



Wool Parish Neighbourhood Plan

Regulation 14 Draft for Public Consultation January 2024

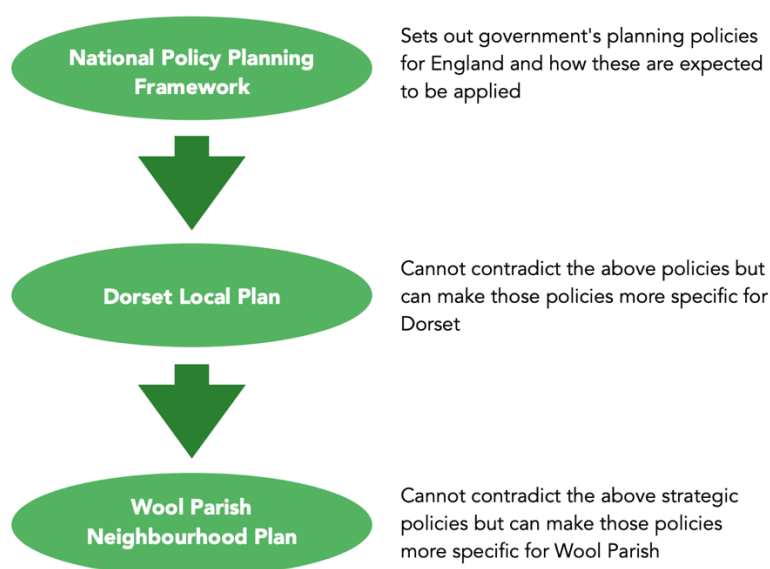
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Foreword

It gives me great pleasure to introduce the Wool Parish Neighbourhood Plan which has been produced by the Neighbourhood Plan Steering Group (NPSG) on behalf of Wool Parish Council. Let me start by explaining what a neighbourhood plan can do for our Parish and, just as importantly, what it cannot do.

A neighbourhood plan is a community-led initiative which allows local people to shape the future of their area. Once adopted, Wool Parish's neighbourhood plan formally becomes part of the development plan for the area, and its policies take precedence over existing non-strategic policies in the Local Plan produced by Dorset Council.

The relationship between Wool Parish's neighbourhood plan, The Dorset Local Plan, and the National Planning Policy Framework (NPPF) is shown in the diagram below.



Regulations do not permit Wool's neighbourhood plan to be a vehicle for opposition to Dorset Local Plan policies. Regulations say that a neighbourhood plan must be in general conformity with local plans and national policies. The fact that this applies to housing numbers has created a huge challenge for the NPSG when trying to represent the views of local people. From the feedback gathered during the creation of this plan, and the responses to various Dorset Council local plan consultations, it is overwhelmingly clear that residents of the parish oppose the number of houses being proposed by Dorset Council. They do not believe the number reflects local need; those who do need a house fear that it will be unaffordable anyway; and most are concerned that the existing infrastructure will not cope. Whilst regulations do not allow this neighbourhood plan to reduce the number of houses allocated for development in the area by Dorset Council, it can and does attempt to address the concerns regarding infrastructure and, to some extent, affordability.

Despite the concerns regarding housing numbers, this neighbourhood plan has been positively prepared, and it sets out a vision for the Parish that, as much as is allowed, reflects the views of local people and businesses.

Our Vision: The neighbourhood plan Vision is to ensure that the essential characteristics of Wool Parish which local people value and support are retained and where possible enhanced, whilst services are improved with better connections between settlements, and local housing needs for all sections of the community are better met.

Extensive consultation was undertaken to produce the plan, including exhibitions, public meetings, walkabouts and surveys covering every household in the parish. A big thank you to all residents who attended the meetings and/or responded to the surveys. The feedback was analysed to identify the key issues, a summary of which was published, and forms the basis of the plan's objectives and policies on subjects such as transport, housing, environment, facilities and community. Not all the issues identified can be addressed in a neighbourhood plan, but Wool Parish Council will ensure that any such issues will be addressed by the appropriate means.

I cannot let the opportunity afforded by this introduction pass without paying tribute to the NPSG, a group of local volunteers who have worked for almost 5 years to produce this plan. We owe a huge debt to Martin Hiles who, as Chairman for several years, led the group with dedication, enthusiasm and commitment. Thank you also to Andrew Wilson who, when Martin left the parish, built on the previous work, showing the drive and focus to get the plan over the line. A big thank you goes to Steve Smith who has been 'the engine room' of the plan in terms of organisation, communication and analysis. The composition of the NPSG has been fluid over the years and grateful thanks are due to each one of them, particularly Chris Yarnold, Robin Thorn and Rod Webb who have been ever-present. Though not technically members of the steering group, thanks must go to local resident Trevor Hayles, who ably assisted Steve with the analysis of the surveys, also to Lee Searles (Andrea Pellegram Ltd) whose support, advice and assistance as a consultant has been invaluable.

It is my sincere hope that this neighbourhood plan will help to take our community in Wool, Bovington and East Burton through the next several years, where widespread development will inevitably bring changes to our parish; and that this plan will ensure that those changes are for the better.



Kim Major, Chairman, Wool Parish Council.

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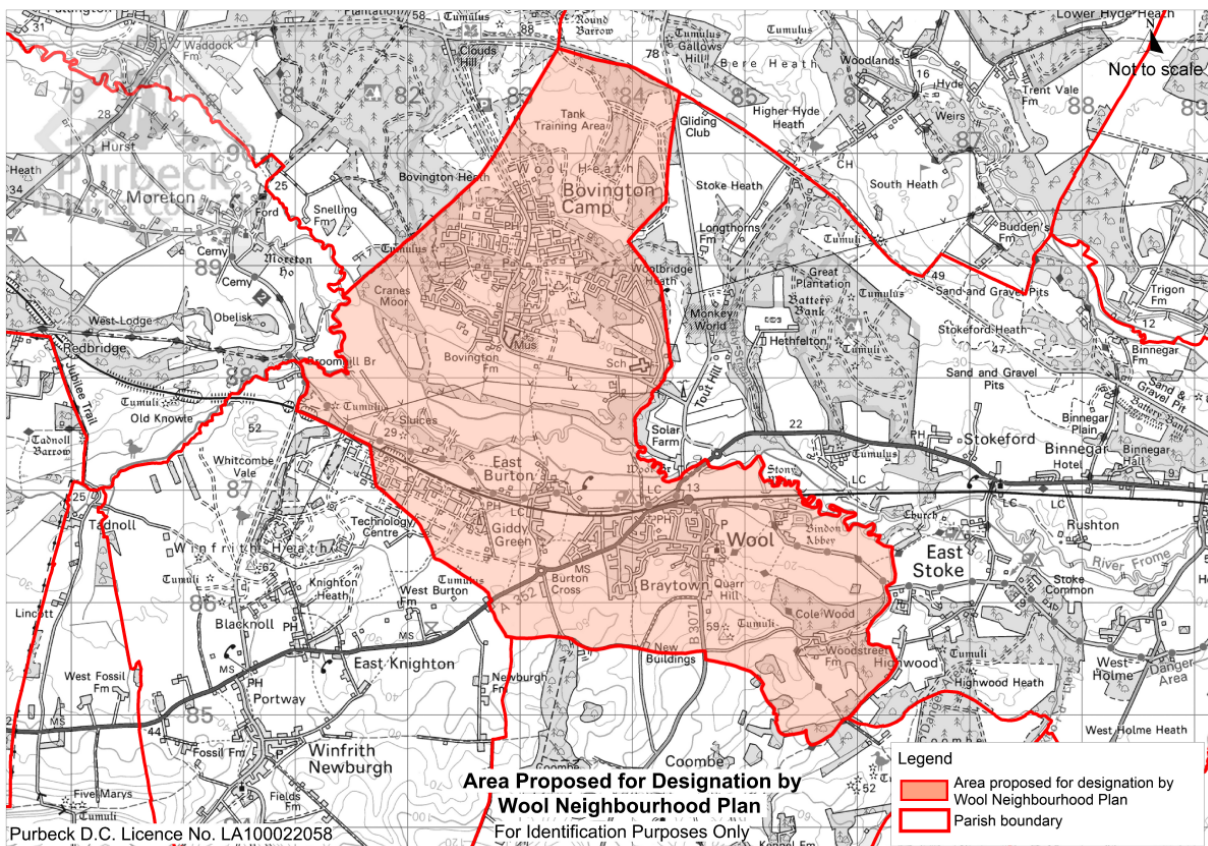
1. Neighbourhood Plan Preparation and Consultation

1. This section of the neighbourhood plan confirms that the plan has been prepared in relation to the following:
 - A designated Neighbourhood Area
 - Meeting Basic Conditions requirements for the preparation of neighbourhood plans
 - Screening the likelihood of potentially significant environmental effects arising from plan proposals.
 - Contributing to the achievement of sustainable development
 - Ensuring broad conformity with national policies and strategic policies in adopted local plans.
 - A time period for which the neighbourhood plan has been prepared.
 - Extensive public consultation and engagement in the formation of the plan.

Designated Neighbourhood Area

2. Wool Parish Council applied for designation of the Neighbourhood Area for its neighbourhood plan with an area based on the boundary of the parish. This was approved by Purbeck District Council on 29 June 2018. The Neighbourhood Area is set out in Figure 1.

Figure 1 – Wool Parish Neighbourhood Area Boundary



Basic Conditions for the Neighbourhood Plan

3. Neighbourhood plans must operate in accordance with guidance set out in the National Planning Policy Framework (NPPF) which says that succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings. This applies to plans at all levels and so neighbourhood plans should play their part in the planning system in the same way.
4. A key reference to the role of neighbourhood planning is set out in Paragraph 29 of the NPPF. Here, it says neighbourhood plans give communities the power to develop a shared vision for their areas and through them shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.
5. Neighbourhood plans are required to meet Basic Conditions set out in paragraph 8(2) of Schedule 4B to the Town and Country Planning Act 1990 as applied to Neighbourhood Development Plans by section 38A of the Planning and Compulsory Purchase Act 2004. A Basic Conditions Statement is published alongside the neighbourhood plan to demonstrate how the plan meets basic conditions.
6. Importantly, neighbourhood plans should not promote less development than set out in the strategic policies for the area or undermine those strategic policies. A key requirement is that neighbourhood plans must be in general conformity with the strategic policies contained in any development plan that covers their area.
7. Once the neighbourhood plan has been brought into force, its policies will be considered alongside Local Plan policies under section 38(6) of the 1990 Act when determining planning applications. Where they are in conflict, neighbourhood plan policies will take precedence over existing non-strategic policies in the local plan covering the Neighbourhood Area, until they are superseded by strategic or non-strategic policies that are adopted subsequently.

Potentially Significant Environmental Impacts

8. The NPPF says that neighbourhood plans may require Habitat Regulations Assessments (HRA) or Strategic Environmental Assessment (SEA), but only where there are potentially significant environmental effects arising from their implementation. HRA or SEA are more likely to be required where there are environmental assets present which are sensitive to the effects of development, and where a neighbourhood plan which allocates sites for development or would in other ways promote development, could potentially generate impacts on them.
9. The area covered by the Wool Parish Neighbourhood Plan has important environmental designations which are relevant under regulations for the consideration of screening for HRA and SEA. These include the presence of Dorset Heathland SAC/SPA/RAMSAR/SSSI sites located within the parish boundary and areas of buffer zone to them. The area also contains Scheduled Monuments. A part of the parish sits within the Area of Outstanding Natural Beauty and much of the parish outside the AONB boundary forms the setting of the AONB. Areas of Ancient Woodland located within the Neighbourhood Area form irreplaceable habitats. Areas of higher-level flood risk run along the River Frome corridor and the parish forms a catchment from which run off from development can impact on water quality.
10. Within this context, the neighbourhood plan does not propose to allocate sites for development or promote additional development affecting sensitive sites, or create additional visitor pressures on sensitive sites. A Screening Opinion from Dorset Council has confirmed that HRA/SEA is not required for the neighbourhood Plan.

Requirement to promote Sustainable Development

11. The National Planning Policy Framework (NPPF) requires that the Wool Parish Neighbourhood Plan should seek to contribute to the achievement of sustainable development through meeting economic, social and environmental objectives (set out in paragraph 8 of the NPPF). The Wool Parish Neighbourhood Plan has been prepared with these requirements in mind. The Basic Conditions Statement published alongside this plan of this neighbourhood plan demonstrates how policies in the plan will contribute to sustainable development objectives.

National Planning Policies

12. The current version of the National Planning Policy Framework (NPPF) was published in September 2023. The NPPF sets out national planning policies in a single document and in so doing sets the framework for plan-making and decision-making on development proposals. The Framework explains the relationship between the NPPF, Local Plans and neighbourhood plans. This influences how local planning authorities approach the development of local plan policies and how they regard policies as strategic or non-strategic in nature. The NPPF identifies matters on which the government thinks local communities through neighbourhood plans can contribute to the achievement of national policy goals and also express their own ambitions and objectives.

Requirement for conformity with adopted plans

13. At the time of writing, two Basic Conditions set down in regulations are that policies in the neighbourhood plan must have regard to national policies and advice contained in guidance issued by the Secretary of State; and they must be in broad conformity with the strategic policies contained in the development plan for the area. The Basic Conditions Statement demonstrates how the policies of the plan conform with national and local policies.

Local Plans Context

14. The adopted development plan for the area is made up of the following development plan documents:
 - Purbeck Local Plan Part 1 adopted in November 2012. It covers the period 2006–2027
 - Adopted Waste Plan, 2019–2033
 - Minerals Strategy 2014 (for period 2014–2028)
 - Bournemouth, Christchurch, Poole and Dorset Minerals Sites Plan 2019 (for period 2014–2028).
15. In many aspects of detailed local planning policies, the adopted Purbeck Local Plan Part 1 is now increasingly out of date, with successive changes to the National Planning Policy Framework in place, changes to use classes affecting planning control of changes of use of shops, and a step change in policies for sustainability.
16. Following local government reorganisation leading to the creation of Dorset Council in 2019, Dorset Council has continued to develop, complete and adopt the Purbeck Local Plan 2018–2034 that was already in preparation by the former Purbeck District Council, and it has reached an advanced stage of preparation. The current version of this plan is a Submission Version with a consolidated set of Main, Further and draft Supplementary Modifications. The draft Supplementary Modifications were published by Dorset Council for consultation on 10th November 2023.
17. Dorset Council is preparing a new County-wide local plan. Following a review of its strategy approach in 2022, an update to the Local Development Scheme says that Dorset Council is now aiming to adopt a local plan in 2026. As of October 2023, Dorset Council has completed a Regulation 18 Options Consultation (January 2021).

Neighbourhood Plan Time Period

18. The intention of this neighbourhood plan is to ensure that it is in conformity with adopted plans whilst ensuring conformity with updated requirements in the NPPF and with emerging local plans in preparation.
19. The plan should meet the basic requirement to conform with adopted local policies or national policies where these supersede them. It should then seek to reflect and strengthen the local detail of emerging policies of the Purbeck Local Plan which is at an advanced stage of preparation, where these do not conflict with policies of the adopted plan or the NPPF. Finally, there is an opportunity to take account of policy options set out in the January 2021 Options Consultation Draft Dorset Local Plan.

The proposed time period for the neighbourhood plan is to 2038, covering the end period of adopted and emerging local plans.

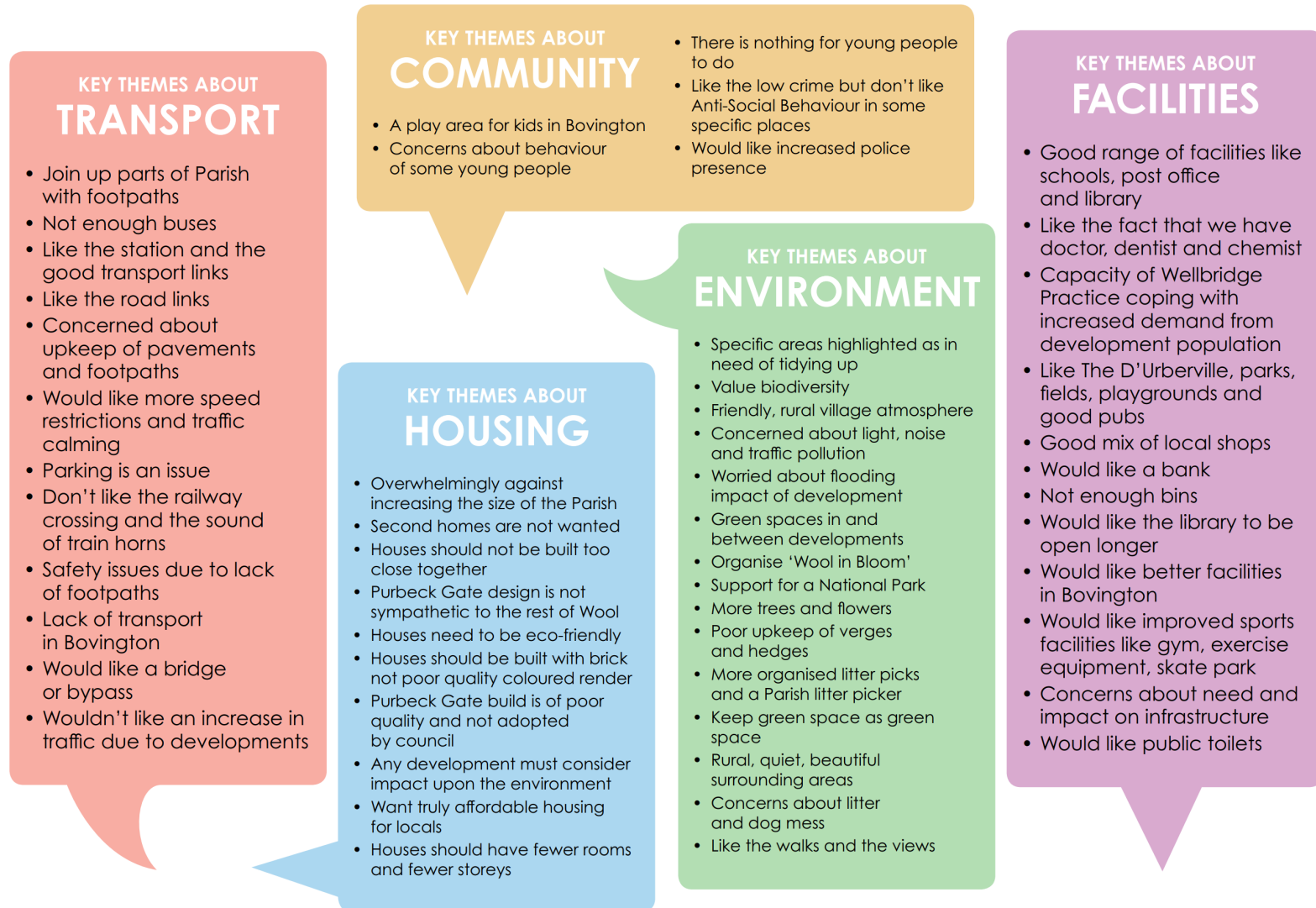
Consultation with the Community

20. Effective engagement with the local community in Wool Parish has been essential to develop a vision and objectives for future development policies that can make a difference to local people in the parish. A full Consultation Report has been prepared to support the neighbourhood plan and this provides details on consultation and engagement undertaken in its development. The Consultation Report provides information about the following:
 - a) A review of key priorities identified in the 2011 Wool Parish Plan, actions taken to implement them and consideration to address outstanding matters.
 - b) Feedback from the Wool Annual Parish Meeting from 23 April 2018, which kick-started work on the neighbourhood plan.
 - c) A stall at the Wool Carnival on 16 June 2018.
 - d) A survey of residents in September–October 2019, collecting 201 responses.
 - e) Drop-in Sessions held during the same period as the survey with 29 people attending.
 - f) Community Walkabouts undertaken during July 2021 in which 34 people participated.
 - g) A school pupils survey undertaken in July 2021.
 - h) A neighbourhood plan Consultation meeting held on 14 March 2022 to discuss vision, objectives and priorities.
 - i) A survey of local community infrastructure and service providers undertaken in February 2022.
 - j) A survey of local bus use and future bus services was carried out in March–April 2022, collecting 191 responses.

2019 Resident Survey Key Findings

21. The Survey questionnaire asked people to indicate what they like and don't like about Wool, Bovington and East Burton, and what they would and would not like to see in these villages. A large number of matters were identified across these four elements by the 201 respondents to the survey. An extract from the feedback flyer is provided below in Figure 2. This shows the Neighbourhood Plan Steering Group interpretation of key themes from the survey.

Figure 2 – Key themes identified from 2019 neighbourhood plan survey



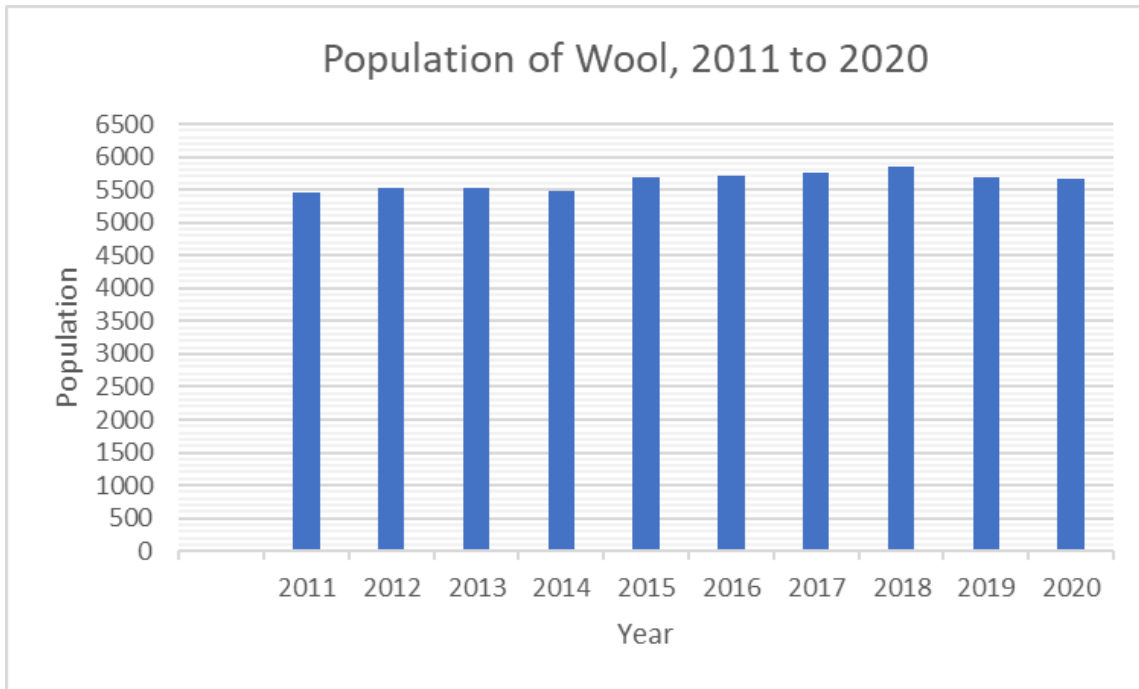
2. Social and Economic Conditions in Wool Parish

22. The Wool Parish Neighbourhood Plan has drawn on social, economic and environmental information to identify the challenges and opportunities facing the local community. This section of the plan draws on published Dorset Council area profile information for Wool Parish and 2011/2021 Census Results to indicate where these challenges and opportunities exist.

Parish Population

23. The 2011 Census recorded a population for the Parish of 5,454 people. Rounded Census 2021 Parish level results record the population as 5,400 people. Over the ten-year period, the population is virtually unchanged. Mid-Year estimates based on the 2011 Census provide an indication of population change during that period. Figure 3 charts the change in population according to the estimates. There was some growth and by 2018, the population had grown by 407 to a mid-year estimate of 5,861 population, before falling back.

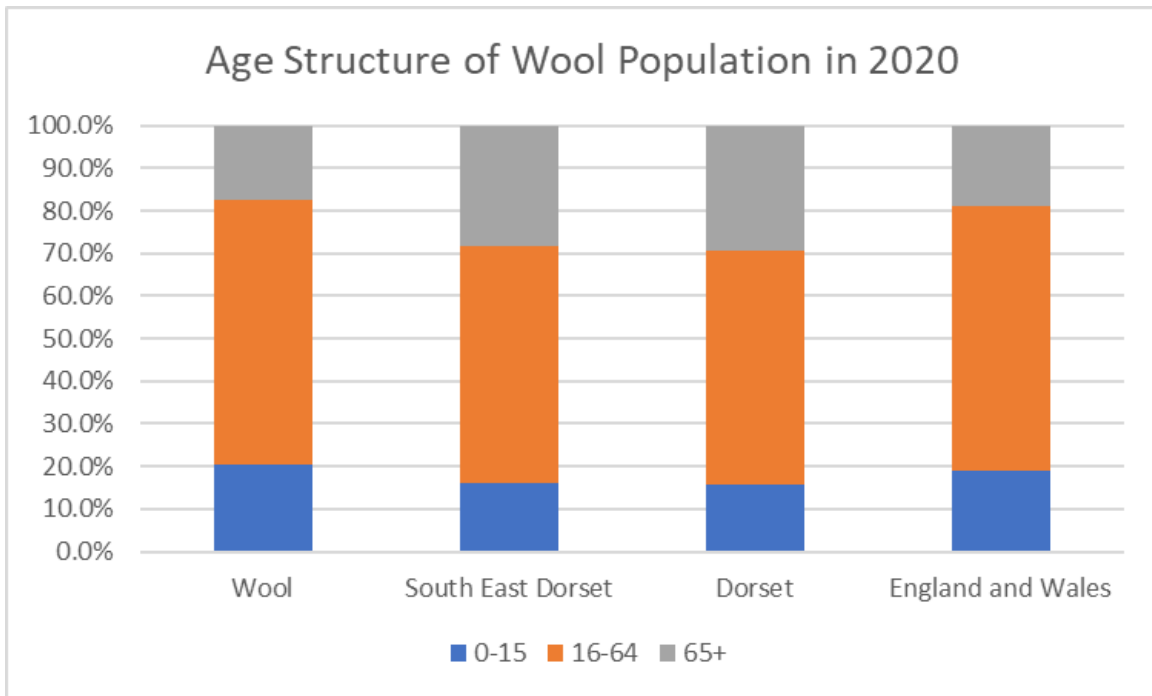
Figure 3 – Estimated population in Wool 2011 to 2020



Source: Mid-Year Estimates, Office for National Statistics courtesy of Dorset Area Profiles

24. Across South East Dorset as a whole, the split between male and females is 49.4% males and 50.6% females, according to 2020 Mid-Year Population Estimates. In Wool Parish, the split is 51.6% males and 48.4% females according to the 2021 Census. In terms of age profile, Figure 4 demonstrates that there are larger proportions of children in the age range 0-15 years and adults of working age, 16-64 years, than in the rest of South East Dorset or Dorset as a whole, and is more similar to national proportions for England and Wales. 2021 Census results indicate that this broad population structure has been maintained. This is likely to be due to the presence of a significant (younger) military population in Bovington with extensive family accommodation there.

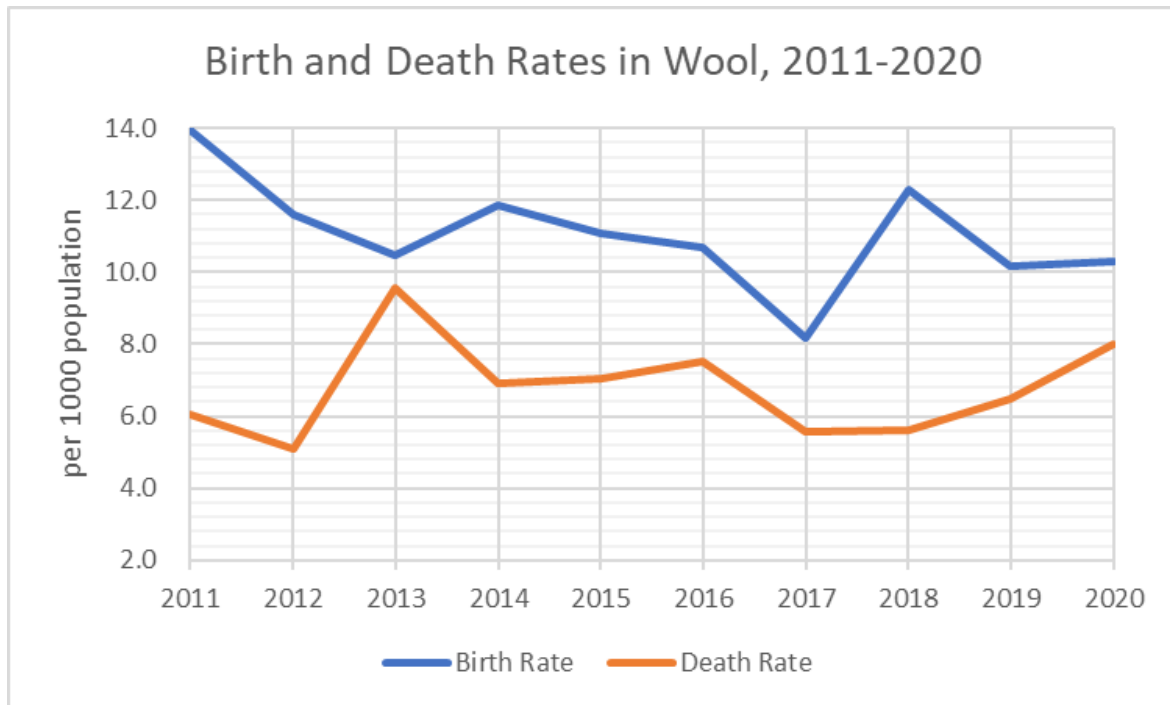
Figure 4 – Age Structure of Population of Wool, 2020



Source: Mid-Year Estimates, Office for National Statistics courtesy of Dorset Area Profiles

25. At the time of the 2011 Census, residents answered questions about religion. The Census recorded 64.8% of the population as Christian and 0.9% as following another religion. The Census recorded 27.2% of the population as having no religion, whilst 7.1% of the population did not state a religion. Reflecting national trends, the 2021 Census indicates a significant change with 42.8% of the parish population stating they have no religion, 48.8% were Christian and other religions accounted for 2.7% of the population – Buddhist (0.8%), Hindu (0.7%) and Muslim (0.5%) religions are present. 5.7% of the population did not state a religion.
26. Trends in birth rates and death rates over the same period 2011-2020 (see Figure 5) show rises and falls. Applied to the population of Wool Parish, these rates translate to around 603 births and 370 deaths during this period.

Figure 5 – Birth and Death Rates for Wool 2011–2020



Source: Office for National Statistics

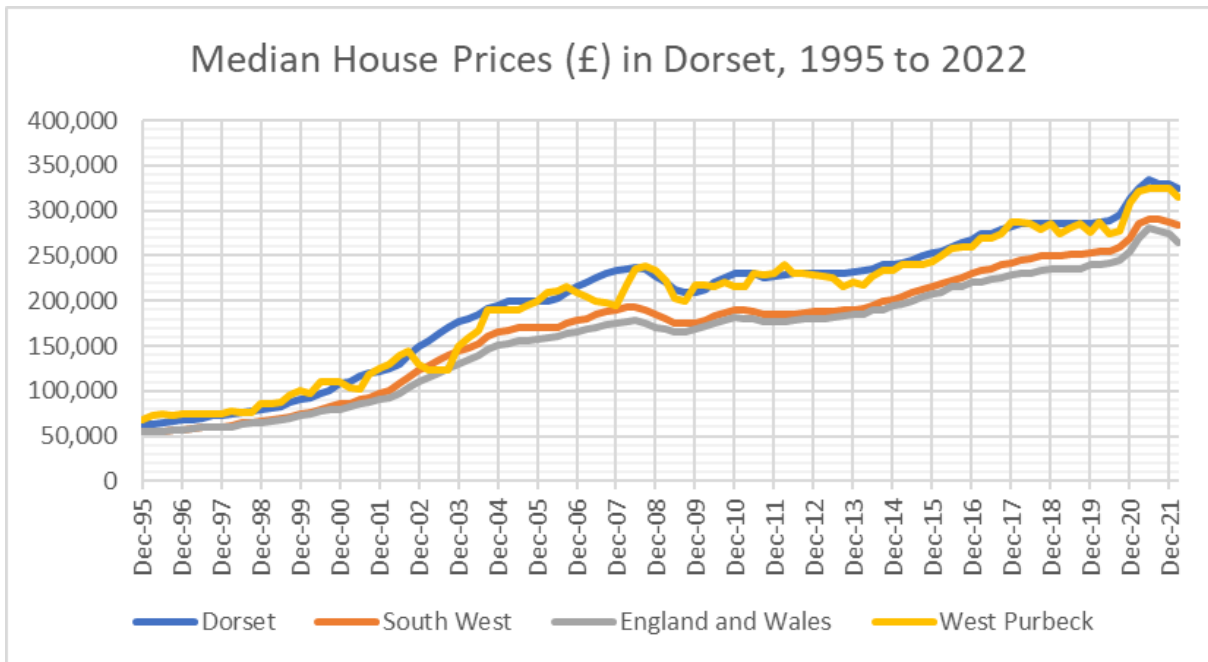
Households

27. The 2021 Census recorded a rounded figure of 2,000 households in Wool Parish, essentially unchanged over the ten-year period (2,015 households in 2011).

House Prices

28. The availability and affordability of housing is a key concern for the residents of Wool Parish. The housing section of the neighbourhood plan provides detailed data on the composition and tenure of housing in the parish.
29. Figure 6 provides comparative information based on Office of National Statistics quarterly median house prices for all housing in Dorset, the Southwest Region, and for England and Wales. Average house prices in Dorset have been above regional and national averages since 1995 and prices have widened through the period so that in the year ending to March 2022, median house prices in Dorset were £325,000 compared to the Southwest average of £283,750 and the average for England and Wales, of £265,000. The average for West Purbeck Ward was £315,000, just below the Dorset Average. Further detailed information on house prices in Wool Parish is set out in the housing section.

Figure 6 – Median House Prices for all housing

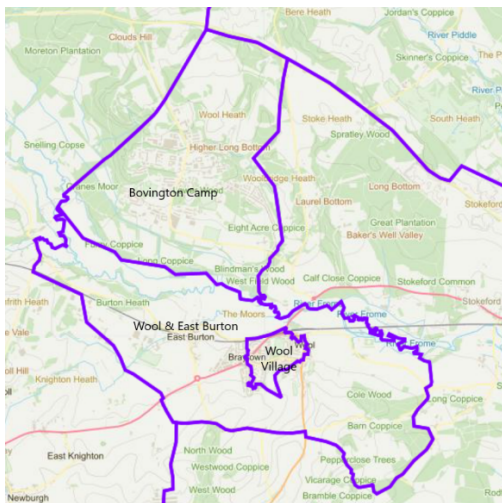


Source: ONS, Median house prices for administrative geographies: HPSSA dataset 9, Table 1, and ONS Median house prices paid by ward HPSSA dataset 37, Table 1a, both Released 14 September 2022.

Indices of Multiple Deprivation

- 30. The Government maintains statistics on relative levels of deprivation in England based on Lower Super Output Areas (LSOA). The index of Multiple Deprivation measures how a particular LSOA compares in terms of deprivation relative to all LSOAs in England i.e., the national rank. The lower the ranking, the higher the level of deprivation in the area. The latest release is from 2019.
- 31. Wool Parish is made up of three LSOAs – Wool Village, Wool & East Burton, and Bovington Camp, shown in Figure 7.

Figure 7- Local Super Output Area Boundaries in Wool Parish



Source: Dorset Explorer Mapping

- 32. Table 1 provides details on the indicators used to measure deprivation and shows how each of the LSOAs in Wool Parish perform against the indicators. The parish scores well on Crime, with Wool & East

Burton LSOA and Bovington Camp LSOA in the 20% least deprived areas nationally. Wool Village is in the 40% least deprived LSOAs.

33. The parish has a higher proportion of resident population aged 0-15 years than the rest of Southeast Dorset and Dorset on average. The Index of Multiple Deprivation sub-domain for Education and Skills deprivation in relation to children and young people points to issues in relation to educational attainment, post-16 education and knock-on effects to entry into higher education. Bovington Camp LSOA is in the 20% most deprived areas nationally on this measure, and Wool Village LSOA is in the 40% most deprived. This position is similar to adjacent LSOAs but more widely within Southeast Dorset for similar LSOAs, the picture is better elsewhere. Adult Skills are better with the whole Parish in the middle 20% of LSOAs nationally.
34. In terms of health deprivation and disability, Wool Village is in the 40% most deprived LSOAs, Bovington is in the middle 20% whilst Wool and East Burton is in the least 40% deprived LSOAs. This indicates some difference in outcomes between different areas of the parish in relation to premature death, morbidity/disability, acute morbidity, mood and anxiety disorders.
35. All three LSOAs of Wool Parish are placed in the middle 20% of areas in terms of deprivation experienced through barriers to housing, including household overcrowding, homelessness and housing affordability.
36. Wool Village has excellent deprivation scores in relation to geographical barriers to services and is placed in the 20% least deprived LSOAs in England. In contrast, Bovington and Wool & East Burton LSOAs are placed in the 40% most deprived areas in relation to access to services. The indicators which have led to these different outcomes are based on road distance to a range of services including a post office, a primary school, a general store/supermarket and a GP surgery.
37. In relation to the quality of housing (the indoors living environment), there is also wide contrast between different parts of the parish. Within the Wool Village LSOA, the housing is in a good condition and has central heating – the area is in the 20% least deprived areas. Wool & East Burton LSOA is in the 40% least deprived band. However, Bovington Camp LSOA is in the 40% most deprived set of LSOAs and this may reflect the different form of living accommodation provided in that area.
38. Bovington and Wool & East Burton are in the 20% least deprived LSOAs in England in relation to the outdoors living environment which is based on indicators of air quality and road traffic accidents involving injury to pedestrians and cyclists. Wool Village is in the 40% least deprived LSOAs which whilst good, may reflect the presence of the Dorchester Road running through the village with attendant emissions and traffic giving rise to accidents.

Table 1 – Indices of Multiple Deprivation in Wool Parish LSOAs

Indices of Multiple Deprivation 2019 Category/Sub-Category LSOAs which make up the Parish are Wool & East Burton (E01020491), Wool Village (E01020492), Bovington Camp, (E01020493)	Most deprived Least deprived →				
Wool Deprivation Ranking in Context of National LSOAs	Most 20%	Most 40%	Middle 20%	Least 40%	Least 20%
Overall Ranking of LSOAs on the Index of Multiple Deprivation			BOV	WV/ WEB	
People Indices					
Crime - The Crime Domain measures the risk of personal and material victimisation and is made up of several indicators based on the recorded numbers of violent crimes, burglaries, thefts and criminal damage.				WV	BOV/ WEB
Education and skills deprivation - Children and young people sub-domain - This domain measures the lack of attainment and skills in the local population relating to children and young people and is made up of the following indicators: <ul style="list-style-type: none"> • Key Stage 2 attainment: The scaled score of pupils taking Mathematics, English reading and English grammar, punctuation and spelling Key Stage 2 exams • Key Stage 4 attainment: The average capped points score of pupils taking Key Stage 4 (GCSE or equivalent) exams • Secondary school absence: The proportion of authorised and unauthorised absences from secondary school • Staying on in education post 16: The proportion of young people not staying on in school or non-advanced education above age 16 • Entry to higher education: A measure of young people aged under 21 not entering higher education. 	BOV	WV/ WEB			
Education and skills deprivation - Adult skills sub-domain - This domain measures the lack of attainment and skills in the local population relating to adults and is made up of the following indicators: <ul style="list-style-type: none"> • Adult skills: The proportion of working-age adults with no or low qualifications, women aged 25 to 59 and men aged 25 to 64. 			BOV/ WV/ WEB		

Indices of Multiple Deprivation 2019 Category/Sub-Category LSOAs which make up the Parish are Wool & East Burton (E01020491), Wool Village (E01020492), Bovington Camp, (E01020493)	Most deprived Least deprived			
<ul style="list-style-type: none"> English language proficiency: The proportion of working-age adults who cannot speak English or cannot speak English well, women aged 25 to 59 and men aged 25 to 64. 				
Employment deprivation - The Employment Deprivation Domain measures the proportion of the working-age population in an area that are involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.		WV	BOV/ WEB	
Income deprivation affecting children sub-domain - The income deprivation affecting children index gives the actual proportion of children aged 0-15 living in income deprived families. It is a supplementary index to the overall income domain, which is one of the domains that makes up the Index of Multiple Deprivation 2019 (IMD 2019).		BOV	WV/ WEB	
Income deprivation affecting older people sub-domain - The income deprivation affecting older people index is a supplementary index to the overall income domain, which is one of the domains that makes up the Index of Multiple Deprivation 2019 (IMD 2019). The score gives the proportion of adults aged 60 or over living in income deprived households.		BOV/ WV	WEB	
Health deprivation and disability domain of the ID 2019 is made up of the following indicators: <ul style="list-style-type: none"> Years of potential life lost: an age and sex standardised measure of premature death Comparative illness and disability ratio: an age and sex standardised morbidity/disability ratio Acute morbidity: an age and sex standardised rate of emergency admission to hospital Mood and anxiety disorders: a composite based on the rate of adults suffering from mood and anxiety disorders, hospital episodes data, suicide mortality data and health benefits data 	WV	BOV	WEB	
Place indices				
The Barriers to Housing sub-domain measures issues relating to access to housing such as affordability and is made up of the following indicators: <ul style="list-style-type: none"> Household overcrowding: The proportion of all households in a Lower-layer Super Output Area which are judged to have insufficient space to meet the household's needs 		BOV/ WV/ WEB		

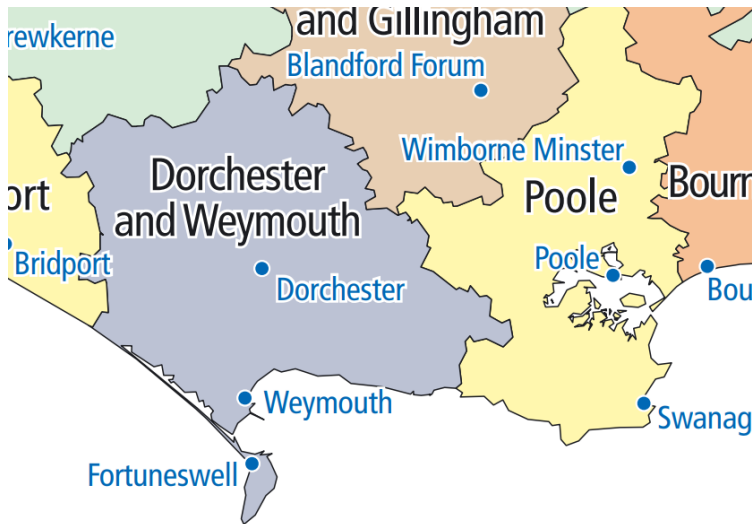
Indices of Multiple Deprivation 2019 Category/Sub-Category LSOAs which make up the Parish are Wool & East Burton (E01020491), Wool Village (E01020492), Bovington Camp, (E01020493)	Most deprived Least deprived			
<ul style="list-style-type: none"> Homelessness: Local Authority District level rate of acceptances for housing assistance under the homelessness provisions of the 1996 Housing Act, assigned to the constituent Lower-layer Super Output Areas Housing affordability: Difficulty of access to owner-occupation or the private rental market, expressed as the inability to afford to enter owner-occupation or the private rental market. 				
Geographical Barriers to Services sub-domain relates to the physical proximity of local services and is made up of the following indicators: <ul style="list-style-type: none"> Road distance to a post office: A measure of the mean distance to the closest post office for people living in the Lower-layer Super Output Area Road distance to a primary school: A measure of the mean distance to the closest primary school for people living in the Lower-layer Super Output Area Road distance to a general store or supermarket: A measure of the mean distance to the closest supermarket or general store for people living in the Lower-layer Super Output Area Road distance to a GP surgery: A measure of the mean distance to the closest GP surgery for people living in the Lower-layer Super Output Area. 		BOV/ WEB		WV
The 'indoors' living environment measures the quality of housing and is made up of the following indicators: <ul style="list-style-type: none"> Houses without central heating: The proportion of houses that do not have central heating Housing in poor condition: The proportion of social and private homes that fail to meet the Decent Homes standard. 		BOV	WEB	WV
The 'outdoors' living environment contains measures of air quality and road traffic accidents, it is derived from the following indicators: <ul style="list-style-type: none"> Air quality: A measure of air quality based on emissions rates for four pollutants Road traffic accidents involving injury to pedestrians and cyclists. 			WV	BOV/ WEB

Source: Index of Multiple Deprivation 2019, South East Dorset Sub Unitary Geography Maps

Access and Connectivity

- 39. Wool Parish contains a major military site with military families in residence at Bovington, an employment site at the Dorset Innovation Park and the main settlement of East Burton and Wool Villages. Getting around within the parish is an important consideration and with the lack of regular daily local bus services, active travel and car use are important. The 2021 Census recorded 10.5% of households as having no car or van.
- 40. Planning for the car in new housing developments is important to producing well-designed and high-quality developments where the public spaces do not simply become large car parks. The 2021 Census recorded 48% of households as having two or more cars or vans which was a significant increase on the 39.9% recorded by the 2011 Census.
- 41. Wool Parish lies within the Travel to Work Area (TTWA) for Dorchester and Weymouth. Poole TTWA is to the east, facilitated by rail access and A-road routes (see Figure 8).

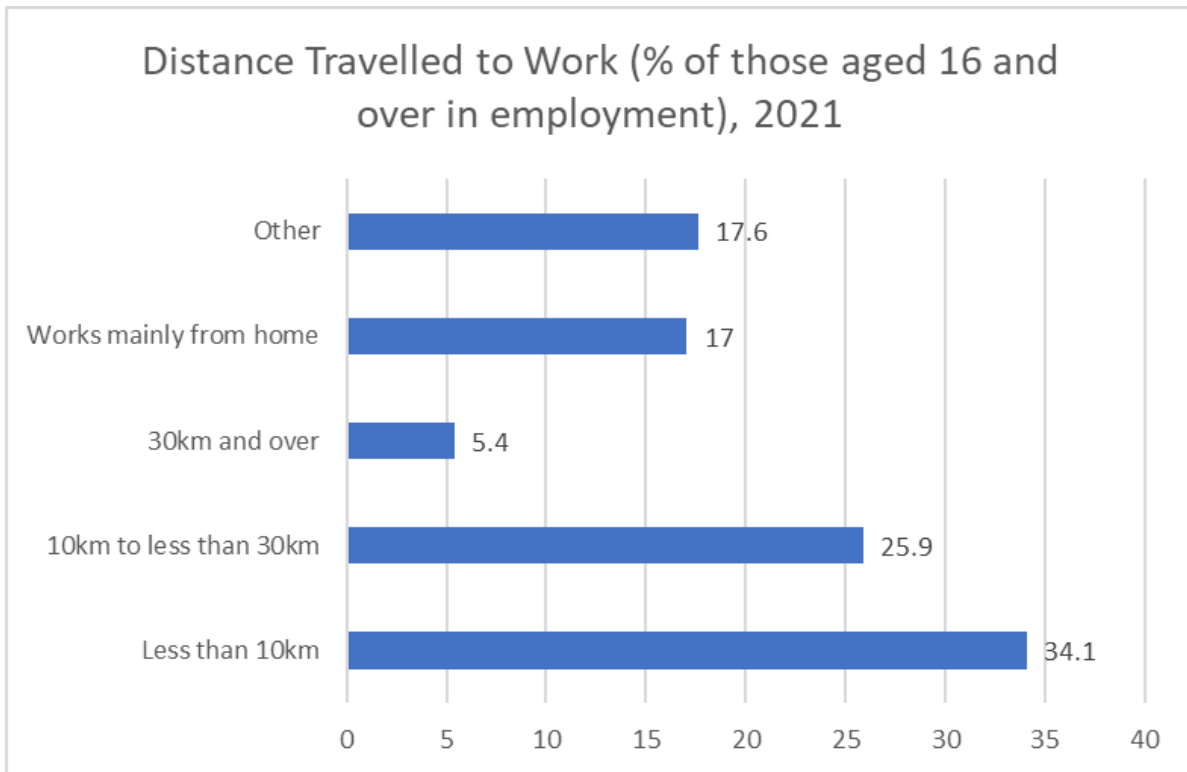
Figure 8 - Travel to Work Areas for Wool



Source: Office for National Statistics, December 2011

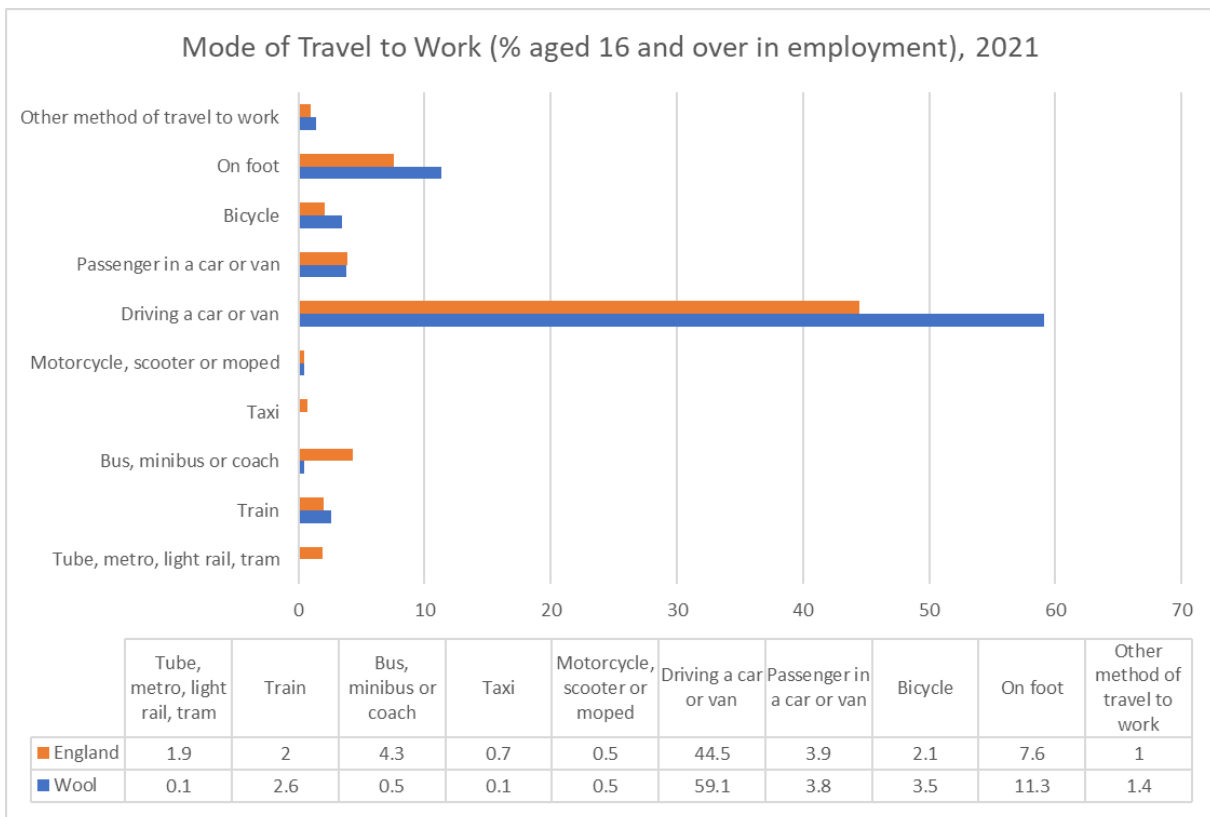
- 42. The data shows a larger proportion of younger people and working age people in the parish than in surrounding areas. A smaller proportion of people in active employment worked from home at the time of the 2021 Census than the England average (17% for Wool compared to 31.5% for England as a whole). 31.3% of workers travelled more than 10km to work (see Figure 9).
- 43. In terms of mode of transport used to get to work, the Figure 10 shows the great majority of those travelling to work using cars or vans. The 2021 Census recorded only 3.5% travelling by bike and 11% walking. Public Transport is shown to be not generally used for travel to work by people living in Wool, with only 0.5% taking the bus (unsurprising given the lack of buses) and 2.6% taking the train.

Figure 9 – Travel to Work Distances, 2021



Source: 2021 Census

Figure 10 – Mode of Travel to Work, 2021



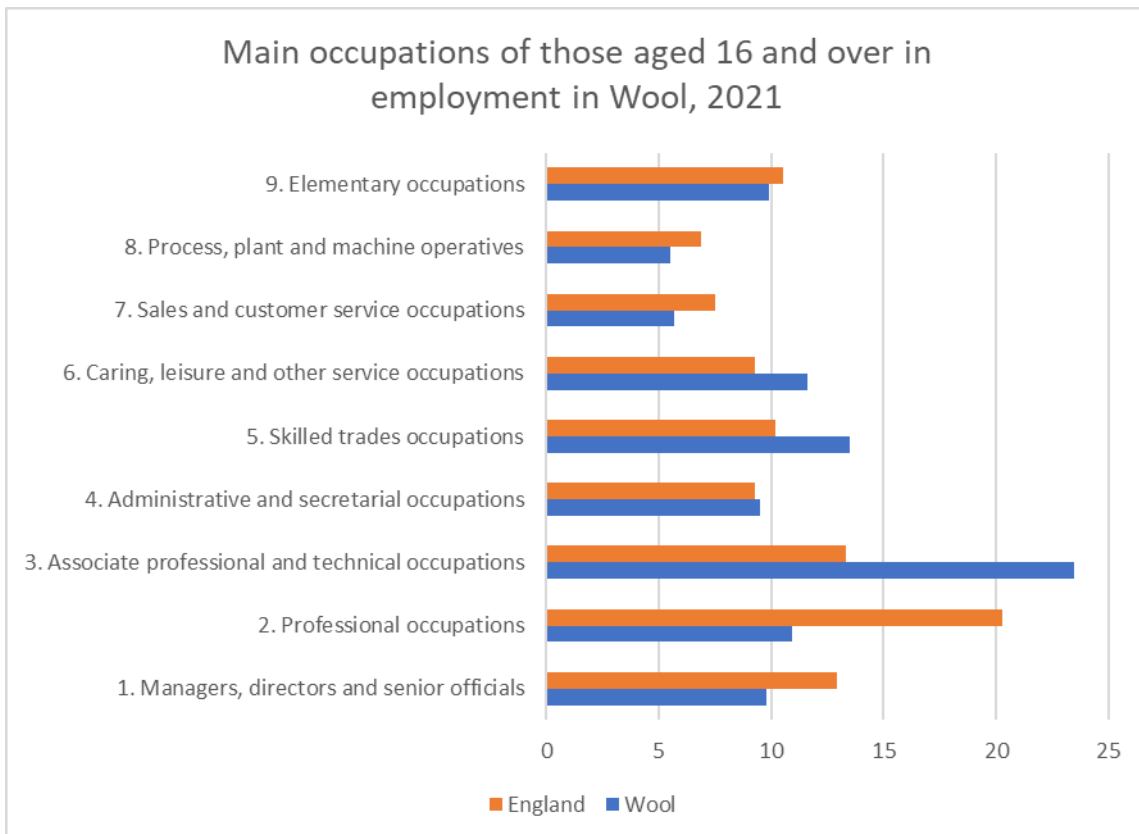
Source: 2021 Census

44. A local survey on buses indicated that there are significant numbers of people who require bus services, which currently are not provided all-year round, through the day or serve local destinations. Combined with lack of geographical access to services, this heightens the need for better public transport to connect different parts of the Parish.

Economy and Skills

45. The 2021 Census recorded 64% of the 16-64 years population of Wool Parish as economically active. This included 2.7% who were unemployed at the time of the census. This was a higher level of economic activity and a lower level of unemployment than for England as a whole.
46. In terms of the key sectors of employment (as recorded in the 2011 Census), 28.9% were in public administration and defence which may reflect the contribution of defence employment in Bovington. The next largest sectors were human health and social work activities (9.9%), Wholesale, retail and repair (9.1%), Accommodation and Food Services (8.15%) and Education (7.33%). The three sectors above delivering public services accounted for 46% of the employment of residents living in Wool.
47. Figure 11 provides a breakdown of occupations recorded in the 2021 Census and compares this to the England average. The most significant variations are in categories 1, 2 and 3, showing lower proportions in Wool of senior managers and professional occupations and higher proportions of associate professional, technical and skilled trades occupations in Wool compared to the England average.

Figure 11 – Main Occupations of Employed Residents of Wool, 2021



Source: 2021 Census

3. Vision and Objectives for the Neighbourhood Plan

48. The parish of Wool faces significant challenges arising from the potential for large amounts of planned housing development proposed in the emerging Purbeck and Dorset Local Plans, which would alter the character of Wool and East Burton. The parish also contains an Enterprise Zone with which it has little contact and connection in terms of employment. It has a major military site and faces challenges to provide transport connections and services so that military families can access services and facilities in Bovington, East Burton and Wool. A legacy nuclear power facility remains actively managed through its decommissioning.
49. The Neighbourhood Plan Steering Group has actively engaged with local people to seek their views on the key aspects of life in Wool Parish which they like and don't like, and to find out the things local people would like to see more of and less of. This simple approach has yielded significant feedback through surveys, consultation meetings, walkabouts and drop-in sessions.
50. The valued aspects of life in Wool Parish are clear. A mix of good access to major towns (by rail) from Wool sits alongside easy access to countryside and the Area of Outstanding Natural Beauty. The position of the parish is seen as a key asset, providing access to key amenities whilst being far enough away to provide a relaxed, friendly community environment. The size of the Wool provides just about enough services for people to perceive them to be good for a village of its size (except in relation to access to health services) but some would like a better supermarket, the nearest of which is in Wareham. There should be more for local young people to do (so that anti-social behaviour is reduced).
51. The response to surveys shows that, from what people say, services are clearly on the balance between sufficient and insufficient – the experience can vary. People feel Wool village could be a bit tidier and less scruffy, something they feel is exacerbated by the through-traffic. Local people think the level crossings, which split the parish in two, are a big problem. This is worsened during the tourist season (May to October). They worry how far back the queues would go if planned housing is delivered. No one thinks people will drive a different way avoiding the level crossing, they think there is insufficient parking at the rail station and that there are no bus services to provide an alternative. Some people say that, for a key service village (which how it is categorised in the Purbeck Local Plan), it should have more key services.
52. Local people like where they live. Clearly, they would like some things to be better – bus services and local public services, the quality of local infrastructure. They want to preserve the good things about where they live – village life, quiet environment, beautiful local countryside.
53. The Parish of Wool, as a community, has a say over the planned proposals and options for the development of around 1,000 houses in Wool. It is clear they are not wanted by local people at anything like this scale. Subject to remaining local plan technical matters and related water quality issues being resolved, the 470 houses proposed in the emerging Purbeck Local Plan are highly likely to come forward. In relation to the future options, the voice of the community will be heard in response to the Dorset Local Plan consultations and during its examination. Recently, Dorset Council has spoken of a delay to its plans and a review of its spatial strategy, but what this might mean is not clear at present.
54. Regardless, the neighbourhood plan cannot (by law) be a vehicle for opposition to local plan policies and must be in general conformity with local plans and national policies. Given the neighbourhood plan is the key means by which the local community is expressing what it thinks and wants, this is

potentially frustrating. Nevertheless, the neighbourhood plan can be used to ensure that, where allowed, local people can influence the shape and content of new development, if not the amount.

55. In this context, setting a Vision for the neighbourhood plan is a challenge. In essence, the community would imagine a future Wool which is essentially the same as today, but tidier and with better services (and the level crossing issues are addressed). Some new housing would be provided to meet local needs, much the way it was previously provided, gradually.
56. That future may or may not be possible. In the worst case, new development at the scale currently proposed will bring new communities that will change local character, potentially living in dense development which could be alien to local styles (which are varied but are generally low rise and less dense). They might resemble developments anywhere in the country.
57. Major new planned development may be subject to specific agreements between Dorset Council and developers such that there is little scope to influence affordable housing or provision of infrastructure in line with community requirements.
58. It is likely that an influx of newcomers will generate demand for better services which hopefully would improve over time but will also generate more traffic. More people travelling to work might support a bus service. Issues around the rail station might be resolved in time.
59. In the best case the neighbourhood plan can ensure that the community of Wool gets as much out of new development as it can to tackle the matters raised in consultation on the neighbourhood plan to preserve the essential nature of the community of Wool Parish and to improve life for local people where it can. Through this plan, the local community expresses a Vision and a set of Objectives to work towards the best outcome.

Vision

The neighbourhood plan Vision is to ensure that the essential characteristics of Wool Parish which local people value and support, are retained and where possible enhanced, whilst services are improved with better connections between settlements, and local housing needs for all sections of the community are better met.

Objectives

60. Based on the Vision, some objectives are identified to help deliver it. The objectives form the basis for the following chapters of the neighbourhood plan which set out specific neighbourhood plan policies

Objective 1 – Through good design, new development should be sustainable, and should respect and enhance the existing character of Wool Parish.

Objective 2 – Housing provision in Wool Parish should be tailored to meet the needs of residents.

Objective 3 – Community infrastructure and services should be protected and improved.

Objective 4 – Active travel and public transport connections between settlements in Wool Parish and with other key towns must be improved.

Objective 5 – Green Infrastructure and Biodiversity must be protected and should be improved.

4. Sustainable Buildings and Good Design

Introduction

61. 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.
62. 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.
63. 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.
64. 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.
65. Bovington sits apart and has been developed alongside and been wholly influenced by the development of the Bovington Camp. Much of the fabric of Bovington has developed to service and provide amenities to people working for the ministry of defence establishment there. That said, there is a delineation between operational areas (behind the wire) and public areas. For public areas, the neighbourhood plan can address any requirements to support improvements to the environment of Bovington through good design.
66. The emerging Purbeck Local Plan is at an advanced stage and should be adopted once nutrient neutrality issues are resolved. The site allocations in the plan place new planned development within and to the west of Wool and occupy prominent positions with long views into the site from the north, from currently open land subject to allocation proposals. Closer views of the site, which is seen as rising land, exist from adjacent properties to the east (from which it is prominent) and from the Dorchester Road.
67. In the face of potentially transformative development, the Neighbourhood Plan Steering Group want 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.

Design Policies for Wool Village, East Burton Village and Bovington

68. Work has been undertaken to document design styles and design opportunities in the built environment of Wool and East Burton Villages. Development within the Dorset Innovation Park Enterprise Zone and within the MOD Estate at Bovington Camp (behind the wire) has not been considered in this work owing to their unique position and strategic status.
69. 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.
70. 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.
71. Two documents have been prepared as appendices to the neighbourhood plan. The first (**Appendix A**) reviews Wool's townscape character drawing heavily on the Wool Townscape Character Appraisal and the Bovington Townscape Character Appraisal. Some important priorities are drawn out from this as to how different parts of the parish should be managed in development terms and where opportunities may exist to enhance local character.
72. The second document (**Appendix B**) examines the density, scale and massing of different housing areas in Wool Parish, based on their period of development. Within Wool and East Burton, this shows 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 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 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 need to consider similar topographical influences in relation to existing development and the wider landscape.
73. Within Bovington, the following general building and development approaches are evident:
 - 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.

Residential Development Form

74. The work undertaken to support the neighbourhood plan shows that, whilst a wide range of housing development styles have been applied across time, there are core design features which have guided development in Wool and which are reflected in the built environment of Wool, East Burton and Bovington today. Recent development has shown how impactful generic approaches to development can be on a locality and due regard is needed to ensure new development can integrate with existing communities and built forms.
75. The work to establish priorities for the maintenance and enhancement of local character areas in Wool, to show how high densities have been achieved using traditional development forms, and to identify key positive design and materials approaches, is the basis for local design priorities and policies in the neighbourhood plan. This will apply at all levels including infill, small scale redevelopment and across larger developments.

WOOL 1 - New residential development form

Proposals for new residential development should demonstrate due regard to existing character of local areas in Wool Parish identified in Appendix B as expressed through proposed density, layouts, massing, plot arrangement to afford private space, car parking and other services, particularly in relation to waste storage. Proposals should demonstrate how they meet the following principles:

- a) The height of new development should not be overbearing in relation to neighbouring development and should not result in significant changes of character currently based on low height development giving an open character, recognising that these can also achieve higher densities.
- b) High densities should be delivered alongside the provision of private space to the front of dwellings and should be based on legible, understandable street patterns which afford private rear garden and living space which is not overlooked. Appendix B identifies parts of Wool where this is achieved.
- c) New development form should respect topography to reduce the potential for impacts on existing neighbouring properties and address wider landscape considerations. New development should follow the approaches taken by previous developments identified in Appendix B, which respect topography within planned developments.

WOOL 2 - New development design and materials

Proposals for new development should demonstrate the inclusion of details and use of materials on new buildings and boundary treatments which are of good quality and are durable. This should be undertaken in accordance with the review of townscape character in Appendix A which sets out key positive and negative design detailing and materials present in Wool Parish, indicating priorities for the design and layout of future development.

Improving the local public realm

76. Taking a view across **Appendix A, Appendix B** and a photo survey of Wool to show character and quality variations across different areas, some priorities are identified for improving specific places within Wool, in co-operation with partners, or as new development arises:
- Improve the function and environmental quality of Neighbourhood Centres for users.
 - Improve the Level Crossing, Wool Railway Station and its Environs.
 - 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.
 - Encourage the owners of the BT Exchange and The D'Urberville Small Business Centre to improve the maintenance of their sites.

WOOL 3 - Priority schemes and interventions to improve local environmental quality

Proposals which would improve facilities and buildings, surfacing, landscaping/planting, street furniture, boundary treatments, car parking, the local public realm in the following key locations will be supported:

- 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.

Sustainable Buildings

77. 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.
78. 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.
79. 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.

80. 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. Electrical wiring does not support renewable technology installation.
81. It is a truism that energy efficiency UK homes is poor. Building Regulations practices are poor where sign-off for whole developments can be secured with an inspection of just one building, often after repeated tests and liberal use of the filler gun to plug gaps. Designed standards are often not achieved as a result of poor materials use and poor construction quality.
82. 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, and this might work if Building Regulations practices were better. This was certainly the response of developers to Regulation 18 policy options in the emerging Dorset Local Plan.
83. 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

New Buildings and alterations/extensions to existing buildings are expected to achieve high standards of environmental performance. This includes where possible in relation to listed buildings where positive support will be given to proposals within the existing framework of protection 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) Provide internal electrical and plumbing to specifications required for use with sustainable heating and energy generation technologies.
- c) Incorporate roof top solar on new homes.
- d) Consider the potential for community energy schemes to provide heat and power to new developments.

e) Provide Electric Vehicle Chargepoints to serve the occupants of every new home and to serve the users of all non-domestic buildings.

5. Housing Needs in Wool Parish

Introduction

84. The consultation undertaken to support the neighbourhood plan and the previous community-led Parish Plan show that village life in Wool Parish is valued, based on the balance of the size of the community, the available services and the relationship to the surrounding countryside. There is a concern that this balance will be lost if significant new development occurs.
85. The Emerging Purbeck Local Plan 2018–2034 (Policy H5 Wool) identifies a housing requirement of 470 dwellings to be accommodated within Wool Parish on four allocated sites over the plan period. The Dorset Council Local Plan January 2021 Regulation Option Consultation options included options for a further 400 dwellings in Wool. A Preferred Options Consultation is awaited. Dorset Council expects to adopt a new Dorset-wide Local Plan in 2026.
86. The need for new housing to meet local housing needs is acknowledged. The neighbourhood plan survey shows that providing small amounts of affordable housing to meet local needs would be supported. Access to local housing is becoming more difficult for local people. Market housing is mostly out of reach for young families and new households, and so increased reliance is placed on different forms of affordable housing.
87. In other circumstances, the neighbourhood plan could allocate sites for affordable housing within settlements of the parish or on affordable-only rural housing exceptions sites adjacent to settlement boundaries. This is not going to happen. Dorset Council have already published a preferred strategy and further options to develop significant amounts of new housing in Wool Parish.
88. This would deliver affordable housing, much more than needed to meet local needs, as part of strategic provision of housing in the area to meet Dorset needs. With the amount of housing being promoted and being considered, there is no scope for further local provision in the neighbourhood plan. Whilst it is understood that Dorset Council is reviewing its strategy options, the community is extremely concerned about the potential impacts of nearly 1,000 new houses in the parish.
89. The Wool Parish Neighbourhood Plan cannot take a contrary position to adopted strategic policies. The allocation of strategic housing sites for 470 dwellings and a 65 extra care units in Wool are set out in the emerging Purbeck Local Plan.
90. In line with policies in adopted and emerging plans, the neighbourhood plan can provide evidence of local housing needs and how, logically, these should be met on local developments. Strong evidence of local housing need should be used in the making and consideration of planning applications which may come forward, both in relation to principal consents and any reserved matters and amendments over time. The policy basis for this is set out below.

Adopted Local Plan Policy Considerations

91. The Purbeck Local Plan Part 1 was adopted in November 2012. Development policy AHT: Affordable Housing Tenure indicates that tenure splits for affordable housing will be negotiated on a site-by-site basis to reflect identified local need and sets out a likely split based on district wide understanding of requirements. Policy H1 of the emerging Purbeck Local Plan says that the neighbourhood plan can provide evidence to support local policies setting out tenure requirements.
92. The plan does not set a policy on dwelling size requirements, but Table 3 of the adopted local plan indicates an annual number of dwellings needed per annum, by size. Paragraph 8.3.4 says that the

size of new market and affordable housing provision should be determined through negotiation with reference to the model used to support policies in the plan.

93. Policy AH: Affordable Housing sets a requirement for the provision of affordable housing (of at least 40% for the area in which Wool is located) on sites that would result in a net increase of 2 or more dwellings or are on a site area of 0.05 hectares or more. This is subject to the consideration of need, viability, overriding planning objectives and any other matters deemed relevant. In this context, the Wool Parish Neighbourhood Plan can provide evidence about the level of affordable housing need.
94. The split of affordable housing is indicated in policy AHT: Affordable Housing Tenure, with tenure to be negotiated on a site-by-site basis in accordance with identified local need, but with a likely split of 90% social/affordable rented housing to 10% Intermediate housing to rent or purchase. This policy predates the Government's First Homes policy requirement.
95. The adopted plan does not set out policies for specialist housing or housing for elderly.

The Emerging Purbeck Local Plan

96. The emerging Purbeck Local Plan is at an advanced stage of preparation and its policies have weight. Policies relating to housing mix, adaptable and accessible homes and affordable housing tenures are not in dispute or subject to further consideration.
97. Some matters relating to housing mix are reserved to strategic policies in the emerging Purbeck Local Plan and are subject to memorandums of understanding to be agreed between Dorset Council and developers. There is no scope for the neighbourhood plan to set a different requirement on those sites. A summary of local understanding of the local plan view of infrastructure requirements in support of the planned developments has been prepared as a supporting document.
98. Policy H9 requires a housing mix identified through the Strategic Housing Market Assessment, but this policy also allows for neighbourhood plans to set distinct local requirements where justified by robust local evidence.
99. Policy H10 addresses requirements for adaptable and accessible homes on sites which are not proposed site allocations (where requirements are addressed specifically). The policy allows for neighbourhood plans to present evidence of local requirements which could result in changes in the proportion and design of adaptable and accessible homes.
100. Policy H11 sets levels of affordable housing requirements on sites of different sizes and indicates the proposed tenures. The policy accommodates the potential for neighbourhood plans to set out different tenure requirements based on robust local evidence.

National Policy Requirements

101. The Government introduced a First Homes product in 2021, which is set out in a Ministerial Statement of May 2021 and in Planning Practice Guidance. The Government requires the first 25% of new affordable housing secured through Section 106 Planning Obligations to be provided as First Homes.
102. First Homes are for sale at a minimum discount of 30% below full market value of an equivalent new home. Local Authorities and Neighbourhoods can set a requirement for a higher discount (40% or 50%) subject to the evidence to support this. Outside London, the initial sale price (after discounts are applied) cannot exceed £250,000. Lower caps can be set locally.
103. First Homes must be purchased by first-time buyers with an income less than £80,000 outside London. They can be prioritised for local people and/or key workers. A legal restriction will ensure the initial discount is retained for future occupants. Renting out of properties will not normally be permitted.

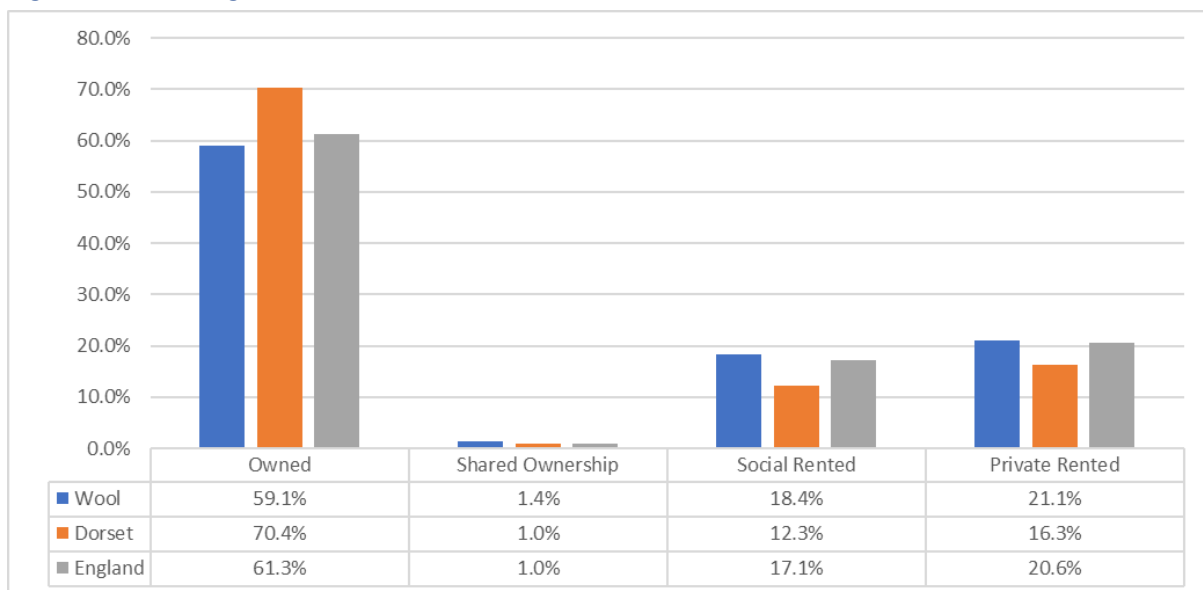
Housing Needs Assessment

104. AECOM were commissioned to prepare a Housing Needs Assessment for Wool. This was prepared in 2023 using 2021 Census information and other available information which has supported development of policies in the emerging Purbeck Local Plan and emerging Dorset Local Plan. The results demonstrate the broad requirements from new development in Wool Parish.
105. AECOM met with the Neighbourhood Plan Steering Group to set the requirements for the study. Reflecting the issues raised during consultation with the community, the terms for the housing need assessment included a consideration of housing mix, housing tenure products and split, and the need for specialist accommodation for the elderly and other people, for example people with disabilities.
106. A key objective is to make sure new housing development delivers housing of a size and type and level of affordability which meets the needs of people living in the area. This has several dimensions including providing homes that new households and families can afford to maintain community cohesion and balance. In Wool, there is also a need to ensure sufficient housing is available to allow families to move up into larger houses and to attract newcomers particularly in relation to the establishment of new businesses in the area.
107. Emerging Purbeck Local Plan Policies relevant to the matters addressed in the Housing Needs Assessment are set out in Policies H2 Housing Land Supply, H5 Wool Allocations, H9 Housing Mix and H11 Affordable Housing. In all cases the Housing Needs Assessment provides information which supports policies in the neighbourhood plan which aids the effective implementation of these strategic policies in the Wool Parish context

Housing Affordability and Tenure

108. Broadly speaking, Figure 12 shows that households in Wool own and rent in a similar pattern to the rest of England but this is not reflective of ownership and renting profiles in the rest of Dorset. In Wool, just over 59% of households are privately owned whilst the Dorset average is over 70%. Shared ownership rates are low (1.4%) and very slightly higher to the rest of Dorset and England (1%). Social and Private renting is in a higher proportion than the rest of Dorset.

Figure 12 – Housing Tenure of Households in Wool Parish in 2021.

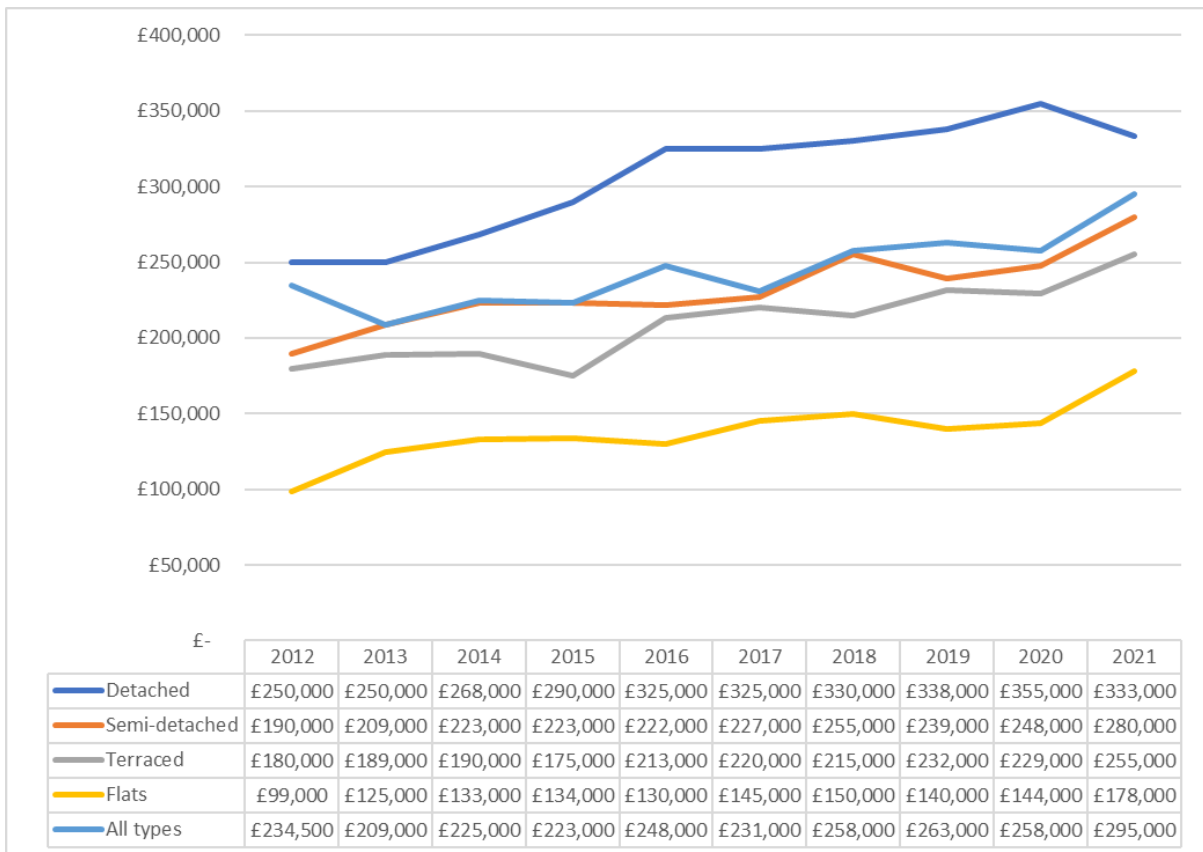


Source: AECOM Housing Needs Assessment, June 2023, Table 4-1

Incomes and House Price Affordability

- 109. The Housing Needs Assessment has provided Land Registry data for the period 2012–2021 on different house types within the parish. Figure 13 presents the median house price in each year of the period for detached, semi-detached and terraced houses, and for flats. The overall average for all types of home is also included. Over the period 2012–2021, the median price of all homes grew by an average 40.1%. The price of flats grew by 27.1%, terraced house prices grew by 18.6% and detached house prices grew by 18.6%. The largest growth in price was of semi-detached houses, the median average price of which grew by 47.1%. The data does not indicate the volume of sales.
- 110. An important consideration is the price of cheaper housing. Lower Quartile (the middle figure of the lowest 50%) house prices grew by 42% between 2012–2021 (to £250,000).
- 111. How affordable the price of housing is to local people depends on whether their income levels are sufficient to access it. Affordability will be in relation to owner occupation through purchase of homes, through renting, and through shared ownership.
- 112. The Housing Needs Assessment gathered available data to determine that (in 2018) average total household incomes within Wool Parish were £42,200. It also provides Dorset-wide data on lower quartile individual earnings, which were £14,530 in 2020. Two lower quartile earners in a household would therefore have a total household income of £29,060.

Figure 13 – House Price Trends in Wool Parish, 2012–2021



Source: data from Land Registry PPD, taken from AECOM Housing Needs Assessment, June 2023

- 113. An Affordability matrix is presented in Figure 14. This lists the different types of market and affordable housing products that are available, and the income required to access them in terms of affordability. The colour coding indicates unaffordable housing products (in red), housing products which are marginally affordable (in yellow) and affordable housing products (in green).

114. The Housing Needs Assessment makes assumptions that mortgages will be limited to 3.5 times single salary and 2.75 times joint salaries, and that housing costs would not exceed 30% of household income. On this basis, households on average incomes and lower quartile earning households with two incomes are not able to access local market housing for sale, including entry-level housing unless there is very large deposit. Private renting is not affordable for households with two lower quartile incomes, unless a higher proportion of income is devoted to paying rent.
115. If planned development indicated in the emerging Purbeck Local Plan is delivered, this would go only some way to meet affordable housing needs identified in the Housing Needs Assessment. The need to secure the full 40% of housing from planned developments on affordable basis, in accordance with emerging Purbeck Local Plan requirement, is clear.

Figure 14 – Affordability Thresholds for different types of home in Wool

Tenure	Mortgage value (90% of price)	Annual rent	Income required	Affordable on average incomes? £42,200	Affordable on LQ earnings (single earner)? £14,530	Affordable on LQ earnings (2 earners)? £29,060
Market Housing						
Median House Price	£265,500	-	£75,857	No	No	No
Estimated NA New Build Entry-Level House Price	£250,761		£71,646	No	No	No
LQ/Entry-level House Price	£225,000	-	£64,286	No	No	No
LA New Build Median House Price	£346,050	-	£98,871	No	No	No
Average Market Rent	-	£15,000	£50,000	No	No	No
Entry-level Market Rent	-	£9,120	£30,400	Yes	No	No
Affordable Home Ownership						
First Homes (-30%)	£175,533	-	£50,152	No	No	No
First Homes (-40%)	£150,457	-	£42,988	Marginal	No	No
First Homes (-50%)	£125,380	-	£35,823	Yes	No	No
Shared Ownership (50%)	£125,380	£3,483	£47,432	No	No	No
Shared Ownership (25%)	£62,690	£5,224	£35,325	Yes	No	No
Shared Ownership (10%)	£25,076	£6,269	£28,061	Yes	No	Yes
Affordable Rented Housing						
Affordable Rent	-	£7,436	£24,762	Yes	No	Yes
Social Rent	-	£5,460	£18,182	Yes	No	Yes

Source: Wool Housing Needs Assessment, June 2023, Table 4-4

First Homes

116. Turning to affordable housing products, ‘First Homes’ are a new government affordable home ownership product which local authorities are required to secure from the first 25% of any affordable housing they secure from new developments. The product works by discounting and capping the price of market housing for first time buyers with the ability to prioritise their availability for local people and for key workers. Legal restrictions ensure discounts are retained for future purchasers. Neighbourhood plans can apply additional criteria such as a lower income cap and a local connection test. The level of discount is a minimum 30% and the maximum price after the discount is £250,000 outside London. Increased discounts can be justified and applied, also through neighbourhood plans.

117. The Housing Needs Assessment has assessed whether households on average incomes can afford First Homes and has determined that with a maximum 50% discount on local newbuild median house prices, these households would be able to access this type of housing. At 40% discount, affordability to households on average incomes would be marginal. Lower Quartile Earners in two-earner households would need a discount larger than the scheme allows for entry level new homes and so would not be affordable.

Shared Ownership

118. Shared ownership housing products combine payments to acquire equity in a property (traditional 25% stake which is being reduced to a minimum 10% stake) with rent. The combined costs can be expensive to levels approaching those of private rent. Based on 10-25% equity stake, shared ownership homes would be affordable to households on average incomes in Wool, but not to lower quartile income households with one earner. A lower quartile income household with two earners would be able to afford shared ownership housing with the minimum 10% equity stake.

Affordable and Social Rent

119. Social Rent tenure is housing owned by local authorities and housing associations and is usually available based on income and other eligibility criteria. Affordable Rent is available at no more than 80% of the local market rent with similar eligibility criteria. Figure 14 shows that lower quartile single income households in Wool cannot afford to access affordable rent or social rent accommodation. Two-earner lower quartile income households can afford both affordable rent and social rent.

Affordable Housing Tenure Policy

120. Emerging Purbeck Local Plan policy H11 requires 40% of homes from new development to be affordable (there is no data to determine if any of the 19 dwellings completed in the last ten years in Wool were affordable). The Wool H5 allocation would need to accord with the Policy H11 requirement for 40% affordable housing provision and the prescribed mix of 10% social rented, 65% affordable rented housing and 25% affordable home ownership. The developers are likely to seek flexibility on the mix of tenures based on viability concerns.
121. Technically, the government's First Homes scheme would take the first 25% of any affordable housing provided which could account for this element of affordable housing provision. The Housing Needs Assessment for Wool suggests that an additional 10% of affordable home ownership dwellings would be appropriate in the form of shared ownership housing with a 10% equity share. This would provide a total affordable home ownership proportion of 35% of the affordable housing delivered from allocations in Wool, based on the recommendations of the Housing Needs Assessment for Wool. This would represent 10 per cent more affordable home ownership than is envisaged by emerging Purbeck Local Plan Policy Wool H5.
122. Provision of affordable housing for rent would comprise the rest. The balance between affordable rent and social rent would be set in consultation with Dorset Council's Housing Enabling Team, working with Registered Providers to ensure that average and lower quartile income households can access the housing made available.

WOOL 5 - Affordable Housing Tenure

Affordable Housing provided in Wool Parish should be secured in a proportion of 40% from qualifying developments in accordance with strategic policies. Affordable housing should be tenure-split on the following basis to ensure that as many households as possible based in the parish can afford to access it.

First Homes provided as the first 25% of affordable housing should be made available at the maximum 50% discount in order to be affordable to local households.

Shared equity homes should form no more than 10% of affordable housing provision in Wool Parish. Equity stakes should be set at a 10% minimum.

Social Rent and Affordable Rent should form 65% of affordable housing provision through new development in Wool Parish. Social Rented homes should be provided in larger schemes to ensure that provision is made for lower quartile income households.

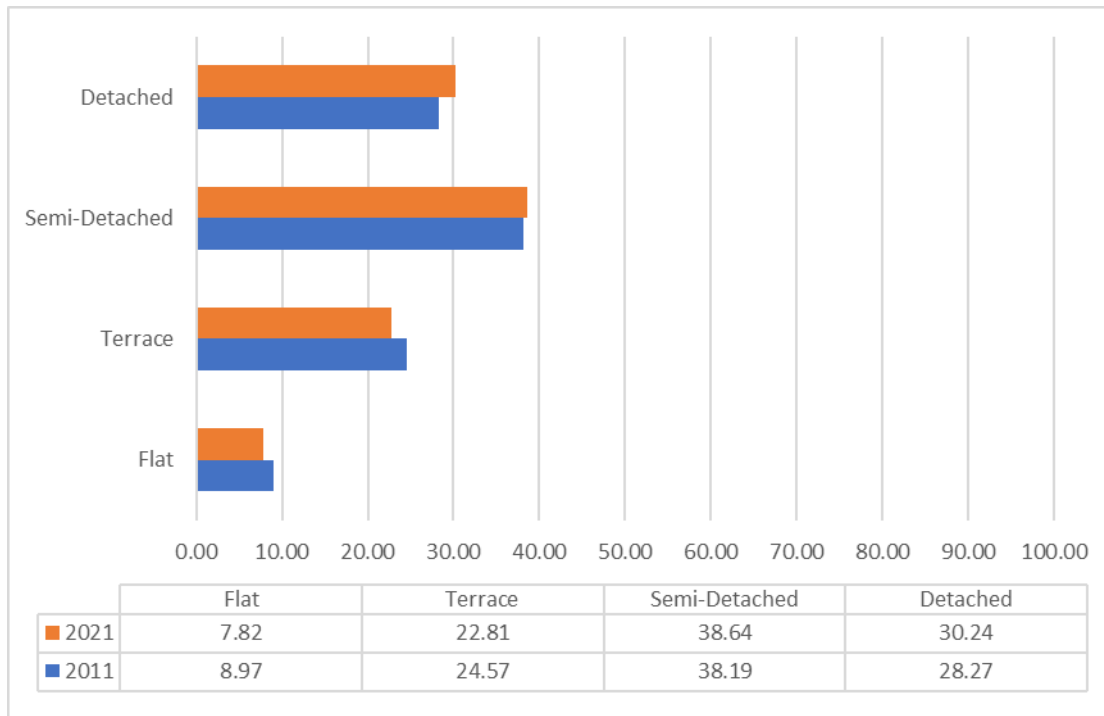
First Homes, shared equity homes, social rented and affordable rented homes should be prioritised for people with a local connection in the first instance. Criteria for demonstrating a local connection are set out below:

- a) Residency in Wool Parish in 2 years or 3 years out of the last 5 years.
- b) Close family continuous residency in Wool Parish (parents, siblings, non-dependent children) of 5 years evidenced.
- c) Paid employment in Wool Parish of 16 hours per week average for minimum period of 1 year (including zero hours contracts).
- d) Offer of permanent employment to social tenant in Wool Parish of 16 hours per week average for period no less than 1 year (including zero hours contracts) and where it is unreasonable to travel from current social housing property.
- e) Location requirements - Any requirements detailed in a Section 106 Town and Country Planning Act 1990 and or a local lettings plan.

Housing Type and Size Requirements in Wool

123. Understanding the composition of existing local housing in Wool is important to identifying what priorities should be adopted for future provision in the Parish. The Housing Needs Assessment provides a baseline default scenario onto which the considerations of strategy can be applied. Figure 15 shows changes in the composition of housing types between 2011-2021.

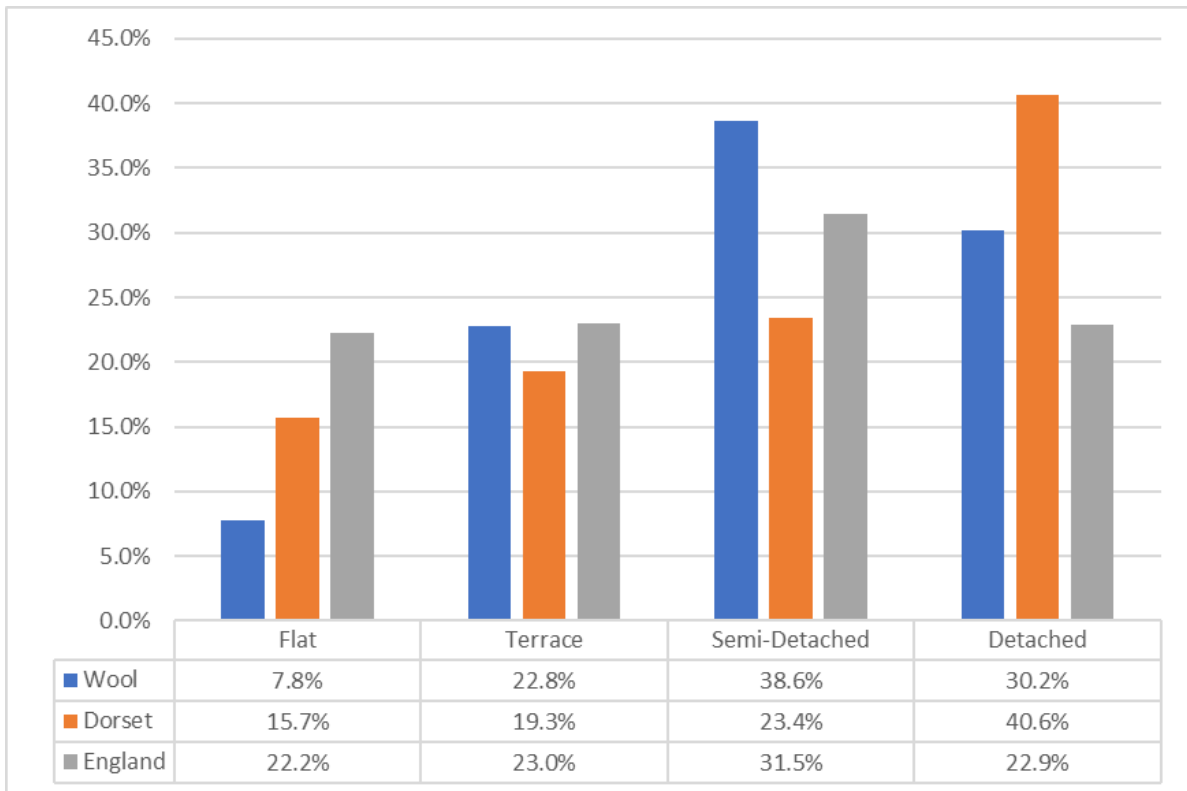
Figure 15 – Changes in House Types in Wool Parish, 2011–2021 (Percentage of total dwellings)



Source: AECOM Housing Needs Assessment, Table 5-1

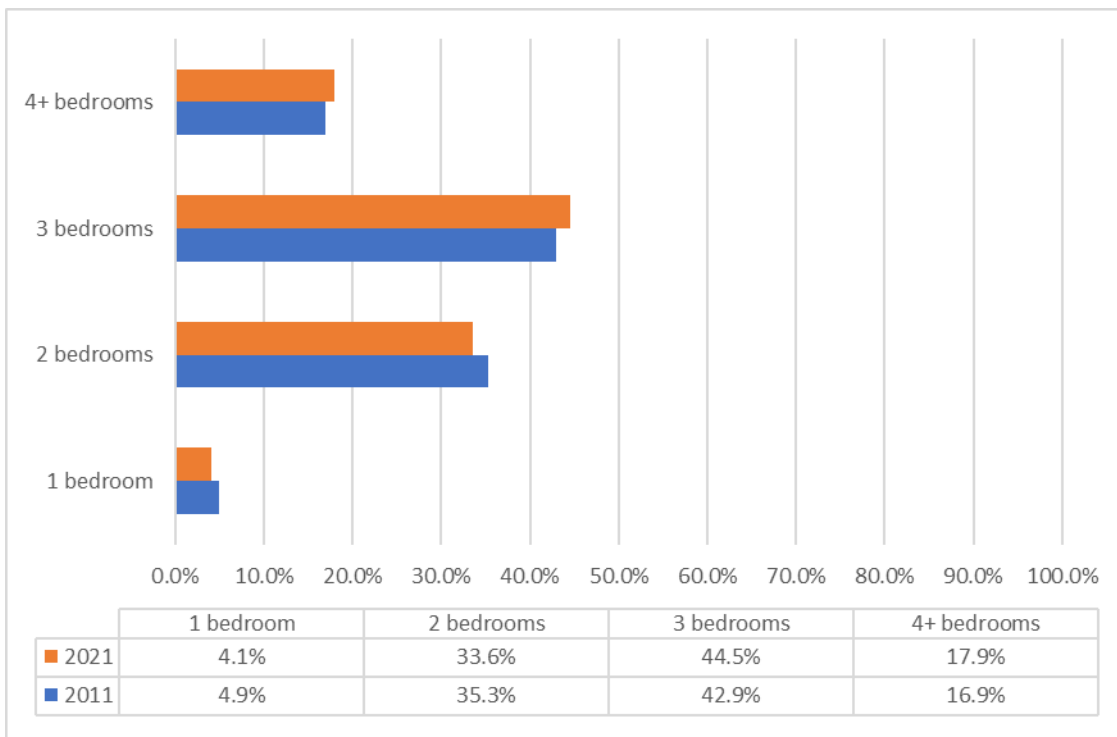
124. Figure 16 compares the composition of housing in Wool Parish to Dorset and England, revealing that flats are significantly less evident in the parish than the rest of Dorset and England, whilst semi-detached houses form a greater proportion of housing than in the other areas. The proportion of detached houses is lower in Wool than the average for the rest of Dorset.
125. Figure 17 shows change in the size of residential properties in Wool Parish between 2011–2021, defined by the number of bedrooms. The proportion of the smallest properties (1-beds and 2-beds) declined between 2011 and 2021 whilst the larger properties (3-beds and 4+ beds) increased. A potential explanation for this could be that when the demand for larger properties is not met through lack of availability, or when larger properties are not affordable to existing residents, then a response is to enlarge the property you have. This would result in a reduction in smaller properties over time.

Figure 16 – Housing Types in Wool Parish, Dorset and England, 2021



Source: AECOM Housing Needs Assessment, Table 5-2

Figure 17 – Change in Housing size in Wool Parish, 2011–2021 (percentage of total dwellings)

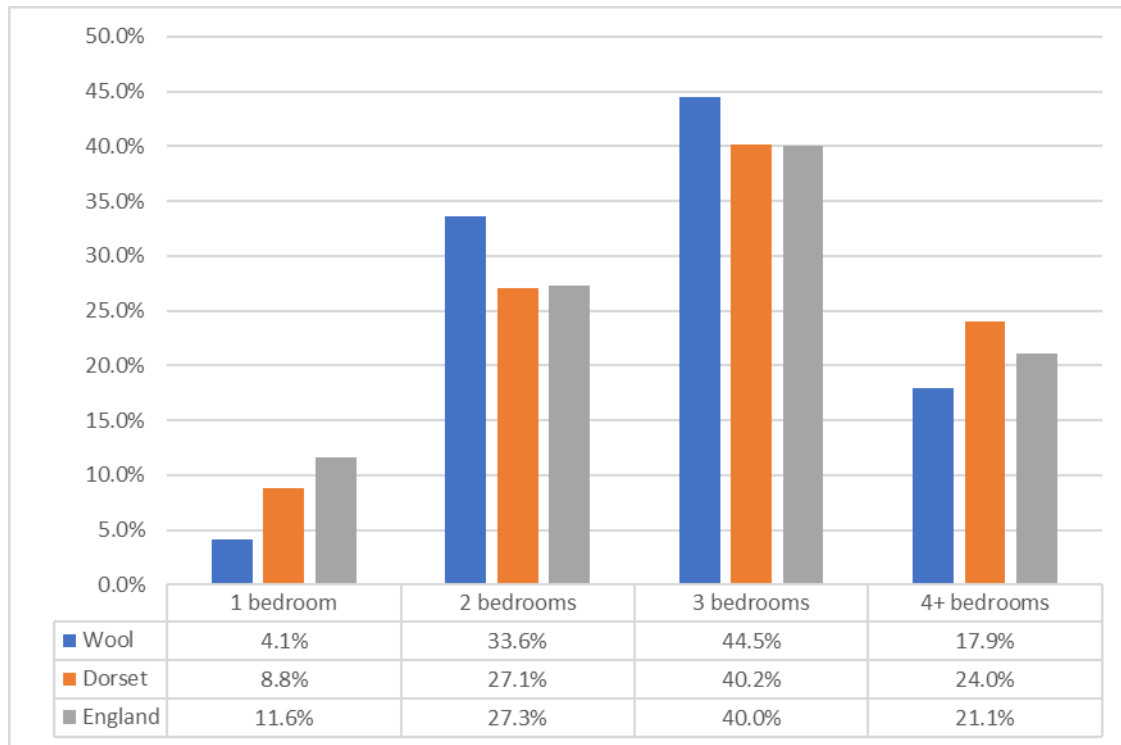


Source: AECOM Housing Needs Assessment, Table 5-3

126. Figure 18 shows that, compared to the rest of Dorset and England as a whole, 1-bedroom properties are a significantly smaller proportion of the housing stock in Wool Parish. There are a greater

proportion of 2-bedroom and 3-bedroom properties with a lower proportion of large 4+ bedroom properties. This may relate to the low proportion of flats in the area.

Figure 18 – Housing size in Wool Parish, Dorset and England, 2021



Source: AECOM Housing Needs Assessment, Table 5-4

Housing for older people

- 127. The Housing Needs Assessment has examined the projected population of elderly people living in Wool Parish and in particular those aged 75+ years, to 2038. The population overall is expected to grow and the proportion of elderly people in this category will grow as a proportion of the Wool population. This is expected to translate into approximately an additional 184 households (to a total of 368 households) aged 75+ years. Somewhere between 65-84 households are considered likely to require specialist housing to meet their housing and care needs depending on assumptions made. There is a significant assumption that people living independently in this age group are living in suitable accommodation already, but there is no survey information available to confirm this.

Care Homes

- 128. Extra care accommodation has been provided for in policy H5 of the emerging Purbeck Local Plan, though the precise nature of this provision is not clear and has changed from earlier proposals to provide a nursing home. It is not clear whether any of the units would be affordable or available for local nomination and so it is not possible to know whether the need for 17 care home beds identified in the Wool Housing Needs Assessment would be met through this development.

Affordable Housing Type and Size Policy

- 129. The Wool Housing Needs Assessment has examined the housing stock of the parish and has determined that there is a predominance of 2- and 3-bedroom properties which make up 80% of the dwellings. Consequently, there are smaller proportions of 1-bed flats and of larger 4+ bedroom properties than for Dorset as a whole.

130. Most people would probably not want a 1-bedroom flat by choice and would want at least a 2-bedroom dwelling, but the housing needs assessment for Wool indicates that the cheapest form of housing (likely to be the smallest 1-bed properties) is all that can be afforded (and even then this is marginal) by lower-quartile single income households. The provision of smaller properties would facilitate entry to the market by those currently unable to access it locally. It might also provide options for the elderly on lower incomes in 2 and 3 bed properties, looking for smaller accommodation.
131. If the existing occupation of housing by different age groups was projected onto the population in 2038, then this would mean creating a housing mix in the parish which focuses more on 1-bedroom properties and larger 4+bedroom properties than 2- and 3-bedroom properties. From the point of view of affordability, smaller properties will be more in reach than larger properties and may be attractive to downsizers. Larger properties will appeal to families currently occupying 2 and 3 bedroom housing, looking to move up.

WOOL 6 – Housing types and sizes in Wool Parish

To meet housing needs as the population of the parish changes over the period to 2038, Major planning applications for new housing in Wool Parish should include balanced provision of 1 bedroom and 4+ bedroom dwellings alongside 2-3 Bedroom dwellings, to meet needs identified in the Wool Housing Needs Assessment.

6. Community Infrastructure

Introduction

132. The provision of a good range of community services and facilities to support local people is the hallmark of a sustainable community and particularly applies in the context of Wool as a key service village, as Dorset Council may want it to expand significantly if emerging plans are progressed with preferred options as currently set out.
133. Dorset Council has assessed the requirements for health and community facilities provision to support proposals in emerging local plans and has suggested how these will be met where new provision is required. This is through direct provision by developers, and use of CIL and public investment as required.
134. Residents who engaged in the survey to support the development of the neighbourhood plan, prior to the Covid-19 pandemic, related significant concerns about the pressure on existing services. No new provision has been made since then and Covid-19 has created acknowledged additional pressures on access to local community/public services.

Survey of infrastructure and service providers

135. The emerging Purbeck Local Plan and emerging Dorset Local Plan provide statements about infrastructure requirements to support planned development. These are drawn from emerging local plan policies, a memorandum of understanding relating to site allocations, and the Infrastructure Development Plan. A summary of Dorset Council's position on infrastructure requirements for Wool is a supporting document to the neighbourhood plan.
136. The neighbourhood plan started with extensive consultation and engagement. This followed on from the Parish Plan of more than ten years ago. When the public have been asked for their views about the future of the parish, throughout they have raised consistent themes and these do not accord with the conclusions about infrastructure set out in emerging Dorset local plans. However, these matters are regarded as strategic, and the neighbourhood plan must conform with them and so it cannot 'demand' or 'require' infrastructure deemed not required by Dorset Council.
137. Nevertheless, assumptions about infrastructure requirements in local plans are made following enquiries at a strategic scale and are fixed in time, and this means local details can sometimes be overlooked, overtaken by events or simply mistaken. Some elements of infrastructure requirements set out in emerging plans (such as local libraries and other local community facilities) are assumed to be delivered through use of CIL accruing to parishes. But if CIL does not apply to the most strategic developments and the list of S106 requirements does not address these, then how can they be funded locally?
138. The Neighbourhood Plan Steering Group has undertaken its own survey of local service providers to understand their needs in the context of planned development in emerging local plans. The purpose was to establish from these bodies, their projected, planned or estimated provision of infrastructure development that would be needed to give the required stability and sustainability in Wool Parish over the period covered by the developing Dorset Local Plan, assuming growth of housing in Wool in line with the potential development of up to 1,000 new homes.
139. The Neighbourhood Plan Steering Group sent out letters to 14 identified companies and organisations who operate infrastructure or provide services in the Parish. Seven organisations responded to the letter with a summary of the consideration of matters raised given below.

140. **Burial space** – All residents of the parish have a right of interment in the Churchyard of the Holy Rood. The Church of Holy Rood Parochial Church Council has indicated that they are utilising burial space within an extension to the Holy Rood Churchyard purchased some time ago and at current rates of usage, this will last a further 8-10 years (to 2030-2032). Over time, a significant expansion of the population of Wool Parish would result in an acceleration of the usage of burial space and a need for a larger extension to the south of the current extension. This is considered further later in this chapter.
141. **Community Hall** – The current community hall and meeting spaces at the D'Urberville Centre are currently adequate to meet the needs of the local community. A significant expansion in population would result in increased demand for community hall and meeting spaces. Currently facilities would need to be expanded to meet increased demand. This would most likely be required as a further development of the D'Urberville Centre.
142. **Primary School Provision** – St Mary and St Joseph, Wool Primary and Bovington Academy Schools are in federated academies and so not under the direct control of Dorset Council. All appear to have capacity in terms of available places at present. However, it is not clear whether this capacity is required or is sufficient for the future, or whether there is physical development capacity, should it be needed to support a growing population because of new development in Wool.
143. **Community Library** – The community library is located in the D'Urberville Centre, and this is seen to be provided at a lower footprint than is recommended. To bring the library up to standard and to accommodate significant additional population, it is anticipated that a significant investment would be required, to be considered as part of the extension required to the D'Urberville Centre.
144. **GP Surgery** – Current premises are seen to be adequate to cater for an increased population in the area, with a more pressing difficulty being the recruitment of medical professionals to provide services.
145. **Highways and Public Transport** – The response from Dorset Highways to the survey raises some concern in the parish over the certainty of delivery of programmed schemes or schemes under consideration. The neighbourhood plan is unable to require schemes to be delivered in support of planned housing.
146. **Water Supplies and Wastewater Treatment** – Wessex Water has indicated that it has responded separately to Dorset Council and that requirements for investment arising from new development are addressed through existing mechanisms and so there is no role for the neighbourhood plan to define requirements further. This would also apply to electricity and gas infrastructure.

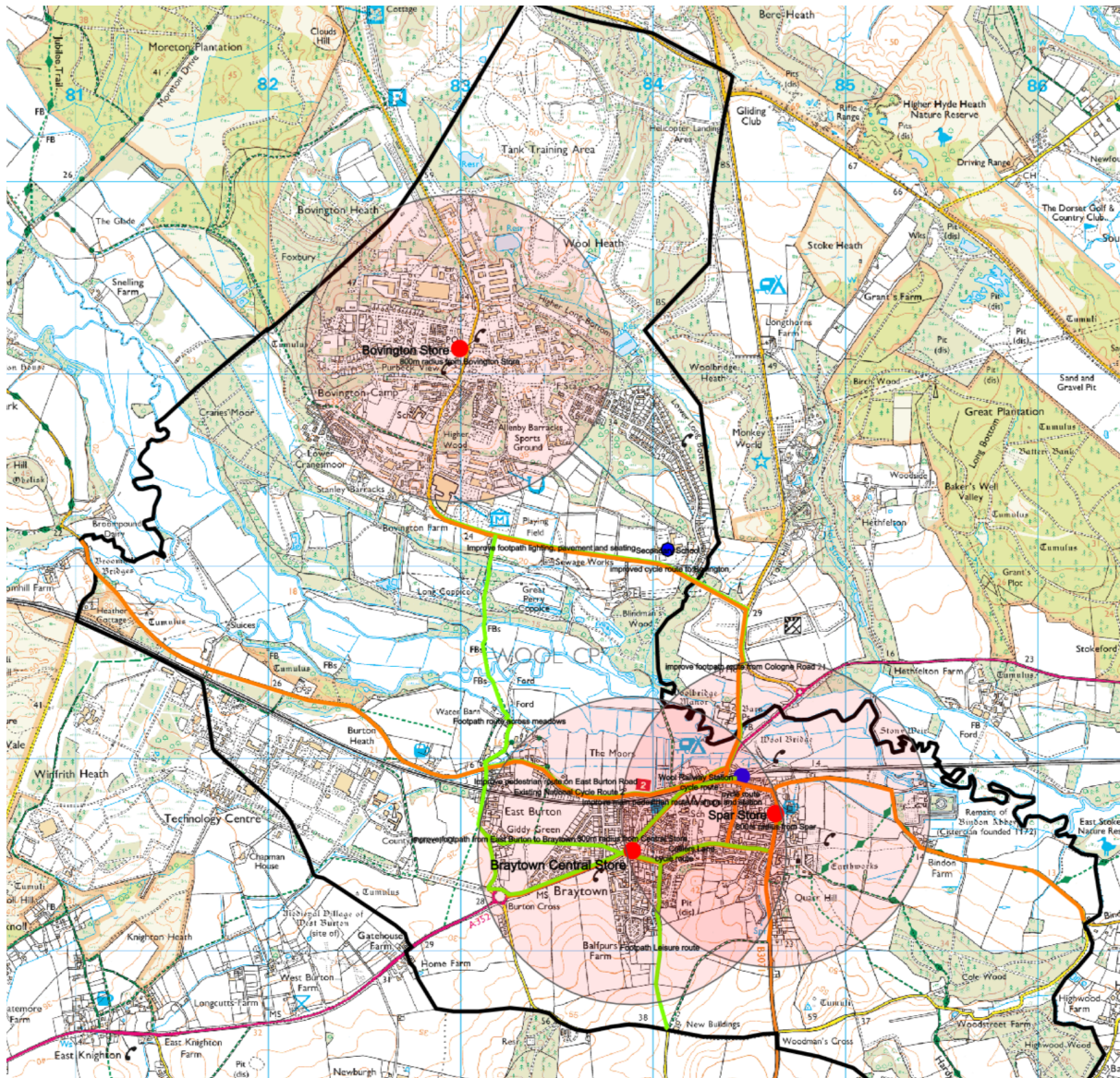
Facilities in Local Community Use

147. The location and availability of key community facilities is relevant to the consideration of future development requirements to enable them to continue to function effectively.
148. **Shops selling essential goods including food** – Many people have identified the need for better food shopping facilities in the Parish in response to the neighbourhood plan consultation. The nearest large format supermarkets are in Dorchester (Tesco, 12.3 miles) and Weymouth (Morrisons, 13.8 miles), around a 25 miles round trip. The nearest mid-size supermarket in Wareham (J Sainsbury) is a 13 miles round trip. Most people will not undertake a large supermarket shop by train. Bus services are not frequent so the great majority journeys to nearby supermarkets will be undertaken by car.
149. Local grocery shops are therefore very important in meeting daily needs in Wool Parish. The location of local grocery shops which sell a range of essential goods including food is shown on Figure 19. Generally, a 15 minutes' walk is considered to be the maximum distance that people will regularly undertake on foot to access local services and so a clear objective of the Department for Transport is

to promote walkable neighbourhoods. Many County highways departments have determined 800m as a maximum reasonable walking distance and use this in response to planning applications. **Figure 19** shows 800m walking distances from existing grocery shops in the parish.

150. Changes to permitted development rights nationally have made it easier to lose shops to other uses, subject to rules which might enable designation of isolated shops as local community uses. The rules are that isolated shops must be a 1,000 metre radius from the next – but then who can walk in a straight line to the shops? Work to support the neighbourhood plan demonstrates that the three grocery shops serving the Parish are in fact located at least 1,000m from each other by direct walking routes.
151. A further rule is that shops should be selling a range of essential daily good including food. The Bovington Store, Braytown Central Store and the Spar are the only three shops meeting this definition. The retail floorspace of each shop is less than 280sq.m. (another rule). On this basis, if the distance between the shops of 1,000m on the ground is accepted (that is as people walk it, already longer than would be considered reasonable for walking), then rather than commercial use class E, these shops can be protected as a local community use F2(a). This is the priority for the neighbourhood plan.

Figure 19 - Local Grocery Shop Provision in Wool Parish



152. A further priority is to ensure that new housing development is provided with access to local shops on foot. The stated aim of national policies and both adopted and emerging local planning policies is to plan new development to support a reduction in the need to travel and to enable active travel by foot and cycle to local facilities in walkable neighbourhoods. New development in Wool should not exacerbate under-provision of local shops and necessitate car travel to distant shops. It should not encourage people to drive to local shops and the way to do this is by ensuring provision of appropriate retail space in new developments. Figure 19 shows a conservative view of the limit of walking catchments from existing shops and planned new housing development should incorporate retail proposals to fill gaps in provision accordingly.
153. **Community Halls and Meeting Spaces** – Community Hall and Meeting Space provision within the Parish is focused on three venues – The D’Urberville Centre, Kids of Wool and East Burton Village Hall provide space for community use and hire within the parish. The Cologne Road Community Room did provide for community use in Bovington, but it was closed in 2023 due to lack of bookings. Associated with Bovington Camp, the Bovington Community Hall is run by the MOD but is available for wider community use.
154. The D’Urberville Centre provides the most flexible and accessible accommodation, and this facility is already at capacity, with waiting lists for new users. Kids of Wool is at capacity and East Burton Village Hall is around 40% utilised.
155. Bovington Academy and Wool Primary provide some meeting space for hire but the schools cannot let the hiring of premises interfere with the primary purpose of providing education to pupils. Other facilities which might normally be expected to be available for community use, are not in Wool, including the two of the four local schools and three churches who provide limited opportunity for wider community use.
156. A full audit of community facilities is set out in **Appendix C**. Priorities for the improvement of community halls and meeting spaces within the Parish are set out in Table 2.

Table 2 – Priorities for improvements to community halls and meeting spaces

Facility	Priority for improvement	How Deliver?
D’Urberville Centre, Wool	<p>Extra bookable space, ideally a space comparable to the main hall.</p> <p>Improved accessibility for existing parts of the hall, e.g. the main kitchen.</p> <p>Increase capacity of sanitary drainage system.</p> <p>Car park improvements, e.g. resurfacing and marked bays.</p> <p>Create extra storage space.</p> <p>Reduce ASB (Anti-Social Behaviour).</p> <p>External toilets are needed for close by facilities.</p> <p>An audio-visual system with a hearing loop</p>	<p>Extra bookable space.</p> <p>Improved accessibility.</p> <p>Car park improvements.</p> <p>Drainage capacity increase.</p> <p>Extra library space.</p> <p>Enclose the veranda at the rear to create extra storage space and reduce ASB.</p> <p>Create external public toilets.</p> <p>The above would all require a substantial investment.</p> <p>An audio-visual system is planned</p>
East Burton Village Hall	<p>The hall is short of storage space and extra parking space would be helpful.</p>	<p>An area for storage space has been identified but no funds available.</p>

		Land to create parking space would need to be identified and purchased.
Kids of Wool	A heating system.	Heating system is planned.

157. **Sports Fields** – Provision of outdoor sports pitches in Wool is less than in other equivalent and smaller parishes within the Purbeck Sub-Area. Historic provision two adult pitches and a non-turfed pitch for football and cricket lies disused within the Dorset Innovation Park and was never available for public use. Other provision is owned and run by the MOD and is also not available for general community use, whilst local schools lack sufficient outdoor space to add to local playing pitch resources, or are specialist schools which do not make resources available for general community use. This leaves the Wool Playing Fields as the only sports playing field provision or sports provision permanently available for community use in the Parish. Bovington Academy and Wool Primary provide some playing field space for hire but the schools cannot let the hiring of premises interfere with the primary purpose of providing education to pupils.
158. To some extent, residents of the Bovington Barracks who are in the military or are military family members have access to ‘private’ sports facilities provided by the MOD. The nearest provision of facilities available for wider public use and hire is set out in Table 3. Given the provision within Bovington, this is based on access from Wool and East Burton. It should be noted that some housing in Bovington is occupied by civilians unconnected with the military and who therefore do not have access to the facilities there.

Table 3 – The nearest provision of sports facilities to Wool and East Burton

Sports facilities available for public use	Location and distance from Wool	Priority Action	How Deliver?
Football	Wool Playing Field, 0 miles	More pitches required as currently overused and not dedicated to football	Create alternative pitches with changing facilities
Skatepark	Wool and Bovington, 0 miles	Both skateparks have been recently refurbished/replaced.	
Short Mat Bowls	D’Urberville Centre, Wool, 0 miles	None. Adequate facilities exist.	
Basketball/Netball	MUGA in Bovington. Wareham, 5 miles	Create MUGA (Multi-Use Games Area)	Create on Wool Playing Field
Rugby	Wareham, 5 miles		
Cricket	Wareham, 5 miles		
Hockey	Wareham, 5 miles		
Tennis	Bovington (not bookable). Wareham (bookable), 5 miles	Create MUGA (Multi-Use Games Area)	Create on Wool Playing Field
Golf	Wareham, 5 miles. Hyde, Bere Regis, 4 miles		

Sports facilities available for public use	Location and distance from Wool	Priority Action	How Deliver?
Bowls	Hyde, Bere Regis, 4 miles		
Swimming	Wareham, 5 miles		
Athletics (track and field)	Weymouth and Poole, 11 miles		

159. Table 3 identifies priorities for the neighbourhood plan to increase opportunities for local sports through provision of additional facilities including for a wider range of activities. This could be an important element in providing a greater range of active informal and formal sports and leisure opportunities for young people living in Wool, who are less mobile in terms of independent travel. This was an important theme raised in consultation on the neighbourhood plan.
160. **Play Areas** – The main objective of this neighbourhood plan in relation to play area provision is to ensure that sufficient play area provision is provided and enhanced where needed. Current provision has been made directly by Wool Parish Council, by the MOD within Bovington and directly by developers, who continue to manage their sites through maintenance companies. Quality is variable across this provision. Across the provision identified in Table 4, priorities for play area provision and improvement are identified.
161. Facilities within the Parish are provided for small children only. Play Areas are currently able to accommodate children with disabilities, but improvements can always be made.
162. **Youth Facilities** – According to consultation on the neighbourhood plan, there is a low level concern among some residents about groups of young people congregating with resulting perceived anti-social behaviour. Apart from the playing field and skate parks, there are no facilities for active leisure and sports in the Parish. Whilst there is a youth club (for younger teenagers) operating for periods each week in the D'Urberville Centre and in Bovington, there are no permanent places either in the open or facilities indoors where older young people can meet. There are no cafes open in Wool outside school hours. Encouraging the provision of some services and facilities which are attractive for young people is one of the aims of the neighbourhood plan.

Table 4 – Priorities for Play Area Provision and Improvement in Wool Parish

Location	Provider	Priority	How Deliver?
Wool Colliers Lane	Wool Parish Council	Delivered in 2015. Will need updating at some point.	Wool Parish Council to update.
Wool Burton Wood	Raglan Housing	Needs updating and expanding.	Raglan to update.
Purbeck Gate	Lulworth Estate	Delivered in 2010. Will need updating at some point.	Weld Estate to update.
Bovington Swinton Avenue	MOD	Updated in 2023. Will need updating at some point.	MOD to update.
Bovington Elles Road	MOD	Updated in 2023. Will need updating at some point.	MOD to update.

Cologne Road	Wool Parish Council	High priority to provide	Wool Parish Council to acquire land lease and secure funding
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Burial Space

163. The response to the community infrastructure survey for this neighbourhood plan provides an up-to-date estimate of remaining cemetery space for the interment of ashes and burials within Wool Parish, estimated to be of the order of 9 years. Given the right of interment in cemetery space associated with the Church of the Holy Rood, for every resident of the Parish, the future requirement for burial space will be directly linked to future population changes and linked mortality.
164. To establish the position more clearly, a supporting document to the neighbourhood plan has been prepared which provides an estimate of future requirements based on population change and mortality rates in the parish. Planned development has been considered based on established Office for National Statistics profiles for population growth arising from housing development (2.4 persons per household).
165. An estimate of current burial space capacity was obtained from The Ecclesiastical parish of Wool, East Stoke, Coombe Keynes, Bovington and East Burton. The Parochial Council Area has 250 burial spaces within Wool Parish (the other parishes also have their own churchyards available to them, but not to those with a connection to Wool Parish).
166. The main Churchyard is attached to The Church of the Holy Rood, Wool. A current resident of The Ecclesiastical parish of Wool, East Stoke, Coombe Keynes, Bovington and East Burton can be interred in the Churchyard of Holy Rood Church if they have ever lived in any of the parishes or have a family member already interred at the Churchyard.
167. This means that there is use of the churchyard in Wool Parish by those with a connection to East Stoke and Combe Keynes Parishes and also from previous connections to Wool Parish. It is not clear how often this occurs over time. In 2022, 4 interments took place of this kind, but these were into existing family graves. This level of annual use by residents of the other parishes has been assumed.
168. Within Wool, the only burial spaces are within an extension to the Holy Rood churchyard with a total remaining capacity of 150 plots for cremation ashes and 250 plots for burials as of spring 2023. There were 12 burials and 16 ash interments in the churchyard in 2022.
169. Work has been undertaken to assess how long the available supply will last. This has considered the effects of high, central and low annual mortality rates. This is presented in Table 5, indicating that on a central scenario of mortality, burial space supply in Wool Parish will be exhausted by 2037-2038. Space for cremation ashes will be exhausted sooner. The main reason supply will last so long is that new planned development would take time to be delivered, but if it all came forward, with a parish population likely to be in excess of 8,000 people, annual deaths, and so burial space requirements, will be significantly higher on an annual basis than currently.

Table 5 – Burial Space Capacity in Wool Parish assuming planned development

Scenario (deaths per 1,000 population per annum)	When Ash spaces run out	When Burial Plots run out
High (10.5 deaths)	2031-2032	2036-2037
Central (10 deaths)	2032-2033	2037-2038
Low (9.5 deaths)	2033	2039

Source: Cemetery Space Requirements in Wool Parish (Andrea Pellegram Ltd)

170. Both cremation ash spaces and burial spaces at the Holy Rood Churchyard will become exhausted within the next 16 years under all scenarios relating to mortality if planned development occurs. A current extension which is now being utilised at the Holy Rood Churchyard was acquired 20 years ago, purchased by The Parochial Church Council to ensure uninterrupted supply of burial spaces. Planning for new burial space provision takes significant time, preparation and cost.
171. In view of the uplift in annual interment requirements resulting from population growth through planned development, it makes sense for contributions to be sought from new Major Development to allow further extension of the churchyard for additional burial space and cremation ash space.
172. The current extension to Holy Rood Churchyard was secured with the provision of 0.12 hectares of land which has yielded approximately 300 burial plots based on an assumed 3 square metres for each burial plot and allowing for pathways and separation between graves. It has also provided 150 smaller cremation ash plots. Provision of a similar amount of land adjacent to the existing churchyard would provide security for immediate future supply in the light of planned development in the Parish, bearing in mind that this would last only a further 15 years at anticipated rates of use.
173. Depending on whether further extensions to the Holy Rood Churchyard would be possible and desirable, a separate site may be needed to provide longer term burial land supply for an expanded population (to meet requirements for a longer 40-years period). Based on an annual requirement for 20 burials and 20 cremation ash interments each year in the late 2030s, this would require provision of space for 800 burials and 800 cremation ash interments.
174. A larger amount of land would likely be needed to accommodate boundary treatment, access and other chapel and works infrastructure needed to create a cemetery from scratch. Strategic burial space provision for the parish would address future needs comprehensively. Given ongoing requirements this would also need to be capable of expansion in future.

WOOL 7 – Burial Space Provision in Wool Parish

To meet burial space requirements and provide spaces for cremation ash, applicants for major housing developments should include proposals to directly provide or make a financial contribution towards new burial space provision equivalent to 800 burial spaces and 800 cremation ash plots adjacent to existing churchyards and/or on a new cemetery site in Wool Parish.

175. **Library** – Currently, community library services are provided from within the D’Urberville Centre on a voluntary basis with support from Dorset Council and Wool Parish Council. The Community Library is open on Tuesday and Wednesday afternoons from 3–5pm or Thursday and Saturday mornings from 10am–12 noon. As such there is no permanent Dorset Council–provided library in Wool Parish.
176. The emerging policies of the Purbeck and Dorset Local Plans indicate that there is no specific requirement for additional library services within requirements for community infrastructure to support planned housing development proposals in Wool. The emerging local plans say that Parish Councils should use Community Infrastructure Levy (CIL) money they receive from new development to fund new library provision if they wish. However, planned housing development in Wool would be subject to S106 Planning Obligations and not CIL – there would be no CIL accruing to Wool Parish Council to fund additional library service provision to meet the needs of a growing population.
177. **Health Facilities** – The Neighbourhood Plan Steering Group Survey of local service providers indicates that premises are sufficient for the current population and currently known planned growth. Human resources in the form of skilled medical professionals are lacking and are the main cause of problems local people have experienced and referred to in response to consultation on the neighbourhood plan. This has worsened since the Covid-19 pandemic. Other parts of the neighbourhood plan are

seeking to improve the availability of affordable housing in Wool, to improve local access and enhance its local environment, shops and other amenities. Beyond this, the neighbourhood plan is not able to directly address labour shortages in the local primary care sector.

178. **Education Facilities** – Local primary schools have academy status. Neighbourhood Plan Steering Group engagement with them indicates a need for Dorset Council to engage further to better understand their capacity to accommodate additional pupils should planned growth occur. This is beyond the scope of the neighbourhood plan.
179. Local Schools can provide important access by the community to school facilities out of hours. Wool Parish Council would welcome the opportunity to explore with local schools the use of school facilities for wider community use.
180. **Churches** – Local churches can play a significant role in community outreach of a general nature to foster a local sense of community and provide social support to vulnerable and isolated people. Wool Parish Council would welcome the opportunity to explore with local churches how church facilities and initiatives could support the wider community in Wool Parish.
181. **Sustainable Transport** – The Neighbourhood plan examines requirements for transport services including improvements to walking and cycling networks, local bus services and Wool rail station.

WOOL 8 – Protection of sites in local community use

Sites in Local Community Use will be retained and protected against loss unless equivalent or better provision is made to replace them to serve the local community.

Proposals for development away from learning and non-residential institutions which provide facilities for wider community use, will not be supported unless suitable alternative provision exists or unless the facility is no longer required following a period of marketing for at least 9 months. The sites below provide important local community uses in Wool Parish.

- a) The D'Urberville Centre, Colliers Lane, Wool
- b) Wool playing field and skate park, Colliers Lane, Wool
- c) Kids of Wool, Colliers Lane, Wool
- d) Play area, Meadow Lane, Wool
- e) Play area, Purbeck Gate, Wool
- f) Play area, Burton Road, Wool
- g) East Burton Village Hall, Burton Road, East Burton
- h) Bovington Community Hall, King George V Road, Bovington
- i) Play area, Elles Road, Bovington
- j) Play area, Swinton Avenue, Bovington
- k) Skatepark and MUGA, Swinton Avenue, Bovington
- l) Bovington Store, King George V Road, Bovington
- m) Spar, High Street, Wool
- n) Central Store, Dorchester Road, Wool
- o) Wool Primary, Lulworth Road, Wool
- p) Bovington Academy, Bovington

Grocery Shops

Applications for prior approval of Class MA development involving changes of use away from local shops should carefully consider impacts on the Wool Conservation Area, highways impacts and on the local services within the Neighbourhood Area.

Where it is contended that there is no demand for a local shop to remain in this use, this should be supported by evidence of marketing over a period of at least 9 months, commencing with written notice provided to Wool Parish Council and Dorset Council.

Subject to clear evidence on a lack of demand, applications for change of use from grocery shops within Class F2 Local Community Use, where that use is a local shop smaller than 280 square metres, should not normally be permitted if it would result in a loss of provision that could not be met by another local shop within 1000m.

Applications for development to improve existing shops will be supported in principle.

New residential development within the Neighbourhood Area on sites larger than 1 hectare should be planned to promote walkable neighbourhoods and active travel. Local grocery shops should exist or be provided within 800 metres of the whole of the development.

WOOL 9 – Priorities for new community infrastructure and services for Wool Parish

Proposals for major development should consider the impacts from development on community infrastructure and services in the parish and incorporate proposals to ensure these are maintained and where relevant, expanded. Proposals which make contributions (through S106 Contributions or through unilateral undertakings, as appropriate) to secure the priority improvements to community infrastructure listed below will be supported:

- a) The creation of a play area near Cologne Road
- b) Improvements to the D'Urberville Centre including extra bookable space, improved accessibility, car park improvements, a drainage capacity increase, extra library space, enclosing the veranda and external public toilets.
- c) Extended storage and parking at East Burton Village Hall
- d) A heating system for the Kids of Wool building.
- e) The creation of dedicated football pitches and changing facilities as an alternative to Wool playing fields. This could include athletics running track.
- f) The creation of a MUGA (Multi Use Games Area) on Wool playing field.

7. Travel and Transport in Wool Parish

Introduction

182. The impacts experienced arising from existing traffic and those anticipated from future development are a significant concern to the residents of Wool Parish. Many feel the *de facto* adopted approach is traffic management through congestion. Bus services are too few to be relied upon. Walking and cycling alternatives are not attractive or realistic in terms of convenience, safety or the available facilities to park a bike, cross the road safely, or interchange with public transport.
183. The community believes that new development is going to exacerbate the situation. Through engagement in the development of the Wool Parish Neighbourhood Plan, it is clear that there are significant concerns about the likely funnelling of traffic through Wool from new developments to the west, constrained by the level crossing at Wool Railway Station, leading to congestion and pollution. This is what happens now.

Understanding Local Travel Requirements

184. Wool Parish Council and the Neighbourhood Plan Steering Group have undertaken several activities to create an understanding of local priorities on travel and collect data to inform policy formulation for the neighbourhood plan.
185. **Local Bus Survey** – During Spring 2022, Wool Parish Council undertook a survey of local residents to gather information on the types of journeys made locally and the means by which they are travelled. The survey sought to understand the frequency and times journeys are undertaken and to gauge views on whether using a bus would be considered if available. The survey and analysis of the responses are set out in supporting documents to the neighbourhood plan.
186. The survey was published online and in paper form (distributed by volunteers to all houses in the parish) and was open from 1 March 2022 to 30 April 2022. 191 responses were received detailing over 8,000 journeys taken per month (if you assume every journey is a round trip), which equates to 65,000 miles. The survey findings are summarised in Table 6.

Table 6 – Wool Parish Bus Survey Findings

Theme	Evidence
There is a genuine need/desire for buses in the parish.	Only 36% of the people who responded said that they would not be prepared to pay more Council Tax for a bus service. The remaining 64% either said yes (38.5%) or left the question blank (25.5%). This is significant, if you ask someone whether they want something for free they will almost certainly say yes whereas if they indicate they are prepared to pay that demonstrates a genuine need/desire.
A lot of journeys would be made by bus instead of car.	Of the 65,000 miles worth of journeys, people indicated that about 57,000 of those miles would be done via bus instead (or left the question blank). There is a significant environmental benefit to this, particularly if an electric bus service were to be introduced. A lot of seniors no longer feel confident, or safe, driving but they are currently forced to drive due to a lack of public transport.
Bovington and Cologne Road must be connected to Wool by a regular bus.	Over 3,000 journeys per month (over 18,000 miles) either start or end at Bovington and Cologne Road. The need for a bus to/from Bovington was highlighted in the neighbourhood plan surveys and

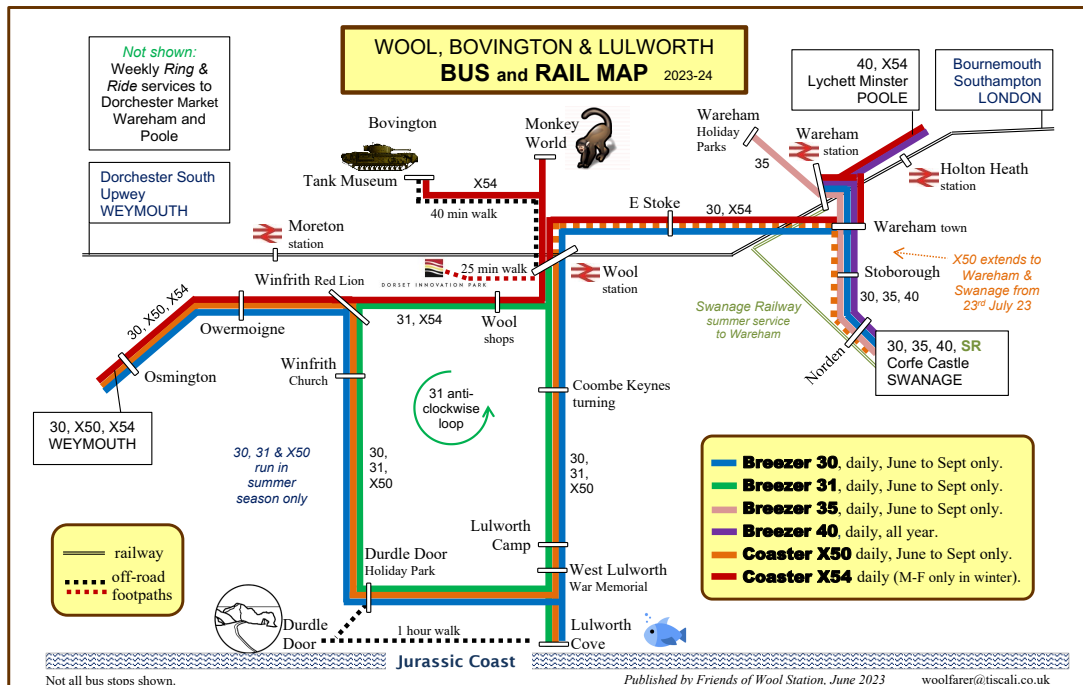
Theme	Evidence
	the bus survey data backs this up, as does the Beryl Bike usage data.
Wool needs to be connected to Dorchester by a regular bus.	Dorchester was the most popular destination which isn't currently serviced by a direct bus from Wool. Over 800 trips per month equating to over 18,000 miles.

187. **Beryl Bikes Usage** – In June 2022, Wool Parish Council introduced a local Beryl Bikes scheme whereby ten Beryl Bikes were installed at seven parking bays around the Parish, available for hire via a phone app. The scheme has been running successfully since then and it has provided valuable data on where people living in or visiting the parish travel using the bikes. Wool station is the most popular start/end point for journeys and the Bovington and Cologne Road bays are well used. The Bovington and Cologne Road bays would be more heavily used were electric bikes to be made available (Tout Hill is very steep on a bike).

Local Bus Services

188. For commuting to work, people travelling from Wool to other nearby towns are most likely to drive. Bus services are not regular enough for them to be a viable option for all but a very small number of commuters.

Figure 20 – Current Local Bus Services



Source: Friends of Wool Station, June 2023

189. As Figure 20 shows, with regard to bus travel within the Parish, at present there is no means, all-year round, of connecting Bovington with shopping and community facilities and the train station in Wool. There is no bus link from Wool Rail Station to the Dorset Innovation Park. For people who find it difficult to walk long distances, some parts of the Parish are out of reach for regular visits.
190. The route between Bovington and Wool is of particular concern. There are no regular bus services connecting the two settlements. Older people living in the area, parents with children who do not own a car and young people generally must walk the 3.7 km distance which may be too great to be considered feasible for daily trips. The available pedestrian route lacks street lighting to the east of the Tank Museum entrance and benches for breaks in the long walk. Residents of Cologne Road have a long walk around into Bovington or into Wool given the lack of direct pedestrian access through to Bovington shops and facilities.

Purbeck Transport Action Group (PTAG)

191. The PTAG is comprised of parish and town councils, the Purbeck Community Rail Partnership, bus companies and cycling groups. PTAG has produced a Transport Plan (Version 2.0 November 2022) and this set priorities for new core and secondary bus services which would serve Wool Parish:
- A core service introduction would be a new Weymouth to Poole bus service that would serve the Dorset Innovation Park and Wool Station enroute. This would operate hourly.
192. A new secondary service would connect places within Wool Parish, through a peak hourly service operating Monday to Friday from Dorset Innovation Park–Wool Station–Bovington Swinton Ave–Bovington Tank Museum–start of Cologne Rd. This would operate in between the core service creating a half-hourly service at peak times between the Dorset Innovation Park and Wool Station
193. The creation of a local looped bus service connecting all parts of the Parish to each other and to Wool Station and the Dorset Innovation Park is an important requirement now and for the future, particularly if emerging planned development comes forward. PTAG proposals would provide this in peak hours for the purposes of journey to work.
194. Additional services would be required to meet the needs identified for local bus services outside peak hours. A Local bus service is needed to provide a reliable and frequent means of connection with rail services and to connect major destinations within the parish including the Dorset Innovation Park, local shops, school and health facilities in Wool and Bovington and the Tank Museum. Monkey World is located outside the parish but should also be considered as a destination. People may want to travel to these places throughout the day.

Bus Stops

195. Within the parish, bus stops are currently located at the following locations:
- Wool station (one for both directions) c/w shelter
 - High Street at Colliers Lane Junction (West side)
 - Lulworth Road by entrance to Wool Primary Staff Car Park (East side)
 - Dorchester Road at Boots c/w shelter
 - Dorchester Road at Purbeck Gate (eastbound only)
 - A352 (Woolbridge) near garage
 - Cologne Road at community room (northbound only) c/w shelter but no flag
 - Cologne Road top end (terminus) c/w shelter but no flag
 - King George V Rd near Tank Museum

- King George V Rd near shops (southbound only)
 - Tank Museum internal road near entrance (terminus for summer service)
 - Bovington Swinton Ave (terminus) c/w shelter but no flag
196. More bus stops are needed to cater for the current level of bus services, including summer buses at the following locations:
- Dorchester Road at The Ship (shown on travelinesw, but both flags have disappeared)
 - Dorchester Road at Purbeck Gate (westbound)
 - Dorchester Road at Giddy Green roundabout (for DIP and Giddy Gn)
 - Bovington Lane at the Harbour School (for school and Cologne Road)
197. Linked to the provision of a local looped bus service, additional bus stops would be needed at the following locations
- King George V Road near primary school
 - King George V Road near shops (northbound)
 - King George V Road near Napier Way (future terminus?)
 - Dorset Police HQ turning
 - Dorset innovation Park

Policy

198. Measures to deliver improved transport services within Wool Parish cannot be required through a neighbourhood plan. Whilst only 0.5% of locally resident employed people take the bus to work (Census 2021), Dorset Council's emerging Purbeck Local Plan's Infrastructure Plan has already determined that no additional bus services are required to service additional housing development associated with housing allocation H5 Wool. Commercial bus service operators view local service deviation from main highways to serve villages as unviable and reducing the attractiveness of strategic bus routes.
199. Even so, Dorset Council will want local people to access local jobs ideally using sustainable travel means and would want the occupants of new housing in Wool to avoid placing undue strain on the level crossing and A352 through Wool. It would want people to use rail services for out-commuting. Currently, only 2.6% do according to the 2021 Census.
200. In this context it is right that Wool Parish Council works with partners to create local bus services that better connect communities within the parish to their places of work and key services.

WOOL 10 – Bus services for Wool Parish

To facilitate access to local employment and facilities for residents of the parish and to promote sustainable travel options for commuters, new major developments are encouraged to provide financial contributions towards the creation of a new local bus service and bus stops to connect Bovington to the Dorset Innovation Park via Wool Station and key community facilities in Wool.

To facilitate access for employment, shopping, leisure and important services, proposals for bus services to provide direct connections from Wool to Dorchester will be strongly welcomed.

Walking and Cycling

Walkable neighbourhood

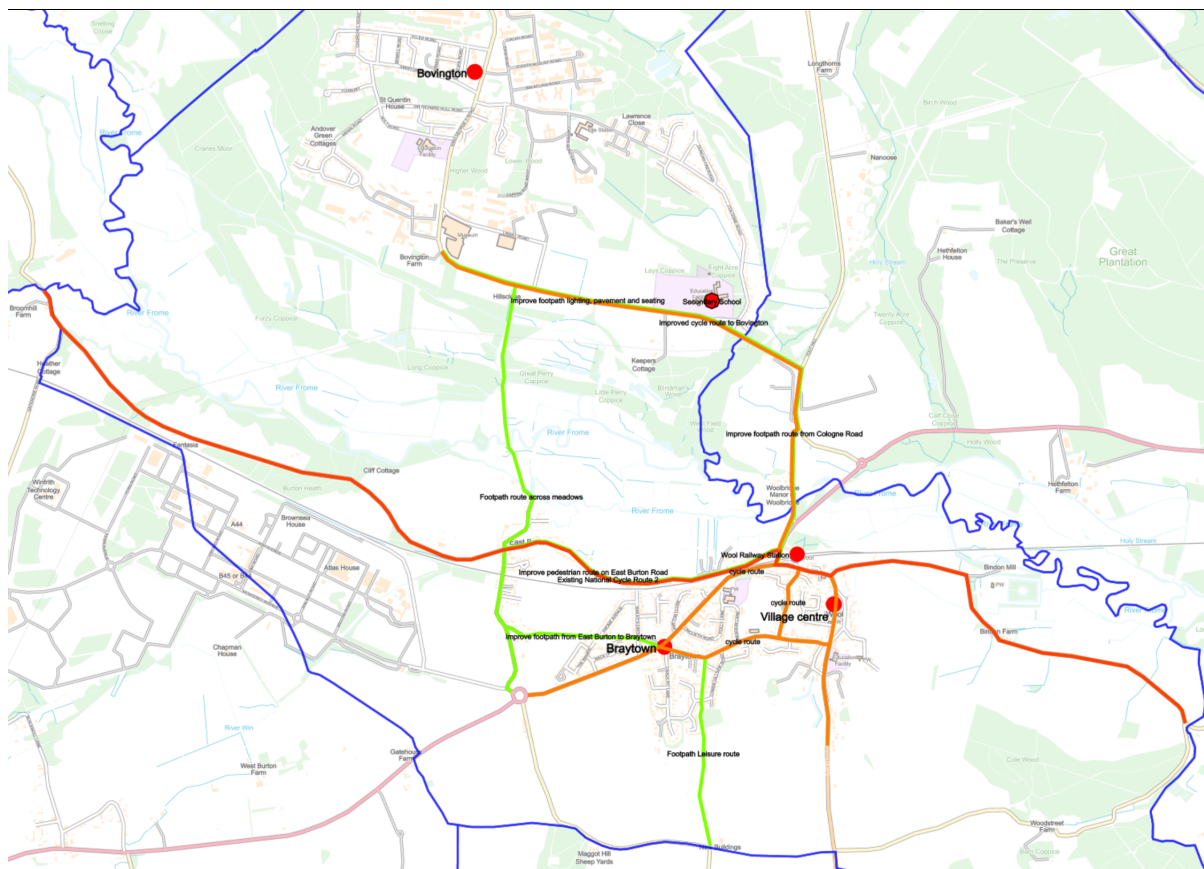
201. The key requirement for the delivery of a walkable Wool Parish is that key local facilities should be located and retained within an acceptable walking distance. In terms of walkable neighbourhoods, the distance normally applied is 800 metres. Walking routes must be legible, safe and attractive.
202. In Wool, the route from the western parts of the parish to Wool Railway Station is likely to become a key focus for pedestrian access to shops in Braytown, the school, community facilities and church around the Square and the D'Urberville Centre, the pub and the train station. At present, the main route is along a busy road, close to traffic and in a poor-quality environment. The photo survey shows elements of this route and indicates features which are positive, or which detract from the quality of the environment.
203. The junction of Colliers Lane and Dorchester Road at Braytown has been identified as is particularly dangerous to cross as vehicles could be coming from 5 different directions and traffic joins Colliers Lane from Dorchester Road at speed.
204. Direct walking routes are lacking between parts of Bovington around Cologne Road and Bovington neighbourhood centre. Bovington centre lacks a pedestrian crossing which would make it safer for the schoolchildren to cross. Main routes from Bovington to Wool via the level crossing are long and lacking in facilities such as lighting.
205. Burton Road and parts of East Burton Road lack a footpath and the walking routes here are in close proximity to proposed allocation sites. The level crossing at East Burton is a current route taken by traffic wishing to avoid queues at the level crossing at Wool Railway Station. Future development is likely to give rise to increased traffic via these routes.
206. Safe pedestrian facilities are lacking to the southern extent of Wool Village on Lulworth Road where a 60mph zone meets a 30mph zone. This is a current concern highlighted in consultation with the community in the development of the neighbourhood plan.

Cycling Network and facilities

207. Active travel objectives set by Government support walking and cycling. Cycling can be particularly effective in supporting non-car or public transport access to local shops and services. The neighbourhood plan wants to support cycling as a means of improving accessibility for local people. This means providing safe and convenient routes, and sufficient cycle parking infrastructure.
208. Dorset Explorer Map shows available cycle routes within the Parish and from this only the Sustrans National Cycle Route 2 is shown as a cycle route within the Parish. No other cycle lanes or crossing infrastructure is shown, but it does exist.
209. Actual cycle routes and cycle facilities within Wool Parish are shown on Figure 21. This shows the influence of geographical constraints within the parish on routes for movement. The River Frome flows west to east through Wool Parish and there is one main road crossing at Wool Bridge on the A352. The Rail line is located to the south of the river and runs in the same direction.
210. Movement between the north and the south of the parish can involve a lengthy route east, south and then west. The crossover is concentrated at the level crossing and river on the A352. The only other means of moving between Bovington and Wool/Burton is via a public footpath across the water meadows.

- 211. Key community services located in Braytown and key employment opportunities at the Dorset Innovation Park are therefore at the furthest extent of journeys within the parish for those living in Bovington.
- 212. The routes shown in Figure 21 are existing cycle routes (orange) and priority footpath/pedestrian routes (green). Routes from Bovington to Wool go outside the parish boundary and then back in. These are shown for completeness only and do not set policy requirement outside the parish.

Figure 21 – Cycle routes and priority footpaths within Wool Parish



Source: Andrea Pellegram Ltd, 2022 (OS Licence ref: AC0000808348)

- 213. Wool Parish Council has collected data from the operation of the Beryl Bikes scheme which demonstrates the potential demand for cycling within the Parish. Good routes and facilities would encourage further take up of cycling to replace public and private motorised transport and for trips which connect to rail services.

Cycling network conditions and setting priorities for improvement

- 214. The Government publishes guidance and standards for cycle infrastructure design, set out in LTNI/20 Cycle Infrastructure Design. This provides a framework for the local assessment of existing cycle infrastructure and the identification of priorities for future provision to address deficiencies and enhance infrastructure networks.
- 215. Local Authorities are required to publish a Local Cycling and Walking Infrastructure Plan. These are prepared with engagement and input from local communities to identify aspirations and priorities in a plan for local walking and cycling infrastructure.
- 216. For a council area the size of Dorset, separate LCWIPs are being put in place for different parts of the County. So far, Wool has not been covered and so the neighbourhood plan can make its own assessment of infrastructure quality and requirements.

217. In making a local attempt to establish credible assessment of quality of cycling infrastructure, reference should be made to the Core Principles of design set out in LTNI/20. The principles are described fully in a supporting document to the neighbourhood plan. The document also sets out guidance on the suitability of different types of cycle infrastructure according to road speeds and traffic volumes.

Local Assessment of Cycle Routes

218. Table 7 demonstrates how the core design principles of LTNI/20 were applied to the cycling infrastructure of Wool Parish and priorities for further cycling infrastructure to improve the coherence, directness, safety, comfort and attractiveness of the network were considered. Where local knowledge and available data permitted, the need was recognised to protect cyclists from motor traffic on highways using the guidance set out in figure 4.1 of LTNI/20.
219. The priorities identified will be actioned through a variety of mechanisms. This will include direct contributions from new development, application of Community Infrastructure Levy, securing commitments from Dorset Council and other means as may be identified.

WOOL 11 - Improvements to walking and cycling infrastructure in Wool Parish

Priorities for improvement of cycling infrastructure in Wool Parish are identified in Table 7. Specific improvements will be secured, where appropriate, as a condition of planning permission for new development, through financial contributions secured from new development, through the application of Community Infrastructure Levy and by securing commitments from Dorset Council to improve local cycling infrastructure.

The following pedestrian routes and facilities are priorities for improvement and will be supported:

The creation of an attractive pedestrian environment along the Dorchester Road from Braytown to Wool Railway Station.

Improve pedestrian crossing facilities across Colliers Lane at the Junction with Dorchester Road and ensure that new development results in maintained or improved safety for pedestrians at this crossing.

The creation of a direct pedestrian link suitable for all users between Cologne Road and Bovington Neighbourhood Centre.

Pedestrian crossing facilities on King George V Road at Bovington Neighbourhood Centre.

Improved pedestrian environment along main routes from Bovington to Wool Railway Station.

Introduction of a pavement on the Lulworth Road South of Duck Street to the edge of the Village.

Introduction of a pavement on Burton Road and East Burton Road.

Table 7 – Assessment of cycling and walking infrastructure, and priorities for improvement

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
(Cycle) Monterey Avenue–Burton Cross Roundabout–Dorchester Road–Baileys Drove.	<p>Grade separated lane shared with pedestrians. Cycle filter lane for westward traffic to enter cycle lane after Baileys Drove.</p> <p>East of Baileys Drove the route is on road for about 100m. The pavement is less than 2m wide and the carriageway is less than 7m wide.</p>	<p>Coherent? Yes, however the route needs to carry on to connect to Colliers Lane</p> <p>Direct? Yes</p> <p>Safe? Yes</p> <p>Comfortable? Yes</p> <p>Attractive? Yes</p> <p>Suitable protection from Traffic? Yes</p>	<p>Complete a section of cycle lane to connect with Colliers Lane and provide crossing/turning infrastructure between Dorchester Road and Colliers Lane.</p>
(Cycle) Colliers Lane–Breachfield–Station Road.	<p>Route is marked by cycle symbols on the road carriageway. No grade or lane separation. No painted lines. Small lamppost signs.</p>	<p>Coherent? No, not clear which way the route goes.</p> <p>Direct? Yes in terms of local facilities on Colliers Lane, but No in terms of access to the station, it takes a circuitous route to the station</p> <p>Safe? Not at entry point at Junction of Colliers Lane and Dorchester Road</p> <p>Comfortable? No, potential for parked cars to be in the way. Not clear what the route is.</p> <p>Attractive? No</p> <p>Suitable protection from Traffic? Yes, this is a slow and not heavily trafficked road</p>	<p>To improve awareness of the cycle route through better signage and to more clearly mark the route to provide priority for cyclists where needed.</p> <p>Ensure the crossing at Station Road is suitable for cyclists.</p> <p>Ensure sufficient cycle parking is provided at Wool Station and key facilities on the route including health practice, the school, playing field facilities and D’Urberville Centre.</p>
(Cycle) East Burton Road–Wareham Road.	<p>Sustrans National Cycle Route 2. There are no design features for cycling on the route.</p>	<p>Coherent? This route has no design features.</p> <p>Direct? The route leads directly to the level crossing and station, and on to Wool Village centre, but is not convenient for other facilities in Wool.</p>	<p>At entry points to Wool from the west and at key junction with Wareham Road and through the level crossing to Station Road,</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
		<p>Safe? The road is narrow but lightly trafficked at present</p> <p>Comfortable?</p> <p>Attractive? The cycle route is not designed. Parts of the route are attractive in terms of surroundings</p> <p>Suitable protection from Traffic? Yes, given traffic volumes and speed limits</p>	<p>improve signage for through-cyclists on the national route.</p>
<p>(Cycle) Wareham Road-Wool Bridge-Tout Hill-Bovington Lane-King George V Road (refers to sections within Wool Parish only)</p>	<p>The route from the corner of East Burton Road is on pavement shared with pedestrians before a short stretch which is off-road for cyclists and pedestrians, before joining a short stretch of road carriageway which then becomes off-road from Wool Bridge through Tout Hill to Bovington Lane. At that point the cycle lane becomes shared with narrow pedestrian pavement for the length of Bovington Lane. It crosses from the south to the north side of the Lane at Cologne Road and continues to the junction of Linsay Road and King George V Road.</p> <p>The route is unlit from just after the start until just before the entrance to the Tank Museum on Bovington Lane.</p>	<p>Coherent? On Bovington Lane, the route has no specific cycle lane design apart painted signs on the pavement</p> <p>Direct? The route follows the road network and this creates a significant diversion to access services in Wool (there is no easy way to solve this)</p> <p>Safe? The route is not lit and the cycle lane is located on a narrow pavement.</p> <p>Comfortable? No. Pedestrian and Cycle conflict in a narrow space.</p> <p>Attractive? No</p> <p>Suitable protection from Traffic? The road is not heavily trafficked</p>	<p>Provide suitable lighting to provide safety for cyclists sharing the narrow pavement with pedestrians.</p> <p>Widen the cycle lane along Bovington Road.</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
<p>(Walk) Dorchester Road from Braytown to Wool Railway Station</p>	<p>This is the main pedestrian route to the railway station and to shops and services in Wool, from existing and planned settlement on the western side of the village.</p> <p>The pavement is narrow in places and is generally less than 2 metres wide.</p>	<p>Coherent? The route is direct along the Dorchester Road to Wool Railway Station. Crossing the road to access the railway station, or earlier at some junctions lacks coherence.</p> <p>Direct? Yes</p> <p>Safe? Yes, but not at junctions with Colliers Lane or at Wool Railway Station.</p> <p>Comfortable? No. The route is close to traffic along its length and so can be noisy, with little respite and a lack of environmental quality in surroundings</p> <p>Attractive? No. The boundaries of development with a frontage on Dorchester Road are not attractive and there is no pedestrian infrastructure along the way.</p> <p>Suitable protection from Traffic? Pavements are narrow in places, creating negative noise and air quality environment for pedestrians. In order to access key services and Wool Train Stations, Junctions need to be crossed which lack quality and feel unsafe to users.</p>	<p>The creation of an attractive pedestrian environment designed to promote active travel routes to key services and Wool Railway Station.</p>
<p>(Walk) Colliers Lane at the Junction with Dorchester Road</p>	<p>The junction is accessed by pedestrians using routes to Wool's railway station and to access shops at Braytown.</p> <p>The junction has two entrance/exits with a central triangle of land. Cars entering the junction to/from Dorchester Road (to/from West) can enter at speed depending on traffic conditions. Cars entering to/from</p>	<p>Coherent? The junction is divided by a central triangle of land, leading to cars entering the junction from different directions and at different speeds which can be confusing for pedestrians.</p> <p>Direct? No. the Junction is split into parts which operate in different ways.</p> <p>Safe? Does not feel safe for Pedestrians who need to treat each part of the junction differently.</p>	<p>Improve pedestrian crossing infrastructure and ensure that new development results in maintained or improved safety for pedestrians at this crossing.</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
	<p>the east need to make a harder turn and are generally moving more slowly.</p>	<p>Comfortable? The triangle of land is a pleasant space, a refuge in what is otherwise a difficult junction to negotiate for pedestrians.</p> <p>Attractive? The triangle is attractive owing to community improvements (tree, planting, seats, community phone box. The highways infrastructure is not attractive.</p> <p>Suitable protection from Traffic? The island provides some protection, but the geometry of parts of the junction create confusion for pedestrians.</p>	
(Walk) Cologne Road to Bovington Neighbourhood Centre	<p>Cologne Road is a residential area. There is a significant distance from houses at the northern end of the road, south to the junction with Bovington Lane. The route west along Bovington is on narrow pavements shared with cyclists and is unlit for most of its length. The route turns into King George V Road into the centre of Bovington.</p>	<p>Coherent? No. The route is not direct, involve three different pedestrian environments with varying degrees of difficulty for pedestrians.</p> <p>Direct? No. The current route is significantly longer based on a detour around the military site.</p> <p>Safe? No. The current requires walking along main road routes which have narrow pavements and are unlit in places. The pavement is shared with cycles.</p> <p>Comfortable? No. The route is too long for regular access to local shops. The quality of the pedestrian link on the main road into Bovington is poor.</p> <p>Attractive? Parts of the route lack natural surveillance and are unlit.</p> <p>Suitable protection from Traffic? There are no pedestrian crossing facilities to shops in Bovington.</p>	<p>The creation of a shorter direct pedestrian link from Cologne Road to Bovington centre suitable for all users.</p>
(Walk) King George V Road at Bovington	<p>Schools and key shops are located on the west side of a very wide road, which whilst not heavily trafficked, is</p>	<p>Coherent? For pedestrian seeking to access the school and shops in Bovington, crossing the road can feel unsafe.</p>	<p>The creation of pedestrian crossing facilities to allow</p>

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
Neighbourhood Centre.	used by large military vehicles travelling at speed.	<p>Direct? n/a. the issue raised is about a lack of crossing facilities.</p> <p>Safe? No, there are no pedestrian crossing facilities</p> <p>Comfortable? No, crossing the road is not comfortable owing to its width and the potential for heavy vehicle traffic.</p> <p>Attractive? There are no crossing facilities so not attractive.</p> <p>Suitable protection from Traffic? No</p>	pedestrians to cross the road in safety.
(Walk) Main route from Bovington to Wool Railway Station.	The route from Bovington to Wool is around 4.5km. Coming from Bovington, the route has pavement on the north side and then it changes to the south side a distance after Cologne Road. There are limited pedestrian crossing facilities at this point. The route is unlit for most of its length. There is no natural surveillance, there is one resting place with seats at the corner with Tout Hill.	<p>Coherent? Yes, the route is clear, except at the Wool Railway Station.</p> <p>Direct? Yes, this is the shortest route on foot given lack of routes across the river.</p> <p>Safe? No. The route lacks natural surveillance, is unlit and has few facilities for regular pedestrian use.</p> <p>Comfortable? No. The distance is long for walking route, and pedestrians will feel exposed.</p> <p>Attractive? The surrounding from Tout Hill into</p> <p>Suitable protection from Traffic? Yes, except when crossing the road and/or when it is dark.</p>	Improve the pedestrian environment along this route.
(Walk) Lulworth Road South of Duck Street to the edge of the Village.	At the southern extent of Wool Village on Lulworth Road, a 60mph zone meets a 30mph zone. There are no pavements to serve the southernmost residential development (about 17 houses) at the southern end of Wool Village.	<p>Coherent? No, the pedestrian route is on the road.</p> <p>Direct? Yes, but on the main road.</p> <p>Safe? No, there is no protection from traffic for pedestrians.</p> <p>Comfortable? No, there is a risk of accident and injury particularly if traffic is speeding.</p>	Improve the pedestrian environment. Introduce a pavement where possible.

Cycle or Walking Route	Description of route and infrastructure	Assessment	What are the Priorities for improvement?
		<p>Attractive? No, this is not an attractive pedestrian route.</p> <p>Suitable protection from Traffic? No. There is no protection from traffic.</p>	
(Walk) Burton Road and East Burton Road	<p>Burton Road and parts of East Burton Road lack a footpath and the walking routes here are in close proximity to proposed allocation sites. It is assumed this would be an active travel pedestrian route for residents of planned developments to use to access Wool Railway Station.</p> <p>The level crossing at East Burton is a current route taken by traffic wishing to avoid queues at the level crossing at Wool Railway Station. Future development is likely to give rise to increased traffic via these routes.</p>	<p>Coherent? Yes.</p> <p>Direct? yes, the route is direct.</p> <p>Safe? No, the route lacks pedestrian pavements and is unlit, whilst it is likely to become much busier if planned development proceeds.</p> <p>Comfortable? The route lacks lighting, but there are houses along some of its length on one side.</p> <p>Attractive? Not adjacent to the railway line.</p> <p>Suitable protection from Traffic? Not where pavements are lacking and/or the route is dark.</p>	<p>Improve the pedestrian environment. Introduction a pavement where possible.</p>

Rail Station

220. Railway Services from Wool provide important connections to nearby towns and cities and to London. Good access from Wool via rail was confirmed in consultation as a key positive attribute of the area.
221. The station itself is a different matter. It lacks indoor waiting facilities and has insufficient car parking. The overall quality of station buildings is poor. Connections to the rest of the parish and its key attractions are not well co-ordinated and overall, are lacking. Many visitors arrive by rail to the station and have insufficient options available to make their onward journey to nearby attractions.
222. As a key service village, Wool's railway station should provide attractive station facilities with integrated services for onward travel. It should provide good quality car parking, EV Charging points and cycle parking infrastructure. There is sufficient land for this around the station (subject to landowners' permission) and some potential to greatly improve the station environment. Given planned housing growth, there is an acknowledged requirement in the emerging local plan to improve Wool Station.
223. The PTAG Purbeck Transport Plan (Table 1 of the PTAG plan) sets out improvement priorities for Wool Station as a mobility hub with a rail service. These include provision of spaces for carshare vehicles, bicycle hire, a dock for a bike share scheme, café, space for community interaction, a notice board, recycling bins, parcel delivery lockers, debrillator point and water fountain to provide drinking water.
224. The Wool townscape character appraisal and analysis of development form (**Appendix A and Appendix B**) show the importance of Wool station and level crossing as a gateway into Wool, and as such both the need and the opportunity to improve it and the setting of the village.
225. The Neighbourhood Plan Steering Group and Friends of Wool Station have examined elements of station and level crossing provision to establish a clear view of requirements for improvement. Table 8 details the components of infrastructure at Wool Station and indicates priorities for improvement, also drawing on PTAG Transport Plan priorities.

Table 8 - Wool Station Infrastructure Improvement Priorities

Component of Infrastructure	Current Provision	Priority for improvement
Car parking spaces	25 carpark spaces 1 accessible carpark space 4 taxi bays 1 Beryl Bikes bay	More car parking spaces. Car Share spaces EV charging spaces Extended Beryl Bikes scheme, more bikes and potentially electric bikes.
Access to the station car park	Two entrance/exits to the station.	Traffic queueing makes car and bus access difficult
Bus Stop	There is a bus stop at the station	Adequate
Cycle Facilities	Limited bike hire scheme. Cycle racks on the platform.	Investigate electric bike scheme. Bicycle hire
Toilets	Insufficient opening hours, no disabled access	Need to be accessible and open longer
Ticket Office	The ticket office has restricted opening hours. Automated ticket vending machine on platform.	Ticket office opening hours should be extended.
Waiting Facilities	Facilities provided in the building. Limited opening hours.	Need more shelter on the platforms. Café. Drinking fountain.

Component of Infrastructure	Current Provision	Priority for improvement
		Community Notice Board.
Planting and landscaping	Organised by the Friends of Wool Station	Space for community interaction Recycling bins.
Security	A hotspot for anti-social behaviour	More CCTV.
Level Crossing	1 at the station (and 1 at Giddy Green)	Downtime needs to be more efficient with fewer mechanical breakdowns.

WOOL 12 - Improvements to Wool Rail Station

Wool Parish Council will work with the Friends of Wool Station and other partners to secure improvements to Wool Station and support the environmental improvement of its environs as a key gateway to Wool. Applications that will help to improve Wool Railway Station in accordance with the priorities set out below will be supported:

The provision of more car parking spaces

The provision of spaces for carshare vehicles

The provision of Electric Vehicle charging spaces

The extension of the bike hire scheme. more bikes and potentially electric bikes

Any Improvements to traffic queueing to allow better vehicular access to the station

The provision of accessible toilets with longer opening hours

The ticket office opening hours should be extended

The provision of more shelter on the platforms

The provision of a community notice board

The provision of more CCTV and other initiatives to reduce antisocial behaviour

Optimisation of the level crossing to reduce the downtime of the barrier and reduce the number of mechanical breakdowns

8. Green Infrastructure

226. This section of the neighbourhood plan sets out strategy and policies to protect and enhance a range of green infrastructure within Wool Parish.

Local Green Spaces

227. In recognition of the need to clearly identify and protect important local green spaces, the neighbourhood plan identifies sites for which Local Green Space designation is sought. The Neighbourhood Plan Steering Group used their local knowledge and feedback from consultation to identify a long list of sites that could be considered for designation as Local Green Spaces.
228. A key principle of Local Green Space policy is that sites that do not need additional protection should not be designated. The Neighbourhood Plan Steering Group took this into account where appropriate. The Neighbourhood Plan Steering Group assessed against the criteria set out in paragraph 102 of the National Planning Policy Framework. To be suitable for designation, a site should:
- a) be in reasonably close proximity to the community it serves
 - b) be demonstrably special to a local community
 - c) hold a particular local significance, for example, because of its
 - i. beauty,
 - ii. historic significance,
 - iii. recreational value (including as a playing field),
 - iv. tranquillity or
 - v. richness of its wildlife
 - d) be local in character and is not an extensive tract of land.
229. The results of the assessment of the sites and specific Local Green Space proposals are set out in **Appendix D**. The sites proposed for designation as Local Green Space have been subject to consultation directly with the relevant landowners.

WOOL 13 – Local Green Space Sites

The following sites, detailed in Appendix D, are designated as Local Green Spaces.

GS01 The Cross, Wool

GS02 East Burton Village Green

GS03 Millennium Square, Wool

Allotments

230. Growing food in communities has multiple benefits in providing local sources of healthy fruit and vegetables, providing healthy outlets for active lifestyles for all age groups and retaining community knowledge about food and food growing. The provision of allotments is valued in Wool Parish, evidenced by the number of people on waiting lists to rent an allotment.
231. The Adopted Local Plan does not set a standard for provision of allotments per head of population. The Emerging Local Plan does not propose a standard and refers to allotments as one element of its wider strategy for green infrastructure addressed in the Southeast Dorset Green Infrastructure

Strategy 2010 and points to the Infrastructure Delivery Plan as the means through which community infrastructure requirements are addressed.

232. The Green Infrastructure Strategy does not set standards for allotments provision and the Infrastructure Delivery Plan indicates that allotments will be secured in support of the emerging local plan through CIL by parish and town councils to fund and provide allotments, or through Section 106 Agreements in specific cases.
233. The National Society of Allotment and Leisure Gardeners (NSALG) recommends a quantitative standard of 20 plots per 1000 households (approximately 20 plots per 2200 people). The size of an allotment plot is 250 square metres (0.025ha) give a rough minimum requirement of at least 0.5 hectares per 1,000 households.
234. Within Wool Parish as a whole, there are currently 54 allotment plots. According to the 2021 Census, the population of the Parish is 5,400 and the number of households is 2,000. Considering the Parish as a whole against the NSALG Standard, there are sufficient allotment plots.
235. Allotments need to be in close proximity to those using them, so it makes sense to look at Bovington separately from Wool and East Burton given their separation. There are 19 plots located in Bovington and 35 plots are in Wool Village.
236. The population of Bovington LSOA was 2,586 in 2011 (Census results). Five more plots are required to meet the standard based on population within Bovington. The 2011 population of Wool Village and Wool and East Burton LSOAs was 2,784. This would indicate excess supply of plots based on the standard.
237. However, allotments provision is clearly insufficient to meet current demand. Around 35 people living in Wool Village and East Burton are on the waiting list for an allotment plot (June 2023 figure) and two people are on the waiting list in Bovington. The neighbourhood plan promotes further provision of allotments to meet sustained demand from residents to grow healthy food locally.
238. With regard current supply, 5 additional allotment plots in Bovington and 10 additional plots Wool Village and East Burton are needed to meet demand and ensure that allotments can continue their role in community development and health.
239. Planned development in the emerging Purbeck Local Plan would deliver 470 homes (adding not less than 470 households) and this would likely grow the number of people in Wool and East Burton by around 1,128 people (assuming 2.4 people per household). This would generate a further need for 10 allotment plots based on the standard for population, equivalent to roughly 0.25 hectares of allotments. Should emerging Dorset Local Plan proposals be included, this would generate a further 500+ dwellings and so generate a requirement for a further 10 plots.
240. Based on existing allotments provision and demand, population growth through planned development and the application of standards for allotment provision, 35 additional allotments will need to be provided during the neighbourhood plan period.

WOOL 14 – Allotments for Wool Parish

Applications for Major residential development in Wool Parish which are not liable to pay Community Infrastructure Levy should include proposals to directly provide or fund allotments provision based on a standard of 20 plots per 1,000 households pro-rated to meet identified requirements.

Habitat Protection and Biodiversity Net Gain

241. Nationally, European and internationally important wildlife sites are particularly focused on the heathlands, water meadows and Poole Harbour. The area is extremely rich in protected species.
242. Within 400m of a protected heathland site (SAC) residential development that would involve a net increase in dwellings, tourist accommodation and equestrian related development will not be permitted. Between 400m and 5km of a heathland site, mitigation measures are likely to be required to mitigate the adverse effects on the sites' integrity.
243. 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 SPD1.
244. All development will need to accord with the emerging Purbeck Local Plan (2018-2034) Policy E9 and the Recreation in Poole Harbour SPD. Developments will also be required to mitigate the impact of any increase in nitrogen produced by sewage from new homes that may adversely affect Poole Harbour, in line with the Local Plan policy. The details of how this will be assessed is set out in supplementary guidance, and applicants will be expected to provide mitigation directly as part of their application.
245. Detailed advice and support is needed for parish councils in Dorset preparing neighbourhood plans and hopefully, in time, this will be available. The neighbourhood plan seeks to ensure that, where new development is proposed, opportunities for repair to habitats, enhancement of species and new habitat creation with the aim of strengthening nature recovery networks, are firstly available and secured in Wool Parish. The aim is to ensure that investment in Biodiversity Net Gain benefits the wildlife and people of the Parish and in the process contributes to the delivery of wider emerging Local Nature Recovery Strategies.
246. Opportunities may also exist to connect habitats and in so doing also provide new or improved walking links within the Parish. It should also provide a means to inform suitable landscape buffers between existing and new planned development.

WOOL 15 – Biodiversity Net Gain Opportunities for Wool Parish

Development will only be supported where it would not lead to an adverse effect upon the integrity, either alone or in-combination, directly or indirectly, on European sites. New development should incorporate proposals to meet statutory requirements for bio-diversity net gain in full on land within Wool Parish to improve the local ecological network. Where this cannot be achieved within development sites or on land within the parish, then opportunities to establish off-site bio-diversity net gain should in the first instance be sought to improve ecological networks within close proximity to Wool Parish.

9. MONITORING, DELIVERY AND REVIEW

247. The neighbourhood plan seeks to achieve a number of things which will require further actions, active monitoring and periodic review to determine whether objectives and policies are being achieved and observed. Key requirements are identified in Table 9 below.

Table 9 - Monitoring for neighbourhood plan delivery

Policy	Monitoring indicators of policy implementation and performance
WOOL 1 - New residential development form	<ul style="list-style-type: none"> • Monitor Planning Applications
WOOL 2 - New development design and materials	<ul style="list-style-type: none"> • Monitor Planning Applications
WOOL 3 - Priority schemes and interventions to improve local environmental quality	<ul style="list-style-type: none"> • Work with partners to secure commitments
WOOL 4 - Environmental Performance of Buildings	<ul style="list-style-type: none"> • Monitor Planning Applications
WOOL 5 - Affordable Housing Tenure	<ul style="list-style-type: none"> • Monitor Planning Applications • Waiting List Information and local surveys
WOOL 6 - Housing types and sizes in Wool Parish	<ul style="list-style-type: none"> • Monitor Planning Applications
WOOL 7 - Burial Space Provision in Wool Parish	<ul style="list-style-type: none"> • Work to identify a site for extension or new site • Monitor Planning Applications
WOOL 8 - Protection of sites in local community use	<ul style="list-style-type: none"> • Monitor Planning Applications • Data on use of local community facilities
WOOL 9 - Priorities for new community infrastructure and services for Wool Parish	<ul style="list-style-type: none"> • Monitor Planning Applications • Commitments by relevant agencies to investment in local services and infrastructure
WOOL 10 - Bus services for Wool Parish	<ul style="list-style-type: none"> • Monitor Planning Applications for contributions and commitments to local bus services • Dorset Council and bus operator commitment to support local bus services
WOOL 11 - Improvements to walking and cycling infrastructure in Wool Parish	<ul style="list-style-type: none"> • Local Plan Policies supporting development in the parish • Monitor Planning Applications • Dorset Council LCWIP • Data on cycle use in the parish
WOOL 12 - Improvements to Wool Rail Station	<ul style="list-style-type: none"> • Investment commitments by Network Rail • Support from Dorset Council • Lobbying activity by Purbeck Transport Action Group
WOOL 13 - Local Green Space Sites	<ul style="list-style-type: none"> • Monitor planning applications

Policy	Monitoring indicators of policy implementation and performance
WOOL 14 – Allotments for Wool Parish	<ul style="list-style-type: none"> • Maintain allotments provision at or above NSALG standard. • Waiting List Data. • Monitor Planning Applications
WOOL 15 – Biodiversity Net Gain Opportunities for Wool Parish	<ul style="list-style-type: none"> • Site(s) on the National Biodiversity Net Gain Register. • Monitor Planning Applications. • Opportunities within Wool Parish identified in Local Nature Recovery Strategy for Dorset

APPENDIX A – Wool, East Burton and Bovington Character Appraisal and Priorities

The following information is summarised from the Purbeck District Townscape Character Appraisals for Wool and Bovington (Purbeck District Council, September 2012). It provides a starting point for the consideration of design and development form policies within the Wool Parish Neighbourhood Plan.

The Character Appraisals were produced as Supplementary Planning Documents in support of Policy D: Design in the Adopted Purbeck Local Plan. This policy expects proposals for all development and other works to reflect district design guidance including the character assessment for Wool and for Bovington.

Purbeck Design Guidance produced in January 2014 provide guidance on Good Design. The design guidance set our principles for Good Design and one of these is local distinctiveness. This encourages development reflect and reinforce locally distinctive characteristics in terms of:

- Traditional patterns and forms of development within designated places such as Wool Conservation Area and the AONB in the parish.
- The creative use of local materials in contemporary design.
- Townscape character as defined in Townscape Character Appraisals (such as that for Wool and for Bovington), Conservation Area Appraisals (such as for Wool Conservation Area), Landscape Character Assessment and other design guidance.

Guidance on managing and using traditional building materials in Purbeck was produced at the same time. This identified materials which play a role in characterising vernacular development. In Wool, for Walls:

- Limestone-Heathstone-Flint mixed materials or solely Heathstone, have played some role characterising local vernacular development.
- Rendered Cob/Rubble has played a major role in characterising local vernacular development.

For roofs in Wool:

- Thatch has played a major role in characterising local vernacular development.

Wool is characterised by a wide range of different development types that have taken place at different periods. The Townscape Character Appraisal for Wool captures this and whilst produced in 2012, given the lack of development since then, remains valid and highly relevant. The Townscape Character Appraisal identified 11 character types for different development areas within Wool, East Burton and Giddy Green. These are shown on Figure 1.

The Townscape Character Appraisal identifies key features for each development type including:

- How routes and spaces are set out and connect
- How development patterns are arranged in streets, blocks and plots
- The character and appearance of the land
- The density of development on the land and how different uses are mixed (or not)

- The height of development
- Whether development combines to form solid blocks of great apparent mass, or whether this is more broken, open or lower.
- The details on buildings which provide style and quality.
- The appearance of development in terms of the materials used and the texture and durability of them.

In Bovington, the settlement has some traditional farmhouses and cottages but is heavily characterised by military development and related residential accommodation. As such, traditional matters are not much in evidence and the settlement is not covered in the 2014 Purbeck Guidance on the use of traditional materials.

The Townscape Character Appraisal identified key features for 8 character types in Bovington and takes a similar approach to the appraisal for Wool. The surrounding landscape, including military training areas, large areas of planted conifer woodland, remaining areas of ancient woodland, areas for sand and gravel extraction are discussed in terms of the way these elements act to open up or screen military complex and adjacent community public areas. The position of the settlement on the south facing slope of the shallow Frome Valley is discussed in terms of the surprising level of screening from wider views that is provided through topography and planting.

In terms of the built environment, the confusion between military and non-military buildings is noted, the modern nature of materials and design used in public areas (townscape character of military areas behind the wire is not discussed). The appraisal focuses on quality and public realm.

Figure 1 – Map showing Wool Character Types

Wool
Character types
04.1
Character types

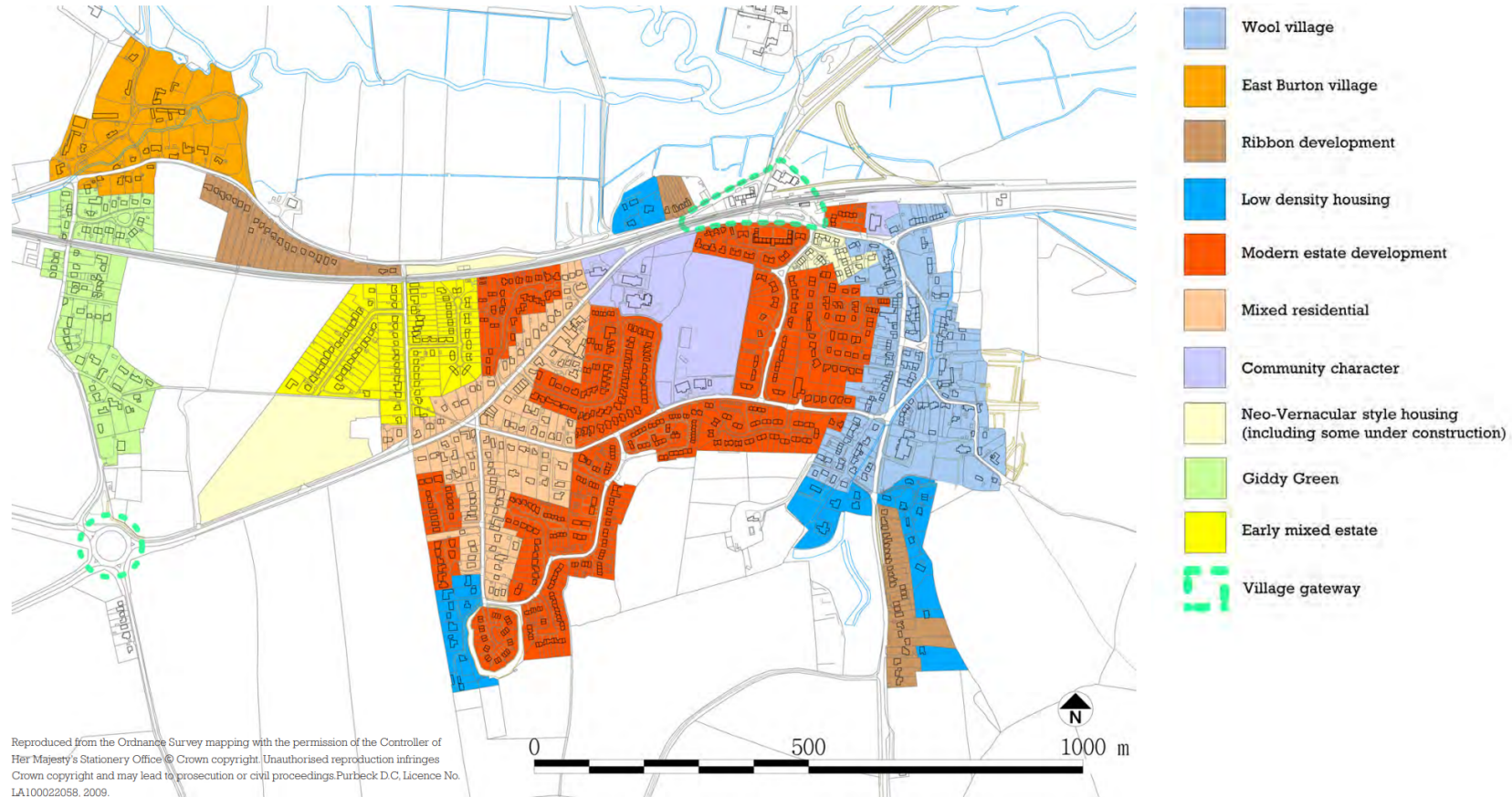


Figure 2 – Map showing Bovington Character Types

Bovington
Character types

04.1

Character types

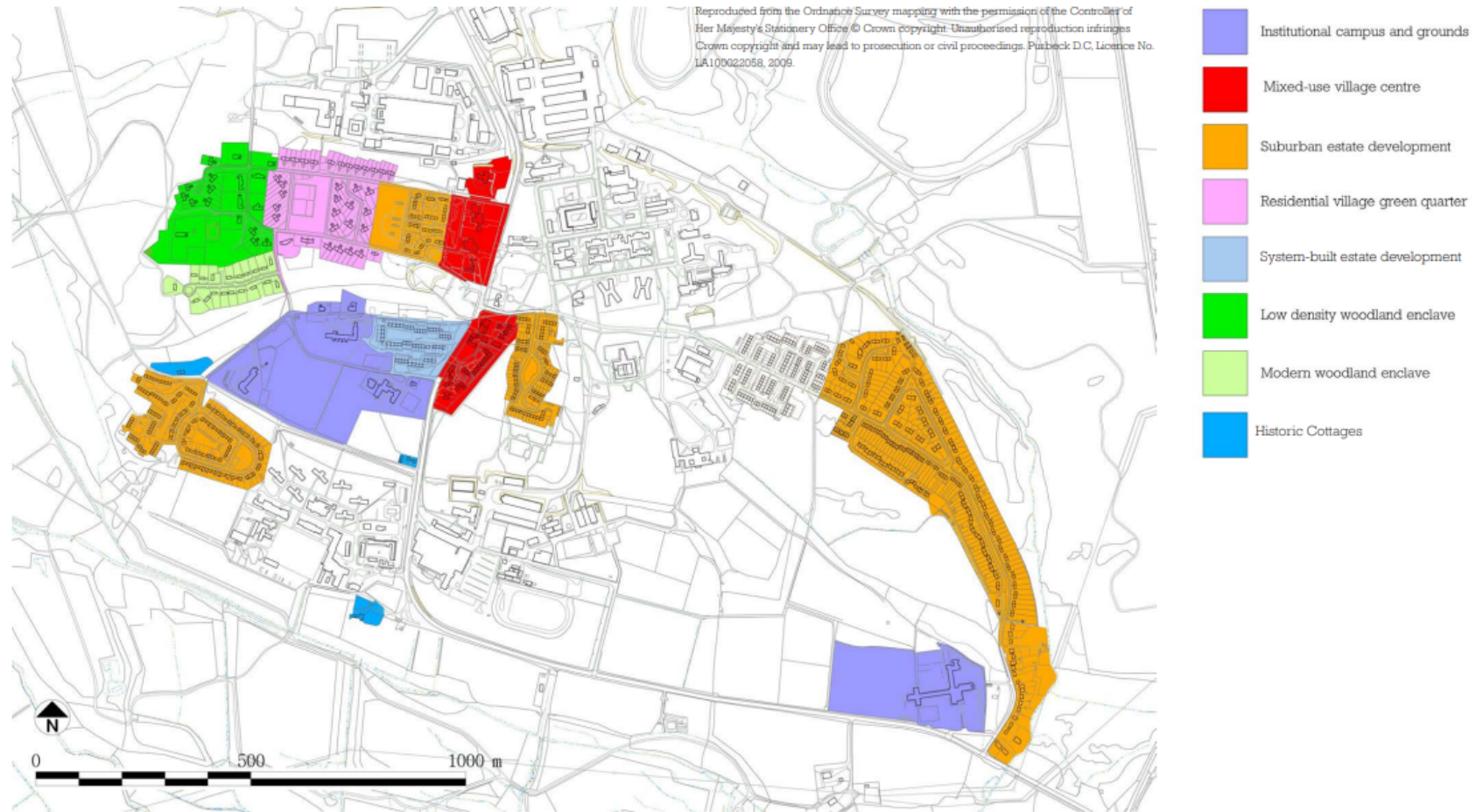


Table 1 – Wool and Bovington Character Types, Key Features and Priorities

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
<p>Wool Village</p>	<ul style="list-style-type: none"> • Original Historic part of the village • A relatively tight grain of terraced and semi-detached properties located close to the road behind short front gardens. • Some detached and semi-detached properties are set further back from the road within large plots • A strong rural character. • A soft edge/gradual transition between the countryside and the village east of Spring Street • Moderate density. • Mixed uses form a local centre within the village, containing, a convenience shop, bakery, pub and a hair salon; majority of this area is in residential use. • Predominantly two-storey buildings. although the scale is generally low. • Black Bear public house is three stories in height. • Vernacular buildings exhibit a low scale and massing. • Some areas of later infill development. • Brick chimneys of variable design and size, with red and yellow clay pots. • Simple porch canopies (some now enclosed); • Variable roofscape. • Winding lanes with verges, banks and hedges. • The brook on Spring Street is an important feature of this location. • Irregular street widths and building patterns form interesting streetscapes with varying degrees of enclosure and openness. • Boundary walls of stone or brick and sometimes used in combination. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Walls: Cottages of cob, local stone and brick, with some houses now rendered with painted walls. • Roofs: A high proportion of thatch, some slate roofs and plain clay tiles. A few replacement roofs with modern concrete tiles (not characteristic). • Some modern developments with uncharacteristic concrete roof tiles. 	
East Burton Village	<ul style="list-style-type: none"> • This area is structured along the East Burton Road and Water Meadow Lane which meanders and branches informally. • rural character and appearance. • Small village green situated at the entrance to this area on the East Burton Road. • Loose knit pattern of development comprising historic houses, cottages and farm buildings with significant gaps between properties. • Banks, verges, and mature trees and hedges, along roadsides and within gardens. • Boundaries marked by walls of brick and flint or simple rustic timber fences or hedges. • Very low density, small or modest dwellings situated in often large plots. • Mostly residential properties, but also some agriculturally related buildings. • Predominantly two stories, some bungalows. • Most buildings of a low scale and massing. • Agricultural buildings display greater mass. • Vernacular details and materials include prominent chimneys, timber windows, doors and lintels, intermittent boundary walls and hedges form continuous enclosure of the lanes. • Mature trees significant features in the streetscene. 	<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 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</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Walls are a mix of red brick, local stone, cob and painted render. • Roofs are clay tiles, predominately plain tile, thatch and slate. 	<p>long-term retention and maintenance.</p>
Ribbon Development	<ul style="list-style-type: none"> • Two areas along East Burton Road and Lulworth Road. • Dwellings on one side of the road on deep narrow plots. • Many in elevated positions above Lulworth Road. • Detached buildings but closely spaced. • Mature hedges to front boundaries, grass verges and embankments of varying steepness according to the nature of the topography. • Backdrop of mature trees and vegetation, particularly along the Lulworth Road ribbon. • Relatively low density, comprising modest or small dwellings on large plots, usually long narrow gardens. • Mostly bungalows, although some houses present. • Low scale and massing. • Pyramidal hipped roof forms common. • Interwar architecture prevalent. • Some brick detailing such as quoins. • Modified roofs and porches and chimneys notable. • Walls are brick, painted brick or painted render. • Roofs are mostly plain clay tiles and profile concrete tiles, some artificial slate. 	<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 could detract from the appearance of these areas.</p>
Low Density Residential	<ul style="list-style-type: none"> • Four discrete locations, three situated on the southern edges of Wool in marginal areas. • Individual houses are accessed via informal tracks and lanes, 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Buildings are generally set back within relatively large plots with fences or mature vegetation defining frontages. • Detached houses and bungalows of varied architectural styles. • The undulating topography, mature vegetation and informal roads create a sense of seclusion from the rest of the village. • Mature garden vegetation (both front and rear gardens) collectively creates a matrix of trees and shrubs within dwellings are seen to nestle, often appearing subservient to the landscape. • Development densities are relatively low. • Modest dwellings, usually set within relatively large plots. • Predominantly 1 – 2 storey. • Generally a mixture of houses and bungalows of variable sizes, although frequently compact with modest domestic scale massing, through use of traditional forms and pitched roofs. • This large area contains a broad mix of architecture from pre-war housing to the late 20th Century resulting in a varied mix of building details reflecting the period and style of the building. • Chimneys are often present, including on later houses, but do not dominate the roofscape. • Dwellings are set back into their sites. • On-site parking with driveways to the front or side of dwellings. • Mature garden vegetation is a notable feature. • Informal lanes and private drives, with banks, verges and vegetation. • A broad range of materials are found within this area, due to the varied architecture: 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Walls are brick, pebble dash render, painted render, often used in combination with brick, stone and stone cladding. • Roofs are plain tile, some slate, profiled concrete tile. 	
<p>Modern Estate Development</p>	<ul style="list-style-type: none"> • The area comprises sections of Dorchester Road, Colliers Lane and Chalk Pit Lane. • These roads converge on the triangle which forms a minor landmark in this part of the village. • Occasional backland development accessed via minor private drives. • Principal roads have a straight, regular alignment. • Plot widths are variable across this area, although some locations display some regularity. • Buildings are mostly setback in an irregular pattern along a loose building line. • Dwelling setbacks provide modest front and larger rear gardens, although considerable variation exists throughout this area. • Predominantly detached properties, some semi-detached dwellings and large commercial development. • Gaps separate most plots. Although spaces between buildings are variable. • Trees and garden shrubs make a variable contribution to the green character of this area. • Front boundaries include brick walls, fences or hedges. • Older more established parts of this area have a mature green appearance. • Backland infill developments are often tightly arranged with dwellings closely-spaced and little room for soft landscaping. • Commercial frontages (south side of Dorchester Road) are generally open. 	<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 of 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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Modest dwellings, usually set within reasonably generous plots, although this is variable across the area. • Development densities are relatively low, although some small plots are occupied by relatively large building footprints resulting in somewhat higher densities. • Mostly residential land uses, although the south side of Dorchester Road is predominantly commercial in nature, with groups of shops and a garage. • Predominantly 1 – 2 storeys. • Generally, a mixture of houses and bungalows of variable sizes, although frequently compact with modest domestic scale massing, through use of traditional forms and pitched roofs. • Some commercial premises are of a larger, bulky scale and massing. • This area contains a broad mix of pre- and post-war architecture. • Modern infill/backland development has occurred in larger rear gardens. • Residential streets, display a suburban style and character. • Generally, well defined and maintained front boundaries provide clear definition to the streetscene. • Variable architectural details reflect the range and style of the different buildings. • A broad range of materials are found within this area, due to the varied architecture: • Walls: Brick and painted render sometimes used in combination. • Roofs: Plain and profile concrete tile roofs present and some slate. 	
Mixed Residential	<ul style="list-style-type: none"> • The area comprises sections of Dorchester Road, Colliers Lane and Chalk Pit Lane. 	<p>As opportunities arise, replace indifferent modern buildings with more appropriate contextual designs.</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • These roads converge on the triangle which forms a minor landmark in this part of the village. • Occasional backland development accessed via minor private drives. • Principal roads have a straight, regular alignment. • Plot widths are variable across this area, although some locations display some regularity. • Buildings are mostly setback in an irregular pattern along a loose building line. • Dwelling setbacks provide modest front and larger rear gardens, although considerable variation exists throughout this area. • Predominantly detached properties, some semi-detached dwellings and large commercial development. • Gaps separate most plots. Although spaces between buildings are variable. • Trees and garden shrubs make a variable contribution to the green character of this area. • Front boundaries include brick walls, fences or hedges. • Older more established parts of this area have a mature green appearance. • Backland infill developments are often tightly arranged with dwellings closely spaced and little room for soft landscaping. • Commercial frontages (south side of Dorchester Road) are generally open. Modest dwellings, usually set within reasonably generous plots, although this is variable across the area. • Development densities are relatively low, although some small plots are occupied by relatively large building footprints resulting in somewhat higher densities. • Mostly residential land uses, although the south side of Dorchester Road is 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<p>predominantly commercial in nature, with groups of shops and a garage.</p> <ul style="list-style-type: none"> • Predominantly 1 – 2 storey. • Generally, a mixture of houses and bungalows of variable sizes, although frequently compact with modest domestic scale massing, through use of traditional forms and pitched roofs. • Some commercial premises are of a larger, bulky scale and massing. • This area contains a broad mix of pre- and postwar architecture. • Modern infill/backland development has occurred in larger rear gardens. • Residential streets, display a suburban style and character. • Generally well defined and maintained front boundaries provide clear definition to the streetscene. • Variable architectural details reflect the range and style of the different buildings. • A broad range of materials are found within this area, due to the varied architecture: • Walls: Brick and painted render sometimes used in combination. • Roofs: Plain and profile concrete tile roofs present and some slate 	
Community Character	<ul style="list-style-type: none"> • Generally, buildings are set back from the road. • Built facilities mostly large single buildings. • Large open playing field. Urban Grain • Built facilities are often relatively coarse grain with large footprints set within their plots surrounded by open space / car parking. • Significant hard surfaced areas for car parking. • Soft landscaping often around the site margins. 	

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Playing field and playgrounds with extensive areas of grass often surrounded by trees and hedges and boundary fences of adjacent properties. • Village green space opposite The Ship pub, with sculptural stone feature. • Low density. • Buildings generally occupy a relatively large proportion of their site (although not exclusively). • Uses in this category are varied reflecting the range of land uses and services available within the town. Uses within this character type are Wool Roman Catholic Church and school, playing fields a playground, community rooms, library and a public house. • Between 1 and 2 storeys, depending on the site in question and the age and period of the building. • Roman Catholic church tower is a local landmark. • Building scale is low but massing is significant as most buildings have a relatively bulky form. • Details vary according to the age and period of the development. Modern buildings are plain with few embellishments. • Materials vary and reflect the age and style of the development. 	
<p>Neo-Vernacular Style Housing</p>	<ul style="list-style-type: none"> • Comprises three locations at Station Road, the narrow site adjacent to the railway on east Burton Road and the Purbeck Gate site on Dorchester Road (the latter two sites are currently under construction). • Layouts vary according to the site but are generally arranged in outward facing blocks with internal parking courts and/or mews. • Relatively tight urban grain with mostly continuous frontages. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Buildings located on or close to the back edge of the pavement behind narrow privacy strips. • Standard road widths with some variation to allow for some irregularity of layout but resulting in generally uniform spaces. • Soft landscape is largely limited to narrow privacy strips and retained trees and hedges (where present). • Street trees are proposed within the Purbeck Gate site. • Large expanses of tarmac, including roads and pavements but also within internal courtyard spaces. • No front boundary treatments, fences and blank walls to internal spaces. • Medium density development. • Exclusively residential areas. • Predominantly 1 and 2 storey buildings, although some three storey buildings are present on the Purbeck Gate site. • Vernacular style designs generally have moderate scale and massing, although greater massing results where houses are closely grouped together and is more apparent where these incorporate taller buildings. • Vernacular styling and details include, chimneys (though somewhat limited), simple porch canopies, casement windows and detailing. • Walls: Brick and painted render. Some stone and weatherboarding on Purbeck Gate site. • Roofs: Plain and profile clay 	
Giddy Green	<ul style="list-style-type: none"> • Burton Road running north to south between East Burton Road and the Burton Cross roundabout forms the principal road. • Three lanes and a cul-de-sac join Burton Road on the east side forming short spurs. 	<p>Avoid infill development within plots with large gardens that would impact on the low density and green character of this.</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • The mainline railway dissects the upper part of this area with access over the line via a level crossing. • Most of the development has occurred on the east side of Burton Road leaving the west side largely undeveloped and retaining the character of a country lane. • Open grain with gaps and vegetation between many plots creating a sense of spacious character. • Mixed building styles, regular and irregular siting and building lines contribute to the variation of the grain of this area. • Sandhills Crescent is the only formal estate development with a regular suburban character. • Verges, low banks and hedges along much of Burton Road contribute significantly to its rural character. • Mature trees and shrubs within many gardens, particularly in the lower half of Burton Road are significant elements of the low-density rural character of this area. • The upper half of Burton Road is more closely arranged, and vegetation is a less dominant feature of this part of the area. • Area of SLOAP situated at Sandhills Crescent. • Low density housing. Generally moderate houses on relatively large plots. • Almost all housing, although a church and village hall are also present. • Buildings 1 and 2 storeys, including a number of chalet style bungalows and small scale cottages. • Generally modest massing associated with narrow compact vernacular cottages or low scale chalet bungalows. • Some two-storey houses display greater massing although this is still at a moderate domestic scale. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • A broad mix of vernacular and post-war styles reflect the range and style of the different buildings. • Modern infill has occurred east of Burton Road. • Variable architectural details reflecting the age and range of architecture. • Generally an informal rural character if not entirely traditional in appearance. • A broad range of materials reflect the varied architecture: • Walls: Brick, cob, painted render and some stone. • Roofs: Thatch, slate, plain profile tile roofs 	
<p>Early Mixed Estate</p>	<ul style="list-style-type: none"> • Wide estate roads in an orthogonal layout. • Access to Bailey Road via Dorchester Road with Cul-de-sacs connecting to Bailey Drive. • Uniform road widths with pavements and grass verges in places. • Predominantly pre- and post-war detached or semi-detached houses or bungalows arranged in a regular pattern facing the road. • Urban grain is generally of an open appearance although variation exists between streets. • Roads with two-storey houses (such as Sydenham’s Crescent) have a tighter more enclosed feel than areas which comprise mostly of bungalows (such as Frome Avenue). • Incidental green spaces are mostly grassed. • Front gardens contribute the most greenery to the area, with many containing hedges or shrubs, however most are relatively modest and there are few trees of significance. Consequently, buildings tend to be more dominant than vegetation. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Mixed treatment of front boundaries with low walls or fences, sometimes backed by hedges, some have been removed creating open frontages. • Low density with dwellings often situated on moderate or large plots, generally containing long, narrow rear gardens. • These areas often appear relatively spacious due to the standard highway design and relatively open layouts. • Residential. • 1 and 2 storeys and chalet bungalows. • Generally, a mixture of houses and bungalows of variable sizes, although frequently compact with modest domestic scale massing, through use of traditional forms and pitched roofs. • This mixed area contains a broad mix of pre- and post-war architecture. • Residential streets, display a suburban but not entirely uniform style and character. • Generally, well defined and maintained front boundaries provide clear definition to the streetscene. • Variable architectural details reflect the range and style of the different buildings. • A broad range of materials are found within this area, due to its varied architecture: • Walls: Brick (various colours and tones) and painted render, sometimes used in combination. One example of weatherboard detailing. • Roofs: Plain clay tiles and profile concrete tile roofs are most common. Some examples of slate roofs. 	
<p>Village Gateway</p>	<ul style="list-style-type: none"> • Major road junction at the convergence of main A352 with Station Road and the level crossing. • Wide road to cater for large vehicles and volumes of traffic. 	<p>Prioritise significant improvements at this important gateway into Wool.</p> <p>Remove the dominance of highway engineering and</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Broad space south of the level crossing is dominated by highway engineering and traffic. • Burton Cross roundabout. A major feature beyond village boundary but which indicates arrival at Wool. • A broad space weakly enclosed by adjacent low scale buildings, lacking identity. • Coarse urban grain comprising bulky buildings. • Unsightly buildings and weak enclosure provide a poor sense of arrival into Wool. • Highway landscaping comprising broad verges and grass strips to allow for visibility, contributes to the road dominated character of the gateway area. • Edges bounded by utilitarian fencing and railings. • Conifer trees west of the D'Urberville Business Centre (north side of the railway) are prominent in views west along Dorchester Road. • Moderate density, with large scale buildings situated mostly on relatively small plots. • The station has a very low density relative to its large site. • Mixed commercial uses comprising the petrol station, railway station, D'Urberville Business Centre and small employment buildings. • Single storey buildings, although their bulky forms have a relatively large scale. • Bulky massing. • Numerous highway signs. • Multiple streetlights associated with the road and station and a tall radio mast contribute to the cluttered appearance of the gateway area. Surfaces: Extensive tarmac surfaces and concrete kerbs. 	<p>create a new urban square/space.</p> <p>Consider how to overcome traffic/road infrastructure constraints that could limit potential for change.</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Surfaces: Extensive tarmac surfaces and concrete kerbs. • Walls: Buildings of brick and painted brick. Prefabricated station building. Weatherboarding to junction box. • Roofs: Plain tiles or profile sheeting. Flat roof to station. Slate on the signal box. 	
Bovington		
Institutional Campus and Grounds	<ul style="list-style-type: none"> • Buildings are invariably situated within their grounds, set back from the road. • Campus style layouts occupying large sites with internal roads, paths and parking areas and ancillary facilities such as playing fields. • There is a relatively coarse grain with large footprints. • Buildings are set within their plots surrounded by open space and parking areas. • Institutionalised landscape consisting generally of mown grass, including playing fields, and amenity trees. Minimal gardenesque planting. • The area also includes some fields and woodland. • Planting is mostly mature, and it does much to ameliorate the effect of institutional uses and to integrate them into their surroundings. • Fences often intrusive. • Low density development. • Plots vary with some large individual plots and other small estate developments with relatively small plots. • Mostly institutional use but includes a bungalow adjacent to the First School site. • 1 and 2 storeys with some taller elements. • Variable massing, often with an extended sprawling character. • Scale of buildings often reduced by tall mature trees. 	<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>Sensitive building extensions and alterations.</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Details vary according mostly to late 20th century period. • Details generally ubiquitous. • Some buildings are flat roofed with prominent white horizontal divisions. • Other smaller buildings have domestic details. • Grey/brown brick, some white painted render. • Others consist of coloured panels. • Smaller buildings in red or brown brick. • Roofs vary. Some flat roofs with prominent service elements on them, others are pitched including slate and tile on smaller buildings. 	
<p>Mixed Use Village Centre</p>	<ul style="list-style-type: none"> • Loosely knit and varied development adjacent to King George V Road. • Village centre in two parts staggered and on opposite sides of the road consisting of a community-based area to the north-west and a retail and housing based area to the south-east. • In the north-west area access is from the back and in the south-east area it is directly off the through road. • The north-west part consists of relatively large buildings set within their own plot, thus forming a very open pattern of development. • In the south-east part consists of an irregular arrangement close to and partly fronting the road. Victoria Close residential development is tucked behind. • The area generally is characterised by extensive open space adjacent to King George V Road consisting of cut grass and numerous scattered amenity trees. • In the north-west part trees tend to screen the facilities from the road. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • In the south-east part deciduous woodland behind contains development and forms a backdrop. • The north-west area is low density with a variety of community-based uses such as a post office, coffee shop and convenience store, a community hall, tearooms, and a pub (currently closed). • The south-east area is more mixed and includes a tailors, a dry cleaners, a newsagent and three take-aways. • In the north-west part predominantly single storey development. • In the south-east area one to 2.5 storey but predominantly 2 storeys. • Buildings in north-west part are relatively large but extensive open space and trees reduce the apparent mass of the buildings. • Buildings in the south-east part are generally more domestic in scale with tighter massing that gives a welcome sense of concentration. • Very variable detailing. • In the north-west part detailing is generally poor and utilitarian in manner. • There is a dramatic 3D mural with a formal paved area in front. • In the south-east part detailing is mostly domestic in character, if plain. • Mostly red brick and painted render walls, but the community office includes dark grey brick. Also, some Purbeck stone walls. • Mostly double-pitched roofs with clay or concrete tiles. Also, a mansard roof with slate or similar. 	
<p>Suburban Estate Development</p>	<ul style="list-style-type: none"> • Generally mid 20th century estate developments. • Clearly defined areas not closely associated with others development types. • Standardized estate roads. • Some cul-de-sacs and garage courts. 	<p>Improve green spaces within the residential areas.</p> <p>Improve garage courts.</p> <p>Encourage new tree planting.</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Most semi-detached houses, but also some bungalows and short terraces. • Moderate urban grain with buildings at regular intervals. • Relatively broad, standardized estate roads. • Some cul-de-sacs and garage courts. • Well-defined and consistent building frontages, sometimes slightly staggered. • Grass verges are a feature but generally there is a lack of tree and shrub planting. • However, Andover Green estate is better treed and planted generally. • Often wasted/unresolved space, grassed, especially at corners. • Otherwise, there is a lack of vegetation within streets mitigated by a mature woodland backdrop in most areas. • Low/medium density development but often low intensity character due to generally open layout and setting. • Predominantly modest semi-detached houses and detached bungalows on relatively deep plots. Small front gardens. • 2 storey houses. • Single storey bungalows and garages. • Modest domestic scale and massing. • Details vary according to age and style of building. • Generally ubiquitous mid 20th century council estate architecture but including some variations. • Standard early estate layout with grass verges. • Chimneys are prominent. • Original windows replaced with uPVC. • Modest porches, open or enclosed, are a feature. • Mostly red brick and painted render, but buff brick used at Cranesmoor Close. 	<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 streetscene.</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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Predominantly red/brown plain tiles or concrete interlocking tiles. 	
<p>Residential Village Green Quarter</p>	<ul style="list-style-type: none"> • An area of planned low-density estate development. • Development arranged around a large central green space. • The area is well linked to other areas. • Standard estate roads. • Orthogonal arrangement of roads with buildings, mostly arranged diagonally. • Diagonal arrangement of buildings exposes end walls to view. • The central green is the principal feature of this area. • Numerous mature specimen trees contribute significantly to the character and quality of the area. • Lack of front gardens can make the area seem rather bleak, especially in winter. • Low density development. • Extensive open space and deep setbacks emphasise the low-density character. • 2 storey houses. • Modest domestic scale and massing. • Details are generally those associated with rather ubiquitous mid-late 20th century estate types. • House fronts dominated by forward-projecting flat roofed garages attached to houses. • Standard estate road types. • No chimneys. • Detailing very limited, but includes tile-hung fronts, typical of the period. • Walls are brown/red brick. Grey tile-hung front walls. • White window surrounds and garage doors. • Low-pitched roofs in grey concrete interlocking tiles 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
<p>System-Built Estate Development</p>	<ul style="list-style-type: none"> • Probably dating from 1960–70s. • A clearly defined area not closely associated with other development types. • Houses principally focussed around a central open space. • House backs and parking areas generally front onto external roads. • Standardized estate roads. • Peripheral parking areas with some garages. • A clearly defined orthogonal grain. • A series of short, staggered terraces. • A tightly defined central space. • The principal feature is the central open space. • The central space is a bleak area of close mown grass, tarmac paths and a hard-surfaced area. • The central area contains minimal tree or shrub planting and no front gardens. • Along roads, parking and back fences/hedges predominate. • Grass verges are a feature but generally there is a lack of tree and shrub planting. • Around the development there are extensive areas of vacant grassed space, mitigated by mature woodland nearby. • Often wasted/unresolved space, grassed, especially at corners. • Medium density residential development but internally quite a high-density character. • Predominantly modest houses with only small back gardens but set in extensive surrounding communal space. • 2 storey houses. • Modest domestic scale but terraces increase sense of building mass. • Details very simple. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Generally ubiquitous mid 20th century council estate architecture, using pre-cast system-built method. • Standard house type varied only by slope and varied setbacks. • No chimneys. • uPVC windows. • Porches introduce some design interest. • Brown/grey exposed aggregate pre-cast concrete units. • Joints prominent and make houses appear insubstantial. • Grey/brown concrete interlocking roof tiles 	
<p>Low Density Woodland Enclave</p>	<ul style="list-style-type: none"> • Detached houses but varied building ages and types. • Urban structure varies. Some houses are aligned close to the road, some are grouped around a cul-de-sac and others set within large gardens. • Detached houses of the same design throughout. • Some early 20th century houses and some later estate types. • Generally, a low density urban grain but plot sizes vary considerably; • Roads vary from the general standardized estate roads in Bovington. Roads generally narrower often without verges. Tighter junctions. • The landscape setting of this area is one of its key defining features; • The strength of the landscape setting is sufficient to unite some diverse residential types into a single character area. • The area is well treed with a wooded backdrop. • The landscape setting is essentially naturalistic, unlike much of the rest of Bovington with is typified by much amenity planting. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Estate houses have open front areas without walls/hedges. • Older houses tend to be concealed behind hedges and boarded fences. • Low/medium density development of detached houses with quite generous back gardens. • Plots vary with some large individual plots and other small estate developments with relatively small plots. • Exclusively residential mix. • Earlier houses include some bungalows but later 2 storey houses. • Modest domestic scale and massing. • Scale of buildings reduced by tall mature trees. • Early 20th century types are of basic type with no notable architectural or other details. • Some ubiquitous mid 20th century estate architecture with minimal details. • Estate houses have attached flat roofed garages to the front. • Walls are Red or red/brown brick, some white painted render. • Estate houses have fronts hung with plain tiles. • Later estate houses have low-pitched roofs without chimneys and grey-brown concrete plain tiles 	
<p>Modern Woodland Enclave</p>	<ul style="list-style-type: none"> • This character type is limited to Foxbury. • A single cul-de-sac development in a wooded setting. • Detached houses of the same design throughout. • Standard detached houses, mostly facing the road. • Moderate urban grain with buildings at regular intervals. 	<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</p>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Standardized estate roads with very wide grassed margins that read as a unifying space. • Landscape and topography together create an attractive and even memorable development. • The development is contained within a natural landscape setting composed mostly of mature pines. • Open grass verges contrast with the dense woodland setting. • No front gardens • Low/medium density development of detached houses with quite generous back gardens. • Exclusively residential and of consistent character. • 2 storey houses. • Modest domestic scale and massing. • Ubiquitous mid 20th century estate architecture with little or no variation of no intrinsic quality but transformed by its landscape setting. • 2 small brick chimneys on the ridge of each house. • Original windows replaced with uPVC. • Simple flat roof over front door with a vertical brick band either side • All houses are finished with white painted render. • Predominantly red/brown concrete interlocking roof tiles 	<p>small flower beds in public areas.</p> <p>Ensure redevelopments and small new developments maintain the contiguous character of the locality</p>
<p>Historic Cottages</p>	<ul style="list-style-type: none"> • 3 independent locations at Bovington Farm, Bunker’s Hill and Andover Green Cottages. • Irregular detached houses and cottages that mostly predate the military camp. • Isolated developments do not contribute significantly to urban grain. 	<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>

AREA	KEY FEATURES	PRIORITIES TO PROTECT AND ENHANCE CHARACTER
	<ul style="list-style-type: none"> • Originally situated close to roads (Road adjacent to Bovington Farm has since been realigned. • Cottages are situated in well treed areas. • Traditional front gardens are not generally typical of Bovington, and this feature introduces a more traditional appearance and softer effect than elsewhere. • Large cottages at Bovington Farm and Andover Green cottages, small at Bunker's Hill. • Exclusively residential uses. • 2 storey houses. • Modest domestic scale and massing. • Details vary from house to house, but generally of traditional rural appearance including pitched roofs and chimneys (except recent cottages at Bunker's Hill); Bovington Farm is a formal fronted red brick building under thatch. The older cottage at Bunker's Hill appears to be a Victorian Cottage with a recent extension and two recent cottages adjacent in generally traditional style. • At Andover Green there is a pair of semi-detached cottages, rendered and painted white. • Walls are red brick or rendered and painted white. • All roof pitches, either thatch, red plain tile or slate 	<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 chimney pots.</p>

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 Drove 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.

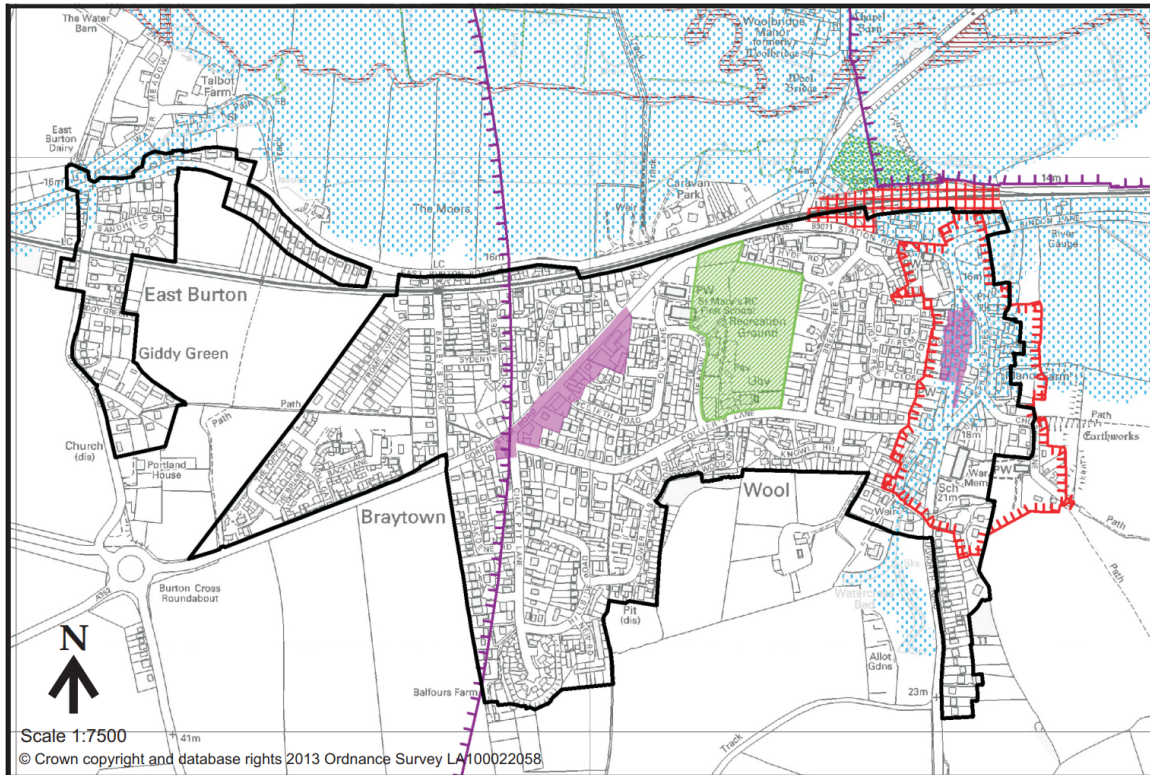


The map below shows the extent of Wool and East Burton Settlement in November 2012, including local plan proposals. By this time development has occurred along the length of Colliers Lane and to its south at Knowle Wood Knap. Previous development plots have been reconfigured, shortening them behind the 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.

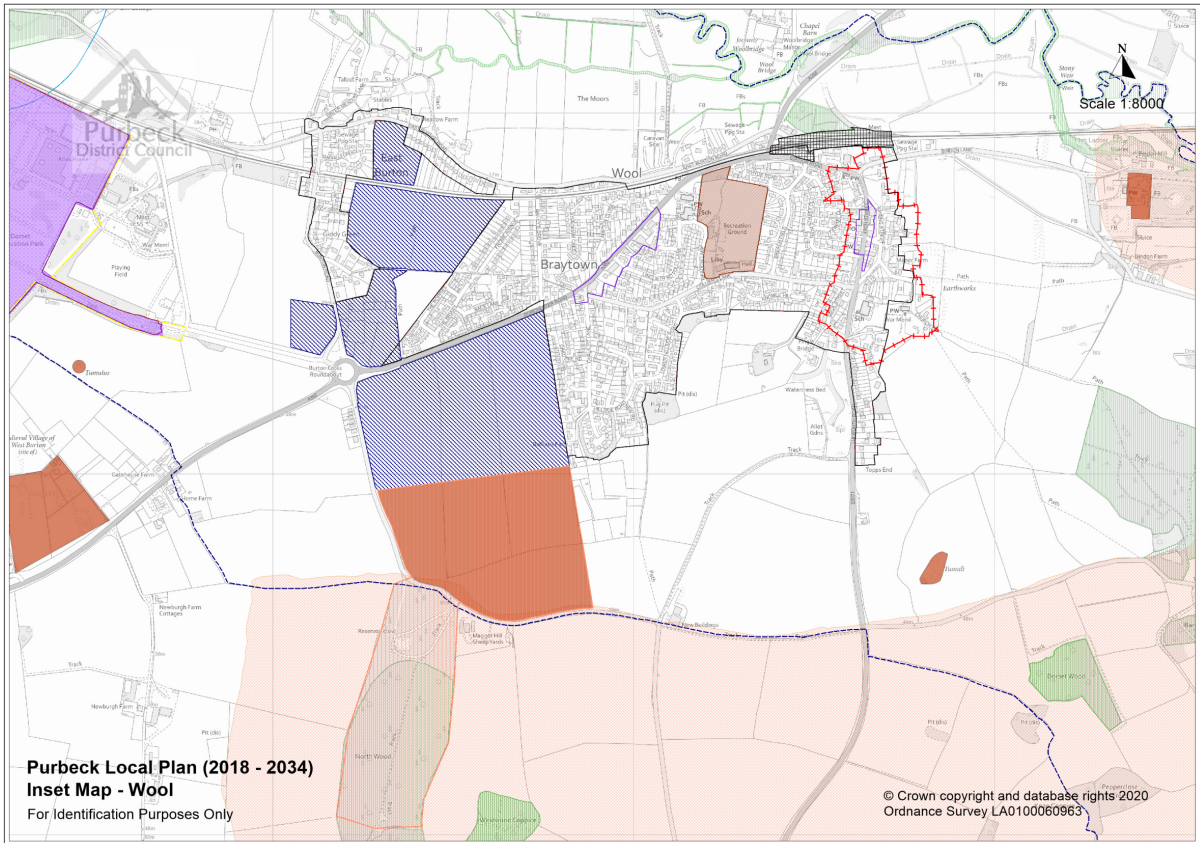
Overall, significant new development occurred in the second half of the 20th Century and first decade of the 21st Century, with densification of plots laid out earlier to create housing estates.

PURBECK DISTRICT LOCAL PLAN (November 2012)

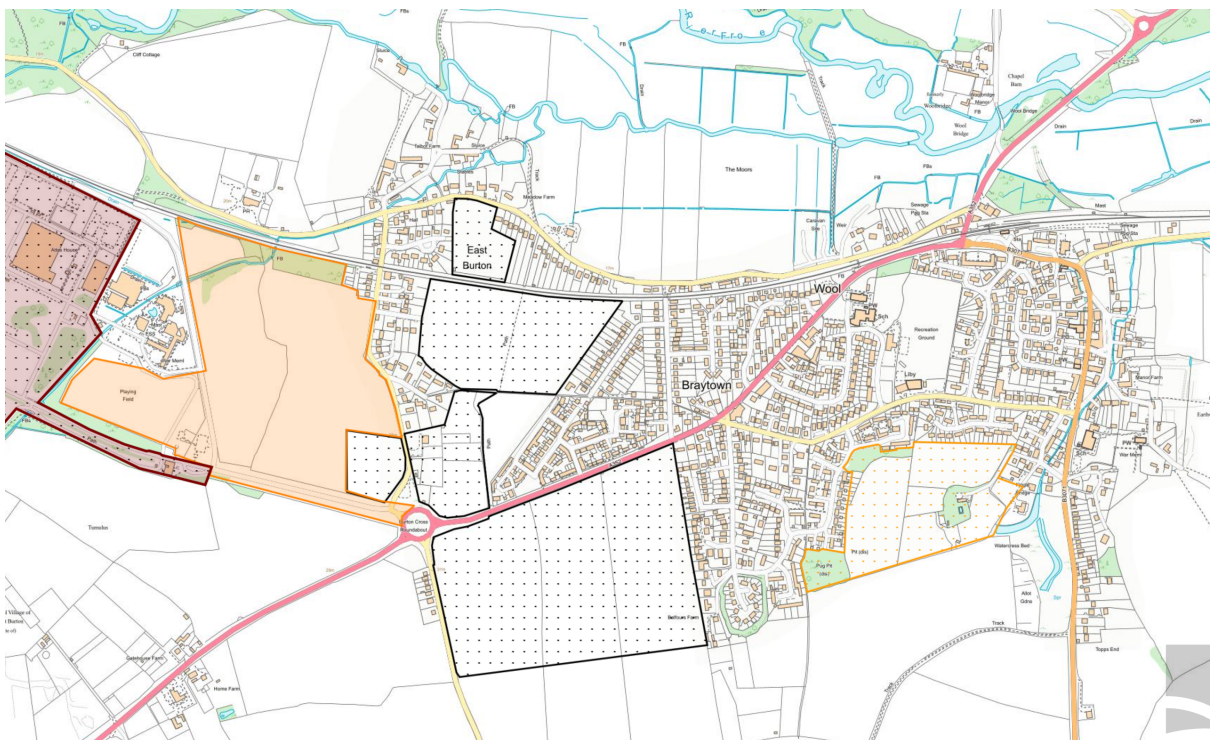
Inset Map 25 - Wool



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

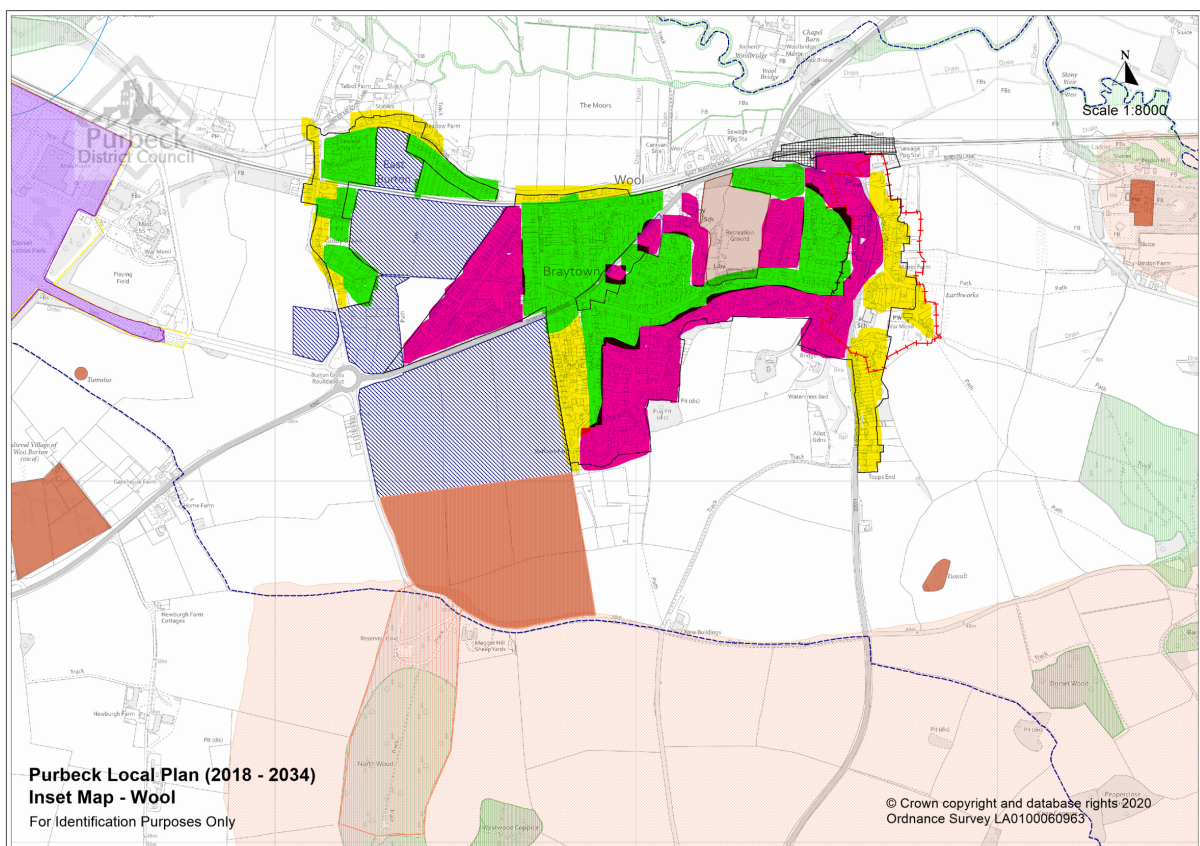
bungalow plots set them back where possible. New development is always denser and was at first bungalows but then generally became two storey development. Almost all developments are estate developments. There are many roads within Wool which contained 1, 1.5 and 2 storey development mixed in where the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

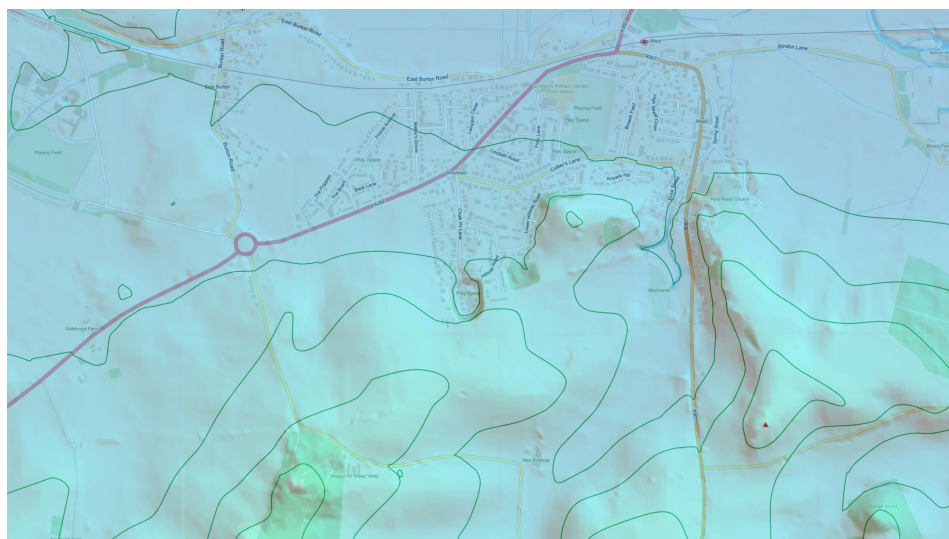
Ref	Area/Development	Typical Building Heights (storeys)	Typical Building Style	Typical position and layout	Area in Hectares	No. Dwellings	Dwellings per hectare
1	Lulworth Road/Quarr Hill/Macville Avenue	1.5	Detached dormer bungalows, low two storey	Set back and raised, facing road, private rear gardens	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.

APPENDIX C – Audit of Local Community Facilities

Emerging Purbeck Local Plan policy (*Purbeck Local Plan 2018–2034 Submission Version and Main Modifications*) addresses requirements for community services and infrastructure:

- Para 133 of the emerging plan indicates a requirement for expansion of Wool Church of England Primary School, Bovington Primary and St Mary and St Joseph’s Catholic School. The Infrastructure Development indicates a need for an additional 95 primary school places arising from planned development on allocated sites in Wool.
- Policy H5 (Wool Allocations) indicates specific requirements including 350sqm of new retail space to service essential daily shopping requirements and contributions for the (D’Urberville) Community Hall. Other requirements related to walking and cycling, and to other transport infrastructure are addressed elsewhere in the neighbourhood plan.
- Policy 17 says that new development should demonstrate that it can be adequately served by community facilities and services, providing contributions where needed. In this regard, *The Infrastructure Development Plan to support the Purbeck Local Plan* indicates that Wool Surgery does not need additional accommodation to address the needs of additional population resulting from planned development. It also indicates that social care, policy, fire and rescue services will be sufficient.
- The infrastructure development plan makes clear that local library provision will be discretionary and for action by Parish Councils using their CIL.
- There is a lack of firm knowledge in the Infrastructure Development Plan on the capacity of burial grounds to cater for planned increases in population in the Parish. This is addressed in this chapter of the neighbourhood plan.

Key Community Services and Facilities

Work has been undertaken by the Neighbourhood Plan Steering Group to assess the level and quality of community facilities in the parish and to assess future requirements. This has been informed by a survey of organisations which operate infrastructure and delivery services in the Parish.

The Table below lists community facilities in the Parish, describes their function, assesses actions required to maintain and improve them to meet current and future requirements.

Community Facility	Uses and Use Class
D’Urberville Centre. Colliers Lane, Wool	<p>The D’Urberville Centre is the main community facility for the Parish. It is a Charitable Trust.</p> <p>As well as providing the offices for the Parish Council, the centre provides a multi-purpose main hall of 150sqm with stage, kitchen and bar, with a maximum standing capacity of 200 people. There are also 3 other bookable rooms of varying size.</p> <p>In addition, there are several other meeting rooms of 68sqm, 32sqm, 29.5sqm and used by a variety of local clubs and organisations. Several weekly clubs are run from the facilities including a cancer support workshop, Slimming World, keep fit, a dance academy, line dancing, a Youth Club, singing,</p>

Community Facility	Uses and Use Class
	<p>kickboxing, short mat bowls, amateur dramatics, a sewing club, and a Country Market.</p> <p>A Community Library is also run from the centre, open four times per week.</p> <p>The centre experiences high demand and is now fully booked with regular users of the facilities. No regular bookings are taken at the weekend as there is high demand for new or one-off activities.</p> <p>The centre also has three changing rooms with showers with direct access to the playing fields outside the centre.</p> <p>In planning terms, the D’Urberville Centre is a F2 Community Use.</p>
<p>Wool Playing Field and skate park Colliers Lane, Wool</p>	<p>The playing field is a community asset owned by Wool Parish Council. There is a covenant on the land restricting its use to “the provision of playing fields and a pavilion either with or without a village hall” (although the pavilion was removed some years ago). The land is also registered with Fields in Trust which obliges Wool Parish Council to retain it for use as a public park, playing field or recreation ground, in perpetuity.</p> <p>The field is used mainly by dog walkers and footballers.</p> <p>There is one adult football pitch marked out and 3 or 4 smaller youth pitches. The pitches are used by around 15 local teams.</p> <p>There is a hard surfaced playing area with mini-football goals and basketball hoops.</p> <p>A skatepark was built in 2020 funded by the National Lottery and Sport England and is heavily used, not just by locals.</p> <p>A fruit orchard was planted in 2023.</p> <p>The playing fields are the only provision in Wool.</p> <p>In planning terms, the sports field and skate park are a F2 Community Use.</p>
<p>Kids of Wool and Wool Pre-school, Colliers Lane, Wool</p>	<p>The Kids of Wool building provides a bookable community space. It is run by a charity.</p> <p>It is primarily occupied by Wool Pre-School which was established as a non-profit day nursery and is run by volunteers as a charity. The pre-school has capacity for 25 children and there is no waiting list.</p> <p>The community space (a hall) is also used by youth groups such as the scouts and rainbows. The community space is at capacity.</p> <p>In planning terms, Kids of Wool is a F2 Community Use</p>

Community Facility	Uses and Use Class
Play Park, Meadow Lane, Wool	<p>The facility is set out to a high standard and is maintained by Wool Parish Council, comprising a range of play equipment for younger children. It provides a centrally located play park facility in Wool Village, close to a local school, the day nursery, the community facilities at the D'Urberville Centre and the GP Surgery.</p> <p>In planning use class terms, the facility is an F2 Community Use</p>
Play Area, Purbeck Gate, Wool	<p>The facility was provided as part of the Purbeck Gate residential development and comprises a range of play equipment for younger children. It is maintained by Weld Estate, a management company appointed by the developer, Barratt Housing.</p> <p>In planning use class terms, the facility is an F2 Community Use</p>
Play Area, Burton Wood, Wool	<p>This is a small, fenced play area with a small amount of equipment, provided as part of a small development of houses in Burton Wood, for residents use only. It is maintained by Raglan Housing.</p> <p>In planning use class terms, the facility is an F2 Community Use</p>
Allotments, Lulworth Road, Wool	<p>35 allotment plots of varying size run by a committee for the residents of the parish. As of June 2023, there are 20 people on the waiting list.</p>
East Burton Village Hall, Burton Road, Wool	<p>The East Burton Village Hall is run as a charity. Its accommodation comprises a Main Hall with a stage (the hall can be divided to create two smaller spaces) and two other smaller rooms. The hall hosts a variety of activities, wedding receptions and parties.</p> <p>There is a fully equipped kitchen and crockery, tables etc to seat 50 people for dinner. Local village events are also held from time to time including meals. The maximum standing capacity of the hall is 150 people.</p> <p>Currently, the hall is about 40% utilised.</p> <p>In planning use class terms, the facility is an F2 Community Use</p>
Bovington Community Hall but run by MOD.	<p>The facility is owned and managed by the MOD. It is almost exclusively used by the military.</p> <p>In planning use class terms, the facility is an F2 Community Use.</p>
Play Area, Elles Road, Bovington	<p>The facility is owned and managed by the MOD. It was refreshed in 2022 and is accessible. There are also tennis courts and a cycle proficiency training area.</p> <p>Tennis courts, bike proficiency training area, refreshed 2022</p> <p>In planning use class terms, the facility is an F2 Community Use.</p>
Play Area, Swinton Avenue, Bovington	<p>The facility is owned and managed by the MOD. It was refreshed in 2022 and is accessible.</p> <p>In planning use class terms, the facility is an F2 Community Use.</p>
Skatepark and MUGA, Swinton	<p>The facility is owned and managed by the MOD. The skatepark was refreshed in 2022.</p>

Community Facility	Uses and Use Class
Avenue, Bovington	In planning use class terms, the facility is an F2 Community Use.
Allotments, Holt Road, Bovington	19 allotment plots available for use by military, veterans and civilians. 2 civilians on the waiting list as of June 2023.
Bovington Store, King George V Road, Bovington	<p>This shop has a floorspace of approximately 270sqm and sells mostly essential goods including food. The Store is located 4km by road and footpath to the nearest similar shop (the Spar in Wool village centre). There is also a Greggs store and Post Office on the premises.</p> <p>This essential local community shop meets the conditions for it to be regarded as a use class F2.</p>
Spar, High St, Wool	<p>This shop has a floorspace of approximately 150sqm and sells mostly essential goods including food. The Store is located 1km by road to the nearest similar shop (the Central Store in Braytown). There are two routes via Lulworth Road and Colliers Lane, and by Station Road and Dorchester Road – both are 1km. There is also a Post Office on the premises.</p> <p>This essential local community shop meets the conditions for it to be regarded as a use class F2.</p>
Central Store, Braytown, Dorchester Road, Wool	<p>This shop has a floorspace of approximately 150sqm and sells mostly essential goods including food. The Store is located 1km by road to the nearest similar shop (the Spar in Wool village centre). There are two routes via Lulworth Road and Colliers Lane, and by Station Road and Dorchester Road – both are 1km.</p> <p>This essential local community shop meets the conditions for it to be regarded as a use class F2.</p>
Other Community Facilities	
St Mary & St Joseph's Catholic Primary School, Folly Lane,	<p>There is no public use of school facilities or outdoor sports and play facilities.</p> <p>The school is regarded as a Learning and Non-Residential Institution within Planning Use Class F1.</p>
Wool Church of England Primary School, Lulworth Road, Wool	<p>A hall, classrooms and a playing field are available for public hire at certain times, subject to safeguarding conditions and not being used by the pupils. The school cannot let the hiring of premises interfere with the primary purpose of providing education to its pupils.</p> <p>The school is regarded as a Learning and Non-Residential Institution within Planning Use Class F1.</p>
Bovington Academy	<p>A hall, classrooms, a playing field and a MUGA are available for public hire at certain times, subject to safeguarding conditions and not being used by the pupils. The school cannot let the hiring of premises interfere with the primary purpose of providing education to its pupils.</p> <p>The school is regarded as a Learning and Non-Residential Institution within Planning Use Class F1.</p>

Community Facility	Uses and Use Class
Harbour School Dorset, School Road, Bovington	<p>Harbour School Dorset is a state funded Special School for pupils with Autistic Spectrum Condition and Social, Emotional and Mental Health needs. As such the school catchment will be much larger than Wool Parish and will cater for pupils from a wider area. Dorset Council arranges for school transport to bring in pupils as required.</p> <p>There is no public use of school facilities or outdoor sports and play facilities.</p> <p>The school is regarded as a Learning and Non-Residential Institution within Planning Use Class F1.</p>
St Joseph's Catholic Church, Wool	<p>The church does not provide general community space for hire by the public and no clubs or societies are based there, which are not connected with the core faith-based activities.</p> <p>In planning use class terms, the Church building would therefore be regarded as Use Class F1 Place of Worship.</p>
Church of the Holy Rood, Wool, and Churchyard	<p>The church does not provide general community space for hire by the public and no clubs or societies are based there, which are not connected with the core faith-based activities.</p> <p>In planning use class terms, the Church building would therefore be regarded as Use Class F1 Place of Worship.</p> <p>The Churchyard and burial ground extension are actively used for interment and for recreational visits and so are regarded as use class F2.</p>
Wool Methodist Church, Wool	<p>The church does not provide general community space for hire by the public and no clubs or societies are based there, which are not connected with the core faith-based activities.</p> <p>In planning use class terms, the Church building would therefore be regarded as Use Class F1 Place of Worship.</p>
Kingdom Hall, High Street Close, Wool	<p>The church does not provide general community space for hire by the public and no clubs or societies are based there, which are not connected with the core faith-based activities.</p> <p>In planning use class terms, the Church building would therefore be regarded as Use Class F1 Place of Worship.</p>
Wellbridge Practice (Wool Surgery), Meadow Lane, Wool	<p>The surgery is part of the Purbeck Primary Care Network (PCN) that includes 5 other GP surgeries in the area providing frontline access to the NHS. Various services and staff are shared across the PCN, expanding services but limiting appointments at any one surgery.</p> <p>The Wellbridge was built larger than initially required with population growth in mind. It is not fully occupied now and is in fact understaffed by doctors considering its patient population due to a national shortage. There is a dispensing pharmacy within the building for use by patients who do not live within 1 mile of a pharmacy.</p> <p>As The Wellbridge Practice is situated in a rural area, it provides front line</p>

Community Facility	Uses and Use Class
	<p>services to a number of villages and hamlets and has a very large catchment area. This area extends to Bovington and Moreton to the north, Crossways and Warmell to the west, the Chaldons, West Lulworth and East Lulworth to the south and East Stoke and East Holme to the east.</p> <p>Clinics and health centres are regarded as class E commercial uses.</p>
<p>MouthPeace Dental and Facial Aesthetics Practice, Chalk Pit Lane, Wool</p>	<p>The dental practice is a private practice located in Braytown close to local shops.</p> <p>Clinics and health centres are regarded as class E commercial uses.</p>
Facilities which are lacking	
<p>ATM and banking</p>	<p>There are no banks and no free 24-hour cashpoints located in the parish but there are some located within shops which charge for usage, and cash can be withdrawn from the post office counter for free when open.</p>
<p>NHS Dentist</p>	<p>The nearest NHS dentist is in Wareham (5 miles).</p>
<p>Additional land for burials beyond the next 9-10 years</p>	<p>Land is required adjacent to existing provision.</p>

APPENDIX D – Local Green Spaces

The Neighbourhood Plan Steering Group members used their local knowledge and sought public opinion to identify candidate sites. Feedback from landowners was obtained and this was used alongside the criteria to assess the suitability of each site. The three sites meeting the criteria are listed below.

- GS01 The Cross, Wool
- GS02 East Burton Village Green
- GS03 Millennium Square, Wool

Local Green Space Assessment The Cross, Wool

Site Information	
Site Reference	GS01
Site Name	The Cross, Wool
Site Address	BH20 6DA
Grid Location	SY 84679 86646
Site Boundary Plan	
Site Area	0.0117 hectare


Site Ownership	Not registered with Land Registry but thought to belong to Wool Parish Council as it maintains the site.
Site Attributes and Use	
Description of Use	Spring Street Fair
Description of public access to the site	Fully accessible
Does the site have any special features such as trees, wildlife, landscape, heritage etc?	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, with the right of free warren in all their demesne lands at Stockford, Wood Street, Wool, Bovington, Lulworth, Bindon, and Hethfelton". A transaction must be performed annually on this site to maintain the King's Charter.
Is the site formally designated for any special features? Eg Site of Special Scientific Interest, Local Wildlife Site, Local Nature Reserve, designated public open space, designated playing field, key walking and cycling route, designated heritage asset, local heritage asset, green belt, landscape designation, important trees and woodland etc	No
Development potential and development pressure	
Is the site the subject of planning applications for development?	No
Is the site allocated or safeguarded for development or proposed for allocation?	No
Landowner Consultation	Yes, if belonging to Wool Parish Council
Assessment of site potential against NPPF Criteria:	
a) in reasonably close proximity to the community it serves	Yes
b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife	Yes. Historic significance.
c) local in character and is not an extensive tract of land	Yes
Summary of Assessment	The Cross is a green space of local historic significance.
Recommended for LGS Designation?	Yes

East Burton Village Green

Site Information	
Site Reference	GS02
Site Name	East Burton Village Green
Site Address	BH20 6HE
Grid Location	SY 83439 86951
Site Boundary Plan	
Site Area	0.0639 hectare
Site Ownership	Not registered with Land Registry but thought to belong to Wool Parish Council as it maintains the site.
Site Attributes and Use	
Description of Use	Although a small area of green, it is well maintained and looked after by locals. It is the only area where local information is displayed and therefore an important community asset. It is used for memorial trees and benches, and marks entrance to the water meadows.
Description of public access to the site	Fully accessible
Does the site have any special features such as trees, wildlife, landscape, heritage etc?	Memorial trees and wildlife
Is the site formally designated for any special features? Eg Site of Special Scientific Interest, Local Wildlife Site, Local Nature Reserve, designated public open space, designated	No

playing field, key walking and cycling route, designated heritage asset, local heritage asset, green belt, landscape designation, important trees and woodland etc	
Development potential and development pressure	
Is the site the subject of planning applications for development?	No
Is the site allocated or safeguarded for development or proposed for allocation?	No
Landowner Consultation	Yes
Assessment of site potential against NPPF Criteria:	
a) in reasonably close proximity to the community it serves	Yes
b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife	Yes
c) local in character and is not an extensive tract of land	Yes
Summary of Assessment	East Burton Village Green is a green space of communication and commemorative significance which marks the entrance to the water meadows.
Recommended for LGS Designation?	Yes

Millennium Square, Wool

Site Information	
Site Reference	GS03
Site Name	Millennium Square, Wool
Site Address	BH20 6EJ
Grid Location	SY 84098 86744
Site Boundary Plan	
Site Area	0.1133 hectare
Site Ownership	Not registered with Land Registry but thought to belong to Wool Parish Council as it maintains the site.
Site Attributes and Use	
Description of Use	Memorials and tree planting
Description of public access to the site	Fully accessible
Does the site have any special features such as trees, wildlife, landscape, heritage etc?	There is an ancient chestnut tree planted to celebrate the 25 th Jubilee of King George V in 1935. The Millennium Stone also stands in Millennium Square which was unveiled on January 1 st 2000.
Is the site formally designated for any special features? Eg Site of Special Scientific Interest, Local Wildlife Site, Local Nature Reserve, designated public open space, designated playing field, key walking and cycling route,	No

designated heritage asset, local heritage asset, green belt, landscape designation, important trees and woodland etc	
Development potential and development pressure	
Is the site the subject of planning applications for development?	No
Is the site allocated or safeguarded for development or proposed for allocation?	No
Landowner Consultation	Yes, if belonging to Wool Parish Council
Assessment of site potential against NPPF Criteria:	
a) in reasonably close proximity to the community it serves	Yes
b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife	Yes. Historic significance. Recreational space
c) local in character and is not an extensive tract of land	Yes
Summary of Assessment	Millennium Square is a green space of local commemorative significance.
Recommended for LGS Designation?	Yes

Areas that were requested by parishioners but not included

There were several candidate sites which did not meet the criteria. These are listed in the table below.

Area	Reason for non-recommendation
The D'Urberville Field	The field is already protected by a covenant on the land restricting its use to "the provision of playing fields and a pavilion either with or without a village hall". The land is also subject to legal agreement between Fields in Trust and Wool Parish Council that the council will retain it for use as a green space, usually a public park, playing field or recreation ground, in perpetuity.
Holy Rood and Churchyard	It is an active church and already protected by law.
Wool Village Pound	Already protected by statutory legislation as it is Grade II listed.
Water Meadows	It is an extensive tract of land so does not meet the criteria for Local Green Space protection.
Woolbridge Manor	Already protected by statutory legislation as it is Grade II listed
Bindon House Mill	Already protected by statutory legislation as it is Grade II listed
Bindon Abbey	Already protected by statutory legislation as it is Grade I listed
Cole Wood	This wood is actively managed woodland with recognition of the public footpath plus a permissive path provided by the landowner for additional public access. The landowner opposes wider access to the woodland due to its requirement to manage the site as a working woodland and to ensure protection of wildlife in key areas.
The Wool Stream and its source	It is an extensive tract of land so does not meet the criteria for Local Green Space protection.
Lulworth Road Allotments	This area is included within an agricultural tenancy. Any proposed development in this area will have to provide community benefit in line with, and as required by, any planning permission granted.
Coombe Wood	This wood is actively managed woodland, and a permissive bridleway is currently provided by the landowner. Additional future access is explicitly linked to an adjacent proposed development.
Braytown Triangle	The historic chestnut tree is already subject to a Tree Protection Order. The triangle itself may need alteration to address traffic management.
East Burton Churchyard	It is closed burial ground and already protected by law.
East Burton Bridge	It is more a place of interest than a green space so does not satisfy the criteria for Local Green Space protection.