

4. Sustainable Buildings and Good Design

Introduction

57. Residents of Wool Parish care deeply about how their area is developed to maintain and enhance positive features of its existing neighbourhoods and ensure that new areas of development create a positive contribution. The neighbourhood plan provides an opportunity to consider the positive design features that the local community want to promote more of, and the negative design features they would want to discourage.
58. The imperative for solid design policies in the neighbourhood plan is given extra force by the adoption of a National Model Design Code and the development of an area-wide design code being developed by Dorset Council. Wool Parish sits within the Purbeck Sub-Area, and it is to be expected that building styles and preferences of the Purbeck area are reflected in new development. The Wool Parish Neighbourhood Plan identifies local traditions and preferred building design to be reflected in new development on local sites. It provides an opportunity to respond to community views on the local built environment.
59. Wool Village is a very old village which has for the most part the appearance of a modern settlement and is home to a wide range of post-medieval to post-war, and now modern, residential building styles. Development has largely been piecemeal and organic and so the shock of the large-scale and the new has been avoided, until recently. One recent development has raised concerns about the physical height of buildings in the development, about the perceived 'alien' design and, fundamentally, the quality of materials, construction and maintenance.
60. East Burton village is a small village partly connected to the adjacent Wool village. Site allocation options set out in the Regulation 18 Options Consultation Dorset Local Plan (January 2021) have indicated strategic site allocation options in the area to the west of East Burton village up to the east of the Dorset Police Headquarters and the Dorset Innovation Park. If pursued as a preferred option in the Dorset Local Plan, development in this area in would see the whole of the area in between East Burton village and these areas developed for housing.
61. Bovington sits apart and has been developed alongside and been wholly influenced by the Ministry of Defence establishment of Bovington Camp. Much of the fabric of Bovington has been developed to serve and provide amenities to people working there. The neighbourhood plan can support improvements to the environment of Bovington Camp through good design. However, planning decisions at Bovington should also take into account wider security and defence requirements, and support development required for operational defence and security purposes.²
62. Site allocations for Wool set out in the Purbeck Local Plan 2018-2034 occupy prominent positions with long views into the sites from the north, from currently open land subject to allocation proposals. Closer views of the sites, which are seen as rising land, exist from adjacent properties to the east (from which they are prominent) and from the Dorchester Road.
63. In the face of potentially transformative development, the Neighbourhood Plan seeks to ensure that lessons are learnt from recent development and that any new development respects local styles and scale so that the attributes which make Wool a nice place to live are retained, continued and enhanced in new development.

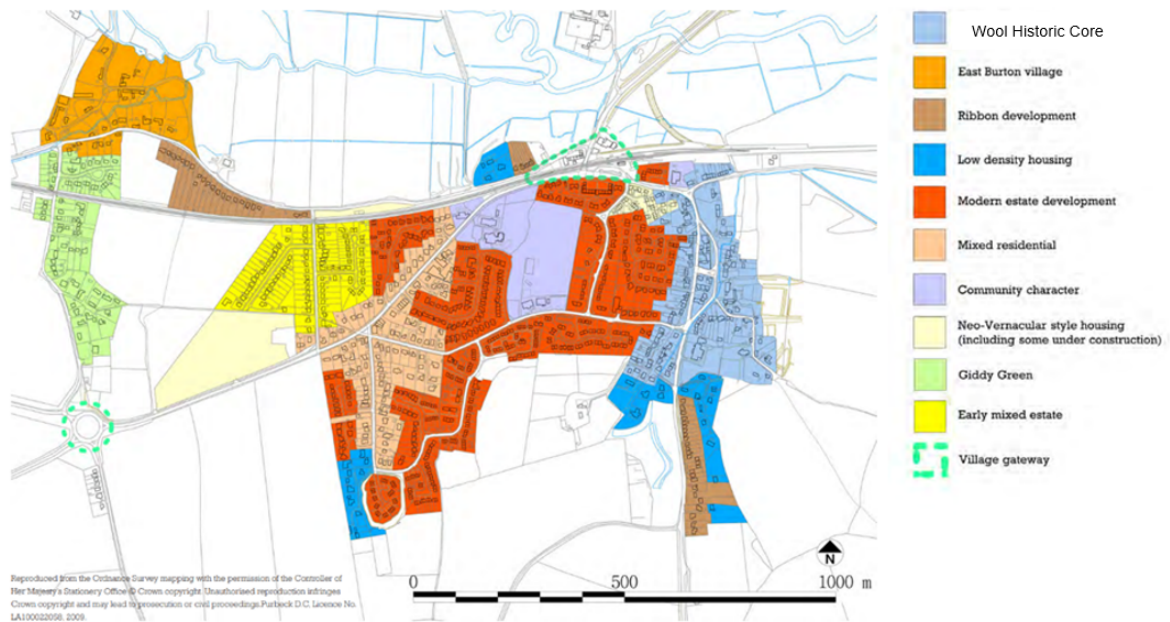
² NPPF (2023) paragraph 101(b)

Design Policies for Wool Village, East Burton Village and Bovington

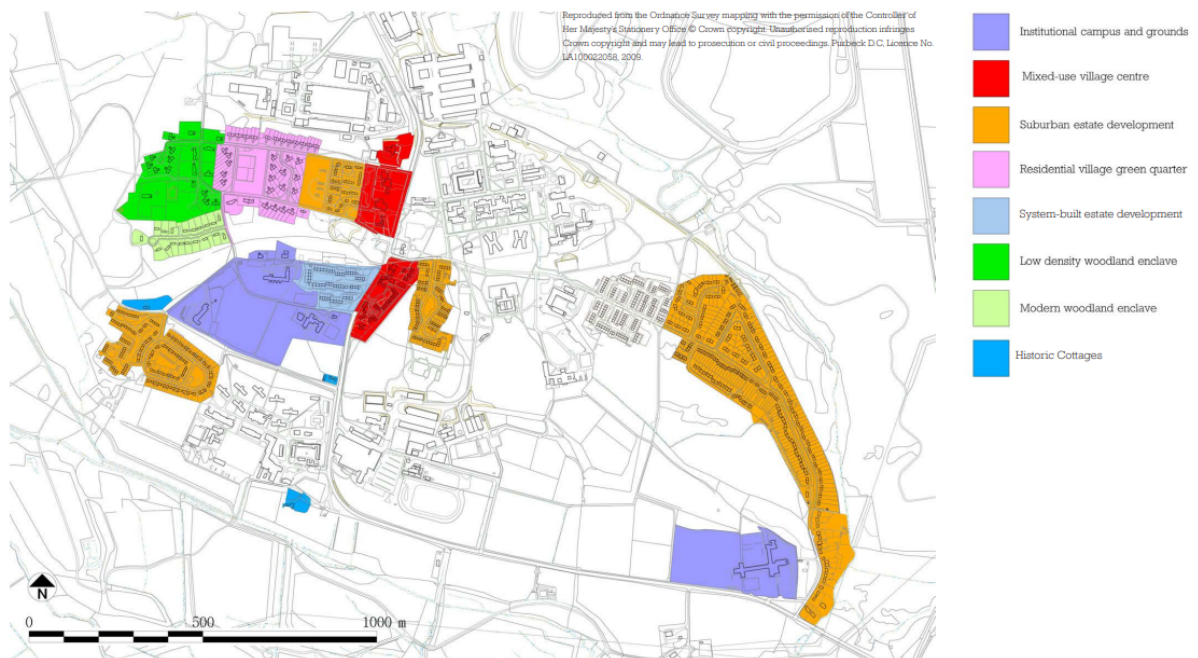
64. Work has been undertaken to document design styles and design opportunities in the built environment of Bovington, Wool and East Burton Villages. The Dorset Innovation Park Enterprise Zone and much of the MOD Estate at Bovington Camp have not been considered in this work owing to their unique position and strategic status.
65. The aim of this work is to provide information on predominant development styles with a view to indicating how future development should be designed to complement it, strengthen positive design features and address negative design impacts. Where this relates to MOD land at Bovington Camp, design themes may be subject to the operational defence requirements of the camp.
66. It seeks to identify opportunities to increase the legibility (understanding of the structure) of the built environment of Bovington, East Burton and Wool, to recognise and strengthen gateways, routes and key destinations. It identifies components of design which work well in terms of layout, landscaping and green infrastructure within developments.
67. A review of character features and priorities has been prepared as a supporting document to the neighbourhood plan. 'Wool, East Burton and Bovington Character Appraisal and Priorities', summarises the principles set out in Purbeck District Council's Wool Townscape Character Appraisal and the Bovington Townscape Character Appraisal. These identify important character types within Wool Parish and set clear principles for the design of new development. They identify important priorities for the management of development in different parts of the parish, including where opportunities may exist to enhance local character.
68. Ten Character Types were identified in the Wool Townscape Character Appraisal and eight Character Types were identified in the Bovington appraisal. These are shown in Figure 12. For each Character Type, typical character features were described, as were typical building design and form, the use of materials and approaches to plot layout. Priorities and aspirations for the protection and enhancement of each character type are also identified in Table 2. More information related to the key features of each of the eighteen Character Types identified within the parish is set out in Table 1 of the supporting document. It is important that proposals have regard to protecting and enhance key positive features in each character type area, to the avoidance of replicating negative features and to taking opportunities to enhance character.

Figure 12 - Character Types in Wool Parish

Wool
Character types
04.1
Character types



Bovington
Character types
04.1
Character types



Source: Wool, East Burton and Bovington Character Appraisal and Priorities Supporting Document using Purbeck District Council Townscape Character Appraisal for Wool, 2012 (Matrix Partnership)

Table 2 – Priorities for protection and enhancement of character type areas

TYPE/AREA	Priorities to Protect and Enhance Character
Wool Historic Core	<p>As opportunities arise, replace indifferent modern buildings with more appropriate contextual designs.</p> <p>Avoid infill development within plots with large gardens that would change the character of Wool Village.</p> <p>Manage on-street parking to reduce and avoid the erosion of verges and banks.</p> <p>Avoid insensitive alteration or the over-extension of modest vernacular buildings.</p> <p>Discourage the replacement of hedges with modern fencing and consider how new fencing affects local character.</p> <p>Consider carefully whether highway ‘improvements’ such as the introduction of kerbs or formal pavements would erode the rural qualities associated with this area.</p> <p>Maintain the presence of local shops so that the local centre continues to function.</p> <p>Encourage maintenance on Cob and Thatch Structures.</p> <p>Avoid uncharacteristic concrete roof tiles.</p>
East Burton Village	<p>As opportunities arise, replace indifferent modern buildings with more appropriate contextual designs.</p> <p>Avoid infill development within plots with large gardens that would change the character of East Burton Village.</p> <p>Manage on-street parking to reduce and avoid the erosion of verges and banks.</p> <p>Avoid the insensitive alteration or the over-extension of modest vernacular buildings.</p> <p>Discourage the replacement of hedges with modern fencing and consider how new fencing affects local character.</p> <p>Consider carefully whether highway ‘improvements’ such as the introduction of kerbs or formal pavements would erode the rural qualities associated with this area.</p> <p>Support sensitive conversion of historic agricultural buildings to ensure their long-term retention and maintenance.</p>
Ribbon Development	<p>Prevent over-development through Infilling or redevelopment that could harm the pleasant low-density character of these areas.</p> <p>Design infill development to avoid the impacts on the definition of the streetscene associated with of the loss of boundary walls, widened entrances and additional parking.</p> <p>Avoid the conversion of front gardens to parking and garages located forward of the building line that would impact on the character and appearance of these areas.</p> <p>Avoid poorly designed extensions or conversions that could detract from the appearance of these areas.</p>
Low Density Residential	<p>Support potential for limited infill development on gap sites or large plots.</p> <p>Take opportunities to replace lower quality buildings through redevelopment.</p>

	<p>Protect the low-density character and important vegetation in determining proposals for the intensification of development through infilling or redevelopment of existing plots at greater densities.</p> <p>Consider the contribution and informal qualities of existing tracks and lanes in development proposals that would resurface and widen them or which would remove verges and create pavements.</p> <p>Avoid insensitive redevelopment where built forms become more dominant than the vegetation.</p>
Modern Estate Development	<p>Support new development in certain locations that could aid legibility (recognition of how the area is structured) and provide enhanced points of entry.</p> <p>In considering opportunities for redevelopment of some locations at higher densities, avoid harm to the suburban character of these locations.</p> <p>Design infill development to avoid the impacts on the definition of the streetscene associated with the loss of boundary walls, widened entrances and additional parking.</p> <p>Discourage conversion of front gardens to parking that could result in the loss of vegetation to the detriment of the appearance of the area.</p> <p>Avoid poorly designed extensions or conversions that could detract from the appearance of these areas.</p>
Mixed Residential	<p>As opportunities arise, replace indifferent modern buildings with more appropriate contextual designs.</p> <p>Support the redevelopment of existing post-war shopping parades to improve their design and appearance and create a stronger more identifiable village 'centre' in this location.</p> <p>Ensure that proposals for infilling or redevelopment of existing plots at greater densities do not harm the suburban character.</p>
Neo-Vernacular Style Housing	<p>Avoid replication of this style and ensure that future developments have regard to the local distinctiveness of Wool.</p> <p>Discourage further generic vernacular style housing development that lacks reference to the distinctiveness of the village and the Purbeck area.</p>
Giddy Green	<p>Avoid infill development within plots with large gardens that would impact on the low density and green character of this area.</p> <p>Manage on-street parking to reduce and avoid the erosion of verges and banks.</p> <p>Avoid insensitive alteration or the over-extension of modest vernacular buildings.</p> <p>Discourage the replacement of hedges with modern fencing and consider how new fencing affects local character.</p> <p>Consider carefully whether highway 'improvements' such as the introduction of kerbs or formal pavements would erode the rural qualities associated with this area.</p>
Early Mixed Estate	<p>Support limited replacement of existing dwellings where these are of indifferent quality and adverse impacts on the area are avoided.</p> <p>Ensure that development through infilling or redevelopment of existing plots at greater densities avoids harm to this area.</p>
Village Gateway	<p>Through the delivery of planned development in this area, prioritise significant improvements at this important gateway into Wool.</p>

	<p>Remove the dominance of highway engineering and create a new urban square/space.</p> <p>Consider how to overcome traffic/road infrastructure constraints that could limit potential for change.</p>
Bovington	
Institutional Campus and Grounds	<p>Aspirations to address design improvements subject to military requirements and priorities:</p> <p>Improve the design of institutional buildings through variation of design and character.</p> <p>New buildings should relate well to the wider townscape including a better presence on the road.</p> <p>Consider the replacement of some lower quality buildings.</p> <p>Create better screening of parking areas and amelioration of the effect of intrusive boundary fencing.</p> <p>Achieve sensitive building extensions and alterations.</p>
Mixed Use Village Centre	<p>Aspirations to address design improvements subject to military requirements and priorities on MOD land:</p> <p>Consider feasibility of creating a more concentrated village centre to create a more vibrant place.</p> <p>Similarly seek to overcome poor frontage onto the principal road including some excessive setbacks.</p> <p>Seek to improve the quality of development.</p> <p>Create a better planned and more coherent village centre.</p> <p>Improve the quality of the public realm.</p>
Suburban Estate Development	<p>Improve green spaces within the residential areas.</p> <p>Improve garage courts.</p> <p>Encourage new tree planting.</p> <p>Consider potential to re-landscape or develop some left-over spaces – heathland buffer permitting, including redevelopment of Arras Crescent area.</p> <p>Avoid further loss of boundary wall, fences and hedges.</p> <p>Avoid widening of entrances to provide off-street parking in front gardens that could undermine the quality and definition of the street scene.</p> <p>Discourage the loss of vegetation to the detriment to the appearance of the area.</p> <p>Ensure that extensions or loft conversions are well-designed.</p> <p>Avoid further loss of details, especially chimneys and chimneypots.</p>
Residential Village Green Quarter	<p>Aspirations to address design improvements subject to military requirements and priorities on MOD land:</p> <p>Improve house frontages dominated by garages.</p> <p>Improve scale of open space to better match the scale of development.</p>

	<p>Promote a stronger definition of central space with more prominent house frontages.</p> <p>Potentially encourage some more uses in the central open space.</p> <p>Use tree and hedge planting, especially to reduce the impact of wire netting around tennis courts and end walls of houses.</p> <p>Avoid unsympathetic alterations to houses.</p>
System-Built Estate Development	<p>Aspirations to address design improvements subject to military requirements and priorities on MOD land:</p> <p>Encourage some individuality between buildings where feasible.</p> <p>Improve internal green space.</p> <p>Improve back areas visible from surrounding spaces and roads.</p> <p>If feasible, improve detailing.</p> <p>Encourage tree planting.</p> <p>Ensure good maintenance of roads and parking areas</p>
Low Density Woodland Enclave	<p>Aspirations to address design improvements subject to military requirements and priorities on MOD land:</p> <p>Ensure any new development complements existing styles includes future potential mature landscape setting to match existing in time.</p> <p>Maintain the successful edge between the settlement and woodland/heath.</p> <p>Encourage boundary treatments in new development to avoid close-boarded fencing along edge of roads.</p> <p>Guard against insensitive building alterations.</p>
Modern Woodland Enclave	<p>Aspirations to address design improvements subject to military requirements and priorities on MOD land:</p> <p>Maintain quality of landscape setting in new development</p> <p>Avoid the dominance of parked cars on roads by promoting off-street parking.</p> <p>Encourage householders to create more interesting front gardens and encourage small flower beds in public areas.</p> <p>Ensure redevelopments and small new developments maintain the contiguous character of the locality</p>
Historic Cottages	<p>Encourage traditional rural building types to maintain/create a sense of place and associate Bovington with the wider rural area. Must ensure that this does not undermine the qualities of other character areas.</p> <p>Avoid further loss of boundary walls, fences and hedges to provide parking in front gardens at Bunker's Hill.</p> <p>Ensure extensions or loft conversions are well-designed.</p> <p>Avoid further loss of details, especially chimneys and chimneypots.</p>

Source: Wool, East Burton and Bovington Character Appraisal and Priorities Supporting Document using Purbeck District Council Townscape Character Appraisal for Wool, 2012 (Matrix Partnership)

WOOL 1 – Design Principles for New Development in Wool Parish

Proposals for new development in Wool Parish should, through their design, have regard to the priorities to protect and enhance character set out in Table 2 in relevant character type areas identified in Figure 12. New buildings and property boundaries should use good quality and durable materials, the details of which should be included in planning applications.

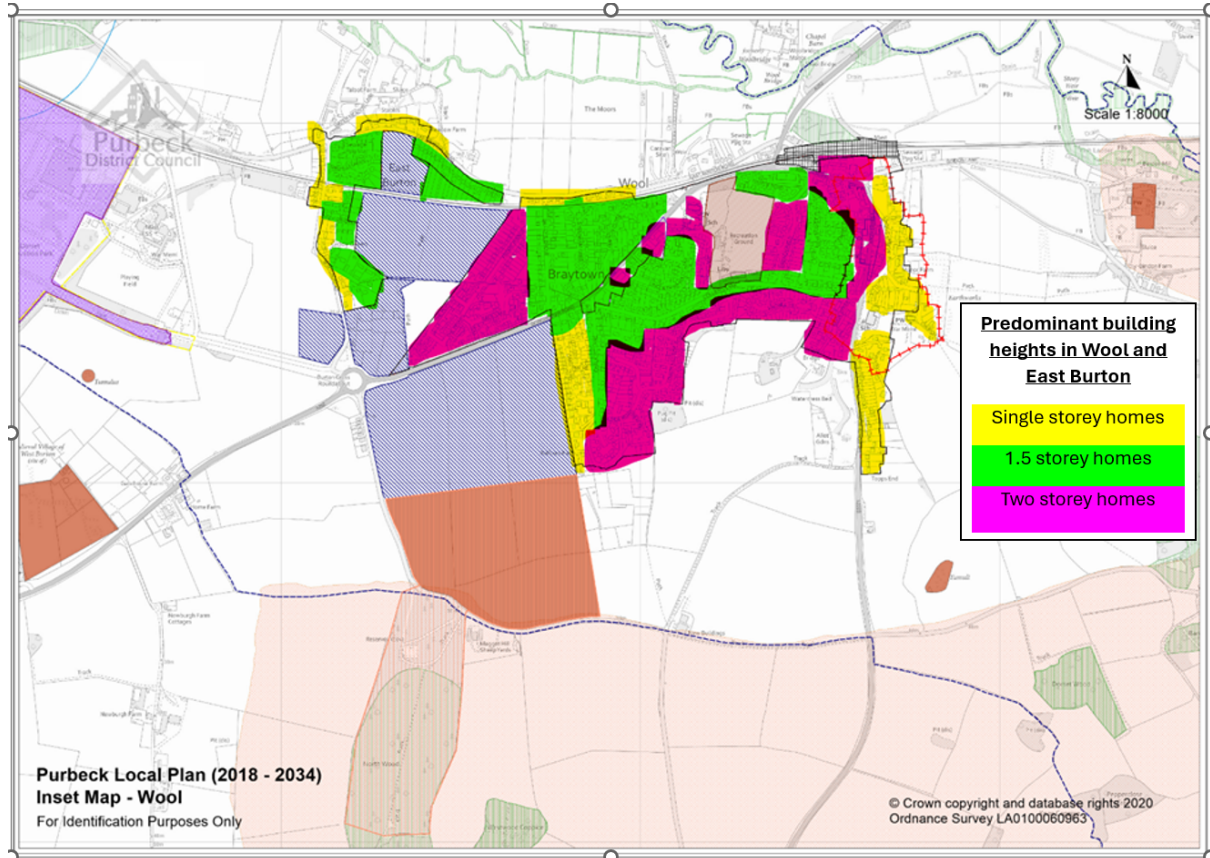
Residential Development Density and Form

69. During the development of the Neighbourhood Plan, strong views were expressed about recent development in Wool which is viewed as poorly designed and built, with a poor relationship to adjacent areas of Wool and East Burton Villages. Local people have said they want new development to have a stronger regard to local design characteristics. Policy WOOL 1 requires that regard is had to the character type areas within the parish and the key priorities identified in support of them.
70. Further consideration is needed about the height, density and layout of new housing development in relation to residential amenity for existing and new residents. There is a strong concern in the community that the design of development on strategic housing allocation sites may resemble ‘anywhere’ edge of settlement estates of the type to be found across the country. A key challenge is to demonstrate that local community design characteristics can be consistent with strategic policy priorities to promote the efficient use of land.
71. A document called ‘Development Form in Wool and East Burton’, was prepared as a supporting document to the Neighbourhood Plan. The supporting document examines the broad structure of Wool and East Burton, the history of their development, the design and form of previous developments and the outcomes they created. A walking and desk survey was undertaken of previous estate-style developments which make up the bulk of the area of Wool Village, and the older areas of Wool Village and East Burton Village. It examined the density, scale and massing of different housing areas in Wool and East Burton, based on their period of development. This showed a predominance of certain building and development approaches:
 - The overall height of development in Wool is low with many properties at 1 or 1.5 storeys.
 - Two-storey properties are also low height.
 - Developments are often of mixed heights.
 - Apart from the Black Bear Inn, there were no three storey properties before Purbeck Gate
 - A range of densities are apparent dependent on the age of properties, location and how they were developed.
 - High densities can be achieved using traditional development form (although this was not applied to Purbeck Gate)
 - Most properties in Wool sit well within their plots with private gardens to front and to the rear. This approach is maintained whether properties are larger or smaller.
 - The approach to development form lends an open character with low massing to most parts of Wool (although this was not applied to Purbeck Gate).

- Topography on Wool's southern slopes has influenced development design resulting in a mix of 1, 1.5 and 2-storey properties arranged to work with the topography and landscaping to maintain openness of estates.
 - Some parts of proposed allocation sites will be affected by similar topographical influences in relation to existing development and the wider landscape.
72. A survey of developments in Bovington was not undertaken. The following general building and development approaches in Bovington are evident from the Bovington townscape appraisal:
- Generally, two-storey housing with some taller elements
 - Larger institutional buildings in public areas and behind the wire in MOD operational areas.
 - Variety of modern styles of low to medium quality, which lack details.
 - Extensive landscaping, some very good and other areas poor.
 - Spread-out neighbourhood centre with extensive set-backs.
 - Important surrounding woodland provides setting and screens Bovington from nearby areas.
 - Some areas lack direct walking routes to the neighbourhood centre.
 - Some areas have poor provision for car parking.
73. Whilst a wide range of housing development styles have been applied across time, there are core design features which are apparent in Wool and which are reflected in the built environment of the parish today. Care is needed to ensure new development can integrate with existing communities and built forms.
74. **Wool Village** - In Wool, low density, low height residential development is visible from main thoroughfares as these were often older properties that were developed earlier. Older properties are sometimes positioned forward on the road whilst bungalows are set back in their plots where possible. New development is always denser than older development – in some places, bungalows have been redeveloped into two storey homes. Almost all developments are estate developments. There are many roads within Wool which contained 1, 1.5 and 2 storey development mixed in where the 2-storey buildings are generally of low elevation. Low-elevation properties set back in their plots behind front gardens, lend many parts of Wool a very open feel, with big skies.
75. **Purbeck Gate** - The most recent large development was at Purbeck Gate. Buildings extend to 2.5 or 3 storeys but there are many at 1.5 storeys (very few are single storey). The larger buildings are in places positioned at the edges of the development and almost all buildings are positioned at the front of very small plots with no front gardens. The materials on show are a mixture of styles involving wood cladding, render, stonework details, red brick etc.
76. From the perspective of development in the rest of Wool, the density of development at Purbeck Gate is higher than other areas. From the perspective of character, it feels different to other developments in Wool, and at a different scale. This is due to plot size, building position and the materials palette. The development presents a solid face of buildings to the outside.
77. **East Burton Village** - In East Burton, residential buildings tend to follow the form of older buildings in being 1 to 1.5 storeys, sat back in their plots, behind hedges, showing roofs to the street. Hedges are located on front boundaries and as such a more closed-in feel can result from the street. That said, much of East Burton development is along roads and in some places is directly adjacent to field or the water meadows, creating a rural feel.
78. Figure 13 shows the broad typology of housing development in Wool in terms of house type and building height. The green areas are predominantly bungalows of 1-storey, the yellow areas contain

predominantly 1.5-storey homes and the magenta areas are predominantly 2-storey. As stated above, in Wool and East Burton as a whole, only the Black Bear Pub in Wool Village centre and some homes in Purbeck Gate extend higher than 2-storeys.

Figure 13 - Building types in Wool and East Burton Villages



Source: Andrea Pellegram Ltd (2023) drawing on Purbeck Local Plan 2018-2034 Proposals Map.

79. **Housing Densities** - The supporting document also examines the approximate densities of previous developments and discusses how housing density in different developments within Wool and East Burton affects the amenity and quality of living environments. Fifteen separate areas of development were identified, including the historic parts of Wool and East Burton. Outside of the historic cores, the other areas of development were largely denoted by separate estate developments from the mid-twentieth century onwards. These were surveyed to establish the broad approach to development layout and arrangement of car parking, gardens and landscaping.
80. Mid-20th century developments tended to provide larger plots with bungalow development. Houses were positioned in the middle of their plots providing front and rear garden space and off-road parking. The provision of verges and other public space was minimised. The combination of low-height development and set back plot position created an open feel.
81. Later development became denser, with more 1.5 and 2 storey homes with some bungalows as well. The basic approach of earlier development was maintained, through provision of front garden areas, properties facing the road and private garden space. These areas introduced some public space and/or verges. This maintains a relatively open feel to these areas.
82. More recent developments exhibit the cramped feel of typical modern housing estates, based on smaller properties situated on very narrow plots, and larger properties placed on small plots with smaller gardens. Two-storey houses are normally placed to the front of the plot with a small strip of

verge or no front garden area. These properties can appear more cramped. Often, the occupants have two cars with insufficient parking spaces. There can be nowhere to store waste bins which are therefore placed at the front. There is minimal landscaping, but dedicated provision is sometimes available for children's play.

83. A density standard of 30 dwellings per hectare (dph) was used by Dorset Council in the assessment of SHLAA sites (with appropriate density of development to be decided on a site-by-site basis). The neighbourhood plan supporting document shows that many parts of Wool have a lower density than this, but five of the fifteen areas reviewed have housing development which is at a higher density.
84. Three developments with a density just above the 30 dph (30-32 dph), at Lower Hillside Road/Vicarage Road, New Road and Burton Wood, provide semi-detached properties in traditional form, which are front-facing with front gardens, garages to the side, off-street parking for one car, bin storage to the rear and private rear gardens.
85. Two developments with the highest densities (above 38 dph) are Knowle Wood Knap and Purbeck Gate. These developments on the whole provide smaller homes, with a higher proportion in terraced form (and larger properties on small terraced plots). Buildings are generally set further forward. No front gardens are provided (with small planted verges instead), garages are provided to a small proportion of properties, and there is less off-street parking. Terraced properties store bins at the front. Street patterns are less legible (as a preference), many buildings are positioned at angles to other buildings (again as a preference) and rear gardens can be overlooked. There is a lack of on-street car parking to cater for the number of cars owned by occupants.
86. The Neighbourhood Plan supports well-designed housing development. In achieving an efficient use of available land to deliver new homes, it should remain possible to design development that provides good residential amenity and functions well in relation to people's everyday requirements and which relates well to the character type areas of the parish. Policy WOOL 2 sets out the features of new development which have proved deliverable in the parish and which should be demonstrated to have been considered in development proposals.

WOOL 2 - New Residential Development Form

Proposals for new residential development in Wool Parish should demonstrate positive approaches to deliver good residential amenity. In setting the density, layout and massing of new developments, proposals should demonstrate how they respond to the following principles:

- a) The height of new development should not be overbearing in relation to neighbouring land uses, should not result in significant harm to the character of the surroundings and should aim to create a design which respects the character of the area.
- b) Where appropriate, new development should respond sensitively to changes in topography to reduce the potential for impacts on residential amenity resulting from overbearing development.
- c) Private front gardens should be provided where appropriate and where they are compatible with the character of the surrounding area. Street patterns should be legible and designed to provide rear garden space where overlooking is minimised.
- d) Where properties would have no rear-access, bin storage facilities should be provided at the front.
- e) Car parking provision should reflect the car parking strategy as agreed by the Local Planning Authority.

Improving the local public realm

87. During the preparation of the neighbourhood plan and through dialogue with the local community, clear themes about the ability of local facilities, services and public realm to cope with additional users, and clear requirements for investment to improve key infrastructure to improve environmental quality were identified.
88. **Improve public spaces** – The playing field located behind the D’Urberville Centre is the only open access sports field in Wool and as such needs to be retained as open space. The open areas to the front of St Joseph’s Church and off Millennium Square with a frontage onto Dorchester Road are important and with the willing involvement and partnership of the landowners, more could be made of these to create a better-quality open space.
89. **Improve the function and environmental quality of Neighbourhood Centres for users** – A supporting document to the neighbourhood plan reviewed the provision and quality of Wool Village Centre and the two shopping parades in Braytown. It examined the provision of parking, cycle infrastructure and the quality of premises. In the context of a potentially greatly increased use of the facilities in these locations that will result from planned development, the need to improve the function and environmental quality of neighbourhood centres for users were identified. In particular, ensuring that sufficient car parking is available and cycle parking infrastructure is available, will be important.
90. **Improve the Level Crossing, Wool Railway Station and its Environs** – The photo survey in the neighbourhood plan documents library shows the presence of the railway in the Wool environment – the line, the level crossing and the station. The Wool Character Appraisal highlights how the level crossing and station form a gateway into Wool. Improvements are needed to Wool Station, to the environment around it and to how it is accessed by pedestrians and cyclists. New development in Wool should see a more intensively used railway and this means improving the station and environs.
91. The Wool Character Appraisal outlines the need for the entry into Wool at the level crossing to form a much higher quality gateway into Wool than it does at present. The neighbourhood plan would support initiatives to masterplan this area so that it provides the modernised facilities required, adequate car parking for an expanded population using the railway, better pedestrian and cycle access and parking. Importantly, it needs to provide a better experience and facilities for onward movement of the visitor to Wool.
92. **Improve the quality of the public realm/local environment on the main pedestrian route along Dorchester Road** to the shops, services and railway station, through a co-ordinated approach to the provision of street infrastructure and surfacing, to landscaping and planting and to boundary treatments of important sites – With planned development located wholly to the west of Wool and East Burton, significant reliance is being placed on pedestrian and cycle access to Wool Railway Station for out-commuting. Whilst options are being explored, the Purbeck Local Plan 2018-2034 indicates there is no requirement to improve bus services and operators do not see extra services or new local services as viable (this is contrary to views held by local people and Wool Parish Council).
93. It is important to ensure that the pedestrian and cycle routes from the west of Wool to the station are high quality, safe and pleasant. Elsewhere in the neighbourhood plan, this is addressed through the prism of network quality and safety. The photo survey shows parts of the route with residential and other plots located alongside. Few enhance the environment and most detract or at best are neutral in terms of contributing to environmental quality of this key route through Wool. Add in traffic levels at peak times, and when the level crossing is closed, and the overall perception of this route is that is a poor-quality environment for walking (this is not a cycle route but is the most direct means of access to the railway station from west of Wool).

94. The neighbourhood plan identifies the need for improvements to the environment along Dorchester Road and this is likely to be delivered through combinations of opportunities arising as development proposals come forward, but more likely through wider initiatives by Wool Parish Council working with partners over time.
95. **Improve key public buildings and infrastructure** - Similar to the railway line and station, and the Dorchester Road, which have a major influence on the look and feel of Wool Village, The BT Exchange on Station Road is prominent in approaches to Wool from the railway and to the historic village centre from the station. Its contribution is negative as a result of the design and decoration of the buildings and the upkeep of the site. The neighbourhood plan identifies the need to improve this 'eyesore' site, which would likely require wider partnerships to deliver.
96. The D'Urberville Centre is the main community building and activity centre open to all residents in Wool. Significant reliance will be placed on the effective use of this centre to meet increased need for community facilities in Wool resulting from population growth. The Centre was built in 1973 and was last subject to improvements in 2007. The exterior of the building and site is in need of a facelift.
97. **Improve surface water flood management infrastructure** - Dorset Council is the Lead Local Flood Authority and it has prepared a Strategic Flood Risk Assessment (SFRA) to support policies in the Purbeck Local Plan 2018-2034. The SFRA recognises that largescale development in Wool creates challenges in terms of managing flood risk in a complex hydrological setting. The Purbeck Local Plan site allocations for development on sites in Wool indicate that Dorset Council is confident development can take place safely with appropriate flood risk mitigation and drainage strategies in place.
98. The Neighbourhood Plan is supported by a supporting document which details local flood events, many of which relate to surface water flooding during storm events taking place in recent years. A photo archive is also provided within the document library supporting the Neighbourhood Plan, detailing the date and place of flooding. Some of these resulted from the failure of existing infrastructure to perform.
99. In managing surface water flows from any significant development, a further supporting document prepared to support the neighbourhood plan highlights the reliance on the use of field drainage systems maintained by farmers, highways drainage infrastructure maintained by Dorset Council, culverts along rivers maintained by riparian owners and the on-going availability of open surface water ponding areas. Importantly in the context of Wool Parish, it also recognises the importance of three small culverts along the railway line and the historic function of the water meadows. In short, once developers leave, flood risk will be managed by a multitude of individuals and organisations. Commitment is needed to ensure they are co-ordinated, maintained and where necessary improved.

WOOL 3 – Improvements to the Local Environment

When using policies I1 and I7 of the Purbeck Local Plan 2018-2034 in the determination of relevant planning applications and to formulate investment priorities, Dorset Council should have regard to the need for improvements to the provision and management of flood protection and drainage infrastructure throughout the parish, in particular culverts, drainage channels and ponding areas important to surface water drainage functions.

Regard should also be given to opportunities to improve buildings and local environmental quality in Wool. This should include positive consideration of opportunities to improve the co-ordination and provision of facilities, buildings, surfacing, landscaping/planting, street furniture, boundary treatments, car parking, and the local public realm across Wool and in the following key locations:

- a) Neighbourhood Centres in Wool Village, Braytown and Bovington.
- b) Level Crossing, Wool Railway Station and its Environs.
- c) Key pedestrian route along Dorchester Road.
- d) The BT exchange on Station Road.
- e) The D'Urberville Business Centre near to Wool Railway Station.

Sustainable Buildings

100. The climate emergency creates an imperative for local communities to take action to combat climate change and to mitigate its effects through design of new development. Wool Parish is no different and wants to support the development of new sustainable buildings and to support existing development to become more sustainable through measures to increase energy efficiency and incorporate low carbon and renewable energy technologies. It is important that new buildings in Wool are built ready for renewable or low carbon heat technologies, and should incorporate renewable energy generation to reduce fossil fuel energy demands and improve energy efficiency.
101. The government is regulating on home insulation and heating and is also providing incentives for homeowners to improve energy efficiency and reduce domestic emissions of greenhouse gases. Higher levels of energy efficiency and lower carbon emissions will be required in new buildings when Parts F and L Building Regulations requirements are applied from 2025 to meet the Future Homes Standard. There is no reason why new development design cannot incorporate these features now, or at least ensure that new development is ready to meet new requirements.
102. The occupants of new housing are often left with significant costs and difficulties in adapting newly-built homes to meet future requirements or take advantage of government initiatives to support change. New homes could be routinely built with roof top solar panels on them now. New homes will need space to be provided for heat pumps and this needs to be designed in – many new homes have little space to the front and at the back and it is not currently clear they could incorporate heat pumps.
103. Many smaller homes are designed with final entry doors to the front and rear which open directly into living spaces, which undermines the way heat pumps work to gradually heat spaces. New homes are often provided with plumbing and wiring which is not capable of accommodating new heating technologies which require greater water flow to heated water storage tanks. They don't have the space for the large water tanks. Radiators are too small and underfloor heating is not provided.
104. All this can render sustainable technologies unworkable or can be disruptive and costly to address. This could be avoided if required features and infrastructure are designed into new developments now, and they are built to good standards. Efforts to reflect these needs in planning policies are often objected to by developers who think that requirements should be laid out clearly in Building Regulations. This was certainly the response of developers to Regulation 18 policy options in the emerging Dorset Local Plan.
105. The NPPF (paragraph 164) says that local planning authorities should give significant weight to the need to support energy efficiency and low carbon heating improvements to existing buildings. Dorset Council has published guidance on planning for climate change and has set a requirement for the submission of a Sustainability Checklist in support of applications for new developments.
106. What can a Neighbourhood Plan do to encourage better development design, built with good quality materials to good standards of construction? Wool Parish supports local efforts to improve the area's carbon footprint. Neighbourhood plan policies can support homeowners and developers to install

renewable and other low carbon technologies within existing and on new developments. It can do this by encouraging high environmental performance in the development of new buildings and alterations/extensions to existing buildings.

WOOL 4 – Environmental Performance of Buildings

With reference to Dorset Council's Sustainability Checklist, new buildings and alterations/extensions to existing buildings are expected to achieve high standards of environmental performance, including where possible in relation to listed buildings. Positive support will be given to proposals within the existing framework for the preservation of heritage assets.

New development design in Wool should be future-proofed to support the achievement of lower carbon emissions, improved energy efficiency, better heat management and lower operating costs with new heating and energy generation technologies.

Proposals for development which include the following measures will be supported:

- a) Provide space within plots for heat pumps which should be positioned to ensure the amenity of occupants and neighbours is maintained.
- b) Incorporate design features to maintain heat balance within buildings, avoiding external doors opening directly into living spaces.
- c) Future-proofing to minimise the need for costly retrofits of new buildings.
- d) Incorporate roof top solar on new homes.
- e) Community energy schemes to provide heat and power to new developments.