



# Talbot Village

## Supplementary Planning Document

December 2015



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Entrance to the Digital Village

# Executive Summary

The Talbot Village area in Poole provides a unique opportunity within the South East Dorset Conurbation. There are very few major urban areas in the Country where such a significant amount of developable land remains in their heart. The 160 year history of Talbot Village and its farms, as established by the philanthropic sisters who created it to help those in poverty, explains the anomaly. However, changing times and the short term tenancy of the last farm means that a new chapter opens for the land and new opportunities arise.

This document sets out how Poole Local Plan proposals for development at Talbot Village are to be implemented, delivering a vision for an academic and employment centre of excellence, associated with a well-managed wildlife haven. This includes new academic buildings at both Bournemouth University and the Arts University Bournemouth, a new Digital Village linked to the Universities and an overarching planning framework for the future of this part of Poole. This will be accompanied by a sustainable heathland management plan for Talbot Heath, new recreational areas of heathland support, and enhancements to promote a sustainable and balanced transport strategy to support the area. Economically, the Universities offer enormous benefits to the wealth of the local economy, contributing over £1m each day to the south-west economy, and supporting over 2,000 jobs of which about half are based at Talbot Village.





Figure 1.1: Indicative masterplan for the Talbot Village SPD area

# 1 Introduction

## 1.1 Role of the Supplementary Planning Document

1.1.1 Policy SSA 20 of the Poole Site Specific Allocations Development Plan Document (SSADPD) which is part of the Local Plan for Poole sets out proposals for land south of Wallisdown Road, Talbot Village. This document sets out in more detail how this policy could be implemented. This Supplementary Planning Document (SPD) is supported by the Talbot Village Master Plan (Master Plan). This is an informal document endorsed by representatives of the five partners:

- Borough of Poole;
- Bournemouth Borough Council;
- Bournemouth University;
- Arts University Bournemouth; and
- The Talbot Village Trust.

1.1.2 The Master Plan covers a wider area than the SPD, as it includes the historic village and Slades Farm area to the north of Wallisdown Road, in Bournemouth Borough. It has been produced to provide a comprehensive approach to avoid piecemeal proposals that would fail to achieve the potential benefits of the area.

1.1.3 The SPD has been prepared for public consultation with support from the Talbot Village Trust, Bournemouth Borough Council and the Universities. Following the public consultation, any necessary amendments will be made, before the document is formally adopted by the Borough of Poole later this year.

1.1.4 The adopted SPD will form part of Poole's Local Development Plan and will be a material consideration in decision-making. The SPD should be read alongside Policy SSA20 and does not supersede it.

## 1.2 A brief history

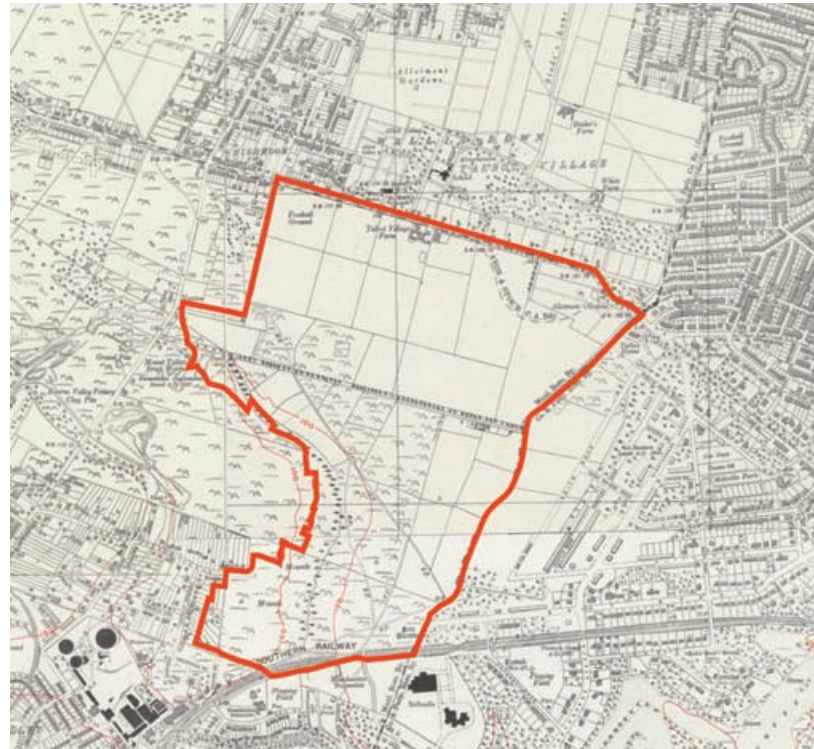
1.2.1 The land covered by the SPD was originally owned solely by the Talbot Village Trust and was farmed to support those considered to be in need. This was as part of the wider Talbot Village which was established in the 1850s by Georgina and Charlotte Talbot as a philanthropic exercise to help the poor and needy.

1.2.2 Historically, the Talbot Village area has been planned in a piecemeal fashion with requests made over the last hundred years to purchase land from the Talbot Village Trust by the County and Borough Councils. Land has also gradually been sold for housing developments and to the Universities. These developments have tended to be inward looking, and the result today is a fragmented and disconnected urban fabric where developments are poorly integrated with each other and the surrounding area.

1.2.3 Recent plans for a housing development along with student accommodation, were considered by the Secretary of State and refused, primarily because of the detrimental impact this would have on the protected heathland.



Clockwise from left:  
1810 plan of the Wallisdown area when the area was open heathland; Historic plan from 1888.



### 1.3 A partnership approach

1.3.1 In response to the failed planning application for housing at Talbot Village the Council helped to establish a partnership with Bournemouth Borough Council, the Universities and the Talbot Village Trust. These parties represent the main landowners within the wider Talbot Village area and the two planning and transport authorities. It was agreed by the parties that in order to successfully provide for the needs of the Universities, meet the charitable objectives of the Talbot Village Trust and support the local community and economy, there should be a co-ordinated approach. This resulted in an informal partnership being formed and the commissioning of a master plan exercise to fully understand the issues of the area and provide an appropriate planning response. While working together, the partners have been conscious of all the local residents and other interests, engaging with local groups to inform the process.



Playing a role playing game at a stakeholder workshop



## 2 A Vision

### 2.1 Creating a vision

2.1.1 In order to successfully deliver a planned response to the demands for growth of the universities and local economy, in the context of wildlife, heritage, transport and community factors, there is a need to identify a clear vision of what the area should be like when the identified proposals are implemented, taking into account the following:

- The growth of the Universities, and their future economic success will be dependent on the carefully planned development of their Talbot Campuses. The Universities wish to invest in further academic buildings and the campuses in order to maintain and enhance their national university status. As key employers and providers of exemplary education and world-class facilities, it is important their requirements are planned for.
- There is a major opportunity to provide a Digital Village which offers facilities to grow businesses related to digital industries such

as computer games manufacturers, mobile technologies, cyber security and computer generated animation. This could help to further support the Universities as links will form with businesses to provide employment and research opportunities. These measures will enable highly skilled graduates to be retained in the local economy, with the ensuing benefits to other local businesses and the wider region.

- Talbot Heath is an internationally recognised wildlife habitat which is threatened by human influences. It is necessary to ensure it is protected and managed in a sustainable way that will ensure the heath is maintained to a favourable condition. It is intended that Talbot Heath will benefit from an investment programme of managed heathland restoration. Borough of Poole working with Natural England, propose three heathland support areas to provide natural public open space for the community's recreational use. This will

divert human pressures, such as dog walking, from the sensitive habitats.

- There are many residents who live within and on the edge of the area and their residential amenity needs to be respected.
- The historic village to the north of Wallisdown Road is a Conservation Area. The relationship of this to the adjoining areas to the south of Wallisdown Road should be respected.
- The Wallisdown Road is often congested at peak times, and the pedestrian and cycling environment is unfriendly. There are also resident concerns about parking on residential roads surrounding the Universities campus's in both Bournemouth and Poole and hold ups at Fern Barrow caused by buses stopping to set down and pick up passengers.
- The single point of access at Fern Barrow is problematic for road users accessing and existing Talbot Village and the University campus's.



## 2.2 The vision

2.2.1 In response to the above, the following vision has been formed:

The Talbot Village area will be developed to support and strengthen the Universities and deliver a dynamic Digital Village to sustain entrepreneurial businesses, while protecting and enhancing important wildlife habitats, heritage assets and respecting the amenity of the local community.

This will be achieved by:

- a) Expanding the Arts University Bournemouth to provide new academic space and student accommodation to reflect its innovative and creative spirit.
- b) Enabling the expansion and reorganisation of the Bournemouth University Talbot Campus, enhancing the student experience to provide academic excellence and graduate employability.
- c) The creation of a Digital Village to meet the demand for entrepreneur inspired growth, where business can work in a collaborative, inspiring environment, in partnership with the Universities.

d) Creating a new exciting environment through imaginative use of form and design, which is recognised as a place of enterprise and respects its neighbours.

e) The provision of access to large areas of informal semi natural open space which is managed to offer an alternative recreational opportunity to the heath.

f) The implementation of a heathland management strategy to protect threatened species and enhance their precious habitat.

g) The delivery of a sustainable transport strategy that will create a safe and attractive environment for walking and cycling, whilst improving public transport access and facilities. This will be supported by the provision of a new access from Boundary Roundabout which will also help dissipate traffic, together with other junction improvements along Wallisdown Road in order to improve vehicle management and public safety.

h) Seeking funding from the Dorset Local Enterprise Partnership to contribute towards transport improvements that will enable the economic growth potential.

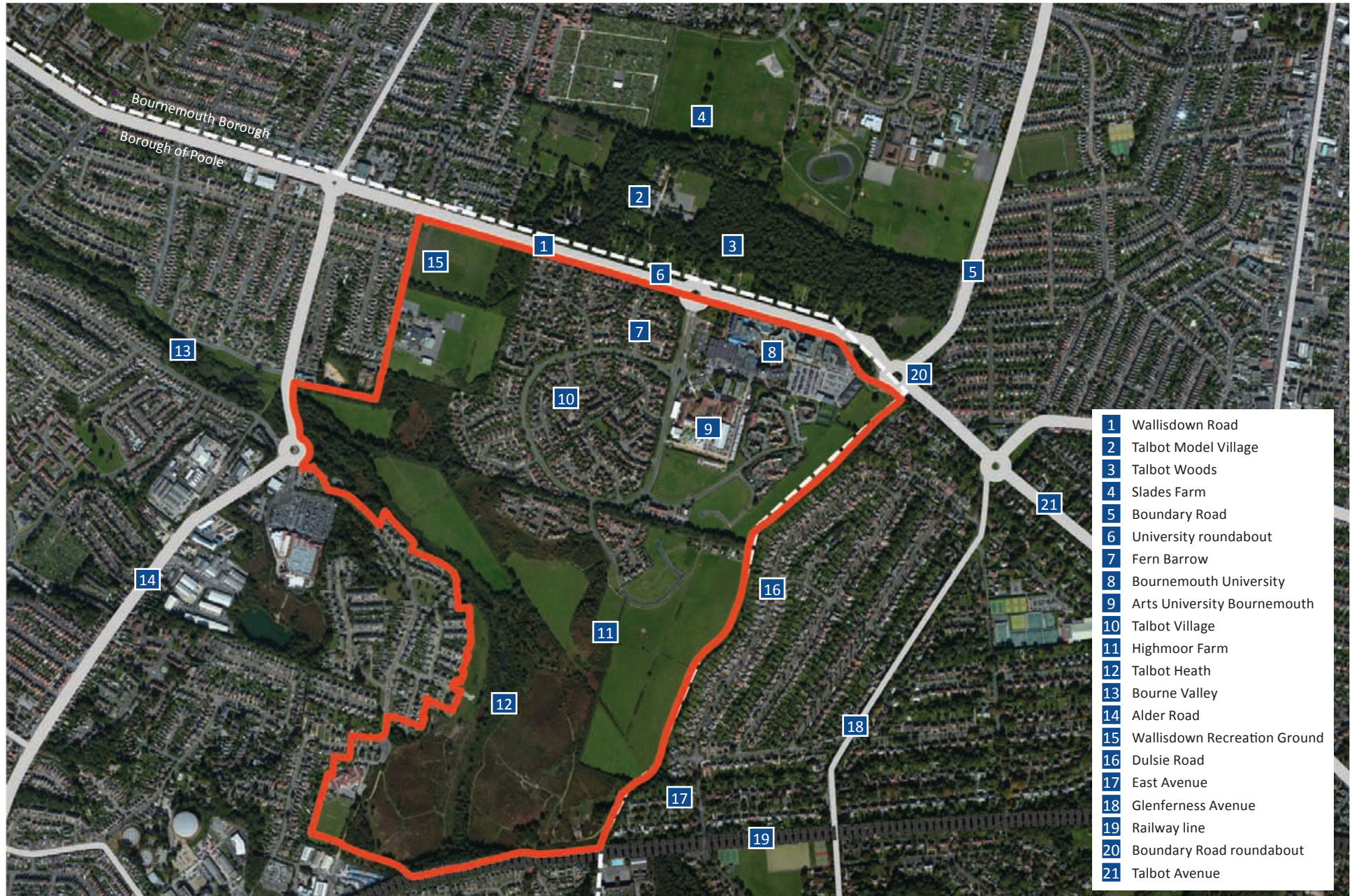


Figure 3.1: Location Plan

## 3 Site context



Land at Highmoor Farm represents one of the most significant development opportunities in the borough

### 3.1 Location

3.1.1 The SPD project area totals approximately 125 hectares and is located about 4 kilometres to the north-west of Bournemouth town centre and 10 kilometres east of Poole town centre. The A3049, Wallisdown Road, marks the northern boundary. It is both an important east-west route through the conurbation providing direct highway access to Bournemouth Town Centre and the main point of access to Bournemouth University and the Arts University Bournemouth, together with homes in Talbot Village. Wallisdown Road also forms the administrative boundary between the Borough of Poole (south of Wallisdown Road) and Bournemouth Borough Council (north of Wallisdown Road).

3.1.2 To the east and west of the site lie well established residential areas. To the south, the site is bordered by the Bournemouth to Poole Mainline Railway.

3.1.3 The Master plan area in Poole includes the two University campuses, housing at the new Talbot Village and the open landscape that wraps around these uses to the west, south and east. This open landscape includes Talbot Heath, which forms part of the Bourne Valley and has been designated as both an SSSI (Site of Special Scientific Interest), Ramsar Site, SAC (Special Area of Conservation) and SPA (Special Protection Area) which means it has special protection under EU legislation.

3.1.4 Movement through the area is limited and there are currently no strategic connections southwards. The Master plan area includes extensive areas of open and undeveloped farmland that is used for grazing. South of the farmland is Talbot Heath and any new connections will need to have regard to this sensitive heathland habitat.



St Marks C of E Primary School within the model village



A mix of old and new buildings on Bournemouth University Campus



The Enterprise Pavilion at Arts University Bournemouth

## 3.2 Evolution

3.2.1 The original Talbot Village has grown from a philanthropic moral gesture by the Victorian Talbot sisters, into a significant charitable trust with the key purpose of supporting vulnerable people in the local area today. As was fashionable amongst the educated middle classes, the Talbot sisters responded to the needs of the poor in the nineteenth century, and commissioned eighteen cottages with an acre of land each, six farms, a church and a school to be built on heathland to the north of the coast in Bournemouth.

3.2.2 Talbot Model Village sought to provide a complete social, economic and cultural context for the deserving poor, and it was expected that they contributed to the community and worked on one of the farms. These philanthropic model cottages still remain today, but the farm land has gradually been disposed of over the last century, as Poole and Bournemouth have grown. The art school and technical college have grown on the site to become the significant universities they are today, and roads and housing have all been built on land owned by the Talbot Village Trust.

3.2.3 The Talbot Village Trust is custodian of the remaining land in the original village, including the historic cottages, school and church, which lie within Bournemouth Borough and are a designated conservation area. Parts of the university campuses and the outlying southern fields of Highmoor Farm and Talbot Heath are also under the care of the Trust. Recent years have seen the charity contribute financially towards investments at the Universities, as well as affordable housing and supported housing for adults with learning difficulties and the elderly. The provision of charitable and benevolent support remains at the heart of the Trust's role and opportunities remain within the SPD area to provide additional facilities.

### 3.3 Land ownership

3.3.1 The details of ownership are shown in Figure 3.2. The majority of the area is still owned by the Talbot Village Trust, although significant parts are now owned by the Universities and the Borough of Poole.

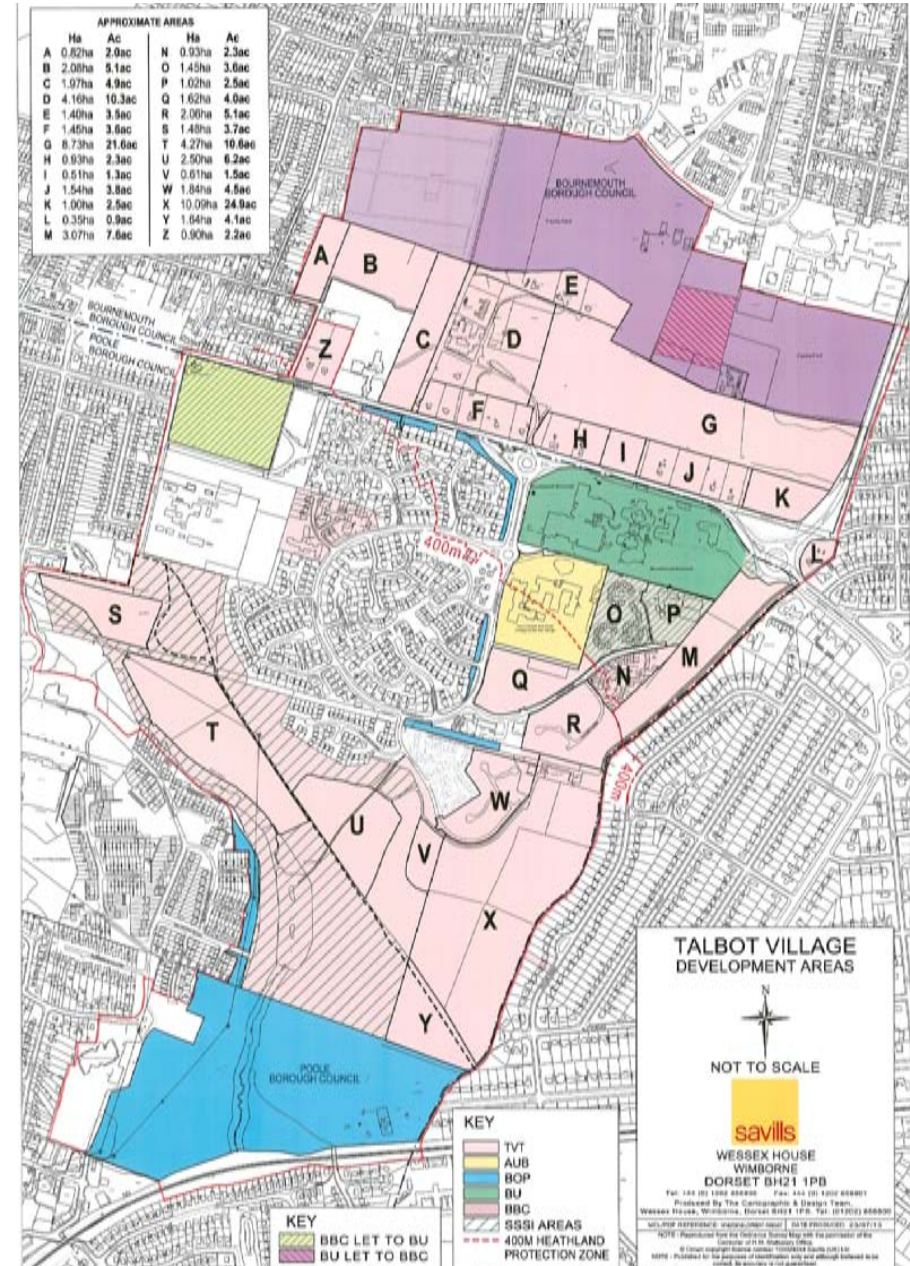


Figure 3.2: Land ownership plan

## 3.4 Land uses within the SPD area

### The Universities

3.4.1 Bournemouth University (BU) and the Arts University Bournemouth (AUB) have evolved from a municipal and technical college and a Victorian art school, to highly acclaimed universities. This has meant their needs and future visions have changed immensely. Both are now significant employers in the area with over 2,000 staff, of which about half work at the Talbot Campuses, and they indirectly support many other businesses in the local economy.



Recently opened Student Centre at Bournemouth University

### Bournemouth University (BU)

3.4.2 BU has 17,000 students across two campuses, at Talbot Village and the Lansdowne Quarter in Bournemouth. The University has four faculties; the Faculty of Management, The Faculty of Media and Communication, the Faculty of Science and Technology and the Faculty of Health and Social Sciences. The Talbot Campus contains the majority of the undergraduate teaching programme.

3.4.3 Over the past 30 years, development of the Universities estates has been piecemeal and has been driven by the immediate needs of the University, and has not been governed by an overarching estates strategy. This has led to a campus that lacks a clear identity with unrelated buildings and poor public realm.

3.4.4 As a response BU has recently adopted a vision and strategy for future growth in 'BU2018', a strategic plan, which aims to differentiate BU from its major competitors, in order to attract high numbers of students and highly qualified staff.



High quality public realm at the Arts University Bournemouth

### Arts University Bournemouth (AUB)

3.4.5 AUB is a compact institution with over 3,000 students which specialises in Art, Graphics, Architecture, Film, Photography, Fashion and Performance. The University has close links with the creative industries such as Ardmann. The Enterprise Pavilion provides incubator space for new business start-ups to grow and this success can be extended with larger premises within the wider area.

3.4.6 Like BU, the AUB University campus has grown incrementally since the former Bournemouth and Poole College of Art and Design moved there in 1980. AUB's growth has historically lacked a longer-term strategy, which has resulted in buildings of mixed quality, many of which are dated, and do not reflect the high quality design skills taught on the site. Significant investment in the order of £30 million has been spent over the last decade on providing new and upgraded buildings, and delivering an attractive and high quality public realm.



Drawing Studio at the Arts University Bournemouth

3.4.7 The University is now reaching capacity with limited space for further expansion on the existing site. In 2012, AUB worked with Design Engine to produce a campus Master Plan. The AUB Master Plan seeks to improve the campus identity and presence; rationalise and reduce the impact of car parking; improve routes through the campus for pedestrians; animate the campus with high quality landscaping; identify opportunities to improve capacity by remodelling existing buildings or by providing new; and by exploring long term growth onto adjacent land to the south.

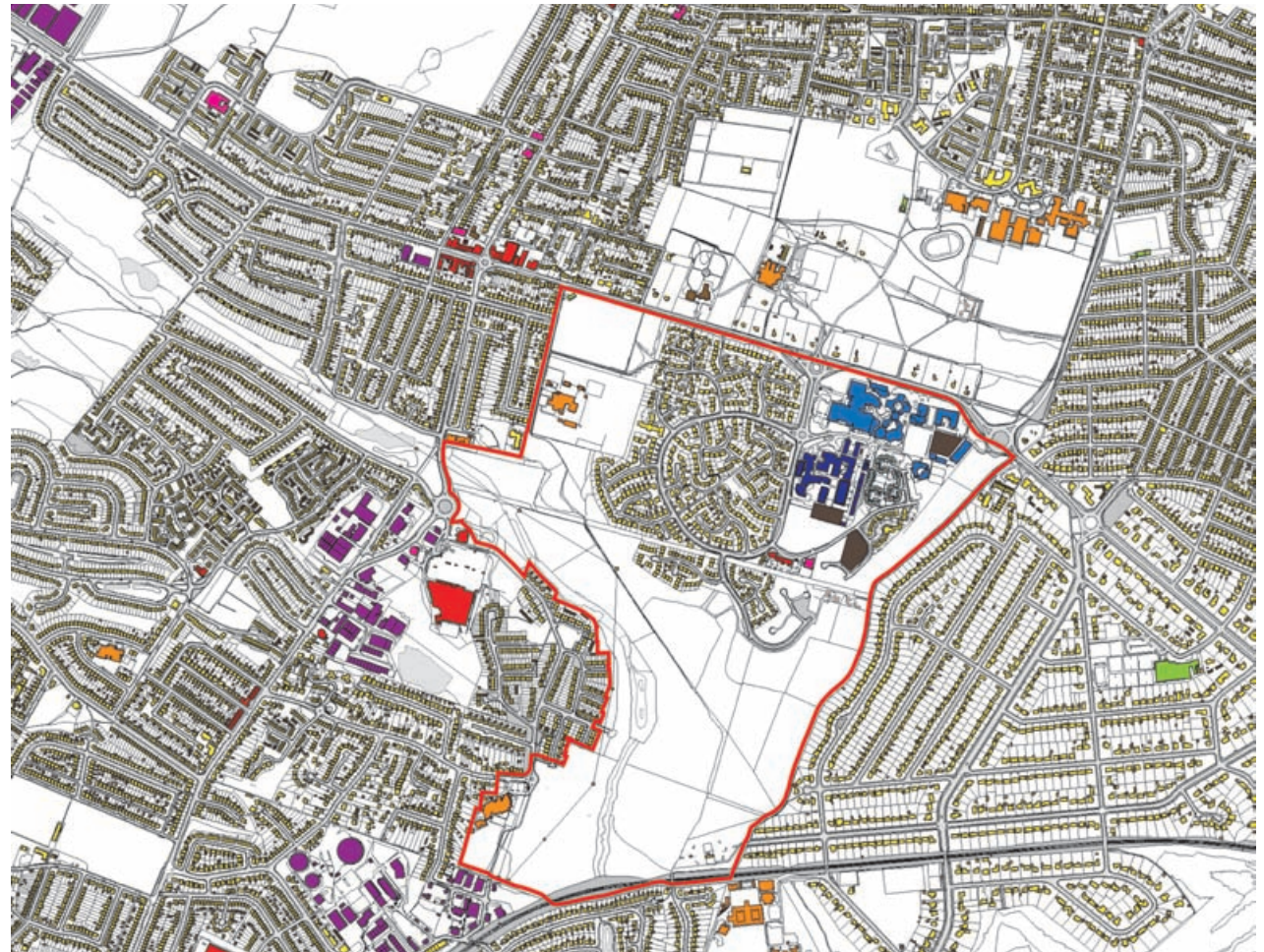
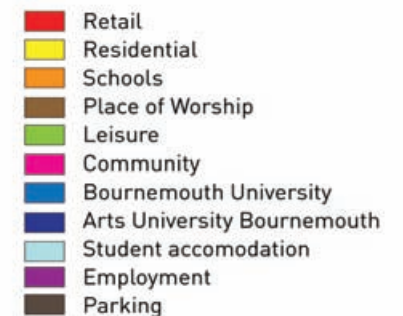


Figure 3.3: Land uses





Land at Highmoor Farm

## Highmoor Farm

3.4.8 Highmoor Farm is the last of the Talbot Village farms to operate, with a short term tenancy currently in place. The farm complex simply comprises a series of barns and the last farmer on the site occupied a static caravan, as there is no farmhouse. The fields stretch to Boundary Roundabout to the north and skirt along the southern fringes of the housing at Talbot Village to Langside Avenue in the west. The most westerly of the fields are intertwined with the heathland.

## Heathland/Bourne Valley

3.4.9 The Talbot Heath SSSI is about 43 hectares in size running north to south along the Bourne Valley. This is split by some of the fields associated with Highmoor Farm which are no longer grazed. The heath is one of the rare internationally protected Dorset Heaths



Talbot Heath

and is recognised for its rare and protected habitats and species and is much valued by local residents. This is a man made and managed environment which relies on the clearance of bracken, shrubs and trees, which was traditionally achieved by grazing animals. The heath is now isolated and surrounded by urban development. It is vulnerable to arson and the protected species are threatened by the presence of people, cats and dogs. This has resulted in Natural England assessing the site as being in an unfavourable condition.

## Housing

3.4.10 The New Talbot Village area to the west of the Universities includes approximately 560 dwellings. This provides popular modern family homes built by national house builders in the 1980s and 90s and acts as a self-contained community with limited interaction with the university campuses.



Talbot Primary School

3.4.11 Within the University campus's at Talbot Village, there are a small number of student housing apartments. BU has 278 student bed spaces, and AUB has 96 bed spaces.

3.4.12 The Talbot Village Trust has also supported the provision of housing for adults with learning difficulties. A number of social housing units are provided to the south of AUB by Hanover Housing.

3.4.13 As a great proportion of the Talbot Project area falls within 400m of Talbot Heath SPA additional dwellings within this area are unlikely to be able to overcome any adverse effects on the nature conservation interests.

## Education

3.4.14 The north western part of the SPD area is occupied by Talbot Primary School and playing fields leased to Bournemouth University.



East Avenue in the Talbot Woods residential area



Housing overlooking land at High Moor Farm on Purchase Road



Railway line that runs to the south of the area

### 3.5 Land uses adjacent to the SPD area

#### Talbot Woods

3.5.1 To the east, the housing in Talbot Woods (within Bournemouth Borough) is established mid-20th Century, consisting of low density detached bungalows and houses on large mature plots.

#### Talbot Village

3.5.2 The historic model village was planned in the mid-19th Century, and its plots, layout and key buildings are evident today.

3.5.3 The historic cottages and uses of the land in this area will be subject to a Conservation Area Management Plan and Appraisal, which is being prepared by Bournemouth Borough Council. 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, improved links with the Universities, and better, safer public access of the woodland. These proposals will continue to encapsulate the ethos, spirit and aims of the Talbot sisters.

#### Railway

3.5.4 The Poole/Bournemouth mainline railway to London runs along the southern edge of the SPD area. The railway sits in a cutting along this length with a pedestrian and cyclist access to Branksome Hill Road, and two all purpose vehicle accesses at Rothesay Road and Glenferness Avenue.

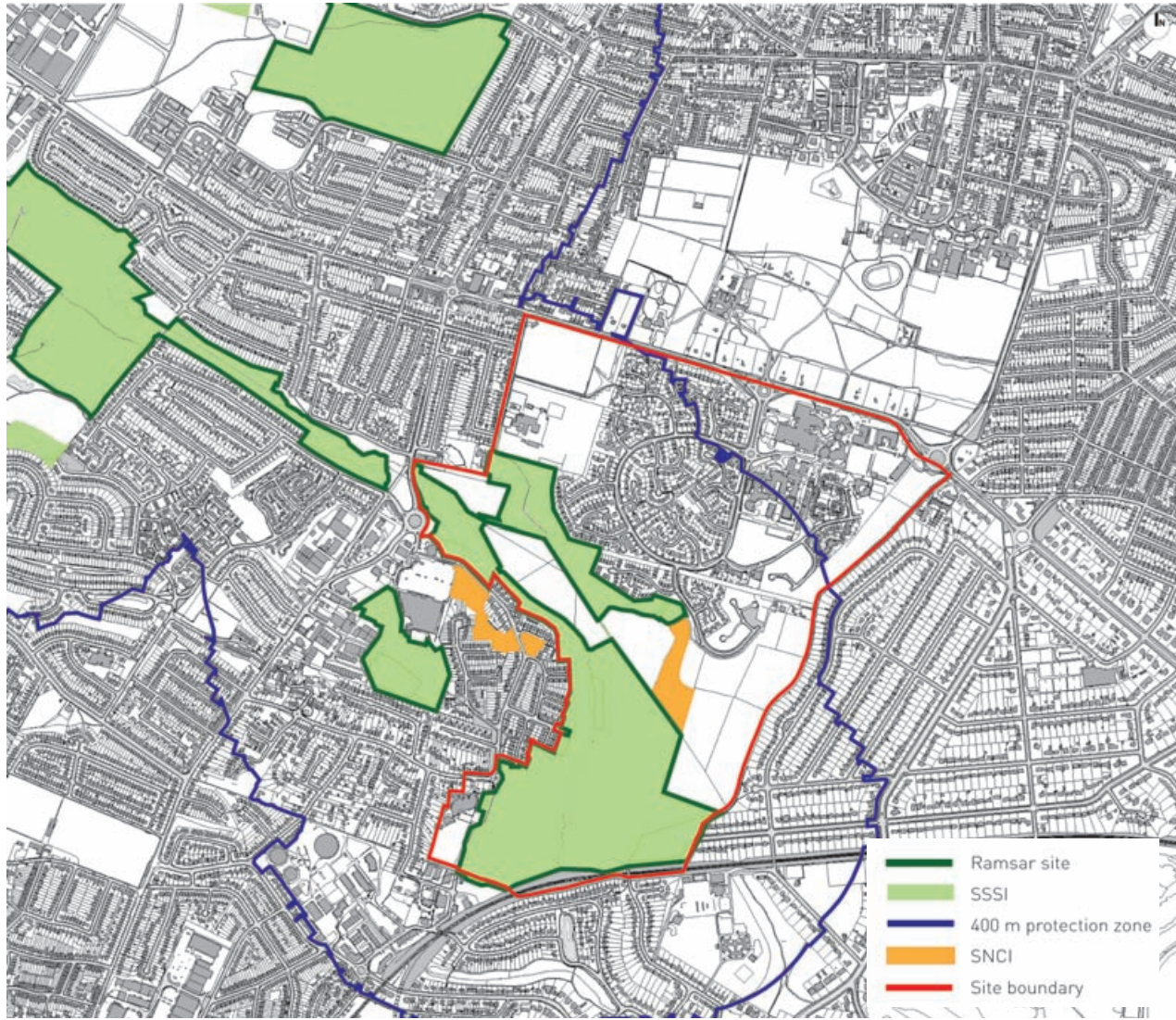


Figure 4.1: Protected landscapes



Clockwise from top: Heather on the heath; a nightjar a protected species; Talbot Heath is part of the Bourne valley Local Nature Reserve

## 4 Key site factors



Sand lizards live on the heath



Fields at Highmoor Farm that could help to reduce pressure on Talbot Heath from recreational use

### 4.1 Ecology

4.1.1 Talbot Heath is an internationally designated heathland protected by law under the European Habitats Regulations. It is one of the last remaining fragments of the Dorset Heathlands and is a Site of Special Scientific Interest (SSSI), Special Area of Conservation (SAC) and Ramsar site.

4.1.2 The heath, first created by farmers clearing land for grazing and crops, is now home to a rich tapestry of plants and wildlife, including the rare smooth snake, sand lizard, nightjar and Dartford warbler. This reserve is a fragment of a once extensive heath, which spread from Christchurch to Dorchester, and is dominated by heathers, gorses and some small trees. There is a Bronze Age burial mound on the heath near the railway, dating from 2200 - 800 BC.

4.1.3 The SSSI designation means that the

local authority has a duty to protect it for future generations and to do so, it requires investment and active management. Protecting and managing the site is a shared responsibility of the Borough of Poole as landowner, Natural England, Talbot Village Trust and site users.

4.1.4 The Master plan proposes to work under the guidance of Natural England to restore and continue to protect the heathland and its sensitive environment. A series of three heathland support areas are proposed to act as alternative areas of recreational space for the community.

4.1.5 These will be fields of the former Highmoor Farm, and will be managed as natural recreational spaces, but crucially will not be the protected heathland. This will offer an attractive environment for dog walkers on new paths, and it

is hoped the community will utilise these spaces as an alternative to the heath. The heathland support areas are not intended to be strategic for the wider conurbation, but will be spaces for the local community close to Talbot Heath to utilise and access.



Improved pedestrian crossings are proposed on Wallisdown Road



New bus facilities will be introduced in the heart of the campus

## 4.2 Accessibility/transport

4.2.1 The area to the south of Wallisdown Road has been built over the last 30 years to modern transport requirements. There are, nevertheless, problems associated with this network, as it is based on a cul-de-sac entrance from University Roundabout. This can result in conflicts when buses are queuing to pick up passengers at peak times.

4.2.2 Conflicts between vehicle and pedestrian movements also occur at the Boundary Road roundabout where there have been a number of accidents some of which are likely to have involved students.

4.2.3 There is a network of Public Rights of Way to the north in Bournemouth and to the south across Talbot Heath together with informal walking routes.

4.2.4 A Transport Study has been undertaken by the project partners to assess the impact of the proposed development on the transport network. The study helps to inform the

knowledge that already exists about the performance of the Wallisdown Corridor and the package of mitigation that will need to be developed to accommodate both the transport impact from the development but also that from other development across south east Dorset. This package will focus on improvements to bus, cycling and walking measures aimed at encouraging modal shift from car borne trips.

4.2.5 A number of new measures can be introduced, in order to encourage a modal shift from the use of the private car. The Bournemouth, Poole and Dorset Local Transport Plan 2011-2026 (LTP) has seven key strategy measures (1-7) with 14 elements (A-N), a number of which are aimed at modal shift from private cars:

- 3E - Widening opportunities for healthy lifestyles through integrating active travel into people's lives and providing supporting infrastructure;

- 3G – Creating attractive public realm and streetscapes;
- 4H – Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services;
- 4I – Developing a fully integrated public transport system which is easier to use for everyone; and
- 5K – implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips.

## 4.3 Landscape setting

4.3.1 The SPD area can be split into three distinct areas. Firstly, there is the area occupied by housing and the Universities which lies on largely flat land elevated above the second area which comprises the Bourne Valley. This is a steep cut valley with the stream and ponds in its base with the land occupied by a mixture of heath and pasture fields.

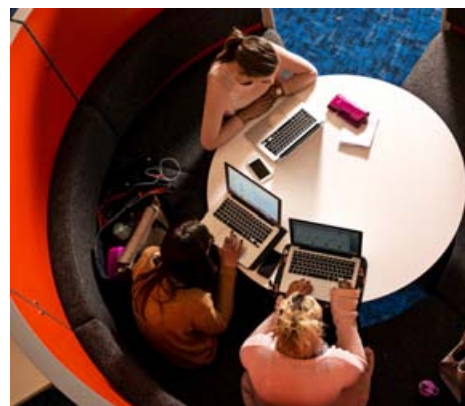
4.3.2 The third landscape area comprises the fields along the eastern edge of the SPD area. This land gently slopes to the south and is occupied by pasture fields bordered by small hedgerows. A tree belt runs east to west and creates a landscape screen to the development to the north. The northern part of this area is framed by the large university buildings and the housing to the east. The most southerly fields are elevated above the Bourne Valley and are visible from viewpoints to the south.



Talbot Heath towards the south of the area



Open fields at Highmoor Farm



Clockwise from top left - recent planning approvals on the Talbot Campus:  
**Fusion 1 building at BU (currently under construction);**  
**The Crab Drawing Studio at AUB (also under construction);**  
**Internal visualisation of the Crab Drawing Studio;**  
**Photographs of the recently opened Student Centre at BU.**

# 5 Planning policy context

## 5.1 NPPF

5.1.1 The National Planning Policy Framework (NPPF) sets out the government's planning policy. It sets out a presumption in favour of sustainable development and that the starting point for decision making is the development plan. However, the presumption in favour of sustainable development does not apply where development requiring appropriate assessment under the Birds or Habitats Regulations is being considered, planned or determined.

5.1.2 The Natural Environment and Rural Communities Act places a biodiversity duty on public authorities where they must show regard for conserving biodiversity in all their actions.

## 5.2 Core Strategy

5.2.1 The Poole Core Strategy was adopted in 2009 and covers the period to 2026. It forms part of the Borough of Poole's Local Plan, providing the overarching policy framework for development in Poole, as well as the context for other development plan documents.

5.2.2 There are a number of important policies in the Core Strategy that impact on the SPD area, and which new development should allow for:

5.2.3 PCS1: This identifies principal locations for economic investment and the sectors that are

particularly encouraged. This includes areas focused on educational establishments and supports the provision of opportunities which are being pursued at Talbot Village based on ICT, creative industries, environmental technologies and bio-medical.

5.2.4 PCS17: This identifies the Wallisdown Road corridor as a location where transport improvements will be made to encourage the attractiveness of alternative travel modes to the car i.e. public transport, cycling and walking. This includes:

- Selective widening, to facilitate bus and multiple-occupancy lanes;
- The improvement of critical junctions where existing traffic hold-ups clearly result in significant delays to public transport;
- Priority for buses, cyclists and pedestrians;
- Improved bus services with real-time information, to link Broadstone, Canford Heath, Wallisdown, the University and Bournemouth Town Centre;
- The provision of a park and ride site at Mannings Heath (post-2021) in support of the conurbation-wide Local Transport Plan; and
- Improvements to Wallisdown Local Centre to offer better facilities and a more attractive environment for local residents.

5.2.5 The policy also states that new residential development will need to be controlled to prevent additional recreational pressures on the heath, and will require an appropriate assessment under the provisions of the Habitats Regulations.

5.2.6 PCS23: Requires high quality design to provide good local distinctiveness.

5.2.7 PCS26: This sets out criteria for creating locally distinctive, self-reliant communities.

5.2.8 PCS27: Requires the careful design of areas to provide for community safety.

5.2.9 PCS28: This requires the protection of the designated heaths, such as Talbot Heath. It prevents residential development within 400 metres of a designation and requires mitigation for such development between 400m and 5km. Such mitigation includes:

- provision of open space and appropriate facilities to meet recreation needs and deflect pressure from heathland habitats;
- heathland support areas;
- wardening services and other heathland/harbour management;
- access and parking management measures; and
- green infrastructure.

5.2.10 PCS31: Supports the introduction of sustainable use and generation of energy.

5.2.11 PCS32: Requires residential development to minimise carbon emissions and adverse impacts on the planet.

5.2.12 PCS33: This sets standards of environmental performance for new commercial buildings.

5.2.13 PCS35: Requires the submission of Energy and Resources Statements with planning applications, setting out how the scheme deals with the requirements of PCS31 to PCS33.

5.2.14 Over the last two years the Council has commenced a review of the Core Strategy. It has been gathering evidence to assess how the Core

Strategy policies have performed and sought the views of local organisations and the public on the key issues that should be explored. An Issues and Options Consultation took place in the spring of 2015 to consider options on how to accommodate future housing, shopping and employment needs to 2031. The Talbot Village area was put forward as a new employment area in the Issues and Options Review. The comments received from the consultation support the provision of the Talbot Village area as an educational and employment area, with a particular focus on ICT, creative industries, environmental technologies and bio-medical.

### **5.3 Poole Site Specific Allocations and Development Management Policies DPD (SSADMDPD)**

5.3.1 This document was adopted in April 2012 and includes a number of important general policies that impact on the SPD, as well as two site specific policies.

5.3.2 DM1: This policy requires proposals to consider important design criteria, such as landscape, topography, trees, layout and connectivity, protection of amenity and building for life. This should be considered in consultation with the local community.

5.3.3 DM6: Sets out the criteria for providing accommodation for the elderly.

5.3.4 DM7: This policy requires proposals for new development 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.

5.3.5 The policy places emphasis on the provision of cycle and pedestrian facilities. It also states that development will not be permitted that would prejudice the implementation of specific junction and highway improvements, which includes the Wallisdown Corridor.

5.3.6 DM8: This policy requires a restriction on parking provision in order to manage the demand for car transport, in accordance with the Parking Zones in the Parking and Highway Layout in Development SPD. Travel Plans will also be required for major employers, such as for the Universities and at the proposed Digital Village.

5.3.7 SSA16: This policy introduces controls on the creation of Houses in Multiple Occupation at Talbot Village. This is to control the spread of houses used as student rental properties.

5.3.8 SSA20: This policy specifically allocates land in the SPD area for development. It was on the basis of this policy that a planning application was considered and eventually refused by the Secretary of State (APPLICATION REF: 00/08824/084/P). The reason for the refusal was the adverse impact caused by new residents living within 400 m of the protected heathland. As a result, the proposal to deliver 378 housing units cannot be achieved. The policy specifically takes into account the prospects of a residential development being refused. It recognises that if residential is undeliverable that alternative uses should be considered. New housing can now only be delivered to the north of the line 400m from the heath. The area within the

line can only be contemplated for uses where there is unlikely to be significant harm to the heath. Such uses referred to in the policy include academic floorspace, a school, specialist residential accommodation and student accommodation, as well as open space/Suitable Alternative Natural Greenspace (SANG).

5.3.9 SSA21: This policy allocates land for the provision of a Park and Ride facility at Mannings Heath. There is potential for this to be part used by those wishing to access the Universities and Digital Village.

5.3.10 SSA22: Among the proposals in this policy is the production of a Development Brief to steer improvements to Wallisdown Local Centre. This seeks to:

- Improve the quality of the public realm including paving materials, shopfronts and signs, street lighting and planting; and
- Take steps to minimise the community severance caused by traffic, particularly on Wallisdown Road, through attention to the pedestrian environment, improved crossing points and sensitive landscaping.

### **5.4 The Dorset Heathlands Planning Framework SPD**

5.4.1 This document explains in detail the adverse impacts of new housing within 5km of protected heathland, and the necessary mitigation required. This elaborates policy PCS28 of the Core Strategy, as set out previously. It is presently being updated through a review and it is anticipated that the revised document will be adopted in winter 2015/16.

5.4.2 The Heathland SPD explains the type of residential uses that are not within Planning Use Class C3 that are not acceptable within 400m of protected heathland, for example, not all C2 uses will be acceptable and any development proposal will ultimately be tested against whether it will have an adverse effect on the nature conservation designation.

## 5.5 Bournemouth, Dorset and Poole Local Transport Plan 3 (2011-2026)

5.5.1 This document sets out the transport strategy for South East Dorset with relevance for works required to meet the level of growth forecast to come forward over the plan period. The Plan aligns with adopted Local Plan policies as well as informing future plan revisions.

5.5.2 The key aspects of the Plan that need to be considered relate to the overall objective of promoting sustainable development and the Plan has seven key strategy measures:

- reducing the need to travel;
- managing and maintaining the existing network more efficiently;
- active travel and 'greener' travel choices'; public transport alternatives to the car;
- car parking measures;
- travel safety measures; and
- strategic infrastructure improvements.

5.5.3 Wallisdown Road is designated as one of the Prime Transport Corridors in the conurbation, specifically it is designated as a Quality Bus

Corridor. Policy LTP H3 applies which states that priority will be given to the implementation of traffic management measures to improve the flow and reliability of buses. Linked to this is the implementation of Park and Ride, Policy LTP H-4, which can provide a high quality alternative to longer distance car based travel to both Bournemouth and Poole Town Centres. The Poole Core Strategy allocates a site at Mannings Heath for Park and Ride to support this policy objective.

## 5.6 Poole Community Infrastructure Levy

5.6.1 This was introduced in January 2013 and requires payment for certain forms of development to fund local infrastructure. It sets charging rates and those relevant to Talbot Village are:

- Residential dwellings - Zone C £75 per net m<sup>2</sup>
- All other development £0.

5.6.2 The Council is presently reviewing the Levy. It is anticipated that any amendments will be adopted by the Council in the summer of 2016.

## 5.7 Delivering Poole's Infrastructure Development Plan Document (2012) and Poole Infrastructure Programme (2011)

5.7.1 These documents set out the priorities for implementing infrastructure improvements to be part, or wholly funded from the Community Infrastructure Levy receipts. The top priority is

to provide for mitigation of the impacts of new residential development on protected heathlands. The Infrastructure Programme identifies the provision of a Quality Bus Corridor along Wallisdown Road.

## 5.8 The Dorset Local Enterprise Partnership Strategic Economic Plan

5.8.1 The unprecedented recent economic growth of the Universities has been widely recognised in the region and nationally. Borough of Poole Council and the strategic Local Enterprise Partnership (LEP) are keen to positively plan for the local economy through the Strategic Economic Plan. This identifies the importance of the Universities to the local economy as well as the prospects for growth in the Digital, Creative & Information Services. It identifies the delivery of a Joint Universities Business Campus (Digital Village) as one the economic priorities for Dorset. It envisages that:

- By 2020 the Dorset economic area will benefit from an expansive new shared campus-based business park fusing skills-development, creative and professional education, international-quality research, innovation and commercial development;
- The result: major and multiple contributions to local and national economic growth. The business campus will be a major and well-recognised location to stimulate "third mission" activities for local growth; and
- The development will house business-oriented research, rich collaborations working alongside Research and Education.



Figure 6.1: Concept One: Enhancing links between green areas to create a green network

# 6 Proposals

## 6.1 Introduction

6.1.1 The conclusions of the master plan are carried forward into this SPD. They represent a co-ordinated vision which embraces the wider area and is supported by extensive research and evidence. They also deliver a clear way forward in the context of the relevant planning policies. They are presented as three key concepts.

## 6.2 Strengthen the green network

6.2.1 There are a number of significant open spaces within the master plan area and beyond and there is opportunity to better link these to create a more connected network that can relieve pressure on the heathland. In turn these new links can provide improved access to the area enhancing opportunities to walk and cycle to the Talbot Academic Quarter.

6.2.2 The Talbot Project promotes:

- Enhancement of the existing network of connections including removal of unnecessary barriers on the Right of Way network to improve access to open areas including Slades Farm and Talbot Village Woods and beyond to Meyrick Park and the Pleasure Gardens;

- A strategic north south-route that passes through the University Campus and connects southwards to the Pleasure Gardens, leading ultimately to Bournemouth Town Centre and the beach;
- Provision of 'heathland support space' on the open land adjacent to Talbot Heath with good connections through these spaces in order to attract people to use these routes rather than the existing paths across the heath;
- Improved management and maintenance of the natural environment to provide a national exemplar for managing sensitive landscapes within an urban area; and
- Wider education on the ecological value of the heathland habitat, its sensitivities and the reasons why it should be protected.



Figure 6.2: Concept Two: An Integrated Campus



## 6.3 An integrated campus

6.3.1 The two Universities estates have developed in a piecemeal fashion and the result is two inward looking campuses that have little relation to their settings. The Talbot Project provides the opportunity for the Universities to reach out and embrace the wider Talbot area, to create a more open and inviting campus and a setting that will encourage further innovation, entrepreneurial activity and creative endeavour.

6.3.2 The Talbot area is a focus for education, with numerous schools and almost 20,000 students at the two Universities. The Universities already have links with the schools and these links will grow stronger through more interaction and collaboration. Academic excellence will continue to drive the Universities and the challenge for the Talbot Project is facilitating and nurturing the numerous research and development activities that grow out of the Universities, creating an environment in which they can thrive and create jobs that will help to drive the local economy.

6.3.3 The SPD promotes:

- Extending the reach and influence of the Universities beyond the existing campuses to generate a greater sense of identity and to support the economy of the wider community;
- Collaboration between the Universities and local schools, so that they contribute to the establishment of an educational centre of excellence for the region;
- Embracing of the area's open spaces and natural environment as part of the integrated campus;
- Working together to enhance the existing University campus and student experience including joint facilities;
- Encouraging and fostering more research and development and digital and creative industries to grow and develop as a natural extension of the University presence within the area;

- Area wide transport planning to enhance connectivity and provide alternative transport options to the car and
- The creation of a more open campus that is shared by the wider community.

## 6.4 A Digital Village

6.4.1 Poole and Bournemouth have become a focal point for new digital industries which have located here because of links to the Universities and the attractive environment in which to work. This business sector has a great potential to expand, creating new high quality jobs to support the local economy. The Universities are recognised for their academic excellence in this sector, and offer the opportunity to support new businesses that set up in the Digital Village, both through research and as a source of skilled employment.

## 6.5 Long term strategy

6.5.1 The Talbot Project master plan provides a coherent long-term strategy for the development of the Talbot Project Lands. It promotes:

- The transformation of the existing Bournemouth University and Arts University Talbot Campuses ('The Talbot Academic Quarter'), to create a greener more pleasant environment where new buildings and transport infrastructure are set within a high quality public realm, and that is welcoming and accessible for the whole community;
- Extension of the Talbot Academic Quarter to take up land to the south and east and, over time, the existing properties on Gillett Road North could be converted from residential use to provide accommodation for postgraduate students;

### Key

	Existing buildings & structure
	Proposed buildings
	Digital Village
	Roads
	Existing pavements
	Private gardens/open space
	Allotments
	Existing public space
	Heathland
	Heath support land
	Water
	Shared space/parking areas
	High quality hardscape
	Proposed open space
	Proposed north-south spine
	Possible location of bus hub



Figure 6.3: Indicative masterplan for the Talbot Project Area

- Creation of an attractive public realm at the heart of the Academic Quarter that will link the two Universities and create a pleasant environment for walking, talking, cycling and relaxing;
- The introduction of high-speed wireless connection across the whole campus ensuring that it becomes an environment for work and play;
- Relocation of car parking to the periphery of the Talbot Academic Quarter, park and ride and / or the introduction of park and stride ensuring that the main academic space is car free;
- Development of land at Highmoor Farm to the south of the Talbot Academic Quarter as a Digital Village - a focus for digital and creative industries and economic activity emerging from the Universities or for businesses attracted to cluster close by where they can benefit from the latent talent that the Universities attract and nurture; and
- Extension of Gillett Road to connect with Boundary Roundabout providing a second access to Talbot Village and facilitating a west-east bus route through the University campus providing bus facilities for students and residents. A separate access of the extended Gillett Road will serve the Digital Village and all roads will be delivered to an adoptable standard.

## 6.6 Proactive traffic management

6.6.1 The Talbot Project also promotes a proactive approach to traffic management that recognises the challenges that additional car trips to the area will bring and encourages:

- A range of measures including improvements to the Quality Bus Corridor that will make it easier for people to switch to alternatives modes, bus, cycle or on foot;
- Improved public transport access with re-routing of bus services through the heart of the Talbot Academic Quarter and potential for routes to extend southwards to the Digital Village at Highmoor Farm;
- Provision of new and enhanced public connections throughout the area that link facilities and ensure that there are better connections to the wider area. This includes a strategic north-south pedestrian / cycle route, The Talbot Walk, that extends from Ensbury Park, through Slades Farm, Talbot Woods, the Talbot Academic Quarter, the Digital Village and onwards via Dulsie Road to the Pleasure Gardens and ultimately Bournemouth town centre and the beach; and
- Enhanced pedestrian crossing facilities on Wallisdown Road.

## 6.7 Enhancing the environment

6.7.1 The Talbot Project also promotes:

- Provision of heathland support areas on the fields adjacent to Talbot Heath with new surfaced public footpaths routed through these fields and installation of seating in order to encourage walkers to switch to these routes and reduce pressure on the heath; and
- Improved management and maintenance of the natural habitats within the area including Talbot Heath.



- 1 Talbot Way
- 2 The University Street
- 3 Dorset Square
- 4 Boundary Road Gateway
- 5 Talbot Green
- 6 Gillett Road
- 7 Fern Barrow
- 8 University Square
- 9 Highmoor Boulevard
- 10 Highmoor Green
- 11 Talbot Heath

- Talbot Way
- The University Street
- Landmark buildings
- Gateway
- Principal routes
- Primary frontage

Figure 6.4: Structure plan indicating main routes and public spaces

## 6.8 The public realm and open spaces

6.8.1 The master plan promotes a clear legible structure of routes and spaces that are reinforced by the built form and by the wider landscape strategy. This includes:

### 1. Talbot Way

6.8.2 The main north-south route for pedestrians and cyclists through the Talbot Project area is an important connector and legible axis through the area. Whilst the route passes through a variety of spaces (open landscape at Slades Farm, woodland, and a more urban landscape through the Talbot Academic Quarter) its continuity is critical to the structuring of the area and to wider accessibility. The route is both an important movement corridor and also the seam that joins the two University campuses. As it passes southwards towards the Highmoor Farm area the route will be lined with trees.

### 2. The University Street

6.8.3 This east west pedestrian route through the Bournemouth University Campus provides a high quality environment onto which the University's academic buildings front. This generous corridor through the campus (approximately 25m wide building to building) provides both a thoroughfare and a place to meet and relax. The hard paved movement areas are complimented by a rich landscape with grass sitting areas and trees providing cover from rain or strong sunlight.

### 3. Dorset Square

6.8.4 This space forms the heart of the Bournemouth University and the main gathering space on the campus. It is fronted by the Student Centre and Fusion One building and forms the meeting point of Talbot Walk and The Street.

### 4. Boundary Road Gateway

6.8.5 This is the eastern gateway to the University and is highly visible for passers-by on Talbot Avenue / Wallisdown Road. Striking new buildings will define this entry into the campus and set an impression of a world-class institution set within green landscape.

### 5. Talbot Green

6.8.6 A new green around which academic buildings are clustered towards the eastern end of the Talbot Academic Quarter;

### 6. Gillett Road

6.8.7 This existing all purpose road will be extended to provide a connection onto the Boundary Road roundabout and give access to the Talbot Academic Quarter, development at Highmoor Farm and to Talbot Village. The street will be lined with buildings, both existing and new and planted with street trees.

### 7. Fern Barrow

6.8.8 This route will provide access to the Talbot Academic Quarter, the Digital Village at Highmoor Farm and to Talbot Village for visitors approaching from the west. Provision of a bus spine and an all purpose second access to serve the area off

Boundary Road roundabout will reduce bottlenecks on this route and cycle lanes and street trees will create a more attractive environment for walking and cycling and a welcoming arrival point to the Universities from the west.

### 8. University Square

6.8.9 This space forms the focal space at the heart of the Arts University campus. This space will extend southwards as the University expands with car parking moved to the periphery of the campus to the south.

### 9. Highmoor Boulevard

6.8.10 A new tree lined route providing a direct and legible access to the Digital Village at Highmoor Farm. This corridor will incorporate a public footpath and cycle lane and benefit from the existing mature trees within this corridor.

### 10. Highmoor Green

6.8.11 This green space forms the heart of the Digital Village at Highmoor Farm and a destination and focus along the Talbot Walk. Buildings are structured around the green and sit within a well landscaped setting.

### 11. Talbot Heath

6.8.12 This ecologically important environment to the south of the area is an open access area however it is sensitive to use. New public footpaths through the adjoining fields and connections to the wider open space network in the area will be introduced to relieve pressure on the heathland.

## 6.9 Character areas

### Talbot Academic Quarter

6.9.1 The existing Talbot Academic Quarter is extended to take up land to the south and east. New buildings are envisaged at between three and five storeys and will provide frontage to the key routes and spaces through the campus and minimise impacts on residential amenity.

6.9.2 The expansion of the Universities could deliver the following additional floorspace:

University	Gross non-residential floorspace (existing)	Gross non-residential floorspace (proposed)	Gross non-residential floorspace (total)	Student bedspaces (existing)	Student bedspaces (proposed)	Student bedspaces (total)
Bournemouth University	55,118m <sup>2</sup>	19,382m <sup>2</sup>	74,500m <sup>2</sup>	278	150	428
Arts University Bournemouth	19,500m <sup>2</sup>	14,000m <sup>2</sup>	33,500m <sup>2</sup>	96	204	300

Note: Student bedspaces are assumed at 25m<sup>2</sup> gross floor area.

6.9.3 It is possible that the Universities may not require all of the land to the south and east of their present campuses. Alternatively, this land can be used for other forms of development, such as care home, or where it lies beyond 400m of Talbot Heath, residential development.



Figure 6.5: Talbot Academic Quarter

## Highmoor Farm Digital Village

6.9.4 The master plan identifies land at Highmoor Farm as the location for a Digital Village where creative and digital industries will cluster close to the Universities. This will provide grow on space for the Universities, space for business start-ups or for new industries to develop and flourish, to the south of the Talbot Academic Quarter. The mix may also include health care facilities (a private hospital or care home for instance). Economic growth in the region is anticipated in creative and digital industries and in social and health care. Both Universities have a strong track record in creative industries and media and Bournemouth University also has a school of health and social care. For clarification the ambition in this document for a Digital Village does not supersede the mix of uses outlined in Policy SSA 20 of the SSADPD which are student accommodation, academic floor space, housing, sheltered accommodation and public open space.

6.9.5 The master plan remains flexible about the final mix of uses, but creates an environment within the Highmoor Farm area that is focused around an attractive green open space, Highmoor Green, where these industries may be clustered. The uses identified above are compatible with a location within 400m of Talbot Heath. Access to the area can be provided in a direct and legible way off Talbot Walk and this in turn connects with both University and Boundary Road roundabouts.

6.9.6 The area will be well landscaped and with buildings typically two to three storeys in height, set well back from residential properties in Talbot Village to the west and Talbot Woods to the east, so that visual impact is minimised.



6.9.7 Access to the Digital Village may be gained either from University Roundabout via Gillett Road or via a new boulevard connection from the Boundary Road roundabout. Although it is proposed to connect Purchase Road to the new Talbot Way, Purchase Road should not become a main access road to the Digital Village so as to protect the amenity of nearby residents.

6.9.8 Development of up to 25,000m<sup>2</sup> of gross floorspace is anticipated within this area. This could generate 1,770 jobs (based on the Homes and Communities Agency advice that one job is provided per 12m<sup>2</sup> net internal floor area within the creative and digital industries). The employment will be restricted to B1 uses that are appropriate in a residential area.

## Talbot Heath

6.9.9 The heathland habitat and species are sensitive to use and the master plan seeks to mitigate against this by providing improved access to alternative spaces within the wider master plan area, creating heathland support areas adjacent to the heath and by improving management and maintenance.

6.9.10 Three fields adjacent to the heath and currently part of Highmoor Farm are identified as support areas. New informal public footpaths will pass through these areas – these will be unsurfaced (i.e. initially mown grass but becoming more established through use) and seating will be provided. It is anticipated that the fields will continue to be grazed. A wetland area could also be established on the lower ground.

6.9.11 The heathland support areas are not intended to be strategic (i.e. to attract additional visitors from further afield), but rather to provide an alternative resource for existing visitors and dog walkers who currently walk across the heath and may choose, as an alternative, to use the new routes. Furthermore improved access northwards towards enhanced spaces at Talbot Woods and Slades Farm aims to draw residents to take alternative routes, again reducing pressure on the heath.

6.9.12 Whilst a strategic public footpath and cycleway is proposed linking the Talbot Academic Quarter and Digital Village to Dulsie Road via Alyth Road direct access onto the heath will be restricted through the provision of a post and wire mesh fencing and native planting.



Figure 6.6: Talbot Heath and potential heathland support spaces

6.9.13 These physical measures will work hand in hand with better education. Interpretation material is to be provided on site advising on the heath's importance and sensitivities and further education provided for regular users in the area.

## Village surgery

6.9.14 Development proposals adjacent to the surgery should consider the potential need to expand the surgery and address parking constraints.



Strategic walking and cycling routes are proposed through the area



Buses will be routed through the heart of the campus

## 6.10 Transport and movement

### Overview

6.10.1 An important part of the Talbot Project is the transport and movement strategy which aims to create a better environment for walking and cycling, to improve road safety and to enhance bus provision and services, so that in the future trips are more likely to be made by these sustainable modes. The master plan area is served by the strategic road network, however it is recognised that Wallisdown Road has little capacity for additional vehicular traffic. The transport strategy has been prepared in close collaboration with both the Borough of Poole and Bournemouth Borough Council as local highway authorities for Wallisdown Road.

6.10.2 A number of measures are proposed as part of the transport strategy. These include:

- Provision of a new all purpose road off the Boundary Road roundabout as an extension of Gillett Road and that will form an important part of the movement network through the area. It provides an alternative point of access and egress to the Talbot Village project area and will reduce the need for some trips along Wallisdown Road;
- Re-routing of buses through the Talbot Academic Quarter along a bus route that links with enhancements to the public realm and provides bus users with a quality environment and one in which there is capacity to accommodate the layover and growth in buses and addressing current shortcomings with bus infrastructure on Fern Barrow;
- Significant enhancements to the pedestrian and cycle environment through the University campuses and provision of enhanced pedestrian crossings on Wallisdown Road;
- Appropriate design of the Gillett Road extension onto Boundary Road roundabout to create a safe environment for pedestrians and cyclists;
- Improvements to the existing network of cycle routes through the area including provision of a new strategic north-south cycle route which passes through the Talbot Academic Quarter and connects southward to the Pleasure Gardens and Bournemouth Town Centre and provides a missing link to neighbourhoods to the south of the Talbot Project area; and
- Restricting provision of car parking spaces and staff permits so that members of staff living close to the campus must choose an alternative means to access the campus.

## Vehicular movement

6.10.3 The Talbot Project area is currently accessed at a single point off Wallisdown Road at University Roundabout. At peak times queuing is common along this road corridor and there is little opportunity to increase capacity of the route for vehicles. Congestion is a result of a number of pinch points, turning movements in the local centre and critical junctions along the Wallisdown Corridor.

6.10.4 The Talbot Project proposes to create a second multi-purpose vehicular access to serve the bus spine and the rest of the area through provision of a new arm off the Boundary Road roundabout. This roundabout was designed to facilitate an additional connection originally envisaged as the Wallisdown relief road. This new access will increase choice and provide relief to a short section of Wallisdown Road and will be appropriately designed to create a safe environment for all users including pedestrians and cyclists.

6.10.5 The number of trips, by all modes, generated by the new development proposed as part of the Talbot Project has been calculated and the impact of additional vehicular trips has been modelled using Dorset County Councils strategic SATURN model in order to understand potential impacts on the road network. This modelling has taken account of the anticipated growth already anticipated in the conurbation. The modelling indicates a small increase in journey times along Wallisdown Road as the route is already congested, but that most trips are dispersed across the wider network (it appears that some drivers will choose to take an alternative route so that the impacts on Wallisdown Road itself are small).



Figure 6.7: Proposed vehicular movement plan



Tree planting is effective in reducing the impact of car parking



Additional cycle parking will be provided



In the longer term stacked car parking may be provided to save space

6.10.6 As mentioned above, it is intended to limit the number of additional vehicular trips that are generated through the project. The Universities can exercise some degree of control on staff and student travel choices through travel plan initiatives. The issue of parking permits is also restricted. BU only provide permits to students that meet strict criteria eg students that are blue badge holders, have medical conditions or live more than 7 miles from the campus and implemented a scheme in 2014 that restricts access to parking permits to staff that live more than two miles from the campus. Residential areas close to the campus are already designated as Controlled Parking Zones restricting parking within these areas.

6.10.7 Additional vehicular trips will be generated by the Digital Village, but provision of good walking and cycling routes and bus services will be provided in order to keep these to a minimum.

6.10.8 In recent years both Universities have started to reduce the impact of car parking on the campus environment. In order to facilitate the construction of the Fusion 1 building, Bournemouth University has relocated some car parking spaces to a 'park and stride' facility to the south of the main campus. Similarly AUB have created car free areas in order to provide a more attractive public realm. The longer-term approach for both Universities is to relocate spaces to the periphery of the campus or to a park and ride so that a more attractive car free heart is created.

6.10.9 There are currently 800 car parking spaces on the BU campus and 243 on the AUB campus. Whilst both Universities intend to grow, BU does not plan to provide any additional car parking spaces as new buildings are delivered but rather to deliver increasingly restrictive conditions on driving to the campus and to incentivise staff to use more sustainable modes. AUB propose only modest increases in car parking spaces from 243 to 300 spaces. These numbers include visitor car

parking spaces which will remain in accessible locations close to the heart of the campus (accessed off Fern Barrow).

6.10.10 Car parking takes up a considerable area of land and as sites are developed within the heart of the campus, and the pressure on land increases, light weight car park decks (up to three car parking levels may be developed).

6.10.11 Car parking for the Digital Village area has been calculated in accordance with planning policy with one car parking space provided for every 30m<sup>2</sup> of gross floor area. Car parking will be located to the rear of buildings where it is less visually intrusive.

6.10.12 The impact of surface car parking areas will be reduced through the use of hedge or shrub planting (up to a height of one metre) and clear stem trees. This planting will reduce visual impact but must also provide good visibility across the car park to allow for surveillance and reduce risk of crime. Planting will also be used to screen light-weight car parking decks.

## Public transport - buses

6.10.13 The new access into the campus from the Boundary Road roundabout presents an opportunity to route bus services (both University run and public buses) through the University campus and to create an attractive arrival point at its heart. This will allow buses to avoid the stretch of Wallisdown Road from Boundary Road to University roundabout with a saving in journey times. A high quality bus hub, including real time travel information, will provide a more attractive travel option for students, staff and local residents. In time, bus services will also stop within the Digital Village.

6.10.14 Service provision will anticipate increases as student and staff numbers on the campus grow. Park and Ride facilities, as envisaged through the Local Transport Plan, will provide services direct to the Academic Quarter and Digital Village.

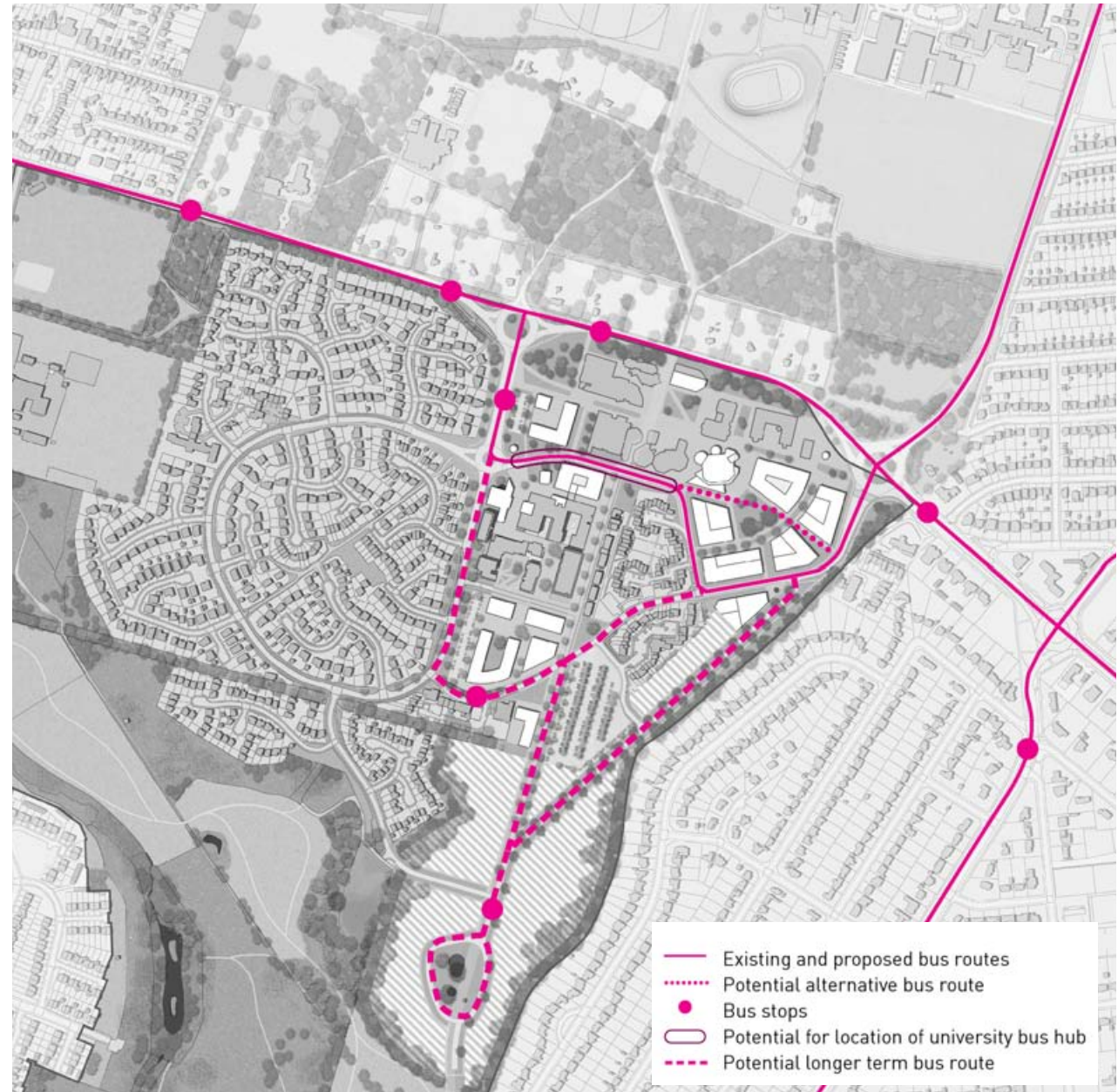


Figure 6.8: Proposed bus route network

## Cycling

6.10.15 Many people already access the University campus by cycle however there are a number of missing links within the cycling network and strategic routes to Bournemouth town centre are made less attractive by difficult junctions that lack safe cycle provision.

6.10.16 A number of routes are proposed through the Talbot Project area to extend the existing cycle network. These will be delivered progressively as the Talbot Project vision is implemented and include:

- A possible east-west route through the northern edge of the BU campus parallel with Wallisdown Road;
- A north-south route through the campus linking Slades Farm to the north with the Pleasure Gardens and Bournemouth seafront to the south. This route can deliver visitors to the University to the heart of the campus and members of the public along a dedicated cycle route on Fern Barrow;
- Direct access to the Digital Village from Boundary Road roundabout; and
- An east-west through the campus to Mossley Avenue in the west via Talbot Village.

6.10.17 The character of the above routes will vary. Typically two-way cycle routes should be 3.0m wide with a bitmacadam surface and lighting. The north-south route will however be a shared cycle / pedestrian route and will need to be wider (4.0m).

6.10.18 The quietway will provide on road cycle facilities and signage will demarcate this route.

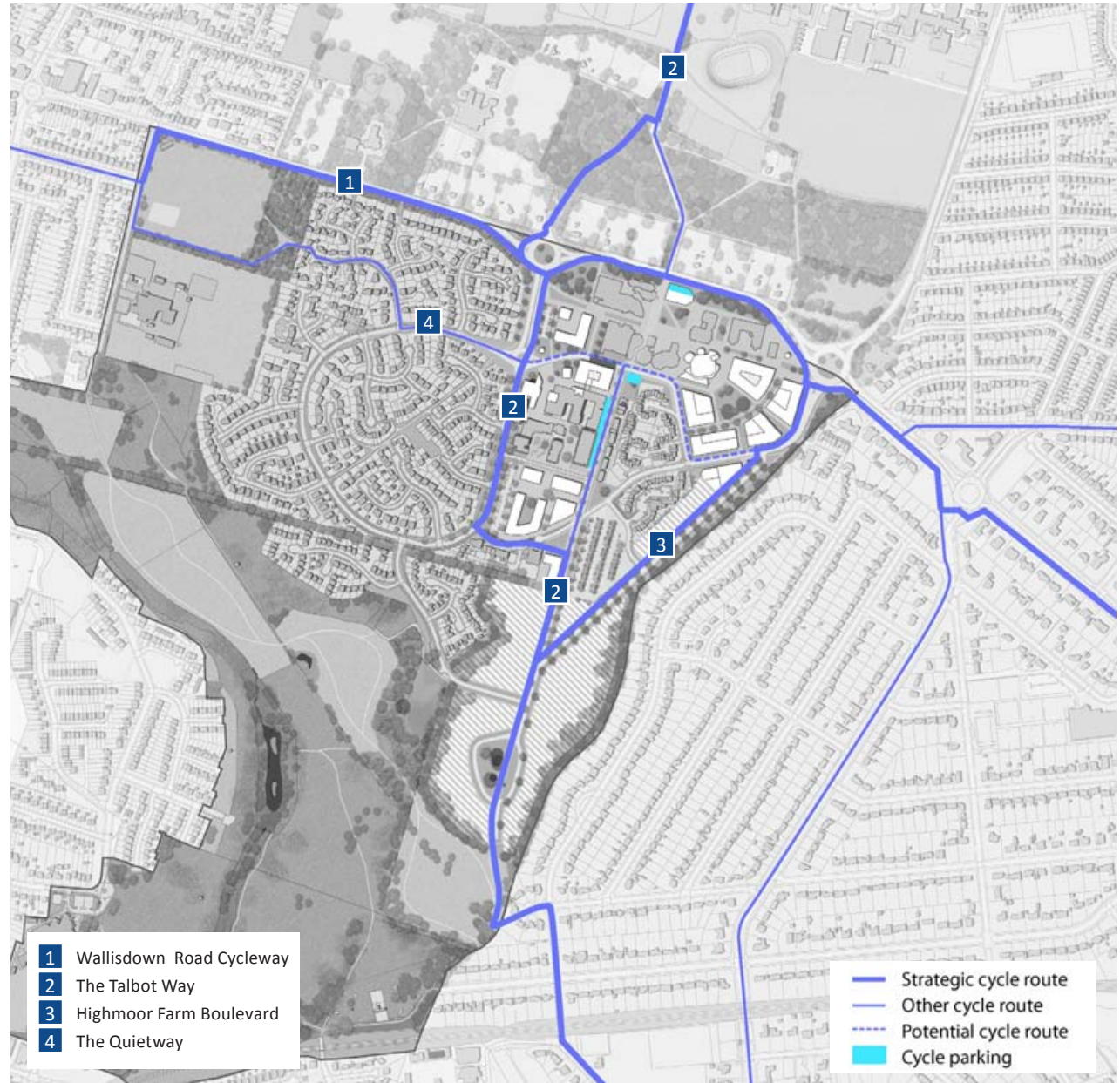


Figure 6.9: Proposed cycle network plan (within context of Talbot Village)

6.10.19 A number of dedicated sites for secure cycle parking are identified within the campus and the cycle routes will lead directly to these. The number of cycle parking spaces will increase as the Universities grow and enterprises within the Digital Village will also provide secure spaces. Showers and lockers will be provided for students and staff making cycling a more attractive option as a mode of travel.



Figure 6.10: Proposed cycle network plan (beyond the study area)

## Walking

6.10.20 Many students and staff walk to the campus but the attractiveness of this option is reduced by poor pedestrian crossing facilities on the Wallisdown Road corridor, an intimidating walking environment in Talbot Woods and a lack of accessibility from the south.

6.10.21 The Talbot Project proposes to address these issues through:

- Enhanced crossing facilities and pavement improvements on Wallisdown Road;
- Enhancement of the existing Public Rights of Way network; and
- Provision of a new north-south route through the area that links the Talbot Project area with Dulsie Road via Alyth Road.

6.10.22 In addition to these walking routes a number of leisure routes are proposed on land to the north of Talbot Heath providing alternative routes for dog walkers and reducing pressure on the heath.



Figure 6.11: Proposed walking network plan



Clockwise from top lefts:  
**High quality public realm within a University Campus;**  
**Simple low level structure;**  
**A low level landmark; Iconic landmark building; kiosks can help to create sense of place;**  
**wildflower meadows add colour in the landscape**

# 7 Design

## 7.1 Introduction

7.1.1 Core Strategy Policy PCS23 Local Distinctiveness states that 'Proposals for development will exhibit a high standard of design and will complement or enhance Poole's character, local identity and cultural vitality. To meet these requirements development will be permitted provided that it adheres to the following character and design principles:

- It respects the setting and character of the site, surrounding area and adjoining buildings by virtue of its function, siting, landscaping and amenity space, scale, density, massing, height, design details, materials and appearance;
- Public spaces and routes through sites are planned as an integral part of the overall development;
- Doors and windows face onto public space, contributing to the appearance of the area and the safety of public spaces;

- In areas of commercial use, the arrangement of accesses and uses contribute to the vitality of the space onto which they face; and
- Any external lighting does not harm the character or appearance of the area.

7.1.2 Furthermore Policy PCS23 also states that for sites containing or adjacent to Trees, Open Spaces and Woodlands it should adhere to the following character and design principles:

- It retains woodlands and mature trees and tree belts, particularly where such trees form a distinctive edge, ridge or canopy or provide an important enclosure for public spaces;
- It respects the setting and character of natural areas and viewpoints; and
- It does not have a detrimental impact upon the character of parks or other open spaces.

7.1.3 Site Specific Allocations and Development Management Policies DPD, Policy DM1 Design at criterion v requires the assessment of the impact on neighbouring properties ensuring that:

- a) the physical relationship does not result in overbearing or oppressive development;
- b) sunlight and daylight to habitable rooms is maintained;
- c) overlooking does not result in the loss of privacy; and
- d) where emissions or other environmental nuisance such as noise, vibration and dust may occur, appropriate mitigation is provided to avoid or manage adverse impacts on, amongst others, air quality, contamination of soil and ground and surface water.

## 7.2 Building scale, height and massing

7.2.1 The scale and massing of building is important in determining the character of a place and needs to respond to both to the existing context, the land uses proposed and the desired future image.

7.2.2 Traditionally, only buildings with institutional or civic functions were of a larger scale in order to represent their role and importance, which assisted a natural understanding of the physical and political structures of an environment. During the last century, this notion of building hierarchy has faded, and, often for commercial reasons, private development has assumed a larger scale. This is disadvantageous as it erodes the natural legibility of the urban environment and downgrades the scale of traditional city landmarks.

7.2.3 The scale of any new buildings should relate to their local landscape context, the wider context, and their uses. Within the Talbot Academic Quarter there is opportunity to develop buildings of greater scale and massing – typically four to six commercial stories in height and with large floorplates. The architectural form may vary but generally buildings should be of a compact form to improve their energy efficiency. Teaching space should be within the lower floors of these buildings to avoid excessive demand on lifts.

7.2.4 A number of buildings function as gateways into the University environment, other buildings should stand out to promote their particular function and use. These ‘special’



The main entrance is legible and draws one to the building

buildings will function as landmarks, assisting in development of a new identity and image for the University and helping to orientate people moving through the campus. Locations for these gateways or landmark buildings are indicated in Figure 6.4 on page 36. Special care and consideration must be given to the design of these buildings.

7.2.5 The Digital Village is proposed on existing open land to the rear of residential properties in Talbot Village to the west and Talbot Woods to the east. In that context buildings within the Digital Village should be of a more modest scale than those in the Talbot Academic Quarter and should have a maximum height of three storeys. The floorplate of buildings will vary dependent on use. In this location buildings will be located a minimum of 15m from existing garden boundaries ensuring that any new building will be at least 40m from existing homes. In addition, lower scale buildings will be situated at the boundary closest to residents and the taller buildings further away from housing.



Special buildings can help to mark gateways

Development must be mindful of amenity of existing gardens and a screen of native tree planting will be introduced to reduce visual impact. Development proposals closest to Talbot Heath will be of a scale that ensures that they do not impact on the heathland setting and openness of the landscape.

7.2.6 Building heights are generally defined in storeys, not metres. Although storey height may vary depending on the nature of development and the use, the resultant variation in the physical building height with an alternating eaves line will positively contribute to an interesting building front, variety and character.

7.2.7 Generally set backs or other forms of occupied roofspace are promoted to create a variety in rooflines and an interesting roofscape. The design of ridge level, eaves level, and or roof profile should vary, and a uniform or repetitive roof design should be avoided. Roofscapes may also step forward at corners and entrances to enhance legibility.

## 7.3 Building frontages, interface and architecture

7.3.1 Development frontages of neighbouring buildings should be coordinated, to assist in defining and enclosing spaces and to help create a sense of continuity.

7.3.2 It is important that all buildings direct their main frontage and entrance space to face the primary pedestrian network. This will assist orientation and social interaction on the campus generally; it will also enable ease of identification of buildings and allow supporting uses such as retail and food and drink facilities to benefit from maximum footfall. In particular buildings should present a main frontage to The University Street, and Talbot Way. Buildings must also provide a positive relationship with Gillett Road, Fern Barrow and Highmoor Boulevard.

7.3.3 On all other sides of the buildings, an active interface with the landscape should be established with windows, terraces and balconies (where appropriate) providing overlooking to the outside space and secondary entrances allowing access into the surrounding landscape.

7.3.4 A public space Highmoor Green is proposed at the heart of the Digital Village and this open space will be defined and enclosed by buildings that front onto and overlook the space. Buildings here will need to be at the front of the development plots so that they can adequately enclose the central space. Car parking should be hidden to the rear of buildings without impacting unduly on residents amenity.



Tree planting is effective in reducing the impact of car parking



Viewing into the building is possible from the outside

7.3.5 Areas required for the servicing of development (delivery and loading) should, where possible, be internalised or located underground. Otherwise, they should be combined and located in dedicated and screened servicing areas.

7.3.6 A new east-west bus spine through the campus is proposed linking the Gillett Road extension with Fern Barrow and providing access to a new bus station in the heart of the Talbot Academic Quarter. This will become an important point of arrival and departure within the campus and new buildings must have a positive relationship with this route.

7.3.7 High quality, functional architecture should be implemented throughout the campus. Sustainable building methods should be employed to create energy and resource-efficient buildings. Consideration should be given to the holding of an architectural competition to find the best solutions to the development of landmark building plots.



A clear palette of materials is important to delivering a co-ordinated public realm



Trees and water enhance public realm qualities



Signage will be required for the strategic cycle route

## 7.4 Public realm and open spaces

### General principles

7.4.1 Currently much of the public realm within the Talbot Academic Quarter is of traditional design with streets and narrow footways and extensive areas of surface car parking. This has a negative effect on the perceived quality and image of the University environment. Recent changes have started to change this and much of Bournemouth University's car parking is now within a park and stride facility to the south of the main campus. A coordinated and coherent public realm and landscape design will also help to join disparate parts, and architectures, of the campus together into a unified whole. The Universities are in the advantageous position of having control over their public realm areas and can pursue an holistic approach towards their internal open spaces. At the edges of the campus however coordination with neighbouring areas and landowners will be required to achieve a smooth transition and continuity of public realm areas.

7.4.2 In principle all routes across the Talbot Academic Quarter should be transformed into pedestrian priority spaces (with some shared by cyclists). Where occasional servicing or disabled access is required, routes should be executed as shared surfaces with the areas for driving or parking being indicated by public realm objects such as bollards, benches, lighting or trees rather than by a vertical delineation with a kerb line. Drivers will need to navigate carefully through such an environment, which reduces travel speeds and enhances safety. People will be able to use all available space and move around with greater ease.

7.4.3 Transforming streets to shared surface paths will enhance the notion of being in an open and green campus environment where buildings sit in a landscape setting rather than a hard-edged urban environment. Careful consideration has to be given to the treatment of the spaces between the paths and adjoining buildings, which should be more than grass verges and offer variety and interest through different planting and materials.

7.4.4 These public realm considerations should extend to the Digital Village and provide a choice of transport options for accessing the area. Talbot Way in particular should be designed as a co-ordinated route that extends southwards from the Talbot Academic Quarter to the Digital Village.

7.4.5 A coherent set of design standards should be applied throughout the Talbot Project area. These standards should be set in a public realm design guide, which identifies the types of space, specifies their design, and provides a palette of materials and range of plant species and design, street furniture, signage and lighting. This may provide some flexibility for the two Universities but establish overarching principles that will ensure that different parts of the area will integrate and contribute to a coherent and quality public realm throughout the area.



Trees add to the quality of experience within a campus environment



The plans promote a green campus environment



The cycle route becomes less formal as it passes southwards towards the heath

## Trees and landscape

7.4.6 The Talbot Project is set within a green landscape with a belt of trees defining the northern edge of the Talbot Academic Quarter adjacent to Wallisdown Road and Talbot Woods located to the north of this road. A belt of mature trees extends along the eastern boundary of the Talbot Project area to the rear of properties on Dulsie Road and to the Digital Village extends southwards towards Talbot Heath. This green setting is part of the character of the area and development must be sensitive to it retaining trees wherever possible and using landscape as a structuring element in the future design of the area.

7.4.7 Avenue tree planting should be established on Talbot Way, Fern Barrow and Highmoor Boulevard helping to define these routes, improve the local environment and enhance legibility.

7.4.8 Belts of native tree planting should be established to the rear of properties on Dulsie Road to the east and Bishop Close / Purchase Road to the west of the Digital Village area helping to ensure a strong green character for the Digital Village whilst screening new development from the residential properties in these streets.

7.4.9 If Wallisdown Road needs widening, appropriate mitigation is required before any removal of the tree belt on the southern side of the road, to minimise any potential amenity issues to properties in Talbot Village.



# 8 Delivery

## 8.1 Introduction

8.1.1 This SPD has been prepared in the context of the present Core Strategy which runs to 2026. However, it is likely that some elements will take longer to complete, so the vision for this SPD looks beyond to 2035.

## 8.2 Phasing

8.2.1 In recent years both Universities have committed significant investment to enhance their campuses. Bournemouth University has built a new Student Centre which was opened in April 2015 and Fusion Building 1, which will provide over 5,000m<sup>2</sup> of academic space, is currently under construction and due for completion in summer 2016. AUB is investing in a new photography building, the Crab Drawing Studio and a students service building.

8.2.2 When Fusion 1 is complete the Talbot Campus will provide 55,118m<sup>2</sup> of non-residential gross floor area. It is estimated that over the course of the next ten years this figure will increase to 69,505m<sup>2</sup> through the delivery of new academic buildings and the replacement of others. Some growth in student numbers is also envisaged through this period. This will be achieved through remodelling of existing buildings, which under current legislation does not require planning consent or mitigation. This is likely to result in an estimated with an estimated 12,962 full time equivalent students studying at the Talbot campus by 2018/19 (an increase

of 27% on current numbers). Where additional floorspace is proposed the impact of the development will be assessed and proportionate mitigation will be required

8.2.3 At this point in time it is difficult to predict the level of future growth beyond the ten year timeframe however in developing a masterplan it is important to provide flexibility and to allow for, and enable, the University the potential to grow into the future. Consequently the masterplan indicates opportunities that could deliver further non-residential floorspace (up to 74,500 m<sup>2</sup> gross) within the period up to 2035. Whilst the majority of student accommodation will be focused in the Lansdowne some additional accommodation for postgraduate students may be desirable on the campus.

8.2.4 Similarly AUB anticipates future growth and the masterplan indicates a potential for a further 14,000m<sup>2</sup> together with 200 student bedspaces.

8.2.5 Whilst the Universities grow it is anticipated that new employment space will establish at the Digital Village.

8.2.6 In parallel with this new development transport infrastructure will be put in place to encourage a shift to more sustainable modes and to reduce impact of any additional vehicle trips on the wider road network.

8.2.7 The changes are summarised in the table below:

Development Phase	Bournemouth University						Arts University Bournemouth						Digital Village		
	Gross non-residential floorspace (existing)	Gross non-residential floorspace (proposed)	Gross non-residential floorspace (total)	Student bedspaces (existing)	Student bedspaces (proposed)	Student bedspaces (total)	Gross non-residential floorspace (existing)	Gross non-residential floorspace (proposed)	Gross non-residential floorspace (total)	Student bedspaces (existing)	Student bedspaces (proposed)	Student bedspaces (total)	Gross non-residential floorspace (existing)	Gross non-residential floorspace (proposed)	Gross non-residential floorspace (total)
Phase One (2015-2020)	55,118m2	8,432m2	63,550m2	278	0	278	19,500m2	8,000m2	27,500m2	96	204	300	0m2	0m2	0m2
Phase Two (2021-2026)	63,550m2	5,950m2	69,500m2	278	150	428	27,500m2	4,000m2	31,500m2	300	0	300	0m2	5,000m2	5,000m2
Phase Three (2027-2036)	69,500m2	5,000m2	74,500m2	428	0	428	31,500m2	2,000m2	33,500m2	300	0	300	5,000m2	20,000m2	25,000m2

## 8.3 Infrastructure funding

8.3.1 Apart from the private and charitable funding required to deliver specific developments there are several elements that need wider funding support to deliver the vision. These are notably transport works and the management and maintenance of the heathland, along with provision of the heathland support areas to provide additional recreation space. Funding for these will be sourced through a variety of means, including:

- The local authorities;
- The Community Infrastructure Levy;
- The Local Enterprise Partnership;
- Lottery Funding;
- Development contributions; and
- Grants where available.

8.3.2 Given the scale of development envisaged within the SPD there is a need to develop a drainage strategy for foul and surface water disposal in partnership with Wessex Water. It is likely that additional capacity will need to be provided for, and phased to match the rate of development. Land to the south associated with the Digital Village may require a pumped connection to a location to be agreed while surface water disposal will require disposal to land drainage systems with flood risk measures approved by the Borough of Poole as Lead Local Flood Authority.

## 8.4 Phased mitigation

8.4.1 As development comes forward certain infrastructure requirements will need to be delivered that are proportionate to the impact of that development. These primarily relate to transport and heathland mitigation. Other mitigation such as drainage referred to in 8.3.2 is a construction related requirement that will be addressed through the development process.

8.4.2 Set out in the tables below are the transport and heathland mitigation requirements and their timing. These will enable interested parties to understand what needs to be considered as development progresses

8.4.3 References in the columns in the table refer to the following:

- BU1 - Development by Bournemouth University up to 2020;
- BU2&3 - Development by Bournemouth University post 2020;
- AU1 - Development by Arts University up to 2020;
- AU2&3 - Development by Arts University post 2020;
- DV1 - The first phase of the Digital Village; and
- DV2 - The second phase of the Digital Village.

TRANSPORT MITIGATION MATRIX (PART ONE)		BU1	BU2&3	AU1	AU2&3	DV1	DV2
<b>Talbot Village</b>							
T	Gillett Road extension and connection to Boundary Roundabout	-	✓	-	✓	✓	N/A
T	Bus Hub	-	✓	-	✓	N/A	N/A
T	Bus Spine	-	✓	-	✓	N/A	N/A
T	Mitigation of heavily used bus stops on Fern Barrow	✓	-	✓	-	N/A	N/A
T	Additional Bus routes and frequency enhancements buses serving BU and AUB	✓	✓	✓	✓	N/A	N/A
T	Parallel 'quiet' cycling route improvements	✓	N/A	✓	N/A	N/A	N/A
T	North - south pedestrian and cycle spine, Wallisdown Road - Gillett Road	-	✓	-	✓	N/A	N/A
T	North - south pedestrian and cycle spine, Gillett Road - Dulsie Road	-	✓	-	✓	✓	N/A
T	North - south sustainable transport link	N/A	N/A	N/A	N/A	✓	N/A
T	Digital Village access road inc. junction with Gillett Road	N/A	N/A	N/A	N/A	✓	N/A
T	Purchase Road extension to Digital Village Access Road	N/A	N/A	N/A	N/A	✓	N/A
<b>Boundary Roundabout</b>							
B	Junction improvements	-	✓	-	✓	✓	N/A
B	Roundabout bypass lane	-	✓	-	✓	✓	N/A
B	Cycle/pedestrian improvements	-	✓	-	✓	✓	N/A
B	Improvements to crossing facilities	-	✓	-	✓	✓	N/A
<b>Wallisdown Road (University Roundabout approaches to Boundary Roundabout approaches)</b>							
Wc	Cycle/pedestrian improvements	-	✓	-	✓	✓	✓
Wc	Improvements to crossing facilities	-	-	-	-	✓	N/A
Wc	North-south pedestrian spine road crossing	-	✓	-	✓	N/A	N/A

<b>TRANSPORT MITIGATION MATRIX (PART TWO)</b>		<b>BU1</b>	<b>BU2&amp;3</b>	<b>AU1</b>	<b>AU2&amp;3</b>	<b>DV1</b>	<b>DV2</b>
<b>University Roundabout and Fern Barrow</b>							
U	Junction improvements	-	✓	-	✓	✓	N/A
U	Bus Lanes	-	✓	-	✓	✓	N/A
U	Cycle/pedestrian improvements	-	-	-	-	✓	✓
U	Improvements to crossing facilities	-	✓	-	✓	✓	N/A
<b>Wallisdown Road (Wallisdown Roundabout approach to University Roundabout approach)</b>							
Wb	Scoot Gating	-	✓	-	✓	✓	N/A
Wb	Bus lanes	-	✓	-	✓	✓	N/A
Wb	Cycle/pedestrian improvements	-	✓	-	✓	✓	✓
Wb	Improvements to crossing facilities	-	✓	-	✓	✓	N/A
Wb	Improved bus passenger infrastructure	-	✓	-	✓	✓	✓
<b>Wallisdown Roundabout</b>							
W	Junction improvements	-	-	-	-	✓	✓
W	Scoot Gating on side roads	-	✓	-	✓	✓	N/A
W	Cycle/pedestrian improvements	-	✓	-	✓	✓	✓
W	Improvements to crossing facilities	-	✓	-	✓	✓	N/A
W	Improved bus passenger infrastructure	-	✓	-	✓	✓	✓
<b>Wallisdown Road (Mountbatten Roundabout approach to Wallisdown Roundabout approach)</b>							
Wa	Scoot Gating	-	✓	-	✓	✓	N/A
Wa	Bus lanes	-	✓	-	✓	✓	N/A
Wa	Cycle/pedestrian improvements	-	✓	-	✓	✓	✓
Wa	Improvements to crossing facilities	-	✓	-	✓	✓	N/A
Wa	Improved bus passenger infrastructure	-	✓	-	✓	✓	✓

<b>TRANSPORT MITIGATION MATRIX (PART THREE)</b>		<b>BU1</b>	<b>BU2&amp;3</b>	<b>AU1</b>	<b>AU2&amp;3</b>	<b>DV1</b>	<b>DV2</b>
<b>Park and Ride</b>							
P	Mannings Heath Park and Ride site	-	✓	-	✓	✓	N/A
P	Mannings Heath Park and Ride site extension	-	✓	-	✓	N/A	✓
P	Bus priority measures	-	✓	-	✓	✓	-
<b>Mountbatten Arms Roundabout</b>							
M	Junction improvements	-	✓	-	✓	✓	✓
M	Cycle/pedestrian improvements	-	✓	-	✓	✓	-
M	Improvements to crossing facilities	-	✓	-	✓	✓	-
M	Improved bus passenger infrastructure	-	✓	-	✓	✓	✓

N.B.1: Developers may choose to bring forward some of the elements of this phasing plan, this will be welcomed.

**N.B.2: Dependencies and linkages between scheme elements are not shown, delivery of one element may require delivery of other elements as a single coherent package.**

**N.B.3: External funding may provide the opportunity to bring forward some of all of the elements above and funding opportunities may alter the delivery sequence.**

**N.B.4: Scoot gating is the use of traffic signals and timings to control traffic flows through parts of the corridor.**

**BU1** Development by Bournemouth University up to 2020  
**BU2&3** Development by Bournemouth University post 2020  
**AU1** Development by Arts University up to 2020  
**AU2&3** Development by Arts University post 2020  
**DV1** Phase 1 of the Digital Village  
**DV2** Phase 2 of the Digital Village

<b>HEATHLAND MITIGATION MATRIX</b>		<b>BU1</b>	<b>BU2&amp;3</b>	<b>AU1</b>	<b>AU2&amp;3</b>	<b>DV1</b>	<b>DV2</b>
<b>Impacts and measure</b>							
<b>Area of Habitat</b>							
	Main north-south cycle route signed away from European site	-	✓	-	✓	✓	✓
	New cycle link to Alyth Road and associated works	-	-	-	-	✓	✓
<b>Disturbance</b>							
	Access management arrangements	-	✓	-	✓	✓	✓
<b>Impact of Development</b>							
	Provision of fire hydrants	-	✓	-	✓	✓	✓
	Boundary fencing and restricted access onto the European site	-	-	-	-	✓	✓
	Native planting as a screen and barrier	-	-	-	-	✓	✓
	Low level lighting	-	-	-	-	✓	✓
	Car parking not to be made publicly available	-	✓	-	✓	✓	✓
<b>Eutrophication</b>							
	Siting of dog bins at access points to the European Site and within the Heathland Support Area.	-	-	-	-	✓	✓
<b>Fires</b>							
	Emergency vehicles access point	-	-	-	-	✓	✓
	Upgraded bridge across Bourne Stream suitable for emergency vehicles	-	-	-	-	✓	✓
<b>Hydrology</b>							
	Infiltration basins, swales, soakaways or similar to maintain current greenfield infiltration rates	-	-	-	-	✓	✓

N.B.1: The mitigation matrix relates to the proposed development as set out in the SPD. Any alteration to the proposals will require either a revised assessment through review of the Habitats Regulation Assessment associated with revisions to the SPD or stand a alone assessment. Individual applications may highlight further measures.

N.B.2: A more detailed mitigation strategy will need to be developed outside of the SPD.

BU1 Development by Bournemouth University up to 2020  
 BU2&3 Development by Bournemouth University post 2020  
 AU1 Development by Arts University up to 2020  
 AU2&3 Development by Arts University post 2020  
 DV1 Phase 1 of the Digital Village  
 DV2 Phase 2 of the Digital Village