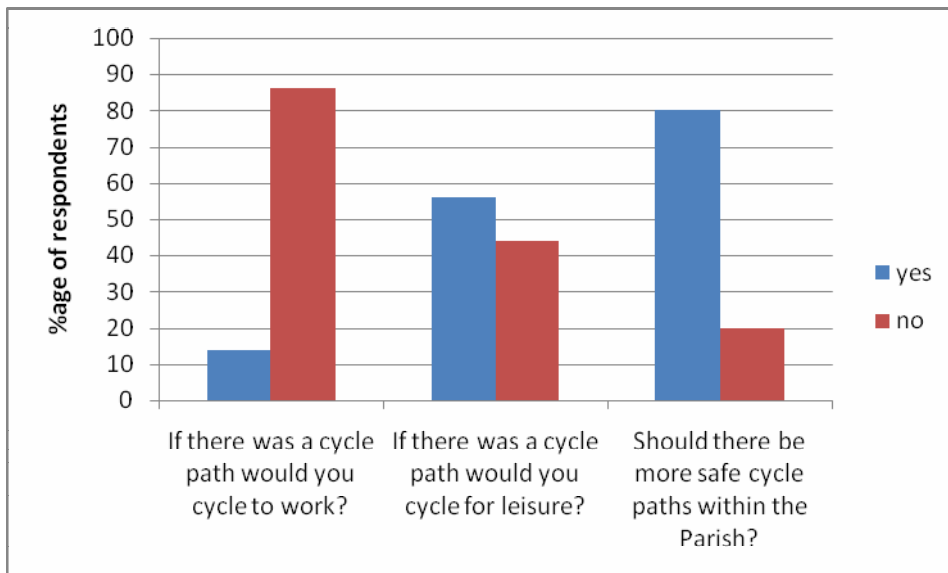
28% of respondents were either 'displeased' or 'extremely displeased' about the lack of traffic calming. However, there was a very variable response by Area.



"Baddesley Road must have traffic calming - there are enough accidents to justify it and the residents need protection."

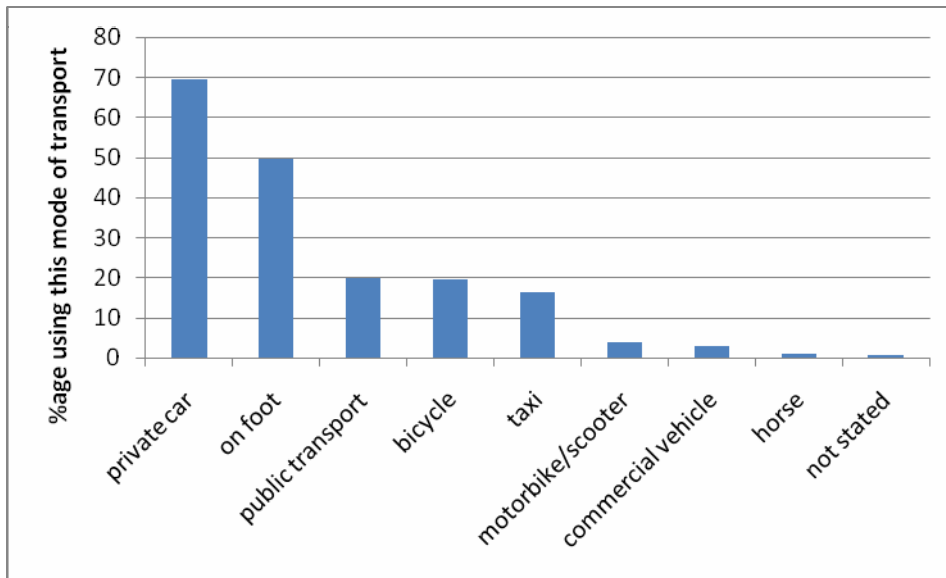
Cycle Paths

There was a distinct difference between people's intentions regarding cycling to work versus cycling for pleasure. Many more people were prepared to cycle for pleasure but there was little inclination to cycle to work. It is clear however that people want more cycle paths.



Modes of Transport

Ampfield's parishioners are an eclectic group in that they use many sorts of transport.



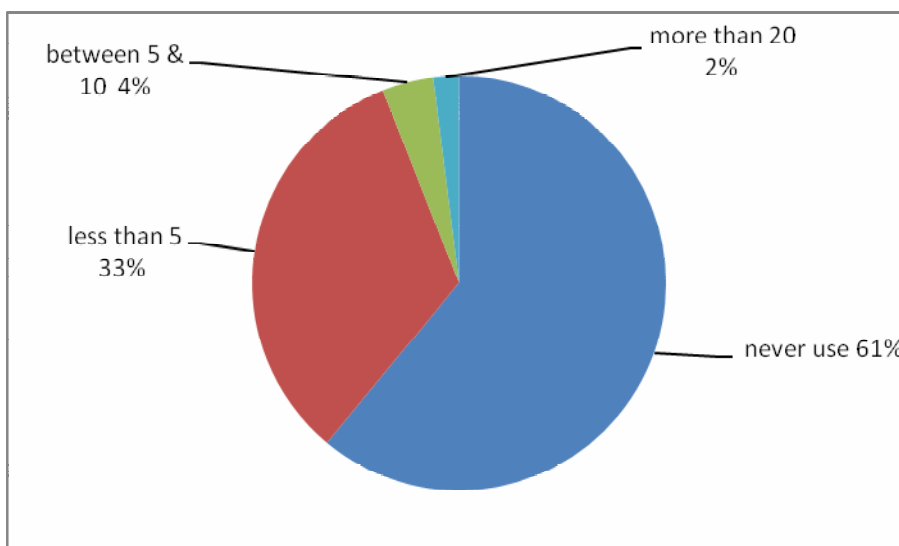
Please note that there are more replies to this question than there are respondents. This is because an individual may use more than one form of transport. Therefore the percentages indicated are shown as a percentage of the replies, not the respondents.

Miles Travelled

The 567 respondents travelled an average of nearly 76 miles per week. The purpose of this travel was to work, to shop, to study, for leisure and school runs.

Trains

94% of respondents used a train less than 5 times a month and 61% never used a train at all.



Romsey Rail Link

Not surprisingly the numbers using the Rail Link were low too, reflecting the rail usage. 6% of respondents used it less than 5 times a week. 79% never used it.

Public Bus Use

18% of respondents used the bus less than five times a month. 76% never used it.

Reasons for the low use of Public Transport

There were four overwhelming reasons for the low uptake of public services:

1. It needed to be less expensive.
2. It should be more frequent.
3. There should be more routes with more stops.
4. It should be more reliable.

When asked, '*What is the most important factor that would encourage you to use public transport?*' 14% of respondents said that they thought there should be 'no charge'.

Bridleways

We estimate that there are about 16 horse riders in the Parish.

Dial-a-Ride

This facility was used by only 2% of the respondents.

Southampton Airport

43% of respondents never used Southampton Airport. Just over half (51%) used it less than five times in a year. 4% of respondents used the airport between 5 and 10 times a year.

Recreational Footpaths

The maintenance, adequacy of numbers and access to the recreational footpaths stirred no strong views either way. Most people expressed satisfaction with the existing network. 35% wanted more parking facilities near recreational footpaths within the Parish.

Pavements

The number of pavements adjoining the public roads, and their maintenance, attracted a diverse range of opinions. 32% said that there were not enough pavements and 31% indicated that they were not well maintained. Access to the pavements was a problem to 11% of respondents.

TELECOMMUNICATIONS

There was considerable dissatisfaction with the access to Broadband with 49% saying that it should be improved. We looked at the areas where this was reported but there was no pattern, because all areas reported problems. This means that we are unable to suggest that the landlines and/or the distance from the exchange is, or is not, at fault.

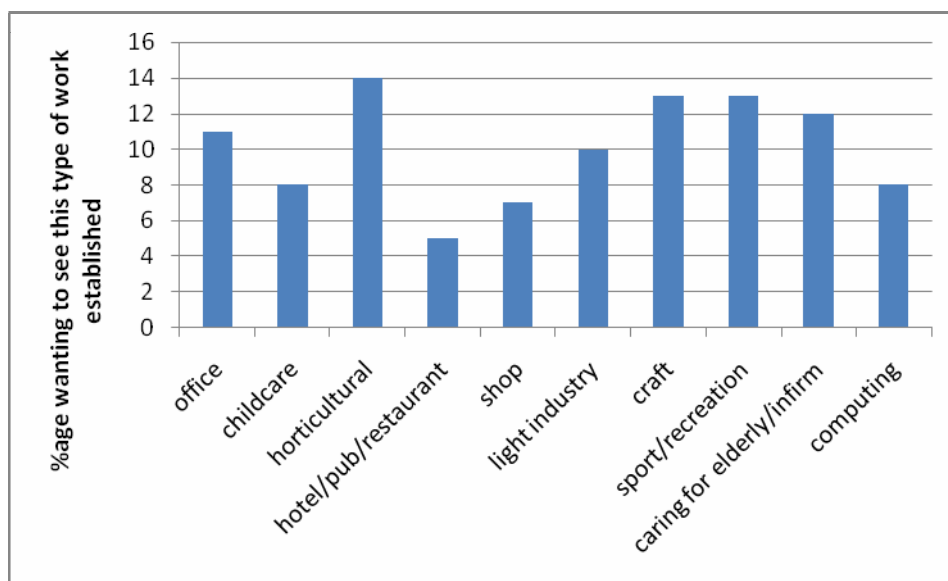
Most people did not want more mobile masts even if it resulted in improved mobile phone coverage.

EMPLOYMENT

The majority of people who work do so outside the Parish. 8% said they worked in the Parish. This implies that approximately 100 parishioners are working here. A similar number said they run a business in the Parish and a slightly smaller number 6% said they intend to run a business “in or from the Parish within the next twelve months”. 12% of people said they were self-employed.

An even larger number (31%) said they wanted more local employment. However, the overwhelming majority said they did not want this if more building was necessary.

People are available for work in all these areas, indicating a wide range of aspirations for jobs:



The above chart indicates that people have multiple aspirations for work; they are willing to work in a variety of jobs. It may also indicate that family members have aspirations for their relatives who want work. We come to this conclusion because 14 people reported that they were unemployed and yet there was a much larger number of people expressing the need for work.

When asked, *'How many days do you work at home each month?'* Nearly 9% of people said that they worked one or more days a month at home.

Only 3% of parishioners are unemployed and 43% are retired. The data relating to employment implies that a section of those who are retired continue to do some work.

ENVIRONMENT & FACILITIES

Environmental Management, Ampfield & Chapel Woods

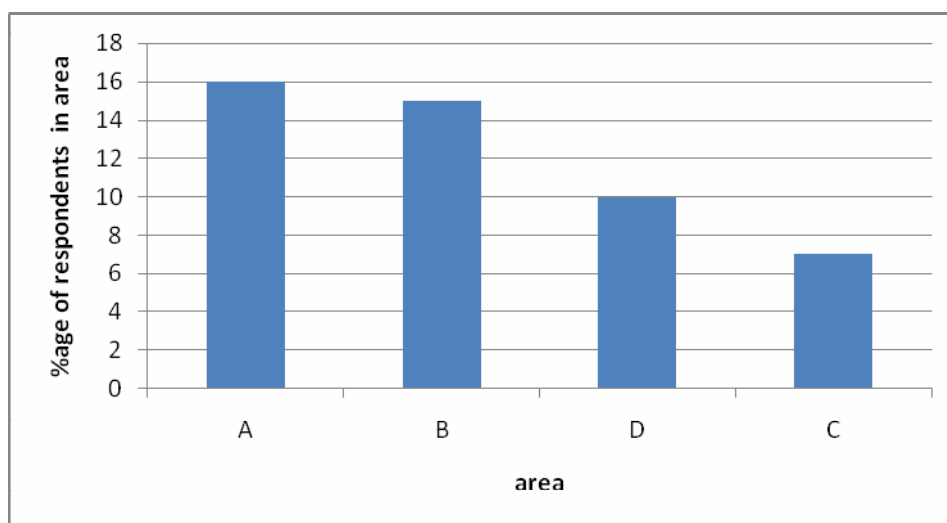
A large majority of people are happy with the management of the local environment and the upkeep of Ampfield and Chapel Woods is considered to be good.

Litter & Illegal Dumping / Fly-tipping

38% of people felt there was too much litter in the Parish and 63% said there was too much illegal dumping and fly tipping.

Light Pollution

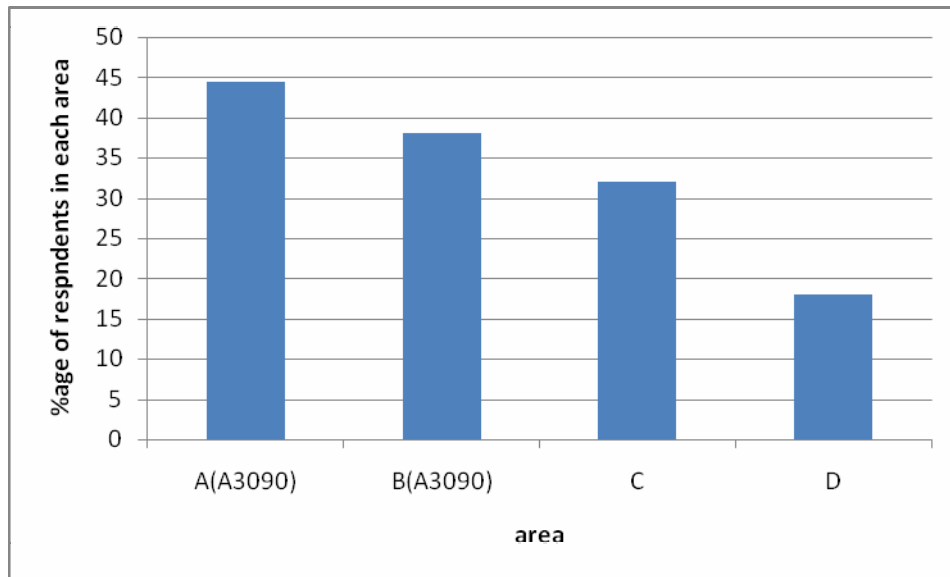
Most people had no problem with the level of light pollution, however, there was a minority of 12% of all respondents who either 'agreed' or 'strongly agreed' that it is a problem. This is broken down below and it shows the percentage of people in each area who experienced problems. Areas A and B reported almost twice the incidence of light pollution than Area C.



Noise Pollution

People were evenly divided about the problem of noise pollution with most having no opinion or disagreeing with the question's suggestion that it was a problem. However, there was a minority of 28% who did regard it as a problem.

Although this was a minority, it is a significant one and such a problem can be very acute for these people. Because of this, we analysed the data and found that it was predominantly bad in three areas. We did not ask the cause of the noise pollution, but we did observe that a common factor in the worst two areas was the A3090.



"There is noise pollution with ever increasing traffic."

Wheelchairs & Pushchairs

25% of people were unhappy about the access to footpaths and thoroughfares for wheelchairs and pushchairs, 10% of respondents thought there were not adequate facilities for the disabled within the Parish.

“Accessibility of footpaths and thoroughfares vary - in woodland areas generally not good for through routes. Some pavements have ramped access across roads.”

Facilities for the Disabled

11% of people were unhappy with these facilities.

“The village hall has been partially upgraded to conform with the DDA but further work is needed re a hearing loop.”

“As residents of 57 years standing, we feel that as elderly disabled people we are sidelined.”

Transport Facilities for the Disabled

27% of respondents agreed these were adequate and 39% disagreed.

“Winchester-Southampton bus service is not easy access.”

Dog-Waste Bins.

49% of all respondents wanted more dog waste bins. There was no significant difference between areas.

PUBLIC SERVICES

Fire & Ambulance Services

A lot of people were unaware of the level of Fire Service support and the level of Ambulance Service support (possibly because they had had no need to call them out).

“An ambulance didn’t know how to find our house in an emergency - Straight Mile.”

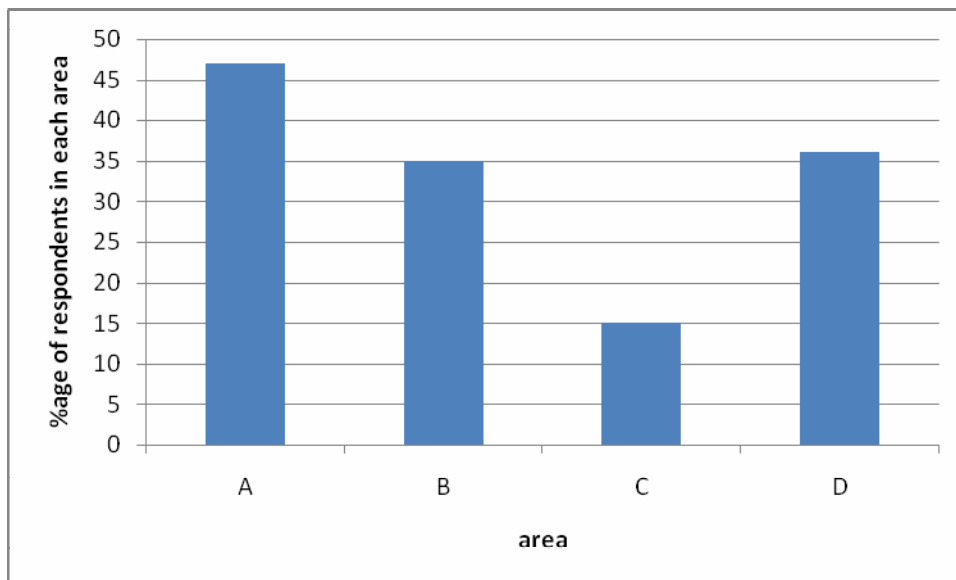
“I have had good experiences with the ambulance services and have found the police helpful. I welcome the new mobile police service.”

Police Service & Crime

- Over 20% of people said they were happy with the level of policing.
- 35% were unhappy.
- 37% had no opinion
- 7% did not answer the question.

However, among the 35% who were unhappy with the level of policing there was a wide difference according to where people lived. Not surprisingly it coincided with the frequency of burglary and this is again high in Area A. The provision of the new Monthly Police Service scored low because many said they didn’t know of its existence.

Please refer to the histogram below, which shows the percentage of people in each area who were not happy with policing. (The percentages add up to more than 100 because we are looking at the percentage of people in each area and not expressing it as a percentage of the total population.)



“Plenty of police in cars but not many in ‘Human Form’.”

“Romsey police service is useless, never staffed, slow to respond.”

Car Crime

85% of respondents have not experienced car crime in the last two years.

Vandalism

72% of respondents have not experienced vandalism but 14% reported it happening once or twice in the last two years.

Drink/Drug related Crime

Only 6% of respondents had experienced this in the last two years.

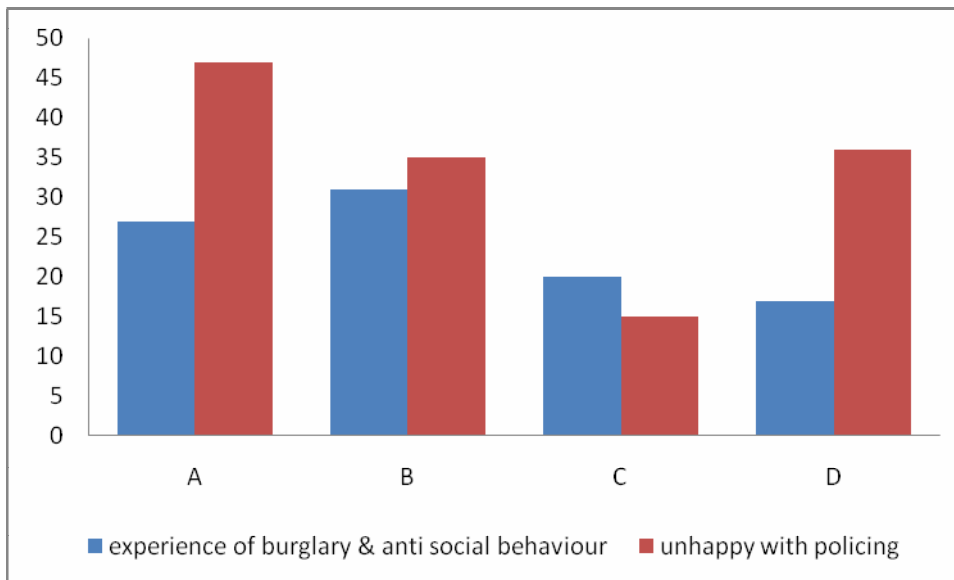
Anti-Social Behaviour

Although most people did not report a high prevalence of this there was a significant minority of 11% who have experienced it three times or more in the last two years.

Policing

There was a wide variation in people's experience. For instance, three times as many people in Area A have experienced one or more burglaries in the last two years when compared with Area D. The chart below shows the relationship between views on policing and incidents of anti-social behaviour and burglary.

Percentage of replies in each area



Neighbourhood Watch

Almost 50% of households are in a Neighbourhood Watch scheme and over 40% of those not in a scheme indicated that they wanted the area extended to include them.

SPORT AND RECREATION

Importance & Participation

Only one person reported playing in a local team.

85% said that they did not wish to join the teams using the Recreation Ground.

Only 9% attended clubs in the Village Hall.

When asked, "How do you rate xyz in the Parish?" the majority of people reported "most important" or "important" in referring to the facilities listed below. This is the figure in the 'Importance Rating' column. When asked to list the activities undertaken the figures were lower. These are shown in the 'Taking Part' column.

ACTIVITY	IMPORTANCE RATING	TAKING PART
Walking	82%	64%
Youth facilities	78%	3%
Leisure	77%	27%
Sporting Activities	75%	21%
Social Activities	74%	27%
Village market	74%	28%
Cycling facilities	73%	20%
Youth football	67%	2%
Brownies	64%	1%
Mobile Library	63%	6%
Keep fit	62%	7%
Lectures & talks	56%	16%
Womens' Institute	52%	3%
Theatrical	51%	12%
Cricket	50%	1%
Golf	47%	13%
Art classes	38%	3%
Yoga	30%	1%
Bridge	22%	1%
Calligraphy	16%	0.4%

"All these seem to be focused on the area around the village school - they are unrepresentative of the Parish as a village."

"We would be interested in a Senior Citizens' Club but would not be able to get to it and would like more advice and information."

"The social events at the Village Hall are first class."

INTERESTS

In answer to Question 36, 'Would any of these be of interest to you?' the replies were, in descending order of importance:

INTEREST	PERCENT OF RESPONDENTS
Volunteer scheme to help neighbours	24%
Gardening Club	21%
Children's playground	20%
Advice and information service	20%
Tennis	19%
Bowls	15%
Senior Citizens' Club	14%
Summer Camp type week for Kids	12%
Kids' Events	11%
Carers' support	10%
Babysitting Club	7%
Child Care	5%

VOLUNTARY WORK

18% of respondents currently do voluntary work and a further 13% said they would like to do voluntary work within the community.

COMMUNICATION IN THE PARISH

The Annual Newsletter, access to Parish Council meetings, St. Mark's Parish Magazine, the notice boards and the Romsey Advertiser were all deemed 'Good' or 'Reasonable' by the majority.

The Ampfield Web Site (www.ampfield.org.uk) was considered either 'Good' or 'Reasonable' by 22% and 'Poor' by 3%.

OTHER FACILITIES

In answer to the question, 'Which other facilities would you like in the Parish' we received a very varied list of requirements these included doctors' surgeries, farmers' market, more informal parish meetings, an informal café or bistro, a village directory for newcomers and a garden club. No single facility dominated the answers.

"More informal Parish meetings."

"Parish Council - actively recruit so that it is more representative."

"Allotments."

"A local shop to buy paper, milk etc. A Post Office."

"A farm shop."

"A local directory showing newcomers what Ampfield has to offer."

WHAT HAPPENS NEXT?

The Action Plan has been developed from the findings of the survey. It has been adopted by the Parish Council who will take forward its implementation as a standing item on the council agenda.

It is a dynamic plan and new items can be added at any time, for example some subjects need deeper analysis. Progress will be assessed and reported annually at the Parish Assembly.

Action Plan

Objective 1: Secure improved road safety within the Parish

How: Work with and lobby organisations such as local authorities and Police and be proactive in identifying areas for improvement.

Areas identified for attention:

- Ensure effective application of speed limits in Baddesley Road, Beechwood Crescent, Hook Road and the A3090.
- Rationalise the speed limits on A3090 from Winchester to Romsey.
- Reduce speed limits on the A3090 throughout the Parish.
- Install pedestrian refuges on A3090 in village.
- Resolve the long standing Baddesley Road bridge problem and secure the extension of the cycle way to Hursley Road.
- Address the problems of the A3090/Jermyns Lane Junction.
- Create 30mph Zones in Ampfield Village and the top of Hursley Road at Hocombe Road / Hook Road junction down to Baddesley Road traffic lights.
- Support the introduction of cycle paths.

Objective 2: Address identified road and transport problems

How: Work with and lobby organisations such as local authorities, bus operators and Police and be proactive in identifying areas for improvement.

Areas identified for attention:

- Parking on road outside St Mark's Church.
- Hook Road/Hursley Road junction.
- Hocombe Wood Road/Hook Crescent rat run.
- Road maintenance issues.
- Lack of buses, times of buses and number of stops.

Objective 3: Maintain the rural character of the Parish

How: Protect a local gap. Retain a Conservation Area. Seek to ensure through the planning process that any development is in keeping with the character of the area and to be of starter, family, disabled-friendly homes or those suitable for the elderly.

Objective 4: Defend and improve the local environment

How: Work with and lobby organisations such as local authorities and Police and be proactive in identifying areas for improvement.

Areas identified for attention:

- Reduce the impact of heavy traffic in Pound Lane and Green Lane.
- Fly tipping and litter problems.
- Dog-Waste bins.
- Light & Noise Pollution.
- Traffic Noise on A3090 and Baddesley Road including road surfaces.

Objective 5: Maintain and improve recreational activities within the Parish

How: Ensure that existing activities such as cricket, Brownies and the village market are maintained. Seek to facilitate and encourage the development of new activities where there is a demand. Initial areas identified are:

- Walking.
- Cycling.
- Youth activities.
- Promote better awareness of recreational activities.
- Gardening.

Objective 6: Address community issues

How: Initiate action to:

- Encourage the introduction of more Neighbourhood Watch schemes.
- Install hearing loop in the Village Hall.
- Investigate how ambulances navigate to households with no numbers.
- Investigate concern over disabled facilities.

