

Frances Summers

From: Gallacher, Gaynor <Gaynor.Gallacher@highwaysengland.co.uk>
Sent: 06 November 2018 09:31
To: Frances Summers; email-LocalPlan
Cc: McCaffrey, Lisa
Subject: Bere Regis Neighbourhood Plan Reg 16 Consultation - Highways England response

Dear Frances/Neighbourhood Planning team

Thank you for providing Highways England with the opportunity to comment on the submission version of the Bere Regis Neighbourhood Plan. As you are aware, Highways England is responsible for operating, maintaining and improving the strategic road network (SRN) which in this instance comprises the A35 to the north and west, and the A31 to the north and east of the plan area, along with the associated roundabout junction.

We have noted that the Purbeck Local Plan review has identified housing growth in the order of 105 dwellings for Bere Regis over the plan period to 2034 and the Neighbourhood Plan allocates sites to deliver this level of growth. Associated changes have been made to the settlement boundaries detailed in policy BR1 and on proposals map SE11.

Policy BR5 requires noise attenuation measures to be provided along the northern boundary of the proposed Back Lane housing site, potentially utilising surplus excavated material from other development sites to create a series of noise bunds along the northern side of Bere Regis, south of the A35. Whilst we have no objection in principle to this policy, it will be important for Highways England to be consulted as these proposals develop to ensure any impact on the A35 asset is understood and addressed.

We note the proposed housing allocation sites detailed in policy BR7 and shown on Map 3. Whilst not a plan policy, the plan makes reference to the consideration of a construction vehicle access for the Back Lane site directly from the A35. Whilst we would be prepared to consider any request for a temporary construction vehicle only access, it needs to be understood that any such access would have to conform to highways design and safety standards. The developer of the site will be expected to secure all necessary consents, and to fund all related design, construction and remediation costs. As the potential scale of development on Back Lane site is 55 dwellings, this could be financially prohibitive.

We have also noted policy BR8 in relation to the existing employment site at Townsend Business Park, North Street and its safeguarding for employment uses. Due to the close proximity of the site to the A35/A31 roundabout junction, development here has the potential to impact on the SRN to an extent that will require mitigation, as identified in the transport evidence work undertaken by Purbeck District Council to support their emerging Local Plan allocations. We therefore welcome the supporting Neighbourhood Plan text which sets out that any large scale development here must be supported by a transport assessment and mitigation measures in line with the requirements of DfT Circular 02/2013. Highways England would need to be consulted on any proposals coming forward in this location.

These comments do not however prejudice any future responses Highways England may make on site specific applications as they come forward through the planning process, and which will be considered by us on their merits under the prevailing policy at the time. Any large scale development proposals coming forward which have the potential to impact on the operation of the SRN junction will need to be supported by a suitable transport assessment and mitigation measures in line with the requirements of DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development.

Regards
Gaynor

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