



# Wareham Neighbourhood Plan



REFERENDUM VERSION 2019 - 2034

September 2021



Figure 1: Wareham Neighbourhood Plan Area

In 2015 Wareham Town Council decided that it would prepare a Neighbourhood Development Plan so that major decisions on the location of development and related matters could be made locally. A Steering Group made up of Town and District Councillors and representatives of local organisations or sectors, chaired by Cllr Keith Critchley, and supported by the hard work of a dedicated team of volunteers, have produced this Plan.

In Summer 2016 the District Council consulted on site options for their Local Plan Review. These included 205 homes north and west of Northmoor Park and 500 homes west of the Bypass at Worgret. The Steering Group consulted local residents and found widespread opposition to these proposals. Rather than just object, the Group decided to adopt a positive approach and formulate alternative proposals which had greater community support.

Throughout the process of preparing this Plan there has been a concerted drive to consult all who live in Wareham and to involve the whole community through drop ins, presentations, exhibitions and formal consultations.

The initial consultation identified five key issues facing the town. These were:

- Providing housing and development to meet local needs
- Maintaining a thriving town centre
- Ensuring a pedestrian and cycle friendly town
- Protecting valued green spaces and community facilities
- Keeping a locally distinctive place

These issues led to five key objectives for the Plan to achieve and these provide the structure for this document. It sets out a vision and objectives for the future of Wareham, and planning policies and development guidelines for our preferred sites for new housing and other development to be built over the next 15 years.

The first Pre-Submission draft Plan was published for consultation between the 1st June and the 13th July 2018. Eighty-five comments were received, the majority in support of the Plan as drafted. All were carefully considered and a number of amendments were made to create

the Submission Draft Plan.

Following Submission to Purbeck District Council in October 2018, two key changes occurred. Firstly, it was not possible to agree with the landowner the provision of deliverable Suitable Alternative Natural Greenspace (SANG) west of Westminster Road to mitigate the effect of new development on internationally protected sites. Alternative mitigation arrangements have since been agreed and are set out in a Statement of Common Ground between the Town Council, Dorset Council, Natural England and the owner of the Bog Lane SANG.

## FOREWORD

Secondly, the District and County Councils in Dorset were replaced by Dorset Council in April 2019 and in August 2019 they published new plans for the former Middle School site and redevelopment of the Bonnets Lane site. These proposed higher numbers of dwellings than before which meant that the housing requirement for the Town can be met within the existing settlement boundary without using greenfield land.

The revised Draft Plan was subject to further consultation and then submitted to Dorset Council who arranged for its independent examination by David Hogger BA MSc MRTPI MCiHT. The Examiner recommended a number of modifications that have now been made to produce this final version. He also recommended that the Plan, once modified, could be put to the Town residents who would have the final say through the referendum on whether or not it should be used to help decide planning applications in the Neighbourhood Plan area. The referendum has been scheduled for September 2021.

We are grateful for the support of Dorset Council (and its predecessor Purbeck District

Council), Wareham Town Council and the Ministry of Housing, Communities and Local Government (MHCLG) in preparing this Plan. MHCLG appointed consultants AECOM to provide technical support for which we are very grateful. Sasha White QC and Anjoli Foster from Landmark Chambers, London, have provided legal advice.

I commend this Plan to you and thank all who have contributed to this major undertaking. Following the extensive consultation which has taken place, I believe that the Plan reflects the will of most of the local community and should allow our Town to develop in a measured and positive way.

Clr Keith Green Town Mayor 2021-22



Figure 2: Wareham Local Plan Consultation Event

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Abbreviations used in this Plan:

- AONB – Area of Outstanding Natural Beauty
- CIL – Community Infrastructure Levy
- DC – Dorset Council
- HRA – Habitats Regulations Assessment
- MHCLG – Ministry of Housing, Communities and Local Government
- NPPF – National Planning Policy Framework
- PDC – Purbeck District Council
- SAC – Special Area of Conservation (international nature conservation site)
- SAM - Scheduled Ancient Monument
- SANG – Suitable Alternative Natural Greenspace
- SPA - Special Protection Area

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# 1. Introduction



# 1. INTRODUCTION

## 1.1 The Neighbourhood Plan Area

1.1.1 The Neighbourhood Plan area establishes the area in which this Neighbourhood Plan will have effect. The area was agreed by Purbeck District Council in September 2015 and covers the whole of Wareham Parish (see Figure. 1).

## 1.2 The Plan Period

1.2.1 At the time of writing this Plan, the Purbeck Local Plan Part 1: Planning Purbeck's Future (2012) was the adopted plan for the area, setting out the strategic vision and planning policies for the period 2006 - 2027.

1.2.2 The Neighbourhood Plan, once made, will form part of the development plan for the area, alongside the adopted Purbeck District Local Plan Part 1 and the Minerals and Waste Plans. At the time of the examination of this Plan, a new Purbeck Local Plan has been produced and is being examined. The examination hearing sessions into the soundness of that Plan took place between July and October 2019 and the Inspector has indicated that she is 'reasonably satisfied that with Main Modifications the Plan is likely to be capable of being found legally compliant and sound'. This 'new' Local

Plan, in turn, is expected to be replaced by the Dorset Council Local Plan in 2023. The Town Council has worked with Dorset Council to minimise any conflict between the two plans, but should such conflict arise, it will be the latest adopted or 'made' plan that will take precedence in decision making.

1.2.3 A review of the 2012 Local Plan is currently underway, looking further ahead to 2034. The Purbeck Local Plan 2018 - 2034 was submitted to the Planning Inspectorate for examination in January 2019. A Public Examination into the soundness of the Plan took place between July – October 2019. To align with the emerging Local Plan, this Neighbourhood Plan covers the period 2019-2034. Changes to the Local Plan or local circumstances may trigger the need for the Neighbourhood Plan to be reviewed and updated before then. Should this be necessary there will be full local consultation before any changes are made.

## 1.3 Historic Development of Wareham

1.3.1 Wareham has a long history which spans some two thousand years. The presence of high-quality minerals in the area including clay, stone and shale was exploited by the Romans. The "black burnished" pottery ware produced here

is found throughout Britain in places occupied by the Legions. The location of Wareham on a south facing ridge between the two rivers Frome and Piddle was well chosen and the Town developed as a small market centre and port. In about 700 St Aldhelm, first bishop of the West Saxons, founded a nunnery and imposing stone-built church.

1.3.2 In the ninth century Viking raids led Alfred, King of Wessex, to fortify the Town by building earthen ramparts 2,200 yards in extent which surrounded the Town to the west, north and east, the south side being defended by the river. The rectilinear street pattern of the Town dates from this period and together with the Walls, gives the historic Town a very distinctive character.

1.3.3 By the time of the Norman invasion in 1066 Wareham was Dorset's largest borough with three hundred houses, a population of over 1,000 and two mints producing coinage. The Normans built a motte and bailey castle in the south west quadrant of the Saxon town and the present curved streets of Trinity and Pound Lane follow the castle inner and outer baileys.

1.3.4 However, Wareham's fortune changed due to the silting of the river and the

## 1. INTRODUCTION

growth of Poole which received a royal charter in 1248. This led to a decline in the Town's fortunes to a modest medieval market centre.

- 1.3.5 In 1762 a disastrous fire started at the Bull's Head Inn in South Street leading to the devastation of the Town and the loss of 133 buildings. The rebuilding that subsequently took place was of brick-built houses in the Georgian style which gives a strong homogeneity to the buildings along the main streets today.
- 1.3.6 In 1847 the railway arrived linking Wareham with Dorchester, Southampton and London. Development grew up around the station with Victorian houses, lodgings and the Railway Hotel.
- 1.3.7 The flood plains to north and south of the historic town have restricted the scope of development to the more elevated ridge to the east and west, and the rising land to the north of the Railway Station.
- 1.3.8 Development in the first half of the 20th Century was very limited. Within the Walls the Borough Council built council housing at Bells Orchard, Nundico and Edward Crescent and private ribbon development occurred along Sandford Road, Bestwall Road and Worgret Road.

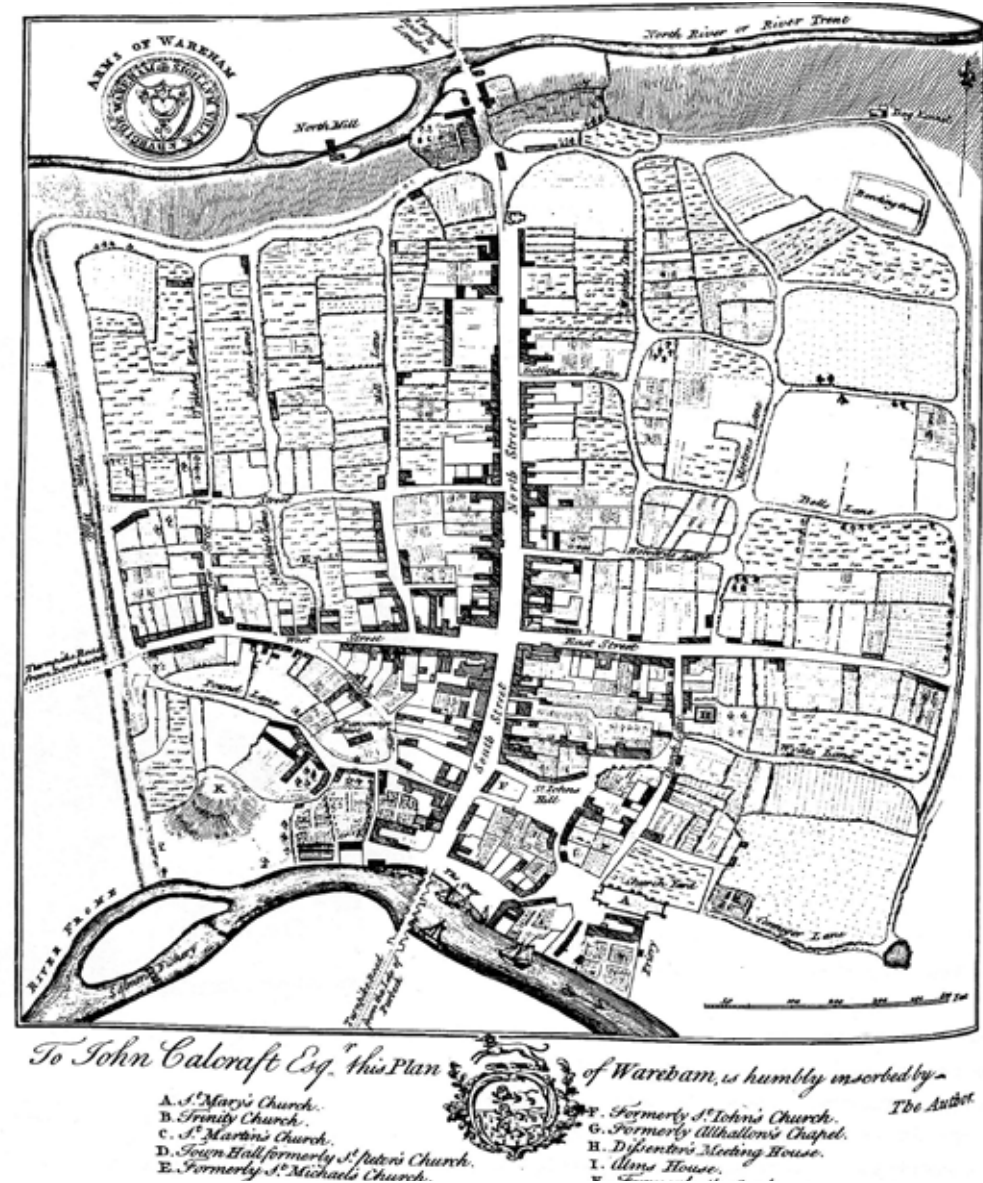


Figure 3: Plan of Wareham from "The History and Antiquities of the County of Dorset" by John Hutchins 1774

# 1. INTRODUCTION

1.3.9 The major growth period occurred in the 1950s to 1970s partly fuelled by the growth of employment at nearby Poole and partly by the Government decision in 1956 to build an experimental nuclear reactor site at Winfrith Heath to the west. This led to the need for more housing for the rapidly expanding workforce. The Winfrith site opened in 1961.

1.3.10 Development of bungalows and detached private houses in Bestwall Road commenced in the late 1930s and in Stowell Crescent in the 1950s and 1960s.

1.3.11 North of the railway line there was rapid expansion with the Kingsbere Estate of Council houses in the late 1940s and 1950s, and Walls View Road, Wessex

Oval, Northport Drive and Drax Avenue in the 1960s. Northmoor Park, a large housing estate, commenced in the late 1960s. Since then development has been incremental infilling, around an average of about 10 dwellings per year other than in 2015-17 when the Westgate development was completed to the west of the town with 153 homes.



Figure 4: Wareham 1938 OS Map



Figure 5: 1980 OS Map illustrating the development growth to the north of Wareham

# 1. INTRODUCTION

1.3.12 The presence of the floodplain of the River Piddle together with the railway line and, since 1980, the bypass, has resulted in a town divided into two parts with a single foot and cycle path connecting the two.

## 1.4 Wareham Today

1.4.1 Today the Town functions as an administrative and service centre for the Purbeck area with offices for Dorset Council and Aster Housing Association, primary and secondary schools, library, sports and health centres for the area together with local shops and other services. The current population of the Town is 6,025 (2017 ONS mid-year estimate), but many of its facilities and services are used by those living in the surrounding villages, and the Town is estimated to have a total catchment population of about 28,000. The close proximity of the Bournemouth, Christchurch and Poole conurbation (population 400,000), 8 miles to the east and the good communications by rail and road, also means that inevitably many residents will choose to work, shop and

enjoy leisure facilities in the conurbation.

1.4.2 The Town, like many in rural Dorset, has an ageing population as illustrated in Figure 6. Fourteen percent of the population are aged between 0-15 (19% in England and Wales) and 30% are aged 65+ (18% in England and Wales). The proportion of elderly residents is set to increase.

1.4.3 The Town comprises some 2,557 households (ONS 2011). Sixty-eight percent are owner occupiers, 16% rent from the public sector and 14% from the private sector. Second homes comprise about 2% of the housing stock (which is comparatively low compared to the more coastal areas in Purbeck). Median house prices are high - £450,000 for a detached house, £270,000 for a semi-detached, £260,000 for a terraced and £180,000 for a flat (Land Registry 2016).

1.4.4 In Purbeck lower quartile house prices are 10.8 times earnings (ONS 2017). The difference between house prices and wage levels means that it is very difficult for many local residents to afford their own home.

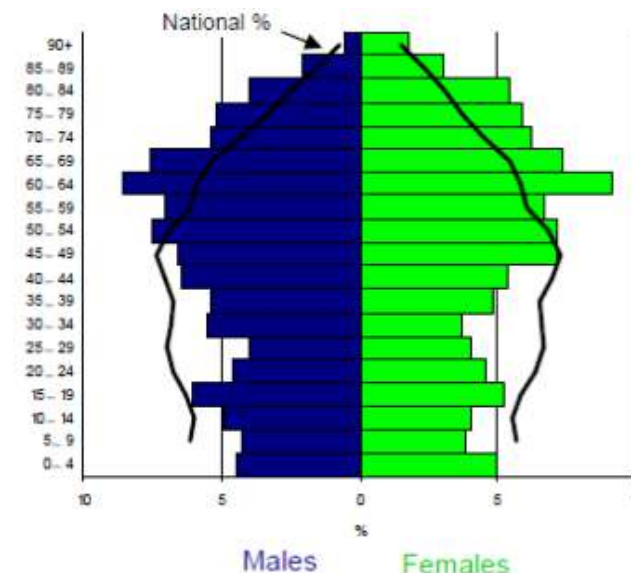


Figure 6: Wareham Parish Population Pyramid 2011



Figure 7: 1970s Housing at Northmoor Park



## 2. Our Vision, Objectives and Themes

## 2. OUR VISION, OBJECTIVES AND THEMES .....

### 2.1 What people told us...

2.1.1 Our first consultation, which took place in late 2015, was to find out what local people thought were the key issues and opportunities for Wareham. During July/August 2016 a consultation was carried out on options for future housing, including proposals proposed by the District Council in the review of the Local Plan, and a further survey was conducted in Spring 2017. The main issues that came forward from those early consultations highlighted:

- the desire for more housing that would help local people and young families buy or rent homes. However, the large-scale proposals for development being promoted in 2016 through the Local Plan Review, to the north (205 houses) and west of the town (500 houses), were not supported, whereas options involving brownfield sites (such as the regeneration of Westminster Road Industrial Estate and development on the Health Centre and Hospital sites) were supported.
- general support for more jobs for local people
- the importance of improving local healthcare facilities and bringing these into one place
- the benefits of good walking and cycling links and concerns that these were not well planned or maintained
- the vital importance for accessibility to the Town Centre shops, post office, schools and facilities of retaining the ground level railway crossing for pedestrians and cyclists
- the importance of a thriving Town Centre – and the need for good access and parking, and a clear role and identity for the town
- the high value placed on the strong and distinctive character of the Town, its buildings and its landscape setting.
- the area’s green spaces and recreation facilities – in particular the Purbeck School, former Middle School and Wareham St Mary Primary School playing

## 2. OUR VISION, OBJECTIVES AND THEMES

fields, Wareham Recreation Ground, Hauses Field, the Sward north of the Station, the allotments (Bestwall and Northmoor), The Quay, the Common and the water meadows should be protected from development.



Figure 8: West Walls Scheduled Ancient Monument

### 2.2 The overarching Vision and main Objectives

2.2.1 Based on the issues and opportunities that were most important to local people, the following vision for the Town was agreed.

“

A charming, historic Saxon walled town, with a thriving retail centre and a strong and united community, located in a unique natural setting as the gateway to the Isle of Purbeck

”



Figure 9: Wareham Quay

## 2. OUR VISION, OBJECTIVES AND THEMES

2.2.2 Following from this, five objectives were identified to guide the Plan and decisions on planning applications.

2.2.3 These were:

### CHAPTER

3

#### HOUSING AND DEVELOPMENT TO MEET LOCAL NEEDS

Identify the main sites to be developed to deliver the housing needed between 2019 - 2034

4

#### A THRIVING TOWN CENTRE

Protect the vitality of the Town Centre, by retaining the diversity of shops and leisure facilities and having accessible car parking and public toilets. Outside of the town centre, the local shopping parade in Carey Road should continue to meet the day-to-day needs of local residents in north Wareham

5

#### A PEDESTRIAN AND CYCLING FRIENDLY TOWN

Retain and improve the key routes linking the various parts of the Town with the Town Centre, for pedestrians and cyclists

6

#### VALUED GREEN SPACES & COMMUNITY FACILITIES

Protect and enhance the valued green spaces within the Neighbourhood Plan area. Ensure that the community facilities for local residents can be provided locally, where such needs arise

7

#### A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE

Protect local character, by making sure the design of new development reflects the local traditions and materials, or develops in new ways which complement the existing styles. Tackle Climate Change through sustainable design and layouts.

2.2.4 Together these objectives aim to create a more sustainable Town. Each of the themes are covered in turn in the sections of the Plan that follow.



# 3. Housing and Development



### 3. HOUSING AND DEVELOPMENT .....

#### 3.1 The Purbeck Local Plan 2018-2034 and the Housing Requirement

3.1.1 During the preparation of the Neighbourhood Plan discussions took place with the former Purbeck District Council over the amount of housing that the Plan should seek to provide. It was recognised that any figure should take into account the constraints and opportunities in and around Wareham and the opportunities to meet the wider District needs elsewhere.

3.1.2 Purbeck District Council has provided an indicative housing requirement for Wareham over the period 2019 – 2034) of 300 new homes (including windfall). This figure has been included in the Local Plan Submission 2018-2034.

#### 3.2 How much housing development is needed?

3.2.1 There is no definite housing target for Wareham in the adopted 2012 Local Plan, but there is a target of 475 dwellings, or 22 - 23 dwellings / annum for 2006 to 2027 for the Central Area which includes Wareham, Sandford and Stoborough. As of March 2018, 314 dwellings had been completed and a further 57 dwellings with consent, leaving sites for a further 104 dwellings to be found in this wider

area. The Local Plan is currently being revised and will cover the period 2018 – 2034.

3.2.2 Monitoring records going back to 2001 indicate that the average build rate in Wareham has been around 18 dwellings a year including a significant period of growth in the last few years. Projecting this rate of growth forward would indicate the need for about 270 dwellings in the 15-year period.

3.2.3 Over the past 15 years, excluding 153 homes at the Westgate development (which was a Local Plan allocation), 149 homes were completed on small unallocated sites under 10 units, making an average “windfall” development of 10 dwellings pa. An assessment has been made of potential infilling sites and this confirms that there is potential for this rate to continue. However, it is considered prudent to assume a 33% discount rate to the past average to provide a robust assumption on windfall housing deliverability. At least 100 dwellings are therefore expected to be delivered through normal small-scale planning applications known as windfall development. For example, the site known as Cottees Market gained planning permission for 9 residential units in February 2019, and development commenced in late 2019.

3.2.4 The National Planning Policy Framework (NPPF) 2018 proposes that local plans should set out a housing requirement for designated neighbourhood plan areas (paras 65 and 66). Following discussions, the former Purbeck District Council provided an indicative housing requirement for Wareham of 300 new homes (including windfall) equating to an average of 20 per year. This requirement was included within the Submitted Local Plan 2018 – 2024 policy H2. Through the examination of the emerging Local Plan in 2019, the housing target for Wareham was confirmed as 203 dwellings (excluding completions and extant consents as at 1 April 2019 and any windfall allowance). Details of the site allocations chosen to meet this requirement are given in section 3.3.

#### Policy H1 – Housing Requirement

Over a period of fifteen years from 2019 to 2034 about 300 new dwellings (on average 20 per year) are proposed for the Neighbourhood Plan Area of which 100 are anticipated as windfall development, and 200 through site allocations. This level of growth is expected to meet the housing requirement for the Neighbourhood Plan Area over the Plan period.

### 3. HOUSING AND DEVELOPMENT .....

#### 3.3 Type and size of housing

3.3.1 Within the overall number of dwellings built, planning policy can influence the mix in terms of type, tenure and size. The 2012 Local Plan sought at least 40% of homes to be built as affordable housing types (and at least 50% in any extensions to the settlement), primarily for rent. This is changing slightly through the Local Plan 2018-2034, with a requirement of 40% on larger sites of 10 or more homes (or 0.5ha in size), reducing to 30% on previously developed (brownfield) sites. The most recent Strategic Housing Market Assessment suggests nearly all market housing should be 2 or 3 bedrooms, with a greater emphasis on 1-bedroom homes in the affordable housing provision (about a third of that provision).

3.3.2 A Housing Needs Assessment has been undertaken specifically for Wareham Town by consultants AECOM. This shows that the need for affordable housing in the Neighbourhood Plan area is clear. The affordable housing register shows a strong demand for affordable homes, particularly 1 and 2 bedroom rented

properties, with over 100 households in housing need either living in or having a connection to Wareham (and many more with no current local connection). Nearly all the existing affordable housing stock in Wareham is for rent, with very few shared ownership or similar properties available locally. Affordability levels in Wareham have worsened in recent years, as a result placing greater pressure on the private rental sector to meet local needs.

3.3.3 Estate agents said that they had few enquiries from first time buyers as properties are largely beyond the price that people on local wages at the beginning of their career can afford. Alternative affordable housing products, such as shared equity, discounted market sales housing and starter homes, could provide an opportunity for first-time home buyers to get on the housing ladder, although the level of discount would need to be more than the minimum 20% to be affordable to local households on an average income. An analysis of the existing housing stock highlights the fact that Wareham has fewer flats and apartments, particularly with 2 bedrooms, than typical of the

area, and in contrast a higher number of terraced homes.

3.3.4 The household trends and projections point towards much higher growth in one-person households and the proportion of elderly residents, and far fewer households with three or more dependent children. There is a clear trend of older people downsizing, with a greater tendency to choose a flat or apartment, in both the affordable and market housing sectors.

3.3.5 The estate agents operating in the area told us that there is a largely untapped demand from local people looking to downsize into the Town Centre due to age and mobility issues, who typically need two bedroomed ground floor flats or bungalows with parking and small gardens at an affordable price. Although Wareham has a reasonable range of older people's housing (such as sheltered housing for those of retirement age), the evidence suggests that more provision of this type of accommodation will be required by the end of the Plan period.

### 3. HOUSING AND DEVELOPMENT .....



Figure 10: Recent cottage style housing on West Walls

3.3.6 The housing needs assessment recommends that at least 50% of new homes are two bedroomed and that larger homes with four or more bedrooms are not required. Within the affordable housing mix, the Neighbourhood Plan allows for a higher proportion of intermediate housing, to support local households trying to get onto the housing ladder, than the Local Plan anticipates.

3.3.7 Given the over-supply of larger homes (with four or more bedrooms) the subdivision of such properties into two or

more smaller homes would be beneficial. However, care needs to be taken that there is sufficient external space for both parking (in line with Policy H11) and amenity space to allow for day to day needs such as drying space and bin stores.

#### Policy H3 – Stock of Smaller Dwellings

The subdivision of larger homes will be supported provided that there is adequate parking and private amenity space for future occupants and subject to compliance with relevant heritage policies.

#### Policy H2 – Housing Mix

New residential development should comprise predominantly smaller dwellings with 1, 2 or 3 bedrooms.

On larger sites providing 10 or more new dwellings, there should be a mix of dwelling sizes and types, and at least 10% of any open market provision should be suitable for residents with limited mobility or who may require a degree of care.

On sites of 10 or more dwellings, or which have a site area of more than 0.5Ha, 40% affordable housing will be sought on greenfield sites and 30% affordable housing will be sought on brownfield sites. The inclusion of other routes to affordable home ownership can comprise up to 40% of the total affordable housing requirement, if a local need for such tenures can be evidenced.



Figure 11: Housing in St Johns Hill

### 3. HOUSING AND DEVELOPMENT .....

#### 3.4 Where should the housing development go?

3.4.1 Finding suitable sites for development in and around Wareham is not easy because the area is highly constrained by various environmental designations and physical factors.

➤ Flood risk zones, with extensive areas at risk of flooding along the plains of the Rivers Piddle and Frome and draining in from Wareham Forest. The District Council published a Strategic Flood Risk Assessment of the Purbeck area in January 2018, and in line with national policy, its Flood Risk policy steers development to areas with the lowest risk of flooding.



Figure 12: South Causeway Road Flooded January 2020



Figure 13: EA Flood Risk Areas

### 3. HOUSING AND DEVELOPMENT

Nationally, European and internationally important wildlife sites, particularly focused on the heathlands, water meadows and Poole Harbour. The area is extremely rich in protected species. Within 400m of a protected heathland site (SAC, SPA and Ramsar) residential development that would involve a net increase in dwellings, tourist accommodation and equestrian related development will not be permitted. Between 400m and 5km of a heathland site mitigation measures are likely to be required to mitigate the adverse effects on the sites' integrity. These can take the form of Heathland Infrastructure Projects (HIPs), including e.g. Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) provision in accordance with the Dorset Heathlands Planning Framework SPD<sup>1</sup>. All development will need to accord with the Local Plan (2018-2034) Policy E9 and the Recreation in Poole Harbour SPD. Developments will also be required to mitigate the impact of any increase in nitrogen produced by sewage from new homes that may adversely affect Poole Harbour, in line with the Local Plan policy. The details of how this will be assessed is set out in supplementary

<sup>1</sup> A Statement of Common Ground has been agreed between the Town Council, Dorset Council, Natural England and a landowner concerning heathland mitigation measures for the proposals in this Plan

guidance, and applicants will be expected to provide mitigation directly as part of their application.

Wareham Common is an area of registered common land, much of which is also of high wildlife value.

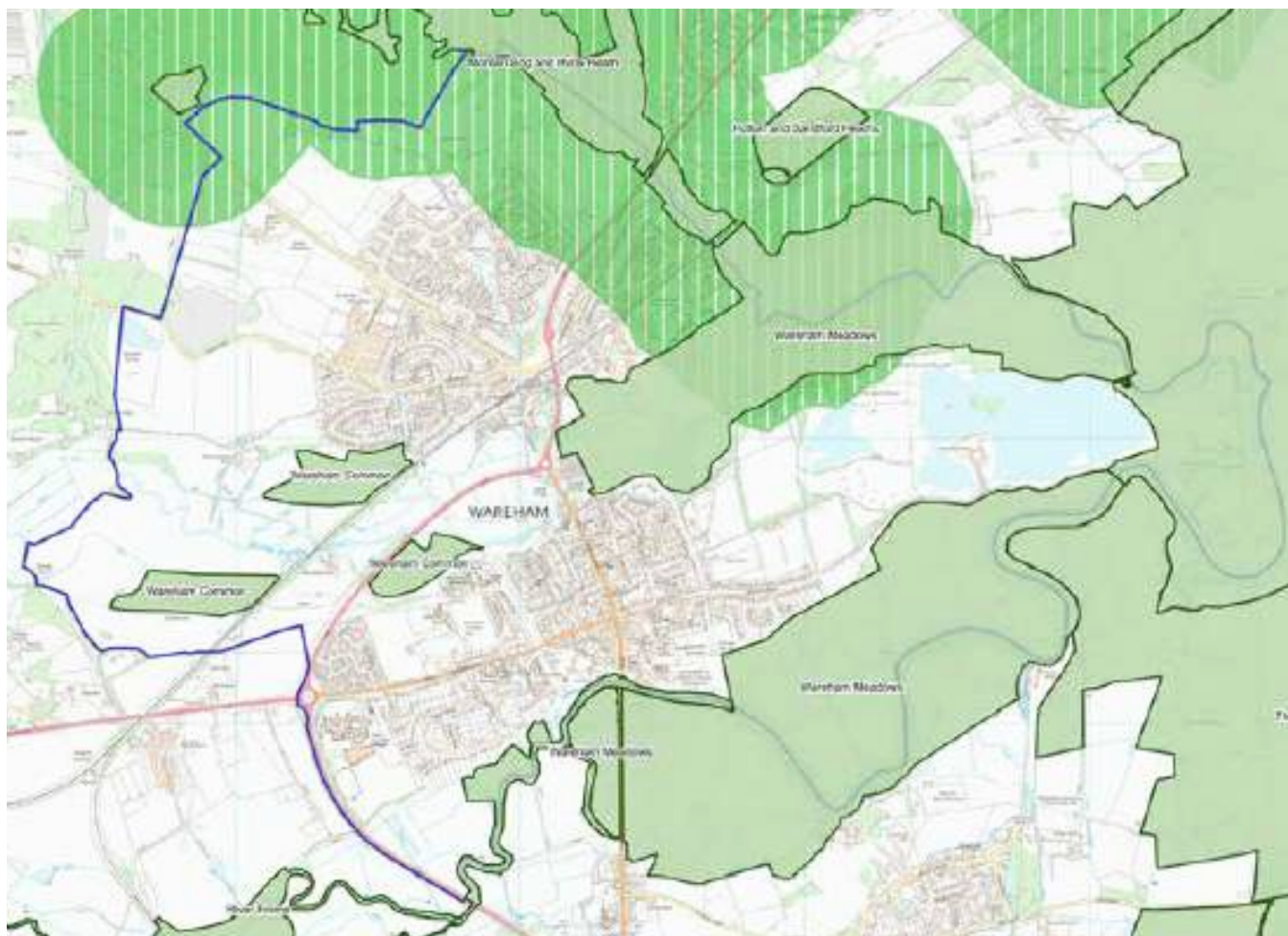


Figure 14: Nature Conservation Sites (SSSIs, SACs and RAMSAR sites) and 400m Heathland Zone south of Wareham Forest

### 3. HOUSING AND DEVELOPMENT .....

3.4.2 The following policy has been included following a thorough assessment of the likely significant effects of the Plan, to ensure that there should be no adverse effects on the integrity of these important wildlife sites as a result of the Plan.

Protected species and locally important habitats are not confined to designated sites. At an application level these interests will be protected through the Dorset Council's Biodiversity Mitigation Protocol and Dorset Biodiversity Compensation Framework. Where an ecological survey highlights the potential presence of a protected species or an important habitat, measures should be taken to avoid any harm or, if this isn't possible, mitigation and potentially compensatory measures will need to be agreed. This could, for example, provide for significant environmental enhancements along the River Frome.

**Policy H4. Nationally, European and Internationally Important Wildlife Sites (including Dorset heathlands and Poole Harbour) and protected species and locally important habitats.**

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. Development should avoid having an adverse impact on protected species and wherever possible, features of local nature conservation/biodiversity interest should be protected and appropriately managed.

Dorset Area of Outstanding Natural Beauty (AONB) covers the area west, south and east of the built-up area of Wareham Town (and the area to the east is also Heritage Coast). This is a nationally important landscape, and national planning policy is very clear that great weight should be given to conserving its landscape and scenic

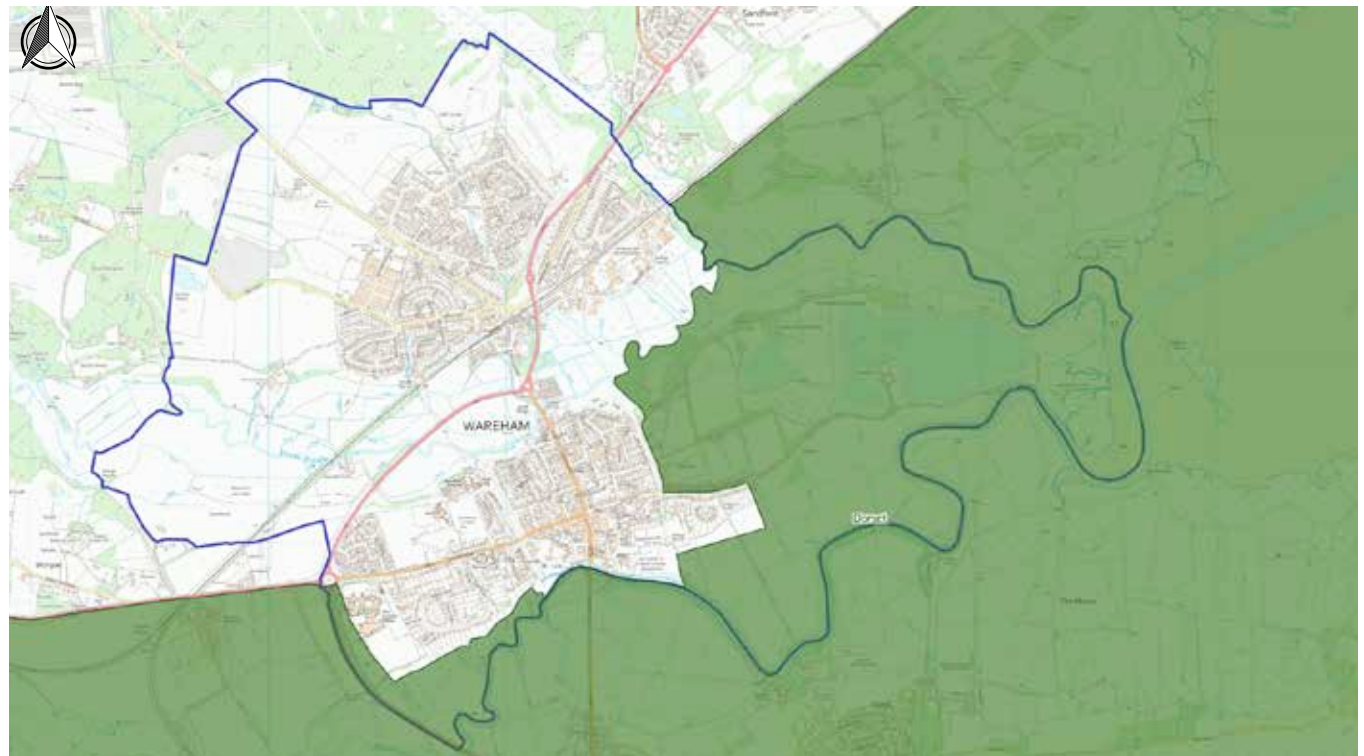


Figure 15: The Dorset Area of Outstanding Natural Beauty covers the area west, south and east of the Town

beauty, and that only in exceptional circumstances should major development be allowed and only where it is in the public interest. Dorset is currently a candidate for designation as a National Park. This is strongly supported by the Town Council, and the boundary should include the whole of Wareham Parish in view of its outstanding landscape character, ecological value and heritage assets.

Green Belt designation covers much of the remaining area outside the town boundary to the north, east and west, and the fundamental aim of this designation is to prevent urban sprawl by keeping land permanently open. National policy prevents inappropriate development (that is harmful to the Green Belt) except in very special circumstances. Major housing development or a new employment site on greenfield sites would be inappropriate, though limited affordable housing for local community needs can be considered. Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. NPPF proposes that where a need for changes to Green Belt boundaries has

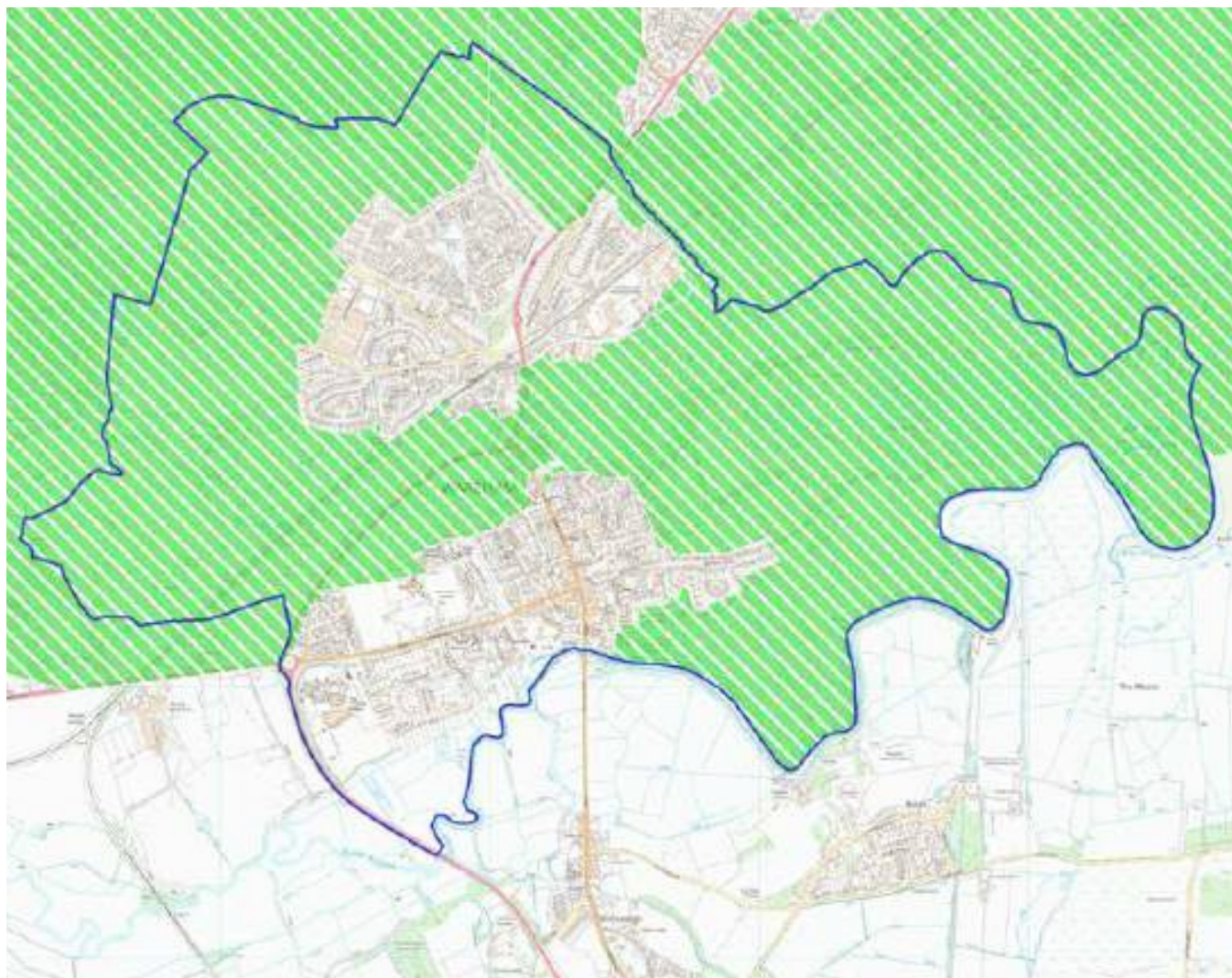


Figure 16: Designated Green Belt



### 3. HOUSING AND DEVELOPMENT .....

been demonstrated through a local plan, detailed amendments to those boundaries may be made through neighbourhood plans (NPPF para. 135).

➤ The Conservation Area, historic Listed Buildings and Scheduled Monuments, in particular the ancient Saxon walls, motte & bailey castle and Seven Barrows. National planning policy is very clear that great weight should be given to these assets' conservation, and any harm to their significance (including any contribution made by their setting) should require clear and convincing justification.

➤ **Topography.** To the north west of the Town are minor scarp slopes where the land rises steeply to Seven Barrows and Wareham Forest. Development on these slopes and beyond would be prominent in the landscape and in views across the Town.

➤ **Infrastructure.** Although no specific infrastructure capacity issues have been identified in the preparation of this Plan, it is expected that funding towards improvements will be made through the Community Infrastructure Levy.

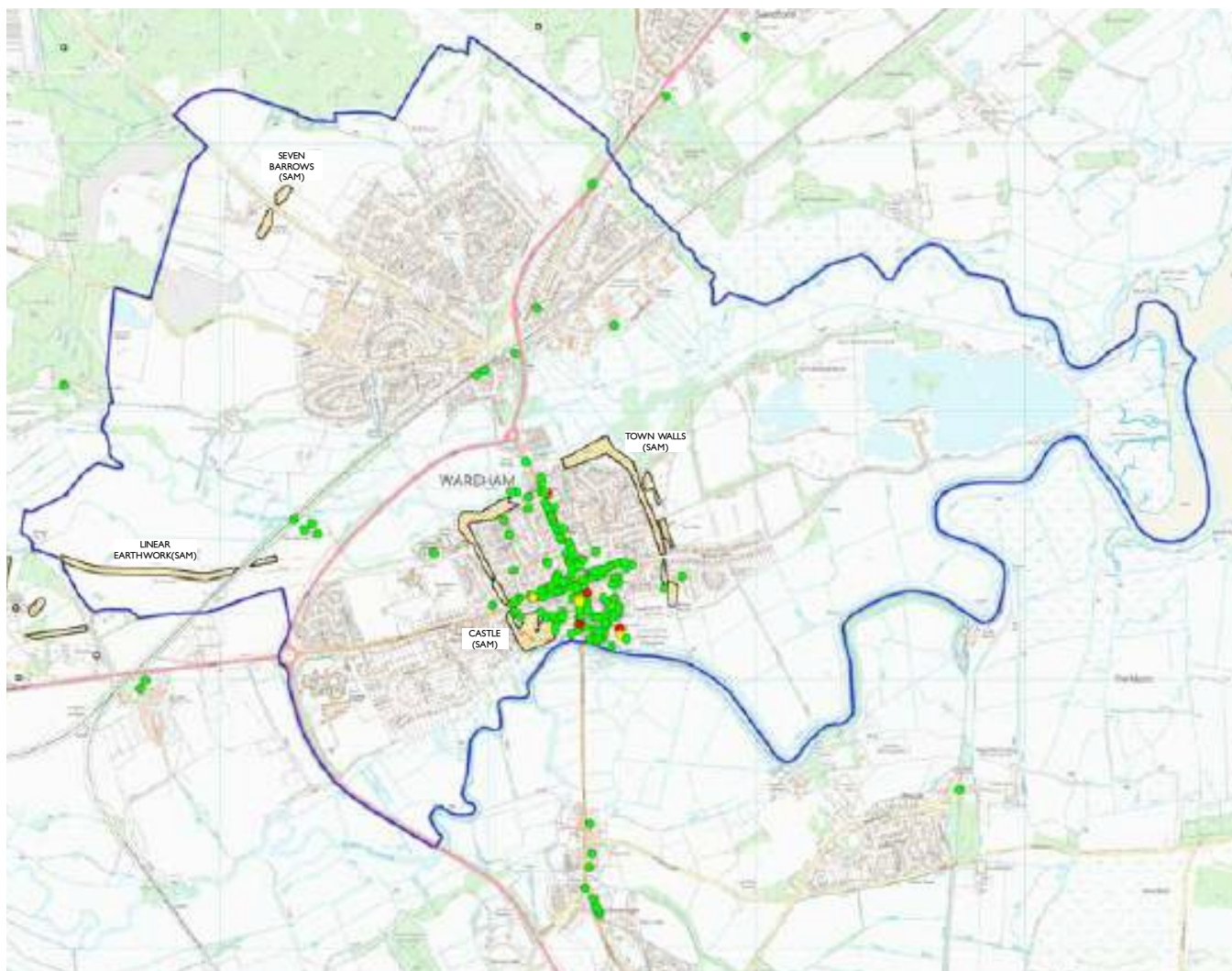


Figure 17: Ancient Monuments and Listed Buildings

### 3. HOUSING AND DEVELOPMENT

Similarly transport assessments will be required for major developments which have significant transport implications, and advice on the likely requirements can be obtained from Highways England and the Highways Authority.

#### Conclusion on constraints and opportunities

3.4.3 A 360-degree appraisal of possible development sites around the Town plus vacant and under used land within the Town has been undertaken by consultants AECOM in 2017/18, and the preparation of this Plan has also been accompanied by a Strategic Environmental Assessment. These studies confirmed the very constrained nature of the settlement, and that the most suitable sites for new development were previously developed (or brownfield) land at the former Wareham Middle School, Wareham Hospital and Health Centre (following relocation of health facilities), Bonnets Lane (following relocation of care facilities), the former gas works and Autopoint sites and underused land on industrial estates at Westminster Road and Johns Road.

3.4.4 Government policy encourages reuse of

underused brownfield land for housing (NPPF paras. 117 and 118). It also states that, before concluding that exceptional circumstances exist to justify changes to Green Belt boundaries, all other reasonable options for meeting the need for housing development should have been examined including making as much use as possible of suitable brownfield sites and underutilised land (NPPF para. 137).

3.4.5 The strategy of the Neighbourhood Plan is therefore to maximise the reuse

of vacant and underused (or brownfield) land to meet the housing requirement and to re-provide important community facilities. Work on Masterplanning the key sites indicates that the housing requirement can be met without the need to go into greenfield or Green Belt land.

3.4.6 The table below shows how the Local Plan's housing requirement for Wareham is to be delivered through proposals in this Neighbourhood Plan.

Potential Housing Delivery		
Site	Dwellings	Notes
<b>Westminster Rd (H5)</b>	30	Mainly vacant and underused units on southern part of Westminster Road
<b>Johns Road (H6)</b>	15	Former engineering works north of Johns Road
<b>Hospital/Health Centre site (H8)</b>	40	Subject to relocation of health facilities.
<b>Former Middle School site (GS2) and Bonnets Lane site (GS3)</b>	100	Extra care housing, keyworker and affordable housing, care home together with the proposed health hub
<b>Former Gasworks and Autopoint sites (H7)</b>	20	Former Gas Works shortly to be released for development by National Grid Property Holdings.
<b>Windfall</b>	100	Assume 66% of average small sites windfall development of 10 dwellings p.a. over 2003-17
<b>Total</b>	<b>305</b>	

Table 1. Summary of Potential Housing Delivery

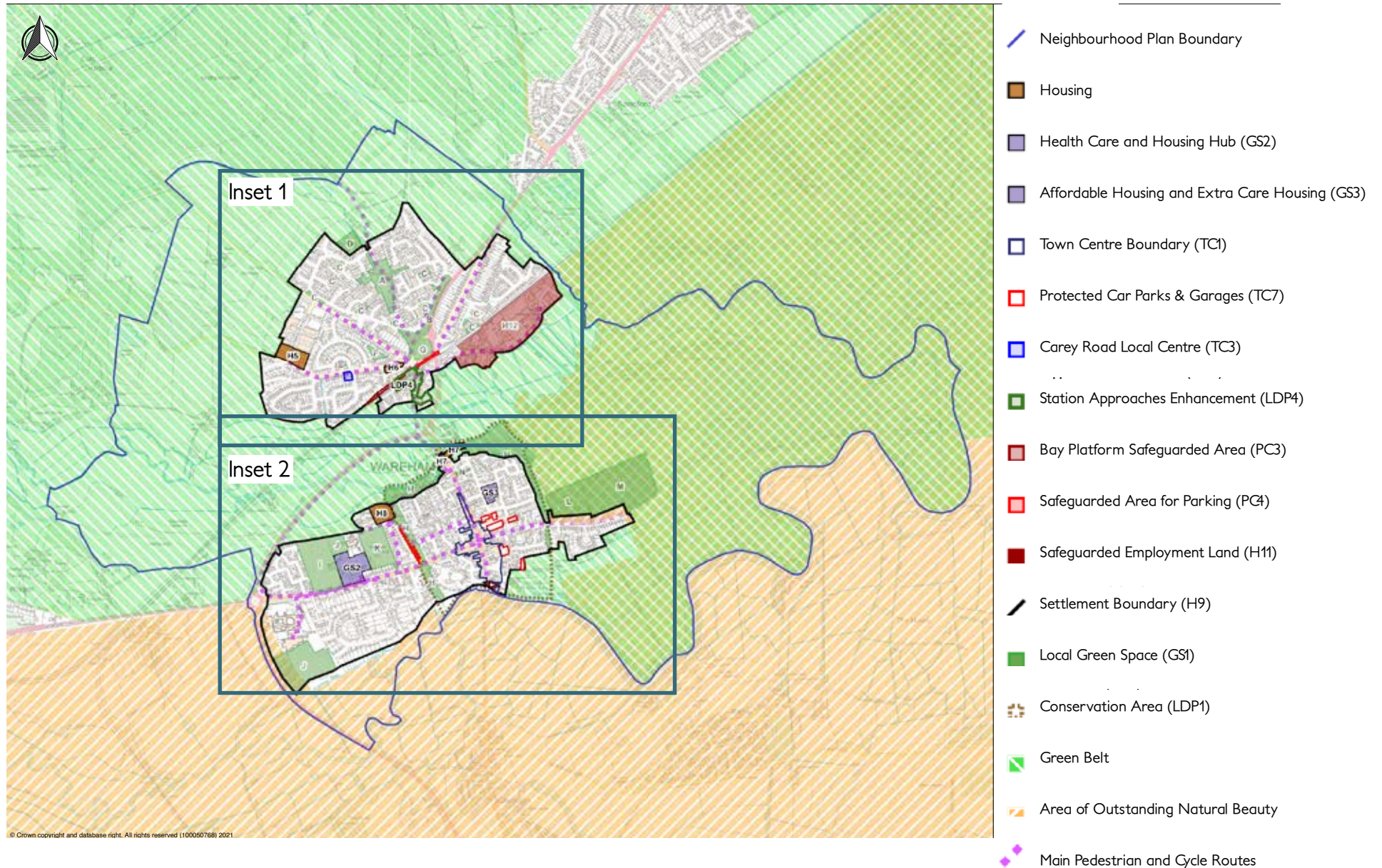


Figure 18: Wareham Neighbourhood Plan Policies Map

### 3. HOUSING AND DEVELOPMENT

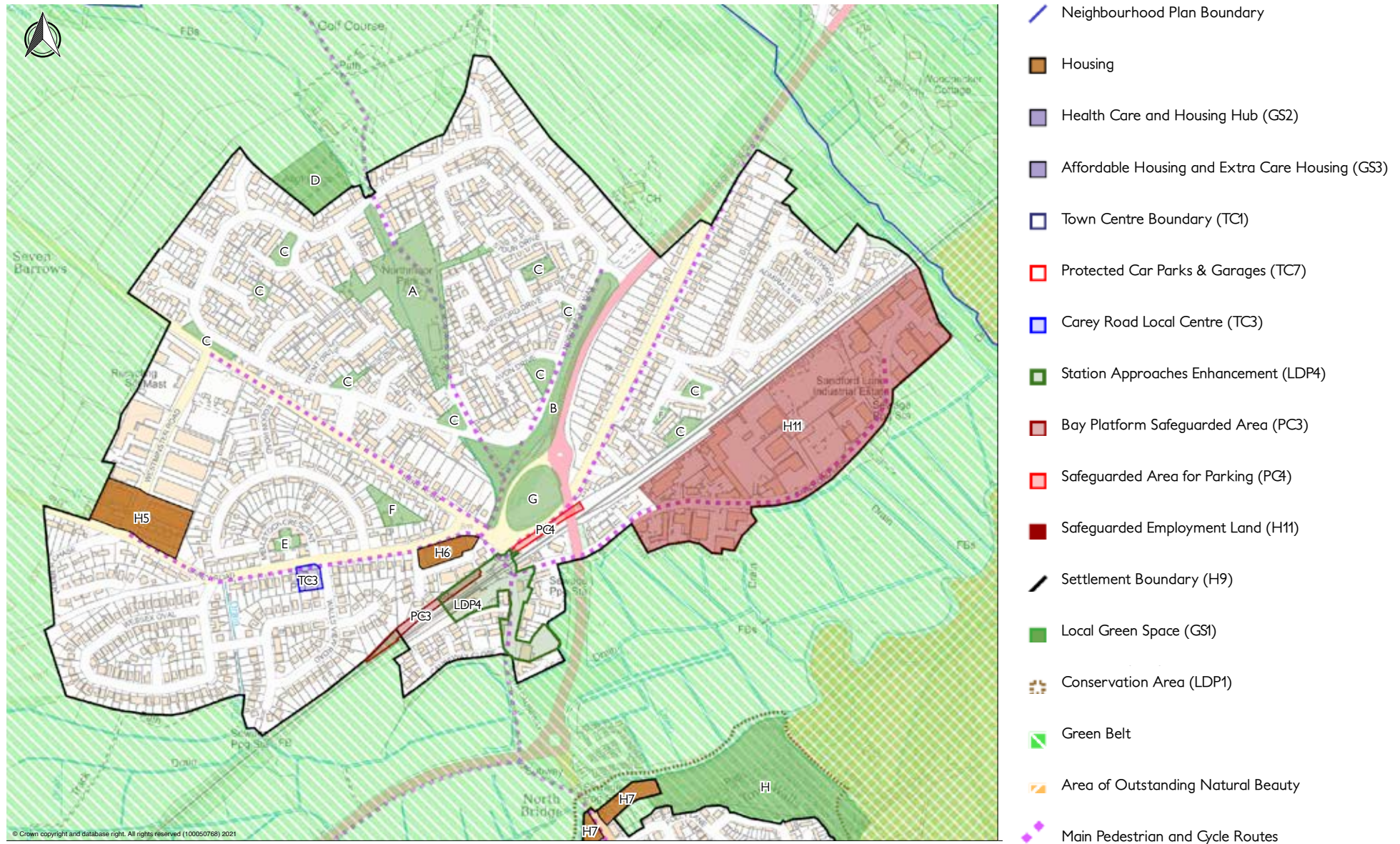


Figure 19: Wareham Neighbourhood Plan Policies Map - Inset Map 1

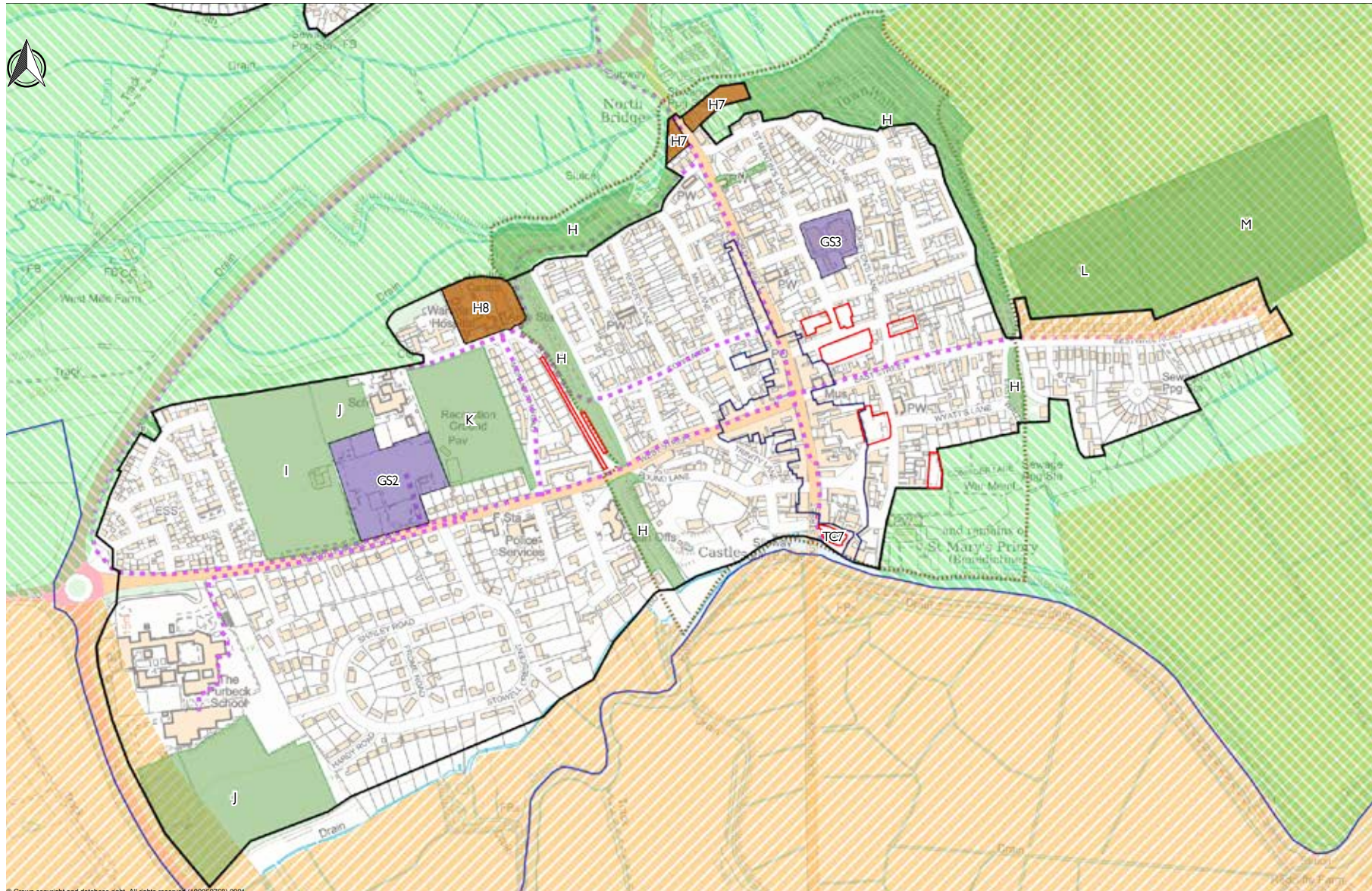


Figure 20: Wareham Neighbourhood Plan Policies Map - Inset Map 2 (Key on Inset Map 1)

### 3. HOUSING AND DEVELOPMENT

#### H5 WESTMINSTER ROAD

#### 3.5 Westminster Road

3.5.1 In responding to the early consultation on the Neighbourhood Plan, local residents had suggested that the Westminster Road Industrial Estate, built in the 1960s and early 1970s, was under used and that the accommodation there no longer meets modern business needs. In summer 2017, Daler Rowney, the main employer on the Estate, took the decision

to relocate to Bracknell. A survey of employers that same year had found that very few local residents worked in the remaining businesses and the majority drove in from the Poole area. Some owners and professional advisors confirmed that the configuration of the units no longer met modern standards for delivery vehicles, parking or yard space, that the buildings had poor insulation and needed considerable

investment and that the eaves heights were too low for modern forklift trucks and pallet stacking. The estate had a rundown appearance.

3.5.2 Bearing in mind the points above, the preparation of the Neighbourhood Plan provided the opportune time to consider the long-term future of the site. Whilst both the Westminster Road and Johns Road Industrial Estates were safeguarded



Figure 21: Westminster Road Industrial Estate

### 3. HOUSING AND DEVELOPMENT

#### H5 WESTMINSTER ROAD

as employment land within the 2012 Local Plan, their retention is no longer considered to be a strategic matter in the submitted revised Local Plan, which means that the Neighbourhood Plan is able to determine policies for these areas. The 2016 Dorset Workplace Strategy and 2012 updated employment land projections had identified a surplus of employment land in the area. The more modern estates of Holton Heath Trading Park and Sandford Lane Industrial Estate have vacant units and also space for intensification of the employment uses that could off-set the potential loss of some of the employment land at Westminster Road (and also Johns Road).

3.5.3 At the southern end of the Estate are a number of vacant and underused units where the owner is keen to bring forward residential development. These front onto Carey Road and adjoin residential development. This area is therefore proposed for redevelopment for housing. Given that the entire Neighbourhood Plan area falls within 5km of protected heathland (the nearest to this site being Morden Bog and Hyde Heath which is

approximately 1km distant to the north side of the Bere Road), mitigation for any additional population on this heathland may be achieved through financial contribution towards a Heathland Improvement Project (HIP), provided that the total number of new dwellings on the site and Johns Road does not exceed 50 units in total.

3.5.4 The other potential issue for the redevelopment of this site is the potential disturbance to the housing occupants from the remaining employment uses (and the associated deliveries etc). Given the housing that already exists along Carey Road this is not considered to be an insurmountable issue, and one that can be readily addressed through detailed design and layout at the application stage.

3.5.5 The partial redevelopment of this industrial site could provide about 30 dwellings, with higher numbers potentially restricted by the heathland mitigation requirements set out in Policy H4 unless a Suitable Alternative Natural Greenspace can be secured. The Statement of Common Ground (SoCG) prepared in

August 2019 by Wareham Town Council and agreed by Dorset Council and Natural England has assessed that under the requirements set out in the Dorset Heathlands Supplementary Planning Framework 2020 - 2025 mitigation measures for the Westminster Road Industrial Estate for an allocation of up to 30 dwellings will require a contribution through either s106 or CIL towards Heathland Infrastructure Provision (HIP). Planning applications brought forward at this site will be required to conform to the SoCG agreement.

3.5.6 Careful consideration was given to the possible extension of Northmoor Park on Green Belt land to the north, but this was rejected for sound planning reasons set out below.

3.5.7 The site lies within the designated Green Belt. The fundamental aim of national Green Belt policy is to prevent urban sprawl by keeping land permanently open (NPPF para 133). Boundaries should only be altered where there are exceptional circumstances and after all other reasonable options for meeting the need for development have been fully

### 3. HOUSING AND DEVELOPMENT

#### H5 WESTMINSTER ROAD

examined, including making as much use as possible of brownfield and underused land (NPPF para 137). It is considered that there are no exceptional circumstances as all of the housing requirement can be met on brownfield land.

3.5.8 The townscape analysis undertaken by the Matrix Partnership (see figure 57 on page 71) identifies countryside on the northern edge of Northmoor Park as “High quality landscape adjacent to the Town” with the minor scarp where development would be more prominent coming to the edge of the estate. Development would be very visible from the Northport Greenway footpath and cycle route into Wareham Forest past Tantinoby Farm and from the Golf Course. In comparison, the countryside west of Westminster Road is not shown as high quality and the minor scarp would allow development to take place which would not intrude into views across the Town from the south.

3.5.9 Northmoor Park is much closer to and accessible to the internationally important nature conservation sites in Wareham Forest. There is no intervening

land which could be used as an effective Suitable Alternative Natural Greenspace and there is therefore a likelihood that development here would lead to increased pressure and disturbance to these important nature conservation sites.

3.5.10 The land north of Northmoor Park includes well used allotments that are highly valued by the local community. They are secure, with low levels of theft. They are very well established and would take many years to re-establish were they to be moved.

3.5.11 Almost the entire area surrounding the Town is designated as a Minerals Safeguarding Area. The Mineral Sites Plan proposes an eastward extension to Tatchells Quarry (which is not currently operational), to the north-west of north Wareham for sand and gravel extraction. There is a 250m consultation zone proposed so that measures can be taken to avoid development within that zone constraining the extraction of the minerals resource.

#### Policy H5. Westminster Road

The redevelopment of the southern part of the Westminster Road Industrial Estate for residential development (about 30 dwellings) plus employment, will be supported. The main vehicular access should be from Bere Road. New development must demonstrate good quality design as set out in Policy LDP2 and must contribute to tackling climate change as set out in Policy LDP3, and conform with the following principles of development (as illustrated in figure 22):

- Create active building frontages along Carey Road and Westminster Road
- Development to be generally 2 storeys in height
- Avenue of trees to be created along Westminster Road to soften the appearance of the street
- Main access to the development to be from Bere Road
- Vehicular access to individual sites to be from Westminster Road
- Large oak tree at junction of Carey Road and Westminster Road to be retained.

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



# H5 Principles of Development - Illustrated

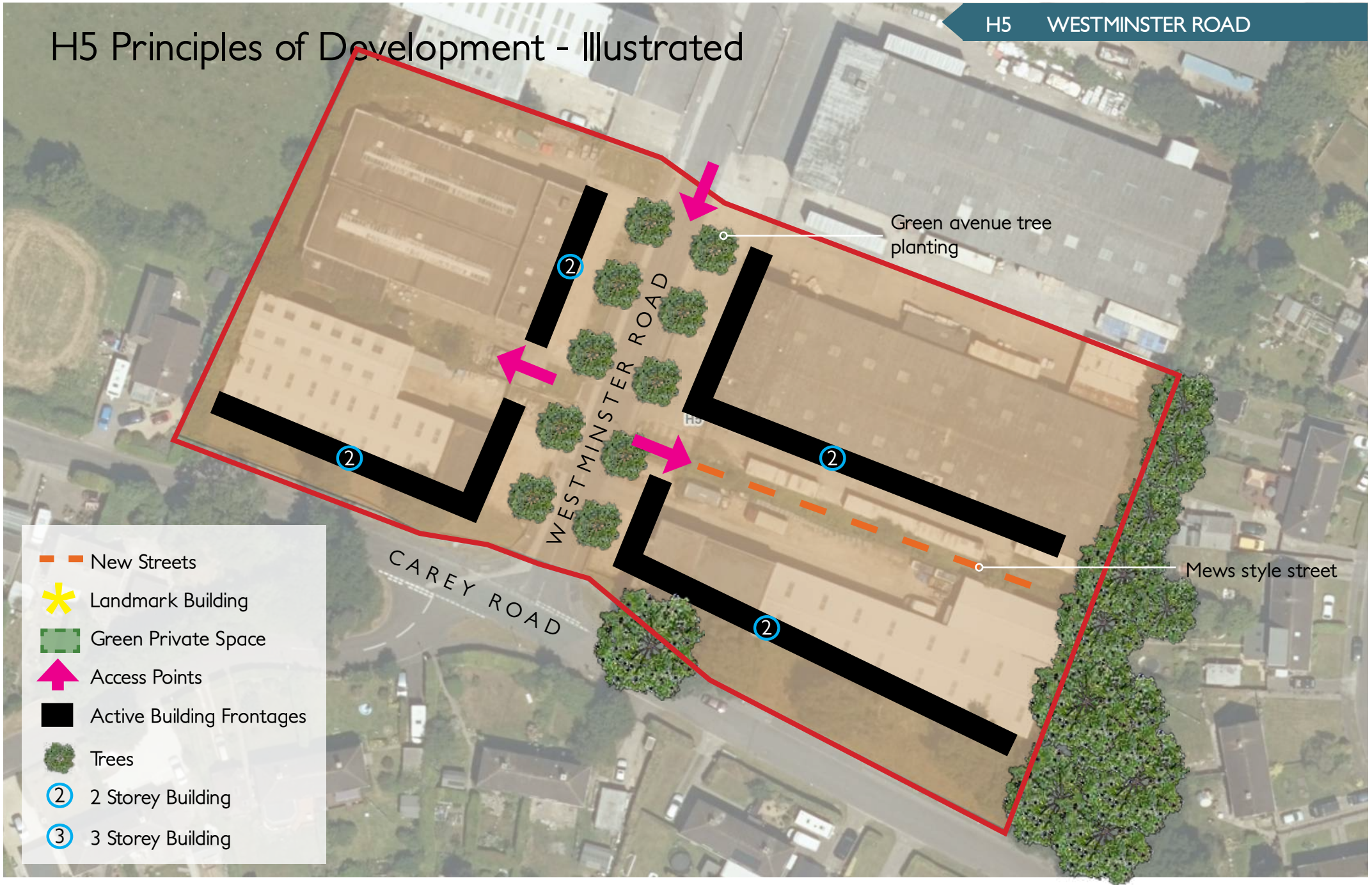


Figure 22: H5 Principles of Development - Illustrated

### 3. HOUSING AND DEVELOPMENT

#### H6 JOHNS ROAD

##### 3.6 Johns Road

3.6.1 Johns Road is a small industrial site established in the 1960s although it has previously been used as a yard since the 1920s. It is currently given over primarily to the motor trade. The former engineering works on the north side is underused and suitable for redevelopment for housing. The industrial site has an unattractive rundown appearance at a key location in northern Wareham. As with Westminster Road, the preparation of the Neighbourhood Plan has provided an opportunity to consider the long-term future of this site.

3.6.2 The site adjoins the Railway Station and is a gateway site into north Wareham. The trees and hedgerows on the edge of the site are important features to be retained. The Statement of Common Ground (SoCG) prepared in August 2019 by Wareham Town Council and agreed by Dorset Council and Natural England has assessed that under the requirements set out in the Dorset Heathlands Supplementary Planning Framework 2020-2025 mitigation measures for the Johns Road Industrial

Estate for an allocation of up to 15 dwellings will require a contribution through either s106 or CIL towards Heathland Infrastructure Provision (HIP). Planning applications brought forward at this site will be required to conform to the SoCG agreement.

3.6.3 As the site is close to operational railway land, consideration will need to be given to the impact of both construction works on the railway and ensuring that future occupants are not unduly disturbed by the railway operations. It

is recommended that Network Rail is consulted at an early stage to ensure that these factors are taken into account in the final layout and design.

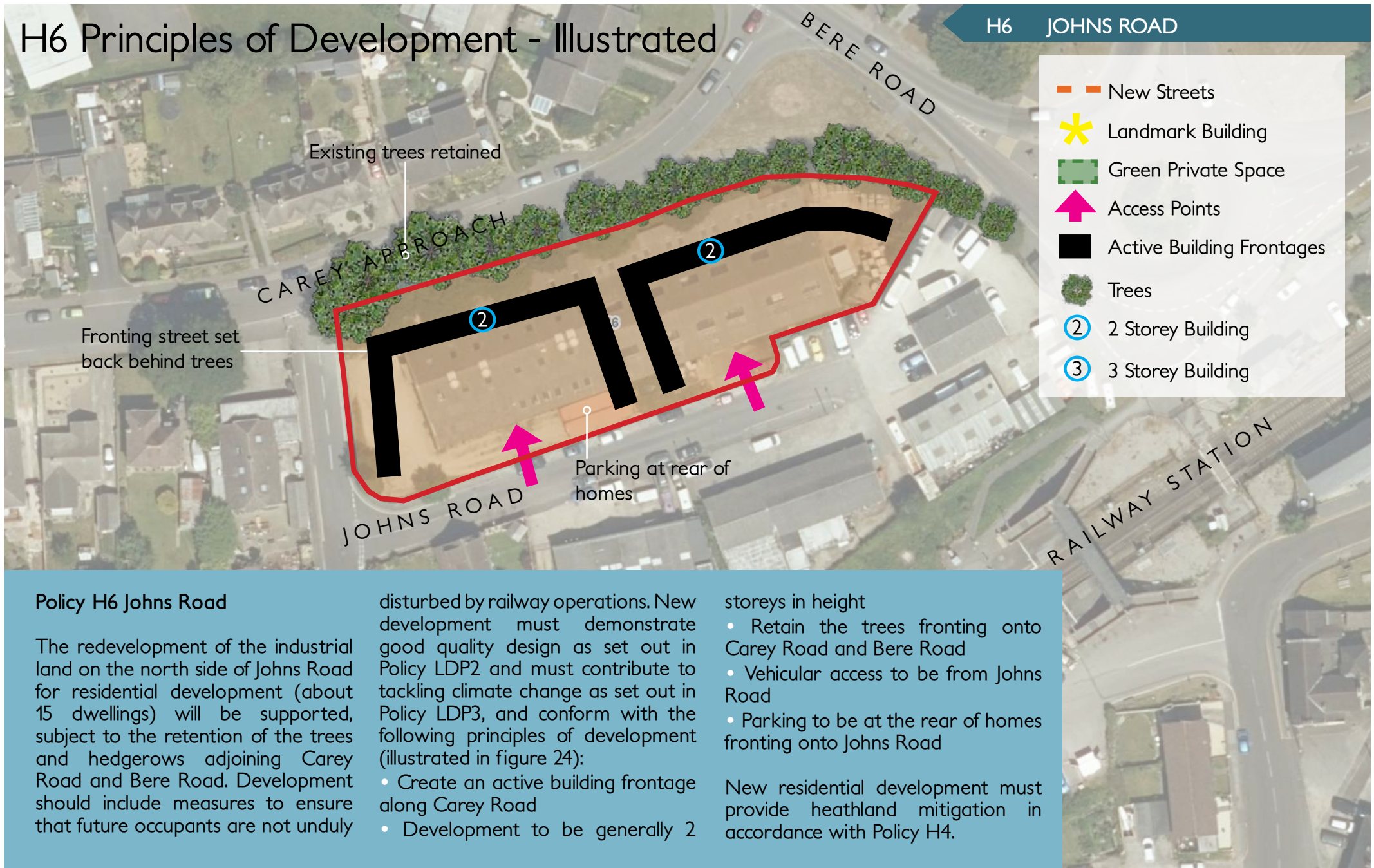
3.6.4 The partial redevelopment of this industrial site (based on the area occupied by the former engineering works) could provide about 15 dwellings, with higher numbers potentially restricted by the heathland mitigation requirements set out in Policy H4 unless a Suitable Alternative Natural Greenspace can be secured.



Figure 23: Johns Road Industrial Estate

# H6 Principles of Development - Illustrated

H6 JOHNS ROAD



- New Streets
- ★ Landmark Building
- Green Private Space
- ▲ Access Points
- Active Building Frontages
- Trees
- 2 2 Storey Building
- 3 3 Storey Building

## Policy H6 Johns Road

The redevelopment of the industrial land on the north side of Johns Road for residential development (about 15 dwellings) will be supported, subject to the retention of the trees and hedgerows adjoining Carey Road and Bere Road. Development should include measures to ensure that future occupants are not unduly

disturbed by railway operations. New development must demonstrate good quality design as set out in Policy LDP2 and must contribute to tackling climate change as set out in Policy LDP3, and conform with the following principles of development (illustrated in figure 24):

- Create an active building frontage along Carey Road
- Development to be generally 2

storeys in height

- Retain the trees fronting onto Carey Road and Bere Road
- Vehicular access to be from Johns Road
- Parking to be at the rear of homes fronting onto Johns Road

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

Figure 24: H6 Principles of Development - Illustrated

### 3. HOUSING AND DEVELOPMENT

#### H7 WAREHAM TOWN NORTHERN GATEWAY

##### 3.7 Wareham Town Northern Gateway

3.7.1 The former Town gasworks and showroom site has been vacant for many years and has been subject to a lapsed planning permission for 11 new units plus a flat above the former gas showroom. National Grid are currently undertaking remedial works prior to disposal of the site for development.

The Autopoint garage site occupies the other half of the gateway into the Town. There is potential here to redevelop the site for housing with a building opposite the gas showroom to create a gateway with houses or flats overlooking the river and Common to create an attractive edge to the Town and the Common. A good quality design will be required at this prominent location.

3.7.2 A small part of both sites is within the Environment Agency Flood Risk area and consideration must be given to flood avoidance and mitigation measures as part of any redevelopment scheme.

3.7.3 The two sites together could provide about 20 dwellings. New development must be carefully designed and planned

to ensure that no adverse effects on the integrity of the Poole Harbour European sites occurs as a result of water pollution stemming from site runoff during the construction or operational (and if required decommissioning) stages of each development. 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. 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 site for an allocation of up to 20 dwellings 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.

### 3. HOUSING AND DEVELOPMENT

#### H7 WAREHAM TOWN NORTHERN GATEWAY



Figure 25: Former Gas Office and Showroom

#### Policy H7 – Wareham Town Northern Gateway (Gasworks and Autopoint sites)

The redevelopment of the former gasworks site and Autopoint garage site for residential development (about 20 dwellings) will be supported, subject to providing a high-quality gateway design at this northern entry point to the original Saxon town. 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 27):

- Development to create an attractive gateway to the north of the town, with a new landmark building on the Autopoint site up to 3 storeys in height
- Existing landmark building on frontage of gasworks site to be retained (and converted to residential)
- Buildings other than landmark buildings to

be mainly 2 storeys in height

- Create an urban active building frontage onto North Street
- Treatment of riverside frontage to create an attractive edge
- Retain existing trees around both sites
- Consider retention of 95 North Street as positively contributing to the character of the Conservation Area
- Avoid development within the flood risk area on the Autopoint site (more detailed site survey needed to confirm extent)

Regard must be given to potential flood risk. No new dwellings should be built within the areas at risk of flooding, and regard must be given to minimising potential flood risk both within the site and to adjoining properties. New residential development must also provide heathland mitigation in accordance with Policy H4. A ground contamination assessment will be required on both sites and if appropriate mitigation will be required.



Figure 26: Northern Gateway

# H7 Principles of Development - Illustrated

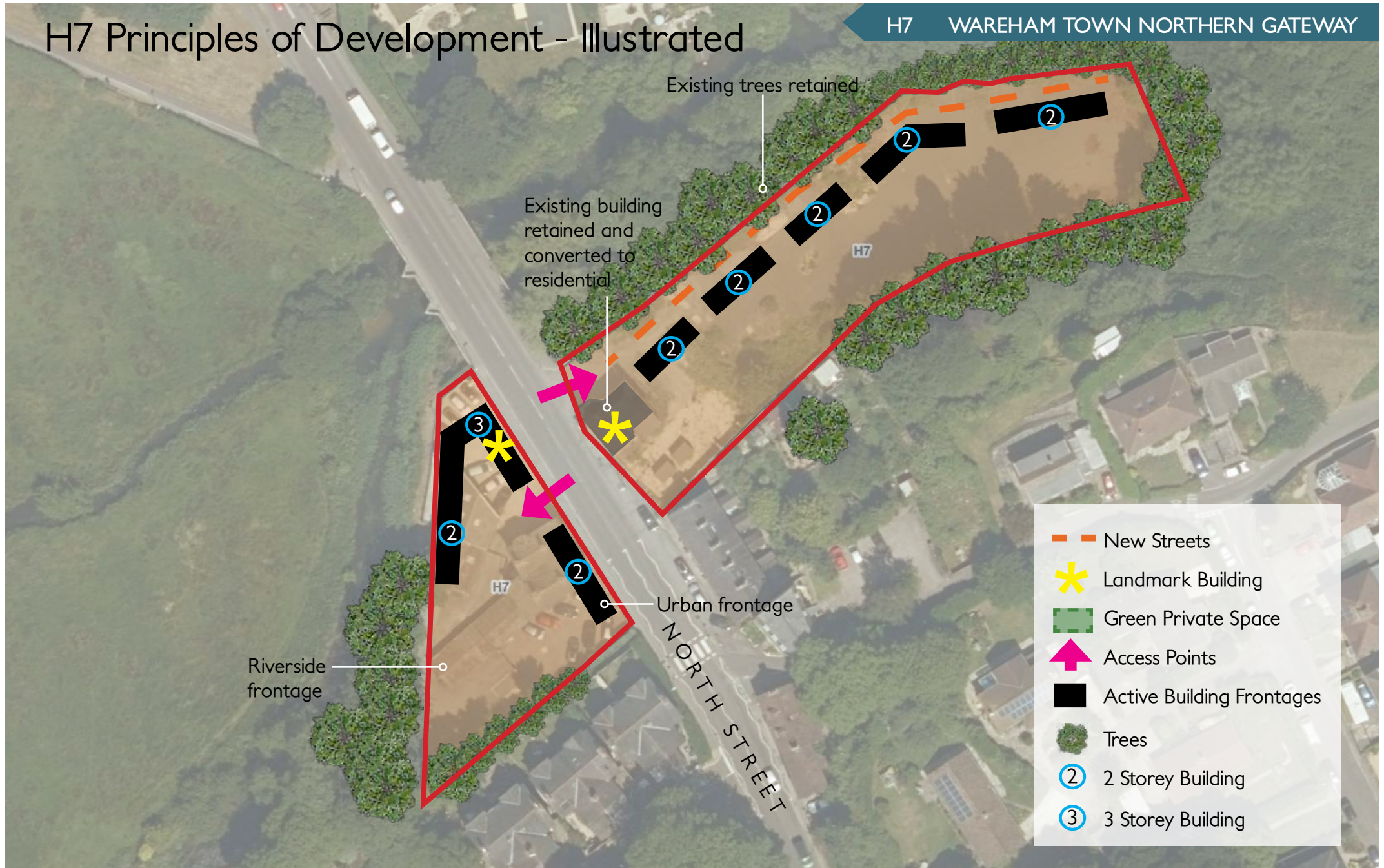


Figure 27: H7 Principles of Development - Illustrated

### 3. HOUSING AND DEVELOPMENT

#### H8 FORMER HOSPITAL AND HEALTH CENTRE SITE

##### 3.8 Former Hospital and Health Centre Site

3.8.1 The proposed relocation of the health and ambulance facilities to the site of the former Middle School buildings (Policy GS 2) creates an opportunity to redevelop the Hospital and Health Centre site for housing purposes. This site adjoins the listed former workhouse, the Town Walls Ancient Monument and the Common, and therefore the setting of these heritage assets will require careful consideration in the design. It also backs onto mature trees along the northern boundary which form an important feature in the local landscape and should be retained.

3.8.2 This site lends itself for flats and terraced housing and could provide about 40 dwellings. 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 Hospital and Health Centre Site for an allocation of up to 40 dwellings 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 or such other measures as agreed with Natural England

##### Policy H8 – Former Hospital and Health Centre site

Provided that the GP surgery is relocated, the redevelopment for residential development (about 40 dwellings) of the former Wareham Health Centre (GP Surgery), Wareham Hospital and Ambulance Station will be supported, subject to the retention of the trees along the

northern boundary. New development must demonstrate good quality design as set out in Policy LDP2 and must contribute to tackling climate change as set out in Policy LDP3, and should conform with the following principles of development (illustrated in figure 29):

- Create active building frontages onto Streche Road and onto the access road within the site
  - Enhance the setting of the listed former workhouse by creating active building frontages facing west
  - Create an active building frontage facing the common
  - Buildings to be generally 2 storeys in height
  - Vehicular access to the site to use the existing eastern access point and a new access road to be curved so as to contain views along it
  - There should be a pedestrian and cycle route through the site
  - Parking to be provided to the rear or alongside homes
  - Trees and vegetation surrounding the site to be retained and strengthened within a publicly maintained area
- New residential development must also provide heathland mitigation in accordance with Policy H4.
- Respect the setting of the adjacent Conservation Area.



Figure 28: Wareham Hospital

# H8 Principles of Development - Illustrated

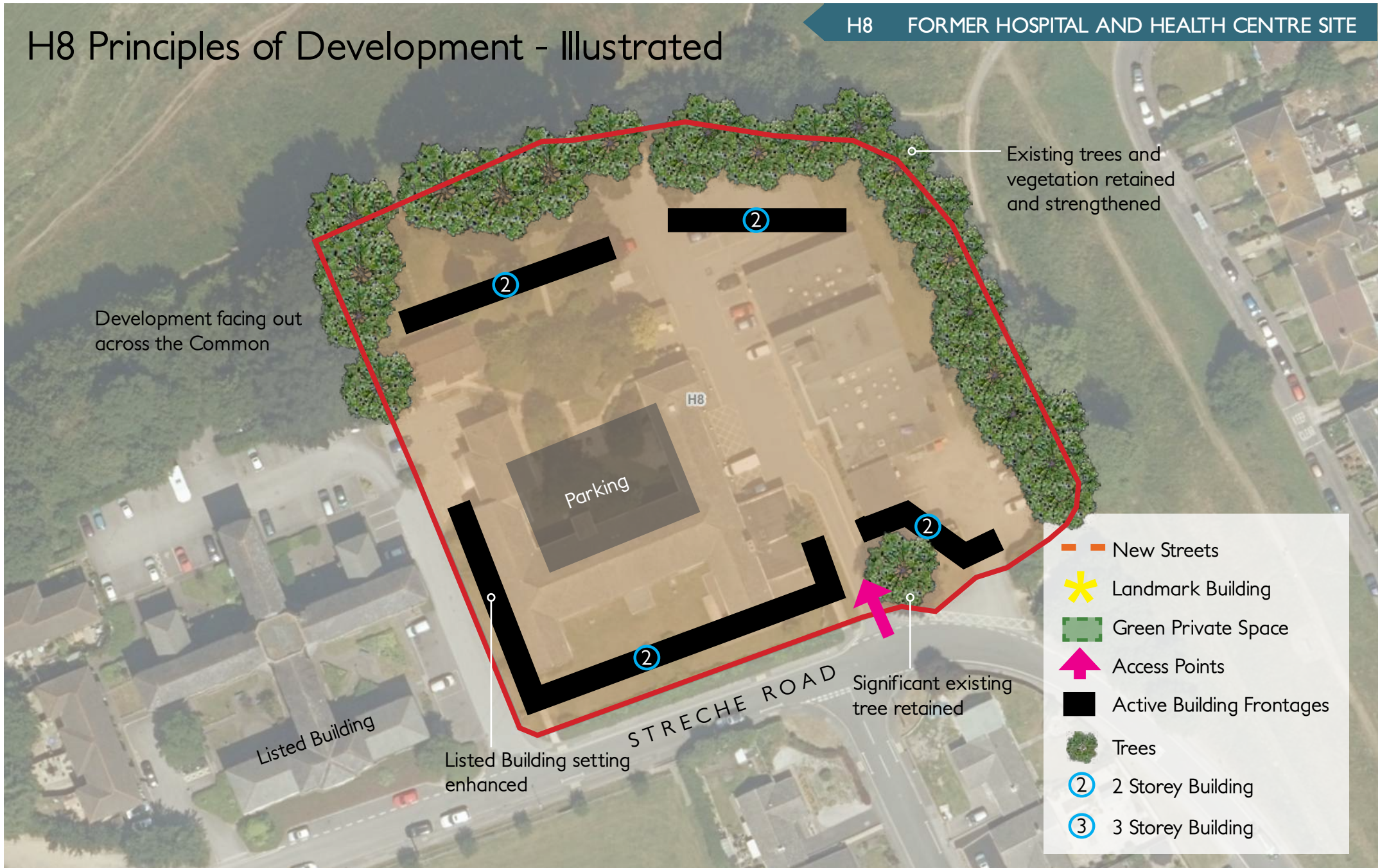


Figure 29: H8 Principles of Development - Illustrated



### 3. HOUSING AND DEVELOPMENT .....

#### 3.9 Settlement Boundary

3.9.1 Within the Settlement Boundary set out on the policies map residential development will be permitted subject to meeting the other policies in the Plan. Outside the Boundary the land is Green Belt where the construction of new buildings is inappropriate other than exceptions such as agriculture, forestry, outdoor recreation, allotments, extensions etc set out in NPPF para 145 and the Local Plan.

#### Policy H9 –Settlement Boundary

Residential infilling will be supported within the settlement boundary shown on the Policies Map providing it complies with the other policies in the Plan. New development must demonstrate good quality design as set out in Policy LDP1 and 2 and must contribute to tackling climate change as set out in Policy LDP3. New development must also provide heathland mitigation in accordance with Policy H4.

#### 3.10 Parking Space

3.10.1 Within the Town Walls, other than the four main streets, the lanes are generally narrow with parking where allowed on one side only. Many of the older properties have no garage or on-plot parking space. This combined with pressure from workers in the Town looking for a free on-street parking space creates pressure on the available on-street parking and has a negative impact on the character and appearance of the conservation area and listed buildings. Recent new development with very limited or no on-site parking has exacerbated the situation. It is therefore proposed that all new residential development, other than

for care homes provides at least one dedicated parking space per unit ideally on-plot or conveniently located within the site.

#### H10 – Parking Space

New residential development within the Conservation Area, other than care homes and extra-care housing, will be required to provide at least one dedicated parking space per unit provided on-plot or nearby within the site. New residential development elsewhere should meet the Highway Authority's normal parking standards.



Figure 30: Long Stay Parking at Streche Road

### 3. HOUSING AND DEVELOPMENT .....

#### 3.11 Sandford Lane Employment Estate

3.11.1 Sandford Lane is the Town's largest and most modern employment estate. It is well located in terms of rail and road access. Although there are a number of vacant units at the present time there is scope to intensify development to provide for future needs. The Green Belt boundary is drawn tightly around the existing estate and prevents its further expansion at this time. Although mostly within the 400m heathland zone, development within the estate for employment purposes should not result in additional harm to the heathlands and therefore is acceptable.

3.11.2 The site is on the edge of the River Piddle flood plain, overlooked from the Town Walls Ancient Monument and very visible from the Area of Outstanding Natural Beauty. In order not to harm these assets, new buildings should be low in profile and designed to blend into the landscape. The existing planting along the southern and eastern sides of the Estate could be strengthened and, where development provides an opportunity to provide further planting,

such opportunities should be taken.

3.11.3 On-street parking along Sandford Lane leads to congestion due to inadequate provision within some existing premises. To avoid exacerbating the problem adequate parking should be provided on-site for new development.

#### Policy H11 – Sandford Lane Employment Safeguarding

The Sandford Lane area defined on the Policies Map should be safeguarded for employment use. New buildings and roofs should be low in profile, dark in colour and non-reflective to blend into the landscape when viewed from the AONB and Town Walls to the east and south. A comprehensive scheme of planting of native species along the southern and eastern sides of the Estate will be sought to further assimilate new development into the landscape. Developments should have sufficient on-site parking to avoid the need to park on Sandford Lane itself. New development must demonstrate good quality design as set out in Policy LDP2 and must contribute to tackling climate change as set out in Policy LDP3. New development must also be carefully designed and planned to ensure that no adverse effects on the integrity of the Poole Harbour European sites occurs as a result of water pollution stemming from site runoff during the construction or operational (and if required decommissioning) stages of each development. 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. Lighting should be designed to minimise the impact on the adjoining AONB and nature conservation sites.

3. HOUSING AND DEVELOPMENT .....



Figure 31: Sandford Lane Employment Estate Viewed from the Town Walls

# 4. A Thriving Town Centre



## 4. A THRIVING TOWN CENTRE

### 4.1 Introduction

4.1.1 Wareham Town Centre benefits from 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.

4.1.2 The compact Town Centre is structured 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.

4.1.4 Wareham has had a street market since 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

## 4. A THRIVING TOWN CENTRE

### 4.2 Town Centre Health Check

- 4.2.1 Wareham Town Centre has performed 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.

- 4.3.2 In terms of defining the Town Centre 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.

## 4. A THRIVING TOWN CENTRE

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 re-provided within the Town Centre.



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

### Policy TC1 - Safeguarding Retail Provision in the Town Centre

Development within the Town Centre (which is defined on the Policies Map Inset 2) will be supported if all of the following criteria are met;

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

## 4. A THRIVING TOWN CENTRE

### 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 TC2 – 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 200m<sup>2</sup> should be particularly scrutinised so that the likely local impacts may be properly understood.



## 4. A THRIVING TOWN CENTRE

### Policy TC3 – Resisting Out of Town 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.

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 TC4 – 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

### 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



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

## 4. A THRIVING TOWN CENTRE

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 streetscene. Overly large fascias, internally lit box signs, and the instalment of external roller blinds are examples of unacceptable alterations.

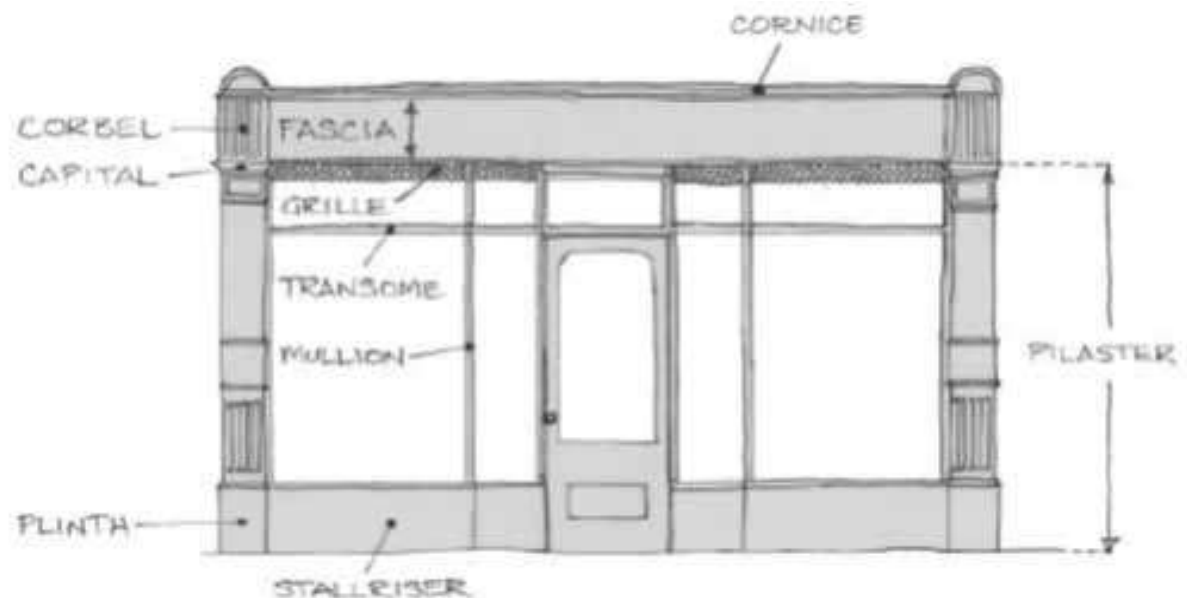


Figure 36: Components of Traditional Shop Front

### Policy TC5 – 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. A THRIVING TOWN CENTRE

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. A THRIVING TOWN CENTRE

### 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 on-street 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.

#### TC6 – 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.



# 5. 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:

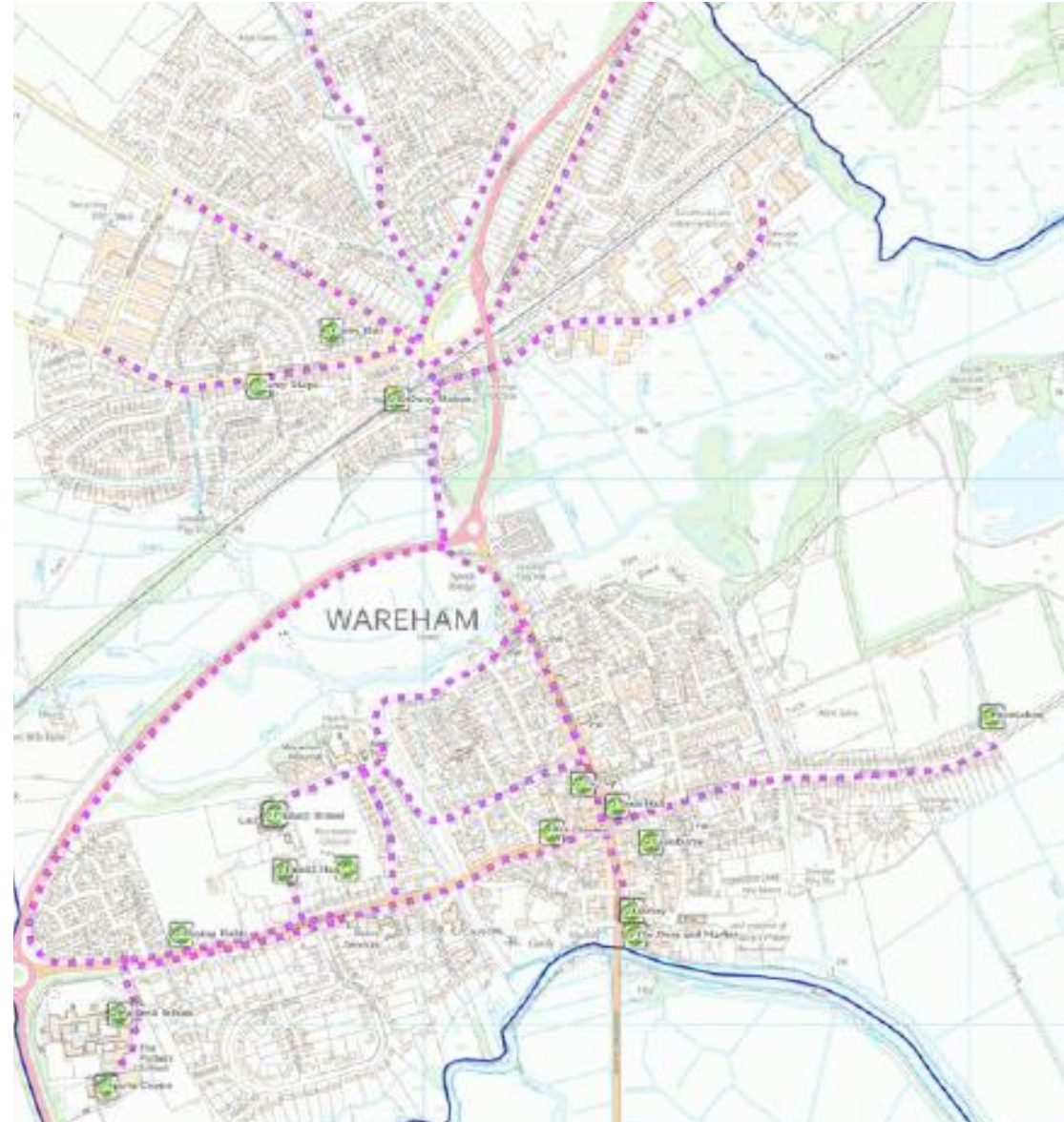


Figure 38: Movement Attractors and Main Pedestrian and Cyclist Routes

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


Important destinations	Key connecting routes
<ul style="list-style-type: none"> <li>– Wareham Forest (recreation)</li> <li>– Carey Hall</li> <li>– Carey Shops</li> <li>– Sandford Lane Industrial Estate</li> <li>– Railway Station</li> <li>– Town Centre cluster (Supermarkets, Town Hall, Library, Cinema)</li> <li>– Rugby Club and Allotments</li> <li>– The Quay</li> <li>– Health Centre, Hospital and St Marys School</li> <li>– Recreation Ground and Playing Fields</li> <li>– Purbeck School and Sports Centre</li> </ul>	<ul style="list-style-type: none"> <li>– Carey Road</li> <li>– Tantinoby Lane to Tantinoby Farm</li> <li>– Bere Road</li> <li>– Northmoor Way</li> <li>– Sandford Road and Sandford Lane</li> <li>– Northport / North Street</li> <li>– Railway crossing at the station</li> <li>– Wareham bypass (NW link)</li> <li>– Worgret Road / West Street</li> <li>– North and West Walls and Streche Road</li> <li>– South Street</li> <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:

 Bere Road: limited width in places and several footway crossovers on the whole route result in uneven surfaces that make the route difficult to negotiate in a wheelchair.

 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 non-highway 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.

Figure 39: Wareham Station Railway Crossing





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

### 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 Bere 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 users.

5.1.6 The reconnection of the Swanage 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.

5.1.7 At present Swanage trains are required 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 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 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 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



Figure 40: Swanage Railway Trial Service to Wareham

## 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. 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)

## 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES

Protected Open Spaces						
Open Space	Landscape Quality	Historic Significance	Recreation of Value	Wildlife Value	Ownership	Other
Houses 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	Ilorden 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 historic 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 historic Walls Walk with peaceful path and space to the rear.

Figure 43: Protected Open Spaces Survey

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



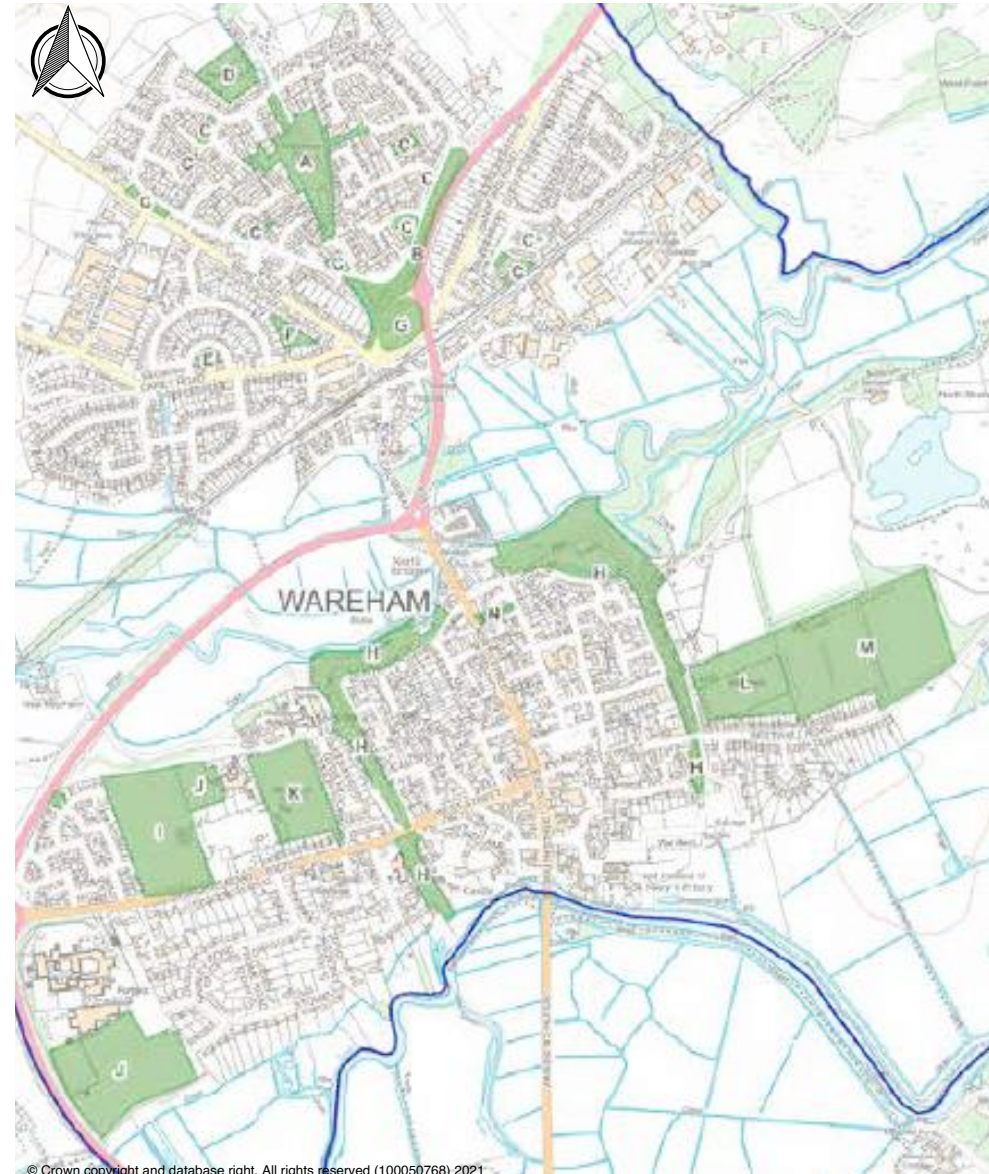
Figure 44: Houses Field Play Area

## 6. LOCAL GREEN SPACES & COMMUNITY FACILITIES

### Policy GS1 - Protection of Local Green Spaces

Development will only be considered in line with national planning policy on Green Belts 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



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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

6.2.1 NHS Dorset Clinical Commissioning 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).

6.2.3 Alternative sites for the provision of the Health Hub were considered and the agreed 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 ground 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 may be undertaken in phases. 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. 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

**GS2 WORGRET ROAD**

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 HealthCare 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.

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 Recreation 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.



# GS2 Principles of Development - Illustrated

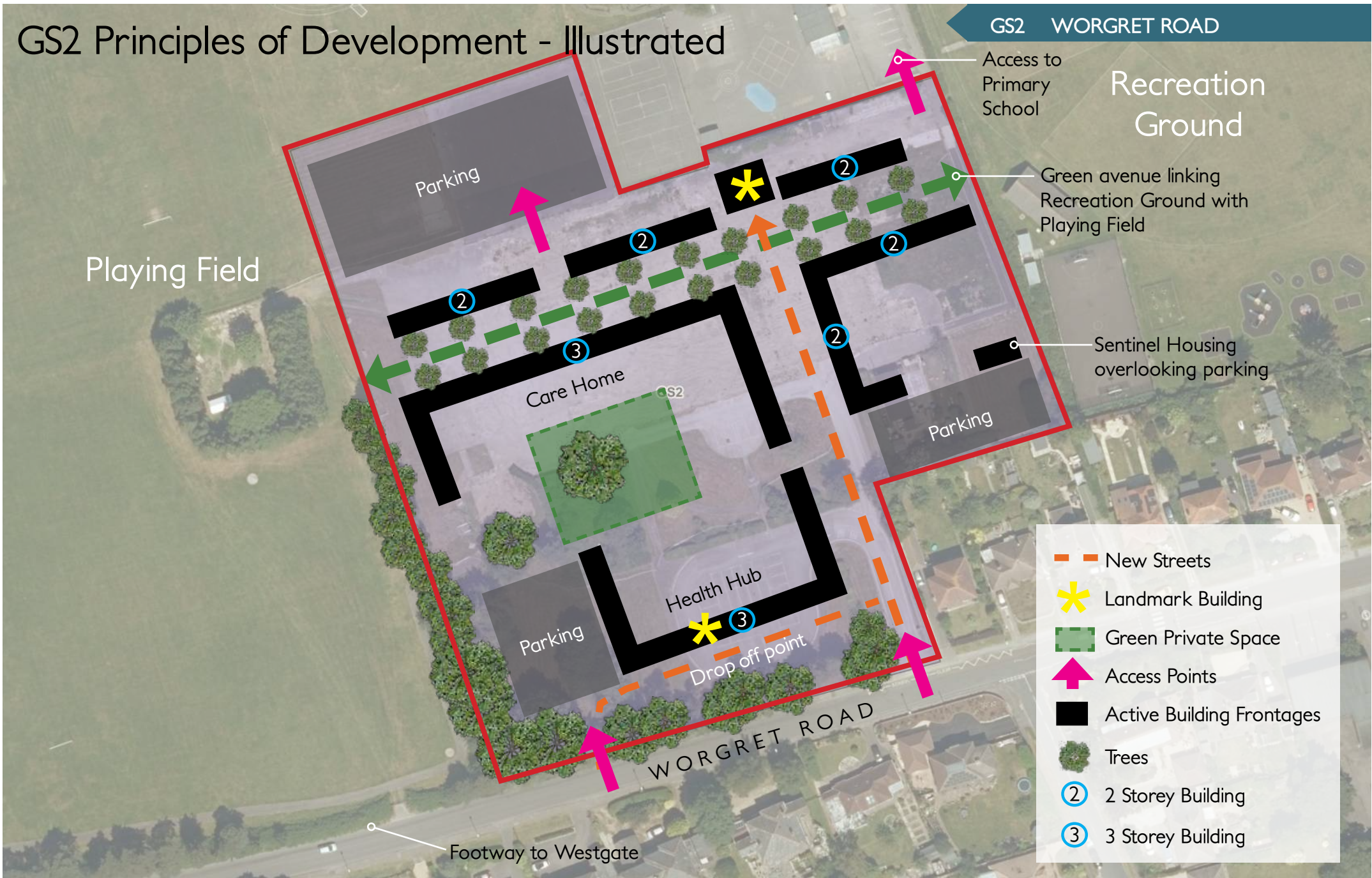


Figure 46: GS2 Principles of Development - Illustrated

## 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.

6.3.2 The site lies within the Wareham Conservation Area, and therefore any 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 should demonstrate good quality design as set out in Policy LDP1 and must contribute to tackling climate change as set out in policy LDP3, and should 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.

# GS3 Principles of Development - Illustrated



Figure 47: Bonnets Lane Day Centre

Figure 48: GS3 Principles of Development - Illustrated



# 7. A Locally Distinctive and Sustainable Place

## 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

7. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE .....



Figure 50: Wareham from the South (copyright Alamy)

7. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE .....

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.

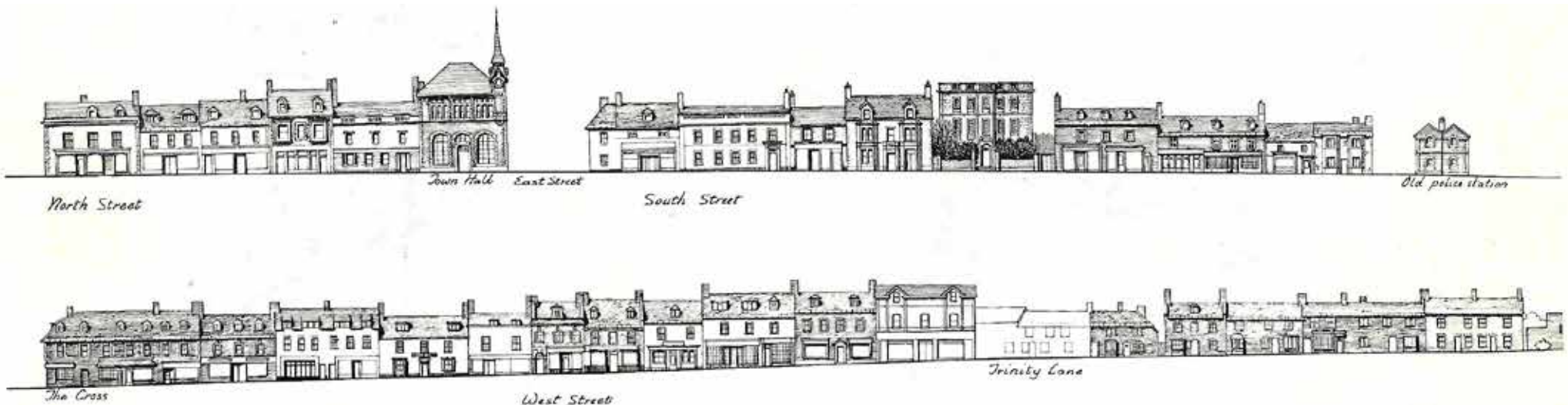


Figure 51: Wareham Street Elevations (Wareham Conservation Study, DCC, 1969)

## 7. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE



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-de-sac 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 and depths to establish a rhythm to the architecture in a street
- Brick walls or railings should define front garden areas. Paving should be

natural stone where appropriate;

- 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. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE .....

### 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 other designated heritage assets and their settings;
- 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. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE

### 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
- where practical 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;
- where practical open water features are provided which support native habitats and use native species as part of sustainable drainage systems;
- sufficient refuse and recycling storage<sup>1</sup> 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)

<sup>1</sup>See Policy 22 of the Bournemouth, Poole and Dorset Waste Plan.

## 7. A LOCALLY DISTINCTIVE AND SUSTAINABLE PLACE .....

### 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 (which is a Grade II listed building) 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. 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 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 At least 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

## 9. Appendices



North Wareham  
 Townscape Analysis  
 05.1  
 Townscape Analysis

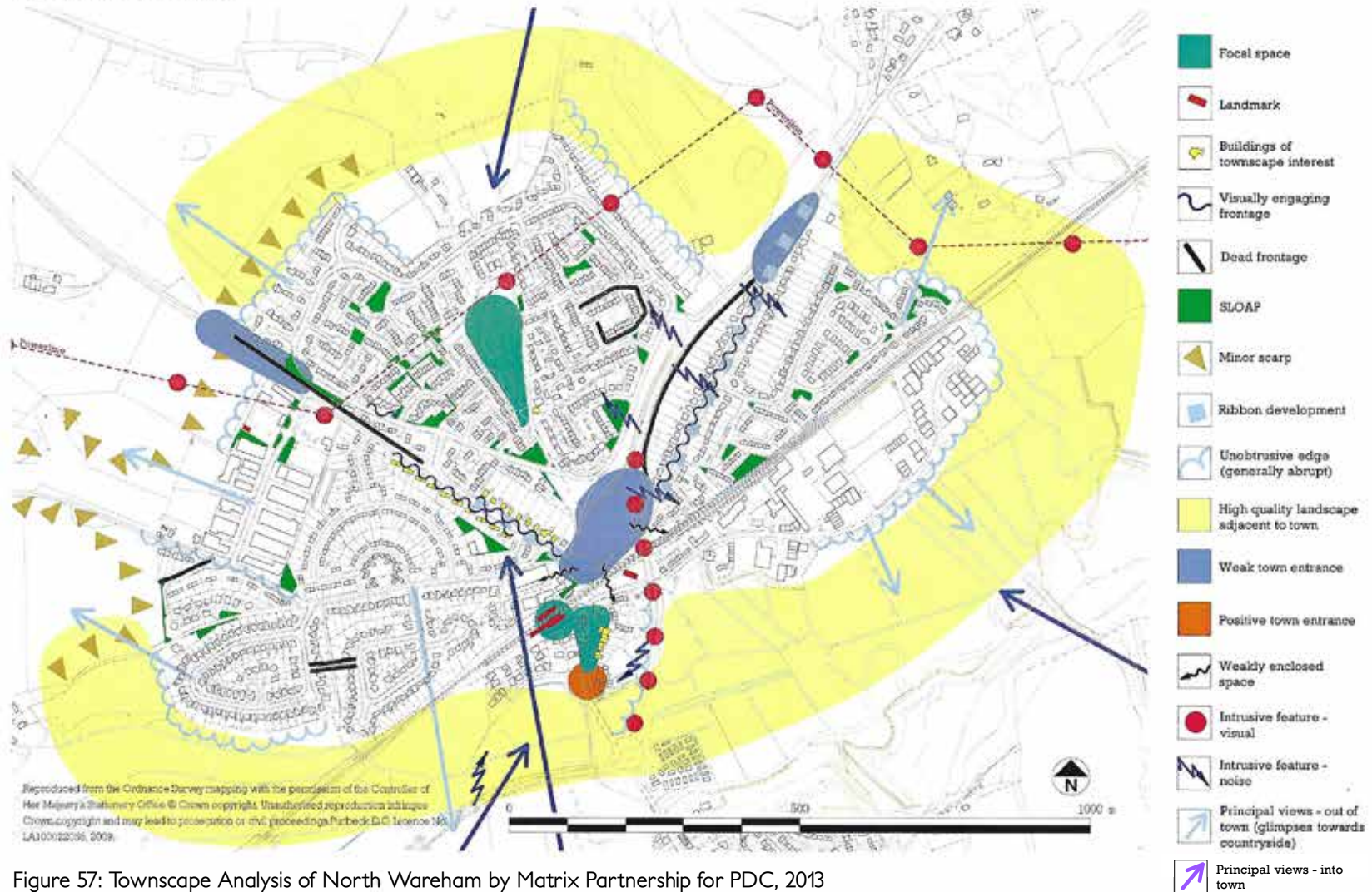


Figure 57: Townscape Analysis of North Wareham by Matrix Partnership for PDC, 2013

Wareham  
 Townscape Analysis  
 05.1  
 Townscape Analysis

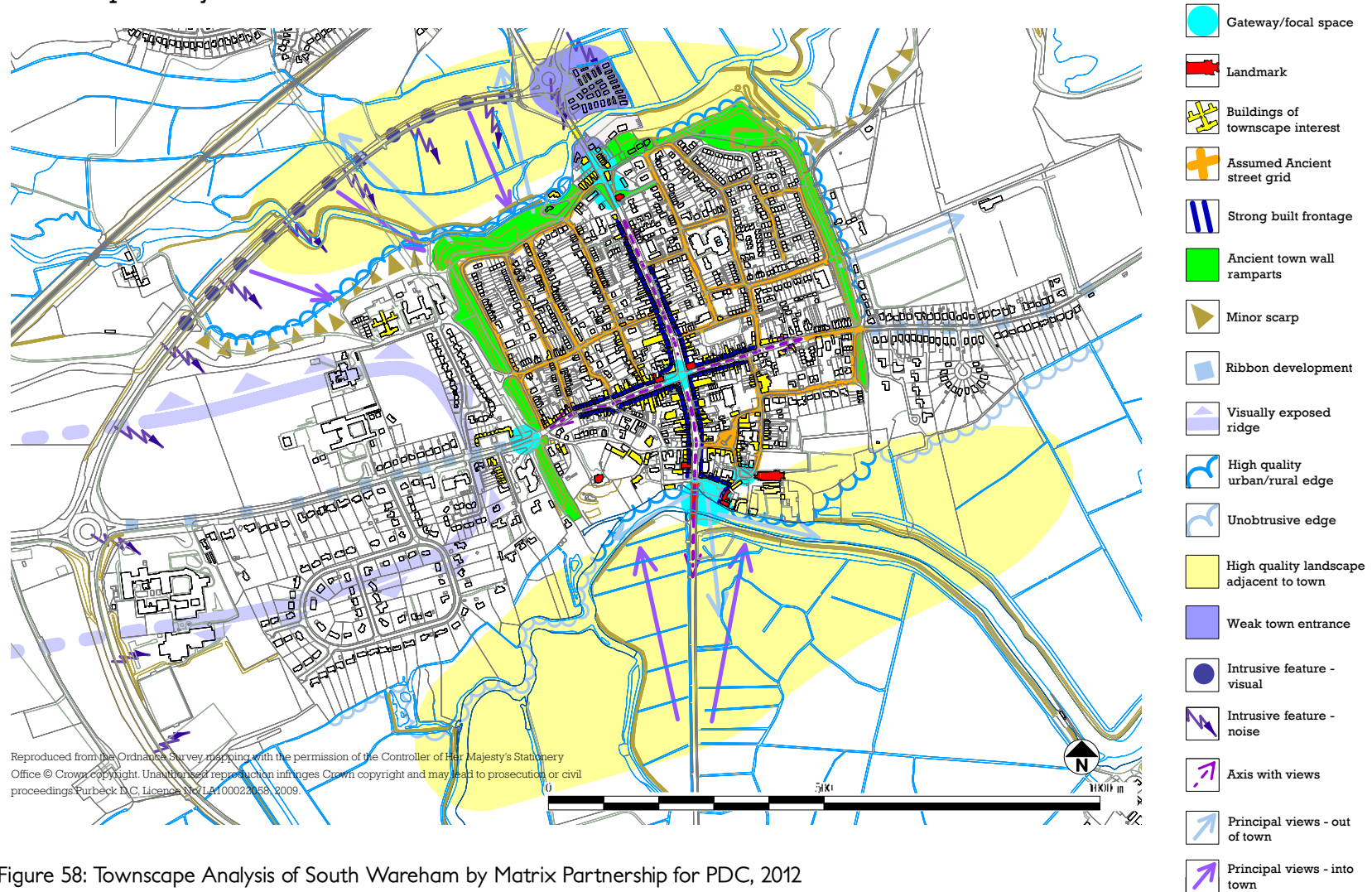


Figure 58: Townscape Analysis of South Wareham by Matrix Partnership for PDC, 2012



## 9. APPENDICES

### 9.1 Key Evidence Documents

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

AECOM (2020), Wareham Neighbourhood Plan Habitats Regulations Assessment

Dorset Council (2020), Dorset Heathlands Planning Framework 2020 – 2025

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Cushman and Wakefield (2018) Wareham Town Centre Retail Report, Bristol

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Dorset Council (2020), Council response to post hearing inspectors questions

Dorset Council (2019) SD14: Updated schedule of main modifications to the Purbeck Local Plan

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Dorset County Council (1969), Wareham Conservation Report.

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Dorset Planning (2018) Local Green Space Assessment Wareham Neighbourhood Plan

Dorset Planning (July 2018) Employment Needs Assessment Wareham

Neighbourhood Plan

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

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Ladle, Lillian (1994), Wareham A Pictorial History, Phillimore, Chichester, Sussex

Matrix Partnership (2013), North Wareham Townscape Character Appraisal, Wareham, Purbeck District Council, Wareham

Matrix Partnership (2012), Wareham Townscape Character Appraisal, Wareham, Purbeck District Council, Wareham

ONS (Office for National Statistics) 2011 Census returns for Wareham Parish

Public Perspectives (2018), New Homes for Purbeck Consultation Report of consultation results: April 2018

Purbeck District Council (2012), Wareham Conservation Area Appraisal Document

Purbeck District Council (2012), Purbeck Local Plan (Part 1)

Purbeck District Council (2015), Strategic Land Availability Assessment (SHLAA), Wareham

Purbeck District Council (2018) New Homes for Purbeck – have your say (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

