4.
A Thriving Town
Centre

#### Introduction 4.1

- Wareham Town Centre benefits from 4.1.1 a highly attractive historic environment that is the bedrock to its function as a visitor destination. The quality of the built environment and protection of heritage assets is central to the Town Centre's appeal. It is a characterful centre derived from a diverse mix of independent retailers and service uses.
- The compact Town Centre is structured 4.1.2 around the historic street pattern that makes up the core of the market town. Town Centre uses are concentrated along the main streets (North, South, and West) and extend to the southeast onto The Quay, an attractive riverside feature of the historic town popular with residents and visitors. The Town has a varied mix of retail and service outlets. including many independent traders, that meets the needs of the local community whilst also attracting many visitors.
- 4.1.3 As the second largest centre in Purbeck it contains around 120 units. Its proximity to Poole, Bournemouth, and to a lesser extent Dorchester means that there is

- inevitable leakage of locally-generated shopping expenditure to these competing centres. This is due particularly to the good road access to Poole and Bournemouth and opportunities for combined trips to the conurbation, including work-related journeys.
- Wareham has had a street market since 4.1.4 the Charter of 1211. The market has been located in a variety of different places and on different days of the week. The current weekly market which operates on The Quay on Saturdays is a vital part of Wareham's offer for both residents

and visitors.

4.1.5 The historic character of the Town Centre, lying at the heart of the Town's Conservation Area, is an essential part of its attraction. Care is needed to ensure that the street scene continues to be maintained and enhanced in keeping with the Town's unique heritage. Shopfront design, shop signs, street signage, street furniture, lighting, paving and other features in the public realm are vital elements in maintaining the Town's attractiveness.



Figure 32: North Street Shopping

WAREHAM NEIGHBOURHOOD PLAN

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#### 4.2 Town Centre Health Check

- Wareham Town Centre has performed 4.2.1 comparatively well over recent times, with very few vacant units. This was particularly notable during the economic recession in 2008/9 that saw many businesses close in other town centres and remains true in the most recent (2017) survey. The Town Centre offer reflects the importance of Wareham as a visitor destination. However, there are genuine concerns that if some of the key attractions, such as the range of 'local' independent / specialist stores and good access to parking, and the essential role played by Sainsbury's and the Coop in attracting shopping trips to the Town Centre, were to be lost, this could lead to a spiralling decline. The rise of internet shopping and national trends in retailing certainly highlight how town centres are having to adapt to move with the times.
- 4.2.2 The Local Plan seeks to enhance the Town's current role as a shopping, service and employment centre for the Purbeck area. This is done through policies that define the Town Centre area, and within that area resist change of use away

from shops, service and dining / drinking establishments, particularly if the change would harm the vitality and viability of the Town Centre. In the review of the Local Plan the town centre policies were confirmed as non-strategic, providing the opportunity for Neighbourhood Plans to make further changes if needed.

# 4.3 The Town Centre Area – Securing its Future

4.3.1 Retail planning specialists Cushman and Wakefield provided advice to the Town Council on a range of specific issues relevant to the future planning and management of the Town Centre. They reviewed the available evidence and undertook some additional research. Their 2018 Retail Study indicates that generally there is a healthy balance of retail and service uses within the Town Centre which reflects the importance of Wareham as a visitor destination. The bias towards service uses (food and drink uses specifically) is not considered to detract from the ability of the Town Centre to provide for the day-to-day needs of the local population. The very low vacancy rate and recent introduction of several high-quality independent

- retailers is an indication of continuing confidence in the viability of Wareham Town Centre as a trading destination.
- In terms of defining the Town Centre 4.3.2 area, the proposed minor revisions to the Town Centre boundary consulted on as part of the Local Plan Review were considered and discussed with stakeholders. There was general support for the revised boundary (which removes some properties in the vicinity of The Quay and St John's Hill that are now predominantly in residential use and redraws the remaining boundary to reflect the extent of the existing premises as opposed to plot boundaries), with the exception of the car park to the rear of the Co-op in North Street, which is proposed for inclusion to facilitate the future expansion of the unit if so desired. The boundary of the local centre on Carey Road in north Wareham has been reviewed and considered appropriate as shown.

Policy TC1 – The Town Centre Boundary

The Town Centre boundary is defined as shown on the Policies Map Inset 2.

- 4.3.3 Whilst there may be sites on the edge of the Town Centre that present scope for redevelopment, the opportunities reviewed by Cushman and Wakefield were considered to be unsuitable by virtue of their lack of prominence, isolated position relative to current frontages, or poor access for deliveries/ servicing. The main scope for growth is likely to be through the piecemeal change of use, modernisation or enhancement of individual premises within the existing centre, potentially including the amalgamation of plots to provide larger units where there are no heritage constraints.
- 4.3.4 With underlying trends, and more recently the Coronavirus pandemic, pointing towards the need to retain flexibility for town centres to evolve with the times, the Government has recognised that there needs to be some flexibility in the general approach to town centres, so that those places can continue to bring vitality and viability of the Town Centre, whilst retaining a sufficient attractive retail offer.

4.3.5 The Wareham Library building and associated car park fronting South Street is an example of where, in the long term, redevelopment might be possible as a means of enhancing the Conservation Area and the health of the Town Centre through the provision of new commercial space, provided that the Library is maintained on-site or otherwise reprovided within the Town Centre.



Figure 33: Pond's Hardware Store, St Johns Hill

#### Policy TC2 - Safeguarding Retail Provision in the Town Centre

Development within the Town Centre will be supported if all of the following criteria are met;

- a) the proposed ground floor use falls within the NPPF definition of a main town centre use:
- b) the proposed use and any associated physical alterations would maintain an active and publicly-accessible ground floor use that enlivens the streetscene:
- c) the proposed use would not undermine the character and diversity of that part of the Town Centre; and
- d) the proposed use and associated works would not harm the historic interest and character of the Conservation Area and Listed Buildings.

#### 4.4 Carey Road Local Centre

4.4.1 The 2012 Local Plan identified the parade of shops on Carey Road in north Wareham as an important Local Centre, and this designation has been carried forward in the policies map of the Local Plan 2018-2034. Originally there was a parade of shops on the Northmoor Park Estate and a shop in Northport Drive but over the years these have closed and been converted to other uses. Only the Carey Road shops remain to provide local shopping for north Wareham and these should be retained.

# Policy TC3 – Protecting the Vitality and Viability of Carey Road Local Centre

Within the defined Local Centre on Carey Road, the proposed ground floor use must fall within the NPPF definition of a main town centre use, appropriate to a local centre. Any proposed use and any associated physical alterations must maintain an active and publicly-accessible ground floor use that enlivens the streetscene and does not undermine the ability of the Local Centre to meet the everyday needs of its catchment population.



Figure 34: Carey Road Shops

## 4.5 Out of Centre Retailing

4.5.1 Although there were no confirmed retailer requirements for new convenience floorspace identified through the latest retail studies, current trends indicate that possible demand is likely to be in the form of small convenience stores as opposed to large foodstores. The evident need arising from expenditure growth, leakage, and overtrading does

not provide a basis to plan positively for new out-of-centre retail floorspace, which would be likely to have an adverse effect on the vitality and viability of the Town Centre. As such, the 2018 retail study confirmed that any proposals over 200m² should be particularly scrutinised so that the likely local impacts may be properly understood.

#### Policy TC4 – Resisting Out of Town Class A Retail Floorspace

Any additional retail floorspace, including that for convenience goods (such as food), shall be situated within the Town Centre or the Local Centre in north Wareham. Proposals for new Class E floorspace of 200m<sup>2</sup> or over outside the Town Centre or the Local Centre in North Wareham, must be accompanied by a retail impact assessment. They will only be supported if it can be demonstrated that they would not have a significant adverse impact on the vitality and viability of Wareham Town Centre and the Local Centre at Carey Road in North Wareham. They should have followed the sequential test (prioritising town or local centre sites over edge of centre locations); and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.

# 4.6 Maintaining and Enhancing the Town Centre

4.6.1 Maintaining and enhancing the attractiveness of the historic Town Centre is essential to its vitality and

viability. As well as considering any changes to the buildings, taking care that paving materials, street lighting and other street furniture are in keeping with the character of the Conservation Area is also important in securing the Town's future. In particular, enhancement of the footways, which in some areas is still tarmac and concrete, is needed to lift the appearance of the streetscene and to make it safer for pedestrians. Throughout the Conservation Area yellow lines should be narrow and primrose in colour

to reduce the impact on the streetscene (rather than the more visually intrusive thick yellow lines).

## Policy TC5 – Maintaining and Enhancing the Public Realm

Where new development creates new public realm within the Conservation Area the selection of paving materials, street lighting and other street furniture should be consistent and in keeping with the Town's historic character and not adversely impact on pedestrian mobility



Figure 35: Traditional Paving and Street Furniture Enhance the Street Scene

- 4.6.2 The scale and design of shop fronts and signs within the Conservation Area are important in the appearance of the street scene and should be in keeping with the character of the historic town.
- 4.6.3 The Purbeck Design Guidance (2014) describes Wareham as containing "a good range of early shop fronts characterised by use of bow windows. A number of simple late nineteenth and early twentieth century designs also exist. Most of these shop fronts are contained within listed buildings and all contained within Wareham Conservation Area."
- 4.6.4 Existing traditional shopfronts should be retained and refurbished, to conserve historic details or take opportunities to restore them, observing traditional design principles. New shopfronts should be of traditional design and materials, in scale with the building with hand painted signs as best practice. It is important to avoid designs which would appear visually dominant or incongruous in the context of the building and the Overly large fascias, streetscene. internally lit box signs, and the instalment of external roller blinds are examples of unacceptable alterations.

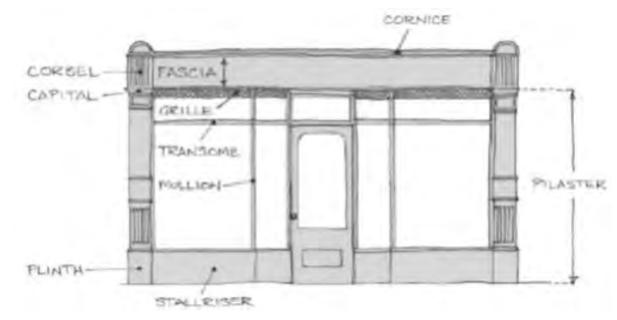


Figure 36: Components of Traditional Shop Front

## Policy TC6 – Maintaining and Enhancing the Street Scene

Within the Town Centre shop fronts must be designed to be in keeping with the Town's historic character, of traditional design and materials and in scale with the building. Signs should be of sympathetic and traditional design, using materials appropriate to their context. They should not be bulky in appearance or internally illuminated. New shop fronts should in addition:

- (i) respect the period and style of the building in which they are fitted and display a unity with its architecture,
- (ii) Consist of historically accurate elements of traditional shopfront design,
- (iii) Be constructed of traditional materials,
- (iv) Reflect the scale and proportions of traditional shopfronts in the streetscene,
- (v) Reflect traditional frontage widths of the area and relate to individual property units,
- (vi) Enhance the visual amenities of the area, and
- (vii) should not include external security shutters.

4.6.5 The weekly Street Market on The Quay provides a highly valued amenity enjoyed by both residents and visitors. The NPPF makes clear that existing markets should be retained and enhanced. The market enriches the shopping offer and provides an important opportunity for social interaction. The Quay is also used for civic, community and cultural purposes and the ability to close it to motor vehicles for special events must be maintained. The Quay should be maintained as a public parking area from which motor vehicles can be excluded to allow for the Street Market and special events.





Figure 37: Saturday Market on the Quay

#### 

#### 4.7 Town Centre parking

4.7.1 The importance of convenient and reasonably priced (or free) Town Centre parking is now a well-established principle (Portas Review 2011). The Town is served by a range of car parks of varying size and distance from the centre, managed by the local councils as short, medium and long-stay provision:

Bonnets Lane East and West (46 spaces) Connegar Lane, Church Lane (27) Howards Lane (78) Rempstone Centre, Church Street (61) Streche Road (73) Wareham Quay (27) St John's Hill (26)

- 4.7.2 In addition, there are about 60 onstreet spaces managed by the Highways Authority, as short-stay spaces, and there is a small dedicated car park (12 spaces) at the rear of the Co-op foodstore on Mill Lane used by its customers.
- 4.7.3 With much of the parking being in local government control, at a time when local councils are facing continued budget cuts, their future may be under

review. Although a workshop event with local stakeholders suggested that the amount of dedicated car parking in the Town Centre is adequate, there were concerns raised about the parking pressure at the Rempstone Centre, especially on Saturday mornings and summer holidays. The availability of free on-street parking on the Town Centre's principal streets, on a restricted basis, is considered to be of particular importance. The retail consultants concluded that, in the absence of firm data suggesting otherwise, there should be safeguarding policies protecting the Town Centre car parks.

- 4.7.4 In order to make best use of the available stock of parking spaces, measures to improve the ease of use of the car parks should be considered, including better directional signage, flexible payment options and the installation of electric vehicle charging points.
- 4.7.5 There are also a number of garage blocks within the Conservation Area that provide an important facility for local residents who do not have dedicated parking with their properties,

in particular, the 28 garages in Moretons Lane, which are well used by local residents. Should such garage blocks be redeveloped, it is important that any losses do not result in further parking pressures that in turn will impact on the availability of parking for the Town Centre. It is desirable that they are replaced with new garages which meet modern standards.

#### TC7 – Protecting Town Centre Car Parks and Garages

The development of the Town's public car parks and garages as shown on the Policies Map Inset 2 will only be supported where there are overriding planning benefits that would improve the vitality of the Town Centre, or the loss of parking is appropriately mitigated through suitable replacement provision elsewhere.

The redevelopment of private garage blocks within the Conservation Area will only be supported if it can be demonstrated that any losses (taking into account the existing parking provision and any additional parking requirements from the proposed development) can be accommodated without impacting on the availability of parking for the Town Centre.

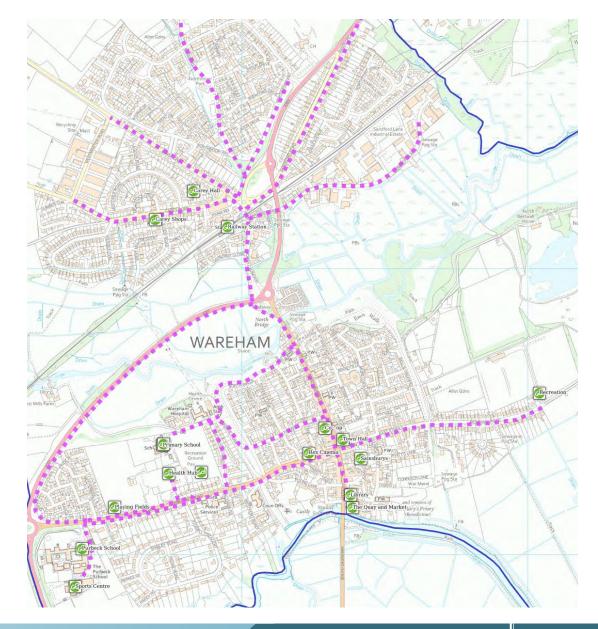
A Pedestrian and Cycle Friendly Town

#### 5. A PEDESTRIAN AND CYCLE FRIENDLY TOWN .....

#### 5.1 The Local Transport Strategy

- 5.1.1 In 2004 Dorset County Council as the Highways Authority undertook a Transportation Study for Purbeck, which recommended various measures. collectively known as the Purbeck Transportation Strategy (PTS), to promote cycling and walking and encourage train and bus use. The Local Plan makes clear that new developments should have or provide for suitable walking and cycle links to allow people to access local services and facilities, and that detailed proposals for key transport infrastructure can be identified through neighbourhood plans, providing local people with more of a say on the best solutions for their area.
- 5.1.2 Within Wareham, the main clusters of trip destination points and key routes were identified as follows and shown on Figure 38 and the following table:

Figure 38: Movement Attractors and Main Pedestrian and Cyclist Routes



#### 5. A PEDESTRIAN AND CYCLE FRIENDLY TOWN ......

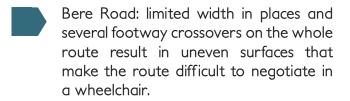
Important destinations	Key connecting routes
<ul> <li>Wareham Forest (recreation)</li> </ul>	<ul><li>Carey Road</li></ul>
<ul><li>Carey Hall</li></ul>	<ul> <li>Tantinoby Lane to Tantinoby Farm</li> </ul>
<ul><li>Carey Shops</li></ul>	<ul><li>Bere Road</li></ul>
<ul> <li>Sandford Lane Industrial Estate</li> </ul>	<ul><li>Northmoor Way</li></ul>
<ul> <li>Railway Station</li> </ul>	<ul> <li>Sandford Road and Sandford Lane</li> </ul>
<ul> <li>Town Centre cluster (Supermarkets,</li> </ul>	Town – Northport / North Street
Hall, Library, Cinema)	<ul> <li>Railway crossing at the station</li> </ul>
<ul> <li>Rugby Club and Allotments</li> </ul>	<ul><li>Wareham bypass (NW link)</li></ul>
<ul><li>The Quay</li></ul>	<ul> <li>Worgret Road / West Street</li> </ul>
<ul> <li>Health Centre, Hospital and St Marys</li> </ul>	<ul> <li>North and West Walls and Streche</li> </ul>
School	Road
<ul> <li>Recreation Ground and Playing Field</li> </ul>	s – South Street
<ul> <li>Purbeck School and Sports Centre</li> </ul>	<ul> <li>East Street and Bestwall Road</li> </ul>

5.1.3 The consultation work undertaken identified that retaining and improving foot and cycle paths was a key priority for local residents, especially the ground level link across the railway line between northern Wareham and the shops and facilities in Wareham Town. This is the only pedestrian route between the two parts of the Town and is used by over 1,000 people daily including those with wheelchairs, buggies etc. The provision of a ramped bridge to replace the crossing

has been proposed in the past and twice refused Planning and Listed Building Consent due to the impact on the Listed Station and footbridge. It would also severely impact on the convenience of foot and cycle users and on the ease of crossing from one platform to the other and would encourage use of the private car. The exploration of the potential to improve the operation of the ground level crossing such as linking the operation of the barriers/gates to the signalling

system would be strongly supported, together with lockable storage for cycles at the station.

5.1.4 The Walking Routes Audit undertaken by local residents and discussions with the Highways Authority, highlighted the following routes as priorities for improvements:



Tantinoby Lane to Tantinoby Farm: unmade section of footpath not suitable for wheelchair use.

Sandford Lane link to Industrial Estate: trenching and patching with many footway crossovers, some of which have not been ramped, on the whole route resulting in uneven surfaces that make the route difficult to negotiate in a wheelchair. Parking overhanging pavements. Dropped kerbs & tactile pavements missing from key points on route.

#### 5. A PEDESTRIAN AND CYCLE FRIENDLY TOWN

- North and West Walls and Streche Road: ongoing problem of deep puddling on the corner of West & North Walls. Other issues limited by historic nature and need for town centre parking.
- Worgret Road and West Street: widened footpath to improve access to proposed Health Hub solutions may be limited along West Street where there are narrow sections with historic building frontages close to the road. Further
- west there is potential to use existing path on school property on the other side of the hedge running along the edge of the playing field if this could be made accessible to the public.
- 5.1.5 Where improvements would be on nonhighway land (such as Wareham Station or the proposed Health Hub site) the delivery will be dependent on the agreement of the relevant landowner.

# Policy PC1 - Main Pedestrian and Cycling routes

The main pedestrian and cycle routes within the Neighbourhood Plan area shown on Figure 38 and on the Policies Map, including the surface level crossing across the railway line next to the Station, shall be retained, and improvements to the accessibility of these routes supported. New development should have good convenient routes to the Town Centre and main movement attractors and should not adversely impact on the convenience and attractiveness of pedestrian and cycle routes or the Town's heritage assets.





#### Policy PC2 - Pedestrian and Cycle Route Infrastructure Improvements

The following improvements to the foot and cycle network are supported and are priorities for s106/CIL expenditure:

- Widen footway for pedestrians and cyclists along Beré Road;
- Provide electric charging points at Wareham Railway Station for electric vehicles:
- Provide lockable storage for cycles at Wareham Railway Station;
- Improve links between the town and the facilities to the west, by increasing the width of the footpath along West Street to improve access to proposed Health Hub at the former Middle School site in Worgret Road, creating a new footpath on north side of Worgret Road between the new development at Westgate and the Health Hub and Primary School;
- Improve footpath connecting Tantinoby Lane to Tantinoby Farm for wheelchair use and:
- Improve Sandford Lane link to the Industrial Estate for pedestrians. cyclists and wheelchair user's.

- The reconnection of the Swanage 5.1.6 Railway with the main line at Wareham has been a long aspiration of the Swanage Railway Company and the local community. A successful 60-day trial diesel Swanage to Wareham rail service took place in Summer 2017. Initial results show good levels of usage.
- At present Swanage trains are required 5.1.7 to pick up and drop off passengers at the mainline platforms. A siding is available on the east side of the pedestrian level crossing for stabling the train whilst the mainline service comes through. This leads to further interruption of the pedestrian crossing whilst trains are in the station and manoeuvring into and from the siding. Historically the service operated from dedicated bay platforms clear of the mainline of which that on the north side of the station is currently vacant. Bringing this bay into use would provide a better facility for passengers, allowing waiting trains to load and unload and not obstruct the mainline. It is therefore proposed that this land be safeguarded for uses that support sustainable transport, subject to relocation of any protected species. The north side of the

station is known to support a population of Sand Lizards and the potential impact of any development on these protected species will need to be fully considered as part of any planning application, and if appropriate suitable mitigation and enhancement secured.

## Policy PC3 – Sustainable Transport

The bay platform at Wareham Station as indicated on the Policy Map, shall be safeguarded for uses that support sustainable transport. Any plans for this area will need to demonstrate that the favourable conservation status of the local sand lizard population would not be compromised



Figure 40: Swanage Railway Trial Service to Wareham

5.

#### 5. A PEDESTRIAN AND CYCLE FRIENDLY TOWN ·······



Figure 41: Swanage Railway Trial at Wareham Station

5.1.8 Parking at Wareham Station is limited and whilst some users of the Swanage service will change from mainline trains at Wareham, some users will arrive by car to use the service. There is currently vacant railway land on the north side of the mainline east of the crossing which could provide additional parking should

a more regular service be introduced. This land is therefore safeguarded for future station parking should the need be demonstrated.

Policy PC4 – Parking at Wareham Railway Station

In the event of the former sidings on the north side of the railway line east of the crossing being declared surplus to operational rail requirements the site should be safeguarded for future parking space for rail users / community use. Any plans for this area will need to demonstrate that the favourable conservation status of the local sand lizard population would not be compromised



#### 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES

#### 6.1 Local Green Spaces

- 6.1.1 All open space, sport and recreation areas are protected through national planning guidance and the general policies in the Local Plan. Some of the key spaces are identified, but neighbourhood plans provide an opportunity to consider which spaces are special to the local community and have particular local significance. A survey of local green spaces has been undertaken and the results are summarised in Figure 43 and mapped on Figure 45 and the Policies Map.
- 6.1.2 Wareham Common (together with Portland Meadows) is the latest greenspace in the parish where the public have access by right, and extends beyond the bypass and railway line up to the banks of River Piddle. This area is too large in extent to be designated as a local green space, but is protected through its Green Belt and common land status.
- 6.1.3 Based on an examination of the Fields in Trust standards and review of the latest Dorset Playing Pitch Strategy

(2019), there is a serious shortage of playing fields within Purbeck and the Neighbourhood Plan area. This includes a shortfall of 3G (third generation) artificial turf pitches. Therefore existing and former school playing fields are a priority for protection from unrelated development to allow their continued

and future use for outdoor sport and recreation.

6.1.4 There is also a heavy demand for the two existing allotments which are very well used and highly productive. Such facilities cannot readily be replaced as they take many years for the allotment holders to create good growing conditions.



Figure 42: Valued Allotments at Northmoor (Site D)

## 

Protected Open Spaces							
Open Space	Landscape Quality	Historic Significance	Recreation al Value	Wildlife Value	Ownership	Other	
Hauses Field	Medium	Low	High - including play area & skate park	Low	Wareham Town Council	A very well used and valued play area and informal recreation space. The area has been recently redeveloped and improved thanks to Wareham & District Development Trust.	
Land in Northmoor Park between Northmoor Way and A352	High	Low	High	Medium	Dorset County Council	This area provides a green space between the existing housing estate and the busy main A351 road.	
Various green spaces in Northmoor Park	Medium	Low	High	Medium	Purbeck District Council	Valued green amenity spaces some used for informal sitting and play.	
Northmoor Park Allotments	High	Low	High	High	Morden Estates leased to Wareham Town Council	Highly valued, well used, secure community allotments.	
Green space opposite Carey shops	Medium	Low	High	Medium	Astor Housing Association	A peaceful space in the housing estate.	
Play Areas at Drax Avenue, Mistover Road & Westgate	Medium	Low	High	Low	Wareham Town Council (Westgate currently Bloor Homes)	Children's play areas.	
The Sward	Medium	Low	Medium	Medium	Dorset County Council	Landscaped green site at the Bere Road entrance to the town.	
Wareham Town Walls	High	High	High	High	Rempstone Estate leased to Purbeck District Council	Scheduled Ancient Monument. The ancient walls are a most significant feature of the town attracting visitors and locals. A marked interpretive historio walk leads around the walls.	
Former Middle School Playing Fields	Medium	Low	High	Medium	Dorset County Council	Major community sports resource. Regularly used for training by local youth sports teams.	
Purbeck School Playing Fields	Medium	Low	High	Medium	Dorset County Council	The playing fields are intensive used by The Purbeck School with some areas shared with the local community through agreements with Purbeck District Council.	
Recreation Ground	High	Low	High	Low	Wareham Town Council	Used as a children's play area and site of Sports Pavilion and Cricket pitch.	
Bestwall Allotments	Medium	Low	High	Medium	Wareham Town Council	Highly valued community allotments protected Under the Smallholding & Allotments Act 1908. Registered as a Community Asset.	
Wareham Rugby Club Playing Fields	High	Low	High	Low	Wareham Town Council & Rugby Club	This is a significant community asset providing sporting and other community facilities.	
War Memorial and land adjacent to St Martins Church	High	High	High	Medium	Wareham PCC	St Martins Church is the most complete example of an Anglo-Saxon Church in Dorset. It dates from 1030. Part of historio Walls Walk with peaceful path and space to the rear.	
Castle Close Garden	High	High	Low	Low	Private	Scheduled Ancient Monument. 12th Century motte and bailey castle very visible in views from the south.	

Figure 39: Summary of Survey for Selection of Local Green Spaces



Figure 44: Hauses Field Play Area

Figure 43: Protected Open Spaces Survey

#### 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES

## Policy GS1 - Protection of Local Green Spaces

Development other than works to preserve their recreational function and openness will be strongly resisted on the following protected Local Green Spaces within the Town shown on the Policies Map:

- A. Hauses Field, Northmoor
- B. Land between A351 and Northmoor Way
- C. Various green spaces on Northmoor Park and Northport
- D. Northmoor Park Allotments
- E. Green space opposite Carey Shops
- F. Drax Avenue, Mistover Road & Westgate Play Areas
- G. The Sward opposite the Railway Station roundabout
- H. The Wareham Town Walls Scheduled Ancient Monument, whose setting will also be protected from harmful development
- I. The former Wareham Middle School Playing Fields
- J. Purbeck School and Primary School Playing Fields
- K. Recreation Ground
- L. Bestwall Allotments
- M. Rugby Club
- N. War Memorial and land adjacent to St Martin's Church
- O. Castle Close garden site of the Norman Castle which forms a landmark when viewed from the south of the Town

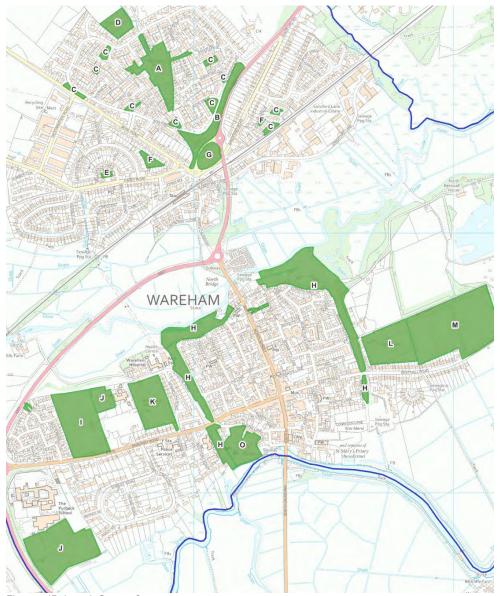


Figure 45: Local Green Spaces

## 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES .....

#### GS2 WORGRET ROAD

- 6.2 Health Care and Housing Hub Former Middle School Site
- NHS Dorset Clinical Commissionina 6.2.1 Group (CCG) has undertaken a Clinical Services Review (CSR) of healthcare provision in Dorset. The aim is to change our healthcare system to provide services that better meet the needs of local people and deliver better outcomes. This is to be partly achieved by joining-up and improving health and care services in the community for local people by creating community hubs. This involves teams including GPs, nurses, therapists, consultant doctors, social workers and community mental health nurses. working together across traditional organisational boundaries.
- 6.2.2 In Wareham currently, there is a GP Surgery and a Community Hospital providing in- and outpatient services. There is also an ambulance station operated by the South West Ambulance Trust. The proposal agreed by the CCG in 2017 is for the provision of a non-bedded Community Hub at Wareham that would include the current GP Surgery. The Surgery is housed in a flat roofed 1960s building which is no longer fit for purpose. The proposal is that this site is redeveloped for housing (see Policy H8).
- Alternative sites for the provision of the 6.2.3 Health Hub were considered and the gareed location is that of the former Middle School buildings in Worgret Road. This site, which is significantly larger than the current hospital and surgery site and has better access and parking space, has sufficient capacity to accommodate affordable housing for key workers and a care home facility. The site has potential to improve road access to the adjoining primary school and to make good use of the existing recreation around and playing fields to encourage healthy lifestyles. It also has potential to be an exemplar in sustainable design including renewable energy measures and should be of a high design quality.
- 6.2.4 Part of the package of Dorset Council's proposals is to provide a nursing care home fit for the future on the former Middle School site to replace the Residential Care service currently located at Anglebury Court in Bonnets Lane. This would enable the Bonnets Lane site to be redeveloped for housing including extra care to deliver the Council's housing aspirations and help free up family housing in the area.
- 6.2.5 Dorset Council and Dorset Healthcare have carried out consultation on these

options over the summer 2019 including four drop-in sessions at Wareham Town Hall and the business case has been approved by Dorset Council's Cabinet. Whilst planning permission was given for some modular housing as a way of meeting the demand for short-medium term accommodation for vulnerable adults, this does not compromise the development of the hub, which would need to be undertaken in phases as funding becomes available. To ensure a coordinated approach to the development of the site and a cohesive approach to the design of buildings a master plan should be prepared to guide the development of the site. Between the two sites it is anticipated that a net gain of at least 100 dwellings can be achieved. Mitigation for any impact on the Dorset Heathlands as a result of further housing on these sites may be achieved through financial contribution towards the improvement of the Bog Lane SANG. The Statement of Common Ground (SoCG) prepared in August 2019 by Wareham Town Council and agreed by Dorset Council, Natural England and the Trustees of D. F. Scott 1970 Settlement (owner of the Bog Lane SANG), has assessed that under the requirements set out in the Dorset Heathlands Supplementary Planning Framework

#### 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES .....

#### **WORGRET ROAD** GS2

2020-2025 mitigation measures for the proposed Healthcare and Housing Hub for an allocation of 100 units on the two sites a holistic approach will be taken. SANG is therefore, required to mitigate the effects of the combined 160 dwellings allocated south of the railway. The SoCG has agreed to improvements to the Bog Lane SANG to mitigate the effect upon the Dorset Heathlands European Sites from increased recreational pressure. Planning applications brought forward at this site will be required to conform to the SoCG agreement.

#### Policy GS2 – Proposed Health Care and Housing Hub (former Middle School Site)

Development of the area of the former Wareham Middle School buildings, playgrounds and parking areas as a new Health Care and Housing Hub for the Town and surrounding area which may include extra care housing, key worker housing, a care home facility and affordable housing will be supported, subject to the provision of:

space for the relocated Wareham GP Surgery and Ambulance Station, on the former Middle School site with a view to providing improved primary health care facilities:

sufficient parking space for staff, patients and residents;

vehicular access to the adjoining Primary School from Worgret Road together with parking and drop off space for parents/carers;

a contribution towards changing facilities to encourage use of the recreation ground and playing fields to east and west.

A master plan for the development of the site will be submitted to and approved by the Local Planning Authority in consultation with the Town Council prior to any development

New development must demonstrate good design quality as set out in Policy LDP2 and must contribute towards tackling climate change as set out in LDP3, and conform with the following principles of development (illustrated in figure 46):

New health hub to form a landmark building fronting onto Worgret Road

Buildings generally 2 and 3 storeys in height

 Active building frontages onto Worgret Road and onto the access roads through the site Create new street leading off Worgret Road with vista terminated by landmark building

A tree lined avenue through the site to be created linking the Recréation Ground with

the Playing Fields, with on-street parking

Retention of trees in good condition along Worgret Road and the western edge of the development site along the Playing Fields

 Main vehicular access to be at the eastern side of the site to enable the Health Hub and related visitor parking to be within the western part of the site

 A drop off point to be provided at the front of the health hub fronting Worgret Road A new vehicular access and shared parking to be provided for the Primary School and Playing Fields

 A new footway to be provided along Worgret Road between the eastern access point and Westgate

New residential development must also provide heathland mitigation in accordance with Policy H4.

October 2020

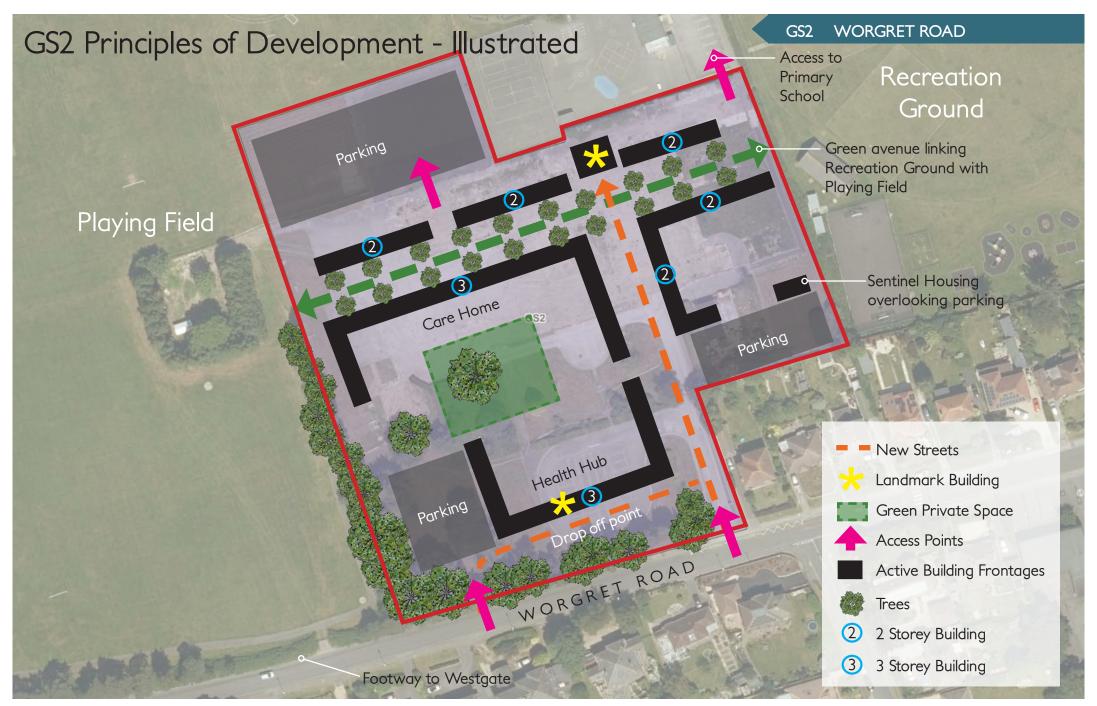


Figure 46: GS2 Principles of Development - Illustrated

#### 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES .....

#### GS3 BONNETS LANE

- 6.3 Proposed Affordable and Extra Care Housing, Bonnets Lane
- 6.3.1 The Bonnets Lane site includes Anglebury Court, a local authority owned care home, a day centre and adult services offices. Dorset Council is currently reviewing the use of the site with a view to relocating the uses to larger accommodation on the former Middle School site thus freeing up the site for residential development likely to include extra care housing.
- The site lies within the Wareham Conservation Area, and therefore any 6.3.2 development must preserve or enhance the special character of the area. The current building was designed in the 1980's and detracts from this character by reason of its form, scale, mass, colour and materials and the site's redevelopment provides a rare opportunity to enhance the area. The site forms part of a larger block where frontage development 2-3 storeys in height close to or adjoining the footway with a rhythm to respect the fine grain of the town would be appropriate. The street frontage should include doors and windows which provide a rhythm to the streetscene and surveillance of the street. The design and materials should be of high quality and respect the character of the Town. Chapter 7 which follows sets out the principles of design appropriate for the site.

The Statement of Common Ground

(SoCG) prepared in August 2019 by Wareham Town Council and agreed by Dorset Council, Natural England and the Trustees of D. E. Scott 1970 Settlement (owner of the Bog Lane SANG), has assessed that under the requirements set out in the Dorset Heathlands Supplementary Planning Framework 2020-2025 mitigation measures for the proposed Healthcare and Housing Hub for an allocation of 100 units on the two

sites a holistic approach will be taken. SANG is therefore, required to mitigate the effects of the combined 160 dwellings allocated south of the railway. The SoCG has agreed to improvements to the Bog Lane SANG to mitigate the effect upon the Dorset Heathlands European Sites from increased recreational pressure. Planning applications brought forward at this site will be required to conform to the SoCG agreement.

# Policy GS3 – Proposed Affordable and Extra Care Housing, Bonnets Lane

Redevelopment of the Bonnets Lane site, as shown on the Policies Map, for affordable housing and extra care housing will be supported. New development must demonstrate good quality design as set out in Policy LDP1 and must contribute to tackling climate change as set out in policy LDP3, and conform with the following principles of development (illustrated in figure 48):

- Create active building frontages to Bonnets Lane, St Martins Lane, Brixey's Lane and Moretons Lane. The frontages along Brixey's Lane and Moretons Lane should follow the curves of the street with small front gardens enclosed by walls, railings or hedges
- New 3 storey landmark building fronting Bonnets Lane/St Martins Lane terminating the vista along Dollins Lane

- Buildings generally 2 storeys in height and have a rhythm to respect the fine grain of the Town. A large monolithic institutional building will not be supported
- Car parking should be retained within the site and not dominate the street frontage
- The preferred location for communal parking would be accessed from Bonnets Lane in the southern part of the site with appropriate boundary definition enclosed by walls, railings or hedges and trees around the proposed parking area to be retained

A noise impact assessment be carried out to inform a project level HRA in order to determine that construction and operational activities will not significantly disturb SPA or Ramsar interest features.

New residential development must also provide heathland mitigation in accordance with Policy H4.



Figure 48: GS3 Principles of Development - Illustrated

7.
A Locally
Distinctive and
Sustainable Place

- 7.1 A Strong Sense of Place
  Development within Wareham
  Conservation Area
- 7.1.1 Wareham within the Town Walls has a very strong sense of place as a result of its history over some 2,000 years. It is clear from the consultation undertaken that this is strongly valued by local residents and is a key factor in attracting visitors to the Town.
- 7.1.2 The Town's strong sense of place comes from:
  - the unspoilt setting provided by the River Piddle and Frome water meadows creating a firm and attractive edge to Wareham Town from the south and north and providing a firm edge to North Wareham;
  - the high-quality landscape north of North Wareham leading to Wareham Forest creating a very tranquil area close to people's homes;
  - The defensive Town Walls themselves, reputed to be the best-

- preserved Saxon earthworks in Western Europe;
- The ancient loose grid street pattern within the Walls providing a clear hierarchy of four principal streets with narrower lanes within each of the four quarters;
- Tight frontages and sense of enclosure of buildings within the Walls creating streets of very high-quality townscape;
- The Quay, Church Green and St Johns Hill providing urban spaces of the highest quality and important spaces for



Figure 49: West Street



Figure 50: Wareham from the South (copyright Alamy)

community activities such as the street market or fairs;

- Many historic buildings in a provincial Georgian style resulting from rebuilding after the fire of 1762 of brick with timber sash windows and fine door cases;
- Some cob cottages in a more vernacular style originally thatched with local reed:
- The radial pattern of roads and paths in northern Wareham, many following tree and hedge lined routes,

focusing on the Railway Station and pedestrian level crossing on the route to the Town Centre.

7.1.3 NPPF para 125 states that plans "should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special

- qualities of each area and explaining how this should be reflected in development."
- 7.1.4 The Wareham Conservation Area boundary is very tightly drawn around the Town Walls. However, it is clear from the Townscape Analysis (Matrix Partnership 2013 and Figure 43) that the water meadows to the north and south of the walled town make a major contribution to the Town's historic character. The Neighbourhood Plan recognises this special interest and recommends that in due course the Local Planning Authority considers extending the Conservation Area to include the setting of the Town.

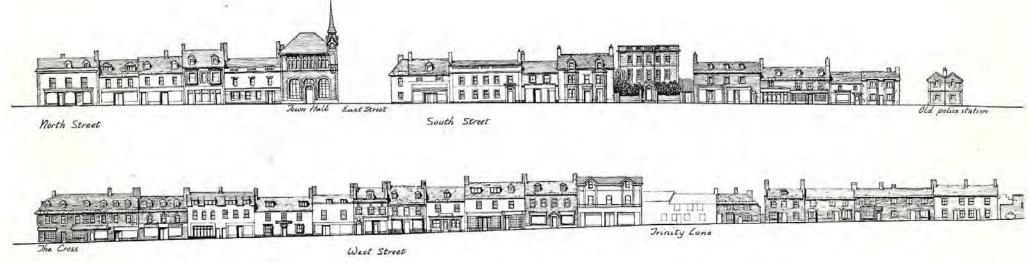


Figure 51: Wareham Street Elevations (Wareham Conservation Study, DCC, 1969)



Figure 52: Wareham Street Elevations (Wareham Conservation Study, DCC, 1969)

7.1.5 A thorough analysis of the townscape character of Wareham Town and north Wareham has been undertaken by Matrix Partnership. This has provided important evidence for the preparation of the policies in this section.

# LDP1 – Design of New Development within Wareham Conservation Area

All new development must demonstrate good quality design which responds to and integrates with the site's context as well as the overall character of the Town. Development proposals which meet the following criteria will be supported:

• The grid street layout of the Town should be maintained and, where

appropriate, continued, avoiding culs-desac where possible;

- Buildings should be sited next to or close to the street with windows and doors to create an active frontage to the street:
- Buildings should be two, or in some instances, three storey in height, but with a ground floor level close to street level and low floor to ceiling heights to respect the smaller scale of older properties within the walls. Roofs should be steep pitched;
- Buildings should be sited on street corners to provide a tight sense of urban enclosure
- Buildings should articulate established plot widths to establish a rhythm to the architecture in a street
- Brick walls or railings should define front garden areas. Paving should be natural stone:

- Parking should be to the rear of or set behind the front face of buildings to avoid dominating the street scene;
- Buildings should respect, where appropriate, the Town's Georgian heritage by either following a simple Georgian style with sash windows with narrow glazing bars and deep reveals or cottage style with casement windows with narrow glazing bars;
- Front doors should be functional not false:
- Building materials should be red/ brown brick laid Flemish bond with narrow joints and plain clay tiles for the roof.
- Meter boxes, flues, pipes (other than cast iron, aluminium or similar down pipes), vents, solar panels, satellite dishes etc. should not be visible from the street.

# 7.2 A Strong Sense of Place Development Outside Wareham Conservation Area

7.2.1 Outside the Conservation Area there is a more varied character to development where a more contemporary approach to design may be taken provided it respects the key urban design criteria set out in policy LPD 2 below.



Figure 53: New Development by Wareham Railway Station

# LDP2 – Design of New Development outside Wareham Conservation Area

All new development must demonstrate good quality design which responds to and integrates with the site's context. Development proposals which meet the following criteria will be supported. Development should:

- Respect site qualities / characteristics of the area including topography, slopes, Seven Barrows Ancient Monument and its setting:
- Provide a street layout which maximizes permeability (choice of routes)

- on the site through, where appropriate a loose grid network of streets that maximises ease of access for the pedestrian and cyclist and connects to nearby developments;
- Provide a clear hierarchy of streets and spaces readily identifiable by their width, alignment and sense of enclosure to reinforce the legibility (ease of finding your way about) of the settlement;
- Build active frontages to create a safe and vibrant public realm with buildings close to or on the back of the street with windows positioned to ensure informal surveillance of all public space;

- Clearly define public space with walls, hedges or railings;
- Ensure that settlement edges are suitably landscaped to soften and assimilate the built-up area into the landscape, as viewed from the surrounding countryside
- Provide parking on plot or nearby and not dominate the street scene;
- Ensure legibility by designing buildings at key locations to incorporate memorable forms or features;
- Develop a local design vocabulary. Establish a palette of locally distinctive architectural features and building materials. Ensure quality workmanship.

## 7.3 Sustainable Design

7.3.1 Climate change is one of the biggest issues for current and future generations to address. Planning and Building design can make a significant contribution towards reducing its impact. Good planning can minimise the need to travel by providing services and facilities within convenient walking and cycling distance; creating more walkable and cyclable places; facilitating the use of public transport;



## LDP3 - Sustainable Design

All new development proposals must contribute to tackling climate change by ensuring that:

- buildings are orientated (where compatible with Policy LPD1) and designed to use passive design features to minimise the need for artificial light, heating and cooling and maximise solar gain;
- the layout of the development maximises opportunities for use of common walls to limit winter heat loss;
- public and commercial buildings meet at least BREEAM Very Good standard
- the design, construction method and materials achieve an energy efficient building and include grey water recycling where appropriate;
- biodiversity is supported through the design of buildings incorporating nesting and roosting spaces and open space supports native habitats and using native species;
- trees are planted to improve biodiversity and air quality and provide shade where feasible;
- open water features are provided which support native habitats and use native species as part of sustainable drainage systems;
- sufficient refuse and recycling storage and bicycle parking should be provided to ensure a high quality and well managed streetscape and encourage cycle use.
- at least 1, and where possible 2, covered cycle spaces should be provided per dwelling
- all new homes should have private amenity space that provides a pleasant space in which to enjoy the outdoors in both sunlight and shade
- details of charging points for electric vehicles should be provided for all new homes and work places

encouraging low carbon energy efficient buildings; supporting biodiversity and

planting trees to improve air quality and provide shade.

Figure 54: 10 Characteristics of Well Designed Places (National Design Guide, MHCLG, September 2019)

# 7.4 Enhancement of Wareham Station Approaches

7.4.1 The area around the Railway Station including Northport and the area north of the Railway is important as a main arrival point into the Town, particularly on public transport, and is very visible from the north. This area has an unattractive and run-down appearance and needs enhancement. This may be achieved by the careful design of new development of rundown sites and a programme of public realm works including soft landscaping.



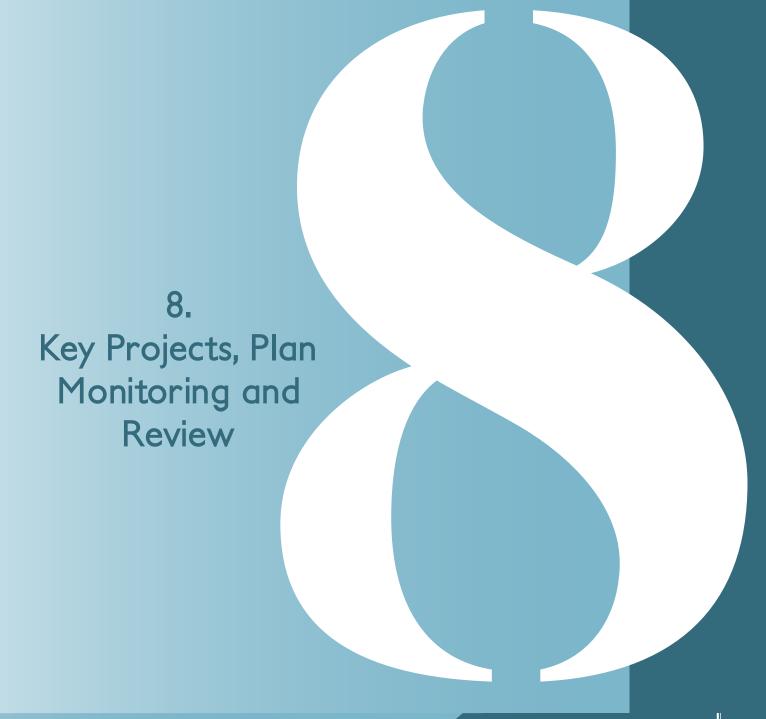
Figure 55: Wareham Station Grade II Listed

## LDP4 – Wareham Station Approaches Enhancement Area

The area around the Station and its approaches shall be enhanced and future development should be of high quality design in accordance with Policy LDP2 to improve the appearance of this important gateway into the Town. Where enhancements may impact on operational railway land, it is recommended that Network Rail is consulted at an early stage. New development must also contribute to tackling climate change as set out in Policy LDP3.



Figure 56: Station Approaches Enhancement Area (LDP4), Bay Platform Safeguarding (PC3), Safeguarding Area for Parking(PC4)



#### 8. KEY PROJECTS, PLAN MONITORING AND REVIEW

# 8.1 Key project 1 – Wareham Railway Station Approaches Area

8.1.1 Wareham Town Council will take a lead role, in partnership with landowners and other parties, in bringing forward and coordinating an enhancement of the area around the Railway Station. This project at the gateway to the Town and wider Purbeck will be the recipient of some of the Community Infrastructure Levy moneys allocated from new development in the Plan Area.

# 8.2 Key Project 2 – Health and Housing Hub

8.2.1 In Partnership with Dorset Healthcare, Dorset Council and the CCG, the Town Council will assist in the delivery of this project and ensure the benefits of the recreation facilities on east and west sides of the former Middle School site are exploited.

#### 8.3 Plan Monitoring and Review

8.3.1 Wareham Town Council will ensure the Neighbourhood Plan is monitored and reviewed.

- 8.3.2 To ensure that the Neighbourhood Plan is actively managed between its adoption and the end date of 2034, and to take into account possible changes in national or local planning policies, the Town Council will monitor the Plan on a regular basis:
- 8.3.3 Every five years following adoption, i.e. in 2025 and again in 2030, there will be a thorough review of progress by the Town Council. The purpose of these reviews will be to guide the Town Council in its stewardship of the Plan, to monitor both development and infrastructure as outlined in the Plan, and to consider the need for proposing a review of, or amendment to, the Neighbourhood Plan to Dorset Council. An earlier review can be triggered by the Town Council if appropriate due to unforeseen circumstances.
- 8.3.4 No later than 2032 the Town Council will again recruit a new Steering Group including members of the community, to decide on the need for a subsequent Neighbourhood Plan, and if so desired, to overview the development of the subsequent Plan.

8. KEY PROJECTS, PLAN MONITORING AND REVIEW Appendices

#### 9. APPENDICES

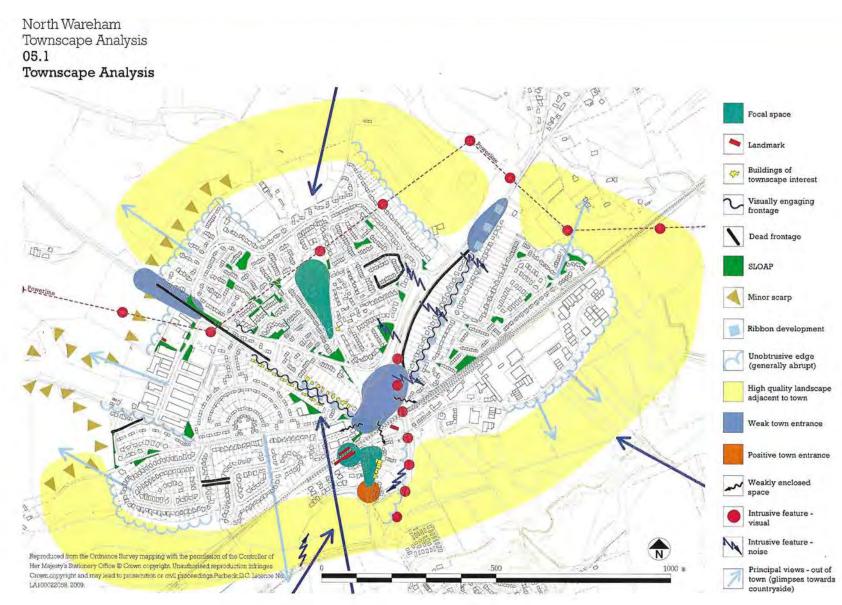
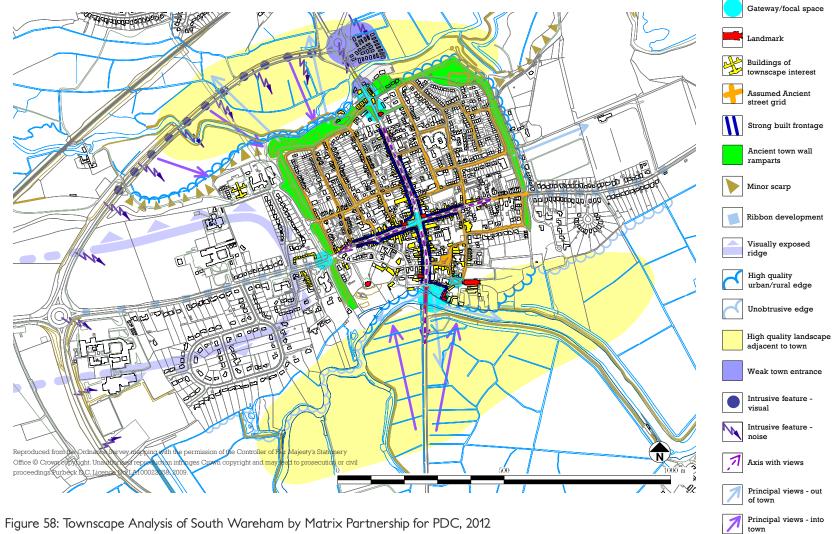


Figure 57: Townscape Analysis of North Wareham by Matrix Partnership for PDC, 2013

#### 9. **APPENDICES**

Wareham Townscape Analysis Townscape Analysis



#### 9. **APPENDICES**

#### **Key Evidence Documents** 9.1

AECOM (2020), Wareham Neighbourhood Plan Strategic Environmental Assessment Report

AECOM (2018), Wareham Neighbourhood Plan Housing Needs Assessment

AECOM (2018), Wareham Neighbourhood Plan Site Selection Report

AECOM (2018), Wareham Neighbourhood Plan Viability Assessment

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Dorset Planning (2018) Local Green Space Assessment Wareham Neighbourhood

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Dorset Planning (July 2018) Employment Needs Assessment Wareham

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Dorset Planning (2018) Walking and Cycling Routes Assessment Wareham Neighbourhood Plan

Examiner (2020) Independent Examination of the Purbeck Local Plan (2018-2034)

Post Hearings Note

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(consultation leaflet and questionnaire)

Purbeck District Council (2018) Local Development Scheme

Wareham Community Plan Steering Group (2005) Wareham Community Plan

Wareham Neighbourhood Plan Statement of Common Ground (August 2019)

Wareham Neighbourhood Plan Steering Group (2020), Basic Condition Statement

Wareham Neighbourhood Plan Steering Group (2020), Consultation Statement

