



Wareham Neighbourhood Development Plan 2019 – 2034 Consultation Statement

“The intention of developing a Neighbourhood Plan is to enable local residents and businesses to help shape the future of Wareham, improve quality of life and strengthen the community.” Wareham Neighbourhood Plan Steering Group Terms of Reference

Produced by the Wareham Neighbourhood Development Plan Steering Group

December 2020



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Introduction

The Localism Act 2011 introduced Neighbourhood Plans as a way of enabling residents to have more influence over the future of their local area. They provide a powerful set of tools for local people to ensure that they get the right types of development for their community where the ambition of the neighbourhood is aligned with the strategic needs and priorities of the wider local area. Preparing a Neighbourhood Plan provides the opportunity for the local community to help shape future development in their area.

The Consultation Statement has been prepared to fulfil the legal obligations of the Neighbourhood Planning Regulations 2012 under Section 5(2). A Consultation Statement:

- (a) Contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan;
- (b) Explains how they were consulted;
- (c) Summarises the main issues and concerns raised by the persons consulted; and
- (d) Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

This Consultation Statement summarises all the statutory and non-statutory consultation that has been undertaken with the community and other relevant statutory bodies and stakeholders in developing the Wareham Neighbourhood Development Plan. It describes how concerns have been addressed and what changes have been made to the final Plan as a result of the pre-submission consultation.



Aims of the Consultation Process

The main reason Wareham Town Council decided to develop a Neighbourhood Plan for the Parish of Wareham was to enable the local community to help shape future development within the Parish. On 30th June 2015 Wareham Town Council made a resolution to prepare a neighbourhood plan for the Parish of Wareham. On 20th July the Council formally applied to Purbeck District Council for the designation of the Neighbourhood Plan area. The District Council undertook a 6 week consultation and approved the designation of the neighbourhood plan area on 10th September 2015.

As set out in the Neighbourhood Plan Steering Group's Terms of Reference, "The intention of developing a Neighbourhood Plan is to enable local residents and businesses to help shape the future of Wareham, improve quality of life and strengthen the community."

The aims of the Wareham Neighbourhood Plan consultation process were:

- To involve the local community at all stages in the development of the Plan to ensure that the Plan was shaped by local people's views from the outset
- To ensure that those living in all parts of the Parish were engaged, taking into account that about half of

Wareham residents live to the north of the railway line and half to the south

- To ensure that consultation events took place at critical points in the process where decisions needed to be taken and to complement with the Purbeck Local Plan Review process
- To engage with as wide a range of people as possible, using a variety of approaches and communication and consultation techniques



Methods of Engagement

A range of methods of engagement were adopted in order to fulfil these aims. These included:

- Inclusion of a range of local representatives on the Steering Group
- Working Groups engaging with more representatives
- Website, Facebook Book page and email address
- Press releases, posters in local shops and a large banner in a prominent position at critical times
- Drop-in sessions in the Town Hall and at venues on the northern part of the town
- Surveys online and in hard copy at most stages in the process
- Bulletins distributed to all households and businesses at particularly critical stages
- Workshop with local businesses
- Workshop with young people
- Presentations at local amenity society meetings



Background Information to the Consultation on the Neighbourhood Plan

From the outset and throughout the process of developing the Neighbourhood Plan the Steering Group has ensured that local people have been consulted and have helped shape the Plan.

Neighbourhood Plan Steering Group

At its meeting in May 2015, Wareham Town Council agreed the composition of the Steering Group to include Town and District Councillors, representatives of the local community including the local amenity society (Wareham Town Trust), citizens advice bureau, local businesses and residents who had skills in town planning.

The first meeting of the Steering Group was held on 8th October 2015. It was agreed that a number of themed Working Groups would be formed in order to undertake the necessary work and engage with additional representatives of the community, in particular representatives of the business community. The membership of the Steering Group and working Groups can be found in Appendix 1.

Terms of reference for the Steering Group were agreed in 2015 and can be found in Appendix 2.

Initial community consultation

The intention to develop a Neighbourhood Plan was publicised in November/December 2015 with a press release, banner and posters, 2 drop-in sessions (one in the town centre and one in the northern part of the town) and a survey of people's views. A website was set up and a Facebook page to engage people via social media. Posters were displayed in shops and noticeboards throughout the Parish publicising the survey and drop-ins and a banner was displayed on the flyover at the entrance to the town. A press release also meant that the events were publicised on the local radio station (Wessex FM) and Swanage and Wareham Voice.

The survey was available online and survey forms (attached as Appendix 3) were also available at the Library, Town Council and District Council offices and at the two drop-ins. A workshop was also held at the invitation of the Local Guides and Explorers.

47 responses were received to the survey and additional comments were made on 'post-its' at the two consultation events.

When asked what they liked about Wareham people highlighted Wareham's historic character, its green spaces and charm. The assets to protect that were most favoured in this session were (in order of most favourable to least) the open spaces, the character of the town, the car parking, particularly free on street parking, the level crossing.



The screenshot shows a news article from Wessex FM News. The header includes the station name, contact information (01305 250333), and social media links for Facebook (wessexfm) and Twitter (@WessexFM). The article title is 'Neighbourhood Plan For Wareham' and it is categorized under 'Dorset News / Article'. The main image is the logo for Purbeck District Council, which features a stylized building and the text 'Purbeck District Council'. The article is dated '3:25pm 2nd December 2015'. The text of the article reads: 'A neighbourhood plan's being shaped for Wareham. Residents and businesses in Wareham including Northport, Northmoor and Carey are to be asked the following: What type of new housing is needed to meet Wareham's future needs and where should they be built? Do you consider Wareham needs more land for employment? What issues affect walking, cycling and transport? What additional or improved open spaces and facilities would you like to see in Wareham? What open areas and facilities would you like to protect? Where are there opportunities for change and improvement? Give your views at Old Wareham Town Hall, North Street on Saturday 5th December 10am-1pm Completed surveys should be returned by 31st December to the council or by emailing warehamplan@gmail.com'

A scoping workshop of Steering Group and Working Group members and Town Councillors was held on 16th March 2016 to consider the results of the survey, identify the priorities to be addressed in the plan and start drafting the vision and objectives.

Wareham Town Trust, the local amenity society hosted a well-attended meeting on 21st March 2017 in Wareham Town Hall when a presentation was given updating people on progress on the Neighbourhood Plan.



Gathering evidence of community views

It was clear from the consultation on priorities that providing affordable housing to meet local needs was very important and that residents also recognised the constraints on development in this environmentally sensitive area. A communications and engagement strategy was prepared in February 2016 to guide engagement activity.

Options Consultation (2016)

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. An online survey was undertaken as well as hard copies of the survey being made available in the Library, District and Town Council offices, local newsagents and at a stand at the Carnival. The website and Facebook page also proved to be a useful way to engage. Much interest was shown in the carnival stand. 275 people responded to the survey which showed that whilst affordable housing was a top priority the majority of residents were opposed to the 2 major proposals consulted on in the Local Plan Review. Options being put forward by the Neighbourhood Plan Steering Group including development of an area of Green Belt were however generally supported. Protection of open spaces, improved health facilities, improved shopping, maintaining access for pedestrians and cyclists and maintaining the character of the town were also considered important.

A leaflet was prepared (Bulletin Autumn/Winter 2016) and delivered to all households and businesses in the Parish to further raise awareness of the Neighbourhood Plan and keep people in touch with progress. The leaflet included a summary of the results of the survey and explained the next steps (see Appendix 5).

Living and Learning (2017)

Dorset County Council held a series of stakeholder events starting on 20th February 2017 to engage with a wide range of stakeholders regarding health, social care and other public facilities in the town. At these meetings an update on the Neighbourhood Plan was given and those attending from the Neighbourhood Plan Steering Group fed in the views of local residents. A major proposal to provide a Health Hub on the site of the former Middle School and release at least 2 sites for housing development is now included in the Neighbourhood Plan.

Second Options Consultation (2017)

A further consultation was carried out using the same methods of publicity adopted previously on options in the Neighbourhood Plan. A newsletter and survey were distributed to all households by Steering Group members and other volunteers. Two stakeholder events were held, one in north Wareham using a gazebo on a grass verge on 13th May 2017 and another in the Town Hall on 20th May.

390 people responded to the survey and the majority of those responding supported the options being proposed by the Neighbourhood Plan Steering Group, including development of the industrial estate and adjoining Green Belt land. The full results were posted onto the Wareham Neighbourhood Plan webpages and can be viewed here https://docs.wixstatic.com/ugd/3b3f65_ac21544f59b74c65a45f3cfe83aa22df.pdf.

Employment Survey (2017)

Following a suggestion from a meeting with residents of North Wareham and the Allotment Holders Association, that underused industrial estates be investigated for potential redevelopment, it was agreed that a survey of businesses on all three industrial estates be carried out in Spring/Summer 2017 with the help of volunteer residents. A further check was undertaken when one of main employers on the Westminster Road Industrial Estate vacated their premises. More detail is included in the Employment Report, but a key finding was that employment supply exceeds demand, and both Westminster Road Industrial Estate and Johns Road are seriously under-occupied in terms of employment density. These two older industrial estates are now being identified in the Neighbourhood Plan for potential redevelopment either during or after the Plan period.

Workshop for local retailers (2017)

One of the key priorities for residents was the improvement of shopping facilities and the Steering Group in consultation with the Commercial and Retail Working Group decided to commission a retail study. As part of this work a workshop was held in partnership with the Chamber of Trade and Commerce attended by local retailers, held on 2nd October 2017. Views of retailers helped shape the retail report which was also circulated to the Chamber of Trade and attenders in draft for comment.

Local Plan Consultation (2018)

Discussions with the District Council at the beginning of 2018 resulted in the District Council agreeing to the Neighbourhood Plan options instead of the previous options proposed by the District Council. The Council invited the Neighbourhood Plan Group to exhibit their proposals at an exhibition in the Purbeck School on 3rd February 2018 alongside the District Council who were consulting on revised proposals for the Local Plan Review. Publicity was prepared to encourage local residents to come to the exhibition and take part in the District Council's survey. (Appendix 6). The District Council's survey indicated a majority of Wareham residents in favour of the proposals. A press release on the event was issued <https://www.warehamplan.co.uk/single-post/2018/02/05/Press-Release---Residents-views-help-shape-Wareham%E2%80%99s-future>.

First Pre-submission Consultation (Regulation 14) Community Engagement (2018)

The Pre-Submission consultation on the draft plan proposal was held between 1st June and 13th July 2018. Hard copies of the Neighbourhood Plan and Strategic Environmental Assessment were available to view at the Library, Town and District Council Offices during the six week consultation period. They were also available at the Carey Hall and Town Hall during the drop-in consultations on 9th and 16th June. Examples of the publicity are provided in Appendix 7, and Appendix 8 includes the list of consultees who were emailed directly at the start of the consultation. The documents were available to download from the Neighbourhood Development Plan website during the consultation period.

85 responses were received to the Regulation 14 consultation many of which were in support of the Plan. The Table attached as Appendix 9 sets out a summary of the representations and the response of the Steering Group.

A number of amendments to the Neighbourhood Plan were made in response. These included excluding the Household Recycling Centre and adjoining depot from the area identified for redevelopment and identifying the land immediately to the west of the Recycling Centre as an area for potential future redevelopment if the issues in respect of adjoining the Recycling Centre are resolved.

First Examination of the Plan (2019)

The pre-submission Neighbourhood Plan, together with the table of pre-submission consultation responses and suggested actions, were considered by Wareham Town Council on 9th October 2018 where it was agreed to submit the Neighbourhood Plan as amended together with the necessary

Following the Regulation 16 consultation (undertaken by the Local planning authority), Bob Yuille MSc DipTP MRTPI was appointed to examine the Neighbourhood Plan. During the course of the Examination both Purbeck District Council and Wareham Town Council were asked to response to questions from the Examiner, and these were published on the website

<https://www.dorsetcouncil.gov.uk/planning->

Wareham Neighbourhood Plan
Who Are You?
To help us know who came to the event we would be grateful if you could place a dot in the boxes below
Please indicate your age group
Please indicate your employment status
Was the timing and venue of this event convenient?
If not what would be more convenient?
Do you have any other comments about the consultation

[buildings-land/planning-policy/purbeck/neighbourhood-planning-purbeck/wareham-neighbourhood-plan.aspx](https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/neighbourhood-planning-purbeck/wareham-neighbourhood-plan.aspx). In September 2019 the Examiner wrote to the District and Town Council suggesting that, given the Town Council's wish to make further amendments to the plan in light of the ongoing Examination of the Local Plan and other factors, the principal and most appropriate route would be to withdraw the plan, rather than continue to examine the Plan in the form it was originally submitted.

The Town Council, at their meeting on 18 February 2020, resolved to withdraw the Wareham Neighbourhood plan that was at examination, and to proceed with consultation on a revised pre-submission draft of the plan

http://www.wareham-tc.gov.uk/_UserFiles/Files/_Minutes/85265-20200218_Extraordinary_Council_Minutes.pdf.

In particular, this gave the Town Council the opportunity to amend the plan to revise the plan in relation to:

- Dorset Council new plans for the Middle School site and redevelopment of the Bonnets Lane site, which proposed higher numbers of dwellings than before. This meant that the housing requirement for the Town could now be met within the existing settlement boundary without using any greenfield land.
- Arrangements to offset the impact of further housing on nature conservation that had been agreed with

Natural England (and had been the main issue holding up the Neighbourhood Plan's examination).

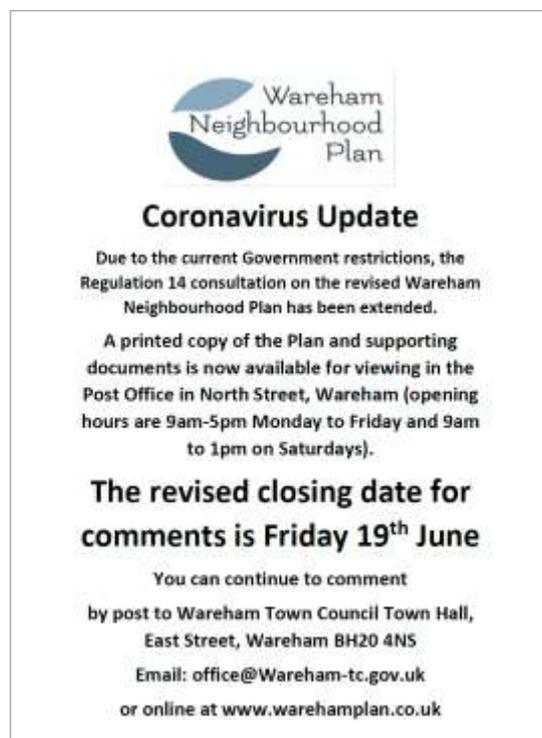
Second Pre-submission Consultation (Regulation 14) Community Engagement (2020)

The Pre-Submission consultation on the revised draft plan commenced on 28 February and was scheduled to run for 6 weeks up to and including the 14 April 2020 (just over the statutory 6 week minimum). A leaflet explaining the need for the revised plan was distributed to households in the parish, and all relevant documents were made available online. Two drop-in information sessions were also publicised through the leaflet and online: the first at the Town Hall at the start of the consultation (29 February) and the second on the following Saturday (7 March) at the Carey Hall. Hard copies of the Neighbourhood Plan and Strategic Environmental Assessment were available to view at the Library, Town and District Council Offices during the consultation period. The documents were available to download from the Neighbourhood Development Plan website during the consultation period.

On 18 March 2020 the Planning Inspector examining the Purbeck Local Plan issued her Post Hearing Note <https://www.dorsetcouncil.gov.uk/planning-buildings-land/planning-policy/purbeck/post-hearings-note-20-03-2020.pdf>. This confirmed her view that "Having regard to the evidence I agree and consider that there are now no

exceptional circumstances to justify the amendment of the Green Belt boundary at Wareham. Accordingly, further changes to the suggested Main Modifications (MM2 and MM31) which respectively relate to the Green Belt policy (policy V2) and its supporting text are necessary to delete the references to the removal of land from the Green Belt at Wareham.”

Due to the Coronavirus pandemic, a national lockdown was imposed by the Government from 17 March, which impacted on the public’s ability to engage with the consultation in the last half of the planned 6 week consultation (after the consultation events). As a result, the decision was taken to extend the consultation until 3 weeks after the restrictions are relaxed, and a notice to this effect was posted on the Town Council website in early April. The



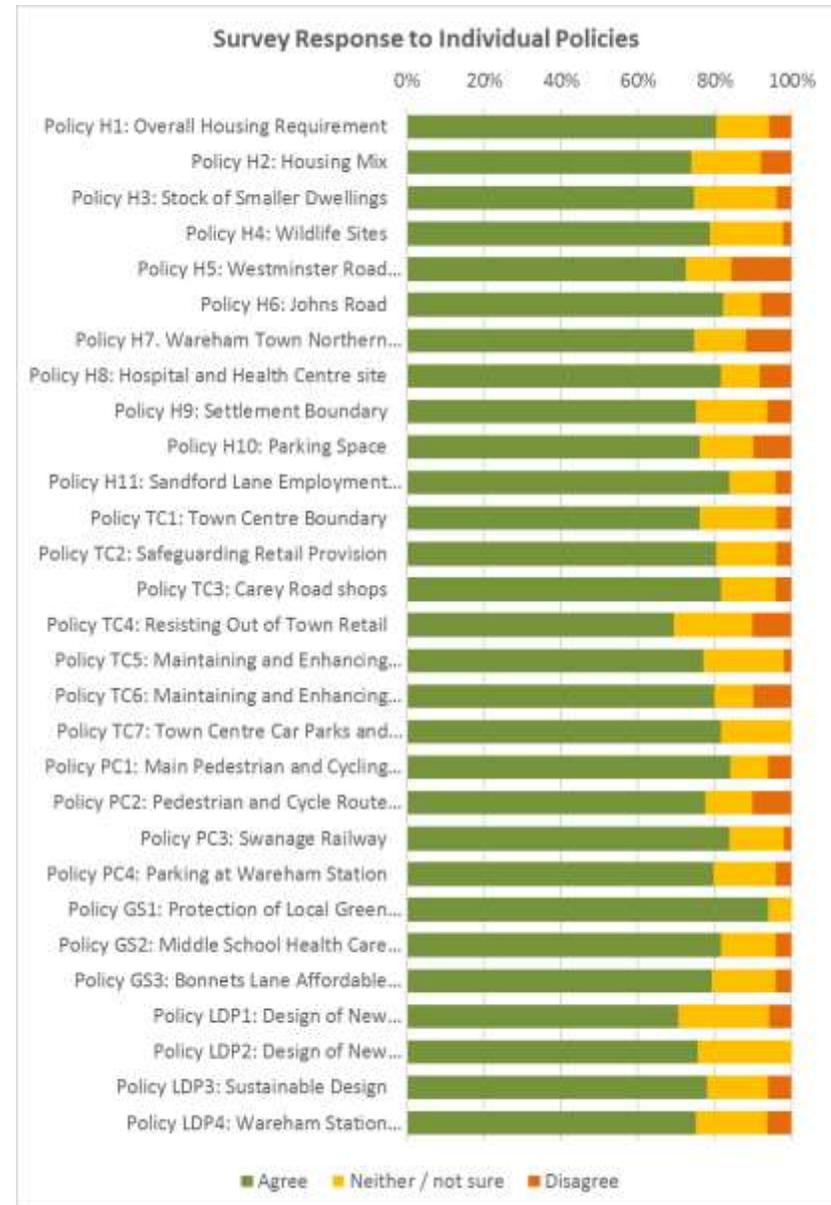
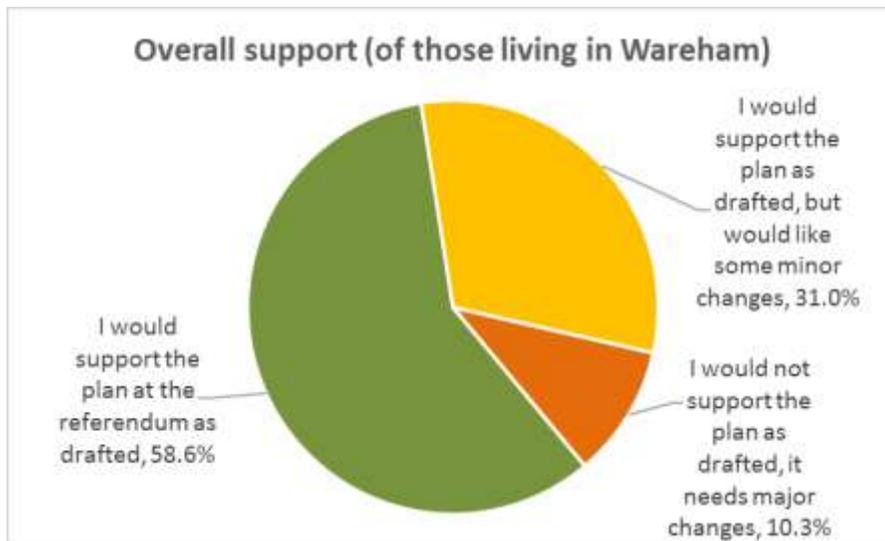
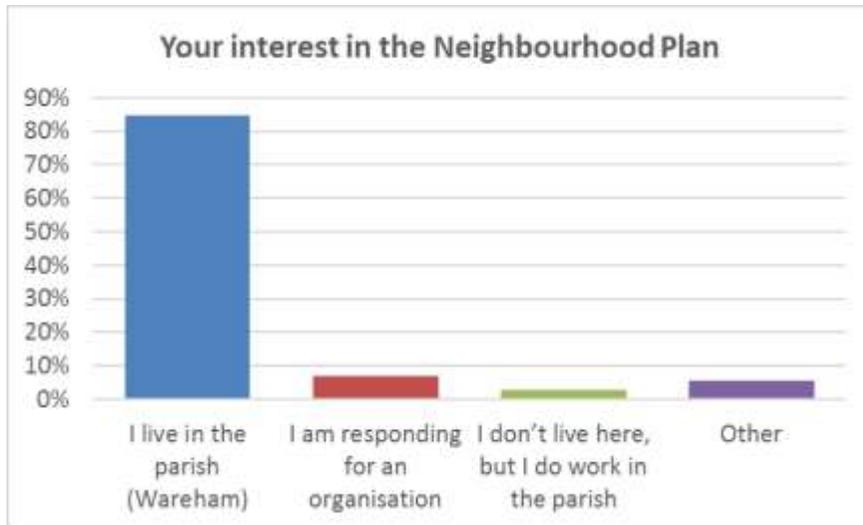
statutory consultees were also informed by email. With the easing of restrictions and Government guidance at the end of May, a new closing date of 19 June 2020 was publicised, together with the fact that a printed copy of the Plan and supporting documents was available for viewing in the Post Office in North Street, Wareham (opening hours are 9am-5pm Monday to Friday and 9am to 1pm on Saturdays).

Examples of the publicity are provided in Appendix 10, and Appendix 11 includes the list of consultees who were emailed directly at the start of the consultation.

54 responses were received named individuals (plus 21 unnamed responses on postcards from the drop-in events) to the Regulation 14 consultation, as well as a further 15 responses from organisations.

The majority of those responding lived in Wareham parish (based on the completed survey returns). Furthermore there was considerable support for the plan as drafted, from those living, as illustrated on the following graphs.

Those completing the questionnaire also responded in terms of whether they agreed or not with each policy. The resulting graph again shows a high degree of support for all the policies, with very little dissent.



A number of amendments to the Neighbourhood Plan were made in response to this consultation. The consideration of all the comments and the responses made to these are shown in Appendix 12. These included concerns about the status of the layout diagrams - so the plan was amended to make clear that the indicative diagrams were illustrative, and including the principles they reflected in the policy wording. Reference to the potential for a canoe launch point was deleted from Policy H7 in response to concerns raised by Natural England and other consultees.

Amendments were also made to that policy in response to concerns raised about contamination and flood risk - with may changes made to clarify that no new dwellings should be built within the areas at risk of flooding (which only covers a small area of the site) and the need for a ground contamination assessment in relation to the Autopoint site. Whilst there were no major objections made to the town centre policies, changes were made in respect of the introduction of new use classes by the Government, which would have made the draft policies redundant.

The responses and proposed changes have been considered by the Neighbourhood Plan Steering Group, and the revised (submission) version of the Neighbourhood Plan, together with the table of pre-submission consultation responses and suggested actions, were considered by Wareham Town Council on 1st December 2020, where it was agreed to submit

the Neighbourhood Plan as amended together with the necessary supporting documentation.

Appendix 1 – Steering Group and Working Groups

Neighbourhood Plan Steering Group Members	Responsibility/Representation
Cllr David Budd	Purbeck District Council and Wareham Town Council
Cllr Keith Critchley	Chair of Steering Group and representative of Wareham Town Council
Cllr Doreen Cleaton	Wareham Town Council
Dr David Evans	Resident/Chartered Town Planner
Hilary Evans	Hon Secretary of Wareham Town Trust /Chartered Town Planner
Nick Fagan	Chair of Wareham Town Trust /Chartered Town Planner
Cllr Hilary Goodinge	Purbeck District Council and Wareham Town Council
Cllr Keith Green	Wareham Town Council
Richard Holman	Citizens Advice Bureau
Linda Kenyon	Citizens Advice Bureau Trustee
Cllr Mike Wiggins	Purbeck District Council and Wareham Town Council
Cllr Nicola Wiggins	Wareham Town Council
James Warren	Local Business
Sue Bellamy	Purbeck District Council (Advisory)
Anna Lee	Purbeck District Council (Advisory)

Working Group Members	Themed Working Group
David Budd, David Evans (L), Hilary Goodinge	Housing
Nick Fagan (L), Richard Holman, Mike Wiggins, Nicola Wiggins	Community Facilities & Infrastructure
Dina Brooks, Keith Critchley, David Evans, Hilary Evans (L), Linda Kenyon	Logistics
Nick Fagan(L), Keith Green, Dave Burgess (Local Business), James Warren (Local retailer), Mike Richards (Local public house), Brett Spiller (Local planning consultancy), Chamber of Trade representative	Retailing & Commercial

Appendix 2 - Wareham Neighbourhood Plan Steering Group Terms Of Reference

1. Background

The Localism Act 2011 introduced Neighbourhood Plans as a way of enabling residents to have more influence over the future of their local area. On 8th April 2015 a presentation was made at the Wareham Town Council Annual Meeting regarding the proposed development of a Neighbourhood Plan for Wareham. Wareham Town Council subsequently agreed on 18th May 2015 to proceed with a Neighbourhood Plan, the setting up of a Steering Group with a Chair to oversee the process. Following consultation Purbeck District Council confirmed designation of the Neighbourhood Plan area on 10th September 2015.

2. Purpose

The purpose of the Steering Group is to design, implement and oversee the preparation of the Wareham Neighbourhood Plan in order that it will progress to Independent Examination, a successful community referendum and ultimately be adopted by Purbeck District Council. The intention of developing a Neighbourhood Plan is to enable local residents and businesses to help shape the future of Wareham, improve quality of life and strengthen the community.

3. Principles

The Steering Group will:

- operate in a democratic manner, allowing opinions and ideas to be shared and discussed by all members with decisions being made by a majority vote
- encourage all local residents, businesses and other stakeholders in Wareham to help shape the Neighbourhood Plan
- make the process constructive such that proposals will improve quality of life for residents, businesses and visitors

4. Tasks and Activities

- Prepare a project plan with timescales setting out the process for development of the Plan
- Prepare a budget and apply for grants from Purbeck District Council and Locality

- Raise awareness and publicise the proposed development of a Neighbourhood Plan
- Meet regularly to agree actions, discuss issues and oversee the process
- Set up working groups on particular topics to gather evidence, establish and understand the needs of residents, businesses and visitors, consider the issues/options and develop policies and proposals for the Steering Group to consider including in the Neighbourhood Planning Policy Framework
- Appoint professional advisors as necessary to assist with preparation of the Plan
- Communicate and engage with residents, businesses and other stakeholders throughout the process using a range of methods
- Consult local residents, businesses and stakeholders including harder to reach groups in order to ensure that the draft and final Plan is representative of the views of local people
- Preparing a Neighbourhood Plan that will meet the requirements of the National Planning Policy Framework
- Publicise the draft Plan prior to the referendum

5. Membership

- The Steering Group shall consist of no less than 10 members
- The Steering Group shall include representatives of Wareham Town Council, local residents and businesses
- The Steering Group shall be quorate when at least half the members attend
- Officers of the District and County Councils and other agencies may attend meetings and contribute to discussions but not vote.

6. Declaration of Interest

Members shall comply with the National Association of Local Councils Code of Conduct. When a member of the Steering Group or advisor has a personal or prejudicial interest in an issue they shall declare it and refrain from discussing or making a decision regarding that issue.

7. Roles within the Steering Group

The Chair of the Steering Group will be appointed by Wareham Town Council. The Vice-Chair shall be elected by the Steering Group. The Chair and Vice-Chair in liaison with the Town Clerk will appoint the Secretary and professional advisors as necessary. The Secretary will take notes of the meeting, record main decisions and action points for circulation to the Steering Group.

8. Meeting arrangements

- The Steering Group and Working Groups shall meet regularly
- Papers for the Steering Groups shall be circulated at least 3 days before the Steering Group Meeting
- Recommendations from Working Groups will be referred to the main Steering Group for decision.
- Other stakeholders and interested parties may be invited to the Steering Group and or working groups to give a presentation/discuss their interest in an aspect of the Plan
- A list of Steering Group members and contact details shall be maintained

9. Finance

The budget shall be agreed by a majority decision of the Steering Group and shall be administered by the Town Council.

10. Changes to terms of reference

Any amendments to the Terms of reference may be made at a Steering Group meeting and agreed by the majority of members.

11. Dissolution of the Group

The members will agree by a majority of Steering Group members to call a meeting for to dissolve the Group.

Cllr Keith Critchley, Chair

Signed:

Date:

Appendix 3 -Survey December 2015



Your views are needed to help shape the future development of Wareham

Neighbourhood planning is about local people shaping the future development of where they live and work. Led by local residents and businesses, a neighbourhood plan will guide where new homes, businesses and shops will be provided and protect the things that are most important to local people.

Your help is needed in drawing up a Neighbourhood Plan for Wareham, which will influence planning policy and help improve local facilities. The Neighbourhood Plan area covers the whole of Wareham including Northport, Northmoor and Carey.

You can help by completing this short survey.

1. What type of housing is needed to meet the future needs of Wareham?

.....

2. Where would you like to see new homes built?

.....

3. Do you consider that Wareham will need more land for employment?

Yes / No If Yes, where?

4. What do you consider are the main issues for walking, cycling and transport?

.....

5. What additional or improved open spaces and facilities would you like to see in Wareham?

.....

6. What open areas and other facilities would you like to protect?

.....

7. Where do you think there are opportunities for change/improvement?

.....

8. Do you have any other comments and issues you would like to raise?

.....

Thank you for taking the time to complete this survey

If you would you like to be kept in touch with progress and/or get involved please provide your contact details below:

Name:

Organisation (if any)

Address:Postcode

Email address: Telephone

Mobile

If you wish to get involved please tick the activities below which you wish to help with:

Publicity eg putting up posters	Refreshments at events	Website /Social media
Carrying out and analysing surveys	Shaping policy	Other, please specify

Personal information provided on this form will be held securely and will be treated confidentially and with utmost care under the terms of the Data Protection Act. The data will be used solely for the purposes of providing information/ correspondence in connection with the preparation of the Wareham Neighbourhood Plan.

Please return this form by 31st December by:

- Placing it in a Wareham Neighbourhood Plan box
- Post to: Wareham Neighbourhood Plan Steering Group, c/o Wareham Town Council, Wareham Town Hall, East Street, Wareham BH20 4NS
- Email: warehamnplan@gmail.com



Appendix 4 – Bulletin Autumn/Winter 2016

What people said

- More Affordable Housing for local people

Purbeck District Council has been consulting on the Purbeck Local Plan Partial Review including options for major developments to the west and north of Wareham. We asked for views on these options:

- o 93% opposed the development of 500 homes to the West of Wareham.
- o 70% opposed the development of 205 homes to the North of Wareham.

Some more new housing is clearly needed but the Neighbourhood Plan Steering Group objected to these major proposals.

We have asked for people's views on the following housing sites:

- o Cottees Market site, East Street - supported by 78%
- o Former Gasworks site, North Street – supported by 78%
- o Health Centre/Hospital sites (if health facilities moved) – supported by 64%
- o North of Carey Road, beyond Westminster Road Industrial Estate - supported by 45%

- Protect Open Spaces – 90% wished the Middle School Playing Fields retained for recreation. The Recreation Ground, allotments, Common and water meadows were also highlighted.
- More Employment - 71% would like additional land for employment to the West of Westminster Road.
- Improved Health Facilities - 92% wanted improved health facilities provided on the site of the old Middle School buildings.
- Improved Shopping – all wished town centre shopping facilities maintained and improved
- Roads and Transport – 93% would like access across the railway maintained as a ground level crossing.
- Maintaining the Character of Wareham – this was highlighted by many who wished to see the town's special character maintained.

What happens next?

Further research is needed into a number of issues before a draft Plan is prepared including:

- How many homes are needed to meet local needs and where to build them
- What road improvements are needed
- How to maintain and improve shops and local facilities



Bulletin
Autumn/Winter
2016

www.warehamplan.co.uk

Are you interested in Wareham's Future?

The Wareham Neighbourhood Plan is our community's opportunity to help shape future development in Wareham. The Plan area covers the whole of Wareham Parish including Northport, Northmoor and Carey. In Purbeck, the Local Plan which is currently under review, will set the overall housing numbers, and broadly where new development is built. The Neighbourhood Plan is about residents and businesses working together, as a community, with local landowners and developers, to find the best fit to meet Wareham's local needs.



What has happened so far?

The views of local people are vital in developing the Plan and, so far, two consultations have been carried out to ask for people's views:

- In November/December 2015 at drop-ins at Carey Hall and Wareham Town Hall and through a survey available in the Library and online
- In August 2016 at Wareham Carnival and through a survey available in the Library and online

275 responded to the recent survey

If you would you like to be kept in touch please provide your email address below:

Name:

.....

Organisation (if any):

.....

Email address:

.....

Please return by email or post by 30th November.

Personal information provided on this form will be held securely and will be treated confidentially and with utmost care under the terms of the Data Protection Act. The data will be used solely for the purposes of providing information/ correspondence in connection with the preparation of the Wareham Neighbourhood Plan.

For more information please look at our website or contact us:

Wareham Neighbourhood Plan Steering Group,
c/o Wareham Town Council, Wareham Town
Hall, East Street, Wareham, BH20 4NS

Website: www.warehamplan.co.uk

Facebook: Wareham Neighbourhood Plan

Email: warehamnplan@gmail.com



Appendix 5 – Newsletter and Survey May 2017



Your views are needed!

The Wareham Neighbourhood Plan is our community's opportunity to help shape future development in the Parish of Wareham which includes Northport, Northmoor and Carey. Last year local residents gave their views on a wide range of issues and highlighted affordable housing for local people as a top priority.

As you may be aware, the Purbeck Local Plan is currently being reviewed. Two sites for new housing development have been proposed by Purbeck District Council (PDC) as options in the Local Plan Review - 500 homes west of Wareham and 205 north of Wareham. PDC is now organising public forums across Purbeck for all interested parties. The central area forum includes Wareham and is due to take place on **28th June, 6th September and 12th October at 6pm** at the Rugby Club, Bestwall Road. Please check on www.dorsetforyou.gov.uk nearer the time and attend if you can.

Whilst most residents recognise the need for some development, the majority of residents who responded to our survey last year were opposed to the District Council's proposals. The site to the west of Wareham lies on the far side of the bypass and would effectively create a separate community. The site also lies within the Area of Outstanding Natural Beauty where national policy is against major development. The site to the north of Wareham lies within the green belt and would affect the well-used Northmoor allotments.

Clearly some development is needed if we are going to provide affordable housing to meet local needs. However, Wareham is very constrained by flood plains, the Area of Outstanding Natural Beauty, Green Belt and Nature Conservation designations. Wareham Neighbourhood Plan Steering Group has therefore objected to the District Council's Options.

The Group has identified a number of potential housing sites within the town including Cottes, the old Gasworks site in North Street and the Health Centre and Hospital sites, if health facilities are moved to a new health hub on the site of the former Middle School.

As an alternative to the District Council's two sites to the west and north of Wareham, the Neighbourhood Plan Group has identified a possible site to the west of Westminster Road south of Bere Road with access via Bere Rd so as to avoid bringing additional traffic through the residential area. Whilst within the green belt, this site:

- would be less visible from adjoining countryside than the options identified by PDC
- would not affect the allotments
- would be better placed to provide an alternative green space that would relieve pressure on Wareham Forest

The North Wareham Action Group has pointed out the potential for regeneration of the Westminster Road Industrial Estate as much of the land is underused. Government Policy encourages reuse of brown field land and so this is also being investigated by the Neighbourhood Plan Group.

To find out more about our alternative sites please come to a drop-in consultation:

- Sat 20th May 10am – 1pm in Wareham Town Hall
- Sat 3rd June 10am - 1pm at the junction of the Bere Road entrance to Northmoor Park and Northmoor Way.

Please also complete our Spring Survey online at www.warehamplan.co.uk or on our Facebook page: Wareham Neighbourhood Plan. Or complete the survey overleaf. If you would like you can email us at: warehamnplan@gmail.com

Appendix 6 – Publicity for Exhibition



Your chance to help shape Wareham's future!

Purbeck District Council recently gave positive feedback to proposals put forward by Wareham Neighbourhood Plan. The Council is looking to the Neighbourhood Plan to provide a total of 200 homes on land not previously allocated in Wareham over the period until 2033.

You are urged to support the proposals for future housing in Wareham included in the District Council's consultation on the Local Plan Review. These proposals provide a positive alternative to the previous controversial proposals for development of land at Worgret to the west of Wareham and north of Northmoor Park.

**Please come to the exhibition at the Purbeck School on
Sat 3rd Feb 10am – 4pm**
to consider housing proposals for Wareham and the rest of Purbeck

**Please also complete the District Council's survey which you will shortly
receive in the post**

Appendix 7 – First Pre-submission Consultation: examples of publicity

The Draft Wareham Neighbourhood Plan can be viewed online at www.warehamplan.co.uk

Drop-in sessions are being held where there will be people on hand to answer questions:

- Sat 9th June 11am – 1pm at the Carey Hall, Mistover Road
- Sat 16th June 11am – 1pm in Wareham Town Hall

Copies of the Plan and comment forms are available at Wareham Town Council Offices, Purbeck District Council Offices and Wareham Library.

 Tell us if you support the Plan - and that the Plan should get your vote at the referendum. You can also tell us if you think we have got anything wrong – so we can make changes before the Plan is examined and goes to referendum.

Comment forms should be returned by 13th July 2018 to Wareham Neighbourhood Plan Steering Group, Wareham Town Council, Wareham Town Hall, East Street BH20 4NS

Email: warehamplan@gmail.com



Local people's views help shape Wareham's future



In 2015 Wareham Town Council decided that it would prepare a Neighbourhood Plan so that decisions on future development of the Town could be made locally and we are now seeking **your views** on the final draft.

www.warehamplan.co.uk



Wareham Neighbourhood Plan Regulation 14 consultation

The draft Wareham Neighbourhood Plan is now available for consultation (Regulation 14).

You can view the Plan online at www.warehamplan.co.uk or at the Wareham Town Council offices, at Purbeck District Council Offices and at the Library, during opening hours.

Drop-in sessions are being held:
Sat 9th June 11am – 1pm at Carey Hall, Mistover Road
Sat 16th June 11am – 1pm in Wareham Town Hall.

Comment forms should be returned by **13th July** to Wareham Neighbourhood Plan Steering Group, Wareham Town Council, Wareham Town Hall, East Street BH20 4NS

Appendix 8 – First Pre-submission Consultation: consultees emailed directly

The following list of consultees were emailed directly at the start of the consultation:

- Arne Parish Council
- Dorset AONB Partnership
- Dorset County Council
- Dorset Local Access Forum
- Dorset Local Enterprise Partnership
- Dorset Local Nature Partnership
- Dorset Waste Partnership
- Dorset Wildlife Trust
- East Stoke Parish Council
- Environment Agency
- Flood Risk Management Team
- Highways England
- Historic England
- Homes and Communities Agency
- Marine Management Organisation
- MP for Mid Dorset and North Poole
- National Grid
- National Grid Property Ltd
- Natural England
- Network Rail
- NHS Purbeck Locality Clinical Commissioning Group
- Dorset Healthcare Trust
- Public Health Dorset
- Purbeck District Council
- RSPB South West Regional Office
- Scottish and Southern Electricity Networks
- South Western Railway
- Southern Gas Network
- Sport England
- Wareham St Martin Parish Council
- Wessex Water
- Swanage Railway
- Dorset County Council
- Morden Estate
- Rempstone Estate Office

Appendix 9 – First Pre-submission Consultation: responses

85 responses were received. The response to final question on the comments form (if completed) was as follows:

No.	%	% of 85	Consultation Form final question
47	67.1%	55.3%	I support the plan as drafted
13	18.6%	15.3%	I generally support the plan but would like to see some minor changes

10	14.3%	11.8%	I do not support the plan and it needs fundamental changes
70	100%		All responding to question
15		17.6%	[did not complete question on comments form]
85		100%	All respondents

The table below sets out the comments received from statutory and other organisations that were consulted during the Pre-Submission consultation stage of the Neighbourhood Plan process and from members of the public and action taken.

Support recorded

Ref	Section	Policy	Details
Local resident ID 2, 3, 4, 5, 6, 7, 8, 9, 13, 17, 20, 24, 27, 34 (x2), 36, 37, 38, 40, 41, 47, 48, 49, 50, 51, 52, 53, 54, 57, 59, 60, 61, 62, 63, 64, 67, Dorset AONB Partnership, Dorset County Council, Historic England, Wareham Town Trust, Wareham St Martin Parish Council	0	Overall	General comments include “Overall this is a well-prepared document in all areas”, “Excellent plan”, “All sounds sensible”, “Support the housing aims”, “Wareham needs the housing to keep town centre alive”, “Thanks for the hard work”, “Supports residents, businesses and the environment to keep Wareham unique” Dorset AONB: The proposals contained within the NDP do not present any significant issues that would affect the character an appearance of the AONB. Dorset County Council: Overall, it is a well thought out plan which we generally support. Historic England: We are impressed with how the community has identified, understood and valued the Plan area’s distinctive historic character and how this has been used to inform briefs for relevant sites, design and development criteria, and assets to be protected, respected and enhanced Wareham St Martin Parish Council: We feel it is an extremely well thought out and clearly laid out Plan reflecting the past, present and future of the town and surrounding areas
Purbeck District Council	3	H01	The Neighbourhood Plan’s housing proposals contribute positively towards meeting the District’s housing need and the Council supports this proposal. An average windfall of 10

Ref	Section	Policy	Details
			dwelling per annum is estimated in the production of housing numbers, the Council agrees this is a reasonable assumption based upon previous years' delivery through windfall development.
Welbeck Land	3	H04	The extent of the developable area differs from our landscape assessment, notwithstanding this, we would concur that further development in the south-west corner of the site, within the "arm" along the lane is appropriate.
Local resident (x2) ID 28	3	H05	Support the revised figure. As soon as more new industrial space becomes available in the area i.e. Sandford Lane, Holton Heath & Poole we will then see the true need and may even find within the plan period that more premises become available for re-development.
Natural England	3	H05	The omission of any development north of the Bere Regis Road accords with our views about significantly increased risk of additional access to Wareham Forest and the specially protected heathlands which are in easy access.
Local resident ID 10	3	H06	Support change of Johns Road to residential, at present the HGVs cause problems on Carey Road
Purbeck District Council	4	TC1	The Council supports the redrawing of the town centre boundaries to include the Co-op car park to allow for future expansion should this be needed.
Local resident ID 13, Purbeck District Council	4	TC3	Supports the protection of the local centre at Carey.
Wareham St Martin Parish Council	4	TC4	Completely support the resistance to out of town Class A retail floorspace unless shown it has no adverse impact on the town centre
Local resident ID 18, 20, 55	5	PC1	Generally support. Make reference to "pedestrian and cycling" and linked to the signalling system
Highways England	5	PC1-2	The safeguarding and improvement of pedestrian, cycle and train links is welcomed to increase the sustainability of the community and reduce the need for private car trips.
Local resident ID 68	5	PC2	Strongly agree with the proposals for new/widened footpaths (Bere Road, Worgret Road, bypass between North Causeway and Worgret).

Ref	Section	Policy	Details
Highways England	5	TC1-9	Policies in relation to safeguarding the viability of town centre retail and local facilities are welcomed to increase the sustainability of the community and reduce the need for private car trips.
Local resident (x2) ID 28	6	GS1	Support

Main Issues Raised at First Pre-submission Consultation

Ref	Section	Policy	Details	Response and Suggested Actions
Gladman Developments Ltd, Welbeck Land	0	Overall	Given the timescale of the Local Plan Review, it would be prudent to ensure sufficient flexibility is retained so that the NP is not ultimately superseded. Aspects which are reliant on the LPR may need to wait otherwise they could be contrary to the Basic Conditions re conformity.	Government legislation allows for the review of Neighbourhood Plans, and this is reference in 8.4.4 where it is proposed that consideration is given to reviewing the plan every 5 years. However a review could be considered at any time and this can be clarified in the text. Where the plan will be reliant on changes to the Local Plan (ie in the case of Policies H4, H5 and H12) the policy wording makes clear that these are subject to a change through the emerging Local Plan. It is currently anticipated that this will be Autumn 2019. <i>Suggested Action:</i> Add to end of 8.4.4 “An earlier review can be triggered by the Town Council if appropriate due to unforeseen changes.”
Gladman Developments Ltd	0	Overall-general	It is not within the remit of a NP to determine planning applications, and as would suggest that the wording 'allowed' or	Although the intent of these policies is clear (to guide the decision maker in their consideration of the development plan

Ref	Section	Policy	Details	Response and Suggested Actions
			'granted' is amended to 'supported'. This applies to policies H4, H8, H9, H10, GS1, LDP1	rather than dictate the decision) it may be better to use consistent language <i>Suggested Action:</i> Amend policy wording throughout to use 'support' or 'resist' to indicate whether the policy is suggesting development should be allowed or refused based on that policy.
Dorset Wildlife Trust, Natural England	3	Overall	Greater reference is needed to a number of biodiversity matters. We support that the document acknowledges the Nitrogen Reduction in Poole SPD. The plan should make it clear that where achievable applicants will be required to provide mitigation directly as part of their application. There should also be a paragraph on Local biodiversity and protected species, these are a distinctive and important feature of Wareham, eg: "Wareham is located amongst a great diversity of designated biodiversity sites which provide a rich backdrop. Within the plan area there are locally important areas for biodiversity as well as protected species. At an application level these will be protected through the Dorset County Council Biodiversity Mitigation Protocol and Dorset Biodiversity Compensation Framework. The Council will manage its own land holdings to maximise opportunities for biodiversity."	Agreed - although re local biodiversity all designated locally important SNCIs lie outside the plan area. <i>Suggested Action:</i> Amend final part of section on wildlife sites in 3.3.1 to read: "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 guidance, and applicants will be expected to provide mitigation directly as part of their application." Also add the following: "Protected species and locally important habitats are not confined to designated sites. At an application level these interests will be protected through the Dorset County Council Biodiversity Mitigation Protocol and Dorset Biodiversity Compensation Framework. This

Ref	Section	Policy	Details	Response and Suggested Actions
			The opportunity for significant environmental enhancements along the River Frome should be explored	could, for example, provide for significant environmental enhancements along the River Frome.”
Highways England	3	H01	In general terms we are satisfied that plan’s proposed policies are unlikely to result in levels of development that will impact upon the SRN. However, we would expect any large scale development coming forward to be supported by a suitable assessment of traffic impacts in line with the requirements of DfT Circular 02/2013 The Strategic Road Network and the Delivery of Sustainable Development	Noted - reference can be made in the supporting text to the need for a traffic impact assessment <i>Suggested Action:</i> Add new para 3.3.3 “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. 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.”
Natural England	3	H01	It is unclear exactly how many houses the plan intends to deliver, and does not match with Table 1	Para 3.1.3 explains that the housing target proposed is for 200 plus windfall infill development of about 100 homes (ie 300 total). The supply (of 300) is set out in Table 1. Given the potential for confusion it is suggested that Policy H1 is amended to more clearly set out the proposals.

Ref	Section	Policy	Details	Response and Suggested Actions
				<p><i>Suggested Action:</i></p> <p>Amend first sentence of H1 to read “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.”</p> <p>Amend Table 1 to cross reference policies</p> <p>Add here note of consequential changes to Table 1 where site capacity estimates have been updated</p>
Local resident ID 19, 23, 32, 43, 56, 65, Cawdor Construction, Purbeck District Council	3	H02	<p>Policy H2 also states that the “inclusion of other affordable 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”. Evidence to support and justify this departure from Purbeck District Council’s policy is required.</p> <p>General concerns from local residents that the policy or allocations will not deliver enough affordable homes. Suggestions include use of CLT, Local Authority built homes, higher % requirement, restriction of 'en bloc' selling.</p> <p>Cawdor Construction refer to their experiences and that delivering a high proportion of affordable housing on brownfield sites is problematic due to the existing use value.</p>	<p>Evidence on housing need is provided in the HNA report. The proposed 40% affordable housing provision is based on consideration of both viability (the 2016 DSP study concluded that there is no scope to increase AH targets and, overall, if anything a view to looking at some easing could be beneficial without greatly affecting overall delivery) and the importance of achieving social cohesion. This does not rule out options such as Council housing building and CLT, the latter which is identified under Project 3. The higher proportion of intermediate type housing than adopted by the Local Plan is justified in the HNA due to the significant gap in provision locally for this specific need, and supported by the NPPF (para 64) which expects planning policies and decisions to provide at least 10% of the homes to be</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				<p>available for affordable home ownership. The policy is subject to a local need for such tenures being evidenced at the time of a planning application being made. The policy wording perhaps does not reflect the HNA conclusions that “50% of all new dwellings should be 2 bedroom” and it may be helpful to include this in the supporting text.</p> <p><i>Suggested Action:</i></p> <p>Amend first sentence of 3.2.6 to read “ 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.”</p>
Purbeck District Council	3	H02	Policy H2 stipulates a requirement for affordable housing on developments with 11 or more dwellings, whilst the final version is awaited, we note that in the draft NPPF the threshold proposed is 10 or more dwellings.	<p>Agreed - the change to ‘major development’ (NPPF para 63)</p> <p><i>Suggested Action:</i></p> <p>Amend reference to “10 or more new dwellings” in Policy H2 to instead reference “major developments”</p>
Purbeck District Council	3	H03	Policy H3 should define ‘larger homes’ and ‘adequate parking and private amenity space’.	<p>Agreed that additional supporting text would be beneficial in explaining the basis for this policy. The term ‘larger homes’ is broadly defined as 4 or more bedrooms in the supporting text.</p> <p><i>Suggested Action:</i></p> <p>Add new para above Policy H2: “Given the over-supply of larger homes (with 4 or more bedrooms) the sub-division of such properties</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				into 2 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”
Purbeck District Council	3	H04 and H12	Purbeck District Council is currently updating its green belt review evidence and it is likely that the Pre-Submission Draft Local Plan will propose a limited number of changes to the existing green belt boundaries to facilitate a geographical spread of housing development across the District. Subject to the provisions set out in the revised NPPF, we anticipate the Purbeck Local Plan having demonstrated the case for exceptional circumstances to amend the green belt boundary and the extent of any revisions needed to deliver the agreed number of dwellings to be provided in Wareham. The detailed amendments to the green belt boundaries will then be made through the Neighbourhood Plan. The Neighbourhood Plan will therefore need to include a policy to define the changes to the green belt boundary required to accommodate housing development in Wareham in its proposed locations. It is not intended that the Purbeck Local Plan includes these green belt boundary changes with respect to Wareham. As the	<p>The revised (2018) NPPF para 136 makes clear that any changes to the Green Belt boundary are reliant on there being a strategic decision made through the Local Plan. Although it is noted that the current intention of the District Council is to allow detailed amendments to the Green Belt boundary around Wareham to be made through the Neighbourhood Plan, this cannot happen until such time that this is confirmed through the Local Plan (likely to be late 2019). The Neighbourhood Plan has acknowledged that the development of sites currently within the Green Belt will be subject to the Local Plan’s strategic decision. The detailed amendment could also be done via the Local Plan, otherwise a similar ‘subject to’ policy on a change to the Green Belt boundary can be included in the Neighbourhood Plan.</p> <p><i>Suggested Action:</i></p> <p>Legal Advice has been taken with regard to the wording of Policy H4, as a result of which the Policy has been removed, the text and</p>

Ref	Section	Policy	Details	Response and Suggested Actions
			Neighbourhood Plan will rely on new provisions in the revised NPPF, we advise that the Neighbourhood Plan Group delays submitting its plan to Purbeck District Council until the revised NPPF has been published.	Plan modified to identify the area for consideration for possible future housing development when the Neighbourhood Plan is revised following adoption of the revised Purbeck Local Plan.
Local resident ID 11, 14, 21, 39, 44, 65, 66	3	H04	Object to more development in this location due to Greenbelt designation, increased traffic / access difficulties and flooding / pollution from old landfill site. Suggest access via Carey Road should be pedestrian only	A wide range of sites has been assessed (see AECOM site assessment report) and this site was considered suitable for development and broadly supported by local residents. The policy specifies that vehicular access should be from Bere Road and/or Westminster Road with only emergency access onto Carey Road. It is a greenfield site and there is no evidence of ground contamination or fluvial flooding. There is potential for surface water flooding on the western part of the site (draining from higher ground to the north) which would need to be taken into account in the detailed design and layout. With suitable mitigation this could potentially reduce flood risk to existing properties within the built-up area. PDC has checked its records and whilst there are records of landfill associated with former quarrying of sand and gravel within 500 metres of the site there are no record of potentially contaminated land.

Ref	Section	Policy	Details	Response and Suggested Actions
				<p><i>Suggested Action:</i></p> <p>Legal Advice has been taken with regard to the wording of Policy H4, as a result of which the Policy has been removed, the text and Plan modified to identify the area for consideration for possible future housing development when the Neighbourhood Plan is revised following adoption of the revised Purbeck Local Plan.</p>
Local resident ID 68, Dorset County Council	3	H04	<p>Concerns about proximity to unneighbourly uses such as the existing recycling centre, salt/grit yard, electricity substation. Policy 17 of the Waste Local Plan (and Policy 24 of the emerging plan) seeks to ensure that non-waste development does not encroach into areas where development could be adversely affected by the operation of waste facilities. Further consideration should be given to whether it is possible to provide adequate mitigation to reduce amenity impacts, such as noise, from the HRC to appropriate levels to ensure any future impacts on residents are minimised. The Waste Planning Authority would ask to be consulted on any future housing proposals in this area to ensure that a suitable layout, design and appropriate screening or buffers can be built into any master planning.</p>	<p>The policy already specifies that a buffer zone should be provided between the Household Recycling Centre and new housing if the Centre remains. However given that the landowner of the area immediately north of this facility has not confirmed its availability, it would appear prudent to remove this area from the allocation (leaving sufficient land for an optional access to the rear) and modify the wording accordingly, taking on board the requirement for consultation.</p> <p><i>Suggested Action:</i></p> <p>Legal Advice has been taken with regard to the wording of Policy H4, as a result of which the Policy has been removed, the text and Plan modified to identify the area for consideration for possible future housing development when the Neighbourhood Plan is revised following adoption of the revised Purbeck Local Plan.</p>

Ref	Section	Policy	Details	Response and Suggested Actions
Gladman Developments Ltd	3	H04	The phasing of development would unnecessarily delay the delivery of sustainable development opportunities coming forward, and the phasing element should therefore be removed	The policy is not intended to convey a phasing in terms of delaying the delivery, but rather recognise the need for a masterplan to coordinate delivery and consideration of the various elements regardless of the varied ownerships (so that the site's delivery is not dependent on land assembly). <i>Suggested Action:</i> Remove wording "on a phased basis" from both policies H4 and H5
Local resident ID 66, Natural England, RSPB, Open Spaces Society	3	H04	Concerns regarding the effectiveness of the SANG / how it would be managed. The indicative SANG area identified would provide Natural England with a high level of certainty the adverse effects on the integrity of the heathlands as well as nutrient neutrality can be secured. Is the developer able to facilitate the SANG? This will need to be demonstrated in order for Natural England to be able to advise the competent authority that a Likely Significant effect can be avoided. There is no reference to how the proposed SANG land would be managed	Noted. With the removal of the housing area north of the HRC, the SANG will also be amended to ensure it is within the one ownership and deliverable. More detailed information on the provision is to be worked up prior to submission. <i>Suggested Action:</i> More detailed work on the SANG will be required for the HRA. However, until MHCLG have formed a view on how the implications of the People Over Wind ruling should be factored into the Neighbourhood Plan process, they have instructed Locality not to progress any Neighbourhood Plan appropriate assessments, including that for Wareham.
Historic England	3	H04	It is not clear whether this allocation has taken account of, or what effect it might have upon, the setting of the Seven Barrows Scheduled Monument. We would therefore	Noted - this can be addressed more clearly in an update to the SEA.

Ref	Section	Policy	Details	Response and Suggested Actions
			ask that this issue be double checked and all supporting information be made available as and when the Plan is submitted to Purbeck District Council for Examination	<i>Suggested Action:</i> SEA to consider clearer reference to consideration of the setting of the Seven Barrows Scheduled Monument
Dorset County Council	3	H04	Mineral assessment will be required prior to development to determine whether some prior extraction and/or re-use of the mineral onsite, will be required.	Noted - this can be referenced in the supporting text and policy. The indicative masterplan and capacity estimate do not include any dwellings within the proposed 250m consultation zone. <i>Suggested Action:</i> Add new para to supporting text “Almost the entire area surrounding the town is designated as a minerals safeguarding area. The Pre-Submission 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.”
Local resident ID 11, 14, 15, 21	3	H05	Object to more development in this location due to access difficulties. Access via Carey Road should be pedestrian only, and suitable buffer to existing homes to provide 30m wildlife corridor. Please no back gates onto Carey Road	The policy specifies that the main vehicular access should be from Westminster Road/Bere Road (and therefore not Carey Road). The Highways Authority has been consulted and has raised no objection to the policy. The required biodiversity mitigation could include a wildlife corridor, however

Ref	Section	Policy	Details	Response and Suggested Actions
				this is a detailed matter that does not need to be prescribed in the plan as it can be addressed at the planning application stage.
Purbeck District Council	3	H05	The site is safeguarded for employment use in the Council's adopted plan Purbeck Local Plan Part One (PLP1) but as part of the Purbeck Local Plan Review, the District's employment land supply and need is being reviewed. Initial findings show that Purbeck has a surplus of employment land. The Council considers that the Wareham Neighbourhood Plan will need to take into account: the views of local businesses; the cost of relocating existing established businesses including where to relocate the businesses; and the scheme's viability.	<p>Considerable research has been undertaken as part of the Neighbourhood Plan's preparation regarding whether there is a need to retain employment land, including consultation with local businesses. It concludes that any net loss of employment land from this estate would not appear to be strategically significant for a number of reasons. There is no intention to compulsorily purchase the land and the policy accepts that the site's redevelopment will depend on sites becoming vacant through turnover and not through forced relocation. Research has also been undertaken by appointed consultants on viability.</p> <p>Legal Advice has been taken with regard to this Policy which concludes that "there is a defensible argument that policies on employment land safeguarding are <i>"non-strategic policies"</i>, which would mean that Policies H5 and H6 could remove the employment designation themselves and there is no need to rely on prospective policies in the new Local Plan."</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				<i>Suggested Action</i> Reword policies H5 and H6 to reflect the Legal Advice.
Local resident ID 14, 23, 25, 68, Gladman Developments Ltd, Welbeck Land	3	H05	Concerned about loss of employment. Is there evidence that sufficient sustainable employment opportunities are available in the future? Will they be supported to relocate? Conformity issue re strategic policies and would not contribute to the achievement of sustainable development	See above response.
Cawdor Construction	3	H05	Concerned about difficulties with site assembly given multiple landowners	See above response.
Local resident ID 66, Dorset County Council, Wareham St Martin Parish Council	3	H05	Object to any redevelopment that would result in a loss of the existing HRC situated within this site. Policy 17 of the Waste Local Plan (and Policy 24 of the emerging plan) seeks to ensure that non-waste development does not encroach into areas where development could be adversely affected by the operation of waste facilities. There are currently no plans to re-locate the HRC which serves Wareham and surrounding areas. DWP have an operational depot located within this allocation and are planning the redevelopment and improvement of this site develop our garden waste and commercial services in the Purbeck area. As it relates to these site, the policy is premature until or unless	The policy already specifies that a buffer zone should be provided between the Household Recycling Centre and new housing if the Centre remains. However given that DCC have confirmed that there are no plans to re-locate the HRC or depot, it may be clearer to simply remove these from the allocation. The need to consult the Waste Planning Authority on the provision of a suitable buffer and/or mitigation measures can be clarified. In view of the multiple ownerships and the fact that there will be no compulsion to redevelop it is estimated that only some 30 dwellings will be accommodated over the site over the Plan period.

Ref	Section	Policy	Details	Response and Suggested Actions
			<p>alternative fully serviced sites and premises are made available to replace these operational sites in the Wareham area. Further consideration should be given to whether it is possible to provide adequate mitigation to reduce amenity impacts, such as noise, from the HRC to appropriate levels to ensure any future impacts on residents are minimised. The Waste Planning Authority would ask to be consulted on any future housing proposals in this area to ensure that a suitable layout, design and appropriate screening or buffers can be built into any master planning. Figure 37 illustrative masterplan should be amended to exclude the three operational sites, and capacity reassessed on this basis.</p>	<p><i>Suggested Action:</i> Remove the HRC and adjoining depot from the site allocation and related plans. Amend final sentence of policy to read “A buffer zone and/or adequate measures should be provided to ensure any adverse impacts from the Household Recycling Centre on the future occupants of the new housing are suitably mitigated, in consultation with the Waste Planning Authority.”</p>
Natural England, RSPB	3	H05	<p>The indicative SANG area identified would provide Natural England with a high level of certainty the adverse effects on the integrity of the heathlands as well as nutrient neutrality can be secured. Is the landowner prepared to facilitate the level of development? This will need to be demonstrated in order for Natural England to be able to advise the competent authority that a Likely Significant effect can be avoided.</p>	<p>Noted. With the removal of the housing area north of the HRC, the SANG will also be amended to ensure it is within the one ownership and deliverable. More detailed information on the provision is to be worked up prior to submission. <i>Suggested Action:</i> HRA to undertake more detailed work, and amend SANG and detail to reflect revised area and proposed mitigation. However, until MHCLG have formed a view on how the implications of the People Over Wind ruling should be factored into the</p>

Ref	Section	Policy	Details	Response and Suggested Actions
			RSPB concerned that the SANGs would need to be carefully designed with particular consideration given to quality and extent.	Neighbourhood Plan process, they have instructed Locality not to progress any Neighbourhood Plan appropriate assessments, including that for Wareham.
Welbeck Land	3	H05	The provision of the necessary SANGs through piecemeal development (given the multiple ownerships) may hamper the ability to achieve their delivery.	The plan recognises the synergy between the two sites (and references the need for a masterplan that looks at the two sites together) given the need to consider access and potential buffer zones, as well as the SANGs requirement. It is considered feasible that within the plan period the two sites should be able to deliver 100 dwellings (which takes into account that only some of the units on H5 will become available for redevelopment).
Local resident ID 39, 68	3	H06	Concerned about loss of employment. Is there evidence that sufficient sustainable employment opportunities are available in the future? Will they be supported to relocate?	Considerable research has been undertaken as part of the Neighbourhood Plan's preparation regarding whether there is a need to retain employment land, including consultation with local businesses. It concludes that any net loss of employment land from this estate would not appear to be strategically significant for a number of reasons. There is no intention to compulsorily purchase the land or force existing businesses to relocate, but the policy allows for the site's redevelopment within the plan period when the opportunity arises.

Ref	Section	Policy	Details	Response and Suggested Actions
Local resident ID 29	3	H06	New café does not appear to be justified in this location - either delete or justify its inclusion	<p>The suggestion of a café came through an earlier consultation and is intended to be an option not a requirement.</p> <p><i>Suggested Action:</i></p> <p>Add in supporting text “There is a shortage of community facilities in Northern Wareham and the site adjoining the Railway Station and main footpath/cycle route would be suitable for the provision of a new café.”</p>
Network Rail, Swanage Railway	3	H06	Given the site's proximity to the operational railway infrastructure, Network Rail must review and accept the design prior to the LPA issuing a consent, and will require the developer to sign asset protection agreement prior to commencement of any construction works on site. The developer will have to work closely with NR to ensure that increased risk at the level crossing is tolerable and appropriate mitigation secured to reduce risk, such as funding to be spent on making improvements to the level crossing or to facilitate its closure. The disturbance from train movements on residential amenity should be taken into account and mitigated through the layout and design.	<p>Reference for the need to consult Network Rail can be referenced in the supporting text and policy. The site is already occupied, and existing users will already use the crossing, therefore the degree to which further improvements to the crossing are justified is unlikely to be significant.</p> <p><i>Suggested Action:</i></p> <p>Add new para in supporting text “As the site adjoins 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.”</p> <p>Amend policy by addition of “Network Rail should be consulted to ensure that future</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				occupants are not unduly disturbed by railway operations. ”
Local resident ID 30, Dorset Wildlife Trust, Natural England	3	H07	Concerned regarding canoe activity on wildlife. The waters upstream of North Bridge are private and not open to navigation being non-tidal and subject to fishing rights. The River Piddle between North Mill and West Mill and beyond is populated by water voles and other protected species and the Wareham Common meadow is an SSSI. The River Piddle adjacent to the site forms part of Poole Harbour SSSI and Ramsar and so the site will need to demonstrate a high level design detail to avoid harm, particularly from aquatic pollution. The potential to launch canoes into this area is also a concern in relation to disturbance issues in Poole Harbour SPA/Ramsar which is readily accessible downstream. It would be appropriate to mention this in the supporting paragraphs and this will need to be considered in the Appropriate Assessment. The policy may require some rewording to indicate the need for mitigation of the canoe launching site	Noted. This requires further consideration through the SEA / HRA. <i>Suggested Action:</i> Add final sentence to Paragraph 3.6.2 to read “The potential harm by aquatic pollution and disturbance to Poole Harbour SPA/Ramsar would need to be considered in consultation with Natural England.” Final sentence of Policy H7 to be amended to read “A canoe launching point would be supported on this site subject to consideration of impact on nature conservation in consultation with Natural England.”
Open Spaces Society	3	H07	Public access through the sites to the registered common land to the west of the Autopoint site and to the east of the former gasworks site should be included in the layout design.	Access to the Common is not encouraged due to the need to conserve the ecological value of the site. The common land adjoining the Gasworks is also part of the Poole Harbour

Ref	Section	Policy	Details	Response and Suggested Actions
				Ramsar site and the impact on wildlife would therefore be a key consideration.
Environment Agency, Cawdor Construction	3	H07	The site is shown as in the flood risk zone. As such the Sequential test needs to be passed, regardless of mitigation. It may be that the site is suitably elevated above 3.6m AOD and this is not a constraint, but this needs to be established. If it cannot be developed for housing a less vulnerable use may be required for this site. Cawdor Construction also believe the Autopoint site to be below the required datum level for housing, and query whether National Grid will sell the land.	The flood risk zone (low or medium risk) covers a very small area of both sites (as referenced in 3.6.3), and it should be possible to design a layout that avoids the areas at risk of flooding. This can be clarified in the policy. As explained in 3.6.1, National Grid are undertaking remedial works prior to disposal of the site for development. <i>Suggested Action:</i> Amend policy to read: “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 potentially impacting on adjoining properties.”
Local resident ID 66, Natural England	3	H08	Given the limited opportunities to provide an effective SANG in proximity to this location, Natural England advise that the reference to SANG be replaced by Heathland Infrastructure Project. This would allow a range of measures aimed at improving existing public access and facilities in the nearby areas of the Piddle valley to be considered as appropriate mitigation.	Agreed. <i>Suggested Action:</i> Amend final sentence of policy to read “Appropriate mitigation in relation to the impact on European wildlife sites should be provided through the Heathland Infrastructure Project in accordance with the Dorset Heathlands Planning Framework.”

Ref	Section	Policy	Details	Response and Suggested Actions
Open Spaces Society	3	H08	Access to footpath 18 and the registered common land to the north should be included in the layout design.	As with the Westgate development (Ref: 6/2013/0278 which included a condition requiring secure fencing along the northern boundary of the Site), it is unlikely that promoting increased access to Wareham Common would be acceptable on ecological grounds.
Cawdor Construction	3	H08	Query whether site will only come forward if funding for the new health centre is achieved	This is noted in the policy, and is actively being pursued by the relevant parties.
Dorset County Council	3	H12	Mineral assessment will be required prior to development to determine whether some prior extraction and/or re-use of the mineral onsite, will be required.	In view of fresh evidence which shows a surplus of employment land in Purbeck exceptional circumstances do not exist to amend the Green Belt boundary in this location and the Plan is no longer proposing an extension to the employment land. <i>Suggested Action:</i> Remove proposed extension of the employment estate, reword policy as clarifying the existing site should be safeguarded.
Natural England, RSPB	3	H12	Whilst it is accepted the use of land for employment has key differences to housing there are associated potential impacts on protected areas that would need to be considered and satisfactorily mitigated. The site at Sandford Lane has been found to have ecologically important grassland biodiversity.	See above

Ref	Section	Policy	Details	Response and Suggested Actions
			Advise text regarding the need for a BMP is inserted into para 3.12.1.	
Local resident ID 68, Environment Agency	3	H12	The site is shown as in the flood risk zone. As such the Sequential test needs to be passed, regardless of mitigation. It maybe that the site is suitably elevated above 3.6m AOD and this is not a constraint, but this needs to be established. If it cannot be developed for housing a less vulnerable use may be required for this site.	See above
Open Spaces Society	4	TC7 & 9	At present the quality of the Quay is partly spoilt by cars. A plan should be drawn up enhancing the quay for the benefit of residents and visitors. It should be paved and vehicles only allowed access for loading and unloading. Normally there should be no parking except for a few bays for the registered disabled.	The availability of parking is critical to the success of the Town Centre. The plan recognises that The Quay is used for civic, community and cultural purposes and the ability to close it to motor vehicles for special events must be maintained.
Local resident ID 20, 55	5	PC1	Make reference to “pedestrian and cycling” and linked to the signalling system	The policies refer to both pedestrian and cycle routes. The link to the signalling system is a detailed matter that cannot readily be addressed through the Plan policies, although such an improvement would be welcomed. <i>Suggested Action:</i> Amend 5.1.2 to include the following text before the final sentence “The exploration of the potential to improve the operation of the crossing such as linking the operation of

Ref	Section	Policy	Details	Response and Suggested Actions
				the barriers / gates to the signalling system would be welcomed.”
Dorset County Council, Network Rail, Swanage Railway	5	PC1	<p>Network Rail cannot support the retention of this level crossing, The long term retention of this level crossing is unsustainable, when considering the safety issues associated with level crossings. The crossing is also subject to a lease and is not a right of way and Dorset County Council have to continue to pay for its operation. Furthermore, the retention of this crossing currently prevents the use of the sidings to the east of the station for Swanage Railway services that terminate at Wareham - these therefore have to remain at the platforms in between services and this constitutes a risk to reliable railway services. Closure of this level crossing will enable the future use of the sidings and help improve reliable operation of the railway. Copy of Network Rail’s Safety Strategy provided for information, and reference made to recent refused planning applications. The conflict with Network Rail re the future of the crossing may well detrimentally impact on the ability to introduce regular daily trains between Swanage and Wareham.</p>	<p>The community consider the retention of a convenient surface level crossing vital, as evidenced in 2016 when 3,300 local residents signed a petition to maintain the ground level crossing. The latest scheme for ramped access was refused on a number of grounds including harm to the setting and therefore the significance of the Grade II listed bridge which forms part of a listed group of station buildings and that the proposal would be likely to increase the use of motor vehicles, and therefore fails to promote sustainable transport. Some 1,200 people use the existing pedestrian crossing a day, 18% of whom have mobility difficulties. There is no other pedestrian crossing of the line, the bypass flyover has no footway and its route would not be convenient for pedestrians. The current lease terminates in 2038 (ie beyond the end of the NP period) and there is no evidence that it could not be renewed. There has never been an accident or fatality on this crossing, and in any event there are other potential solutions to the safety issues raised based on an electronic barrier or gates linked to the signalling system.</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				<p><i>Suggested Action:</i> Legal Advice has been sought which concludes with reference to Policy PC1 “this is a legitimate policy and that it is likely this will satisfy the basic conditions. Paragraph 28 of NPPF2 provides that non-strategic policies in neighbourhood plans can include “the provision of infrastructure”</p>
Network Rail	5	PC2 / PC3 / PC4	Pedestrian and cycle route improvements works such as providing electric charging points and lockable storage for cycles at Wareham Railway Station will need further detail feasibility assessment and consultation with Network Rail.	<p>Noted - the need for landowner agreement can be referenced in the supporting text.</p> <p><i>Suggested Action:</i> Add to supporting text “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.”</p>
Swanage Railway	5	PC3	Welcome the support and the recognition of the potential need for additional infrastructure to accommodate regular Swanage trains. Access to the London end crossover and sidings on the south (down) side of the mainline is also required for flexibility - without this there is increased likelihood of Swanage Railway having to make penalty payments due to the late running of its services.	<p>Support noted.</p> <p><i>Suggested Action:</i> Reference to the need for access to the south side can be made in the supporting text.</p>
Network Rail	5	PC3 / PC4	Pedestrian and cycle route improvements works such as providing electric charging points and lockable storage for cycles at	Noted

Ref	Section	Policy	Details	Response and Suggested Actions
			<p>Wareham Railway Station will need further detail feasibility assessment and consultation with Network Rail. A detailed traffic incursion risk assessment and trespassing risk assessment are required before the reopening of the Swanage Railway to Wareham can be approved. Swanage trains are required to pick up and drop off passengers at the mainline platforms at present. Interruption of the pedestrian crossing is caused whilst trains are in the station and manoeuvring into and from the siding, further detail consultation is therefore required with Network Rail and TOC and possible safe and risk free mitigation measures will need to be adopted.</p>	<p><i>Suggested Action:</i> Reference to consideration of these operational matters as part of any consultation can be referenced in the supporting text.</p>
Purbeck District Council, Swanage Railway	5	PC3 / PC4	<p>It is not possible to safeguard operational land. The Council therefore advises of the need to be able to demonstrate cooperative working with Network Rail to progress with this project.</p> <p>The policy could make clearer the land in question and potential uses, ie: “Any land forming part of the former sidings on the north side of the railway, east of the station, which may be declared surplus by Network Rail, shall be safeguarded for railway and community use, including possibly car parking for rail users”</p>	<p>It is noted that there are permitted development rights in respect of development by railway undertakers on their operational land, required in connection with the movement of traffic by rail. However this policy would not impact on permitted development rights, and would depend on the land becoming surplus to the requirements by Network Rail. This can be clarified in the text. Legal advice has been sought on the inclusion of this Policy which concludes “our judgment is that Policy PC4 is a legitimate policy. The provision of car parking is likely to fall under the definition</p>

Ref	Section	Policy	Details	Response and Suggested Actions
				<p>of “infrastructure”, and as discussed above, neighbourhood plans can address infrastructure matters.,it is likely that there is no problem with the fact that Policy PC4 refers to current operational railway land.”</p> <p><i>Suggested Action:</i> Amend last sentence of 5.1.4 to read “It is therefore proposed that this land be safeguarded for future use by trains to and from Swanage subject to relocation of any protected species.”</p>
Natural England	5	PC3 / PC4	The north side of the station supports a population of European Protected Species, Sand Lizards. This issue should be noted in the plan with additional reference to a strategy to secure and enhance the area prior to any proposals coming forward.	<p>Agreed that this can be highlighted in the supporting text.</p> <p><i>Suggested Action:</i> Add to supporting text “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.”</p>
Gladman Developments Ltd	6	GS1	In its current form the policy fails to make clear whether the ‘green spaces’ are formal designations proposed by the Town Council, or an informal approach to identifying open space. Should the Parish council wish to designate sites as Local Green Space, it is	Agreed that it would be clearer to reference these as Local green Spaces where that designation is intended. Figure 28 provides a summary of the LGS assessment but the more detailed review will be submitted as part of the evidence. Although NPPG advises that

Ref	Section	Policy	Details	Response and Suggested Actions
			essential to provide robust and justified evidence to support their inclusion. In addition, many of the spaces are currently designated as Green Belt. Gladman would therefore suggest these spaces are removed from the policy as the designation is unnecessary. Ref NPPF para77	communities should consider whether any additional local benefit would be gained by designating Green Belt land as Local Green Space, but recognises that it may still be appropriate to identify areas that are of particular importance to the local community (which is the case in the sites selected). <i>Suggested Action:</i> Amend reference to Green Spaces / Valued Green Spaces / Local Green Infrastructure to read Local Green Spaces.
Environment Agency, Natural England, RSPB	6	GS1	Para 6.1.1 should be expanded to include reference to new greenspaces coming forward in the plan being incorporated into the list of valued Green Spaces. The Dorset Heathlands SPD should be referenced at the back of the plan. New development should seek to contribute to green infrastructure within the town and considers enhancement of these green spaces and any development within proximity of watercourses.	The inclusion of new green spaces would be considered through the review process where these can be checked against the NPPF criteria. The Dorset Heathlands Planning Framework is referenced in section 9.
Local resident 66, Natural England, Open Spaces Society, RSPB	6	GS1	The existing open access land which is at Wareham Common should be identified in Fig 28 and on the Inset map. Open Spaces Society suggests adding general policy for protecting green countryside around Wareham in general, seeking access to / better views of the Bestwall Lakes, and a	The common land is an extensive tract of land extending well beyond the Neighbourhood Plan area, and therefore would not meet the NPPF criteria for LGS. It should be noted that this is common land rather than open access land.

Ref	Section	Policy	Details	Response and Suggested Actions
			route across the Swineham Point salt marshes to the edge of Poole Harbour.	
Open Spaces Society	6	GS1	There are further green areas on the Northmoor Park estate that should be protected as part of the Local Green Infrastructure. These are: 1. Between Middlebere Drive and Wellstead Road, 2. To the west of Wellstead Road, 3. On the northern side of Northmoor Way immediately to the north of Burns Road (this may already be shown on the Policies Map; it isn't clear on an A3 printout), 4. To the north of Stour Drive, 5. Between Stour Drive and Sherford Drive, 6. On the corner of Northmoor Way and Sherford Drive, 7. Between Willow Way and Trent Drive off Northmoor (this is already partly shown on figure 29 and Policies Map Inset 1, but the two fingers of land that go north-east and north-west from it should be added). Map provided for further details.	Agreed these small areas associated with the estate layouts are appropriate for designation. <i>Suggested Action</i> Include additional open spaces within Northmoor Park in the list of Local Green Spaces and on the proposals map.
Open Spaces Society	6	GS1 - maps	Drax Avenue green spaces - two have been wrongly labelled with a "C" and the third has been wrongly labelled with an "F". They need a new letter of their own. The children's play area needs shading green and labelling "F".	Agreed this could be clearer <i>Suggested action:</i> Amend labelling on map.
Dorset County Council	6	GS2	The Heath Hub project will be working to BREAAAM Very Good rather than Excellent, due to viability of the development	Noted - the text can be amended to reflect this.

Ref	Section	Policy	Details	Response and Suggested Actions
				<i>Suggested Action:</i> Amend final sentence to read “...(BREAAAM Very Good or Excellent).”
Gladman Developments Ltd	7	LDP1	More flexibility is provided in the policy wording to ensure high quality residential developments are not compromised by overly restrictive criteria. Ref NPPF para60	The public realm is vital to the character of this historic town.
RSPB	7	LDP1	Biodiversity enhancement could be included here to ensure measures such as swift/bat boxes and biodiverse landscaping schemes are incorporated into build design.	Agreed <i>Suggested Action:</i> Add bullet to read “ensuring that landscaping and measures to enhance biodiversity are integrated into the design”
Purbeck District Council	7	LDP1	Reference should be included to listed buildings to strengthen the policy and also to demonstrate that special regard has been had to the buildings and their settings.	Agreed <i>Suggested Action:</i> Amend first bullet to read “achieving high quality design that respects the scale and character of existing and surrounding buildings (and in particular Listed Buildings) in terms of massing, roofscape, height, layout and elevational appearance, taking into account their significance and setting”
Network Rail	7	LDP2	Given the site's proximity to the operational railway infrastructure, Network Rail must review and accept the design prior to the LPA issuing a consent, and will require the developer to sign asset protection agreement prior to commencement of any construction works on site.	This would only apply to the land immediately adjoining the station and not the entire area. This can be references in the supporting text. <i>Suggested Action:</i> Add to supporting text “Where enhancements may impact on operational

Ref	Section	Policy	Details	Response and Suggested Actions
				railway land, it is recommended that Network Rail is consulted at an early stage.”
Swanage Railway	7	LDP2	It may be necessary (to promote sustainable transport aims and objectives) to install temporary structures which may not be able to meet the long-term high-quality design objectives. Amend to ref "... future permanent development..."	The thrust of the policy is considered sufficiently clear and a planning decision at the time would take into account the temporary nature of any proposals in coming to a decision.
Swanage Railway	8	Project 1	At present the Swanage Railway, through the Purbeck Community Rail Partnership, is taking the lead on this with both Network Rail and SWR	Noted - however this policy extends to a much wider area than the railway land and as such the Town Council may be better placed to coordinate this wider involvement
Terence O'Rourke	SEA	SEA	The AECOM SEA is flawed because (a) it fails to assess all of the 24 sites on a level playing field, and (b) it fails to accurately portray the constraints associated with site 24. The plan does not therefore reflect the evidence base. Site 24 could be modified to exclude the flood risk area, the SSSI IRZ designation applies to all sites equally, the potential for protected species is no different to many of the other sites considered, the AONB and GB are not an absolute constraint, and development of the site would result in a small and limited continuation of the linear form of development along Bestwall Road, which is hardly in contrast to existing character and visual amenity. These deficiencies should be reviewed and allocations then reconsidered.	Wareham is a highly constrained settlement being surrounded by a range of important designations. All sites were considered by AECOM and considered against the same criteria. In the 360 degree assessment only the quadrant adjoining Westminster Road Industrial estate was identified as being potentially suitable for development. Site 24 as well as lying within the boundary of the South East Dorset Green Belt also lies within the Dorset AONB. Development of the site would be a notable contrast to the existing character and visual amenity, and would involve removing an area of land designated to prevent urban sprawl.

Ref	Section	Policy	Details	Response and Suggested Actions
Natural England, Purbeck District Council	SEA	SEA	The provision of additional housing will, in the absence of mitigation, have a Likely Significant Effect on the Dorset Heathlands SPA and Ramsar and Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) & Studland Dunes as well as the Poole Harbour SPA and Ramsar. As such, the competent authority (Purbeck District Council or its successor) will need to carry out an Appropriate Assessment under The Conservation of Habitats and Species Regulations 2017.	Noted - however, until MHCLG have formed a view on how the implications of the People Over Wind ruling should be factored into the Neighbourhood Plan process, they have instructed Locality not to progress any Neighbourhood Plan appropriate assessments, including that for Wareham. <i>Suggested Action:</i> Include information on this issue in the Basic Conditions Statement
Historic England	SEA	SEA	We are pleased that though the Plan aims to allocate sites for 200 houses these look to have been allocated in locations where the potential for harm to heritage assets is minimal if not non-existent. Based on what we can deduce from the information which is readily available we would hopefully expect this to only confirm our broad impressions.	<i>Suggested Action:</i> The revised SEA to be carried out AECOM will consider the impacts of the proposals and policies on heritage assets.

Other (minor) points were also made and considered at that time, which did not require and changes to the plan to be made.

Appendix 10 – Second Pre-submission Consultation: examples of publicity

Revised Neighbourhood Plan for Wareham!

The Wareham Neighbourhood Plan is our community's opportunity to help shape future development of Wareham. The Plan covers the whole of Wareham including Northmoor, Northport and Carey.

Your views are now needed on a revised draft Plan. The proposals map can be found overlaid and the draft Plan and proposals maps can be found on our website (see below)

Please let us know your views by completing the survey on www.warehamplan.co.uk

For more information about the Wareham Neighbourhood Plan

Come to a drop-in on Saturday 29th February
10am – 1pm Wareham Town Hall

Saturday 7th March
10am – 1pm at Carey Hall, Mistover Road, Carey

Dorset Council will be at both events to explain their development proposals for the former Middle School and Bonnets Lane sites.

Contact us:
Wareham Neighbourhood Plan Steering Group
c/o Wareham Town Council,
Wareham Town Hall, East Street Wareham BH20 4NS
Email: office@Wareham-tc.gov.uk



Wareham Neighbourhood Plan

Your views are needed on a revised neighbourhood plan for Wareham!

Consultation 28th February to 14th April

www.warehamplan.co.uk

What has happened so far?

Towards the end of 2015 Wareham Town Council decided that it would prepare a Neighbourhood Plan, so that decisions on what new homes and businesses are built would be driven by local people. This started with the Neighbourhood Plan Group asking local people what was important to them. Throughout the process of preparing this Plan, there has been a concerted drive to consult and involve the whole community.

In Summer 2016, the District Council consulted on site options for their Local Plan Review. These included 205 homes north of Northmoor Park and 500 homes west of the Bypass at Westport. Our consultation of local residents found widespread opposition to these proposals. Could we identify alternative proposals that had greater support? Yes - residents suggested that

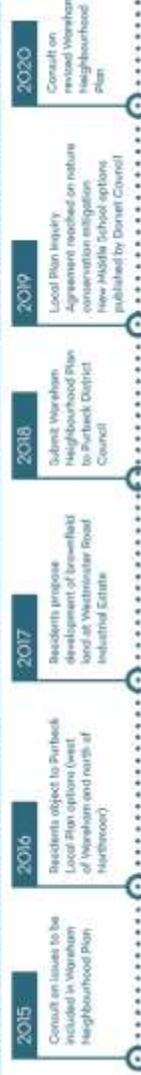
brownfield land should be prioritised, and if greenfield sites were needed, the best option was more limited development west of Westminster Road. The District Council dropped their proposals in favour of the Neighbourhood Plan.

Our Neighbourhood Plan was submitted to the District Council in October 2018 and an independent examiner was appointed in January 2019. At the same time, the Town Council and Neighbourhood Plan Group were working alongside Dorset Council preparing at the Purbeck Local Plan Inquiry in August and October 2019.

Late last year, two further bits of information came to light. Firstly, Dorset Council published new plans for the Middle School site and re-designment of the Bonnets Lane site, proposing higher numbers of dwellings than before. This meant that the housing requirement for the Town can now be met within the existing settlement boundary without

What happens next?

This consultation is to check that local people and organisations are happy with the revised Plan, or if not, what other changes are needed. Once finalised, the Plan will be submitted to Dorset Council who will publish it for comment. It will then be independently examined, before being put to the Town residents for their final decision by a referendum.



Appendix 11 – Second Pre-submission Consultation: consultees emailed directly

The following list of consultees were emailed directly at the start of the consultation:

- Arne Parish Council
- BCP Council
- Building Better Lives
- Dorchester County Hospital
- Dorset & Wiltshire Fire and Rescue Service
- Dorset AONB Partnership
- Dorset Chamber for Business
- Dorset Council
- Dorset County Council
- Dorset County Hospital
- Dorset Healthcare Trust
- Dorset Healthcare University NHS Foundation & Trust
- Dorset Learning Disability Partnership Board
- Dorset Local Access Forum
- Dorset Local Enterprise Partnership
- Dorset Local Nature Partnership
- Dorset Police
- Dorset Waste Partnership
- Dorset Wildlife Trust
- East Stoke Parish Council
- Environment Agency
- Flood Risk Management Team
- Healthwatch Dorset
- Highways England
- Historic England
- Homes and Communities Agency
- Homes England
- Marine Management Organisation
- MLL Telecom Limited
- Mono Consultants
- Morden Estate
- MP for Mid Dorset and North Poole
- National Grid
- National Grid Property Ltd
- Natural England
- Network Rail
- NHS Dorset Clinical Commissioning Group
- NHS Purbeck Locality Clinical Commissioning Group
- People First - Dorset
- Public Health Dorset
- Rempstone Estate Office
- RSPB South West Regional Office
- Scotia Gas Networks
- Scottish and Southern Electricity Networks
- South Western Railway
- Southern Gas Network
- Sport England
- Swanage Railway
- Wareham St Martin Parish Council
- Wessex Water

Appendix 12 – Second Pre-submission Consultation: responses

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Dorset Council	General		Comment: Minor typos / formatting issues - Habitat Regulations Assessment; Northmore should be Northmoor on Fig 7; OS licence number needed on all maps	Noted. <i>Action: review plan for typos based on DC comments</i>
National Grid	General		Comment: National Grid can confirm that it has no known assets within the Neighbourhood Plan area.	Noted.
Linda Kenyon, Gillian S Cull, Julia Phillips	General		Comment: Parking is a major issue north of the railway / in Carey, and needs to be looked at	The parking issues related to the area around Wareham Station and Sandford Lane underpins Policy PC4 and H11.
Angela Salter	General		Comment: Really important to keep housing development on brownfield sites.	Noted.
Ameriscot Commercial, NewCity Property Partners	General		Support: Expresses general support of the draft neighbourhood plan	Noted.
Historic England	General		Support: Having considered the changes proposed I can confirm that there are no new issues raised upon which we wish to comment. We note the removal of the proposal to allocate land west of Westminster Road for	Noted.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			development. We wish your community good fortune in the making of its revised Plan.	
Welbeck Land	General		Comment: it is suggested that the plan is delayed until there is further certainty about the content of the Purbeck Local Plan is reached (i.e. when the outcome of any 'Main Modifications' is known) to avoid the plans being misaligned and uncertainty about to which strategic document the Neighbourhood Plan must conform.	National Planning Guidance (PPG Reference ID: 41-009-20190509) advises on whether a neighbourhood plan can come forward before an up-to-date local plan or spatial development strategy is in place. The guidance makes clear that there is no requirement to delay a Neighbourhood Plan, but that the local planning authority should work with the qualifying body so that complementary neighbourhood and local plan policies are produced. The Town Council have worked closely with Purbeck District / Dorset Council to ensure that the two documents are aligned, and have also been able to consider the Local Plan Inspector's post hearings note that gives a clear indication of the key matters that require modification, and there is no reason therefore to delay the Neighbourhood Plan at this stage.
Welbeck Land	General		Comment: the Neighbourhood Plan should explicitly acknowledge that the Dorset Plan - and the likely increase in housing needs and helping to meet the needs of neighbouring planning authorities - will have a material impact on Wareham.	The Dorset Plan is at an early stage and no draft has yet been published. Para 1.2.2 already acknowledges that changes to the Local Plan or local circumstances may trigger the need for the Neighbourhood Plan to be reviewed, and section

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				8.3 includes more details as to the timing and triggers for an early review.
Wellbeck Land, Mrs Nicola Baggs, Caroline Bengé Anonymous	3.1	H1/H2	Comment / object: There should be more affordable housing. The reliance on approximately 100 dwellings to be achieved through windfall is no guarantee that the target of 300 dwellings will be achieved during the plan period	The policy is in line with the emerging Local Plan, and the level of windfall is based on a 33% discount rate to the past average to provide a robust assumption on windfall housing deliverability.
Ann Williams, Anonymous	3.1 / 3.2	H1/H2	Comment: No flats please Object: Not enough allocation of family homes with gardens. Of the 200 allocated units, few will allow development of family homes with gardens; most are either high density developments (e.g. flats), keyworker housing or care housing. These will not make Wareham a viable place to live for many young families. The plan does not accommodate sufficient family homes to create a mixed, inclusive community.	The Housing Needs Evidence is based on the consideration of the household composition and age structure in Wareham in comparison to Purbeck, as well as the understanding of the housing market context, which suggests there is likely to be a significant need for mid-sized homes of two and three bedrooms, and that a reasonable proportion are provided as apartments or flats (given the trend across the district of older people moving into flats, and likely growth in this demographic). The policy does not prohibit larger family homes, but simply ensures that these are not the predominant house type.
Mrs E Day	3.1	H1	Object: This is a government directive. Very few new houses needed by Wareham, Arne residents - witness Westgate.	The policy is in line with the emerging Local Plan, whose starting point for housing numbers is based on the Government formula and has been tested through the Local Plan examination.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Martin Arnold	3.2	H2	Comment: Any future affordable housing should be prioritised to allow local people who have been resident in the area for sometime.	The default will be based on Dorset Council's allocations policy (which is currently out for consultation and is likely to be based on residency / family connections / employment in the Dorset Council area). Given the strategic nature of the town in the settlement hierarchy it is not appropriate to include a more local (e.g. Wareham based) connection criteria.
Dorset Council	3.2	H2	Comment: Current adopted plan requires 40% on sites of 2 or more. The emerging local plan requirements allow revised rates to be applied, e.g. 30% on brownfield sites, which is what AECOM viability report recommends.	Agree that this should this reflect emerging plan requirements ie 40% greenfield and 30% brownfield <i>Action: amend policy wording to refer to 30% affordable housing will be sought on brownfield sites, and 40% on any greenfield sites.</i>
Alison Jay	3.2	H2	Comment: I am slightly concerned that this policy will incentivise developers to build fewer than 10 houses per site and that we may not see the increase in affordable housing that is needed for families.	The policy reflects the emerging Local Plan and national policy that does not allow a lower threshold than 10 dwellings unless it is a designated rural area (which most of Wareham, other than the limited areas within the AONB, is not).
Caroline Benge	3.2	H2	Object: The statistics of second homes needs to be updated. I agree with the idea of 1-2 bedroom properties. There should be something done with the amount of empty properties before building new ones.	The statistics use the same evidence base as the emerging Local Plan. Dorset Council already have a range of measures in place regarding empty homes

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				https://www.dorsetcouncil.gov.uk/housing/empty-properties.aspx
David Burton	3.2	H2	Object: There needs to be less second homes and holiday rentals	Such a stance is not justified by the current data on second homes.
Terry Dorman	3.2	H2	Support: Integration of open market properties and social housing would help the integration of people living in the particular areas	Noted.
Mrs Nicola Baggs	3.2	H2/H3	Comment: The Covid-19 lockdown requirements have highlighted severe restrictions on those living in flats or housing without gardens. All new housing should provide adequate amenity space that can be accessed independently by residents rather than on a shared basis.	This is reflected in Policy H3 in terms of the subdivision of larger homes. However given the importance of amenity open space for healthy, sustainable lifestyles it would be appropriate to include this under Policy LDP3. <i>Action: include additional bullet point in LDP3: all new homes should have private amenity space that provides a pleasant space in which to enjoy the outdoors in both sunlight and shade.</i>
Anonymous	3.2	H3	Comment: This policy would be fine if it were complemented with a suitable allocation of additional developments with less densely populated developments, such as the homes built at Westgate.	The policy reflects the emerging Local Plan and these can be accommodated on brownfield sites.
Thomas Webster	3.2	H3	Object: The majority of the larger dwellings are within the walls, the creation of further dwellings will severely damage the quality of life for residents by pushing an already high	The brownfield sites are based primarily on those sites where landowners have indicated they are likely to come during the plan period, and are not located within the walls. Whilst the potential for

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			density of population even higher. This also works against the character of the town, which the plan is claiming to be protecting. I feel there are better options to source housing areas within the brownfield areas of the town, thus enabling a regeneration of the town.	infill development is recognised, there are checks in terms of ensuring sufficient parking, amenity space etc
P R Christopher	3.2	H3	Object: There are sufficient large properties already - concentrate on 1 and 2 bed starter homes	Noted - the policies emphasis the need for smaller and more affordable homes.
Mrs Nicola Baggs	3.3	H4	Comment: The Covid-19 lockdown requirements have highlighted the importance of Wareham Common for local people to exercise and enjoy the outdoors close to their homes. It has however emphasised the pressure that the Common is under in from recreational activity. The NP should include recognition of the significance of Wareham Common as an important habitat for protected wildlife, plant species and recommend mitigation to the landowner in compensation for the increased recreational pressure on the Common that will result from the development of a further 300 homes over the plan period. The suggestion on page 15 of the draft that mitigation could “provide for significant environmental enhancements along the River Frome” is an	Wareham Common SSSI is shown on Figure 14, but the actual registered common land does include a wider area and potentially should be referenced in its own right. <i>Action: add further constraint information in section 3.3 on registered common land including that at Wareham Common, and the fact that much of Wareham Common is also of high wildlife value.</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			example that could equally apply to Wareham Common and the River Piddle.	
Natural England	3.3	H4	Support	Noted
Sharron Abbott	3.3	H4	Comment: Whilst I agree with the policy, I would have preferred to see reference to protected species and locally important habitats as well as the internationally protected sites actually in the wording of Policy H4 rather than just in the text under 3.3.2	Noted. Whilst this is largely covered by the NPPF and Local Plan policies, it would perhaps be clearer to include reference to protected species and local nature conservation within the policy. <i>Action: move policy to follow the paragraph on protected species and locally important habitats, amend the policy title and including reference within the policy that “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.”</i>
Caroline Benge	3.3	H4	Object: wildlife everywhere must be protected especially the riverbank and riverside areas. I understand that more housing is needed but utilising what is already available and converting buildings should be strongly considered to limit the negative impact on the surrounding areas.	<i>Action: move policy to follow the paragraph on protected species and locally important habitats, amend the policy title and including reference within the policy that “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.”</i>
Dorset Council	3.3.1	n/a	Comment: Include reference to all designations (SAC, SPA and Ramsar) - although there is much overlap they are not synonymous / co-terminus in terms of boundaries.	These are shown within Figure 14, but it would be clearer to note that the diagram includes SPAs <i>Action: include SPA in Figure 14 reference.</i>
Dorset Council	3.3.1	n/a	Comment: Reference could be made to the strategic flood risk policy in PLP review	Agreed <i>Action: add to end of para “The District Council published a Strategic Flood Risk Assessment of the Purbeck area in January 2018, and in line with</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<i>national policy, its Flood Risk policy steers development to areas with the lowest risk of flooding.</i>
Dorset Council	3.3.1	n/a	Comment: Suggest minor wording change to HIPs reference to include SAMMs, ie: “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	Agreed <i>Action: adopt suggested changes</i>
Dorset Council, J Plumpton	3.3.2	H4	Comment: The section on national wildlife sites may sit better here than 3.3.1, with reference to the appropriate policies in Environment Chapter of PLP Review (not just E9). Also, could refer to biodiversity gain coming through future Environment Bill.	Agree that cross referencing is needed. <i>Action: include cross-reference to over-arching Local Plan policies and biodiversity gain</i>
Dorset Council	3.4.5		Comment: date of Heathlands SPD needs changing.	Agreed <i>Action: amend date to 2020-2025</i>
Dorset Council	3.4	H5	Comment: As drafted this policy is potentially too prescriptive, particularly when presenting a layout to conform to. The principles of development could be set out in the text of the policies (example given) and an indicative masterplan presented.	Agreed - the diagrams are intended to illustrate the principles, but it would be clearer to include these in the policy wording: <i>Action: amend diagram title to “Principle of Development - Illustration” and revise third sentence to read as follows:</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<p><i>“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:</i></p> <ul style="list-style-type: none"> <i>– Create active building frontages along Carey Road and Westminster Road</i> <i>– Development to be generally 2 storeys in height</i> <i>– Avenue of trees to be created along Westminster Road to soften the appearance of the street</i> <i>– Main access to the development to be from Bere Road</i> <i>– Vehicular access to individual sites to be from Westminster Road</i> <i>– Large oak tree at junction of Carey Road and Westminster Road to be retained.”</i>
Mike Pollard, K Sambells, Mrs E Day	3.4	H5	Comment: Need to retain the recycling centre	Noted - there are no proposals in the Neighbourhood Plan to relocate this facility.
Dorset Council	3.4	H5	Comment: The Waste Planning Authority are satisfied that although the proposed access to the housing will run past the HWRC entrance,	Noted

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			there is unlikely to be unacceptable impact on the HWRC due to proximity to the housing.	
Welbeck Land, Dorset Council	3.4	H5	Object: This is a protected employment site in the extant Local Plan and Welbeck has objected to its exemption through the Local Plan examination. Comment: Whilst this policy is not in conformity with the adopted plan (as it is currently a safeguarded employment site) this is changing and will not raise any conformity issues under the emerging Local Plan.	Noted - this conformity issue is discussed in the Basic Conditions Statement
Natural England	3.4	H5	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs	Agreed - this simply adds ‘residential’ into the final sentence, making clearer that it is the residential element that requires mitigation. <i>Action: adopt suggested change.</i>
Eaton Stonemasons Ltd, Lisa Lambeth, Mr G Lambeth, Welbeck Land, Malcolm	3.4	H5	Object: Eaton Stonemasons Ltd has invested heavily in the regeneration of 18 Westminster Road and moved the business there in 2017. Our aim is to stay here. The building was improved to meet our needs perfectly and the investment made would not be reflected in the building value. I could not continue to trade if housing is	There is already an outline planning consent pending on Unit 1 Westminster Road, to erect up to 12 dwellings (application reference 6/2020/0163). It is therefore considered that the delivery of 30 units across the allocated site area is not dependent on the release of 18 Westminster Road, nor would the higher land

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Courtney, Julie Bradshaw, Terry Dorman			<p>built around us as the noise and the vans and lorries would cause complaints from neighbours. I would also have a business that would not sell. Would it not be better to encourage investment in Westminster Road business units to create smaller units to encourage more small business to the site to perhaps give jobs and opportunities to those people the new housing plan is aimed at.</p> <p>I work at Eaton Stone Masons - a lot of money has been spent developing the business. No good doing away with industrial for housing. Removing any places of work from the town will increase unemployment in the town. No places of work, then no jobs.</p> <p>Welbeck remains unconvinced by the proposed housing allocation of active employment sites and other sites that would be unviable and likely undeliverable. The employment sites are likely to have a considerably higher value and as such, should the principle of residential development be allowed, they should only be considered as windfall for which there is already an over reliance on 'windfall' development in a tightly constrained settlement.</p>	<p>values prove prohibitive. However should the current landowner's position change within the lifetime of the plan, there would be no reason why that site could not at that stage come forward for housing, and therefore it is appropriate to retain that land within the site allocation.</p> <p>In terms of broader viability issues, this was considered in detail in regard to the proposals contained in the first draft of the Wareham NP, with an independent report undertaken by AECOM. This indicated that the employment site at John's Road should be viable at 40% affordable housing, and the Westminster Road site should be viable at 30% affordable housing.</p> <p>The affordable housing requirements for brownfield sites have been reduced to 30% as part of the new Local Plan (so the requirements are below the levels applied in 2018) to reflect the wider evidence on viability and to ensure that these sites can come forward.</p> <p>The fact that some of these sites being actively promoted for redevelopment suggests that the viability conclusions in the Welbeck Land report are not born out.</p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			<p>Comments: I don't object to housing at Westminster Road but I question whether the site would be available as there are businesses operating there at the moment.</p> <p>Existing industrial unit holders should be encouraged to relocate to Sandford Lane OR Westminster road with perhaps local authority assistance.</p> <p>Recent development of the building occupied by Polar Glaze demonstrates that small industrial units are viable and providing local space is available on the Sandford lane development so retain work for local people.</p>	<p>Whilst these are uncertain economic times, given the market interest there is certainly evidence of applications coming forward for the proposed uses allocated in this plan (ref NPPF para 120).</p>
Caroline Bengé	3.4	H5	<p>Object: I think buildings should be converted instead of being replaced. Gardens and parking added as well as trees. 2 and three storey properties are way too high.</p>	<p>The policy does not require that the buildings are redeveloped, however given their age and original purpose it would appear unreasonable to prohibit their redevelopment given that this may be a more appropriate way to achieve a good quality energy efficient residential development. The existing properties and those in the surrounding areas are already 2 storey.</p>
Lisa Lambeth, Mr G Lambeth	3.4	H5	<p>Object: if you do not put a road restriction between Carey Road and Westminster Road this will still be a rat run for HGVs (road signs do not work and the police cannot control this). The additional cars (60?) would potentially park in</p>	<p>The policy specifies that the main vehicular access should be from Bere Road (as shown in Figure 22) - and the Highways Authority has been consulted and has raised no objection to the policy. We have no evidence to suggest that</p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			Carey Road due to the narrow nature of the road causing access issues to existing properties. During the recent road works we had great difficulty getting into and out of our property as one lane of the road was out of use. The dwellings would look straight into the front of our house - the land between the site and Carey Road should be planted with trees etc.	further restriction is necessary, and it is possible that such a restriction would lead to unintended adverse consequences (eg traffic going to / from Trigon Road would no longer be able to use Bere Road and would therefore use Carey Road more).
Welbeck Land Mrs M A Selby	3.4	H5	Object: It is unlikely that appropriate buffering will be achievable and this will threaten both the amenity of future residents and the proper and viable future of employment on the industrial estate. Object: Personally I would not like to live on an industrial site	There are already residential areas surrounding the estate where people are living, and this would be not be significantly different. There is no reason to consider that amenity issues cannot be adequately dealt with through the development management process.
Wellbeck Land, Anonymous	3.4	H5	Object: Welbeck is concerned that the Town Council's decision to scrap the provision of a SANG north of the railway line will artificially cap development in this general location at 45 dwellings Object: While this could deliver good quality housing, there is a greenfield area adjacent to this site that was previously included, and seems suitable for development; why has this been removed? It does not seem sensible to	The explanation for the removal of the green field (and Green Belt) site is included in the Foreword- basically the reason is twofold (1) it was not possible to agree with the landowner the provision of deliverable Suitable Alternative Natural Greenspace (SANG) west of Westminster Road (without releasing further Greenbelt land for housing) and (2) new plans for the former Middle School site and redevelopment of the Bonnets Lane site means that the housing requirement for the Town can be met within the

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			replace employment facilities with housing, when the community could benefit from both.	existing settlement boundary without using greenfield land
Welbeck Land	3.4	H5	Object: there is a risk of piece meal and uncoordinated development of the industrial estates which would be ineffective and inefficient	The inclusion of guidelines in terms of the principles of development has been used to provide a reasonable level of coordination. It would not be reasonable to suggest that the site must be development in a single phase.
Purbeck Ice Cream	3.4	H5	Support: Purbeck Ice Cream owns 3 units in Westminster Road Industrial Estate, and we confirm that we are interested in redeveloping the site into housing. The Industrial Estate was developed in the 1960s and has a layout and buildings which no longer meet modern needs. Servicing and parking are inadequate and the internal height of the buildings is too low for modern forklifts.	Support noted.
Dorset Council	3.4.11		Comment: Waste and minerals plans have now been adopted.	Noted - the eastward extension to Tatchells Quarry is in the now adopted (Dec 2019) Minerals Site Plan. <i>Action: amend reference to delete reference to 're-Submission'</i>
Dorset Council	3.5	H6	Comment: As drafted this policy is potentially too prescriptive, particularly when presenting a layout to conform to. The principles of development could be set out in the text of the	Agreed - the diagrams are intended to illustrate the principles, but it would be clearer to include these in the policy wording:

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			policies (example given) and an indicative masterplan presented.	<p><i>Action: amend diagram title to “Principle of Development - Illustration” and revise third sentence to read as follows:</i></p> <p><i>“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:</i></p> <ul style="list-style-type: none"> <i>– Create an active building frontage along Carey Road</i> <i>– Development to be generally 2 storeys in height</i> <i>– Retain the trees fronting onto Carey Road and Bere Road</i> <i>– Vehicular accesses to the site to be from Johns Road</i> <i>– Parking to be at the rear of the homes fronting onto Johns Road</i> <p><i>In addition, amend diagram to show sentinel housing overlooking Johns Road (potentially at the end of a short break in the block)</i></p>
Dorset Council	3.5	H6	Comment: Whilst this policy is not in conformity with the adopted plan (as it is currently a safeguarded employment site) this is changing	Noted.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			and will not raise any conformity issues under the emerging Local Plan.	
Caroline Gould	3.5	H6	Comment: need to be sure that this development feeds into the general enhancement of the Northern Approach to the town which at present is poor. Plant more trees etc and ensure a joined up approach with Railway.	Noted - the indicative layout shows the existing tree belt on the perimeter to be retained
Natural England	3.5	H6	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs	Agreed - this simply adds ‘residential’ into the final sentence, making clearer that it is the residential element that requires mitigation. <i>Action: adopt suggested change.</i>
Mrs Nicola Baggs, Wellbeck Land	3.4 and 3.5	H5 and H6	Comment: Welbeck has significant concerns about the appropriateness of the choice of Bog Lane as a SANG location to mitigate development in Wareham. A strategy that includes a SANG - or HIP - at north Wareham is necessary to intercept people travelling towards the Wareham Forest or proposing to use the heath - and has been agreed with the necessary parties and is deliverable. It is therefore very	The Bog Lane SANG is required to mitigate the effects of the combined 160 dwellings allocated south of the railway, and has been agreed as appropriate with Natural England. The scale of development to the north is less and would make a contribution through either s106 or CIL towards HIP provision. Subject to landowner agreement this could include measures on land around North Wareham, and the wording in the Neighbourhood Plan does not rule this out (but does not

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			<p>disappointing to see this approach abandoned at this very late stage in the process.</p> <p>Comment: The SANG at Bog Lane agreed as mitigation by the SoCG is too far from the proposed development site. There is an existing problem of dog walking over the fields of Ferncroft Farm adjacent to Carey Road where there is no right to roam access and also the meadows adjacent to the A351 Wareham by-pass. Mitigation should be provided for farmland neighbouring new development to help landowners / farmers provide information signage for residents and deal with public access issues.</p>	specifically include it due to the uncertainties over its delivery).
Caroline Bengé	3.5	H6	<p>Object: I think buildings should be converted instead of being replaced. Gardens and parking added as well as trees. 2 and three storey properties are way too high.</p>	<p>The policy does not require that the buildings are redeveloped, however given their age and original purpose it would appear unreasonable to prohibit their redevelopment given that this may be a more appropriate way to achieve a good quality energy efficient residential development. The existing properties and those in the surrounding areas are already 2 storey.</p>
Martin Arnold	3.5	H6	<p>Object: The plan to replace one large unit with housing is supported, however the remaining units on this small industrial estate looks dilapidated from the station which does not</p>	<p>The allocation does not include all of the employment land (there are further units to the south).</p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			enhance the area especially when viewed from the railway station. I would like to see the whole of this area replaced with housing. The height set by the more recent development on Sandford Lane would allow for a mix of dwellings on this site at 2 and 3 storey levels. Existing industrial unit holders should be encouraged to relocate to Sandford Lane OR Westminster road with perhaps local authority assistance.	50 units was the maximum possible north of the railway in light of the SANG restriction (following discussions with Natural England).
Julie Bradshaw	3.5	H6	Object: I would keep some workshops in Johns Road, and the pavement on the other side of Johns Road should be made safe before any construction work begins.	
Welbeck Land Mrs M A Selby	3.5	H6	Object: It is unlikely that appropriate buffering will be achievable and this will threaten both the amenity of future residents and the proper and viable future of employment on the industrial estate.	There are already residential areas surrounding the estate where people are living, and this would be not be significantly different. There is no reason to consider that amenity issues cannot be adequately dealt with through the development management process.
Welbeck Land	3.5	H6	Object: there is a risk of piece meal and uncoordinated development of the industrial estates which would be ineffective and inefficient	The inclusion of guidelines in terms of the principles of development has been used to provide a reasonable level of coordination.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Bindon Engineering	3.5	H6	Support: Bindon Engineering owns Station Works Johns Road, and we confirm that we are interested in redeveloping the site into housing	The Neighbourhood Plan takes a long term view up to 2034 and the current building is in poor condition as well as being in low occupancy. This location has particularly good transport links and adjoins the railway station and bus stop as well as being within easy walking distance of the Westminster Road Industrial Estate, which makes it a highly sustainable location for much-needed residential accommodation. Given the landowner's intent it is considered appropriate to include this site allocation.
Saltfire Stoves Ltd, Eaton Stonemasons Ltd	3.5	H6	Object: Saltfire Stoves Ltd has occupied (the full site), that is known as Station Works, Johns Road since 2012. The plan is not based on a clear understanding as to the current operations of the occupying business. The site remains an engineering works to this day, where the construction of the wood-burning stoves takes place, together with a significant amount of R&D into advanced environmental technologies. The majority of our staff are from Wareham and the Purbecks, parking is no longer a problem as employees, can walk or cycle to work, and all staff who choose to drive to work are able to park on site and off-road. We have considered the viability of re-locating the business to another part of the Wareham area should it be forced to, but has not identified a suitable alternative site and as such if forced the Company would most likely have to relocate out of the area, with a negative effect on employees, most of which would find it impractical to travel to an alternative town. Rather than an 'under used', 'former	

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			<p>engineering works’, please refer to the current use of the site as an ‘Advanced Engineering, Design and Environmental Research and Development Centre’.</p> <p>Object: Removing any places of work from the town will increase unemployment in the town. No places of work, then no jobs.</p>	
Welbeck Land	3.5	H6	<p>Welbeck remains unconvinced by the proposed housing allocation of active employment sites and other sites that would be unviable and likely undeliverable. The employment sites are likely to have a considerably higher value and as such, should the principle of residential development be allowed, they should only be considered as windfall for which there is already an over reliance on ‘windfall’ development in a tightly constrained settlement.</p>	<p>As per the response to H5, viability issues were considered in detail in regard to the proposals contained in the first draft of the Wareham NP, with an independent report undertaken by AECOM. This indicated that the employment site at John’s Road should be viable at 40% affordable housing, and the Westminster Road site should be viable at 30% affordable housing.</p> <p>The affordable housing requirements for brownfield sites have been reduced to 30% as part of the new Local Plan (so the requirements are below the levels applied in 2018) to reflect the wider evidence on viability and to ensure that these sites can come forward.</p> <p>The fact that some of these sites being actively promoted for redevelopment also suggests that the viability conclusions in the Welbeck Land report are not born out.</p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				Whilst these are uncertain economic times, given the market interest there is certainly evidence of applications coming forward for the proposed uses allocated in this plan (ref NPPF para 120).
Natural England	3.6	H7	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs	Agreed - this simply adds ‘residential’ into the final sentence, making clearer that it is the residential element that requires mitigation. <i>Action: adopt suggested change.</i>
Dorset Council	3.6	H7	Comment: As drafted this policy is potentially too prescriptive, particularly when presenting a layout to conform to. The principles of development could be set out in the text of the policies (example given) and an indicative masterplan presented.	Agreed - the diagrams are intended to illustrate the principles, but it would be clearer to include these in the policy wording: <i>Action: amend diagram title to “Principle of Development - Illustration”, and revise second sentence to read as follows (and remove reference to gateway design in the first sentence to avoid duplication):</i> <i>“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:</i>

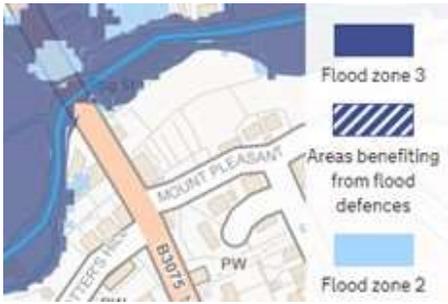
Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<ul style="list-style-type: none"> <li data-bbox="1420 268 2119 419">– <i>Development to create an attractive gateway to the north of the town, with new landmark building on the Autopoint site up to 3 storeys in height</i> <li data-bbox="1420 443 2101 555">– <i>Existing landmark building on frontage of Gasworks site to be retained (and converted to residential)</i> <li data-bbox="1420 579 2078 651">– <i>Buildings other than landmark buildings to be mainly 2 storeys in height</i> <li data-bbox="1420 675 2085 746">– <i>Create an urban active building frontage onto North Street</i> <li data-bbox="1420 770 2069 842">– <i>Treatment of riverside frontage to create an attractive edge</i> <li data-bbox="1420 866 1989 906">– <i>Retain existing trees around both sites</i> <li data-bbox="1420 930 2092 1034">– <i>Consider retention of 95 North Street as positively contributing to the character of the Conservation Area</i> <li data-bbox="1420 1058 2119 1169">– <i>Avoid development within the flood risk area on the Autopoint site (more detailed site survey needed to confirm extent)</i> <p data-bbox="1402 1201 2132 1305"><i>In addition, amend diagram to remove development in potential flood risk area and indicate position of 95 North Street</i></p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Natural England	3.6	H7	Comment: Suggest the sentence relating to the canoe launching point is removed - it is not necessary for the development of the site, and would require a more detailed assessment through the HRA. A sentence acknowledging the proposal (eg as a project) could be inserted in the text in the previous section.	Agreed. Reference to the potential harm to aquatic pollution and disturbance to Poole Harbour SPA/Ramsar and need for consultation with Natural England is already included in 3.6.1 <i>Action: remove sentence referring to a canoe launching point from within the policy wording.</i>
Mrs Nicola Baggs, Sharron Abbott	3.6	H7	Object: Providing a launch point will increase activity on this section of the river, disturbing both the housing occupants and protected species. The waters upstream of North Bridge are private and not open to navigation being non-tidal and subject to fishing rights. The River Piddle between North Mill and West Mill and beyond is populated by water voles and other protected species such as the white clawed freshwater crayfish and the Wareham Common meadow is an SSSI.	
Hamelins Group / Mr Ellis			On behalf of the Hamelins Group, Mr Ellis has acquired an interest in the Autopoint site on North Street and is keen to work with the Steering Group to realise the re-development of this gateway, brownfield site. Survey work has been commissioned and a Development Brief will be prepared to deliver the plan's proposals	Noted.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Sharron Abbott Welbeck Land	3.6	H7	<p>Comment: It isn't clear from the text whether the Autopoint site, which is privately owned and still operating, will actually become available for the proposed housing development.</p> <p>Object: The auto garage is operating as a going concern and this raises concerns that this proposed allocation is undeliverable, and that there is no provision in the proposed policy to seek recourse for the loss of employment or the loss of the service which a mechanic provides to the town.</p>	The Neighbourhood Plan takes a long term view up to 2034 and the NPG have met with the landowners who indicated that they were considering the redevelopment of this site in the future. We have also received confirmation (above) that there is now a developer engaged. The site is not identified as safeguarded employment site and there is no conflict with the Local Plan in this regard given the existing supply of employment land.
Welbeck Land	3.6	H7	<p>Comment: the gasworks site has been vacant for well over 10 years. In that time approval for residential development has been granted and subsequently lapsed. As such, the principle of residential development of the site has been long established but development has not occurred due, most likely, to issues of viability</p>	BNP Paribas acting for National Grid property Holdings have confirmed (November 2020) that they are in negotiations with a developer and anticipate a planning application for residential development will be submitted in 2021.
Julie Bradshaw	3.6	H7	<p>Make it a 2 storey building on the north side fronting the river and the railway.</p>	In this position the building should be a landmark as the gateway into the town and would not be overbearing on its neighbours and therefore is considered appropriate to be up to three storeys. The site is of sufficient depth to accommodate buildings to the rear side, but it is proposed to amend the principles of development illustration to ensure that the river frontage block does not
Anonymous, Jude Cordwell, Keith Benge	3.6	H7	<p>Object: disagree with the proposed orientation of the new buildings. New buildings on the Shatters Hill side should be built along and facing the main road only. This would provide a much better street scene view. It would be in keeping with existing building footprint and</p>	

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			<p>reduce the impact on existing dwellings including The Mill which I believe is one of the oldest buildings in the town</p> <p>To further obliterate the view of the Saxon walls as the town is approached from the north, by increasing the height of the proposed buildings on the Autopoint site over the height of the roofs of the existing buildings would be unacceptable</p>	<p>lie within the mapped flood risk area. The rear building would also be at a lower height to those on the road frontage.</p> <p>Views of the walls can be clearly seen from the bridge and would not be obstructed by the redevelopment of this site.</p>
Keith Benge, Caroline Benge	3.6	H7	<p>Object: formerly gasworks and garage, both of which were heavy polluters of the substrate. An extensive soil and groundwater survey will be essential to mitigate the likelihood of severe contamination of this environmentally sensitive area.</p>	<p>As noted in 3.6.1 National Grid are currently undertaking remedial works prior to disposal of the site for development. Whilst the potential for contamination was not specifically highlighted in the site assessment appraisal with regard to the Autopoint site, it is accepted that the potential for contamination and appropriate mitigation should be included as part of the decision making process as required by NPPF para 178.</p> <p><i>Action: include reference to the need for a ground contamination assessment in relation to the Autopoint site, and if appropriate, mitigation in relation to any arising from its historic use (in the supporting text and policy).</i></p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Caroline Benge	3.6	H7	Object: I think that the size of the area has been overestimated.	The Autopoint site measures approx 0.14ha and the Gasworks site is approximately 0.28 ha as referenced in the Site Assessment report
Caroline Benge	3.6	H7	Object: shows a complete disregard to neighbouring properties already suffering with lack of airflow and light causing damp.	The site is to the north side of Elm Villas and will therefore have no bearing on those properties' sunlight. The rear gardens to those properties are some 8m depth and the exact layout of the site will be determined through a detailed planning application but would need to respect the privacy and amenity of those properties.
Caroline Benge, David Burton	3.6	H7	Object: The development would be detrimental to the wildlife rich river bank, and there is also no mention of keeping the old trees that have been there on the Northern Gateway for centuries and help keep the area from flooding.	The site does not extend to include the riverbank or the trees adjoining the riverbank, which are protected given their location within the Conservation Area.
Environment Agency, Mike Pollard, K Sambells, Keith Benge, David Burton, Denise Exon	3.6.3	H7	Object / Comment: Flood risk concerns. The site allocation must pass the sequential test in that there is sufficient land above 3.6m AOD for the development (ie the site is suitably elevated and this is not a constraint) - if the test is not passed then a less vulnerable use may be required for this site (rather than looking to mitigate the risk). Any infrastructure for access into the river should require consultation with the Environment Agency as it will need an Environmental Permit.	The maps indicate that the flood risk areas are limited to the riverside edge, with the eastern and northern parts of the site free from flood risk (and therefore development within those areas is not required to pass the sequential test). The policy makes clear that no new dwellings should be built within the areas at risk of flooding - however the illustrative diagram does show development along the riverside edge in the area at possible flood risk and this should be rectified.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				 <p><i>Action: amend diagram to remove the riverside frontage block insofar as it may lie within the mapped flood risk area.</i></p>
Caroline Benge, David Burton	3.6	H7	Object: Use should be made of the existing buildings rather than making new ones.	<p>The policy does not require that the buildings are redeveloped, however it is unlikely that the workshop unit would lend itself to conversion and its retention would restrict the potential for a better quality energy efficient development of this gateway location. Whilst not Listed, the older red brick building is considered to be a ‘positive’ addition to the Conservation area (according to the Conservation Appraisal) and therefore its loss would need to be more carefully considered in light of the possible harm to what is an undesignated heritage asset.</p> <p><i>Action: include reference to the possible retention of No 95 North Street as an undesignated heritage asset.</i></p>
Environment Agency	3.6 / 3.7 / 6.2		Comment: Bog Lane SANG is located within the floodplain of the local watercourses, and its design must not impact on the local flood risk. For example no changes of ground levels for	There is no intention that improvements to the SANG would impact on local flood risk and any engineering works etc (if proposed) would require

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			parking or footpaths in the floodplain, fencing appropriate design to allow floodwaters, etc.	planning consent and would be subject to flood risk assessments as appropriate.
Dorset Council Dorset Council - Adult Social Care	3.7	H8	<p>Comment: As drafted this policy is potentially too prescriptive, particularly when presenting a layout to conform to. The principles of development could be set out in the text of the policies (example given) and an indicative masterplan presented.</p> <p>We are still concluding our site / constraint investigations, and therefore would the reference to Fig 29 to be indicative rather than requirements. We would also suggest an additional principle that ‘there should be a pedestrian and cycle route through the site’ which would conform with the Building Better Lives design principles which include embedding active transport options in our developments.</p>	<p>Agreed - the diagrams are intended to illustrate the principles, but it would be clearer to include these in the policy wording:</p> <p><i>Action: amend diagram title to “Principle of Development - Illustration”, and revise second sentence to read as follows (and remove reference to retention of the trees along the northern boundary in the first sentence to avoid duplication):</i></p> <p><i>“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:</i></p> <ul style="list-style-type: none"> <i>– Create active building frontages onto Streche Road and onto the access road within the site</i> <i>– Enhance the setting of the listed former workhouse by creating active building frontages facing west</i> <i>– Create an active building frontage facing the Common up to 3 storeys in height</i> <i>– Buildings generally 2 storeys in height</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<ul style="list-style-type: none"> – <i>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</i> – <i>There should be a pedestrian and cycle route through the site</i> – <i>Parking to be provided to the rear or alongside homes</i> – <i>Trees surrounding the site to be retained</i>
Natural England	3.7	H8	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs.	Agreed - this simply adds ‘residential’ into the final sentence, making clearer that it is the residential element that requires mitigation. <i>Action: adopt suggested change.</i>
Mike Pollard, Caroline Gould	3.7	H8	Comment: important that health and social care capacity is provided, given the extra residents and our aging population. Ensure funding is in place before we lose/move these facilities.	Noted.
Mrs E Day Mrs Nicola Baggs	3.7	H8	Comment: Make sure all the vehicles coming to the site can park easily - there are already parking problems with Westport House staff and visitors impacting on Stowell Crescent / Worgret Road.	Noted. The exact level of parking provision and access arrangements will be determined through the planning application in line with the Council’s adopted car parking strategy.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			Comment / object: A full assessment of parking provision is needed in order to alleviate the vehicle parking on Streche Road and Monmouth Road and the significant overflow parking on Wareham Common.	
Mrs Nicola Baggs	3.7	H8	Comment: The SANG at Bog Lane agreed as mitigation by the SoCG is too far from the proposed development site. Both the health centre and hospital sites are situated directly next to the boundary of Wareham Common which is already under considerable pressure from public use in particular following development of the Westgate Site of approximately 150 homes (most of the Westgate residents appear to use Wareham Common for dog walking and leisure in preference to the Bog Lane SANG, and have been accessing the Common through the broken playing field fencing adjacent to Worgret Road, crossing the playing fields and creating their own access points in the boundary hedging and fencing). Mitigation in the form of contributions to the landowner through either s106, CIL or a planning obligation to deal with these issues is required.	A SANG is required to mitigate the effects of the combined 160 dwellings allocated south of the railway. An agreement has been reached with the landowners of the Bog Lane Sang which Natural England consider would provide appropriate mitigation. However, subject to landowner agreement and consultation with Natural England, alternative arrangements could be considered at planning application stage. This can be reflected in the supporting text <i>Action: adopt suggested change to final sentence "or such other measures as agreed with Natural England"</i>
Welbeck Land	3.7	H8	Comment: question whether this policy is supported by robust evidence that the site is available for development.	Dorset Council are working with NHS Dorset to bring forward this site. The website https://www.dorsetcouncil.gov.uk/care-and-support-for-adults/building-better-lives/pdfs/public-engagement-feedback-report-

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				jan-2020.pdf includes information on the project timeline (although there has been some disruption to the programme caused by the Covid-19 pandemic). Since Dorset Council published Options for the site in Summer 2019 agreement has been reached with the South Western Ambulance Trust and NHS Property Services to enable a comprehensive development including the Hospital site. This would increase the number of dwellings anticipated from 32 shown in the Options to 40-45.
Thomas Webster, Caroline Benge, Joanna Crowley, Anonymous	3.7	H8	Object: This is a waste of public money. The current site would be better served with an update / upgrade and this site developed into housing. The current buildings could be converted and the trees kept.	The health and ambulance facilities are proposed to be relocated to the site of the former Middle School buildings
Denise Exon	3.7	H8	Comment: Please can the pine trees to the rear be protected - they are home to much wildlife including a kestrel that nests there.	The policy refers to the retention of the trees along the northern boundary.
Anonymous	3.7	H8	Too high density. Reduce number of units to allow construction of family homes with gardens.	The Housing Needs Evidence suggests there is likely to be a significant need for mid sized homes of two and three bedrooms, and that a reasonable proportion are provided as apartments or flats (given the trend across the district of

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				older people moving into flats, and likely growth in this demographic).
Natural England	3.8	H9	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs	Agreed - this simply adds ‘residential’ into the final sentence, making clearer that it is the residential element that requires mitigation. <i>Action: adopt suggested change.</i>
Dorset Council	3.8	H9	Comment: question whether this is needed - principle for sustainable development inside settlement boundaries is established at national level	Whilst a well-established tool in planning, there is no reference to settlement boundaries in national policy. The settlement boundary as shown broadly reconfirms the settlement boundary as proposed in the revised Local Plan, but includes a few very minor changes. These are: the walls to the north side of Bestwall Road are no longer partly within the boundary, the small greenspace at the end of Westerman Way in the Westgate development is similarly excluded, and the boundary to the north side of Mount Pleasant has been adjusted to follow the line of the road.
Mike Pollard, Thomas Webster	3.8	H9	Past infill has led to over-density of housing, with resultant loss of green space, light, privacy and parking. Many of the new developments do	The most valued green spaces are specifically protected through the local green space designations. The Neighbourhood Plan does aim

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			not adhere to your own design guidance LDP1. This policy will remove the character of the town, creating a compacted environment and damaging the quality of life for the population of the town.	to ensure that the impact on local character and amenity is taken into account in planning decisions.
Alison Jay	3.9	H10	Comment: Electric vehicle charging points, or the infrastructure to enable easy installation should be included here to so there are no barriers to residents being able to adopt electric vehicle technology as petrol and diesel cars are phased out	The installation of electric vehicle charging points is specifically mentioned in relation to town centre car parks (TC7) and Wareham Railway Station (PC2). The Government has consulted on updating Building regulations to require electric vehicle chargepoints in residential and non-residential buildings, and this could be referenced. <i>Action: reference the need to consider the provision of car charging points in new buildings and amend policy to make clear that details of charging points for electrical vehicles should be provided for all new homes and workplaces under LDP3.</i>
Dorset Council - Adult Social Care	3.9	H10	Comment: We would wish to encourage use of active travel in the town centre in line with the BBL Design Principles and support the comments made on tackling climate change and adhering to policy LDP3.	Support noted.
Ameriscot Commercial, NewCity	3.9	H10	Object: In setting parking standards, paragraph 105 of the 2019 NPPF requires policies to take account of:	The requirements are not excessive in that they are based on at least one dedicated parking space per unit - which does take into account the need

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Property Partners			<p>a) the accessibility of the development; b) the type, mix and use of development; c) the availability of and opportunities for public transport; d) local car ownership levels; and e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.</p> <p>There is no such evidence presented alongside the plan and therefore it is questionable whether it meets basic condition a by not having regard to national policy. Given the range of facilities and public transport in the town, It is entirely feasible that developments could be successfully car free, and the parking requirements of Policy 10 could lead to proposed developments in this highly sustainable location being refused unnecessarily.</p>	<p>to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles, and car ownership levels locally (the 2011 Census showing that on average there was 1.25 cars per household) in addition to the current parking guidelines and local evidence and impact on the town centre and Conservation Area as described in the accompanying text.</p>
Thomas Webster, Caroline Bengé Mrs M A Selby, Terry Dorman	3.9	H10	<p>Object: Most households require 2 vehicles. To limit the required spacing to one space will add to the problem. Each development should be required to provide parking for a minimum of 2 vehicles.</p> <p>Object: Any properties built should have parking spaces.</p>	<p>The 2011 Census showed 1 in 3 households having 2 or more cars at that time. The policy does not limit parking spaces to 1 car, but recognises that providing fewer spaces is having a detrimental impact on the town centre and Conservation Area.</p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			Comment: Never enough. Parking allocation for residents is inadequate and providing one parking space per resident is unlikely to be sufficient and any on road parking will be taken by residents.	
Neil Birrell	3.9	H10	Object: Would prefer town centre to be pedestrianised	Noted, however this is beyond the remit of this Neighbourhood Plan.
Beryl Ezzard Lisa Lambeth Mrs E Day, Anonymous	3.10	H11	Comment: Concerned by lack of parking and narrowness / visibility on approach road Object: Sandford Lane does not have good vehicle access. Comment: Parking on street must be reduced or eliminated as traffic flows are dire currently. Consider use of double-yellow lines to improve access to the industrial estate? A lot of rail users park here to avoid paying for car park at station, which hampers safe access.	Noted - concerns regarding the parking / congestion are reflected in the supporting text 3.10.3 and the policy seeks to ensure that developments have sufficient on-site parking to avoid the need to park on Sandford Lane itself.
Dorset Council	3.10	H11	Object: this proposal is not in conformity with the current local plan (PLP1) or Purbeck Local Plan review, EE1. The Dorset Local Plan will review employment sites and consider employment needs in general, including at Wareham and whether it is appropriate to amend any boundaries.	Policy EE1 proposed the safeguarding of 9ha of land at Sandford Lane. The main change to this is the exclusion of the Dorset Council's Purbeck Connect centre which we understand caters for adults with learning and physical disabilities and may in the future become available for residential development. Everdene House (to the south side) was approved for conversion to residential in 2013 (PDD/2013/0001) as a result of

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				the Government permitted development rights legislation - so the centre is now in a mainly residential area. It is still considered to be in general conformity - recognising the actual situation on the ground.
Natural England	3.10	H11	Support: but would suggest it could usefully be broadened to cover noise and lighting.	Agreed. <i>Action: adopt suggested change.</i>
Geoffrey Boulton	3.10	H11	Object / Comment: There are a number of vacant units on the site therefore any potential expansion should be resisted until there is full occupancy of the existing units.	The site does not extend beyond the safeguarded employment area defined in the adopted Local Plan.
Environment Agency	3.10.1	H11	Object / Comment: The site allocation must pass the sequential test - if the test is not passed then a less vulnerable use may be required for this site (rather than looking to mitigate the risk).	The site allocation in the previous 2018 draft has been withdrawn and does not feature in this revised plan.
Angela Joynson	4.3	TC1	Comment: In 4.3.2 Carey Road is mentioned but is not shown on the Policies Map Inset 2 - so not sure what boundary to local centre means.	It is shown on Inset Map 1 which covers the North Wareham area
Mrs Nicola Baggs	4	TC2	Comment: It is not known what the future implications will be for the shops and businesses in the town centre as a result of Covid-19. Some modification of the draft plan in relation to these policies may be required to take	The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, which were made on 20 July, make important changes to the Use Classes Order including the abolition of Use Classes A1, A2, A3, A4 and A5, and Classes D1 and D2 and replacing these with three new

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Thomas Webster			account of potential changes in the local economy Comment: the plan is starting to over develop the town centre unnecessarily. Please re-think the town centre proposals.	Use Classes E, F.1 and F.2. Class E is very broad and includes what was A1, A2, A3, B1, some D1/2. The explanatory memorandum states that this new class allows for a mix of uses to reflect changing retail and business models. Changes to another use, or mix of uses, within the same use class do not require planning permission. Policy TC2 and its supporting text specifically references Class A uses (and non-A Class uses). At present, the NPPF definition of 'main town centre uses' has not been updated (as it does not specifically refer to Use Classes) and defines such uses as: <i>Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</i> Use of this term therefore may be a more appropriate basis for this policy (accepting that the larger scale town centre uses are unlikely to
Angela Joynson	4.3	TC2	Comment: Can't find what Use Class A uses are - have I missed it in an earlier part of the document?	
Ameriscot Commercial, NewCity Property Partners	4.3	TC2	Object: Concerned regarding (c) restriction on allowing more than three adjoining non A-class uses and that this may adversely impact on the town centre's vitality - suggests deleting this criterion.	

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<p>be relevant within the town due to its historic character and more limited catchment).</p> <p><i>Action: amend 4.3.4 to read “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 sufficiently attractive retail offer.”</i></p> <p><i>Amend Policy TC2 to read:</i></p> <p><i>Development within the Town Centre boundary will be supported if all of the following criteria are met:</i></p> <p><i>a) the proposed ground floor use falls within the NPPF definition of a main town centre use;</i></p> <p><i>b) the proposed use and any associated physical alterations would maintain an active and publicly-accessible ground floor use that enlivens the streetscene;</i></p> <p><i>c) the proposed use would not undermine the character and diversity of that part of the Town Centre; and</i></p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<i>d) the proposed use and associated works would not harm the historic interest and character of the Conservation Area and Listed Buildings.</i>
Ann Williams Neil Birrell	4.3	TC2	Object: Prices are high in Wareham - could do with a low budget shop. I shop out of Wareham. Comment: I would like a 'decent' supermarket but appreciate the other side of the argument	Our evidence suggests that there is not sufficient demand for new out-of-centre development for town centre uses, and that an out-of-centre retail development (especially convenience) is likely to have an adverse effect on the Town Centre
Lisa Lambeth	4.4	TC3	Object: the Carey Road shops they are a menace with people not keeping to the speed limit, unsocial behaviour with groups of kids collecting in this area, and not a nice place you would want to walk past in the afternoons/evenings, a place to avoid when walking back from the train station on a Saturday night with the experiences I have had.	The Carey Road shops is the only local shopping for north Wareham and were identified through the Local Plan as an important Local Centre. With the recent changes to the Use Class Order, the policy does need updating. <i>Action: amend TC3 to read “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 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.”</i>
Angela Joyson	4.5	TC4	Object: Surely Northmoor needs at least 1 food shop - it is quite a long way for some elderly residents to get to Carey Road or the town centre.	As explained in 4.4.1, originally there was a parade of shops on the Northmoor Park Estate and a shop in Northport Drive but over the years

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				these have closed and been converted to other uses.
Lisa Lambeth, Neil Birrell, Anonymous, Joanna Crowley	4.5	TC4	Object: Wareham would benefit from a closer, larger supermarket. The smaller, in-town stores charge much more for items than they do at their bigger branches. Towns are dying as it is put a provision in place now to get this allocated	Our evidence suggests that there is not sufficient demand for new out-of-centre development for town centre uses, and that an out-of-centre retail development (especially convenience) is likely to have an adverse effect on the Town Centre. With the recent changes to the Use Class Order, the policy does need updating. <i>Action: amend TC4 to remove reference to Class A. Delete first sentence. Amend second sentence to read "Proposals for new Class E floorspace of 200m² or over outside the Town Centre or the Local Centre in north Wareham, must be accompanied by a retail impact assessment"</i>
Angela Joynson Julie Bradshaw	4.6	TC5	Object: Street furniture fine, but the primary consideration for pavements should surely be pedestrian safety (ask 80+ year olds) Object: Page 41. Cobbled paving unsuitable for the disabled and users of white canes. Low concrete posts are a hazard for people with sight problems (most of the elderly plus others).	Noted - however this is largely covered under existing legislation (the Equality Act) in terms of ensuring people are not at a substantial disadvantage because of their disability. <i>Action: include reference to the need to consider alongside requirements to ensure that disabled persons are not adversely impacted (for example due to uneven paving that would be difficult to negotiate)</i>
Beryl Ezzard	4.6	TC6	Object: Tree lined and more orientated for pedestrians / cyclists	The Town Centre public realm has limited space for street trees (without the removal of on-street

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				parking) but these have been incorporated within the larger parking areas where feasible. The use of trees is referenced in LDP3.
Ameriscot Commercial, NewCity Property Partners, Anonymus	4.6	TC6	Object: The requirement to make new shop signs hand painted seems excessive and disproportionate, both for small retailers on a budget, through to national chains, which will have standardised templates. The vast majority of shop signs in Wareham town centre are not hand painted. There is a wide diversity of shop fronts in Wareham, and there may also be instances where a contemporary approach might work better than a 'traditional' design. Suggest amending policy to read "Within the Town Centre, shop fronts should incorporate a design and materials appropriate to their context and be in scale with the building. Signs should not be bulky in appearance and normally only externally illuminated..."	Agree that requiring all signs to be hand painted is too onerous. The Conservation Area Appraisal refers to "Signage is for the most part sympathetic, and includes a large number of hanging signs" <i>Action: amend second sentence of policy to read "Signs should be of a sympathetic and traditional design, using materials appropriate to their context. They should not be bulky in appearance or internally illuminated." Amend supporting text (4.6.4) to refer to hand painted and hanging signs more as good practice.</i>
Mrs E Day, Mrs M A Selby, Anonymous	4.7	TC7	Comment: off-street should be retained at all costs. There is never enough parking.	Noted - the policy recognises the importance of these car parks for the town.
Caroline Gould	4.7	TC7	Comment: would like to see more social / recreational use of The Quay as a public square, as this is / could be a major asset.	Noted - para 4.6.5 reflects the fact that 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

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Ann Williams, Sharron Abbott, Caroline Gould, Terry Dorman, Angela Salter, Tim Salter	5.1	PC1	Comment: Please keep the railway crossing. Consider a more cycle friendly crossing when looking to the future (say a separate pathway for bikes so we don't have to dismount?). Access must be maintained at ground level.	Noted - the retention of the surface level crossing is specifically referenced in the policy.
Dorset Council, Mrs Nicola Baggs	5.1	PC1	Comment: There is no certainty that the crossing can remain open indefinitely. Dorset Council is continuing to work with Network Rail, the Civic Trust, Friends of Wareham Station, the local MP and the DfT to find alternative solutions in providing a surface level crossing over the railway line.	Noted - however 5.1.3 reflects the planning history and rejection of alternative options, and suggests that the potential to improve the operation of the ground level crossing such as linking the operation of the barriers/gates to the signalling should be explored.
Mrs M A Selby, Lisa Lambeth, Linda Kenyon	5.1	PC1 . PC2	Object / comment: the cycle routes we have are hardly ever used / money better spent on other projects	Research shows that cycle tracks do result in an increase in cycling and a reduction in car traffic https://www.cycling-embassy.org.uk/wiki/research-docs
Neil Birrell	5.1	PC1 / PC2	Comment / Object: Routes for cyclists only are a very good idea but shared with pedestrians can be very dangerous	Noted - however the ability to segregate cyclists and pedestrians is conditional on their being sufficient space, and research shows that even with substandard design in terms of width and surface there were safety benefits.

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Lisa Lambeth	5.1	PC2	Comment: consider a cycle route along the train line to Poole, which would provide an easy way to get to work, rather than trying the train which never runs on time	The train service from Wareham to Poole is part of the Weymouth to London line and serves much more than just local trips to Poole.
Beryl Ezzard	5.1	PC2	Comment: improve pavements widths in Dollings Lane, Howards Lane and Cow Lane for safety for buggies / prams / wheelchair users	These have not been identified as the main pedestrian / cycle routes, and as such are considered to be a lower priority for improvements.
Julie Bradshaw	5.1	PC2	Object: I would like more information about cycling routes.	The routes are shown on Figure 38. There will be further consultation on any detailed changes
Angela Joynson	5.1	PC2	Object: if the station has electric charging points there needs to be a cafe facility for drivers to spend the charging time	Noted - there is a restaurant / takeaway facility just outside of the station and a 5 minute walk to the local centre in Carey.
Dorset Council	5.1	PC2	The expenditure of Section 106 funds, and the majority of CIL funds, is determined by Dorset Council, not at a neighbourhood plan level. It would be more appropriate to present it as a list of priorities to inform the review of the Local Transport Plan, rather than a policy.	Noted - however it is considered that including them as a policy ensures that if any elements would require planning consent that it is clear they should be supported.
Tim Salter	5.1	PC3	Object: unviable, bus link already available	The reconnection of the Swanage Railway is a long term project that has had significant investment and volunteer time to date culminating in the reconnection to the mainline in 2017.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Natural England	5.1	PC3 and PC4	Object: This location is known to support populations of European protected species, sand lizards. In the absence of adequate survey information the policies, as worded, are not consistent with the requirement to secure the favourable conservation status of this species. It might be more appropriate to identify the location for a number of suitable uses or alternatively exclude uses which compromise the stations importance for sustainable transport, biodiversity etc	<p>Noted - whilst the presence of sand lizards is explained in the supporting text, the requirement to secure their favourable conservation can be echoed in the policy wording.</p> <p><i>Action: amend PC3 to read: "The Bay platform at Wareham Station as indicated on the Policy Map, shall be safeguarded for uses that support sustainable transport. Any plans for this area will need to demonstrate that the favourable conservation status of the local sand lizard population would not be compromised."</i></p> <p><i>Add the following text to the end of PC4 "Any plans for this area will need to demonstrate that the favourable conservation status of the local sand lizard population would not be compromised."</i></p> <p>NB proposed modifications being discussed with Natural England. Update to be provided for meeting.</p>
Caroline Gould	5.1	PC4	Comment: Would like to know what you mean here by "community use".	This would allow the possible re-use of the old signal box in the event of it becoming available.
Geoffrey Boulton Ann Williams	5.1	PC4	Object: Passengers are using the surrounding streets to park their cars without charge. This is causing major congestion along Carey Road and to a lesser extent the Bere Road. Charging is the main issue.	The parking charges at the station are not something that the Neighbourhood Plan is able to influence. This policy simply ensures that the ability of the station to accommodate parking demand is not compromised.

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			Comment: parking charges at the station mean that cars park on-street causing problems in various side roads	
Lisa Lambeth Mrs V Jones	5.1	PC4	Object: sort out the Pedestrian Crossing before messing about at Wareham station anymore Comments: crossing gates should be insisted on	Para 5.1.3 reflects the planning history and rejection of alternative options, and suggests that the potential to improve the operation of the ground level crossing such as linking the operation of the barriers/gates to the signalling should be explored.
Natural England, Mrs Nicola Baggs	6.1	GS1	Comment: Wareham Common is perhaps the largest greenspace in the parish where the public have access by right - question why this is not listed or shown on the proposals map or Fig 45.	Wareham Common (together with Portland Meadow which is contiguous but separately designated) was considered to be too large in their extent to qualify as a local green space, and also extends beyond the Neighbourhood Plan area (with a small element in Arne parish). However it is agreed that its existence could be more clearly explained <i>Action: in addition to references in section 3, add paragraph to follow 6.1.1 “Wareham Common (together with Portland Meadows) is the largest greenspace in the parish where the public have access by right, and extends beyond the bypass and railway line up to the banks of the 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.”</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Dorset Council - Adult Social Care, Angela Salter	6.1	GS1	Comment: With regard to Former Wareham Middle School Playing fields and other LGS, we would prefer the wording here to encourage opportunities for enhancing the sport / recreation offer to allow scope for improvements.	Noted - this may best be achieved by deleting the word “minor” so as not to unduly restrict the special circumstances in which development may be deemed appropriate. <i>Action: delete ‘minor’ from GS1</i>
J Plumpton Welbeck Land	6.2	GS2	Comment: concerned that the temporary housing on the middle school site may morph into a permanent arrangement Comment: Welbeck is also not convinced that the types of homes that already have temporary permission will meet identified needs.	The temporary permission (ref 6/2019/0056) includes a condition that the temporary buildings and structures are cleared on or before 31 December 2022. The policy does not propose temporary housing, and seeks a long-term solution.
G T and N J Baynes	6.2	GS2	Comment: need one way system for roads	The policy requires sufficient parking space for staff, patients and residents and that there is vehicular access to the adjoining Primary School from Worgret Road together with parking and drop off space for parents/carers.
Mrs E Day	6.2	GS2	Comment: there must be plenty of parking on site.	
Anonymous	6.2	GS2	Comment: should provide homes designed for families.	The Housing Needs Evidence suggests there is likely to be a significant need for mid sized homes of two and three bedrooms, and that a reasonable proportion are provided as apartments or flats (given the trend across the district of older people moving into flats, and likely growth in this demographic).

Respondent/s	Section	Policy	Details	Response and Suggested Actions
Natural England	6.2	GS2	Comment: Suggest addition of “New residential development must provide suitable mitigation in accordance with the requirements of Policy H4.” to the final part of the policy is advised to secure the avoidance/mitigation for adverse effects identified as arising from new residential development which is further expanded in the two Poole Harbour SPDs	Agreed. <i>Action: adopt suggested change.</i>
Joanna Crowley	6.2	GS2	Comment: would it not be more effective to build housing here and retain the health facilities on their current site?	As explained in 6.2.3 a range of 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. The proposals do not include recreation ground which is identified as a local green space for protection.
Thomas Webster	6.2	GS2	Object: moving of healthcare facilities is not cost effective and will be less accessible / user friendly. I also do not support the loss of the recreation ground.	
Dorset Council - Adult Social Care	6.25	GS2	Comment: The phased development is not so much due to funding but more to make sure residents are housed sufficiently and our health partners’ services can continue to function during the build. Dorset Council intends to produce a masterplan but do not consider a design code to be necessary. Can we suggest the funding / phasing and reference to a design code be removed?	Noted - however given the local concerns about the temporary consent for the modular housing units, it is important that the funding / phasing is explained. <i>Action: amend second sentence of 6.2.5 to read “Whilst planning permission was given for some modular housing as a way of meeting the demand for short-medium term accommodation for vulnerable adults, this does not compromise the development of the hub, which would need to be undertaken in</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<i>phases as funding becomes available.” Delete “and design code” from following sentence and Policy GS2.</i>
Dorset Council - Adult Social Care, Dorset Council	6.3	GS2	Comment: We are still concluding our site / constraint investigations, and therefore would the reference to Fig 46 to be indicative rather than requirements	<p>Agreed - the diagrams are intended to illustrate the principles, but it would be clearer to include these in the policy wording:</p> <p><i>Action: amend diagram title to “Principle of Development - Illustration”, and revise first sentence of final paragraph to read as follows:</i></p> <p><i>“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:</i></p> <ul style="list-style-type: none"> <i>– New Health Hub to form a Landmark building fronting onto Worgret Road</i> <i>– Buildings generally 2 and 3 storeys in height</i> <i>– Active building frontages to be created onto Worgret Road and onto the access roads through the site</i> <i>– Create new street leading off Worgret Road, terminated by a landmark building</i> <i>– A tree lined green avenue through the site to be created linking the Recreation Ground with the Playing Fields with parking</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<ul style="list-style-type: none"> - <i>Retention of trees in good condition along Worgret Road and western edge of the development site next to the playing fields</i> - <i>Main vehicular access to be at the eastern side of the site to enable Health Hub and related visitor parking to be within western part of site</i> - <i>A drop off point to be provided at the front of the Health Hub, fronting Worgret Road</i> - <i>A new vehicular access and parking to be provided for the Primary School</i> - <i>A new footway to be created along Worgret Road between the eastern access point and Westgate</i> <p><i>Amend diagram to show more clear that the parking in NW corner is for joint use (school/playing fields) and includes tree planting</i></p>
Dorset Council - Adult Social Care, Dorset Council	6.3	GS3	Comment: We are still concluding our site / constraint investigations, and therefore would the reference to Fig 48 to be indicative rather than requirements	<p>Agreed - whilst this policy already contains a number of the design principles, for consistency it would be clearer to following the approach taken on the other policies:</p> <p><i>Action: amend diagram title to “Principle of Development - Illustration”, and revise second through to penultimate sentence as follows:</i></p> <p><i>“New development must demonstrate good quality design as set out in Policy LDP1 and must contribute</i></p>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<p><i>to tackling climate change as set out in Policy LDP3, and conform with the following principles of development:</i></p> <ul style="list-style-type: none"> <i>– 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.</i> <i>– New 3 storey Landmark building fronting Bonnets Lane/St Martins Lane terminating the vista along Dollins Lane</i> <i>– Buildings generally 2 in height and have a rhythm to respect the fine grain of the Town. A large monolithic institutional building will not be supported.</i> <i>– Car parking should be contained 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.</i>

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Welbeck Land	6.2 / 6.3	GS2 and GS3	Welbeck has serious concerns about the Town Council's most recent and revised proposals for the Middle School sites. There is no convincing evidence that these sites are deliverable and viable, or what the level of need there is for each specialist group. There is also no publicly available confirmation that the protected status of the school playing field has been (or can be) extinguished. Even if these matters can be overcome, they will inevitably result in delays to housing delivery and no certainty over the housing numbers and whether the extra care units should be counted in the housing supply. There is also anecdotal evidence that there is local opposition to this idea.	Dorset Council are working with NHS Dorset to bring forward this site. The website https://www.dorsetcouncil.gov.uk/care-and-support-for-adults/building-better-lives/pdfs/public-engagement-feedback-report-jan-2020.pdf includes information on the project timeline (although there has been some disruption to the programme caused by the Covid-19 pandemic) and consultation to date. The site allocation (as confirmed by Dorset Council) does not include the former playing fields. The Neighbourhood Plan policies had a high level of support. Following the Purbeck Local Plan Examination in 2019 Dorset Council has (in January 2020) submitted evidence (Document SD131) in response to post hearing inspectors questions which clarifies the position on housing supply.
Lisa Lambeth, Ann Williams, P R Christopher	6.3	GS3	Comment: would like to be assured these will be affordable	This is the intent <i>Action: amend first sentence of policy wording to "The redevelopment of the Bonnets Lane site shown on the Policies Map for affordable and extra care housing will be supported"</i>
Anonymous, Joanna Crowley	6.3	GS3	Object / comment: question principle of demolishing an existing functional building;	The current building is not considered to contribute positively to character of Conservation Area, and its redevelopment would provide an

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			better to use as a care home and supplement this site with GS2, rather than replace it.	opportunity for this part of the Conservation Area to be enhanced.
Thomas Webster	6.3	GS3	Object: concerns about the reduction in light and outlook for adjoining dwellings, antisocial behaviour from parking area, insufficient parking spaces.	There are no houses immediately to the north of the site that would be impacted through loss of sunlight (the houses to the north being on the far side of Brixey's Lane). The detailed layout and level of parking provision would be a matter for the planning application stage and it is likely to be overlooked to provide passive surveillance.
Mike Pollard	7.1	LDP1	Comment: any new development within the Wareham Conservation Area should be very limited, recent residential infilling has led to significant over-density of housing, with resultant loss of green space, light, privacy and parking.	The policy and supporting text makes very clear the design and materials should be of a high quality and reflect the traditional character of the Town.
Joanna Crowley	7.1	LDP1	Comment: Front doors must be functional, these just look like a door showroom samples and are of very poor quality.	The policy specifically states that "Front doors should be functional not false"
Dorset Council	7.1	LDP1	Comment: the policy could be considered to be overly prescriptive in places, and/or lead to pastiche designs. Reconsider 2 nd bullet point as this would negate the potential for street trees under LDP3. Suggest deletion of 3 rd , 10 th and 11 th bullet points relating to scale / roofs, building materials and meter / services (that	The NPPF makes clear in para 125 that "Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development." This is particularly relevant to Policy LDP1 that applies specifically to the Conservation Area

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			latter generally being covered by building regulations). A reference to heights could instead be inserted into the 5 th bullet. Delete reference to specific materials in 6 th bullet. Rephrase 8 th bullet to read: “Buildings should respect, where appropriate, the Town’s Georgian heritage. Sash windows with narrow glazing bars and deep reveals or cottage style with casement windows with narrow glazing bars are the dominant form”.	There is flexibility in the policy in that it specifies ‘should’ but does not rule out other options so long as the proposals demonstrate good quality design which responds to and integrates with the site’s context as well as the overall character of the Town. The amendments to the 8 th bullet point are considered to improve the policy in terms of its clarity, and it would be appropriate to broaden the consideration of tree planting in LDP3 (see later).
Ameriscot Commercial, NewCity Property Partners	7.1	LDP1	Object: Policy LDP1 is far too strict, for example with regard to roof pitch, and this requirement should only be made so ‘where justified for overriding heritage reasons’.	<i>Action: make amendments to 8th bullet as suggested</i>
Caroline Benge	7.1	LDP1	Object: this approach would not be suited to the outskirts or by the riverside.	The policy relates to the Conservation Area which is primarily within the town walls.
Mike Pollard	7.1	LDP1	Is it necessary or right to allow the already crowded town centre streets to suffer from over-density of new housing?	The policy does not set any minimum density requirements and states that they should respond to and integrates with the overall character of the Town. Policy H10 also seeks to ensure that parking provision is made to cater for the likely car ownership levels.
Natural England	7.2	LDP2	Comment: Given the proximity of Wareham to the Dorset AONB, an additional criterion should	The key point here is the need to retain and reinforce the mature vegetation that helps soften

Respondent/s	Section	Policy	Details	Response and Suggested Actions
			be included along the following lines: “Demonstrate that the proposal does not have an adverse visual impact on the setting of the Dorset AONB”	and assimilate the settlement edges into the landscape as viewed from the surrounding countryside <i>Action: include additional criteria “Ensure that the settlements edges are suitably landscaped to soften and assimilate the built-up area into the landscape as viewed from the surrounding countryside.”</i>
Dorset Council	7.2	LDP2	Comment: the 5 th bullet could be considered to be overly prescriptive (delete reference to walls, hedges or railings). The 7 th bullet may be difficult to interpret. The final bullet point - there is already a design guide in place.	The reference to walls, hedges or railings (as opposed to close board fencing) is considered appropriate in this context, and the 7 th bullet point is referring to ‘landmarks’ and the wording used is considered to be clear in this respect.
Dorset Council	7.3	LDP3	Comment: again, this policy could be considered to be overly prescriptive and may clash with the other design policies. Suggest inserting ‘where practicable’ within the 4 th and 7 th bullet points (and refer to open water features rather than courses). The final bullet is already covered in the penultimate one - and if different from the current guidance may require evidence.	Noted - further clarity on cycle parking could be helpful (average cycle-ownership levels https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2018 indicate 20% of Purbeck residents cycled at least once per week (and 24% once per month), and across England as a whole, 42% of people aged over 5 own or have access to a bicycle - which would suggest that at least 1 space should be provided in most cases, with more providing flexibility for higher occupancy levels and visitors). <i>Action: move final bullet into previous bullet and amend to read “At least 1, and where possible two,</i>

Respondent/s	Section	Policy	Details	Response and Suggested Actions
				<i>covered cycle spaces should be provided per dwelling”</i>
Alison Jay, Derek Moss	7.3	LDP3	Comment / object: the wording could be stronger to ensure that these principles are followed. Suggest: “All new buildings will be true zero carbon (negative DER/BER to cover unregulated emissions) with the encouraged method being PassivHaus and solar PV”. The Bridport Neighbourhood plan, recently approved by referendum, includes a requirement for domestic buildings to go beyond the building regs, for non-domestic buildings to be BREEAM Excellent, and for 10% of unregulated emissions to be covered by new onsite renewable energy generation. With all that in mind, could Wareham’s policy be more ambitious?	Noted - however having reviewed the intended Government changes to Building Regulations it is considered likely that such policies may soon become overtaken by mandatory requirements, and that the wording included in LDP3 is sufficient to encourage developers to better standards in the interim.
Dorset Council	7.3	LDP3	Comment: Purbeck Local Plan Part 1 includes a BREEAM requirement but experience shows that developments are not viable with such policy requirements, so it is not applied.	
Alison Jay, Derek Moss	General		Comment: Given the strong emphasis on sustainability and the Town Council's declaration of the Climate Emergency, surprised to find no mention of renewable energy in the plan, e.g. supporting PV on private rooftops or private land. The plan could also include an assessment	Renewable energy on buildings is covered through Policy LDP3. The potential for ground-mounted PV installations has not been researched as part of this plan but could be considered under a future review.

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			of potential sites for larger-scale roof-mounted or ground-mounted PV installations.	
Dorset Council	7.3	LDP3	Comment: Grey water is best dealt with underground which could impact on archaeology	Noted - although likely to be mainly within the property. <i>Action: Add “ where appropriate” to end of 4th bullet.</i>
Ameriscot Commercial, NewCity Property Partners	7.3	LDP3	Object: The requirement for street trees is not justified or proportionate for all new developments - the use of the wording ‘wherever practical...’ should therefore be inserted.	Agreed - there may not be sufficient space in all developments for such measures. Note that tree planting need not be limited to streets. <i>Action: Add “ where feasible” to end of 6th bullet. Remove ‘street’</i>
Martin Arnold	7.4	LDP4	Comment: This area over the years has become an eyesore and does nothing to encourage visitors when travelling by train. Although this is the main access to an Industrial estate nothing has been done to enhance the street scene for some time. The garage does nothing and as a pedestrian it is an obstacle course. The motor businesses in this area should be encouraged to move to Sandford Lane/Holton Heath Industrial estates and a development of housing and perhaps small retail in keeping with the area should be built.	Noted - this policy is to encourage some of these issues to be addressed.
Lisa Lambeth	7.4	LDP4	Object: how can we have a nice approach from the Railway Station for visitors when BF Crew is	Noted - this policy is to encourage some of these issues to be addressed.

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			still there and HGV's are trying to get through narrow streets to get to the Sandford Lane Industrial Estate	
Tim Salter	7.4	LDP4	Object: area in commercial use	The policy does not prohibit continuing commercial uses.
Julie Bradshaw	7.4	LDP4	Object: At the moment drivers entering the station have to go slowly and take care because people are walking in the road which is safer.	Noted - the potential impact on pedestrian safety resulting from any improvements would be considered as part of any planning assessment.
Mrs Nicola Baggs	SEA	SEA	Object: The statement in relation to Site 1 that there are "long views into the site from northern sections of Wareham, including Carey Road." is not accurate. Since the original AECOM report was produced, cycling and walking improvements have been delivered adjacent to the A351/2, and have reduced the road safety issues for pedestrians and cyclists seeking to access the town centre and the local schools from the west. The sites are outside the Parish of Wareham being located in Arne parish and so could not be allocated as potential development sites for Wareham by a Wareham Neighbourhood Plan, suggest these are removed from the assessment of potential development sites for the Wareham Neighbourhood Plan.	AECOM have agreed to amend the SEA to correct the error regarding views. As notes, this is outside the NP area is not material to the consideration of this plan going forward. Whilst cycling and walking improvements have been delivered adjacent to the A351/2 development in this location would still need to cross the heavy traffic to get to the town centre.