

Poole Quays Forum Neighbourhood Plan Regulation 16 Consultation Responses

Summary of representations received by Borough of Poole as part of Regulation 16 publication and submitted to the independent examiner pursuant to paragraph 9 of Schedule 4B to the 1990 Act

Consultation dates 2<sup>nd</sup> March 2016 – 14<sup>th</sup> June 2016

Rep No.	Name	Agent	Date received	Method of submission	Summary of representation
1	Sport England		22.03.16	Email	No specific comment with regard to the Plan. General comment that the Neighbourhood Plan should comply with NPPF paras 73 & 74) in relation to access to open spaces.
2	Inland Homes	NLP Planning	28.04.16	Email	Support Policy PQF10 and PQF11, but strengthen policy to reflect the substantial need for new homes and significant opportunities on Poole Quay.  Amend Land use audit plan (Fig 7) to reflect the recent change from employment to residential use on the Pilkington's site following the grant of planning permission for 58 starter homes.
3	Legal & General (as owners of the Dolphin Shopping Centre)	Montagu Evans	28.04.16	Email	Legal and General welcomes the publication of this document and hopes this will act as a catalyst to create a thriving town centre.  L&G is broadly supportive of the PQF vision and objectives as they broadly align with their own longer term aspirations for the Dolphin Centre.  <u>PQF1 - Public Realm</u> ; Support policy – could/should seek to ensure that improvements integrate with and do not restrict future development at the Dolphin Centre. <u>PQF2 - Open Spaces</u> ; L&G support policy principle of improving public realm and open spaces. L&G clarify that they will not contribute to CIL payment. <u>PQF3 – High quality design</u> – support policy as it aligns with L&G objectives. Hopes it will lead to improved views from Dolphin Centre towards the High Street. <u>PQF4 – Transport Network Investment and Sustainable Travel Choices</u> : Support and welcome policy. <u>PQF8 – Creating a more vibrant High Street during the day and evening</u> : Support policy as it aligns with L&G vision of promoting a mix of uses on the high street. <u>PQF9 – The layout and appearance of Poole High Street</u> ; Support policy and could/should provide improve connectivity from Dolphin Centre to Waterfront.
4	Society of Poole		28.04.16	Letter	Support and broadly welcome the proposals, visions, aims and objectives of the

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	Men				Plan.  Request for clarity on the policy for Hamworthy Centre. Inclusion on Port of Poole not in best interests of Poole.
5	Network Rail		03.05.16	Email	Little mention of NR's intention of closing the level crossing on the High Street.  Theme Four Poole High Street does not make reference to the impact of closure. Safety at level crossings is an important consideration for Network Rail. Proposals that impact on level crossings should include s106 or CIL contributions to mitigate the impact of those developments.  PQF9 makes reference to railway crossing but not in any context.
6	Bournemouth Water		03.05.16	Email	Proposals fall outside area of supply, hence no representation submitted on this consultation.
7	Highways England		21.04.16 (Rec'd 05.05.16)	Email	Proposed policies unlikely to impact on the operation or safety of the strategic road network (specifically the A35 west of Bere Regis and the A31. <u>Support PQF4 and PQF5</u> which seek to ensure development is supported by appropriate assessment of traffic impact and encourages modal shift through travel plans.
8	Poole Tourism Management Board		06.05.16	Letter	General support to the proposals being put forward for the Quay as some of the actions supported the Poole Tourism Strategy, and that some of the comments relating to the initial draft plan have been taken into consideration. Suggests changes to the text of PQF10 and PQF11.
9	Borough of Poole Transportation Services	Internal consultee	06.07.16	Email	General support for vision, aims and objectives of the Plan. In particular key priority to encourage sustainable travel. Plan has ignored the following: <ul style="list-style-type: none"> <li>• Town Centre SPD</li> <li>• Strategic function of parts of the transport network</li> <li>• Aims of the DLEP initiative to boost economy and access to Port of Poole.</li> </ul> Policies could be clearer and shorter and up to date to enable them to be interpreted correctly and ensure they are not too onerous for development proposals to take account of. Policies could be more consistent in terminology e.g. greenlink, potential green chain. Amendments to wording of policies and changes to figs and maps would be necessary.

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					<p><u>PQF1 – Design</u> Manual for Streets principles not appropriate for strategic routes. Fig 3 – Would appear to define areas that the PQF consider as public realm within the town centre. Is this the intention?</p> <p><u>PQF2 – Open Space</u> Refers to green link – is this the same as potential green chain network on the proposals map? Para 7.25 – Factually incorrect point made. Figs 4 and 5 – Maps incorrect and key incorrect. Suggest delete fig 4 or ensure that it reflects maps in the Poole Town Centre SPD.</p> <p><u>PQF 4 – Transport Network Investment and Sustainable Travel Choices</u> Not enough is made of the commercial/manufacturing uses within the PQF area, nor lower carbon sustainable transport solutions.</p> <ul style="list-style-type: none"> <li>- The terms “Green link” and “green chain network” are used interchangeably.</li> <li>- Omit ref to MfS in this policy.</li> </ul> <p>Cycle routes incorrect. Bus priority corridors not defined. <u>PQF7, PQF8 – Clarity on public realm, car parking charges outside planning’s remit.</u> <u>PQF11 Layout and Appearance of Poole Quay</u> Bus service on the Quay not addressed. Background paper evidence noted but this was part of the Regulation 14 Consultation and is not relevant at this stage.</p>
10	Pamela Chadbourne		23.05.16	Letter	<p>Support Vision, Aims and Objectives. <u>PQF3 Design</u> Does not address how development delivers renewable energy.</p>
11	Historic England		01.06.16	Email	<p>Reiterated comments originally given directly to the Forum at Reg 14 stage in 2015. Supports Plan, issues, particularly heritage, aspirations and policies. Would wish to see the Plan addressing the issues currently responsible for the Conservation Area being on the At Risk Register. There should be a formal linkage to possible Community Infrastructure Levy receipts as a schedule of prioritised proposals.</p>
12	Poole and District Fisherman’s Association		09.06.16	Email	<p>Plan should acknowledge Town Quay as a working quay and not stifle the commercial aspects. <u>PQF11 – The Layout and Appearance of Poole Quay.</u> There needs to be 24 hour access to the eastern end of Town Quay. Restricting traffic at certain times is unrealistic as boats land at times suited to the tides not an arbitrary schedule. Access to the quay must not be enshrined in planning policy.</p>

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					Plan makes no mention of PHC Masterplan and the improved facilities for fishermen or flood defences.
13	Environment Agency		14.06.16 And 12.07.16	Emails	SEA & HRA Screening Report– agreed. <u>PQF1 – Public Realm, PQF2 – Open Spaces, PQF10 Creating a more vibrant Quay and PQF11 The Layout and Appearance of Poole Quay</u> Support policies with proviso that flood risk management infrastructure forms an integral part of improvements to the public realm in the town centre and on open spaces to mitigate the impact of climate change. <u>PQF3 – High Quality Design</u> Flood risk needs to be factored in as early as possible into design constraints or it may be considered unsustainable from a flood risk perspective. <u>PQF4 – Transport Network Investment and Sustainable Travel Choices</u> Impact of flood risk on the highway requires adaptive measures to be considered e.g. raising strategic road networks.
14	Poole Harbour Commissioners	None.	13.06.16	Email	Plan should recognise Poole Harbour Commissioners Master Plan, the relationship of the Plan to aims of the LEP, Traffic Issues in Poole and Poole Quay as a working quay. <u>PQF1 Public Realm</u> Aims are laudable but there should be more realistic expectations depending on size and scale of proposed development. <u>PQF3 High Quality Design</u> Aims are laudable but there is a lack of detail regarding funding sources. Policy must not hinder either landside or Harbourside development. <u>PQF4 Transport Network Investment and PQF5</u> Needs to be a strategic route recognition, one size does not fit all. Traffic flows will impact on the viability of Port activity, need to maintain and improve transport links to the Port of Poole. <u>PQF10 Creating a More Vibrant Quay</u> Vibrant quay needs to fit around commercial use landside and Harbourside. <u>PQF11 Layout and Appearance of Poole Quay</u> PHC statutory authority in Poole, own and operate the Quay which is used as an extension to the Port for commercial activity. Access To the quayside must be maintained 24/7 for service and maintenance vehicles. Poole Quay Development Brief – AECOM: Sept 2015 – there are further concerns and reservations about the document’s contents.
15	Borough of	Internal	14.06.16	Email	Vision, Aims and Objectives

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	Poole Environmental & Consumer Protection Services	consultee			No mention of nature POF1 – No mention of sustainability Address impacts on Poole Harbour SPA – sections 4.8 and 4.21 General suggestions for amendment to wording. Sterte should be identified for improvement POF2 – suggest wording change “development permitted where it...” POF3 – suggest incorporating biodiversity POF5 – suggest incorporating “not have an adverse impact on...”
16	Gallagher Estates Ltd & Land Improvement Holdings	Savills	15.06.16	Post and Email	Acknowledges that the majority of the POF policies are relevant to the former Power Site including quality of public realm and design quality. Welcome the involvement of POF in working with others to ensure that all parties can be involved in shaping proposals for the area. Will be re-engaging with the community and Poole Quays Forum in due course. POF 4 Transport Network Investment and Sustainable Travel Choices Fig 4 - incorrect. POF5 Walking, Cycling & Public Transport Improvements As part of development on the former Power Station site, new access routes will be a substantial community benefit but due to the sensitivity of the site, adjacent to Poole Harbour SPA, these should be pedestrian link routes only, rather than cycle route as shown in fig 5.
17	West Quay Developments (Poole) Ltd	Boyer	14.06.16	Email	Support the Vision, Aims and policy aspirations. The Plan area covers a number of complicated brownfield regeneration sites that have not been delivered, in part due to issues associated with viability. The Plan must recognise that viability will be a material consideration and the Plan should include text that recognises its policies may need to be applied flexibility where viability dictates. The Neighbourhood Plan could do more to promote the effective use of previously development land by supporting higher density and taller development on the regen sites to assist the Council in meeting its housing requirements – could be achieved through new policy in the Plan.
18	Ann Smeaton	None	June 2016	Consultation portal	Support the concept of the Plan, its vision aims and objectives. Support all policies proposed. Cycleways should be continuous and linked up. Better community engagement and partnership. Monitoring essential.
19	Stephen Baker	None	June 2016	Consultation portal	Plan Area boundary should be increased to cover a wider area. Plan should address themes POF first consult with the council to ensure there is no duplication of the council's

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					work. The Plan meets the basic conditions. The Forum could focus on establishing projects, attracting investment, establish committee to follow up projects.
20	Eric Trip	None	June 2016	Consultation portal	Far too complicated and wordy.
21	Rosalind Strickland	None	June 2016	Consultation portal	PQF11 Layout and Appearance of Poole Quay Pedestrianise the Quay apart from bike nights and classic car nights.
22	Melanie Read	None	June 2016	Consultation portal	This area needs regeneration. PQF1 Public Realm (section 5) May push car parking onto nearby roads within the plan area. PQF2 – Open Space – Support community spaces. PQF3 – Design – Support better design PQF4 – Transport Network Investment and Sustainable Travel Choices – Support better pedestrian access but also plan for car drivers who contribute to the local economy. PQF5 – Walking, Cycling Public Transport – How will bus companies provide a better bus service PQF7 – Hamworthy – Support public realm improvements for pedestrians. PQF8 & PQF9 – High Street – Support more family friendly places and improvements to the pedestrianised area PQF10, PQF11 – Support – is there a need for the road to be permanently open to traffic, Monitoring – Set actual targets.
23	Chris Angell	None	June 2016	Consultation portal	PQF2 – Support PQF3 – Development may be too dense. PQF4 – Replacing roundabouts will not benefit flow of traffic. PQF5 – Support improvements to link up shoreline paths.
24	Brian Cornish	None	June 2016	Consultation portal	Support improvements to Poole Quay including decluttering, cleaning, repaving.
25	Yellow Buses	None	June 2016	Consultation portal	Generally support developments that improve transport infrastructure and traffic flows and make destinations more desirable to travel to.  The Plan make the Old Town a destination in its own right for leisure, living and

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					work.  Plans to change the traffic flows along West Street and West Quay Road make sense and the proposed super stop in Marston Road is supported,
26	Rev Oehring	None	June 2016	Consultation portal	PQF11 – Layout and appearance of Poole Quay Pedestrianise apart from Bike nights and classic cars.
27	Sue Bellamy	None	June 2016	Consultation portal	Comments supporting Plan.
28	Fyvie	None	June 2016	Consultation portal	Range of comments supporting Plan.
29	Dorset County Council – Transportation Planning	None	June 2016	Consultation portal	Comments focus on PQF4 and PQF5. Support sustainable travel approach to new development. Agree with prioritised list of transport users as this is reflected in the LTP3. DCC support future expansion of Business Travel Network, improvements to walking cycling and public transport network. We will continue to work closely with BoP and partners in the future.
30	GRP Moy	None	23.06.16	Letter	Poole Quays Forum have missed the aim of localism by selectively covering parts of two separate communities and representing a modest portion of Poole’s inhabitants and should not be allowed to control key parts of Poole’s economy such as the Port, hotels and marinas. PQF should not ignore established boundaries as open space is important to all Poole Town and Hamworthy residents. Do not agree with any building height restriction. Support PQF’s proposals for Hamworthy centre. Refers to interchanges in the plan but excludes railway station. Bus interchange referred to is a priority. PQF10 states that the views of Brownsea Island must be maintained – disagree that the view is impressive. This should not restrict commercial proposals from coming forward on the Quay.
31	Borough of Poole Biodiversity Officer Environmental & Consumer Protection Services		08.06.16	Email	Concern in respect of the proposed footpath and cycle path and its impact on the SPA – para 4.21 refers as follows:  This plan proposes better access to existing walkways adjacent to the Harbour and promotes a new walkway linking Rigler Road with Woodlands Avenue around Holes Bay adjacent to existing brownfield land. It does not contain any proposals which could potentially increase the risk of flooding, potentially harm this sensitive wetland environment or the protected species it supports. A Strategic Environmental Assessment screening report enclosed as Appendix 4

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					confirms that the Plan will have no significant effect upon this European site.
32	Cllr Mark Howells		15.07.16	Email	Followed the development of Poole Quays Forum and the production of the draft plan closely, attending many associated meetings. The policies in the plan have been carefully crafted to meet the needs of the southern part of Poole town centre and Hamworthy East. In particular, the plan sets out a vision which will help guide development in an area that will experience a considerable amount of change in the near future.
33	Natural England		19.07.16	Email	<p>No objection to the Plan proposals, referring to the Screening Report at para 5.4.8 which states:</p> <p><i>'Any development that comes forward in the Poole Quays Forum Neighbourhood Area will be subject to PCS28 and PCS29 that states that development will not be permitted where an adverse impact on the borough's European protected sites is identified.'</i></p> <p>Conditions given below within PCS29 are particularly relevant with respect to ensuring that any pathways adjacent to the Harbour are designed so as to ensure no adverse effect on Poole Harbour SPA and Ramsar site e.g through appropriate screening.</p> <p><b>Suggested Conditions:</b> Development in Poole will not be permitted where it would be likely to lead to a direct or indirect adverse effect upon the integrity of Poole Harbour Special Protection Area and Ramsar sites. To ensure these sites are not harmed.</p> <p>The Council will determine applications for development within the Regeneration Area zones and wider Holes Bay area in accordance with the recommendations of the HRA incl conditions on planning permissions controlling construction works where appropriate and the provision of other mitigation measures through s106 planning obligations.</p> <p>Development proposals will be required to contribute to the strategic provision of mitigation measures to reduce effects on the habitats and species by controlling and managing development and access including contributions to the implementation of the Poole Harbour SPA European Marine Site Management Scheme.</p>