

## Talbot Project – Public Exhibition Feedback Report

The Talbot Project public exhibition was held on Monday 7<sup>th</sup> September and attracted more than 300 people.

Of those that attended, 126 filled in feedback forms to answer six set questions and leave any extra comments they had.

The questions, which offered 'Strongly Agree' to 'Strongly Disagree' options were:

1. The Talbot Project will deliver much improved educational facilities and support the future success of both Universities.
2. The Talbot Project will contribute to the economic growth of Poole and Bournemouth, benefitting residents and businesses.
3. The creation of employment space to enable new business opportunities, will help to retain graduates and lead to the creation of high-skilled jobs locally.
4. The Talbot Project will bring about improvements and protection to the internationally important heathland.
5. The proposals for the local road network will support public transport, cycling and pedestrian improvements as well as improving access to and from the University Quarter, and into and out of Talbot Village for residents and visitors.
6. The proposed new bus interchange within the University Quarter will support use of public transport and help alleviate problems on Fern Barrow.

On question 1, **46% strongly agreed or agreed the Talbot Project will deliver much improved educational facilities and support the future success of both universities.**

**25% neither agreed nor disagreed.**

**23% disagreed or strongly disagreed with this statement.**

**6% did not tick an option.**

On question 2, **33% strongly agreed or agreed that the Talbot Project will contribute to the economic growth of Poole and Bournemouth, benefitting residents and businesses.**

**23% neither agreed nor disagreed.**

**38% disagreed or strongly disagreed with this statement.**

**5% did not tick an option.**

On question 3, **36% strongly agreed or disagreed that the creation of employment space to enable new business opportunities would help to retain graduates and lead to the creation of local high-skilled jobs.**

**26% neither agreed nor disagreed.**

**31% disagreed or strongly disagreed with that statement.**

**7% did not tick an option.**

On question 4, **16% strongly agreed or agreed that the Talbot Project will bring about improvements and protection to the internationally important heathland.**

**26% neither agreed nor disagreed.**

**53% disagreed or strongly disagreed with that statement.**

**5% did not tick an option.**

On question 5, **30% strongly agreed or agreed that the proposals for the local road network will support public transport, cycling and pedestrian improvements as well as improving access to and from the university quarter, and into and out of Talbot Village for residents and visitors.**

**11% neither agreed nor disagreed with that statement.**

**54% disagreed or strongly disagreed with that statement.**

**5% did not tick an option.**

On question 6, **41% strongly agreed or agreed that the proposed new bus interchange within the university quarter will support use of public transport and help alleviate problems on Fern Barrow**

**22% neither agreed nor disagreed.**

**32% disagreed or strongly disagreed with that statement.**

**5% did not tick an option.**

### **Summary of comments:**

In addition to answering those questions most people also left additional comments. These were mainly centred on:

- Transport and parking
- The proximity of the Digital Village to residential homes
- The future of the Heath.

### **Transport and parking:**

- Many people were concerned that the development proposals set out in the Talbot Project would put greater strain on the already busy Wallisdown corridor.
- People were supportive of the new link road off Boundary Roundabout and bus interchange; with some calling for this to be implemented before any new development.
- Some people were concerned about the removal of trees on Wallisdown Road to create a new cycle path, with some people also saying the cycle path was not needed as routes for cyclists were already in place.
- Parking was a concern, with some people saying not enough car parking was being proposed for new developments. Residents would like to see greater restrictions on their roads to prevent university staff/students and Digital Village traffic parking in their areas.
- Some people called for Purchase Road to remain closed off.
- Some people welcomed the proposed north-south cycle/pedestrian route.
- There were calls from some for the Tower Park park and ride to be brought forward and for the Wallisdown Relief road to be brought back to the table.

## **Digital Village**

- Many residents, particularly from Dulsie Road and nearby roads in Talbot Woods, objected to the proposed 30m building to building distance of Digital Village buildings.
- There were concerns about potentially 3 storey-high buildings backing onto gardens.
- Car parking and where Digital Village employees would park was an issue raised.
- Some welcomed the proposal but were concerned whether the council could ensure this would remain a site for digital companies only and not become an industrial estate.
- Some people objected to the loss of farm and green space.
- There was concern that this would adversely impact on Talbot Heath in the same way residential development that was dismissed by the Secretary of State.

## **Talbot Heath**

- Concerns were raised over 'encroachment' of the heath with more people and traffic putting greater pressure on it.
- Some called for the Heath to be left as it is and with current access to the Heath still maintained for residents.
- There were suggestions for more signage and maps on the Heath.
- Others argued that the farm and the heath were unique and should be left unspoilt.
- Some people suggested that development was taking place on the Heath itself.
- Others asked how the SPD proposals are any different to the ones rejected by the Secretary of State and that an employment zone that close to the Heath would be just as harmful as residential development.

## **Other comments:**

- A few people highlighted the removal of cap on student numbers and were worried this would result in an increase in students.
- A few people also questioned if the Universities can guarantee student numbers in years to come, leaving 'white elephant' buildings on campus.
- A few people called for residential development to be included.

*The following pages list all comments left on the exhibition feedback forms.*

Name	Transport and parking	Digital Village	Universities	Talbot Heath
1.Mr and Mrs Hearsom	<p>Keep Purchase Road shut.</p> <p>We fully support the proposal to create an all-purpose vehicle access off Boundary Road roundabout and it's imperative that this is in place prior to any further planning permissions being granted.</p> <p>The reality is that the problem with parking and traffic continue. The whole area will reach saturation point.</p> <p>We support the change of parking restrictions to have no parking within the village from 10am to 4pm, Monday To Friday, all year round as the parking around the village is a real problem for residents.</p>	<p>We object most strongly to the opening of Purchase Road as this would make it a very busy route through a residential area once the Digital Village is built.</p> <p>Our worry is that three floors are too high and is Digital Village a new name for industrial units?</p>	<p>We object to any proposals to expand BU or AUB until such time as both the new bus station and the new roundabout at Boundary Road are completed and in operation.</p> <p>We also have strong concerns about the traffic and parking implications if there is no increase in car parking spaces on the BU site or AUB site – where will all these extra cars park?</p>	
2.Alan Bean OBE	<p>I think that the idea of improved traffic flow and transport use comes from a deluded mind.</p> <p>These developments will effectively prevent any future solution to the real problem affecting this area, ie the traffic chaos along Wallisdown Rd. This will need fixing before any of the associated ideas of developing the university can be successfully proceeded with.</p>	<p>I do not want a 'trading estate' developed on our doorstep.</p>	<p>I am in favour of developing the university.</p>	
3.John Ratcliffe	<p>Removing trees along the Wallisdown Road for a cycle path does not achieve anything. Admittedly it would be safer for cyclists but where is the joined up</p>		<p>The 'project' is another example of 'land grab' by the two universities. Their projections are based on ever-expanding student population;</p>	

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	route when the new cycle path finishes before the Wallisdown Post Office? It seems to be a nice tick-box exercise to satisfy planning.		<p>I believe this will start to reduce when the full impact of student debt is realised by those leaving school/parents.</p> <p>If the universities pursue this growth strategy and build on green land and the number of students does fall, then the area will be left with a 'white elephant.'</p> <p>To combat this I would like to see a slow paced build so that in event numbers fall the universities could stop the phased development and utilise existing buildings and call them the 'digital village.' In short, Poole planning should be looking for guarantee of confirmed places before building commences.</p>	
4.Alan Mead			All benefits to universities, little to locals who live here. What is being done about the parking? Particularly around Fern Barrow.	
5.Mrs Carter	Parking is at an all-time high and will be made worse by these proposals.	Purchase Rd not suitable for extra traffic created by building Digital Village.		
6.Desmond Tham	The problem of car parking in this project is not addressed. With new facilities and buildings it will mean more cars in Talbot Village.			
7.Cllr Karen	The creation of a fourth arm on			

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Rampton	Boundary Rd roundabout is crucial for Talbot Village residents.			
8.Scrivener	Make one-way system from Boundary Roundabout through campus to Gillet Road.			
9.Giselle Harris		<p>You are not allowed to build homes in the protected 400m area so how can you build three-storey industrial buildings in that specific area of heathland?</p> <p>Unacceptable intrusion of three-storey buildings overlooking residential properties. The relief distance provided must be measured from property boundaries, not the buildings themselves.</p>		You are encroaching on most valuable heathland with traffic, cars, buses, lorries bicycles and pedestrians plus noise from loading/unloading goods etc
10.Alan and Julia Leese	Biggest issue from a resident's point of view is related to traffic and Wallisdown Rd. People don't use existing cycle paths, preferring to use a car, which then needs to be parked. More students, more staff etc will mean more traffic on Wallisdown Rd despite a second entry/exit point. More parking required.			
11.Pauline Goldsmith	<p>A bus service from the Uni to Tower Park is urgently needed – not in 10 years!</p> <p>Resurrect the Wallisdown Relief Road.</p>			

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	Ensure enough parking for staff.			
12.Drew Close Resident			<p>Increased student numbers (due to reduction on caps) are a worry and the additional vehicles this brings. We live in Caton Close and we can't park on our own road.</p> <p>Great deals of students have cars. Bigger university and more students and more staff equal more cars. I don't think this has been given due consideration.</p>	
13.Jen Caldwell	<p>As an employee of BU and local resident, I have grave concerns about transport and safety both from and to the university. The main transport bus in particular at the moment is very inadequate. I know this as an employee of BU – staff and students find the current transport and bus system inadequate.</p> <p>There are not enough cycle shelters (I cycle) or places locally to secure your bike.</p> <p>Also the Wallisdown Road current traffic rat run between Bournemouth and Poole has never been addressed. The number of accidents on that road is terrible. Has any other provision been made for the current level of traffic; there is no other route available. This current situation does not work</p>			

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	<p>and I have great concerns about the lack of thought that seems to have gone into current planning.</p> <p>Who actually owns Wallisdown Road? Is it Poole or Bournemouth Council? Is this why no care or thought goes into the planning along this road? Any co-operation?</p>			
14. Julia Drage	<p>Ticked agree to Q5 on transport but added the comment 'but to the detriment of many people.'</p> <p>Additional comment on transport: A railway station – madness and where?</p>	<p>Ticked 'agree' on the employment space Q but added comment 'but only a bit.'</p> <p>Additional comment on Digital Village: Loads of development in the 'digital village' – very concerned about that.</p>	<p>Ticked agree to Q6 on the bus interchange but added the comment 'but only for students.'</p>	<p>On the Talbot Heath Q she added the comment: 'Still too much development and closing corridors.'</p> <p>Additional comment on heath: Improved access to heath from north and east a good thing.</p>
15. Akhurst		<p>Why are there no questions relating to the impact on local residents – 3-storey buildings will overlook private gardens. Noise from digital village – extra people and traffic will impact many people.</p> <p>What will happen to the farm that is occupied at present?</p>		
16. Stephen Fursey	<p>Visual impact on homes in Dulsie Road. Noise from industrial unit behind residential property. Loss of green space forever. Increased traffic in Dulsie Rd to park and walk to units.</p>			
17. Niccy				<p>Re use of heathland for dogs. I am a trainer and behaviourist for</p>

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Crampton				<p>dogs and would love to get involved with helping create workable spaces for all dogs and humans.</p> <p>Dogs with issues need secure space for solo play.</p> <p>Many dog owners need support with their 'issue dogs' but don't know that help is possible; and then where to help.</p> <p>I have ideas to help reduce dog fouling that are not picked up.</p> <p>I would love to ensure that the open spaces are open but secure.</p> <p>Owners need to know their responsibilities and more communication is needed for this.</p> <p>When it gets to the green bits let me know as I would love to be involved from a professional standpoint; Slades Farm for example and we need more great concept but:</p> <p>Gate system not ideal; fence height insufficient; some of the wooden agility is dangerous; no water but could ensure that doggy water is available; what is noticeable is what you rarely find</p>

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				dog faeces lying around in there.
18.Brendon Dell	<p>Do not fill in subway at university – we will end up with another bottleneck as at Wallisdown roundabout. This junction needs significant improvements as part of these proposals – and not just for cyclists.</p> <p>The second access to the university is a good thing.</p> <p>The cycle/pedestrian link to Bournemouth town centre should be brought forward in the programme as this will make these options more attractive as an alternative to the car.</p> <p>However, the proposals should not block the currently maintained route for the Wallisdown relief road: While not politically acceptable in the past things do change and this option should be left open.</p>			
19.Jan Lewis				I would prefer if the heathland was just left (managed) in the way it is now. Please use some of the existing office blocks in Bournemouth and leave the heath alone.
20.R Ballantyne		I believe the new buildings/road etc will cause intolerable noise levels to residents locally – particularly Dulsie Road, which already suffers	The floodlighting is also a nuisance. All these things will detract from the quality of life of local residents.	

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		from the sport facility noises up to 11pm.		
21.Mike Byrne	Particularly concerned about access from East Ave and knock on consequences to local properties.			
22.Janet Harvey			We currently feel we live on the campus and all the changes for us will be horrible.	
23.Mary Rees		I strongly disagree to possible 3-storey building overlooking my house/garden. I have spent a lot of money on my property and alterations for Talbot Project to ruin our farmland. I and others will strongly vote against this.		
24.David Small	<p>I welcome the boost to cycling in the area but the junction of Rothesay Road and Glen Furness Ave is very dangerous. Cars come over the blind summit up the hill from Branksome Wood Road at speed. Some traffic control is needed to help cyclists (and cars) cross from Rothesay Road down Leven Avenue – otherwise there will be accidents and cyclists will be injured.</p> <p>I'm also concerned that cars will park in East Avenue and surrounding streets so students and workers at the Digital Village can access the site.</p>			

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	<p>There is already congestion at times (8.30-9am and 3.30-4pm) when parents drop/collect their children from Talbot Heath school.</p>			
25.Ian Addis	<p>Loaded questions – I support the principle but not the detail.</p> <p>No trees to be removed to create a cycle lane on Wallisdown Rd.</p> <p>More details in improved connections to heath (walk/cycle) plus Bourne Valley and Bournemouth gardens.</p> <p>Restriction on construction traffic and parking during development.</p> <p>Traffic on Wallisdown Road is already intolerable.</p> <p>Parking restrictions to be extended to prevent parking for universities or Digital Village in residential areas.</p> <p>(Put in a decent pub!)</p> <p>Avoid delaying traffic – replacing underpasses and bridges with traffic lights is insulting to the original implementers of the underpass and bridge – there is a reason why they selected the more difficult option!</p>	<p>Restrictions on use of Digital Village to avoid misuse in future.</p>	<p>Control of both universities to create long lasting aesthetics in buildings – see present jumble of architecture.</p>	
26.Anthony Perick				<p>From experience gained from usage of heathland and pathways in the Alderney and Bourne</p>

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				<p>Bottom area, a lot more information like signposts and maps are required (including currently in Talbot Village). Any encouragement of legitimate use of our natural environment will in itself help look after our valuable resource, helping to prevent destructive use.</p> <p>The number of walkers in Bourne Bottom and Bourne Valley Park has increased dramatically in recent years and, in my opinion has helped greatly in protecting the environment. For example, there has been a reduction in arson, illegal motor cycling and fly-tipping.</p> <p>So I wish you well with your project and look forward to more pleasant walks through the Talbot Village area on my way from Alderney to the coast.</p>
27.Elaine Cooper	Cycle paths? Wallisdown Road is already narrow – so where? How?			
28.K Appleton	Access/egress onto Talbot Village needs sorting out so am in agreement with proposals.	Employment proposals – very good!		Heathland – seems to be adequate protection.
29.DM and S Casey	P29 – where are the discreet plots to provide new residential models to be			

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	<p>located?</p> <p>Presume the existing bus stops for Nos 36 and 26 will be retained?</p> <p>I would be inclined to support this project as long as it is not used to open the door to residential development.</p>			
30.Thomas McCormick		Very excited about the Digital Village – can't wait to see more detailed plans.		
31.Liz Dyle	Main concern is traffic. People prefer using cars no matter what is tried to alleviate their usage – buses aren't cheap/regular enough to all locations and walking and cycling not good in winter.			
32.M Harris	A new road is required.			
33.Rachel Small	<p>Great care will be needed to protect traffic flows and safety – particularly around Talbot Heath school, which is busy, and Rothesay Rd where traffic drives too fast. Junction with Glenferness Ave is dangerous already, especially for cyclists.</p> <p>Also, where is extra housing going to be? Much needed.</p>			
34.Phil Thompson	It would be great if more walking and bus use ensues but I fear it will turn traffic chaos (present) into car park			

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	conditions (M25).			
35.J J A Winn	The problem is Wallisdown Rd. Director of BSO is calling for new concert hall with good acoustics – have it here, both universities could use it.			
36.John Barker	There is need to improve traffic flow along Wallisdown Road, Alder Road and routes into Bournemouth.		The splitting of the universities on Poole and Bournemouth sites not helpful to the (can't read word) of the university.	The loss of heathland site not serious, plenty available east and west in Dorset and Hampshire.
37.P Maher	Doctors and dentist – not enough room.			
38.P Hayward	All growth must be supported by sufficient parking on site to avoid overspill into local residential roads.			
39.C Hayward	Must provide enough parking for new development – residents must not be adversely affected.			
40.John Graham	Transport – road congestion. What does 'encouraging' folk to not to use cars mean?	Height of buildings by Boundary roundabout is an issue.		
41.Dulsie Road Resident	Worried about footfall – traffic parking around Talbot Woods. Eventually want yellow lines.	The buildings should not be more than two storeys.  It is more than 30m building to building.  Mature trees are planted prior to any commencement of works (not sapling) and they are the likes of		Worried about the heathland – footfall/safety.

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		Oak/Birch.		
42.D Busler	In general, we're voting on what we hope will be achieved and there is probably a good chance the plan will be modified as time goes by.			
43.Mark and Maria Everett		We are concerned about the lack of parking for the new Digital Village and the increase in traffic.		
44.Jane Sweeney	I strongly disagree with the proposal of a new cycle path next to the Wallisdown Road; the existing path should be used.			
45.Mr and Mrs Cahill		New digital village is on Highmoor Farm, not 'near' it.		<p>3 new heathland support areas on 'former' farmland of Highmoor Farm. These fields are not former they are part of the current tenancy.</p> <p>SPD has a lot of contradictory facts regarding Highmoor Farm's current status.</p>
46.Jodie Goldsmith	<p>Bus from university to Tower Park is definitely needed – not in 10 years' time.</p> <p>What about parking?</p>	Coffee shops/food would be a bonus for the digital village.		
47.Fordham		As a resident of Dulsie Road I am concerned about the impact this will have on parking/noise to what has been for years a very quiet area and the main reason people have		

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		invested in property in the area.		
48.B Thompson		Will be sad to see a lovely farm become a digital village.		
49.Anonymous		Car parking facilities for Digital Village not mentioned?		
50.B Sirota	Ticked 'strongly agree' to Q5 on transport but added following comment: 'But it will adversely affect local residential streets in Talbot Woods.			
51.Sara Evans-Johnson		What local residential housing would be available to an increased workforce if the village was successful at retaining students within the workforce?	How will the 'education centre of excellence' be set up? What support resources will the local schools/universities have to develop this?  With a growing, temporary, resident student population, what community initiatives have been explored to support community cohesion?	
52.J Toomer	More transport through Wallisdown Road is ludicrous.			Need to expand the heath, not build round it.
53.EM Barker				This form does not mention environmental changes.
54.David Farmer	The suggestion that transport problems will be better with buses, cycles, walking is nonsense. The students will always use their cars and	Display board 8 refers to potential additional healthcare. Where will this be sited? The existing doctors' surgery in Gillet Rd want to expand	At present, car parking in front of the pharmacy is continually taken by students who then refuse to move. This also applies to the	

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	will inevitably park as near to the campus as they can, using Fern Barrow and the closes off Fern Barrow.	but cannot because there is no more land, particularly for car parking.	doctor's surgery car park – students repeatedly take space in this car park and refuse to move when asked.	
55.Trevor Clements	<p>On Q5 on transport: There will be significant extra traffic generated by the digital village and Poole is already in denial about the existing problems in Wallisdown Rd.</p> <p>On Q6 on bus interchange: Provided there is no further access from the university on to Gillet or Purchase roads.</p> <p>This is a loaded questionnaire and is not totally neutral. It is looking to generate the answers which TVT and Poole planning dept want to hear to justify what the plan. Some of it is undeniably good. However, you will not solve the traffic problems with a bus lane. It will benefit the bus companies and a few passengers but I can't see the family car going, people still prefer it.</p>	<p>On Q3 about employment space: 'Who can say for sure, and much will depend on how national and other economies perform.</p> <p>We need to see strict control of the type of industry which is permitted in the digital village. At present nothing is indicated.</p>		On Q4 about the heath: 'Who can say? Talbot Village Trust has so far shown very little care for the heath.'
56.Andrew Barraclough		Concerns: spacing building digital village/existing properties; parking; need for effective woodland planting to retain Highmoor Farm's rural nature.		
57.M J Elias	Wallisdown/Boundary roundabout/Talbot Ave overloaded	SSA20 – contradiction in wording, housing not allowed but		

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	<p>already. This will only exacerbate the load and delays and traffic pollution. The Digital Village and traffic management schemes are hopes, not reality.</p> <p>Would you please explain to me how having the new access from Boundary roundabout will reduce transit time, while moving from one line of slow moving traffic to another using the campus?</p>	<p>accommodation of various types permitted?</p>		
58.IK Andrews	<p>Does nothing to improve Wallisdown Rd – indeed quantity of traffic created makes it even worse tomorrow.</p>			
59.Mr and Mrs Shears	<p>None of this helps the parking problem unfortunately.</p>			
60.Sweeney	<p>I'm against the destruction of the hedgerow on Wallisdown Rd to make room for a cycle track – particularly when one already exists</p>			
61.B Taylor		<p>Will the digital village be classed as an industrial area and will more industries appear?</p>		
62.A Vanspall		<p>Proposed digital village to be maintained within designated area and not to be expanded in the future.</p>		<p>Existing heathland must be maintained.</p>
63.L Filsoof				<p>The farm and the heath are unique and beautiful and should</p>

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				be left unspoilt.
64.Rosemary Ratcliffe	<p>Don't cut down our trees on Wallisdown Rd for pointless cycle lane when we already have one directly through the university campus.</p> <p>Sort out the parking on Fern Barrow as it is dangerous on that road now.</p>			<p>Don't concrete over our heath. When students realise they don't want £50k debt and students will get fewer yearly.</p> <p>Use consultants from local area who actually care about our heathland, or some fancy London consultants who just see it as a money spinner and probably don't even know where we are.</p> <p>Use up-to-date maps, come on – that is elementary.</p>
65.Nick Thorp	<p>The transport issue is not fully addressed, even though I am relatively happy with the overall proposal. So many people drive (including students). It doesn't fundamentally address the issues on Wallisdown Rd.</p>			
66.J R Dymott	<p>The current proposals also need to be considered jointly with the unknown Bournemouth proposals. Where were the Talbot Village Trust representatives?</p>			
67.M Sirota	<p>Currently the roads in Talbot Woods do not have car parking issues, However, increased on-road parking by students/staff would be detrimental to the area.</p>	<p>The height of the buildings in the Digital Village will be an issue for the residents of Dulsie Rd. The proximity of the buildings in terms of their distance from Dulsie Rd homes is an issue. Your document</p>		

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		states 30m building to building – this should be measured from the boundary of the Dulsie Rd properties, not the building.		
68.Mr and Mrs Hobbs	Our son uses a wheelchair. With no restrictions in the summer, university staff are regularly parking half on the pavement, forcing wheelchairs and pushchairs into the road. This is dangerous for residents and their visitors and could easily be made safer by having year round restrictions in the residential roads to stop all day parking (on the kerb) by university staff in the summer. This would only work if restrictions prevent parking by students and staff all year round. At the moment as soon as the restrictions stop the staff park in the nearest road.			
69.John Watts		<p>I believe the building of commercial 1, 2, 3 storey buildings will heavily impact upon the residents of Talbot Woods – particularly Dulsie Rd. The planning permission given in the proposals are far too vague for any resident of this high-class residential area to support.</p> <p>Furthermore, the government is anxious to promote domestic residential development – I cannot understand why Poole Council could not propose residential development of a reduced number</p>		

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		on the land earmarked for the digital village? Please explain as this proposal would be far more acceptable to the residents of Dulsie Rd/Talbot Woods.		
70.H Janda		I'd like to know, in detail, how you intend to 'respect the amenity of neighbouring dwellings.'		
71.G Smith	<p>There must be no removal of trees or verges on Wallisdown Rd.</p> <p>Additional parking restrictions on Talbot Village itself are required to obviate the parking that will arise from the digital village and universities expansion.</p>	There must be very severe restrictions on the commercial use of the digital village to avoid warehouse/distribution and other 'light' industries moving there.		
72.J Tew	Most concerned for traffic flow on Wallisdown Rd and parking on the village. Please give residents some consideration.			
73. Elgin Road Resident	<p>Wallisdown Rd is already heavily overloaded. Students allowed using cars instead of local transport park and blocking up local roads in the area.</p> <p>Pg 40 masterplan – a small increase in journey times along Wallisdown Rd? I don't think so.</p>	Don't wish to have a digital village near a desirable housing area.		
74.A Smith	Totally against removal of trees on Wallisdown Rd to create bus/cycle lane.	Don't mind digital village as long as it stays as such and units aren't let out for other uses.		Access to Talbot Heath should be maintained – it is a public utility.

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75.Spicer	Think Q5 should be two separate questions – from public transport and cycling/pedestrian. Two very different schemes.			
76.Trisha Barabough		Closeness and height of digital village impacting on properties in Dulsie Rd. Car parking implications.		
77.Joanne Graham	Transport: The roads, including all the residential ones, will be overused – a beautiful neighbourhood will be ruined. This is overdevelopment on a grand scale.			
78.R F Cooper		It will not be possible for the planning authority to keep the digital village as that it could end up with manufacturing or warehousing.		
79.M Farmer	<p>Not enough parking – students do bring cars. Students parking at doctor's surgery are rude when asked to move their cars; also parking behind shops in Gillet Rd taking staff parking.</p> <p>Students will not use buses when they attend the art uni because they have to carry big folders.</p> <p>Over developed, not enough parking.</p>			
80.Ian Dunesby	Parking issues in East Ave and surrounding areas when new cycle way formed. Students parking!			

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81.Philip Tyrell		Impact of noise levels will certainly have a negative on residents of Dulsie Rd.		
82.Ed Walker		I will provide detailed comment via the website – I have many concerns.		
83.Nik Rosser	<p>Fail to see how enabling access from Boundary roundabout will alleviate traffic. The problem is volume on Wallisdown Road, not in/out of Talbot Village.</p> <p>Very concerned about the proposed cycle lane on Wallisdown Road, which will greatly reduce the tree cover from traffic noise and exhaust fumes etc for those properties backing on to it. This cycle lane also seems completely unnecessary when there is already a good cycle lane through Talbot Village.</p>			
84.Emma Jackson	<p>More traffic into a residential area.</p> <p>More buses equal more traffic, same number of cars regardless.</p> <p>Already a parking issue, encourage bus use won't lessen the issue since most digital village employees rely on cars etc</p> <p>More bus stops but not more useable for residents, eg can't get a bus to Castlepoint/schools etc, prohibitively</p>	<p>No clarification of key features of the digital village, which may impact on homes backing on to this area, eg Bishops Close/Dulsie Rd.</p> <p>Businesses situated awkwardly – away from main digital industry near the Lansdowne, could just cause unnecessary traffic.</p> <p>Digital village does not specify what type of digital companies – media/animation etc or web</p>		

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	expensive.	design/app development? Way to feed graduates into very local jobs, massage university figures.  Why? What point other than to benefit university and its employment after graduation.		
85.Drew Close Resident	What about the parking in the 'quiet' residential area? Adding new businesses and eventually many more students will just compound already very out of control situations of students/staff parking in residential roads. Resident parking permits would help alleviate the problem so why won't Poole Borough Council consider this?  Wallisdown Rd is snarled up all day as it is. This won't help the issue at all.	Creating a digital village and opening Purchase Rd will turn Fern Barrow into a rat run.	What about the residents of Talbot Village in these plans? Soon, given your way, we'll all just be stuck in a mass of 2 universities and a digital village with houses depreciating in value considerably. I doubt this what anyone signed up for purchasing a home in Talbot Village when the university essentially consisted of one building. You say student numbers won't increase but they will. With the government lifting caps and universities allowed to accept more students with higher grades, sure as eggs both universities will be capitalising on this.	
86.Martin Barringer	New road long overdue.  Where are the cars going to park as building on car parks!	Very concerned on Digital Village is basically industrial estate by stealth.		
87.S Dynott				Slades Farm already provides a large space to the wider community. Make larger paths and you destroy the environment and the atmosphere of the woods,

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				especially if roads are lit.
88.Susan West	There is too much traffic already – Wallisdown Rd is a disaster, with queues forming most of the day. All this development will only make it worse. Parking in village!			
89.S Carroll			Where I live Mansel Close is being eaten by the universities and students are very discourteous – throwing rubbish in our garden.	Do you realise that in the farm there are bats nesting and bats are protected. We are going to lose more wildlife again as the university make a car park.
90.L Carter			<p>To me it seems Mansel Close will be suffocated by the university plans as norm.</p> <p>We are opposite Talbot Village itself with a signpost pointing to said Talbot Village. It has always been a feeling as we don't matter. We are an island and don't exist. I realise university is wonderful but I think greed is taking over.</p>	It is not right to take all green from us. I fought last time and won and I will again. No legacy for the children, it will just be buildings again.
91.Anonymous	Being resident of Talbot Woods we already have problems with staff and student using the roads as car parks (we have no yellow line). This proposal will only make car parking worse.			
92.Robert O'Hara	With only 2 access points and an increase of 800+ vehicles, Wallisdown Rd already struggling to cope – will be overwhelmed by traffic at peak times.			

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93. John Gunn				<p>This SPD proposal is identical to the rejected one for this site, with the exception of its better PR.</p> <p>This questionnaire is extremely biased, which helps the case for a judicial review.</p> <p>Being so close to an SSSI and an SPA, the site is needed to enable the SPA to retain biodiversity. You can't 'wall off' an SPA by surrounding it with buildings and then pretend you're following your treaty obligations.</p> <p>Your accompanying paper 'The Talbot Project, planning for the future' says that Bournemouth Borough Council is 'working with the partners.' This council is unlikely to support the partners' proposals so, while this is not an outright lie, neither is it the truth. This whole mess is unworthy of the Borough of Poole, I had hoped for better.</p>
94. Patricia Mason		<p>Three storey buildings? 90m from bungalows – that means right on bottom of garden. It will encourage more parking in Dulsie Road to cut through to the back.</p>		
95. Jude Duffin	<p>There is a cycle track along the playing field, between Talbot Village and</p>			

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	Talbot Primary school. The proposed cycle track by the side of Wallisdown Rd is unnecessary.			
96.J Dunesby	Restricted parking on East Ave due to students.			
97.Claire Byrne	All parking and access will affect all residential roads and no doubt need to have parking restrictions – students taking over the town as it is.			Recently bought a house in Talbot Woods – main reason due to heath at end of road. This will ruin the desire of local area and drive house prices down.
98.J Thomas		I believe 3storey buildings so close to Dulsie Rd gardens is too close and would not be allowed in normal planning applications. Therefore this should not be allowed. If the housing, which was previously rejected was seriously needed, why now digital village?		
99.Tony Ferriera	The well-being of local residents is already being affected by current situation – this will only make it worse.			
100.M Thomas		Why so close to Dulsie Rd – and 3-storey buildings?		
101.Margaret Evelyn				I feel that the Talbot Heath SSSI status should be preserved at all costs for two reasons:  1 open spaces within urban area are shrinking rapidly, both as a result of higher education establishments growing to a

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				<p>degree that was not foreseen at their opening, and a lack of foresight in planning. These easily accessible spaces are essential for the health and well-being of a large conurbation such as ours.</p> <p>2 the heathland habitat is shrinking rapidly nationally. The many species of birds, etymology and botany, not to mention snakes and lizards, are being driven back because of lack of habitat. I feel that this project would have a deleterious effect on this fragile habitat.</p>
102.Farid Filsoof		By building digital village you are making the Talbot Heath area to a potential business park with additional 1,700 employees and traffic.		
103.Graham Tuffin	2 metres cycle track along the side of Wallisdown Road is a waste of taxpayers' money – there is an existing cycle track close by.			
104.Veronica Trevett				<p>Protection of Badgers Act, bats.</p> <p>Talbot Heath is open access land, so you cannot restrict access to the heathland.</p> <p>Motorbikes will use the cycleways.</p>

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				<p>Will increased lighting affect heathland habitat?</p> <p>There is no fire access to the heathland from purchase Road included in the plan.</p> <p>There is no legal requirement for Talbot Village Trust to manage the heathland as part of planning obligations. Therefore, I cannot see how its management can be incorporated into this SPD. There will be nothing to enforce heathland management as part of the planning process. I understand it would not come under S106 or other planning obligations.</p> <p>I cannot see Natural England or Poole Council wanting to send money to enforce Talbot Village Trust, when a heathland management plan does not form part of the SPD.</p> <p>Residents of Talbot View would want to retain their existing access to the heathland. The plans indicate we currently have no access – even the new fire access bridge by the railway line is not shown. Yet again an uninformed desk job.</p>

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105.S Rogers	<p>The bus situation and parking are of prime importance to residents of Talbot Village. This needs to be addressed before any more building is considered. Thank you.</p>			
106.G Rogers	<p>I fully support the concept of The Talbot Project as long term vision and development plan for the area.</p> <p>However, the plan will draw many more people into the area to study and work. As a resident of Talbot Village, I am concerned that the plan does not provide an adequate outline of how transportation needs of these extra people will be catered for as the project unfolds.</p> <p>The bus interchange is a great concept but is long overdue and should be implemented as early as possible.</p> <p>Whilst the additional road will provide improved access where do the vehicles entering into the area go? The plan does not make any provision for parking and, it would appear, assumes that individuals will use public transport.</p> <p>Currently the residents of Talbot Village bear the brunt of this parking shortfall and all the residents' roads in the village to some degree are blighted by the lack of parking facilities in the</p>			

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	area. How will this be addressed?			
107.Geoff O'Neill	As a resident I would prefer no development but realise things must change. My real concern is the on-going protection of the remaining heath. Also, to insure the impact on roads etc is managed.			
108.Dianne Cotterill	<p>We already have difficult parking situations in Huntly Road with students during term time. Do not turn Talbot Woods into a car park for Poole/Bournemouth university.</p> <p>Wallisdown Road will never support public transport, cycling and pedestrians as it is – the stretch between the Mountbatten Roundabout and the roundabout at the university is a total disaster – this should be looked at before anything else.</p>	<p>Building a Digital Village on the proposed site should be stopped immediately. No road should be made behind the Dulsie Road bungalows – these plans are very ill conceived as the Wallisdown Road struggles to 'cope' as it is from the Poole direction.</p> <p>A 3-storey car park on the site will affect residents' privacy in Dulsie Rd and the impact will be felt around the Talbot Woods area with it slowly becoming a car park.</p>		<p>Leave the heathland as it is. We are strongly against the proposed Talbot Project and do not think it will benefit any residents in Talbot Woods or Bournemouth. We do not believe it will help to retain graduates or lead to the creation of high-skilled jobs locally. The SPD is too complex and impacts on a quiet residential area, namely Talbot Woods and must not be allowed to go ahead.</p>
109.Stephen Cotterill	<p>We currently have difficult parking situations with the students leaving their cars in Huntly Road etc Please don't turn Talbot Woods into a municipal car park for Poole's university. I hope you take seriously our concerns.</p>		<p>Putting a road behind Dulsie Road back gardens is ill-considered. Erecting a 3-storey car park overlooking Dulsie Road gardens is invading their privacy. The potential erection of so-called Digital Village units is a white elephant and will need large private company investment. Please don't alienate your close neighbours in Talbot Woods. We have supported the university/arts institute in the past,</p>	

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			however this SPD is too complex and impacts on the quiet residential nature of Talbot Woods.	
110.J Wright	<p>If Purchase Road should become a through road it will greatly impact on the privacy of our home and the garden as the road is below garden level.</p> <p>Introducing any extra traffic into the university area will increase an already congested area.</p>		<p>As you don't seem to be able to guarantee the type of businesses, which would move into the park. We are very concerned about possible noise levels and working hours.</p>	No plans seem to be in place for the heath, now a forest, alongside Purchase Road.
111.Edward Bathgate	<p>On Q5 about transport: "Rubbish! Until you improve the flow on Wallisdown Road...(rest of text missing).</p> <p>On Q6 about a new travel interchange: "Probably but bus flow will increase congestion."</p>	On Q1 about delivering improved education facilities: "Probably, but at what cost to locals?"	<p>On Q2 about economic growth: "No benefit to residents of very limited businesses."</p> <p>On Q3 about creation of employment space: "At what cost to the area amenities."</p> <p>General comment: Your sweet name for industrial estate does not foot anyone. Your loaded double questions are a disgrace.</p>	
112.A M Sylvester	The pushing of extra people into the area without first tackling the length and width of Wallisdown Road is bordering on stupidity.		Your concept of development near the boundary with properties in Dulsie Road should be completely abandoned. The nature, distance and height are all unacceptable.	