



Bere Regis Parish Council

Neighbourhood Plan

Frequently Asked Questions

The following questions were raised by more than one respondent to the June 2018 consultation. It is hoped that these will answer your queries and we would remind you that the responses should be read in line with the Neighbourhood Plan which was amended, in part, following that consultation. The questions have been set out in the same order as the topic appears in the Plan.

SETTLEMENT BOUNDARIES

Due to the amount of detail required on the map showing the current and revised settlement boundaries, it was felt that it would be more useful to move the information to the Supporting Evidence. This allows us to include two maps – before and after, together with the information explaining why the alterations have been made.

SANG

Why do we need a SANG – we are surrounded by countryside.

A SANG is a legal requirement for development of 50 new dwellings or more and is designed to mitigate the impact of those new dwellings on surrounding heathland. The SANG, as set out in the Plan, follows considerable discussion with Natural England and the Drax Estate who own the land. It is intended to provide an alternative walking route, particularly for dog walkers, with the intention of avoiding further damage to the heathland areas of Black Hill.

What would the SANG incorporate and would there be public access.

Although not completely finalised at this stage, it is envisaged that the SANG would incorporate mown grass areas for pathways, with the remainder as wildlife zones. There will be public access throughout and BRPC will be working with the Drax Estate and the Bere Regis Wildlife Group to maintain the area to the benefit of the whole community.

GROUNDWATER AND FLOODING

Water and sewerage systems will not be able to cope with the increased number of properties.

Part of the requirement before the Plan can be submitted for consultation is that all the Statutory Bodies are contacted and asked for their comments and opinions. Wessex Water is one such Statutory Body. They have received a copy of the Neighbourhood Plan and have not raised any objections to the proposed number of new dwellings. Policy BR4 requires developers to show that appropriate consultation has been carried out with both Wessex Water and the Lead Local Flood Authority and, where necessary, appropriate measures have been agreed.

NOISE ATTENUATION BUNDS

Bunds do not prevent noise but send it up and the noise will hit elsewhere in the village.

As part of the creation and formulation of the Plan, BRPC commissioned a Noise Attenuation Study. The full results can be found under SE13.

AFFORDABLE HOUSING TENURES

‘Affordable Housing’ is a misnomer.

The term is determined by Central Government interpretation and refers to all those dwellings that are available for sale or rent, for those people whose needs are not met by the market. All residential developments are required to deliver 40% affordable housing – as set out in the Purbeck Local Plan. BRPC have chosen to vary the breakdown of that 40% in an attempt to better meet the need of local residents. The Purbeck Local Plan requires that 90% (of the 40%) should be social rented/affordable rented housing and 10% intermediate housing to rent or purchase. BRPC have altered this to:

- 70% affordable housing for rent (i.e. from such providers as Aster)
- 10% discounted market sales homes that must be purchased and resold at the discounted rate
- 10% shared ownership
- 10% starter homes

The upper limit of £80k for starter homes is too high.

This level is set by Central Government and, whilst we agree that it is high, we are unable to change it.

RESIDENTIAL DEVELOPMENT

How have the number of houses (105) been arrived at when we started at only 50?

When work on the Neighbourhood Plan first commenced in 2012, Purbeck District Council required 120 new homes annually throughout Purbeck, with a settlement extension of 50 new homes proposed for Bere Regis. However, as time has gone on and Purbeck District Council have reviewed their Plan and Central Government have amended the requirements, the proposed number for Bere Regis has also increased. Finally, in 2016, the results of the SHMA (Strategic Housing Market Assessment) commissioned by PDC indicated considerably more homes would be needed throughout the district. The exact number has yet to be finalised, but BRPC took a pro-active approach by identifying sufficient land to build 105 new dwellings. This includes 24 houses on the Old School site which was not available until recently. This figure has been accepted by PDC and included in the latest District Plan.

Will there be any provision for those wishing to downsize and remain in the village?

Ultimately, it will be down to the developer to determine the type and size of dwellings included in each of the sites. However, it is hoped that the developers will work closely with the Parish Council and parishioners to gain an understanding of the need within the community, development density and architectural styles before submitting planning applications for any of the sites.

Why is the access to the Back Lane site being proposed as it is in the Plan?

The proposed access via the bank at Chanelles will give access to the centre of the proposed site, allowing the development to then open out to the left and right of the access point. There is sufficient space at the West Street end to allow the developer to provide open splays, allowing good visibility on exiting the site. By crossing it at right angles, this will protect the historic Back Lane from damage and maintaining it as a Green Lane. Bollards will be required to prevent additional traffic using the lane as an access to the site.

Why can't access to the Back Lane site be taken from the A35?

The A35 is maintained and operated by Highways England, which is also a Statutory consultee for the Plan. Whilst it is broadly in agreement with construction traffic accessing the Back Lane site from the A35 in order to minimise disruption through the village, all costs would have to be met by the

developer and would have to conform to highways design and safety standards. A permanent access would not be permitted or viable.

What is meant by ‘informal recreation’ at the former school and White Lovington sites?

These are areas of open green space that could be used for children to play on or for somewhere to sit. They do not contain any formal play equipment and are not fenced in.

North Street should remain closed at the Shell Garage end.

The Plan proposes for construction traffic to use the northern end of North Street whilst the properties are being built, subject to agreement with Highways England and Dorset County Council. Once construction is complete, there will be no access to the residential properties from the A35 roundabout.

The Plan should include a transport plan that addresses traffic and provision of public transport.

Once a developer submits a planning application for any of the proposed sites, a transport plan will be required by the District Council. It is not something that can be done by the Parish Council and does not form part of the remit for the Neighbourhood Plan. Public transport, as previously highlighted, is a commercial enterprise and, again, it is not possible for the Parish Council to control the commercial decisions made by the bus companies.

COMMERCIAL AREA

Commercial area – will the roundabout and access be modified?

This is most likely to be a requirement of any planning permission that is granted for the site.

Can't the Drax Hall and Fire Station be moved to the commercial area and houses put there instead?

BRPC believe strongly that the best place for the Fire Station would be near the Shell Garage roundabout. However, when the Fire Department were consulted regarding the possibility of moving to a more accessible location, they did not feel a move would be cost effective. With regard to the Drax Hall – once the new community hall is built, there will be no further need for the Drax Hall and it may well be sold to assist with the costs of the new build.

COMMUNITY FACILITIES AND SERVICES

Will the Doctors' Surgery be able to cope with the additional number of people?

The Surgery, like the dental practice, is effectively a private business and, like any business, requires sufficient customers, or, in this case, patients, to survive. Discussions have been held with the Surgery and we are aware that the current site is constrained by size, so it is unlikely that significant additional facilities could be provided on the existing site. The surgery is unlikely to move unless the number of registered patients can be increased. However, there is potential for rooms at the new Community Hall to be used for specialist treatments and consultations. If circumstances change, we have opened discussions about the possibility of building a medical centre near the proposed new Community Hall.

Our bus services have been heavily cut over the years. Will we see any services restored?

Unfortunately, the Plan and BRPC can do nothing about the buses as they are commercial operations, overseen by Dorset County Traffic Management. The Parish Council continues to do everything

possible to fight to keep the remaining buses but, unless they are commercially viable, there is not a great deal more we can do.

The school has not been built to accommodate a significant increase in children.

The school, like all other enterprises in the village, has received a copy of the Plan and been given the opportunity to comment. When the school was built, it was designed to accommodate additional children, should the need arise.

We already have problems with traffic in West Street. More houses will only make this worse.

Like so many villages, Bere Regis was never built to cope with the ever-increasing traffic and parking density. BRPC is aware of the existing problems with traffic flow and parking. The Plan requires that each unit of housing for all the developments provides an adequate number of off-road parking spaces. Whilst not solving the parking problem, this will not add to it. The general flow of traffic is the remit of Dorset County Highways. They have received a copy of the Plan and have raised no objections to the proposals.

COMMUNITY HALL

Can developers contribute towards the cost of the new Community Hall?

All developers are now required to submit a certain amount of money per dwelling, based on size and location. This is known as Community Infrastructure Levy (CIL). Whilst this money is, in the first instance, paid to the District Council, an element (between 15% and 25%) must be passed on to the Parish Council. There are restrictions on how this money may be used but, one of the allowable expenses is for community halls.

We need a new village hall.

BRPC is very well aware of this and a considerable amount of work has already been undertaken by volunteers to establish need, location and style. The Neighbourhood Plan will form the basis for some of this work and, once finalised, work on a new community hall will continue.

OPEN SPACES

Children of the community should have more facilities.

BRPC is very keen to provide additional resources to the youth of the village. We will be working to provide additional play equipment and a trim trail at various sites. We will also be continuing to pursue the skate park and all new sites are required to provide informal play areas. The Neighbourhood Plan, if agreed, will give us a great opportunity to enhance play and recreational facilities for all.

GENERAL

Will developers comply with the Plan and not get away with unauthorised changes?

Once confirmed by public referendum in May 2019, the Neighbourhood Plan becomes a legal document and developers will be required to take it into account when submitting planning applications. Similarly, the Planning Officers will also be required to consult the Plan when dealing with any plans. If the Plan is not agreed at the referendum developers will be free to bring forward proposals unconstrained by the Plan.