

Question for both Dorset Council and Wareham Town Council (1)

I would prefer a joint response to this question but if that cannot be successfully achieved, then independent responses should be submitted by the two parties.

1. Dorset Council objects to the retention of the foot crossing at the railway station, as set out in policy PC1 (page 48). It is also confirmed by the Council (in its Regulation 16 response) that ‘ramped and lift options’ have been ruled out. On the Council’s web-site¹ it states that ‘talks will now continue between Dorset Highways and Network Rail to produce a more suitable solution for the community’.

I consider this to be a very important link in the route between Northport and the town. On that basis (and bearing in mind the clearly expressed views of the local community), I would therefore ask Dorset Council in consultation with the Town Council:

- (a) to explain what ‘alternative solutions’ have been considered;
- (b) to summarise the outcomes of that consideration and explain how it is envisaged that this issue will be satisfactorily addressed and over what timescale;
- (c) to confirm my understanding that the lease agreement with Network Rail comes to an end in 2038;
- (d) to confirm whether or not there is any substantive evidence that would lead me to conclude that a solution to the railway crossing, in the form of an electronic barrier or gates linked to the signalling system, cannot satisfactorily be achieved; and
- (e) to establish whether or not there are any modifications to policy PC1 and/or its supporting text, that would add greater clarity to the situation.

[As of 22nd April 2021, the day before the Examiners extended deadline, no draft response has been received from Dorset Council who are taking the lead in drafting a response on this. The Town Council’s response to this question is therefore attached.]

Questions for Dorset Council (10)

Questions for Wareham Town Council (25)

1. Why is there no reference in the Introduction to the WNP to the wider planning policy framework and, in particular, the relationship between the WNP and both the Purbeck Local Plan (2018 – 2034) and the Dorset Council Plan (2021 – 2038)? Could the Council provide a paragraph explaining the relationship between the three plans and (if there has been any change) an up-date to paragraph 1.2.2 (page 1).

There is no reason that such a reference has been omitted other than for brevity.

The Town Council would propose the following paragraph inserted into the text:

The Neighbourhood Plan, once made, will form part of the development plan for the area, alongside the adopted Purbeck Local Plan and the Minerals and Waste Plans. At the time of the plan’s examination a new Purbeck Local Plan had itself been produced and examined and was expected to replace the Purbeck Local Plan Part 1 (2012) in 2021, possibly prior to the Neighbourhood Plan coming into effect. This new Local Plan in turn is expected to be replaced by a new Dorset-wide Local Plan in 2023. The Town Council has worked with Dorset Council to minimise any conflict between the two plans, but where any such conflict does arise, it will be the latest adopted or ‘made’ plan that will take present in decision making.

Having reviewed para 1.2.2 there is no major updates needed at this point in time, but reference could be made to the third sentence along the following lines:

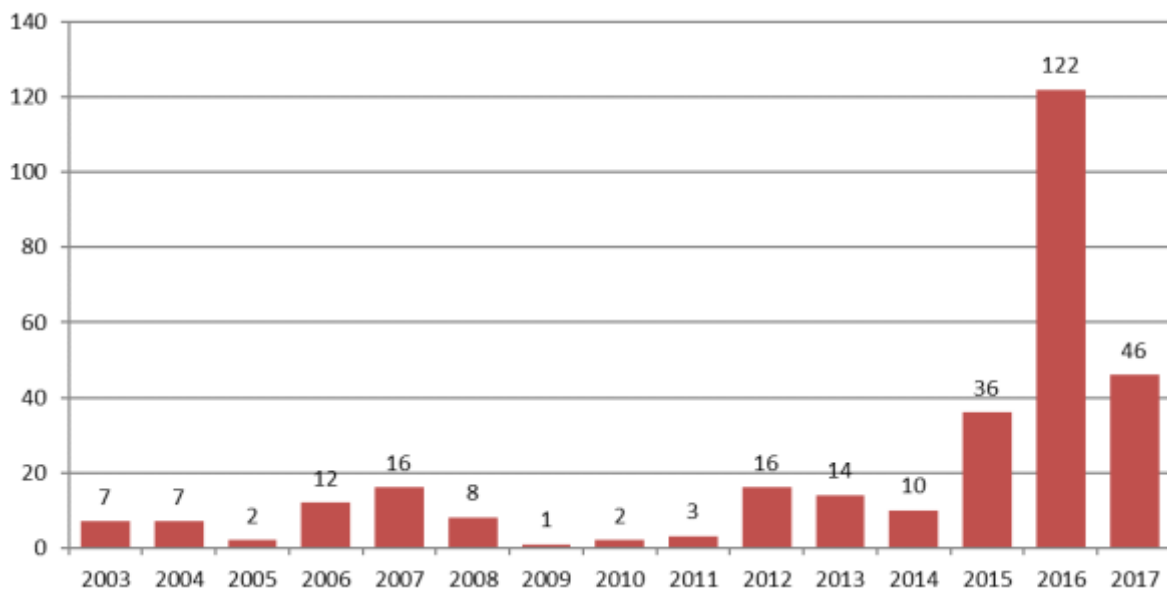
¹ <https://www.dorsetcouncil.gov.uk/roads-highways-maintenance/highway-improvements/wareham-pedestrian-level-crossing.aspx>

“A Public Examination into the soundness of the Plan took place between July – October 2019, following which the Inspector indicated that she is ‘reasonably satisfied at this stage that with Main Modifications the Plan is likely to be capable of being found legally compliant and sound’.”

The Town Council would look to agree an update to this paragraph prior to referendum if the Inspector’s report is received in the intervening period.

2. Policy H1 (page 10) refers to 100 dwellings being anticipated as windfall development. What is the justification for this figure?

When the Town Council examined past build rates for Wareham, using the available monitoring statistics provided by Dorset County Council and Purbeck District Council at that time, this looked at a 15 year period from end March 2003 to March 2017. This was particularly skewed by the delivery of the Worgret Road allocation and the median average (which takes out the influence of these larger sites) for the same period gave a windfall average of 10 dwellings / annum.



For this period some 302 homes were built of which 153 were through allocated sites, giving an average windfall of about 9 dwellings per annum.

In response to the previous version of the Neighbourhood Plan Purbeck District Council confirmed that an average windfall of about 10 dwellings per annum would be a reasonable assumption based upon previous years’ delivery and potential supply of small sites.

Since that time the first draft of the Dorset Local Plan has been published for consultation. As part of the indicative housing target for the Neighbourhood Plan Area the attached paper was provided (Paper: Housing Requirement for Wareham Neighbourhood Plan Area). This has calculated a small site windfall allowance based on completions between 2014 – 2020 (in line with all the other Neighbourhood Plan areas) which in Wareham’s case is based on 53 dwellings within the 6 years ($53/6 = 8.8$) but continuing over a 14 year period (providing 123 dwellings over a 14 year timespan).

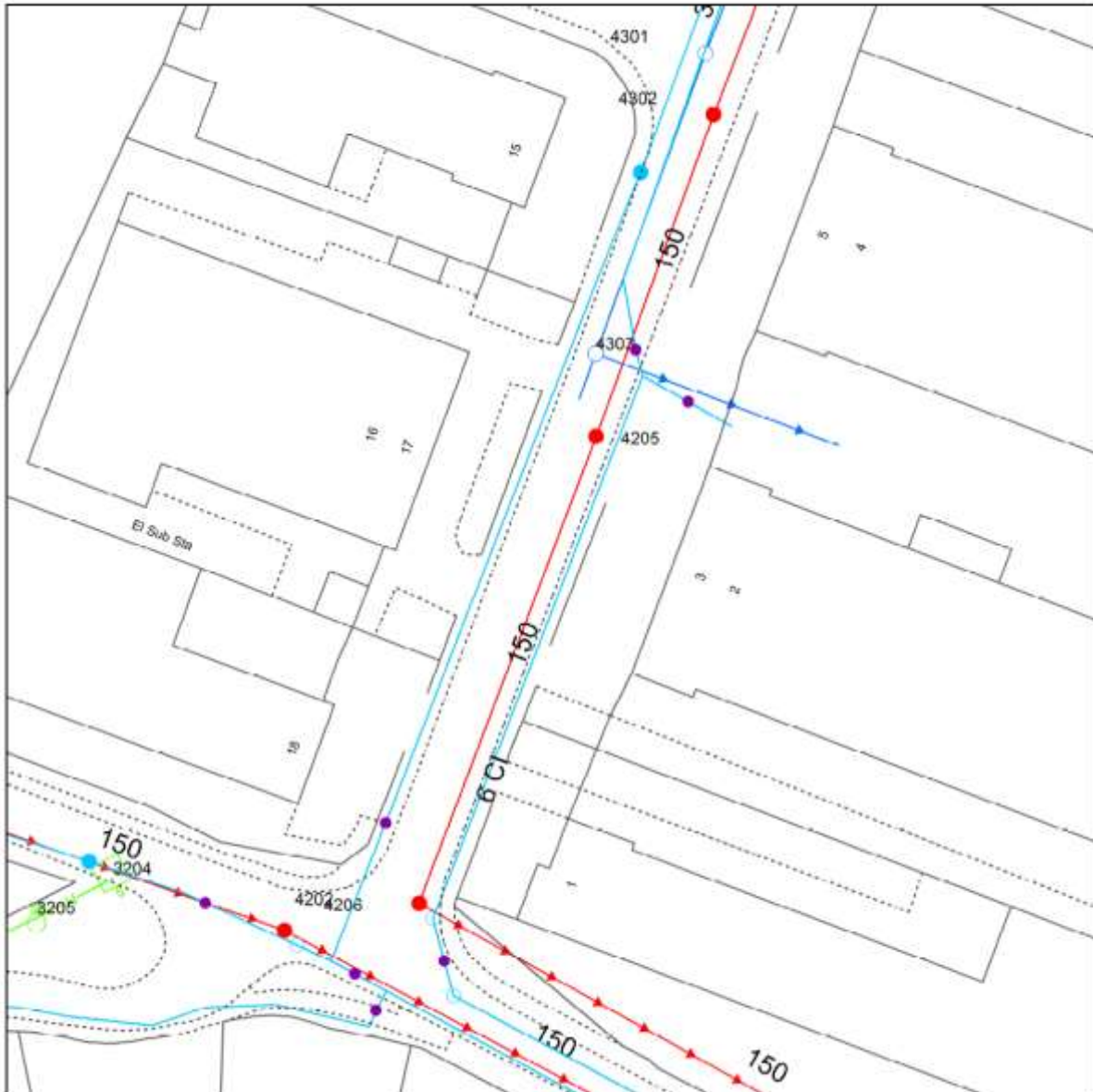
The submission draft of the Neighbourhood Plan is intended to cover a 15 year plan period (to 2034) and therefore equates to an average windfall of between 6 – 7 dwellings per annum. This is lower than the latest rates as predicted and therefore provides some flexibility should past levels of windfall not be sustained, as there would be ample opportunities to identify and address this through a future review of the plan.

3. Is policy H2: Housing Mix (page 12) justified, especially in terms of restricting the number of family homes proposed?

and

4. How will a decision-maker know how to define what is meant by 'predominantly' in policy H2 (page 12)?

Wessex Water Network Map



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WATER MAINS	SEWERS	STRATEGIC PUBLIC	PRIVATE	SECTION 104	OTHER WESSEX PIPES	NON-WESSEX / UNKNOWN
<ul style="list-style-type: none"> Distribution Washout Raw Water Abandoned Private 	<ul style="list-style-type: none"> Foul Surface Combined Abandoned 	<ul style="list-style-type: none"> Public Sewer Public Drain Public Combined Public Abandoned 	<ul style="list-style-type: none"> Private Sewer Private Drain Private Combined Private Abandoned 	<ul style="list-style-type: none"> Section 104 Sewer Section 104 Drain Section 104 Combined Section 104 Abandoned 	<ul style="list-style-type: none"> Rising Mains Effluent Disposal Overflow Syphon 	<ul style="list-style-type: none"> Private Rising Mains Culverted Watercourse Highway Drain Use Unknown Status Unknown
FITTINGS <ul style="list-style-type: none"> Hydrant Other 	STRUCTURES <ul style="list-style-type: none"> Manhole - Foul Manhole - Surface Manhole - Combined Inlet Outfall Lamphole Bifurcation - Foul Bifurcation - Surface Bifurcation - Combined Combined Sewage Overflow 	<ul style="list-style-type: none"> Pumping Station - Surface Pumping Stn - Foul/Combined Vent Column Rodding Eye Catchpit Flushing Chamber Soakaway Non Return Valve Air Valve Hatch Box Washout 	<ul style="list-style-type: none"> Chamber Tunnel Interceptor 	OTHER STRUCTURES <ul style="list-style-type: none"> Attenuation Tank Storage Tank 		
<p>Information in this map is provided for identification purposes only, the warranty as to accuracy is given as implied. The precise route of pipe work may not exactly match that shown. Wessex Water does not accept liability for inaccuracies. Sewers and lateral drains adopted by Wessex Water under the Water Industry Act for Adoption of Private Sewers. Regulations 2002 are to be planned over time and may not yet be shown. In carrying out any works, you accept liability for the cost of any repairs to Wessex Water apparatus damaged as a result of your works. You are advised to commence excavations using hand tools only. Mechanical digging equipment should not be used until pipe work has been precisely located. If you are considering any form of building works and pipe work is shown within the boundary of your property or a property to be purchased (or very close by) a surveyor should plot its exact position prior to commencing works or purchase. If you are proposing to build over or near Wessex Water's apparatus you should contact the Developer Services Team, tel 03275 520333 or e-mail: developer.enquiries@wessexwater.co.uk to discuss your proposals. Details of assets within Wessex Water's land ownership are available through this service.</p>						Date: 13/04/2021 Centre: 391428, 88283 Scale: 1:625 (when printed at A4 size)

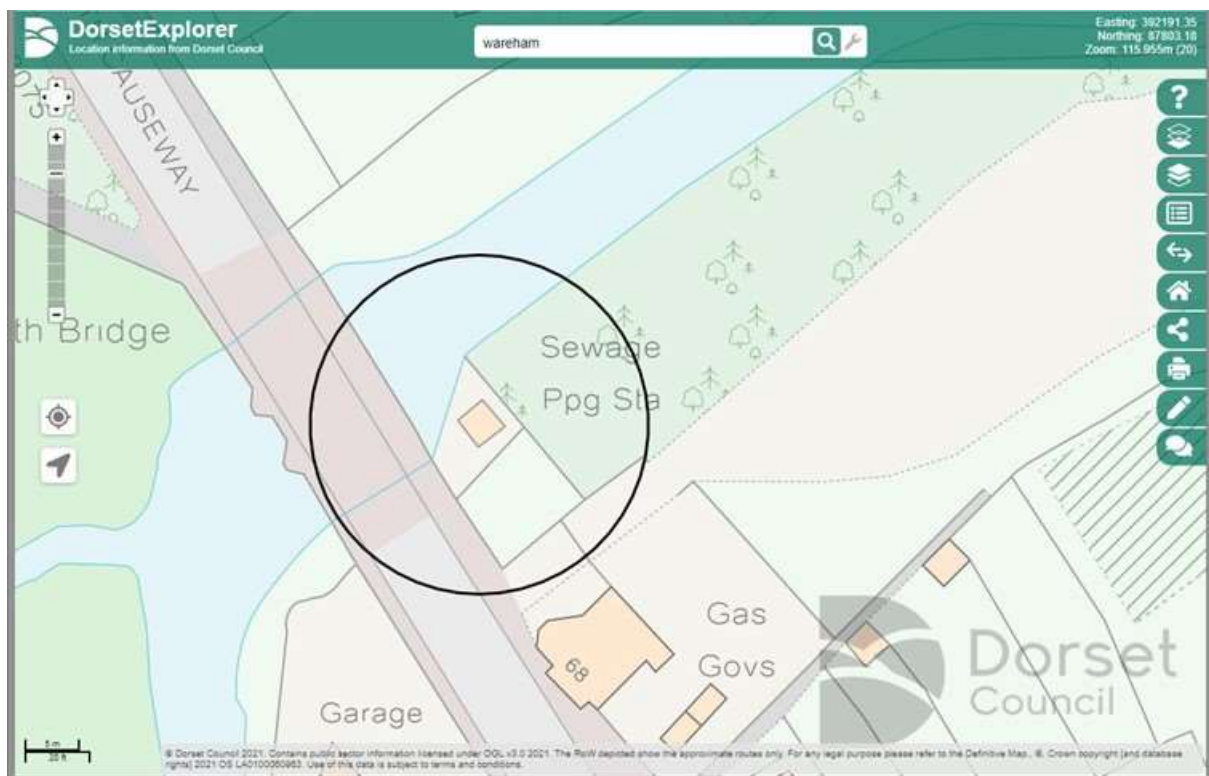
The Town Council considered the Housing Needs Assessment undertaken by AECOM, which noted the significant increase in the number of larger homes in the last inter-census period, and reduction in the number of smaller properties. Looking to the future, the likely need is considered to be focused on small and medium sized housing. The more recent SHMA update supporting the Local Plan (<https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/local-plan-review-purbeck/pdfs/submission-documents/sd20-shma-update-for-purbeck-jan-19.pdf>) similarly concludes that the 4+ bedroom homes should not exceed 25% of the mix of open market housing, and a smaller proportion still of affordable homes. The plan does not prohibit the building of any new 4+ bedroom homes, but looks to ensure that the housing stock delivered should be predominantly smaller dwellings. If considered helpful, the latest SHMA figure of no more than 25% could be referenced either in the policy or supporting text.

5. With regard to policy H5 Westminster Road (page 24), is there any reason to doubt that the presence of existing water infrastructure on the site cannot be satisfactorily addressed in any development proposals?

Whilst this matter was raised by Wessex Water in their Reg 16 response, it was not in the form of an objection and referenced that this could be addressed by either allowing for access or the cost of diversion. The map is attached and does not indicate that the level of site coverage would cause a major issue.

6. With regard to policy H7 Wareham Town Northern Gateway (page 29), Wessex Water (Ref WA01) refer to a pumping station to the north of the gasworks site. Is there any reason to doubt that the presence of the existing infrastructure cannot be satisfactorily addressed in any development proposals?

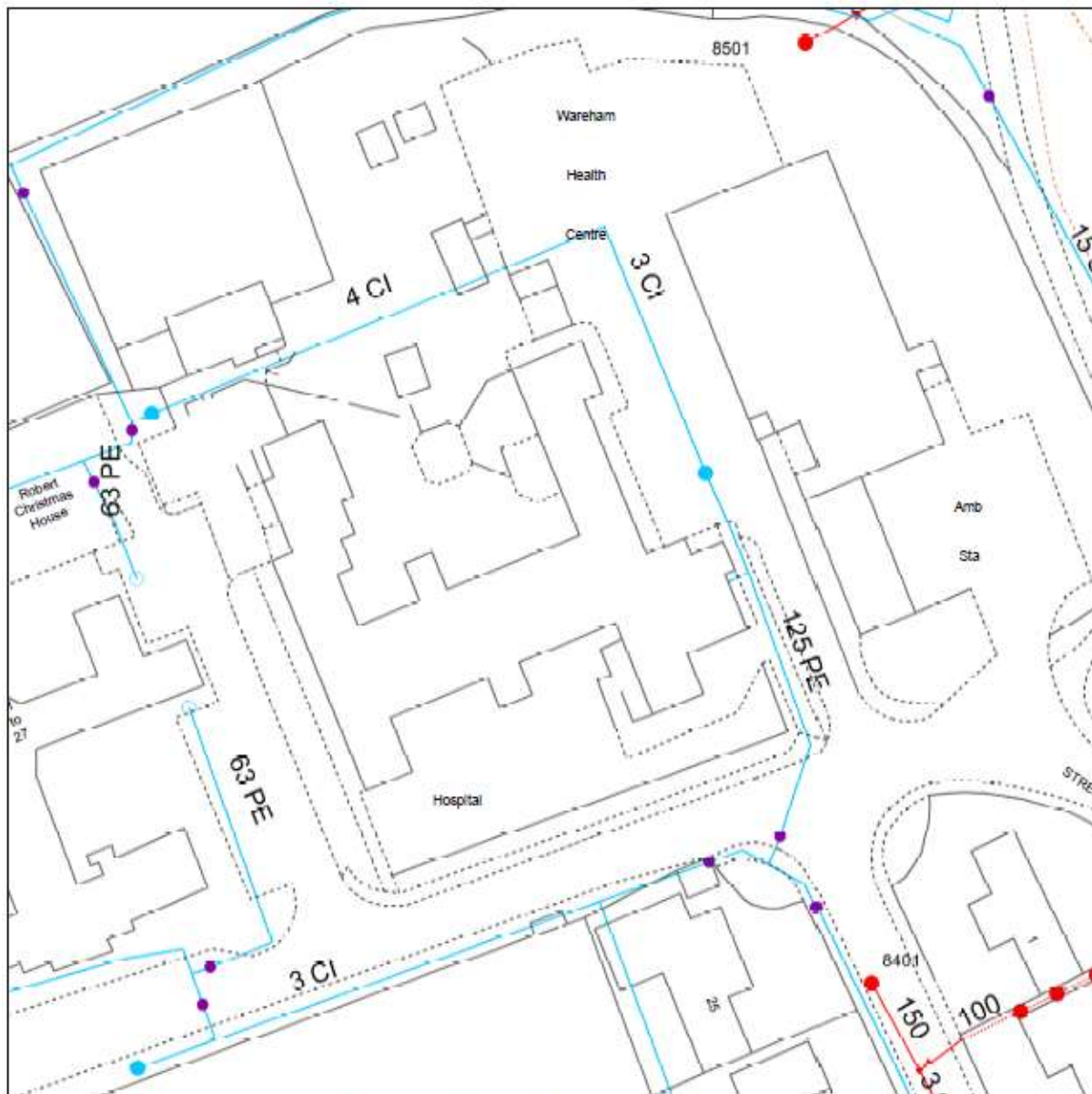
The advice from Wessex Water is that a 15m buffer should be retained. The southernmost edge of the pumping station is approximately 10.5m from the site boundary, meaning that the 4.5m zone at the site entrance (where the road access would be) would be impacted by this constraint. The approximate buffer is shown on the map. Given that this is likely to be used solely for highways access it would not limit the development of the site.



7. With regard to policy H8 Former Hospital and Health Centre (page 31), Wessex Water refer to a water main crossing the site. Is there any reason to doubt that the presence of existing infrastructure cannot be satisfactorily addressed in any development proposals?

Whilst this matter was raised by Wessex Water in their Reg 16 response, it was not in the form of an objection and referenced that this could be addressed by either allowing for access or the cost of diversion. The map is attached and does not indicate that the level of site coverage would cause a major issue, particularly in light of the potential continued use of the existing access (along which the utilities run) and the retention of the mature trees (which again broadly fall within the area through which the utilities run).

Wessex Water Network Map



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Dorset Council Programme Manager for Building Better Lives has confirmed by email (14 April 2021) that this is understood and has been considered through the Development Design Brief work for the site.

8. Can the Town Council confirm that policy GS1: Protection of Local Green Spaces (page 54), would not have any detrimental consequences for any underground infrastructure that crosses an area of LGS?

There is no reason to consider that such development (which may fall within permitted development rights) would have any impact on the openness of recreation functions of the LGS, particularly if underground.

9. Is there any evidence that the housing allocations at Westminster Road (H5 – page 24) and Johns Road (H6 – page 27) will threaten the viability of the industrial estates because of the impacts of noise, pollution and traffic issues on residential amenity? (see paragraph 2.3 of the Welbeck Regulation 16 response – Ref WA10). Are the allocations viable and deliverable and can satisfactory buffering be achieved? Has Dorset Council (through its Environmental Health officers) expressed any concerns regarding the proximity of housing to industry?

The Town Council has no evidence to suggest that this would be the case. Both estates are already in close proximity to residential areas, and there has been no objections to the proposals from the Environmental Health officers of the Council. Westminster Road has housing to the south, east and partly to the west, with the nearest dwelling (Holmlea) within approximately 6m of Unit 18 (Eaton Stonemasons). It is noted that the planning history for the properties at the rear of 26 / 28 Mistover Road (which were proposed in the area close to the) were simply conditioned to have a noise attenuation fence to provide sufficient mitigation in line with the EHO advice at that time. The proposed residential unit to the southern end of the estate would mean that any deliveries to the remaining estate would not be passing the residential area and the site is well removed from the household waste recycling centre. Similarly there is housing immediately to the west and also to the north of Johns Road, including 1 John's Road which is approximately 9m from Unit 6 (Bindon Engineering).

10. In paragraph 3.4.4 on page 23 (Westminster Road) there is a reference to issues of disturbance being 'readily addressed'. In what ways can this be achieved?

This may be simply through the orientation and layout of the site or in the form of similar measure to that adopted with the development at Mistover Road such as the inclusion of noise fencing along the shared perimeter if deemed necessary based on more detailed assessment at the time of the planning application.

11. In the Statement of Common Ground (August 2019,) regarding Mitigation Measures (Bog Lane SANG), in paragraph 3.3 (sites H5 and H6) it states that mitigation may be facilitated by way of a contribution towards Heathland Infrastructure Projects (HIP) provision. Is the Town Council confident, at this stage, that such provision can be satisfactorily secured?

Wareham Town Council has had extensive discussions with Natural England throughout the preparation of the NP and Natural England and the landowner of the Bog Lane SANG were actively involved in the preparation of the Statement of Common Ground. The adopted Dorset Heathlands Planning Framework 2020-2025 sets out how this is to be achieved and the Town Council is confident, at this stage, that such provision can be satisfactorily secured in line with the requirements of Natural England.

12. The aforementioned Statement of Common Ground is not signed by any of the stated parties. Can the Town Council confirm that there was full agreement by all the parties listed in paragraph 1.3 of the document?

Yes, full agreement was reached with all listed parties.

13. I understand that there have been proposals for development on the area covered by policy H7 (Northern Gateway – page 29) in the past, that have not come to fruition. Is there any reason to doubt the delivery of this proposal?

The Town Council has been in discussion with the landowners / developers of both sites who have confirmed their intent to progress plans for development in foreseeable future. The gasworks site was subject to contamination but it is understood that the remedial works have now been addressed. The first phase of such works was given approval in 2006 (ref planning history 6/2006/0005), with the second element, the relocation of the gas governors, following on from the demolition of No. 66 North Street that was approved in 2012 (ref planning history 6/2011/0679).

14. What evidence is there that the relocation of the GP Surgery is achievable (policy H8 – page 31) and what progress has been made on relocating the health and ambulance facilities? Policy H8 introduces an element of doubt in the first sentence. Is there a fall-back position in the event that the relocation cannot be achieved?

The Town Council and NP Steering Group have worked very closely with Dorset Council and Dorset Healthcare throughout the preparation of the NP as this project has developed. The following information has been confirmed by Dorset Council Programme Manager for Building Better Lives (email dated 14 April 2021)

Progress against the relocation of the health facility has achieved the following;

- *As part of the HM Treasury Green Book process we have derived a costed plan for the relocation of the health facility and it is presented in the form of an outline business case*
- *The business case process requires that we consider all options and therefore within it we consider refurbishing the existing buildings, as well as considering alternative sites. The scheme requires significant funding and as such is subject to funds being made available. Dorset HealthCare is currently pursuing funding streams to enable the works. The designs developed for a new scheme do include an ambulance facility, however the South West Ambulance Service are currently undertaking a review and deriving their new ten year strategy. We await the outcome of that work.*

15. Whilst I acknowledge that Table 1 (page 18) sets out the potential number of dwellings for each site, why do none of the specific allocation policies include a housing number?

This is primarily in order to provide flexibility should the detailed design and mix of units enable a higher number than anticipated within the principles of development set out in the policy. It is noted that the submission draft of the Local Plan proposed using the words ‘up to [amount] homes’ which has been changed to ‘around [number] homes’ through the modifications to address the Inspector’s concerns on this (as copied below):

“I appreciate that the housing numbers for each of the housing allocations have been informed by an assessment of site constraints and masterplanning work undertaken by site promoters. However, I am not persuaded from the evidence that as a result of these exercises it is necessary to set definitive or maximum figures for the number of homes on each of the sites. The use of the words ‘about’, ‘around’ or ‘approximately’ when referring to the number of new homes on the sites would ensure consistency with the Framework, avoid ambiguity between the wording of policy H1 and the wording of policies V1, H4, H5, H6 and H7 when referring to the number of homes to be provided on each site and provide a degree of flexibility which does not preclude either more or less homes actually being delivered on each of the sites subject to other policy considerations. Accordingly, I consider this matter should be addressed by Main Modifications to the Plan.”

16. Dorset Council considers that the delineation of the Sandford Lane Employment Safeguarding Area is a strategic matter and that any proposals to modify the boundary should be dealt with through the emerging Dorset Council Local Plan (during which process boundaries will be considered). What is the justification for the Town Council to take a contrary view? (see also Question 8 to Dorset Council).

Whilst the Town Council does not disagree that the Sandford Lane industrial estate is strategic in its importance, what are considered minor changes to the boundary to better reflect the current situation on the ground is considered to be non-strategic in its scope. This is similar to issues such as settlement boundary – the fact that Wareham has a settlement boundary is strategic, but a minor change to its boundary is not a strategic matter (with reference to the point that the basic conditions set out in paragraph 8 of Schedule 4B of the Town and Country Planning Act 1990 (as amended) state that a NP must be in *general conformity* with the strategic policies in the development plan for the area – which is not the same as being in *full conformity*).

As explained in the consultation statement, the main intended change to the delineated area is the exclusion of the Dorset Council's Purbeck Connect centre which we understand caters for adults with learning and physical disabilities and may in the future become available for residential development. Everdene House (to the south side) was approved for conversion to residential in 2013 (PDD/2013/0001) as a result of the Government permitted development rights legislation – so the centre is now in a mainly residential area. The map has an error in that it was intended to also exclude Everdene House from the employment area – and therefore we would ask for leeway to make this correction if the Examiner is minded to agree with the above.

17. Regarding paragraphs 6.2.5 and 6.3.2 (pages 55 and 58):

- What evidence is there that the potential improvements to the Bog Lane SANG will provide satisfactory mitigation for any impact that proposed development may have on Dorset Heathlands?
- What is the timetable for the implementation of these improvements?

Dorset Council published a background paper to the Purbeck Local Plan in August 2019 ([SD93: Strategy for mitigating the effects of new housing on European Sites](#)) which is based on monitoring research undertaken by the Urban Heaths Partnership published in 2018. This included evidence on the existing use of Bog Lane SANG undertaken in 2017 ([Summary of Visitor Monitoring at Bog Lane SANG, Chloe Lewis, 2018](#)).

Natural England have scoped a series of improvements / upgrades to the Bog Lane SANG with Dorset Council officers which would allow the SANG to provide the additional mitigation (such as increased car park size). Table 3 of the Background Paper SD93 states that there is spare capacity for 300 additional homes to be mitigated at the Bog Lane SANG.

The Neighbourhood Plan HRA undertaken by AECOM para 5.13 sets out the strategy for mitigation agreed with Dorset Council, Natural England and the landowner of the SANG at Bog Lane, and para 6.3 concludes that there is no adverse effect on the integrity of European sites alone or in combination. As noted in the SoCG, Dorset Council as the Local Planning Authority will need to carry out an appropriate assessment of each application at the plan stage to ensure that the HIP mitigation is appropriate and secured and sufficient improvements would be implemented prior to the first occupation of additional dwellings. This would be secured through a legal agreement.

18. What evidence is there that policies GS2 on page 56 (former Middle School) and GS3 on page 58 (Bonnetts Lane) are viable and deliverable?

The following information has been confirmed by Dorset Council Programme Manager for Building Better Lives (email dated 14 April 2021)

In October 2019, Dorset Council approved the Purbeck Gateway project, comprising of proposed developments in Wareham at the former Middle School site, Bonnets Lane and Wareham Hospital. Early assessments considered the projects to be viable. A market launch event hosted in January 2020, garnered significant interest from across Investment, Specialist Healthcare, Registered Provider and private Developer businesses.

During 2020, Dorset Council commissioned extensive site investigations and surveys across three sites of the Purbeck Gateway project, including:

- Ecology Report and consultation with Natural England*
- Arboricultural survey*
- Consultation with Highways*
- Drainage and flood risk assessment*
- Heritage Impact Assessment*
- Ground investigations*
- Consultation with Sport England*
- Liaison with local stakeholders and neighbours*

The findings have provided us with a comprehensive understanding of site opportunities and constraints, which have been incorporated into a design and development brief. There are no significant issues arising from these investigations that have not already been accounted for in the masterplanning and we are confident the projects are deliverable from a planning perspective.

More recently, we have undertaken a refresh of the Needs analysis in the Health and Care sectors; accounting for changes and increases in expected demand for accommodation and services and the impact on the care provider market due to Covid-19. Our analysis concludes the accommodation and services set out in our project intentions are still very much needed in south east Dorset and it remains a high priority to deliver this development.

We are currently receiving commercial advice about a range of delivery options, to ensure the council takes the most practical, cost-effective and appropriate course of action to the develop the project.

Even though Covid-19 has caused us to experience delays with this development, it has not diminished our commitment to delivering this project for local people. We will be able to recommend a preferred option to the council later this year, for a decision.

19. In the third line of policy GS2 (page 56), why is the word ‘may’ used. Does this not dilute certainty?

The use of the word “may” was intended to provide some flexibility within the residential uses that could come forward.

It perhaps could read better by moving the mix of house types into a bullet point, so the policies reads:

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 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;*
- residential uses catering for health related needs and key healthcare worker accommodation, which may include extra care housing, a care home facility and/or affordable housing*
- 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....*

20. Can the Council confirm that Network Rail were consulted on the WNP (submission draft) but that no response was received?

The Town Council undertook the Regulation 14 pre-submission consultation and sent an email to the two contacts for Network Rail (AssetProtectionWessex@networkrail.co.uk; TownPlanningSE@networkrail.co.uk) along with the other consultees on 27/02/20. An automated reply to confirm that the e-mail had been received by the Network Rail Asset Protection Team (Wessex Route) was received dated 27 February 2020 23:33. A reminder was sent on the 14/04/20 and a similar automated response received. A further notification of the extended consultation was sent on 28/05/20. The two emails were passed to Dorset Council who conducted the Regulation 16 submission consultation.

21. Paragraph 5.1.7 (page 49) refers predominantly to ‘protecting’ the former northern bay platform for use by trains (at some time in the future) to and from Swanage. Policy PC3, however, safeguards the former platform for any use that supports sustainable transport. It is therefore conceivable that another use, for example a bike-hire business, could use the land (or some of it). Is there a reason why the policy is not focussed solely on the re-use of the platform by train services?

The main focus is intended to support the sustained re-use of the railway. The original policy wording in the previous version of the plan had been:

“The reopening of the Swanage Railway to Wareham is supported and the currently vacant north side bay platform at Wareham Station shall be safeguarded for possible future use by trains to and from Swanage.”

The policy was revised in light of the Reg 14 comments from Natural England, but it may be that in doing so the clear intent in relation to the rail-related use has been lost. Alternative wording that may work better could be:

“The bay platform at Wareham Station as indicated on the Policy Map shall be safeguarded for possible future use by trains to and from Swanage. In the interim uses that support sustainable transport will be supported provided they do not compromise future rail 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.”

If the examiner is agreeable to the above amendment, para 5.1.7 will also need to be amended slightly to accord with this.

22. In the last section of policies H5 (Westminster Road – page 24), H6 (St Johns Road – page 27), H7 (Northern Gateway – page 29), H8 (Former Hospital – page 31), H9 (Settlement Boundary – page 33) and policy GS3 (Bonnets Lane – page 58), there is a reference to providing heathland mitigation in accordance with policy H4 (page 15). However, policy H4 does not specifically refer to either ‘heathland’ or ‘mitigation’. Can the Town Council consider if there is a way of providing a closer relationship between the aforementioned allocations and policy H4 (through a modification to the text/policy)?

The Town Council has been conscious of the need to cover the Habitats Regulations requirements sufficiently in the Neighbourhood Plan and the need to avoid unnecessary duplication, and is conscious of the detailed policies that are now at a relatively advanced stage in the Purbeck Local Plan. The issue might be helped by amending the final part of the first sentence of the policy to read:

Development will only be supported where it would not lead to an adverse effect upon the integrity, either alone or in-combination, directly or indirectly, on nationally, European and internationally important sites, including Dorset heathlands and Poole Harbour

At the end of para 3.3.2 it may also be helpful to cross reference the Local Plan by the following addition:

This policy should be read alongside the more detailed policies on the Dorset Heathlands, Poole Harbour (with reference to nitrogen neutrality and recreational effects) and the potential use of developer contributions to provide mitigation, as contained in the Local Plan.

23. Policy PC1 (page 48) places emphasis on pedestrian and cycle routes within the WNP area and includes reference to the importance of routes to the town centre and the main movement attractors. Whilst acknowledging they are outside the Plan area, is there any reason why a reference to cycle/pedestrian links from the town to the surrounding countryside (e.g. for leisure purposes) has not been included?

Not specifically, and Wareham Forest is noted as a key recreation destination (in addition to the Recreation Ground and Playing Fields) in the table on page 47. Due to the limited geographic scope of the plan this was not the focus of the policy, and given the sensitive nature of the surrounding area to recreational pressures any proposals for new or improved recreational trails would need to be carefully considered.

24. Policy GS1 (page 54) on Local Green Space refers to protecting Castle Close garden. Can the Town Council confirm that the owner of that land has been advised accordingly, having regard to the advice in the PPG on open space, sports and recreation facilities, public rights of way and local green space²?

Having checked our records it appears that the landowners were not contacted. The reason for this omission was that the site was already identified as 'green infrastructure' in the adopted Local Plan (Policy GI) and is proposed to retain a similar status under policies I4 (Recreation, sport and open space) and E2 (historic environment) of the revised Purbeck Local Plan, as the LGS designation would not significantly change this protection. Whilst the policy overlap does provide a degree of duplication, the importance of this space within the town (considered to be of significant historic and landscape value) may have been wrongly questioned should the space be omitted from the LGS list. We have obtained the 3 landowner's contact details who are all local residents and therefore would have had the opportunity to comment on the many drafts, but we would be happy to contact them direct if this were considered necessary. The three parcels of land [names of landowners can be made available on request] are:

- Land adjoining Castle Garden, Pound Lane, Wareham - acquired by the current landowner 13.10.2003
- [Castle Close, 8 Pound Lane, Wareham (BH20 4LQ) - acquired by the current landowner 29.10.2015
- 14 Pound Lane, Wareham (BH20 4LH) - acquired by the current landowner 03.06.2019 but known to be a Wareham resident / business owner before this

25. The last bullet point of policy LDP3 (page 66) refers to charging points for electric vehicles but there is no reference to the number of such points that might be required for each land use (or even to where the appropriate standards might be found). Could the Town Council provide appropriate clarity on the matter?

² PPG Reference ID: 37-019-20140306.

The Town Council is aware of the proposed changes to building regulations (which was subject to consultation in late 2019 and a response awaited - https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/818810/electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf) that for every new dwelling (including change of use) with an associated dedicated on-site car parking space there must be a chargepoint (ie one chargepoint per dwelling rather than per parking space) – a similar approach is also proposed for non-residential dwellings. The Town Council would be happy for this level of provision to be reflected in the policy or supporting text as a requirement that ‘should’ be met.