

SOUTHBOURNE PARISH NEIGHBOURHOOD PLAN REVIEW

PARISH COUNCIL RESPONSE TO HEARING AGENDA MATTER 3(R) AND TOPIC 5

5TH JANUARY 2022

MATTER 3(R)

r. I am confused over the topic of how much of the (at least) 1,250 dwellings can be satisfactorily developed without a new vehicular railway bridge. The promoters' traffic statement suggests 400 dwellings to the north and 400 to the southⁱ. David King and colleagues (Rep 076 page 13) understand from the Stantec reportⁱⁱ that the threshold is 902 dwellings [with 750 to the south (sic)]ⁱⁱⁱ. CDC's Response document suggests that there is no need for a crossing^{iv}.

s. Topic 5: What is the position in this respect? Could a very short note be provided either setting out agreement between the PC/CDC/the SB2 promoters, or the summary position of each?

PARISH COUNCIL SUMMARY POSITION

A number of traffic impact studies have been carried out to consider different transport related impacts of development options in Southbourne.

Each of these studies were carried out for different reasons; from considerations of the strategic impacts on the wider road network, to local impacts on the Stein Road Level Crossing, and the implications for the masterplanning of the proposed SB2 allocation on the local road network.

They are not comparable. Each of the reports is also 'high level' as there have been no detailed proposals to provide a fixed basis for the assessments.

None of the reports have concluded that Policy SB2 is not deliverable.

A vehicular bridge across the railway line may not be required to mitigate impacts on the wider network but is likely to be needed to mitigate local impacts. Provision for a vehicular bridge has therefore been made in Policy SB2. The trigger points for the delivery of the vehicular bridge will be determined through the detailed design of the masterplan and agreed through a planning application.

The trigger points will be affected by, the mix and type of dwellings, the location of different uses across the masterplan and the way in which transport and active travel are addressed "from the earliest stages of plan making" having regard to NPPF paragraph 104.

Policy SB18 places emphasis on reducing the need to travel, promoting alternative modes of travel for all users, and improving permeability given the severance currently presented by the railway line.

References:

ⁱ Land at Southbourne Traffic Impact Study: i-Transport, 12 October 2020 [Link](#)

“1.4.2 This report provides a preliminary appraisal that is appropriate at this stage of the planning process, i.e. allocation of the site in a Neighbourhood Plan. More detailed traffic analysis considering the matters above will of course be provided in a Transport Assessment that will accompany any planning application(s) in due course...”

6.4.4 Therefore, based on the assessment of traffic demands and queue lengths in Southbourne, the following thresholds for development north and south of the railway are proposed, prior to the delivery of the new bridge: • 400 new homes north of the railway; and • 400 new homes south of the railway.”

ⁱⁱ LPR Supporting Evidence 042: Southbourne Level Crossing Baseline Safety Review: Stantec, May 2021. [Link](#)

“6.1.8. In conclusion, the study suggests that for Site A NE Southbourne option, 902 dwellings can be provided before conditions approaching the crossing reach the indicative trigger point for a bridge to be provided (750 dwellings north of the railway line plus the 152 dwellings estimated south of the railway line). Beyond this, a new railway bridge is likely to be of some benefit, if the traffic conditions cannot be otherwise mitigated by altering forecasted demand patterns.”

ⁱⁱⁱ Should read [750 to the north] as per reference ii above

^{iv} WSCC Services Regulation 14 Response dated October 2020.

“A transport evidence base study for the Local Plan Review published in Dec 2018...did not identify a severe residual highways and transport impact from the proposed allocation of 1250 dwellings in Southbourne. Therefore, the County Council considers it is not necessary to produce further transport evidence before allocating the sites proposed in the Neighbourhood Plan Review for Southbourne.”

END