

## Appendix D: Consultation Data



March 2017.

### Updated Summary of Residents' Feedback from our Public Consultations.

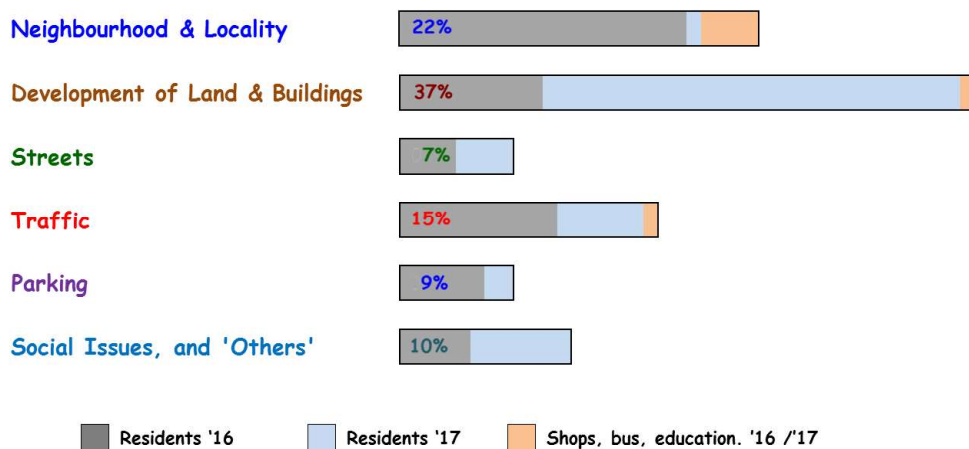
The January '16 consultation results illustrated the range of responses to the simple request for comments and ideas concerning those things which residents like about their neighbourhood, and those things they did not like or would like to change.

In January this year the request to attending residents was to focus a little more closely on development of land and buildings; the core issue in Neighbourhood Planning.

Consultation with local businesses, schools and other institutions has been carried out in the meantime almost entirely through individual canvassing and although we have been successful in attracting the time and attention of only a proportion of them so far, our expectation is that the views of those who have given them will turn out to be pretty representative.

In total now we have received **290** suggestions, ideas and comments which we have grouped according to the aspect of concern which they address. The detail of the results can be found in the consultation analysis report which is posted on our Neighbourhood website.

The distribution of weight of concerns from all consultations is now illustrated in proportion as;



The proportions of the categories have shifted fairly dramatically from those we saw in the presentation of results from our first consultation.

The main one of course relates to the increase in 'Development of Land and Buildings' simply because that was the subject residents were asked to focus upon during our second consultation. This is really important because it lies absolutely at the core of neighbourhood planning. The increase in size of this topic automatically reduces the proportions of all else, but not the actual numbers of residents' concerns, nor their importance.

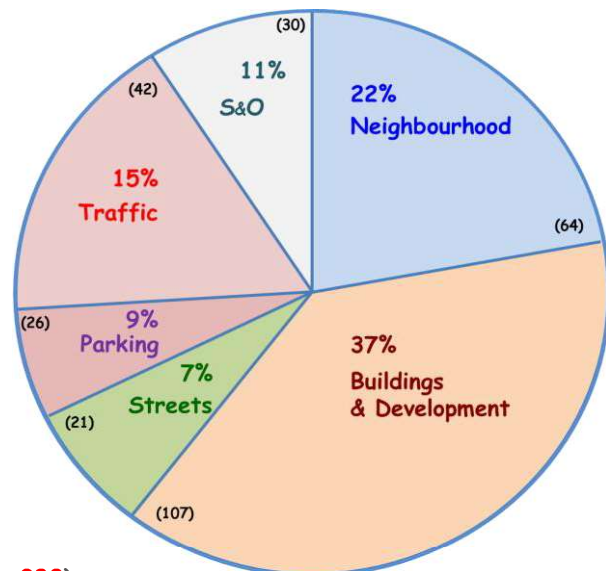
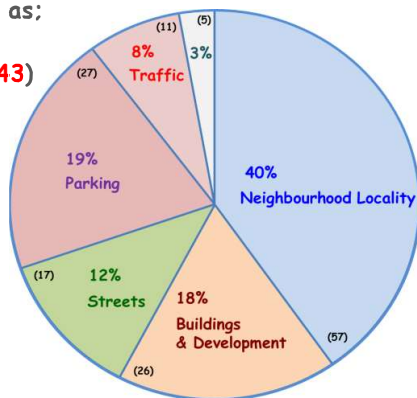
An obvious example is that of the huge problem surrounding roadside parking in the neighbourhood, recognised as taking up nearly 20% of all concerns initially, now reduced to 9%. This is due in part to shifting proportions of concerns, but also reflects our attempts to translate the parking problem (in itself not an N.P. issue) into an integral part of our Plan and we have tried to do this in two ways.

We have looked at the impact of the problem and transferred a number of residents' concerns from 'parking' into the needs in the 'development' section for rules concerning accommodation of off-road parking capacity for any future increase in neighbourhood population whether arising from new buildings or from change of use of existing properties. We want to ensure the problem does not become more acute.

In addition, where we viewed the parking issue initially as a major 'nuisance' for residents, it is rather more than that when we consider the hazards involved with traffic flow through some areas of our neighbourhood. Wherever proper to do so we have translated residents' parking responses into recognition of those hazards by re-allocating them to the 'traffic' category. Our feeling is whether or not traffic flow is a major feature of N.P., recognition of the risks entailed for residents is less likely to be one which can remain unresolved.

Results from the first consultation (Jan '16) were presented as:

- number (tot 143) and proportion of responses



With the addition of responses from Jan '17 plus the input from non-resident neighbours (tot. now 290) the picture becomes massively more relevant to Neighbourhood Planning.

### Neighbourhood & Locality:

the number of responses has increased a little and the analysis illustrates a large degree of satisfaction; essentially a nice place to be, but with just a couple of regrets.

### Development of Land and Buildings:

a very clear picture now of what residents like, of those restrictions on future development which they would like to see incorporated into the Plan and of their concerns over the consequences of any future migration of major presences (schools, businesses, etc.) out of the neighbourhood.

### Streets:

little change from the original range of concerns, and still reflecting differences in residents' likes and dislikes across areas of the neighbourhood. Generally though, recognition of a need for improvement.

### Parking:

(note previous page)

### Traffic:

(see page XX)

### Social, and 'Others':

here a substantial increase in the number of responses but interestingly with so many of the total, whilst not really related to Neighbourhood Planning, are all things which with enough enthusiastic subscribers could be implemented by residents anyway.



Responses from residents and non-resident neighbours fall fairly naturally into six categories and the following pages illustrate the weight of interest of each one and the range of actual concerns expressed.

The order of presentation of the categories is;

- Neighbourhood & Locality
- Development of Land & Buildings
- Streets
- Traffic
- Parking
- Social & Other

Colour coding of the entries represents;

- residents' responses Jan '16 consultation
  - residents' responses Jan '17 consultation
  - non-resident neighbours
- B** (business)  
**S** (shop)  
**E** (education)



### Neighbourhood & Locality

**Like:**

R.	access town centre /schools/station/local shops/dentists/doctors/Wicksteed/golf, etc.		17
R.	nice place to live/well behaved children/St Michael's/low crime area/no floods/bus service		10
R.	community spirit /diversity		8
R.	greenery/like the trees/flowers/wildlife		8
R.	recognition of the conservation area		1
B.	easy access for clients via road and rail		3
B.	widespread recognition of the 'Headlands' address		2
B.	availability of local retail outlets and access to the town centre		2
B.	base location for business across the Midlands		1
S.	regularity of local and 'incoming' customer base		2
E.	historical links with site, founders and the town		1

**Would like:**

R.	more green spaces/spaces for kids to play		6
R.	return of the post office		1 2

**Concerns:**

R. (in effect, anything which would upset or jar with the existing composition of the neighbourhood)

**Dislike:**

51	2	11
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**Development of Land & Buildings**

**Like;**

R.	attractive buildings/same height/predominantly residential/restoring multi-occ' to homes		10
R.	not much space or opportunity for new (additional) development, only 'replacement'		1
R.	retirement homes on Broadway are great !		1

**Would Like;**

R.	<b>maintenance of good balance (of design ?)</b>	}		18
	- design 'in keeping' relative to immediate surroundings style			
	- modern design welcome, but 'quality' of design to complement existing			
	- maintain the mix of dwellings (maintain the mix of people)			
	- reversion of regular homes back to dwellings (good, e.g. Broadway Hostel)			
	- avoidance of straight streets, curve as Headlands, Ostlers etc.			
R.	<b>avoidance of any additional demand for street parking</b>	}		14
	- all new developments to include own on-site (off road) parking capacity			
	- shops if not reoccupied as shops, to residential (but parking ?)			
	- 1.5 / 2 spaces per new dwelling			
	- cannot absorb more businesses unless incl. of parking			
	- no conversion of front gardens to private parking (..... elimination of street parking, pavement traffic, rain run-off)			
R.	<b>proportion of any 'released' land to green spaces</b>	}		13
	- incl. 'pocket parks'			
	- tree planting for new developments (Headlands specific)			
	- all new dwellings to include a proportion of green space			
R.	rather than 'clearance', prefer conversion of large established buildings with land, to smaller accommodation units but only with inclusion of own offroad parking (for young families, and for oldies to downsize into).		9	
R.	more social /affordable housing		2	1
R.	retention of existing large gardens, no 'infill' garden development		2	
R.	maintenance of conservation area rules (throughout the neighbourhood)		2	
R.	retain shop premises if possible, but not 'unsuitable' (tatto, sex, betting, etc.)		2	
R.	shops if not reoccupied as shops, to residential (but parking ?)		1	
R.	pedestrian access needed to Slade Cres green space		1	

**Concerns;**


R.	<b>redevelopment opportunities arising ?</b>	}		5	4
	- if the fire station moved out				
	- if St. Michael's Church went				
	- if Hawthorn Road School moved away				
	- if Bishop Stopford School moved away				
	- if St. Peters School moved away				
R.	composition of housing replacements for ugly factories St. Michael's		2	1	
R.	retention of Hawthorn School building (Gotch) if school moved		1		
R.	better consultation (poor on Bishop Stopford extension)		1		
R.	the importance of N.P. in influencing building useage		1		
B.	recognition of future needs to modify or expand properties to accommodate bus' growth		2		
E.	development opportunities restricted due to site access constraints (and space)		1		


**Dislike;**


R.	any prospect of high-rise /tall developments		4	5	
R.	house conversion to flats (multi occ' without off-road parking = more roadside parking)		1	1	
			<b>27</b>	<b>77</b>	<b>3</b>

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 <b>South West Kettering (Headlands Community) Neighbourhood Plan</b>		<b>Analysis of feedback from our Public Consultations at March '17</b>			
<b><u>Streets</u></b>					
<b>Like;</b>					
R.	retain wide footpaths				2
R.	wide streets e.g. Hawthorne Road				1
R.	public litter bins				1
R.	nice new street lights				1
<b>Would like;</b>					
R.	want more trees, appropriate species, and properly maintained				3
R.	more nice new pavements				1
R.	more road resurfacing				1
R.	expansion of improved street lighting				1
R.	sympathetic signage				1
R.	improved drainage (ref. puddles)				1
R.	cctv Headlands: speeding, illegal parking, criminal activity				1
<b>Concerns;</b>					
<b>Dislike;</b>					
R.	drains blocking, pavement tree roots, failure to replace trees (maintenance)				3
R.	revised pedestrian access to and from town via Headlands/B.Green Road junction				1 1
R.	new street lighting poor				1
R.	raised kerbs (Headlands) affect disabled access				1
					<b>10 11</b>
					<b>21</b>

 <b>South West Kettering (Headlands Community) Neighbourhood Plan</b>		<b>Analysis of feedback from our Public Consultations at March '17</b>			
<b><u>Traffic</u></b>					
<b>Like;</b>					
R.	no central through road (Headlands cul de sac)				2
R.	speed limit around Hawthorn Road School				1
<b>Would like;</b>					
R.	examination of the effectiveness of one-way systems, and more reduced speed limits				2 3
R.	restriction on bus and coach access				2
R.	want safe cycling routes				2
R.	address the danger for pedestrians and traffic Broadway /Headlands junction				1
R.	organised drop-off points remote from schools				
E.	resolution of traffic congestion and attendant danger to secondary school pupils at the Headlands-Hawthorn-Crescent junction.				1
<b>Concerns;</b>					
R.	'eventual' purpose of the new railway bridge				2 1
R.	motor bikes over the bridge bottom of Headlands, no prohibition notices				2
R.	prospect of extension of Ostlers to the railway station ?				1
R.	concern over possibility running Ostlers into the Crescent via St. Peters site				1
R.	Southlands development impact on traffic into /through the neighbourhood ?				1
<b>Dislike;</b>					
R.	traffic volume, rat runs and particular hotspots of congestion				17
R.	speeding drivers				2 1
					<b>27 14 1</b>
					<b>42</b>

 <b>South West Kettering (Headlands Community) Neighbourhood Plan</b>		<b>Analysis of feedback from our Public Consultations at March '17</b>	
<b>Parking</b>			
<b>Like;</b>			
<b>Would like;</b>			
R.	solutions other than permit parking		3
R.	one-hour complete parking restriction to eliminate all-day parking (town end Headlands)		1
R.	awareness campaign to people parking on streets; 'be considerate'		1
E.	better approaches to accommodation of (time-predictable) peak periods of congestion		1
<b>Concerns;</b>			
R.	increasing numbers multi-car homes		1
R.	no caravan parking		1
B.	ongoing provision of roadside parking intervals for customer visits		2
B.	maintenance of availability of staff overflow roadside parking		2
E.	the difficulty for parents in access for safe delivery and collection of young children		1
<b>Dislike;</b>			
R.	thoughtlessness; parking on pavements/across driveways/at corners/pedestrian crossings		6
R.	commuters' avoidance of station car park		4
R.	no enforcement (stay all day)		1
R.	no parking on green verges		1
R.	expense of railway station car parks, raise the issue with them		1
		15	5 6
		<b>26</b>	

 <b>South West Kettering (Headlands Community) Neighbourhood Plan</b>		<b>Analysis of feedback from our Public Consultations at March '17</b>	
<b>Social</b>			
<b>Like</b>			
	community spirit /diversity (reminder)		
<b>Would like;</b>			
R.	drama club, history walks tours, new year function		3
R.	evening community facilities (school premises)		3
R.	community centre at St. Michael's ?		2
R.	greater police presence		1
R.	improved litter control (e.g. Bishop Stopford students)		1
R.	residents' responsibilities for pavement clearance of leaves		1
R.	residents' responsibilities, bins removed same day as emptied		1
R.	prohibit shops advertising boards on pavements		1
R.	additional bus service		1
R.	family-friendly pub		1
R.	keep the bakery		1
R.	make the effort to support local businesses		1
<b>Concerns;</b>			
R.	loss of community spirit Slade Crescent		1
<b>Dislike;</b>			
R.	unclean streets; bins left out, dog fouling		6 1
R.	neglect of some properties		1
R.	overgrown hedges		1
		10	17
		<b>27</b>	
<b>Other</b>			
R.	one incidence of vandalism (Bishops Drive cul de sac sign turned)		1
R.	overhead telephone cables unsightly (how nice if they weren't there)		1
R.	reclaim the streets, car-free fun days		1
		3	
		<b>3</b>	