

Template reasons for objecting to current planning application to DCC (Ref 6/2017/0639) and listed building application to PDC (Ref 6/2017/0550) for proposed ramps submitted by DCC

Please use all of these reasons in your individual letters of objection but feel free to add other reasons and/or modify them using your own words.

1. The proposed ramps by reason of their excessive scale and alien materials will significantly harm the street scene and the local area contrary to *paragraphs 56, 57, 61 and 64 of the National Planning Policy Framework (NPPF)* and would fail to positively integrate with their surroundings as required by *Policy D (Design) of the Purbeck Local Plan Part 1 (PLP)*.
2. The ramps due to their excessive scale, bulk and massing fail to preserve the listed bridge and fail to preserve the setting of the listed station building contrary to *Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Section 12 of the NPPF, and Policy LHH of the PLP*.
3. There are no public benefits that would outweigh the significant harm to the listed station building and bridge. The alleged improvements to public safety that would arise from closing the crossing are in reality non-existent because the existing crossing is safe (there has never been an accident on it in living memory) and any additional safety requirements could be facilitated by linking the closure of the existing gates to the signalling system.
4. Due to the steepness of the ramps (1:12) and the increased distance that people would be required to walk to cross the railway line the proposals would put people off from using them. This would impact disproportionately on people with ambulatory disabilities, the elderly and parents pushing young children in buggies/prams contrary to the Equality Act 2010. The ramps would also make it more difficult for these groups of users to get from one platform of the station to the other, also contrary to the Equality Act 2010.
5. As such the proposal would be likely to increase the use of motor vehicles for short journeys and fail to promote sustainable transport modes contrary to *paragraphs 30 and 41 of the NPPF and Policies IAT and CEN of the PLP*.
6. The result of discouraging people walking between the two sides of Wareham would be to decrease the numbers of people accessing the shops and other facilities in the town centre, leading to a loss of trade and diminution in its overall vitality and viability. If people have to get in their cars they are just as likely to drive to the shops in Poole.
7. Users of the ramps, particularly the frail elderly, will feel less safe using them than traversing the short section of existing surface level crossing. Crime and the fear of crime is a material consideration in deciding planning applications.
8. Reasons 1,2 & 5 above were essentially the reasons why the previous applications in 2015 (Refs 6/2015/0478 & 0479) were refused by PDC's Planning Committee. Noting significant has changed except for the fact that the ramps now proposed have a steeper gradient of 1:12 rather than 1:15, which will make it even more difficult for the elderly, the disabled or mothers with young children to get over the railway line. Such a gradient is contrary to Network Rail's own design guidelines concerning the provision of such ramps.