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Local Development Framework Steering Group, 30 September 2015

LOCAL DEVELOPMENT FRAMEWORK STEERING GROUP
30 September 2015

PRESENT: Councillors Robert Chapman – Chairman; Councillors John Beesley, Laurence Fear, Donald McQueen, Pat Oakley, Michael Weinhonig.

BOURNEMOUTH 2026 PARTNERS: Martin Broad

ALSO PRESENT:
Councillor David Smith, Cabinet Member for Planning and Environment;
Councillor Mike Greene - Cabinet Member for Transport, Sustainability and Carbon Management

Ward Members for Talbot and Branksome Woods:
Councillors Philip Broadhead, Andrew Morgan, Lynda Price

Ward Member for Wallisdown and Winton West:
Councillor Nicola Greene

OFFICERS PRESENT:
Mark Axford – Development and Planning Policy Manager
Adrian Hale – Local Transport Plan Engineer (Major Scheme Bids)
Trevor Sills – Development Control Team Leader, Transport

The meeting commenced at 12.00 pm

Note: To see a copy of the reports that were considered by the Local Development Framework Steering Group and to listen to the Council's audio recording of this meeting please visit:

http://www.bournemouth.gov.uk/CouncilDemocratic/CouncilMeetings/CommitteeMeetings/LocalDevelopmentFrameworkGroup/2015/09/30/LocalDevelopmentFrameworkGroup30-Sep-2015.aspx

SECTION I - BUSINESS RECOMMENDED TO THE CABINET

25. DRAFT TALBOT VILLAGE SUPPLEMENTARY PLANNING DOCUMENT – PROPOSED RESPONSE TO CONSULTATION

The Steering Group considered a report which set out the Council's proposed response to the Borough of Poole's public consultation on the draft Talbot Village Supplementary Planning Document (SPD). The Development and Planning Policy

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Manager explained that the report addressed each section of the SPD and then provided a proposed response for members to consider. An updated version of the report had been tabled at the meeting to include more detailed transport responses, which the Local Transport Plan Engineer (Major Scheme Bids) and the Development Control Team Leader, Transport, would explain.

The Development and Planning Policy Manager wished to make it clear that the SPD was a Borough of Poole document which had been approved by its Council for consultation. The SPD had not been endorsed by Bournemouth Borough Council, either by the LDF Steering Group or any other Council body. He explained the relationship between the SPD and the Talbot Village Outline Master Plan. The Master Plan had been commissioned by the Talbot Project Principals Board to seek an overarching approach to development in the wider area and respond to the Poole Local Plan site allocation. However although Bournemouth Borough Council was represented on the Principals Board it was important to note that the Master Plan had not been formally endorsed by the Council and there were significant issues in the document which officers had yet to address.

The Steering Group felt that the Council's recommended responses to the SPD should counter the assumption of 'consent by participation' throughout.

The Steering Group noted that the scope of the Master Plan allowed it to identify a range of proposals for land in Poole and Bournemouth. However, although the Master Plan had been used to inform the SPD it was not considered appropriate for the SPD itself to include specific proposals outside of its boundary. In order to make this explicit the Steering Group asked for Recommended Response 2 to be reworded.

The Development and Planning Policy Manager reported that in recognising the amenities of the local community, particularly in relation to parking, the SPD referred to the concerns of residents on the Talbot Estate. As there were similar concerns from the residents of Talbot Woods the Council felt this should be reflected in the wording of the SPD. Recommended Response 6 aimed to address this. To be absolutely clear on this point the Steering Group asked for the wording of the response to refer to streets in both Poole and Bournemouth. This would also include the concerns of residents adjoining Slades Farm Open Space, as highlighted by the ward member for Wallisdown and Winton West.

In respect of land uses adjacent to the SPD area there was reference in the SPD to enhancing the social and economic value of the model village. Recommended Response 7 asked that the heritage and cultural value of the village also be included. Ward members for Talbot and Branksome Woods expressed concern about the impact of proposed tree works on the visual amenity of the tree canopy in the area. The Steering Group asked that the environmental and arboricultural value of the model village also be referenced in the response.

The Development and Planning Policy Manager explained that Recommended Response 10 was intended to provide a composite response to references

throughout the SPD to routes, networks and connections. Ward members for Talbot and Branksome Woods were concerned about the impact of any proposals for roads, bus routes, cycle ways and footpaths on residential amenities. In particular there was a concern that cycleways and footpaths could be developed into through access for motorised vehicles at some point in the future. Whilst it may not be the University's intention the Steering Group asked for this point to be included in the response. Members also discussed the use of parking management plans or whether it was better to discourage car use altogether. It was noted that the location of cycle parking on campus was poor and needed to be addressed. Further research into what more the universities can do to encourage alternative modes of transport was also required. In the meantime the Steering Group felt that any parking management plan should be constructed in such a way as to be a maximum deterrent to students wanting to bring a car to university.

The Steering Group shared the concerns of ward members regarding the use of land on the Talbot Academic Quarter and the Digital Village. The SPD referred to possible alternative uses for the land if it were no longer required by the universities. Members agreed that any use other than that for which it was originally intended, for example manufacturing or general industrial use, would be inappropriate in these locations due to the potential harmful impact on nearby residential amenities. The Steering Group asked that this point be included in the response. Members supported the comments made in the Council's responses regarding the scale, height and massing of buildings and the proximity of these to residential properties.

It was noted that a Habitats Regulation Assessment accompanied the SPD. This contained references to possible development in Bournemouth which was outside the scope of the SPD. In order to make a meaningful assessment the HRA had needed to specify a quantum of development in the Talbot Village Conservation Area, Talbot Woods and Slades Farm. This had not been discussed with Bournemouth Borough Council. The Steering Group considered this presumption to be entirely inappropriate and asked for the wording of Recommended Response 18 to reflect this.

The Leader of the Council, Councillor Beesley, asked for clarification on whether there would be any opportunity for challenging the SPD. The Development and Planning Policy Manager explained that the Borough of Poole would need to demonstrate that it had considered the results of the public consultation in preparing the final version of the SPD for adoption by its Council. It should not be adopted in its current form without acknowledging Bournemouth's concerns about proposals that had a bearing on Bournemouth Borough, including land within Bournemouth Borough. Although it may be possible to submit a challenge it was acknowledged that in general the opportunities for legal recourse were limited.

The Leader expressed his dissatisfaction at the process which had been adopted so far in preparing the SPD and at the content of the SPD itself. There were clear concerns regarding the severity of impact of the proposals on Bournemouth

residents living along the Borough boundary. These concerns had not been recognised in the SPD. Although the evolution and expansion of the universities was welcomed in no way should this be at the expense of local residents in Bournemouth, who appeared to be of secondary concern throughout the SPD. It should also be noted that many of the proposals required the consent of Bournemouth Borough Council as the local highway authority. The Steering Group's priority, and that of the Cabinet, was to ensure that the interests of Bournemouth residents were safeguarded. He hoped that a robust response to the consultation would send a strong message to all parties involved that the proposals were unacceptable.

The Steering Group considered the Council's proposed response to the transport elements of the SPD. These had been updated to reflect further discussions with members and were set out at paragraphs 33 – 57 of the report.

The Local Transport Plan Engineer (Major Scheme Bids) reported that there was an absence of any meaningful or detailed transport strategy in the SPD, particularly in relation to Wallisdown Road. The Council's response to the consultation made it very clear that Bournemouth Borough Council was the local highway authority with statutory responsibilities for the Wallisdown Road corridor adjacent to the SPD area. The main issues of concern for the local highway authority were long term congestion and road safety, and these were highlighted throughout the Council's response, as was the lack of detailed mitigation measures.

The Steering Group was advised of the serious road safety record along the Wallisdown road corridor, particularly at the Boundary Road roundabout which had some of the worst statistics in the country for cycling casualties. The impact of these accidents on the local economy was considerable, at a cost of 11.2m for Wallisdown Road and £1m at Boundary Roundabout. The SPD should contain a transport strategy which sought to improve facilities rather than exacerbate the situation.

Paragraph 37 addressed the SPD's incorrect designation of Wallisdown Road as a 'Quality Bus Corridor'. Its correct designation was as a Prime Transport Corridor and this included cycling and walking improvements where appropriate as part of a more balanced sustainable transport approach. There was a lack of detail in explaining how the transport impacts of the proposals would be mitigated. Members were concerned that traffic may end up being diverted along residential roads running adjacent to Wallisdown Road and lead to an unacceptable increase in rat-running.

Paragraphs 40 – 42 addressed the Council's concerns regarding the introduction of a fourth southern arm off Boundary Roundabout. The objection would not be so strong if this had been for a bus link only, but the proposal was to open it to all traffic. There was no transport need to do this. It would also be another impediment to cyclists and pedestrians.

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Members discussed the provision of low level lighting along the section of cycle route next to the heath and agreed that a balance was required between protecting the amenities of nearby residents and encouraging more use of cycle routes by providing a safe lit route to and from the campus. It was suggested that low level directional lighting might be a solution. Members acknowledged the concerns of the ward member regarding the impact of an additional railway holt on local residents but did not feel it would be prudent to give a definitive view at this stage.

DECISION MADE: Recommended to Cabinet:

1. That the recommended responses to the Talbot Village Supplementary Planning Document as set out in the updated report circulated and published on 30 September 2015 be approved, with the following amendments:

a. Land Use Planning Considerations

Recommended response 2 – page 5 of report
Remove reference to Indicative Master Plan and amend sentence to read:
'Land use proposals outside of the SPD boundary should therefore be ***deleted from the SPD***.'

Recommended response 6 – page 6
Further amendment to sixth bullet point of 2.1.1 of the SPD to read:
'..There are also resident concerns about parking on the streets in residential areas surrounding the campus ***in both Poole and Bournemouth***...'

Recommended response 7 – page 7
Further amendment to paragraph 3.5.3 of the SPD to read:
'The future vision is to enhance the *heritage, cultural,* ***environmental and arboricultural***, social and economic value of the historic model village.....'

Recommended response 10 – page 8
Add to response '***Any proposed cycleways and footpaths should not be developed further so as to allow for vehicular access***'

Recommended response 11 – page 8
Amend to read:
'In order to minimise the potential impact from on street parking associated with the development in existing residential areas, a ***robust and enforceable*** parking management plan should be developed'

Recommended response 12 – page 9
Add to response:
'***There is concern about reference in the SPD at paragraph 6.9.3 to the alternative use of land in the Talbot Academic Quarter and the Digital Village. Bournemouth Borough Council expects the primary use of this land to be for business uses in accordance with Use Class B1, and not to be used***

for more general industrial or storage / distribution purposes such as found in Use Classes B2 and B8.'

Recommended response 17 – page 10
Amend to read:
'***Bournemouth Borough*** Council has made no provision…'

Recommended response 18 – page 11
Amend to read:
'..it is premature ***and entirely inappropriate*** to assume such development is acceptable.'

b. Transport Considerations

The Council's proposed response to the transport elements of the SPD has been amended by the Local Transport Plan Engineer (Major Scheme Bids) at paragraphs 33, 34, 46, 52, and 55, to reflect the views expressed by the Steering Group in its discussions, as follows (amended text in blue):

Recommended responses – paragraphs 32 – 58 – pages 11 - 18

33 Bournemouth Borough Council recognises it is important that the Talbot Village SPD provides clear direction to prospective developers to enable the appropriate level of sustainable development. In order to achieve this aim and as the Local Highway Authority responsible for the Wallisdown Road corridor adjacent to the SPD area, Bournemouth has the following comments on the transport elements of the Consultation Draft.

34 Amend first bullet point to read:

Aim to ensure that there is no increase in vehicle journey times on any of the various sections along this already congested transport corridor resulting from the development at Talbot Village;

34 Additional bullet point:

Ensure that car-borne trips to any new developments at Talbot Village are discouraged and that measures are put in place (enforceable as appropriate) to deter parking in nearby residential roads;

46 6.10.5 States that 'the [traffic] modelling indicates a small increase in journey times along Wallisdown Road, but that most trips are dispersed across the wider [highway] network'. The detailed modelling work has yet to determine the increase in journey times and therefore the actual impacts on congestion. It is also necessary to calculate any increase in trips, including

additional bus, walking and cycling trips, both with and without any mitigation, in order to assess impacts upon congestion and road safety along Wallisdown Road. This also applies to other routes as a result of any reassignment of traffic. Furthermore the developments should not lead to any additional 'rat-running' along adjacent residential roads. Notwithstanding the above due to the current high levels of congestion and road casualties along Wallisdown Road the new developments at Talbot Village should not result in any increase to these problems. The SPD therefore needs to be clear about what measures will be put in place to avoid this, how they will be funded and when they will be delivered.

52 6.10.19 Where possible appropriate directional lighting, which is sensitive to existing nearby housing, should be considered along the section of the cycle route where it skirts the edge of the heath. This would encourage more use of this proposed route in winter evenings.

55 Road safety **-** Both the Borough of Poole and Bournemouth Borough Council as local highway authorities have legal responsibilities under Section 39 of the Road Traffic Act 1988 to take appropriate measures to prevent road accidents. In addition the Local Transport Plan identifies road safety as a key priority. In view of the serious road safety record in the vicinity of the Talbot campus and along the Wallisdown Road corridor generally (as well as the associated cost to the local economy) there ought to be a dedicated section on Road Safety within the SPD. This should set out the explicit measures to be implemented to ensure that there is no increase in road casualties resulting from any development at Talbot Village.

2. That in view of the timescale for the Council to respond to the SPD it be noted that the portfolio holders for Planning and Environment and for Transport, Sustainability and Carbon Management will submit a draft response to the Talbot Village SPD prior to Cabinet agreeing the Council's formal response.

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SECTION II – BUSINESS DECIDED UNDER DELEGATED POWERS

26. APOLOGIES

Apologies for absence were received from Councillor David Kelsey, Ken Mantock and Angela Pooley.

In her absence Angela Pooley had asked for a statement to be circulated to the Steering Group with her comments on the report.

27. DECLARATIONS OF INTEREST

There were no declarations of disclosable pecuniary interest.

28. CONFIRMATION OF MINUTES

DECISION MADE:

The minutes of the meeting held on 12 August 2015 were agreed and signed by the Chairman.

29. PUBLIC ITEMS

The Steering Group was advised of a deputation request submitted by the Talbot and Branksome Woods Residents Association on the draft Talbot Village Supplementary Planning Document (SPD).

DECISION MADE:

That the deputation be received and the contents be taken into account when the agenda item on the draft SPD was considered.

Sheila Warner spoke on behalf of the Talbot and Branksome Woods Residents Association and outlined its concerns in respect of the draft SPD as follows:

- The SPD clearly states that it has been prepared for public consultation with support from Bournemouth Borough Council, giving the impression that the Council agrees with the contents of the document. This is incorrect. It should also be highlighted that the Council has not formally endorsed the Talbot Project Master Plan through the democratic process.
- Questions over the land allocation and use for the Digital Village
- Potential increase in traffic and late submission of traffic modelling
- Railway holt inappropriate in residential area

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- Purpose in purchasing bungalow at end of Alyth Road cul-de-sac
- Increase in on street parking as a result of East Avenue footpath
- Impact of 3 storey commercial buildings on Dulsie Road
- It is unfortunate that the Borough of Poole has not been able to address issues with Bournemouth before SPD produced

In conclusion the Residents Association suggested that as part of its response the Council should request a delay in the process of at least 6 months to enable both Authorities to work together to resolve issues of concern.

Councillors Beesley, Broadhead, Nicola Greene, and Morgan left at 2.00pm.

The meeting was adjourned from 2.00pm to 2.10pm.

The meeting closed at 3.10pm.

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MIKE HOLMES
Director: Planning, Transport & Regulation Services

Our Ref: Planning Policy/TV SPD

This matter is being dealt with by: Planning Policy Team

email: planning.policy@bournemouth.gov.uk
Tel: 01202 451446

To: Planning Policy Team
Borough of Poole

2nd October 2015

Dear Sir/Madam

Re: Talbot Village Supplementary Planning Document - Response from Bournemouth Borough Council

We write in response to the Borough of Poole consultation exercise on the Talbot Village Supplementary Planning Document. As discussed previously with officers an extension of time for responding to this consultation has been agreed between our Councils.

Members of the Bournemouth Local Development Framework Steering Group agreed the attached response to the SPD at its meeting on the 30th September. In view of the timescale for making comments please treat this letter as an initial response to the SPD subject to formal ratification at the forthcoming Bournemouth Cabinet Meeting on the 14th October. We will notify the Borough of Poole of the outcome of that meeting and advise on additional representations should they arise.

As you will note from our response we are concerned that to date many of the issues we have discussed previously have not sufficiently been taken into account when drafting the SPD and remain unresolved. We however welcome the opportunity to continue developing a dialogue with the Borough of Poole on the SPD proposals prior to its adoption.

Thank you for your consideration of these representations.

Yours faithfully

Councillor David Smith Cabinet Member for Planning and Environment
Councillor Mike Greene Cabinet Member for Transport, Sustainability and Carbon Management

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Bournemouth Borough Council Response to the Talbot Village Supplementary Planning Document 02.10.15

Introduction – Role of the SPD

Whilst the Master Plan may have been endorsed as an informal document through Council representation on the Principals Board it must be stressed that Bournemouth Borough Council has not formally endorsed the Master Plan. Bournemouth Borough Council will continue to work with the Principals Board, the Borough of Poole and other interested parties on land use proposals and required highway mitigation measures for the area outside of the SPD boundary.

The Indicative Talbot Village Master Plan diagram

It is recognised by BBC that an overarching approach to the future use of land in the wider area is desirable. However it is inappropriate for an SPD, with a defined boundary confined to a particular borough boundary, to include proposals outside of that boundary. As would be the norm when preparing an SPD effecting land in an adjacent Borough, Bournemouth Borough Council has not had the opportunity to consider such proposals in a formal manner. Land use proposals outside of the SPD boundary should therefore be deleted from the SPD. Irrespective of this technical issue Bournemouth Borough Council continue to welcome the opportunity to work with interested parties including the Principals Board and the Borough of Poole on land use policy and proposals for the area outside of the SPD boundary.

SPD Vision

Support the recognition in the Vision that the residential amenities should be respected.

Amend the first paragraph of the vision to read '..... , while protecting and enhancing important wildlife habitats *and heritage assets* and respecting the amenity of the local community'.

That in respect of Vision (g) the Borough of Poole is notified of Bournemouth Borough Councils concerns about the provision of a new access from Boundary Roundabout (see response to transport sections).

The sixth bullet point of 2.1.1 should be amended to read '.... There are also resident concerns about parking on the ~~estate~~ *streets in residential areas surrounding the campus in both Poole and Bournemouth* .....'

Land uses adjacent to the SPD area

Paragraph 3.5.3 be amended as follows 'The future vision is to enhance the *heritage, cultural, environmental, arboricultural,* social and economic value of the historic model village, including upgrades to the cottages and farm buildings,....'

Any proposals or future plans coming forward in the Master Plan area within Bournemouth Borough will be considered having regard to the emerging Talbot Village Conservation Area Management Plan and Appraisal, local plan policies including any future revisions and evidence that may be appropriate.

Existing Local Plan Policies

The specific references to proposed land use in Bournemouth should be deleted from the SPD. However in progressing work on future plans and proposals with interested parties including the Principals Board and Borough of Poole Bournemouth Borough Council will have regard to relevant planning policies and any future revisions.

SPD Proposals and Design

Any proposals for roads, bus lanes, cycle ways and footpaths must be sited, designed and constructed so as to minimise potential impacts on residential amenities. Every effort should be made to ensure that where possible such infrastructure is sited away from residential properties, including gardens, and that significant landscaping is incorporated to buffer potential impacts. Any proposed cycleways and footpaths should not be developed further so as to allow for vehicular access.

In order to minimise the potential impact from on street parking associated with the development in existing residential areas, a robust and enforceable parking management plan should be developed.

The SPD at the sections concerning the Talbot Academic Quarter, the Digital Village and Building scale, height and massing should include a reference to minimising impacts on the residential amenities of those living around the site. Buildings and other features on the site should be sited, designed and constructed so as to minimise these impacts and in addition significant landscaping should be incorporated to buffer potential impacts. There is concern about reference in the SPD at paragraph 6.9.3 to the alternative use of land in the Talbot Academic Quarter and the Digital Village. Bournemouth Borough Council expects the primary use of this land to be for business uses in accordance with Use Class B1, and not to be used for more general industrial or storage / distribution purposes such as found in Use Classes B2 and B8.

Paragraph 7.2.5 In some situations a minimum set back of 30 metres may be insufficient and therefore a detailed appraisal will be required to determine sufficient distances between residential properties, including gardens, and the proposed buildings and associated car parking, this should be made clear in section 7.2.

In respect of paragraph 7.3.4 alternatives to the suggested car parking to the rear of buildings on the eastern side of the Digital Village should be explored. There is concern that to locate car parking here in the manner suggested will lead to impacts on residential amenities, made worse by limiting the potential for

landscaping and distance to the car park from rear boundaries of residential properties.

Section 7.1 of the SPD should also make reference to a Poole Local Plan Policy that seeks to protect residential amenities.

The Design section of the SPD should make reference to the need to incorporate Sustainable Drainage Systems.

Infrastructure Funding

Bournemouth Borough Council has made no provision for funding of infrastructure associated with the development. CIL income will be subject to competing demands to provide for infrastructure in Bournemouth and developer contributions have to be carefully justified.

SPD Habitats Regulation Assessment (HRA)

Irrespective of the purpose of including a specific quantum of development in the HRA it is premature and entirely inappropriate to assume such development is acceptable. Any future development proposals and policy approaches in Bournemouth will be determined in consultation with a range of interested parties and have regard to all available evidence.

Responses to Transport Considerations

Bournemouth Borough Council recognises it is important that the Talbot Village SPD provides clear direction to prospective developers to enable the appropriate level of sustainable development. In order to achieve this aim and as the Local Highway Authority responsible for the Wallisdown Road corridor adjacent to the SPD area, Bournemouth has the following comments on the transport elements of the Consultation Draft.

Summary of Transport Comments

The SPD needs to align with both Councils' statutory responsibilities as well as higher level planning and transport polices including the Borough of Poole Core Strategy; the Poole Site Specific Allocations and Development Management Policies; and the Bournemouth, Poole & Dorset Local Transport Plan 3 (2011-2026).

Any further development should, particularly in relation to the Wallisdown Road corridor (Mountbatten Arms to East Avenue Roundabout): -

- Aim to ensure that there is no increase in vehicle journey times on any of the various sections along this already congested transport corridor resulting from the development at Talbot Village;

- Ensure that there is no increase in road casualties resulting from the development at Talbot Village and aim to help address the serious road safety issues along the corridor, particularly relating to cyclists;
- Provide a basis for increasing use of sustainable modes of travel, particularly cycling and walking and significantly improve the facilities for these two modes of transport along this strategic transport corridor;
- Ensure that car-borne trips to any new developments at Talbot Village are discouraged and that measures are put in place (enforceable as appropriate) to deter parking in nearby residential roads;
- Make a positive environmental impact in regard to the overall quality of the public realm;

Transport considerations are an intrinsic part of the Talbot Village SPD and associated Master Plan. Therefore within both the SPD and the Talbot Project Master Plan there is an urgent need to set out clear, funded transport proposals that will aim to fully mitigate the transport impacts of the proposed developments. This needs to be demonstrated through detailed traffic modelling prior to the adoption of the SPD.

Detailed Transport Comments

Section 2.2 The Vision - 2.2.1 g) This should explicitly state that the transport strategy will aim to ensure that journey times and road safety casualties do not increase along the Wallisdown Road corridor and should, wherever possible, decrease.

Section 4.2 Accessibility/Transport - 4.2.2 Should state "*Conflicts between motorised vehicles and pedestrian/cyclist movements...*"

4.2.2 In addition to what is stated the text should recognise Boundary Roundabout as one of the worst sites in both towns for road casualties (3 serious, 32 slight between 2010 and 2014)

4.2.4 states "*A Transport Study ... has concluded that although Wallisdown Road is a busy east to west route, the proposals can be accommodated without significantly increasing congestion beyond that which is likely to arise from natural growth of traffic. ...*" The traffic modelling work has yet to be agreed or completed (BBC is still awaiting a response to comments on the validation report) therefore it is premature to state what the impact will be on congestion from any development at Talbot Village. Notwithstanding this, due to the strategic and economic importance of the Wallisdown Road corridor and the current high levels of congestion, there should not be any further increase in journey times along this

corridor as a result of the proposed developments. Specific mitigation measures therefore need to be developed and properly tested by a validated traffic model. There is also a need to ensure that other routes on the wider highway network are not detrimentally affected should vehicles reassign.

Section 5.4 Bournemouth, Poole & Dorset Local Transport Plan 3 (2011-2026) (corrected title)
Paragraph 5.4.3 states that the key policy initiative for Wallisdown Road is its designation as a 'Quality Bus Corridor.' This is not completely accurate. Its designation, as identified in Section 6.2.6 of the Local Transport Plan, is as a Prime Transport Corridor. The South East Dorset Multi-Modal Transport Study (SEDMMTS – 2012) states that there is considerable scope for cycling to provide an alternative to the car for short trips. Accordingly it recognises Wallisdown Road as an important link on the Strategic Cycle Network to be delivered between 2014 and 2020. SEDMMTS only refers to the Wallisdown Road Bus Showcase Corridor as a 'second-tier' scheme which is not due for implementation until 2025. Whilst recognising that bus improvements are needed, the numerous physical constraints along Wallisdown Road will mean that some bus measures are likely to be too difficult and costly to accommodate e.g. bus lanes. In order to attempt to tackle the congestion issues a balanced sustainable transport approach will therefore be needed, which includes walking and cycling improvements. These wider measures should not only improve access to bus services but will also help to address the road safety issues; promote active travel; and support low cost travel for those on low incomes as well as improving the public realm. This balanced approach is outlined in Section 6.2.7 of the Local Transport Plan which states: "*Junction and on-line improvements and the re-allocation of road space will create opportunities for cycling / walking improvements and bus priority measures*."

Importantly this is more in alignment with Policy PCS 17 of the Borough of Poole's Core Strategy which states that "*The A3049 East-West Corridor will be the subject of improvements designed to increase the attractiveness of alternative travel modes to the car. This will be used to address multiple deprivation, improve bus, cycle and pedestrian routes to and from Bournemouth University and assist in conurbation-wide traffic management."* The SPD therefore needs to be updated and reworded accordingly.

It is appreciated that Policy PCS17 states that transport improvements will be made along the Wallisdown Road Corridor to encourage the attractiveness of alternative modes to the car i.e. public transport, cycling and walking. However, more detail needs to be incorporated into the SPD at this stage to identify what measures will be provided to mitigate the transport impacts of the development to help ensure that there is no increase in journey times along the Wallisdown Road corridor. The SPD also needs to show how such mitigation measures would be phased, funded and implemented over time.

Section 6.5 Long term strategy – Paragraph 6.5.1 – seventh bullet point:
This indicates that a new access will be provided off of the southern section of the

existing Boundary Road Roundabout, serving the Universities, Talbot Village residents and future occupiers at Highmoor Farm, and will connect with Gillett Road.

The southern section of Boundary Roundabout is currently a key, unimpeded walking and cycling route for pedestrians and cyclists, particularly for students accessing the universities. Boundary Roundabout has one of the worst road casualty records in the conurbation and adding a fourth, southern arm to the roundabout, particularly for 'all-purpose' traffic, will increase conflicts between motorised vehicles and vulnerable road users. Without proper mitigation this will inevitably lead to more casualties. The situation will be compounded by the anticipated growth in student numbers walking and cycling to the universities. It should also be noted that the other elements of the proposed development, such as the Digital Village, will increase vehicular trips along the proposed new access road and this will increase the potential risk to pedestrians and cyclists in the vicinity of Boundary Roundabout. In addition, the introduction of the fourth arm will generate more turning movements leading to more interruption to the main Wallisdown Road traffic flow. The fourth arm also creates severance that will act to discourage people from walking and cycling. Both of these issues will lead to greater congestion along Wallisdown Road rather than alleviate it.

The introduction of the fourth southern arm to Boundary Roundabout is arguably contrary to the Borough of Poole's own policy DM 7: Accessibility and Safety within the Poole Site Specific Allocations and Development Management Policies, which states: *"Proposals for new development will be expected to contribute to improved connectivity to transport networks, promote accessibility to jobs, shops, services and leisure facilities and should not compromise or result in detriment to connectivity and accessibility or to highway safety."* Bournemouth Borough Council also has a Local Plan Saved Policy to enhance traffic flow and safety on the Primary and County Distributor routes. Policy 8.1 within the Bournemouth District Wide Local Plan (2002) states that *"Development will be permitted on Primary and County Distributor Routes where it will not result in direct access, parking or turning movements on these roads ...."*

To date no proper strategic or transport case has been made for the need for the fourth arm of the roundabout for 'all-purpose' traffic that would override the need to adhere to the above policies (the development of the Digital Village may strengthen the strategic case). Should a valid case be made there would remain the need to implement proper mitigation measures beforehand to ensure that there is no detriment to road safety, traffic flows, accessibility and connectivity. A safer, continental style roundabout, or traffic signal junction, with suitable crossing points for pedestrians and cyclists could potentially provide suitable mitigation, but would need to be properly assessed. A bus only link onto the roundabout would cause less conflict and severance and would therefore require less mitigation.

Section 6.10 Transport and movement General Comment: - Any development approval needs to comply with statutory legal responsibilities included in the

Traffic Management Act 2004 that places a network management duty on LTAs. Section 16 (1) states: *(b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority."*

6.10.1 This paragraph implies that a full and proper transport strategy is in place which is not the case. Indeed, the Talbot Project Master Plan is incomplete at this time. Whilst acknowledging that the SPD includes references to improvements to internal site layouts to assist walking, cycling and bus use and minor 'external' north-south improvements, it does not address the more important transport issues on the Wallisdown Road corridor. Nothing within in the SPD explains how additional trips from the developments will be accommodated. In particular there are no details of the mitigation measures necessary, what land purchase will be required and how the measures will be funded to help ensure that there will be no increase in traffic congestion and road casualties.

In the absence of any details relating to mitigation measures Bournemouth Borough Council has begun to develop some potential proposals for the Wallisdown Road corridor. However these possible interventions still need to be fully tested by the Talbot Project's transport consultants' transport model to ensure that they are viable and provide the full level of congestion and road safety mitigation required to compensate for the impacts of the development at Talbot Village. The necessary measures also need to be agreed by the Borough of Poole, which is an owner of land (south of Wallisdown Road) that would be required to deliver any potential transport solutions.

Paragraph 6.10.2 – first bullet point: Refer to comments above on 6.5.1 – seventh bullet point.

6.10.2 – fourth bullet point: The word 'careful' should be replaced with 'appropriate'. Appropriate design not only applies to the link but also to the roundabout, with the scale of mitigation depending on whether the link is used for all traffic or buses only.

6.10.4 Refer to comments above on 6.5.1 – seventh bullet point

6.10.5 States that '*the [traffic] modelling indicates a small increase in journey times along Wallisdown Road, but that most trips are dispersed across the wider [highway] network'*. The detailed modelling work has yet to determine the increase in journey times and therefore the actual impacts on congestion. It is also necessary to calculate any increase in trips, including additional bus, walking and cycling trips, both with and without any mitigation, in order to assess impacts upon congestion and road safety along Wallisdown Road. This also applies to other routes as a result of any reassignment of traffic. Furthermore the developments should not lead to any additional 'rat-running' along adjacent residential roads. Notwithstanding the above due to the current high levels of congestion and road casualties along Wallisdown Road the new developments at Talbot Village should not result in any increase to these problems. The SPD therefore needs to be clear

about what measures will be put in place to avoid this, how they will be funded and when they will be delivered.

6.10.7 Refer to comments above relating to 6.10.5

Car parking - Travel Plans, particularly for the Digital Village, need to include parking policies that deter shorter car-borne trips. Car parking needs to recognise and address the issue of people parking in nearby roads.

Public transport – buses - 6.10.13 Have the bus companies been involved in the discussions regarding the bus hub? Have they indicated that they would be willing to use it for 'public buses' and that journey times will be saved?

Public transport – rail - 6.10.15 Have Network Rail indicated their position on an additional halt? Previous discussions with DfT have indicated that an additional station cannot be added on the Waterloo line without one being removed.

Cycling - The SPD needs to recognise the existing very high road casualty rate amongst cyclists and the need not simply to avoid making things worse but to contribute to improving the situation.

6.10.17 This needs to be reworded to provide much better context. Ultimately without modal shift and improvements to road safety the development proposals will not be sustainable as they will exacerbate the current poor traffic situation. Therefore the following revised wording is suggested:-
Due to the location of the borough boundary, Wallisdown Road is the responsibility of both Bournemouth Borough Council and the Borough of Poole as the local highway authorities. Bournemouth Borough Council, which is primarily responsible for the section between Boundary Roundabout and Wallisdown, has begun leading on developing a new transport strategy for the corridor. The purpose of this strategy is to address the long-term congestion and road safety issues along Wallisdown Road as well as seeking to improve the local public realm. In addition it is also identifying possible mitigation measures that may enable some or all of the proposed future development at Talbot Village, provided that when tested there is no increase in congestion or road casualties. The high cycling casualty rate indicates that whilst the demand for cycling is increasing infrastructure is not keeping pace. The expansion to the universities will add to this demand. Therefore in the light of the number of serious road collisions involving cyclists, included within the possible transport measures are proposals to introduce segregated, safer cycle lanes along the majority of the length of Wallisdown Road. This will require a narrow section of land on the southern side of Wallisdown Road including land in the ownership of the Borough of Poole and Bournemouth University in order to mitigate for the developments at Talbot Village.

6.10.19 Where possible appropriate directional lighting, which is sensitive to existing nearby housing, should be considered along the section of the cycle route

where it skirts the edge of the heath. This would encourage more use of this proposed route in winter evenings.

Walking - The SPD also needs to recognise the existing high road casualty rate amongst pedestrians. 6.10.23 in addition to better pedestrian (and cyclist) crossing facilities the text needs to add that the transport strategy being led by Bournemouth aims to increase the width of the existing very narrow footways along Wallisdown Road including in the vicinity of the university and Talbot Village. Notwithstanding the above paragraph, the existing footways along Wallisdown Road are narrow in places and should be widened as part of the mitigation measures for the proposed development.

6.10.23 Figure 6.11 The location of pedestrian crossings will be different to those shown, and the figure should therefore state 'indicative locations only'. 6.10.24 The proposals and figure 6.11 appear to terminate existing recorded and unrecorded public rights of way e.g. Footpath 33. The SPD needs to recognise that any proposed changes to the PROW network would need to go through a formal process.

Road safety - Both the Borough of Poole and Bournemouth Borough Council as local highway authorities have legal responsibilities under Section 39 of the Road Traffic Act 1988 to take appropriate measures to prevent road accidents. In addition the Local Transport Plan identifies road safety as a key priority. In view of the serious road safety record in the vicinity of the Talbot campus and along the Wallisdown Road corridor generally (as well as the associated cost to the local economy) there ought to be a dedicated section on Road Safety within the SPD. This should set out the explicit measures to be implemented to ensure that there is no increase in road casualties resulting from any development at Talbot Village.

8.2 Phasing - 8.2.9 – first bullet point: Notwithstanding the need to make the case for 'all-purpose traffic' using the fourth arm (refer to comments above on 6.5.1 – seventh bullet point) should the intention be to open this arm up to all-purpose traffic during Phase One (2015-2022) then the necessary mitigation must be implemented beforehand in Phase One and not in Phase Three (2026-2036) as stated in 8.2.11. 8.2.9 – first bullet point: If a bus-only link is agreed for the fourth arm during Phase One this will still require some prior mitigation at Boundary Roundabout during Phase One. On a general note the SPD should be much clearer on what mitigation is required to the highway network as a result of the various developments taking place at Talbot Village. The SPD also needs to be clear about who is responsible for providing the mitigation, how it will be funded and when it will be implemented, ensuring it is in place beforehand.

8.3 Infrastructure funding - 8.3.1 The SPD should make it clear that where the proposed developments create issues, e.g. adverse impacts upon congestion and road safety, which need to be addressed by transport infrastructure, appropriate funding for such mitigation will be required from the developers. There should not

be the expectation that local authority or external funding, such as LEP Growth Deal, will be used to address issues directly caused by the developments.

Other Technical Observations/Comments - Figure 6.7 reference to adopted road is misleading as all the roads within the Bournemouth section of the map are adopted apart from those within the Talbot Model Village.
Para 6.10.3 Whilst congestion is partly caused by the junctions, regular traffic turning movements into and out of side roads and the shopping parade in the centre of Wallisdown exacerbate the problems. Therefore the immediate highway network does impact upon congestion.
6.10.6 The parking restrictions in Bournemouth are not technically Controlled Parking Zones but instead have Traffic Regulation Orders in place on restricted streets, typically restricted waiting times, no waiting at any time etc.
Figure 6.9 The housing estate to the west of East Avenue (accessed from Mayford Road) is not shown connected to the improved cycle network when currently there is a desire to travel from here to the Campus and in to Bournemouth.
6.10.19 A 4m wide path is more appropriate than the 3m path indicated given the future demand for shared pedestrian and cycle use with 1m buffer strips either side as per the Sustrans Design Manual 2014.
7.4.4 The signage choice should reflect that used in the Talbot Model Village to the north of Wallisdown Road so that it presents a uniform character.