

Townhill Park Regeneration

Review of feedback from the Public Consultation Events on 17th and 20th September 2014 and other responses received in connection with the redevelopment proposals



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1.0 Introduction

Townhill Park Regeneration is a major project in the transformation of the city's Estate Regeneration Programme. The September 2014 consultation forms part of a series of public consultations that have taken place as the project advances and gives local residents the opportunity to see and comment on the proposals as they develop. As part of the development of the design details for Townhill Park Southampton City Council held two drop in meetings on 17th and 20th September 2014.

This report describes the consultation that took place, sets out the comments received, and provides responses to the main issues raised. The format is as follows:

Introduction & Consultation Data	P2 to 4
Consultation Comments Received	P4 to 11
Council responses to comments	P11 to 25
Conclusions & Next Steps	P25 to 27

2.0 The Exhibition

The drop in meetings were held at Cutbush Childrens Centre on the 17th September from 18:15pm to 20:00pm and 20th September from 09:30am to 12:30pm.

An invitation to attend the events was delivered to each address in Townhill Park and to local Southampton residents in homes adjoining the estate.

Visitors to the exhibition were invited to register and to fill in a Comments Form before leaving. The exhibition boards of the proposals were arranged around the main hall and the meetings were supported by a number of Council officers and members of the Capita design team who either accompanied visitors round the exhibition or were on-hand to answer questions.

The presentation boards included:

- Existing estate layout also showing the redevelopment sites
- Latest design layout and storey heights for all redevelopment sites
- Phase 1 Latest layout Plans and schedule of accommodation
- Examples of typical apartments and houses
- Proposed Landscape Plan for the estate

- Latest landscape Plan for Phase 1
- Proposed parking under the apartments
- Proposed roof plan and roof gardens
- New Village Green and Centre
- Meggeson Avenue Improvements
- Proposed Pedestrian and Cycling Routes
- Parking Proposals
- Timeline – Next Steps

Following the meeting the presentation boards were put on the Council's web site. However, there was some delay in this due to the web-site refresh. Therefore people were given extra time to respond until 17th October.

A copy of the September layout plan can be found in Appendix 1 of this report. Since that date further revisions have been undertaken.

3.0 Attendance at the Drop In Events

The attendance at both events was good:

- 109 attending on the 17th September and
- 64 on the 20th September
- Total attendance 173.

A number of people attended and provided comments at both events and both are counted for each visit.

The majority of those visiting the event were home owners in the area:

- 92 residents visiting the events were home owners within the estate and
- 50 were homeowners adjacent to Townhill Park.
- 142 out of 173 (82%) of people attending the drop in meetings were home owners in the area.

Only 12 people were identified as Southampton Council tenants.

Few Council tenants attended, however, the majority of Phase 1 tenants have already moved out of the area and current remaining tenants may not feel inclined to be involved as they know that they too will have to move out at some stage.

4.0 Information gathered during the Consultation Period

Responses to the consultation have been received in a variety of ways:

- Comments Forms received at the drop in events
- Comments noted by the consultants in attendance at the events

- Letters and e-mails received during and after the consultation events
- Comments received after the meetings.

The following section of the report describes the comments recorded on the Comment Forms at the meetings and those received after.

5.0 Comment Forms Receive at the Drop In Events

29 forms were completed on 17th September and 32 on 20th September making a total of 61.

The Comment Forms asked 3 questions:

1. What do you like?
2. What do you not like?
3. Is anything missing?

The completed Comment Forms have been reviewed and the comments gathered together in the following order:

1. What people liked gathered by type
2. What do you not like gathered by general comments by type and/or issue
3. What do you not like gathered by specific redevelopment plot comments/issues
4. What people thought was missing gathered by type

The results of bringing the Comment Forms comments together are included below.

5.1 Comment on What People Liked

POSITIVE comments on particular aspects of scheme proposals:

- 19 comments received were complimentary of the regeneration design work
- 12 comments were positive about the new Village Green and convenience store
- 8 positive comments were received about the parking proposals for new and existing homes
- 5 comments supported the traffic calming of Meggeson Avenue
- 5 comments were specifically supportive of the green space proposals
- 8 in favour of the regeneration investment in the area.

These are the positive aspects which received the most comment with the full range set out below.

Topic	No.of
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	respondents
Regeneration design work generally	19
New Convenience Store and Village Green	12
Parking proposals for new and existing homes	8
Regeneration Investment	8
Green Space proposals	5
Traffic Calming – Meggeson Avenue	5
Demolition of old pub and existing shops	3
Affordable Housing content	2
Consultation methodology	2
Parking underneath the apartment blocks	2
Roof Top Terraces	2
Consultation methodology	2
Cycle and Pedestrian route proposals	1
No development proposed on Frogs Copse and Hidden Pond areas	1
Making good use of underutilised/neglected open space	1

5.2 Negative General Comments

These are the aspects which received the most general adverse comment:

- 12 comments were recorded around insufficient parking being planned
- 9 adverse comments were made about the design of the flats and or houses. These were around the style being too modern
- 5 adverse comments were received about the traffic calming proposals on Meggeson Avenue
- 4 comments related to the road layout and alterations proposals
- 4 comments related to the density of the proposals being too high.

The full range is set out below.

NEGATIVE comments on particular aspects of scheme proposals

Topic	No.of respondents
Insufficient parking	12
Appearance of new flats and houses	9
Traffic calming for Meggeson Avenue	5
Road layout and alteration proposals generally	4
Density of development	4
No info on measures to stop parking on Cutbush Lane bridleway	2
No info on funding for dropped kerbs to existing properties	1
No info on bus stop proposals	1
Cycle route link proposals – Cornwall Rd and Lichfield Road	1
Loss of existing open space	1
Inadequate detail for existing open space landscape improvements	1
Amount of public space - excessive	1

No info on enhancements to Hidden Pond	1
Amount of affordable housing - excessive	1
Layout of family home units	1
Regeneration work too slow	1
Consultation methodology	1

5.3 Negative Comments Specific to Redevelopment Plots

A full list of comments is set out below. The following are the highest adverse comments received for certain redevelopment plots.

Plot 3: Garages at the top of Roundhill Close receive 12 comments, 6 for the loss of the garages and 6 for the inadequate parking that already exists and would be made worse with the loss of the garages.

Plot 4: Open space at the top of Roundhill Close received 11 adverse comments on development of the site and another 11 adverse comments around the proposal to link the top of Roundhill Close with the top of Middleton Close. Total of 22 comments.

Plot 1: 8 comments were received which were not in favour of the new access road off Meggeson Avenue and linking into Roundhill Close to give access to the new block and houses on Plot 1. 6 comments raised concerns about the height of the block on Plot 1 and there was 1 comment on inadequate parking.

Plot 8: 4 comments were received concerned at the position of the convenience store and the impact of its parking and service area.

Plot 5 and Plot 7: 3 comments for each plot were concerned about the height of the blocks. In the case of Plot 7 further e-mails post consultation have been received concerning the block.

Plot 13 and 13a: Very little comment was recorded for these sites at the two meetings, but subsequent correspondence has been received concerning the two sites. The suggestion to develop 4 houses on the existing play area at the end of Marlhill Close (Site 13a) is not popular with neighbouring residents. There are also concerns about developing houses on Plot 13 which includes an existing area of sloping open space adjacent to the current blocks.

NEGATIVE comments on proposals by Redevelopment Plot

Plot	Aspect of design proposal	No. of respondents
1	Road extension to southern end of Roundhill Close	8
1	Inadequate parking	1
1	Height of new blocks and overlooking	6

2	Height of new blocks and loss of light	1	
3	Loss of garages	6	12
3	Inadequate parking	6	
4	Concept of building on existing grassed area	11	22
4	Service lane linking Middleton Close to Roundhill Close	11	
5	Height of new blocks	3	
6	Loss of parking resulting from new homes	1	
7	Height of new blocks	3	
8	Position of convenience store, parking and servicing area	4	
8	Potential for anti-social behaviour on 'Village Green'	2	
9	(no comments)	0	
10	Inadequate parking	1	
11	Should not be developed	1	
12	(no comments)	0	
13	Should not be developed	1	
14	Should not be developed	1	
14	Concern at loss of bus turning facility	1	

5.4 Comments received concerning 'What is Missing?'

- 8 comments were received concerning insufficient information on how parking at Cutbush Lane, Coachman's Copse, the schools and Community centre will be addressed, which is a long standing issue
- 5 comments were around the upheaval to residents that the construction phase will cause and that there are no proposals for its management
- 4 comments were made concerning the lack of information on traffic lights for Woodmill bridge
- 4 comments about lack of information on ownership and management of the Hidden Pond area
- 3 comments were received from people who felt there should be opportunities for individuals to discuss their concerns.

The full list of comments on what was missing is set out below.

MISSING (or inadequate) information comments on aspects of scheme proposals

Topic	No.of respondents
Insufficient information on how parking problems at Cutbush Lane, Coachman's Copse, School and Community Centre areas will be addressed	8
No information on Construction traffic/process management	5
No information/proposals for traffic lights at Woodmill bridge	4
No information confirming ownership and/or management responsibility for Hidden pond area	4
No facility for individuals to discuss concerns (i.e. public events only)	3
Insufficient information on bus movement and turning areas	2

Insufficient information on play facility proposals	2
No 3D models of proposals	2
No information on school walkway route improvements from Kingsdown through Frogs Copse	2
No information on cycle route improvements for Meggeson Avenue	2
No Housing Office or Rent Pay point	2
No formal forum or individual who is accountable	1
Absence of redevelopment cost information	1
No family pub proposed	1
No medical centre proposed	1
No proposals for how land next to Hidden Pond access might be developed	1
No proposals for Cutbush Lane enhancement or management	1
Insufficient information on proposals to address parking problems at Roundhill Close turning area	1

6.0 Additional Consultation Information Received at the Events

The Townhill Park Residents Association (TPRA) Chairman submitted a written list of issues at the consultation meeting on 20th September. These were discussed with the Chairman at the meeting.

The Townhill Park Residents Association (TPRA) Local Issues for Discussion is as follows:

- *Provision of additional Estate Parking for users of TPCC as current provision is considered inadequate to meet demand , also will Meggeson Avenue be widened to accommodate the proposed chevron design parking*
- *Bus Stop Pull-ins & Destination Termination Timing Points. Currently traffic is congested through the estate due to buses stopping within the main carriageway & on bends, which is potential RTA safety hazard.*
- *Frogs Copse, Establish Confirmation that this area is of Environmental importance and will not be developed within this scheme.*
- *Cutbush Lane & Hidden Pond, Determine what plans are being considered for future development of this area which currently is poorly maintained by SCC, but yet offers significant potential for use as community amenity site.*
- *Cutbush Lane Cycle Path, This urgently requires resurfacing due to significant erosion by underground water course, and specific attention should be given to addressing this long standing issue.*

- *Meggesson Avenue Traffic Calming Measures should be of approved design and acceptable to Bus Operators and other Delivery operators, as this road is the only main carriageway through the estate and as such should be sufficiently wide enough to avoid any congestion.*
- *Woodmill Traffic Lights, In view of the increased housing density and subsequent traffic volumes provision should be made to install traffic lights at the Woodmill river crossing junction which currently is already at saturation point during peak periods.*
- *Removal of Bus Turning Circle this should require further discussion with the Bus operators to establish appropriate siting of journey termination point.*
- *Forest Hills/Pinefield Road open space development proposals, establish what compensation is going to be offered to existing home owners for the loss of the outlook from their properties. Is Compulsory Purchase being considered? to owners who are opposed to these plans.*
- *Introduction of Community Discussion Forum to enable all interested parties the opportunity to participate & meet with the Approved Developers, Capita Design & Planning Officers and SCC Project Team. (To date this forum has not been established, despite being requested on several occasions by TPRA & Others.)*

7.0 Additional Comments Received after the Consultation Events

7.1 Letter with 34 signatures objecting to Sites 13 and 13a.

The contents of the letter are as follows:

To whom it may concern,

We the undersigned wish to declare our opposition to the proposed new housing development near and adjacent to the existing properties in Marhill Close, Townhill Park. Our reasons are fourfold

- 1. The proposed new developments are a significant departure from the original plan following the last consultation round on the overall redevelopment of Townhill Park.***

Those plans showed no development at all on the proposed sites but now include relatively high density new housing and roadways encroaching close

to existing properties creating potential hazards for local residents and children.

2. The new developments will add considerable stress onto car parking provision in Marlhill Close which is already over-stretched.

Despite plans for the new housing showing 2 parking spaces per house there is no provision for visitor parking. This will inevitably lead to those visitors (and some residents) parking in Marlhill Close making parking for existing residents (and for their visitors) difficult if not impossible. Much of the existing housing is off-road with no parking allocation at all. This will inevitably lead to confrontation.

3. The proposed development will lose a much used local play area for children.

The existing play area at the end of Marlhill Close is currently well used by local children. It provides a safe environment for families and younger children to gather and play together free from the dangers of traffic.

At the consultation event we were told that play facilities will be moved to Ozier Road, some distance from the current location and too far for young children to go to. This will also be a less safe environment.

In the original plan it was expected that this area would be enhanced and not removed altogether.

4. The proposed developments appear to potentially disrupt wildlife.

The area is regularly visited by badgers, deer, foxes, bats and owls have been heard at nights in the area. The proposed developments will disrupt the habitats of these creatures which would otherwise be included into the original plans to enhance a local park.

Marlhill Close is a settled longstanding local community covering a mix of generations. It is a supportive community where residents are well integrated and who 'look out' for each other. A large proportion of residents have lived in the area since it was built 50 years ago. It is a safe community where a number of older people and children live side-by-side peaceably and supportively. We are afraid that a much higher density of housing and roadways, a loss of local play and other social facilities and the extreme pressure on car parking will break that security, cohesiveness, lack of confrontation and strong sense of community and self support.

For the reasons outlined above we ask that Southampton City Council do not agree these proposed new developments and rethink the approach to development of the local area.

7.2 Additional e-mails and letters received.

Type of Objection	Number of Objections	Objection
Suggested link road joining Roundhill Close and Middleton Road	7	Objection to suggested link road joining Middleton and Roundhill Closes
Plot 3	1	Objection to development, loss of existing parking
Plot 4	2	Objection to development as open space area and creating increased parking Disruption during construction
Plot 7	4	Principally on grounds of height overlooking and shadowing, noise and pollution from rear car park
Plot 13	2	Objection to access road, too many houses causing parking issues, and loss of open space
Plot 13a	3	Loss of protected open space, increased car parking
Various	1	Car parking for the community centre inadequate Meg Av should not be restricted/traffic calmed Village Green could be destination for buses to stop and lay over Why is the 'waste land' at Hillgrove Rd Cutbush Lane not a development site No new cycle paths – the one along Townhill Way towards Bitterne still needs an access from Meggeson Av Traffic lights at Woodmill Request a forum of local people to discuss proposals in more detail

8.0 Southampton City Council Responses to the Comments Received

Responses to all the comments are contained in the following section of the report. As further detailed design develops the council will take into account the comments received and where possible proposals will take comments into account.

8.1 Consultation event attendance and feedback summary: September 2014

8.1.1 Response to NEGATIVE comments on particular aspects of scheme proposals

Topic	No.of respondents	Response
Insufficient parking	12	<p>Parking on the new sites is in accordance with planning policy; 1 space per apartment and 2 spaces per house. Visitor parking is provided through increased on road provision. Parallel parking spaces are being replaced with Echelon (angled parking spaces) to provide an increase in car parking spaces throughout the estate.</p> <p>Where possible new opportunities for parking near existing homes is being proposed. The aim is that the overall existing parking on the estate will not decrease.</p>
Appearance of new flats and houses	9	<p>New designs tend to split opinion. But new buildings are part of the evolving character of towns and cities and new designs also help to realise full economic, and cultural potential within current regulations and sustainable aspirations.</p> <p>New buildings do not need to look 'old' in order to fit with existing development and It is suggested that honesty and confidence in our modern architecture can enhance existing context, provide variety and will be valued by future generations.</p> <p>In some locations in Townhill Park, the urban structure and grain has been compromised by the previous development of existing blocks which sit within undefined and 'unowned' open spaces. The new development seeks to make a positive contribution to Townhill Park by creating useful spaces around the apartments that the residents can feel belongs to them and to instigate streets and houses that fit with the grain of the existing terraces in Townhill.</p> <p>The new apartments are not generally higher than the existing development but are mostly lower. Rather than isolating the apartments in a sea of grass the proposed buildings have been placed to provide strong frontages addressing the roads and to enclose/encircle protected</p>

Topic	No.of respondents	Response
		<p>and useful open spaces for the residents.</p> <p>The new houses are slightly higher than the existing 2 storey houses but have been increased to 2.5 storeys (2 main storeys and an attic storey) to make efficient use of the site without a significant increase in scale from the existing housing stock.</p> <p>Terraces as a housing type were chosen because of the existing nature of the houses across Townhill and for their ability to use the site most efficiently. The proposals reflect some of the characteristics of the existing housing stock by addressing the typography of Townhill in the same way. They step up and down to fit the contours and often set back and forth in reference to the existing stepped frontages that are prevalent across Townhill Park.</p>
Traffic calming for Meggeson Avenue	5	<p>Concerns were raised about a number of issues including narrowing the carriageway, introduction of raised tables, how bus stops and bus traffic will work.</p> <p>Many residents have expressed a wish to see traffic speeds reduced on Megesson Avenue and for it to become more pedestrian friendly. As it measures up to 10m in width in places it can be narrowed to 6m to retain two way movement and operation as a bus route. Traffic Calming features such a vertical devices (speed platforms) and horizontal calming (chicanes) will be designed along the route to slow vehicle speeds. These will be designed and checked to current highway design standards. The proposals will be discussed with the bus operating companies.</p>
Road layout and alteration proposals generally	4	<p>The highway design modification will be designed to conform to design standards and approved by the City's highway officers. The proposals are being developed to control vehicle speeds, encourage walking and cycling as set</p>

Topic	No.of respondents	Response
		out in current Government policy guidance such as Manual for Streets.
Density of development too high	4	<p>Density is a function of design rather than a determinant of it. The proposed layout has been carefully considered with reference to open space, amenity, servicing and parking requirements to ensure that the number of proposed dwellings can be supported. We are confident that this is the case.</p> <p>Core Strategy Policy CS5 sets a range of density levels for development across Southampton, with higher densities focused in areas that have good access to public transport. Town Hill Park is located in 'Band 2', in terms of its accessibility, where proposed developments should generally accord with a density range of 30-50 dwellings per hectare. The proposed development sits comfortably within the parameters of the policy requirements.</p>
No info on measures to stop parking on Cutbush Lane bridleway	2	These measures are being considered as the proposals are developed in more detail and following consultation with the highway officers at Southampton City Council.
No info on funding for dropped kerbs to existing properties	1	Dropped kerbs will be considered during detailed design as proposals are developed in more detail in order to offer on plot parking and encourage pedestrian movement throughout the estate.
No info on bus stop proposals	1	Bus stop details will be considered as proposals are developed in more detail. Detailed discussion will be held with the bus operating companies to agree on an agreeable strategy.
Cycle route link proposals – Cornwall Rd and Lichfield Road	1	Cycle route strategy will be developed in conjunction with the cycle officer at Southampton City Council and conform to standard requirements.
Loss of existing open space	1	The proposals have been designed to ensure that the overall quantum of open space is not reduced, when compared

Topic	No.of respondents	Response
		with the existing provision.
Inadequate detail for existing open space landscape improvements	1	Landscape details will be developed in more details as proposals are developed. Currently detail will concentrate on Phase 1.
Amount of public space excessive	1	The amount of open space is not considered excessive and the design is providing a hierarchy of useable open spaces for future residents use.
No info on enhancements to Hidden Pond	1	These details will be developed further as the proposals are developed in more detail.
Amount of affordable housing - excessive	1	The affordable housing is in line with the Council report of November 2012
Layout of family home units	1	All the bedrooms of the 1, 2 and 3 bed apartments are double rooms and large enough so that they can accommodate the basic bedroom furniture such as wardrobe & drawers as well as desks etc. for potential quiet homework areas etc. The Living rooms accommodate not only sitting areas around TVs etc. but dining tables and chairs and a clear open activity zones giving areas for alternative activities. The 3 bedroom ground floor house layouts accommodate similar furniture and spaces and the bedrooms are all double again with desk potential. Additionally the houses have the potential for study room on an upper floor.
Regeneration work too slow	1	Townhill Park Regeneration is a major project and as such takes a long time to deliver.
Consultation methodology	1	The drop-in meeting format of the Estate Regeneration consultations has been found to suit most residents. People can also e-mail their comment to the council.

8.1 2 Consultation event attendance and feedback summary: September 2014
Response to NEGATIVE comments on proposals by Redevelopment Plot

Plot	Aspect of design proposal	No.of respondents	Response
1	Road extension to southern end of Roundhill Close	8	Concerns have previously been raised about access along Hazelwood Road and in order to help overcome these concerns as well as facilitate a safe access to Plot 1 the southern extension to Roundhill Close has been proposed. This link will also enable residents facing the road to have on plot parking if desired. This route is deemed more suitable than access along Hazelwood Road and Roundhill Road and will also provide alternative routes for refuse and service vehicles.
1	Inadequate parking	1	Parking provision on Plot 1 is in line with Planning policy standards.
1	Height of new blocks and overlooking	6	The new block set back distances conform to planning policy and with higher apartment units being set back further from existing accommodation than lower units and also reference locations on the site where existing accommodation is higher. This ensures that loss of light and/or privacy issues are minimised.
2	Height of new blocks and loss of light	1	Our set back distances conform to the planning policy with higher apartment complexes being set back further from existing accommodation than lower complexes. This ensures that loss of light and/or privacy issues are minimised.
3	Loss of garages	6	Given the existing difficulties of parking in this area it has been decided to withdraw this site from redevelopment, which will enable the existing parking to remain.
3	Inadequate parking	6	
4	Concept of building on existing grassed area	11	22 This site is being retained for new housing, but the design has been amended to avoid overlooking and the access modified to be from Middleton Close with no vehicle link to Roundhill Close The overall quantum of open space provided as part of the regeneration scheme will remain largely unaffected, although it may not be provided in the same locations as it is currently. The quantity of the spaces will however be significantly improved, making them more useable.
4	Service lane linking Middleton Close to Roundhill Close	11	

Plot	Aspect of design proposal	No.of respondents	Response
5	Height of new blocks	3	Our set back distances conform to the planning policy with higher apartment complexes being set back further from existing accommodation than lower complexes. This ensures that loss of light and/or privacy issues are minimised. Generally the heights of the proposed apartments are 5 storeys or less which is no higher than existing flats and have been designed to fit with the existing topography.
6	Loss of parking resulting from new homes	1	Parking requirements will confirm to Southampton City Council's parking standards. It is intended that access will be provided for Bailey Green residences to have alternative access with dropped kerbs to enable parking in the front garden
7	Height of new blocks	3	<p>While the existing buildings are a floor higher at 6 storeys than the existing 5 storey block they are significantly further away from the back gardens than the corners of the existing blocks of flats.</p> <p>The edge of the roof top amenity area will be pulled back from the Cornwall road side of the proposed building and be designed to overlook the park side of the building. In this location there was a comment about loss of light to the back gardens on Cornwall Rd however these apartments are Northwest of Cornwall Rd so there is no loss of light.</p> <p>The Current Master Plan supersedes earlier versions and the latest version now includes an apartment block in this location rather than houses – this has been done primarily because this location already has existing flats on it and because it has the benefit of proximity and views over the new Village green.</p> <p>The car park is a relatively small surface area accommodating only 40 cars.</p> <p>It is an open air location so levels of resultant pollution should be inconsequentialy low and will be quickly dispersed into the atmosphere.</p>
8	Position of convenience store, parking and servicing area	4	The convenience store is located in a central position to the site. Additional parking provision will be made for passing trade as the design develops. A service area will be designated for delivery vehicles only and this will be developed during the detailed design stage.
8	Potential for anti-social behaviour on 'Village Green'	2	The Village Green will have good surveillance which should help to minimise anti-social behaviour
9	(no comments)	0	
10	Inadequate parking	1	Parking on site is has been designed to accord with Southampton City Council parking standards.

Plot	Aspect of design proposal	No.of respondents	Response
11	Should not be developed	1	A revised layout has been developed and is under consideration for this site. A small number of houses are proposed on the open space adjacent to Meggeson Avenue.
12	(no comments)	0	
13	No comments received at the meeting but comments in response to letter received also included here	0	This site contains 2 existing blocks of flats which have been identified as of low value in their provision and condition, and so it is appropriate to re-use this site and provide high quality new homes that better serve the needs of the community. The open space link created through the rear of the site and the minor access road will provide an easy link for pedestrian access to Frog's Copse.
13a	Should not be developed	1	Further comments have been received about this proposal, which is not popular locally. Subsequently, on further investigation this proposal is currently not being considered.
14	Should not be developed	1	This site has been identified as a location that can accommodate new quality homes and forms an entrance/gateway to the overall redevelopment scheme and the existing Townhill area. Its development will be agreed with the bus operators.
14	Concern at loss of bus turning facility	3	Bus routing is being discussed with the local bus operating companies and the highway officers at Southampton City Council.

8.1.3 Consultation event attendance and feedback summary: September 2014 Response to MISSING (or inadequate) information comments on aspects of scheme proposals

Topic	No.of respondents	Response
Insufficient information on how parking problems at Cutbush Lane, Coachman's Copse, School and Community Centre areas will be addressed	8	Additionally parking spaces are proposed along Meggeson Avenue. Safe routes to school initiatives are proposed to encourage walking to school. Traffic calming measures to be introduced to Meggeson Avenue, and Cutbush Lane will be designed to discourage access to the areas mentioned.
No information on Construction traffic/process management	5	This important aspect of the development will be considered at the time of tendering for a contractor and thought will be given to the best ways of reducing disruption during the construction period.
No information/proposals for	4	A detailed assessment of trip distribution is being

Topic	No.of respondents	Response
traffic lights at Woodmill bridge		undertaken to assess and determine any potential impact on Woodmill bridge and will be discussed in detail with the highway officers at Southampton City Council. Appropriate mitigation measures will be proposed where required.
No information confirming ownership and/or management responsibility for Hidden Pond area	4	The importance of Hidden Pond is recognised, but proposals are not sufficiently developed to say what enhancements will be included for Hidden Pond.
No facility for individuals to discuss concerns (i.e. public events only)	3	Estate Regeneration has found that the drop in events work well for residents. People can also send in their comments to the council.
Insufficient information on bus movement and turning areas	2	Further information on this will be available as the proposals are developed in more detail.
Insufficient information on play facility proposals	2	Further information on this will be available as the proposals are developed in more detail.
No 3D models of proposals	2	Consideration will be given to the need for illustrations in 3D
No information on school walkway route improvements from Kingsdown through Frogs Copse	2	This will be considered as proposals are further developed.
No information on cycle route improvements for Meggeson Avenue	2	Further information on this will be available as the proposals are developed in more detail.
No Housing Office or Rent Pay point	2	Consideration will be given to this as proposals are developed in more detail
No formal forum or individual who is accountable	1	The Council has a formal structure of accountability for the Estate Regeneration Programme
Absence of redevelopment cost information	1	The current public meetings have been primarily about the development of the design proposals.
No family pub proposed	1	There is currently no demand for such a facility.
No medical centre proposed	1	There is currently no demand for such a facility
No proposals for how land next to Hidden Pond access might be developed	1	This site is considered to have significant ecological value in association to Hidden Pond and therefore any proposals to improve the appearance of the site, as part of the regeneration scheme, would have to be subject to the ecological constraints of the land.
No proposals for Cutbush Lane enhancement or management	1	This will be considered as proposals are developed in more detail
Insufficient information on proposals to address parking	1	This will be given further consideration as proposals for this area are developed in more detail.

Topic	No. of respondents	Response
problems at Roundhill Close turning area		

8.2 Townhill Park Residents Association (TPRA) Local Issues for Discussion and Response

Received at the Public Consultation Saturday 20th September 2014.

- *Provision of additional Estate Parking for users of TPCC as current provision is considered inadequate to meet demand, also will Meggeson Avenue be widened to accommodate the proposed chevron design parking.*

Response:

The parking provision designed conforms to Southampton City Council standards. Chevron parking design will be designed to meet SCC standards.

- *Bus Stop Pull-ins & Destination Termination Timing Points. Currently traffic is congested through the estate due to buses stopping within the main carriageway & on bends, which is potential RTA safety hazard.*

Response:

Accident records are being collated for the area to establish potential hazards. A bus strategy will be developed further with Bus Operators as the design detailed design develops.

- *Frogs Copse, Establish Confirmation that this area is of Environmental importance and will not be developed within this scheme.*

Response:

Frog's Copse is not being considered for development.

- *Cutbush Lane & Hidden Pond, Determine what plans are being considered for future development of this area which currently is poorly maintained by SCC, but yet offers significant potential for use as community amenity site.*

Response:

We would look to improve appearance of the site as part of the regeneration scheme, subject to the ecological constraints of the land?

- *Cutbush Lane Cycle Path, This urgently requires resurfacing due to significant erosion by underground water course, and specific attention should be given to addressing this long standing issue.*

Response:

This is being developed further during detailed design stage

- *Meggeson Avenue Traffic Calming Measures should be of approved design and acceptable to Bus Operators and other Delivery operators, as this road is the only main carriageway through the estate and as such should be sufficiently wide enough to avoid any congestion.*

Response:

Meggesson Avenue Traffic calming measures are being developed to conform to SCC design standards and will be developed in collaboration with the bus operators and highway officers at SCC.

- *Woodmill Traffic Lights, In view of the increased housing density and subsequent traffic volumes provision should be made to install traffic lights at the Woodmill river crossing junction which currently is already at saturation point during peak periods.*

Response:

Detailed analysis of trip distribution and impact on the Woodmill Bridge crossing will be undertaken to assess impact and suitable mitigation measures agreed with the highway officers at SCC.

Removal of Bus Turning Circle this should require further discussion with the Bus operators to establish appropriate siting of journey termination point.

Response:

The Bus Operators are being consulted regarding the proposals

Forest Hills/Pinefield Road open space development proposals, establish what compensation is going to be offered to existing home owners for the loss of the outlook from their properties. Is Compulsory Purchase being considered? to owners who are opposed to these plans.

- **Response:**

The planning system does not protect the views enjoyed by existing properties. However, the proposed development will be carefully designed to ensure that it would not give rise to issues associated with overlooking, loss of privacy or any other adverse effect on the residential amenity currently enjoyed by the existing properties. This will be achieved by ensuring appropriate separation distances between existing and proposed dwellings and by ensuring that the proposed dwellings are provided with sufficient amenity space, parking and bin storage to prevent any detrimental effects on neighbouring residents. These measures are enshrined in the Council's planning policies, against which the proposed development will be judged.

- *Introduction of Community Discussion Forum to enable all interested parties the opportunity to participate & meet with the Approved Developers, Capita Design & Planning Officers and SCC Project Team. (To date this forum has not been established, despite being requested on several occasions by TPRA & Others.)*

Response:

The Council communicates with residents in a variety of ways and consideration is being given to the most appropriate future communication as the proposals for Townhill Park continue to develop.

8.3 Marlhill Close letter signed by 36 local residents and SCC Response

Reference proposed development 13/13A adjacent to Marlhill Close, Townhill Park

To whom it may concern,

We the undersigned wish to declare our opposition to the proposed new housing development near and adjacent to the existing properties in Marlhill Close, Townhill Park. Our reasons are fourfold

1. The proposed new developments are a significant departure from the original plan following the last consultation round on the overall redevelopment of Townhill Park.

Those plans showed no development at all on the proposed sites but now include relatively high density new housing and roadways encroaching close to existing properties creating potential hazards for local residents and children.

Response:

Site 13 has always shown development for housing, however, the form of housing has changed. The current housing layout is considered to be appropriate for the topography, the relationship to Frog's Copse and the pedestrian routes around the site.

Site 13a this recent suggestion was included in the September consultation to gain the Planning Authority and residents views. Residents' views have been noted and in addition following a more detailed review of the emerging master planning and design considerations the site will not be considered further.

2. The new developments will add considerable stress onto car parking provision in Marlhill Close which is already over-stretched.

Despite plans for the new housing showing 2 parking spaces per house there is no provision for visitor parking. This will inevitably lead to those visitors (and some residents) parking in Marlhill Close making parking for existing residents (and for their visitors) difficult if not impossible. Much of the existing housing is off-road with no parking allocation at all. This will inevitably lead to confrontation.

Response:

Parking conforms to SCC standards. Consideration of visitor parking spaces will be considered during next stage of design.

3. The proposed development will lose a much used local play area for children.

The existing play area at the end of Marlhill Close is currently well used by local children. It provides a safe environment for families and younger children to gather and play together free from the dangers of traffic.

At the consultation event we were told that play facilities will be moved to Ozier Road, some distance from the current location and too far for young children to go to. This will also be a less safe environment.

In the original plan it was expected that this area would be enhanced and not removed altogether.

Response:

The existing play is not now being considered for residential development. Improvements to play facilities in the regeneration area will be developed in conjunction with the council's policies on play.

4. The proposed developments appear to potentially disrupt wildlife.

The area is regularly visited by badgers, deer, foxes, bats and owls have been heard at nights in the area. The proposed developments will disrupt the habitats of these creatures which would otherwise be included into the original plans to enhance a local park.

Response:

It is not envisaged that the current proposals will disrupt wildlife and the landscape proposals are being designed to enhance wildlife.

The proposals are predicated on a thorough analysis of the area's ecology and appropriate safeguard will be put in place to ensure that there are no adverse effects on species or habitats.

Marhill Close is a settled longstanding local community covering a mix of generations. It is a supportive community where residents are well integrated and who 'look out' for each other. A large proportion of residents have lived in the area since it was built 50 years ago. It is a safe community where a number of older people and children live side-by-side peaceably and supportively. We are afraid that a much higher density of housing and roadways, a loss of local play and other social facilities and the extreme pressure on car parking will break that security, cohesiveness, lack of confrontation and strong sense of community and self support.

For the reasons outlined above we ask that Southampton City Council do not agree these proposed new developments and rethink the approach to development of the local area.

Signed by 34 residents local to Marhill Close.

8.4 Additional Comments Received after the meetings and Responses

Type of Objection	Number of Objections	Objection	Response
Suggested link road joining Roundhill Close and Middleton Road	7	Objection to suggested link road joining Middleton and Roundhill Closes	The suggested link road has been withdrawn
Plot 3	1	Objection to development, loss of existing parking	Site is not now being considered for residential development

Type of Objection	Number of Objections	Objection	Response
Plot 4	2	Objection to development as open space area and creating increased parking Disruption during construction	This site is being retained for new housing, but the design has been amended to avoid overlooking and the access modified to be from Middleton Close with no vehicle link to Roundhill Close The overall quantum of open space provided as part of the regeneration scheme will remain largely unaffected, although it may not be provided in the same locations as it is currently. The quantity of the spaces will however be significantly improved; making them more useable.
Plot 7	4	Principally on grounds of height overlooking and shadowing, noise and pollution from rear car park	While the existing buildings are a floor higher at 6 storeys than the existing 5 storey block they are significantly further away from the back gardens than the corners of the existing blocks of flats. The edge of the roof top amenity area will be pulled back from the Cornwall road side of the proposed building and be designed to overlook the park side of the building. In this location there was a comment about loss of light to the back gardens on Cornwall Rd however these apartments are Northwest of Cornwall Rd so there is no loss of light. The Current Master Plan supersedes earlier versions and the latest version now includes an apartment block in this location rather than houses – this has been done primarily because this location already has existing flats on it and because it has the benefit of proximity and views over the new Village green.
Plot 13	2	Objection to access road, too many houses causing parking issues, and loss of open space	These issues have been addressed in the response to the letter from local residents raising concerns about Plot 13 and 13a. (see P20 and 21)
Plot 13a	3	Loss of protected open space, increased car parking	The original Master Plan did show a green link in this location, but this as amended when the Frog's Copse site was withdrawn. The current layout for 13 incorporates a new path/open space link around the rear of the site linking to Meggeson Avenue.
Various	1	Car parking for the community centre inadequate	The parking for the existing community centre was determined when it was granted planning consent

Type of Objection	Number of Objections	Objection	Response
		Village Green could be destination for buses to stop and lay over	Bus routing, revised bus stop locations and lay over provision will be developed with Bus Operators during design development.
		Why is the 'waste land' at Hillgrove Rd Cutbush Lane not a development site	This site is considered to be of significant ecological value in association to Hidden Pond and therefore any proposals to improve the appearance of the site, as part of the regeneration scheme, would have to be subject to the ecological constraints of the land.
		No new cycle paths – the one along Townhill Way towards Bitterne still needs an access from Meggeson Av	Cycle path network is being developed in conjunction with the SCC cycleway officer and this will be consider further during detailed design stage.
		Meg Av should not be restricted/traffic calmed Traffic lights at Woodmill	<p>Many residents have expressed a wish to see traffic speeds reduced on Megesson Avenue and for it to become more pedestrian friendly. As it measures up to 10m in width in places it can be narrowed to 6m to retain two way movement and operation as a bus route. Traffic Calming features such a vertical devices (speed platforms) and horizontal calming (chicanes) will be designed along the route to slow vehicle speeds. These will be designed and checked to current highway design standards. The proposals will be discussed with the bus operating companies.</p> <p>Detailed analysis of trip distribution and impact on the Woodmill Bridge crossing will be undertaken to assess impact and suitable mitigation measures agreed with the highway officers at SCC.</p>
		Request a forum of local people to discuss proposals in more detail	The Council communicates with residents in a variety of ways and consideration is being given to the most appropriate future communication as the proposals for Townhill Park continue to develop.

9 Conclusion

The consultation events were well attended and responses were generally favourable.

Concerns tended to concentrate on traffic and parking and a certain number of development proposals.

The principle of regeneration and the design proposals were well received and the Village Green as a new focal point continues to receive positive support.

Parking and traffic issues are a major concern for the majority of residents.

Traffic calming proposals were generally welcomed although there was concern about bus flows on Meggeson Avenue.

Despite the maximum allowed parking allocations proposed for the new developments residents are concerned that there will not be sufficient parking.

Most residents welcomed the idea of increasing, where possible, the road access to existing residential properties to increase their ability to park by, or on their property.

The intention of the design proposals is to provide at least as much parking, if not more, than is currently available and to improve its effectiveness.

Concerns continue around the vehicle congestion and parking around the schools, children's facilities and the community centre. This will be investigated in more detail as the design proposals are developed in more detail. However, better traffic management and encouraging more walking and cycling will need to be part of the solution.

Residents were also concerned about construction traffic and this will be looked at in more detail to see how disruption to residents can be reduced.

The majority of the designs proposals have been favourably received.

The main concerns were on certain individual development plots and these along with the Council's response are set out below:

Site 1

Not all residents in the terrace that overlooks Plot 1 supported a vehicle access off Meggeson Avenue which will access Plot 1 and a few residents were concerned at the height of the new block. The new access is required and is in line with Highways policy. The upper level apartments will be set back from the terraces and will therefore be further from the terrace. All distances are to policy standards.

Site 3

Development of the garage site at the top of Roundhill Close was not well received by residents of Roundhill Close nor residents in Middleton Close who park there. Objections were mainly on the grounds of increasing parking congestion. Therefore,

this site has been withdrawn from the proposals and will not be considered for residential development.

Suggested link road between Roundhill Close and Middleton Close

The suggested link between Roundhill Close and Middleton Close received many objections from local residents of both Closes who do not want the two roads connected and this suggestion has been withdrawn.

Site 4

This site is being retained for new housing, but the design has been amended to avoid overlooking and the access modified to be from Middleton Close with no vehicle link to Roundhill Close

Objections to this site were often linked to the suggested road connection between the closes. Although there is loss of open space, throughout the development there will not be an overall loss and more properties will have gardens or access to communal open spaces.

Site 7

The objections here are centred on the new apartment block and have been made by adjacent residents on Cornwall Road. Residents are primarily concerned about height and overlooking. However, the new block although higher than existing is located further away from the boundary and conforms to planning policy requirements. The proposed roof garden can be orientated to look over the park.

Site 13

Objections to this site are linked to objections to Site 13a. Site 13 has always shown development for housing, however, the form of housing has changed. The current housing layout is considered to be appropriate for the topography, the relationship to Frog's Copse and the pedestrian routes around the site. Although there is loss of open space there is not a loss of open space overall in the development. Private gardens are provided to the houses and some open space is retained.

Site 13a

This recent suggestion was included in the September consultation to gain the Planning Authority and residents views. Residents' views have been noted and in addition following a more detailed review of the emerging master planning and design considerations the site will not be considered further.

Site 14

Concerns were expressed by the Townhill Park Residents Association about loss of views from residents of Hillgrove Road. However, development of this site conforms to planning policy. Further design and layout revisions have taken place since September to refine and improve the proposals.

10. Next Steps

As the design proposals continue to develop the Council will recognise residents' views and where possible will take these into account.

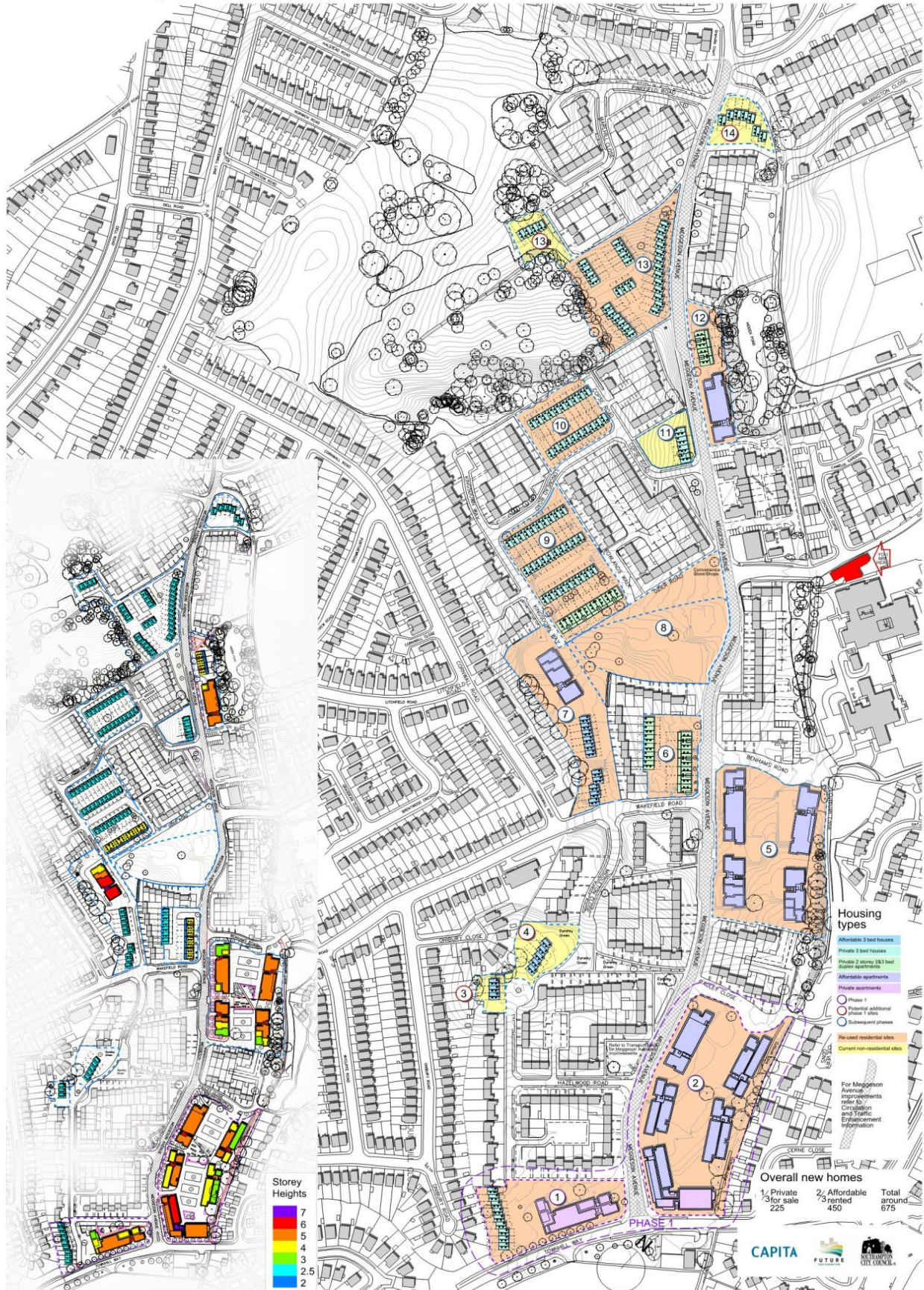
There will be further opportunities for the residents to view and comment on the proposals prior to submission of the planning application.

The intention is to submit a planning application in the spring of 2015. As part of this process residents will have a further opportunity to participate in the statutory consultation process associated with the Planning Authority.

Appendix 1 – September 2014

Townhill Park Regeneration Proposed plan for new homes

Subject to further detailed design and planning consent



1:1500 @ A0

1:1000 @ A0