

APPENDIX B – Development Form in Wool and East Burton

This document develops an understanding of the evolution and development of Wool and East Burton. It identifies the broad structure of the settlements and identify key centres of activities, focus and broad building typologies. Key patterns of movement are identified and important aspects of topography, landscape/open space character and views are established. It identifies heritage buildings and Conservation Areas.

This information is used alongside priorities identified by residents to improve connectivity and priorities to improve quality in the built environment, to identify a series of design policy objectives.

EVOLUTION AND DEVELOPMENT

The map below shows the historic core of East Burton village, the small hamlet of Giddy Green and Wool village to be the historic built-up area of Wool Parish (OS Six Inch Series 1888–1913 courtesy of National Library of Scotland website). It can be seen from this map that the Burton Road, East Burton Road, the Dorchester Road, Wareham Road, the High Street/Lulworth Road, Colliers Lane, Chalk Pit Lane and Baileys Drove are all in place historically.



The map below shows the development of Wool during the middle of the 20th Century (OS 1:10,000 Series, 1949–1971, Courtesy of National Library of Scotland). The main area of development that had taken place was the development of Braytown, an area located in between Wool and East Burton, centred on the Dorchester Road, its junction with Colliers Lane, down Baileys Drove/Sydenham Crescent and up Chalk Pit Lane. East Burton village grew along Burton Road to Giddy Green and along East Burton Road north of the railway line. Some development extended east from Wool

village a part of the way along Colliers Lane/Knowle Hill from the eastern end and down the High Street/Lulworth Road as far as New Buildings Drive leading to today's allotments. A row of five houses was developed on Burton Cross south of today's Burton Cross Roundabout. The recreation ground is laid out during this period.

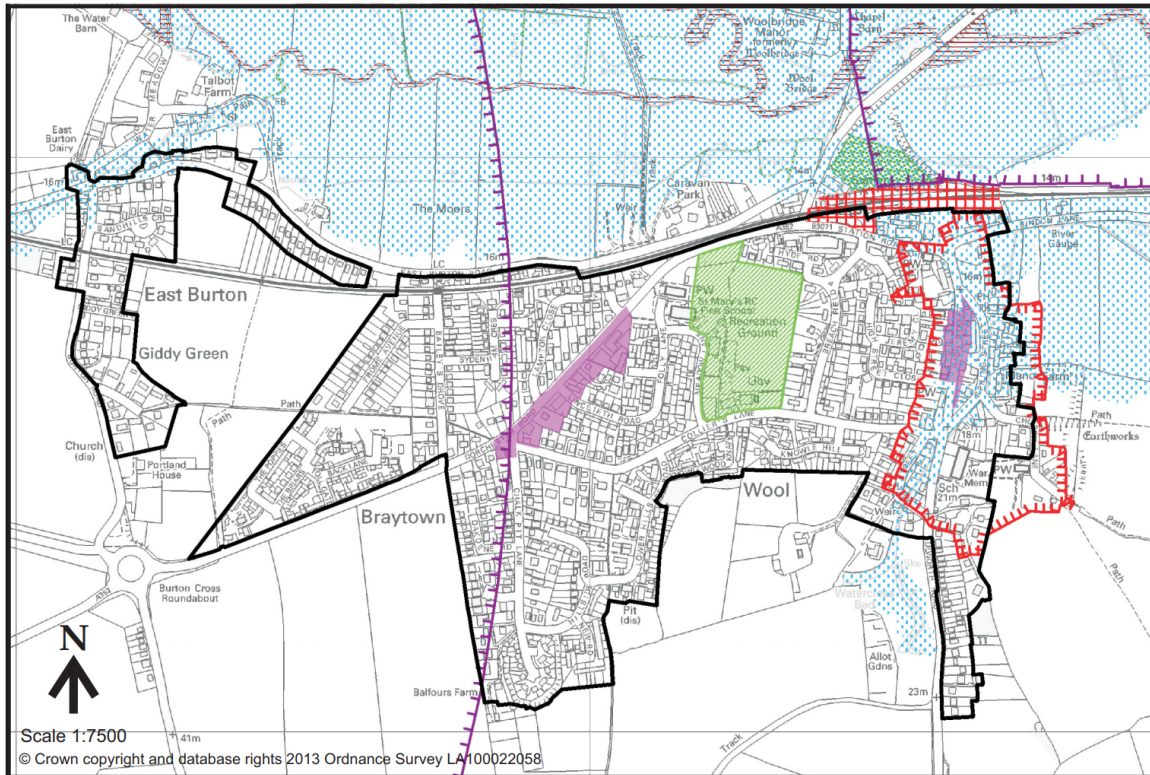


The map below shows the extent of Wool and East Burton Settlement in November 2012, including local plan proposals. By this time development has occurred along the length of Colliers Lane and to its south at Knowle Wood Knap. Previous development plots have been reconfigured, shortening them behind the Braytown developments and behind the High Street. This facilitated the development of estates off Dorchester Road (Lampton Close), and developments where Breachfield, High Street Close and Jeremy Close now are, and where Meadow Lane, Folly Lane and Linclieth Road now are and where Oakdene Road, Hillside Road, Lower Hillside Road and New Road now are. A major entirely new area of development occurred to the north of the Dorchester Road at Purbeck Gate, completed in 2010.

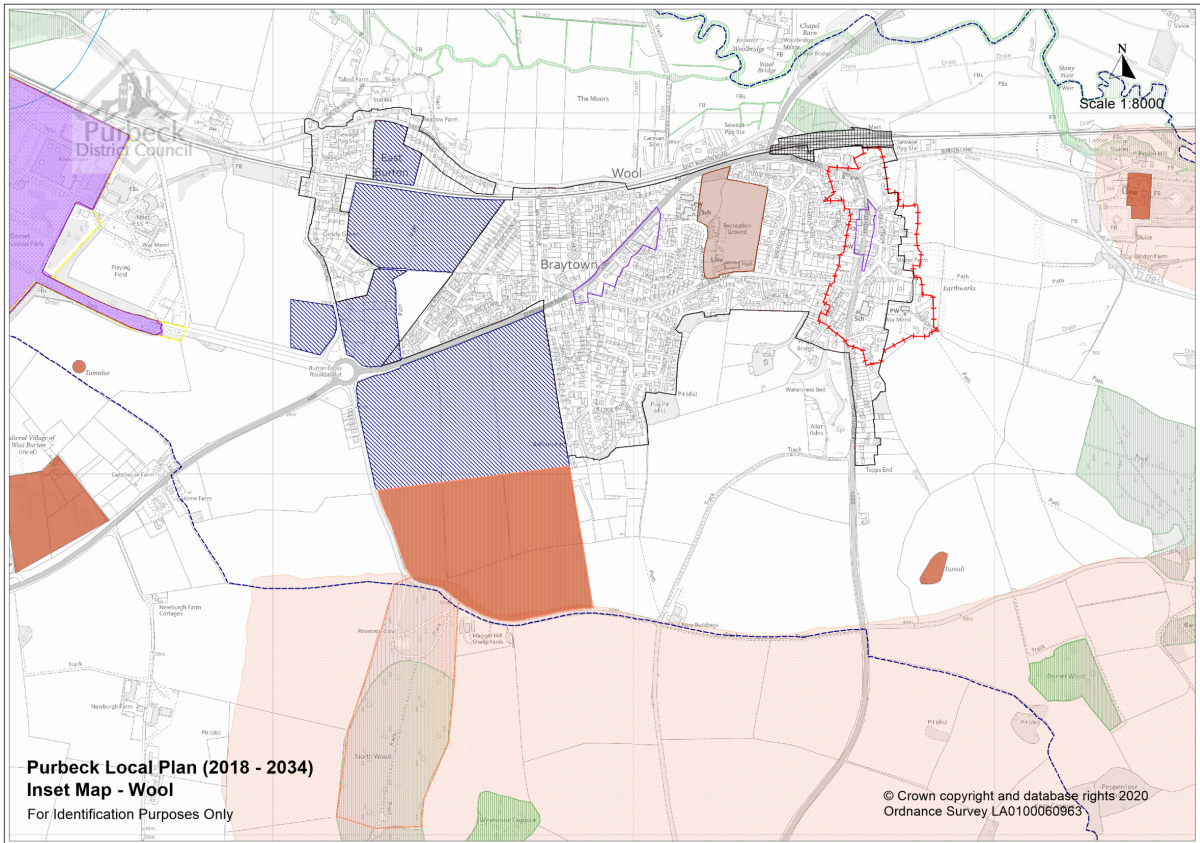
Overall, significant new development occurred in the second half of the 20th Century and first decade of the 21st Century, with densification of plots laid out earlier to create housing estates.

PURBECK DISTRICT LOCAL PLAN (November 2012)

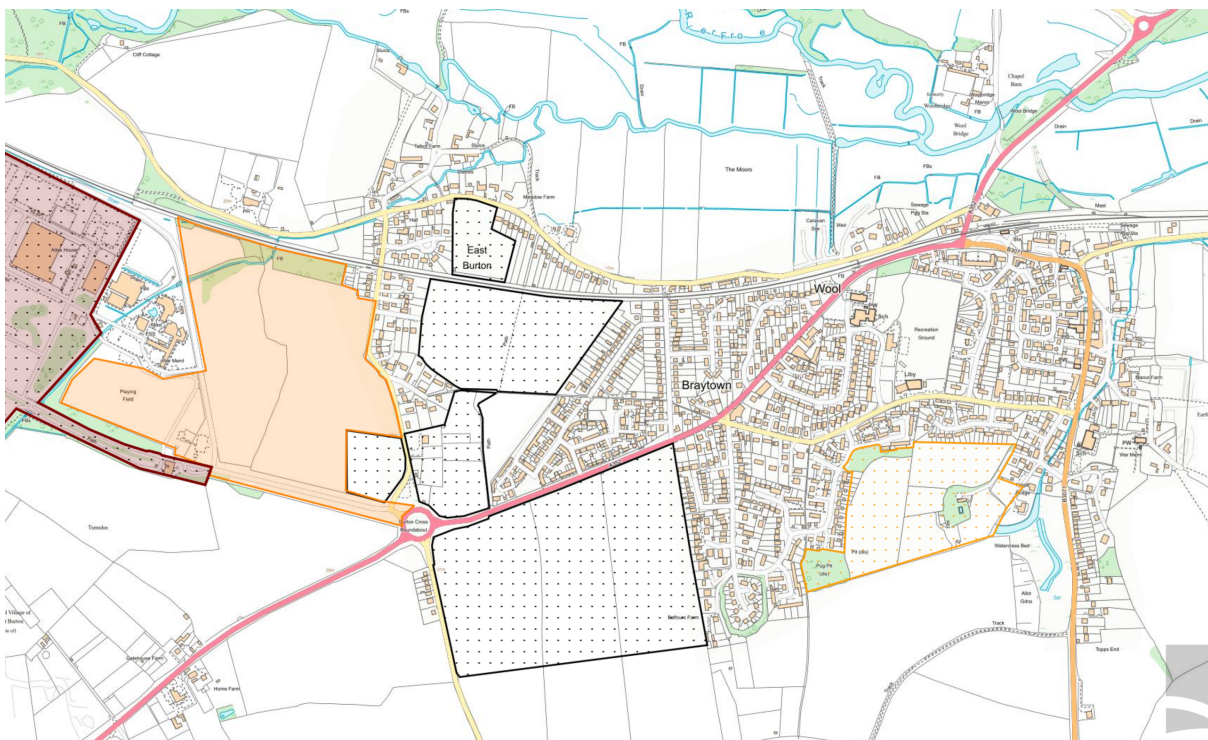
Inset Map 25 - Wool



The map below is the draft Wool Inset Map for the Emerging Purbeck Local Plan, published in 2021. This shows that there has been no further significant extension of development within or beyond the previous edges of Wool and East Burton. Regarding proposals for planned development, significant areas of expansion for housing are shown which would result in a full coalescence between East Burton and Wool, merging the two settlements. A proposed major extension to the south of the Dorchester Road is shown. The proposals also include a plot of land to the east of Burton Road, breaching this previous boundary to development.



The Map below shows the latest proposals for planned development presented as options during the 2021 consultation on the new emerging Dorset Local Plan. Two further major expansions are proposed, the main one to the west of Burton Road, filling in the open land between East Burton and the Dorset Police Headquarters/Dorset Innovation Park. The second option presented as a possible additional planned development would be located to the south of the current edge of Wool.



BROAD STRUCTURE AND CENTRES

From the above, the current village referred to generally as 'Wool' remains as two villages comprising Wool and East Burton. For now, they remain separate parts of the wider village. The historic cores of both villages (incorporating Giddy Green) remain intact. Whilst this is the case, the only community facilities in East Burton are the Village Hall and potentially East Burton Chapel. As such it has no neighbourhood centre designated.

Wool village centre retains a pub and four shops and is home to the parish church of the Holy Rood. The other clear and important part of the structure of the two villages is the shops and commercial facilities along the Dorchester Road at Braytown associated with the mid-20th century development of the area and, sitting behind it, the important community facilities off Colliers Lane and Meadow Lane.

Wool Railway Station and the railway line are important parts of the structure of the settlement. The Station and level crossing are an important gateway to the village. Commercial units have been developed north of it. The railway line has several pedestrian bridges and crossings, and the bulk of development lies south of the line so severance, whilst present, is not significant. The railway line infrastructure however is highly visible and strongly influences the look, feel and character of the areas immediately alongside on the Dorchester Road and East Burton Road.

The Recreation Ground provides the sole large formal public open space within Wool and East Burton and is used for organised sports. A Play area and a Skate Park complement this provision. To the west, Millennium Square is an open area next to St Mary and St Joseph's Primary School and St Joseph's Catholic Church.

RESIDENTIAL BUILDING TYPOLOGIES

The main feature of the settlement is residential. Historic properties in the older parts of East Burton and Wool village remain and represent a wide timespan of development, consisting of traditional thatched cottages, Victorian villas and more recent 20th century development and 21st century infill. Building styles are varied according to period. Older properties in the historic village cores and individual isolated properties from then or from the 19th and early 20th centuries can be two storeys but even so are often of low elevation. In Wool village the building heights of older buildings can be the equivalent of 1.5 storey buildings in modern terms. Different styles are mixed in.

The first sustained expansion of development saw almost wholly bungalow development. This was along the main roads and lanes where properties were often set back in large plots. This created a low-density, small scale development character.

Later development took back land from large plots in Braytown and added existing farmland to create large developments. Mid-20th century development was denser on smaller plots but remained largely 1-storey detached bungalow estate development. However, areas to the south of Colliers Lane which extend up Knowle Hill was developed as 2-storey housing at this time, behind bungalow development fronting Colliers Lane.

Similarly, in more recent times later in the 20th Century and since 2000, development on Hillside and other roads there, and in Oakdene and Bakers Close, took place at 1.5 and 2-storeys behind the older bungalows on Chalk Pit Lane.

In Wool therefore, low density, low height residential development is viewed from main thoroughfares as it was there first. Older properties can be positioned forward on the road whilst the

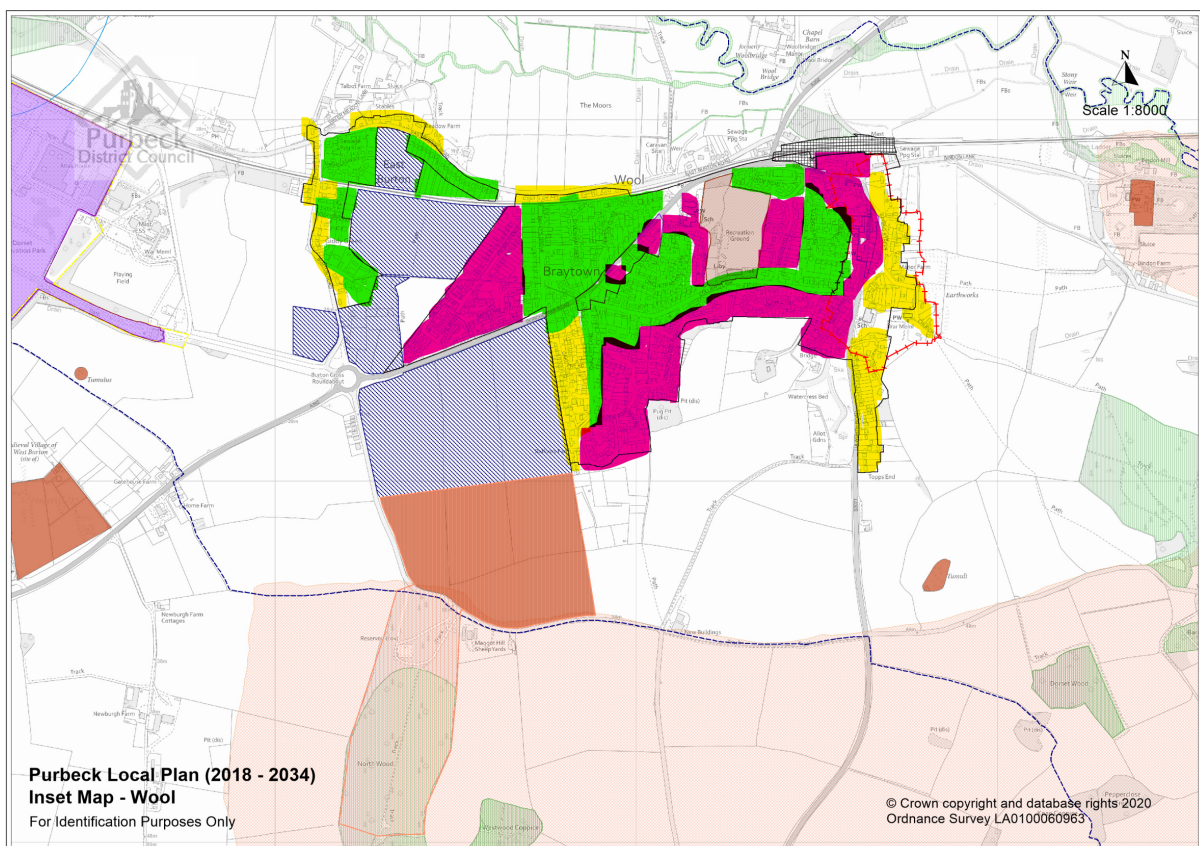
bungalow plots set them back where possible. New development is always denser and was at first bungalows but then generally became two storey development. Almost all developments are estate developments. There are many roads within Wool which contained 1, 1.5 and 2 storey development mixed in where the 2-storey buildings are generally of low elevation.

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 (but 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.

From the perspective of development in the rest of Wool, the density layout 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.

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.

The annotated map below 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 is predominantly 1.5-storey development and the magenta is predominantly 2-storey.



HOUSING DENSITY IN WOOL AND EAST BURTON

This section looks in more detail at the distribution and density of residential development in Wool and East Burton. The map below shows OS mapped addresses in Wool with red dots denoting individual dwellings. Google Maps satellite and street view imagery were used in combination with historic maps to identify individual development areas which provide housing and can be

distinguished in terms of building style and density. Some areas with development from different time period are consistent in terms of their broad layout and density. Other developments are smaller but have easily definable boundaries. 15 areas have been identified shown on the map below.



Para 143 of the draft submission Purbeck Local Plan 2020 states that a density standard of 30 homes per hectare was used in the assessment of SHLAA sites, but that the appropriate density of development will be decided on a site-by-site basis.

The table below examines the density of development in the areas identified and describes the typical building heights, styles, positions, plot sizes and orientations.

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.

Later development became denser with development becoming 1.5 and 2 storeys 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.

More recent developments start to exhibit the cramped feel of typical modern housing estates, based on very narrow plots with 2-storey houses placed to the front with small or no front garden area. These properties appear more cramped. Often, they are occupied by younger adults with two cars (with insufficient parking space) and there is nowhere to store waste bins which are therefore placed at the front. There is minimal landscaping, but provision is sometimes made for children's play.

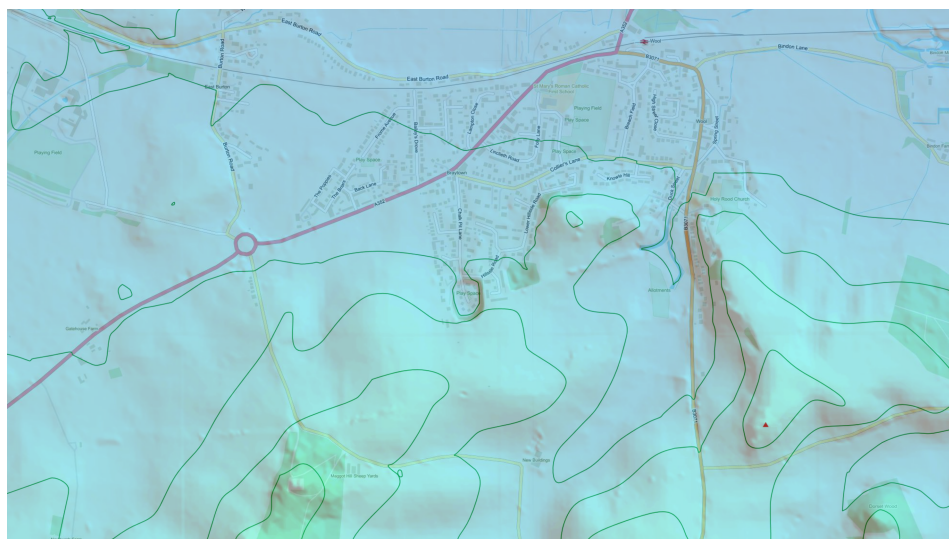
Ref	Area/Development	Typical Building Heights (storeys)	Typical Building Style	Typical position and layout	Area in Hectares	No. Dwellings	Dwellings per hectare
1	Lulworth Road/Quarr Hill/Macville Avenue	1.5	Detached dormer bungalows, low two storey	Set back and raised, facing road, private rear gardens	2.75	36	13.1
2	Duck St/Colliers Lane	1, 1.5 and 2	Mixed	Mixed positions and orientations	2.29	32	14.0
3	East Burton Village and East Burton Road	1-1.5	Detached Bungalows and dormer Bungalows	Set back in own plots behind hedges with mixed orientations.	11.52	170	14.8
4	Chalk Pit Lane/Oakdene/Bakers Close, Hillside Road/Colliers Lane	1, 1.5	Detached dormer bungalows	Set back in large plots, facing road, private rear gardens	7.43	122	16.4
5	Dorchester Road/Lampton Close/Sydenham Close/Baileys Drove/Frome Ave	1	Semi-detached and detached bungalows	Set back, plot size varies, facing road, private rear gardens	10.55	179	16.7
6	High Street Close/Jeremy Close	1	Semi-detached and detached bungalows	Set back, plot size varies, facing road, private rear gardens	2.93	59	20.1
7	Knowle Hill/Colliers Lane	2	2-storey terrace and semi-detached	Older style, , medium plots, set-back, facing roads, private rear gardens	2.18	46	21.1
8	Colliers Lane/Meadow Lane/The Square/Folly Lane/Linclith Road	1 and 2	Bungalow areas and two storey semi-detached	Set back, medium plots, facing road, private rear gardens	4.68	104	22.2
9	Breachfield/Hyde Road/Fairfields/Locks Piece	1 and 2	Bungalow estates and two storey semi-detached	Set back, plot size varies, facing road, some public verges and green space, private rear gardens	4.96	121	24.4
10	High Street/Spring Street/Bindon Lane	1.5 and 2	Mixed historic properties	Mixed, properties set forward on road, some backland properties	5.48	147	26.8
11	Lower Hillside Road/Vicarage Close	2	Semi-detached and terrace	Set back, plot size varies, facing road, private rear gardens	2.59	79	30.5

Ref	Area/Development	Typical Building Heights (storeys)	Typical Building Style	Typical position and layout	Area in Hectares	No. Dwellings	Dwellings per hectare
12	New Road	2	Semi-detached	Set back, plot size varies, facing road, private rear gardens	0.96	30	31.3
13	Burton Wood	2	Semi-detached	Set further forward, small plots, facing road, private rear gardens	0.81	26	32.0
14	Knowle Wood Knap	1 and 2	Mixed terraced and semi-detached	Set further forward, small plots, facing road, some verges and public green space private rear gardens	1.07	41	38.3
15	Purbeck Gate	2 and 3	Terraced houses and some flats	Set forward, very small plots, mixed orientations, some private gardens	4.43	170	38.4

TOPOGRAPHY, LANDSCAPE/OPEN SPACE CHARACTER AND VIEWS

The topographical map below shows APGB 5m Digital Terrain Model overlaid with OS Terrain50 10m contours (courtesy of the Dorset Explore Map). Wool sits in the shallow river valley of the River Frome. It is located on the southern side and its southern edges of the village extend up the valley side towards higher land and the boundary of the Dorset Area of Outstanding Natural Beauty. Views of Wool are seen from northern approaches on the other side of the valley. Rising open land on the southern slope, adjacent to and beyond Wool’s southern edge, is visible from this northern direction.

10 metre relief contour map showing Wool located in the River Frome valley and land rising to the south



Development in Wool has extended up rising land over the course of time. Burton Wood is located in an old quarry. New Road, Knowle Wood Knapp, Hillside and Lower Hillside and Knowle Hill, have been developed in this context. In particular, Knowle Wood Knapp shows regard for the topography in the placement of single storey bungalows on higher land and two storey houses in lower parts of the site.

In Purbeck Gate, the site is set lower than the Dorchester Road and, in some areas (but not others) the placement of buildings at different scales reflects the topography.

Land proposed for allocation in the Emerging Purbeck Local Plan is in two topographical contexts. The land adjacent to East Burton is lower lying land bordered by single storey or 1.5 storey Dormer Bungalows, however Purbeck presents a wall of buildings at 2 storey height towards this land. Land south of the Dorchester Road lies adjacent to the backs of properties in Chalk Pit Lane, Oakdene and Bakers Close. These are mostly single or 1.5 storey properties. The second topographical map below shows this land 'bulges' somewhat so that it sits higher than existing properties in the middle of the site.

This also applies to sites presented as options for further development in the emerging Dorset Local Plan, to the east of Burton Road and Burton Cross Roundabout and especially behind Knowle Hill.

FINDINGS FROM ANALYSIS

- The overall height of development in Wool is low with many properties at 1 or 1.5 storeys.
- Two storeys properties are low height also.
- 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 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 need to consider similar topographical influences in relation to existing development and the wider landscape.

VILLAGE CENTRES

The Adopted Purbeck Local Plan 2012 designates a Neighbourhood Centre including all property fronting the south side of Dorchester Road from the car sales site to the Butcher Shop, including currently residential property. Importantly, the area behind this centre provides important community, education and health services focussed on Meadow Lane, Colliers Lane and the Recreation Ground.

Vehicular and Cycle access between the two is either through Linclieth Road and Folly Lane (residential streets) or via Colliers Lane at the Braytown Triangle. Pedestrian access is more direct via a cut-through footpath from the edge of the car sales site on Dorchester Road to The Square and Meadow Lane.

If planned developments come forward the Braytown Neighbourhood Centre and Community facilities behind it would form the effective centre of a larger Wool.

Wool Village Centre - Wool Village centre consists of a short parade near to which is a pub, a bakery and a hair salon. Other properties are residential. The parade consists of a Spar and a collectables and antiques shop. There are four informal car parking spaces in front of the Spar. There are about 8 informal spaces next to the bakery, serving it and adjacent properties. Additionally, on-street parking is undertaken. The collectables shop has no dedicated spaces. There are no cycle stands.

Wool village centre is the heart of the medieval village and is not built for the car. The presence of cars parked throughout the village centre certainly impacts on it aesthetically, and the volume of traffic does cause issues, particularly during the tourist season.

The informal nature of the parking, of signs located on the street and the position of lighting columns, bollards, telephone/electricity poles and the post box create a cluttered and poorly laid out feel. Some of the infrastructure looks tired and street surfacing is a basic tarmac with multiple patching. Planting and landscaping is provided through verges, the frontages and rear of private properties. Some of this contributes to an 'overgrown' appearance in parts.

An open area known as The Cross is located between Spring Street and High Street. This is the traditional location of Spring Street Fayre. Following the foundation of Bindon Abbey in 1172, under a charter from King John and a further charter from Edward II, it became the right for Wool to "hold a market and fair at Wool, Lulworth, Bindon and Hethfelton". A transaction must be performed annually on this site to maintain the charter.





Braytown – There are a greater number of shops in Braytown. These are located in two main parades separated by a bungalow and garden with main road frontage and a separate butcher shop. Additionally, further east along the Dorchester Road is located a petrol filling station, repair garage and car showroom. At the western end, a small triangular area of green has been improved with seating and planting, and a redundant red phone box utilised for this purpose.

There is a signalled pedestrian crossing outside the shopping parade close to the junction of the Dorchester Road with Colliers Lane. This junction has two exits, leaving the 'Braytown Triangle' in the middle. The shopping parade at this junction as an entry/exit from Dorchester Road to a rear car park with around 14 spaces. There is also an entry/exit on Colliers Lane which feeds traffic back to the junction with Dorchester Road.

Overall, the combination of the general traffic levels on the Dorchester Road, general traffic entering and emerging from Colliers Lane, the traffic lights causing traffic to bunch and stop, and car park entry and exit related to the local shops, creates a busy trafficked environment at certain times of the day.

Shopping Parade #1 - Coming from the Station, the first shopping parade in Braytown contains five units. The building contains modern shopfronts with flats above (access from the side of the building). Car parking spaces are provided, laid out informally but with cars parked at an angle so that they enter from Linclieth Road and exit directly on to the Dorchester Road. There are no cycle stands.

There is no barrier or separation between the buildings, the car parking and the pavement. The whole of the area is tarmacked. There are no bollards, planting, bins, or seating provided. Ramp accesses are provided to the pharmacy and the charity shop. The development relies on lighting from streetlight columns located at each end of the parade. Shops are not lit when closed at night. The shopfronts are set back and behind the cars, so are less likely to be viewed by passers-by. Large plate glass windows are by and large avoided which is positive. Two units have panelled shop windows with transoms to break up the expanse of glass and add interest and doors have fanlights

above. The shops have stall risers, but mostly plain and not panelled. Pilasters are lacking which would define each shop.

Only one of the units currently occupied would facilitate window shopping – a charity shop with an active window display (the others are a hairdresser, a chip shop and a pharmacy which has screened the adjacent unit windows because this is in use for back office, preparation or storage). All of the units avoid external metal security shutters which is positive.

The building design creates a defined area for fascias above the shop windows in the form of brickwork of a different design and colour. Shops signs should stay within the boundaries provided by the brickwork frame. Some shops have adhered to this, others haven't. Future shopfront redevelopment should restore fascia to respect the building design. The signs are not internally illuminated which is positive. A bus stop is located outside the shopping parade. Waiting facilities (shelter with seats) are provided on the opposite side of the road.

The Bungalow plot lies in-between Shopping Parades #1 and #2







Shopping Parade #2 – The second shopping parade is located further west on the Dorchester Road at the Braytown Triangle. This consists of four single storey shop units, including a mini market (the largest of the units), a takeaway, a small delicatessen and a hardware shop on the corner with Colliers Lane). A butcher is situated on the other side of Colliers Lane.

The four units were not developed together as they look different to each other in design, construction and age. They are different heights and have different roof design. The shopfronts lack panelled windows, transoms, stall risers, fanlights, pilasters etc. The shops signs are all different styles and sizes.

Nevertheless, as redevelopment of these shopfronts takes place over time, the opportunity should be taken to improve shopfront design features to include more consistent windows, signs and doors which are considered to be good practice in design terms.

In terms of active window displays, two of the shops provide this, one is not relevant to this and the mini market provides an obscured frontage which is not recommended. One shop has appropriately angled down lights onto its sign, but the other shops are not lit externally. The parade relies on internal light emanating from the shops and a single streetlight column situated outside the hardware store and a further column placed beyond the car park entrance.

The shops are located directly on the Dorchester Road with a narrow pavement in places. A-board signs are placed on the pavement. Other goods are placed in front of the mini market. Railings, pedestrian crossing infrastructure and other signs are also on the pavement.

Car park access is provided to the east of the mini market, with 14 spaces behind. The car park is not lit – if it was, this would need to be carefully designed to avoid amenity impacts on adjacent houses. The Braytown Triangle grass area and tree provides a positive feature and links the Parade to the butcher shop on Colliers Lane. This space and the link it provides across Colliers Lane should be strengthened where possible.

There is a level access into the mini market providing access for people in wheelchairs. There are no cycle stands. There is a seat on the grass area, but none elsewhere. A bin is provided by the mini market on its premises.

Overall, the Braytown shopping parade is not attractive in design terms. There are vibrant good quality shops there, but the built premises lack quality and the external environment for visitors is poor, especially at night. Overtime, as redevelopment takes place, opportunities to improve the quality of the buildings and the shopfronts should be taken where needed.

Design Objectives for Braytown Shopping Parades

The shops occupying shopping parades on the Dorchester Road and in Wool Village are lively enterprises providing vital local services. Ensuring the buildings and environs in which they are located are welcoming, accessible, and attractive will help them to prosper further.

Neighbourhood plan policies can influence planning applications for development to shops and shopfronts and, over time, improve them where needed. They can also identify the infrastructure required to improve the functionality and usability of shopping areas within Wool and either secure this through new development or provide directly in partnership with the Parish Council and Dorset Council. The Parish Council, using the neighbourhood plan, can encourage land and property owners to take positive steps to address matters which would be of benefit to them and the wider community.

The following are identified as priorities for shopping, commercial and other public facilities.

- Both shopping parades form part of a designated Neighbourhood Centre. Support will be given to proposals to link the two parades with further town centre development should the opportunity arise.
- Car parking provision to serve the neighbourhood centre needs to be improved in terms of amount, access and position to support the neighbourhood centre. Some EV charging points are provided at the garage, but more are needed which would support longer visits to the neighbourhood centre.
- Non-traditional town centre uses, such as small active leisure gyms, cafés/restaurants and community uses will be supported alongside retail uses.

SPECIFIC PLACES REQUIRING ATTENTION

Important Community 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 in open uses. The neighbourhood plan designates areas of the parish as Local Green Space in view of their importance to the local community.

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.

Level Crossing and Rail Station environs

The photo survey 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.

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.

Pedestrian Route along Dorchester Road to Wool Railway Station

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 Emerging Local Plan 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 locals and Wool Parish Council). It is therefore 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).

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.

BT Exchange

The BT Exchange would benefit from an aesthetic overhaul.

The D'Urberville Business Centre

The D'Urberville Business Centre would benefit from an aesthetic overhaul.

RESIDENTIAL DEVELOPMENT

The analysis in this document, combined with the Purbeck District Townscape Character Appraisal for Wool (Purbeck District Council, September 2012), leads to the identification of policy requirements and preferred design approaches for residential infill, redevelopment of existing residential plots and new residential development in the neighbourhood plan.

Building Heights and Development Form

Throughout most of Wool, building heights are 1 to 1.5 storeys. Older traditional buildings at two storeys are low height. Development frontages are generally low height and sometimes taller buildings are accommodated inside developments. This maintains a sense of low mass and open feel to existing developments.

There are examples in Wool of developments undertaken at different times during the 20th Century and early 21st Century and these manage to maintain this approach despite some achieving high densities. There is one example of a different generic approach to development in Wool, at Purbeck Gate, and this is less successful, not integrating well with the existing settlement.

The neighbourhood plan wants to avoid development styles which are alien to the area and, whilst achieving the required densities, adopt a lower profile development that has regard to existing building heights in Wool.

Regarding the main allocation site off Dorchester Road, this approach would also reduce the potential significance of landscape and visual impacts given the topography of the site on a north

facing hill which bulges somewhat in the centre, creating the potential for impacts on existing residences to the east and across parts of Wool.

The same principles should apply to individual developments involving infill, redevelopment and extensions, which is to respect the height of existing developments and respect the development form around sites.

The development form of estates in Wool are, prior to Purbeck Gate, based on a traditional street or cul-de-sac layout of houses facing the street with some private space to the front and to the rear. For the most part, rear gardens back on to other rear gardens providing seclusion for private properties. This often provides space for car parking, some planting to the front and a means of storing bins, bicycles and other property either to the side or, where terraced, in private space at the front. Rear gardens are a decent size.

The Neighbourhood plan wants to avoid the negative elements of generic developments for new development in Wool. Typically, this means avoiding non-traditional development patterns that are not legible and are confusing. It means providing truly private space and avoiding layouts that create overlooking into private gardens and living space. It means incorporating private space to the front, to allow planting to soften the street scape. There should be places to store bins. Crucially, the provision and design of car parking should be a central consideration in order to avoid what is seen in many new developments across the country, which is cars parked everywhere, on pavements, preventing access down narrow winding streets.

Materials and Details

The Purbeck Design Guidance produced in 2014 set out guidance on managing and using traditional building materials in Purbeck and identified materials which play a role in characterising vernacular development in Wool. The neighbourhood plan requires that, where feasible, development proposals should seek to incorporate traditional materials in walls (Rendered Cob/Rubble, Limestone-Heathstone-Flint mixed materials or solely Heathstone), and roofs (Thatch).

It is recognised that this may not be appropriate for large developments in terms of materials availability or viability. The neighbourhood plan is focused on ensuring that if traditional materials cannot be used, plans do not revert to the 'anytown' generic blueprints of volume housebuilders, involving lack of regard to materials and often poor-quality materials that do not stand the test of time (e.g., the render on the houses at Purbeck Gate).

Renewable Energy and Low Carbon

New development should be designed to ensure that it contributes to a reduction in the impacts on climate change from Greenhouse Gases consistent with national objectives. Development put in place now is going to be operational for decades and longer. The Government has already introduced changes in 2022 to Part L of the Building Regulations which require greater energy efficiency in new buildings.

Further changes to require 70-80% reduction in carbon emissions from new housing is expected in 2025, subject to Government confirming this. This may involve a ban on gas boilers in newbuilds from that time. This will necessitate building design to provide space for hot water tanks and for air source heat pumps. Significant increases in insulation and airtightness may be introduced.

The technology that would enable new homes to be provided to meet these requirements is available now and the neighbourhood plan encourages developers to provide them now. At the very least, new properties should be 'future homes standard ready' in allowing space for air source

heat pumps and incorporating plumbing and electrical connections ready for them to be installed by residents. This would save significant alterations to homes just a few years after construction. The alternative is to build houses now in the knowledge that they will perform sub-optimally on climate change for decades to come.

Density

The density of new development should have regard to the density of development adjacent and should lead to design which creates a positive relationship with existing development. This document shows that there are parts of Wool which achieve high densities on a par with Purbeck Gate, but they don't follow the same development form or building heights to achieve it.

Landscaping

Many parts of Wool do not have areas of landscaping and public space in amongst residential development. Each plot has its own front garden, and this creates the planting that is experienced from the street. Some newer developments on the southern slopes of Wool provided smaller front spaces and created grass verges with some tree planting. By and large areas of public space and landscaping in front of residential and other developments in Wool are somewhat sterile and lack interest. They don't appear to be operating to any kind of landscape strategy. As such they underperform in enhancing the local environment.

The neighbourhood plan wants to ensure that new development achieves different outcomes. For this to happen, new development proposals (that will in any case be required to provide details of landscaping strategy), should seek to enhance the local environment through provision and maintenance and this should be at the forefront. Landscaping which meets this goal is likely to require more intervention and so the long-term management of public realm landscaping in new developments is a key consideration. It is vital that the residents of Wool have some control over this rather than leaving residents to deal with an arms-length management company which residents they must pay for but have little influence over.

Waste Collection Bins

The neighbourhood plan seeks to ensure that all new developments make appropriate provision for waste bin storage. Council recycling policies and practices require a range of bins to be used and in terraced properties with no private space to the front, this can be difficult to manage. New development should be designed to enable storage of bins in appropriate enclosures at the front of properties if there is no other means to the side.

Broadband

Too often in the UK, recently completed large developments need to have their streets ripped up to lay in broadband or fibre that is needed for modern living and increasingly for home-based working. This is costly and reduces the life of the road surface and certainly reduces its attractiveness. This is a failure of joined up thinking and should be avoided in Wool. New developments in the parish should put in place full fibre networks as part of the development.