

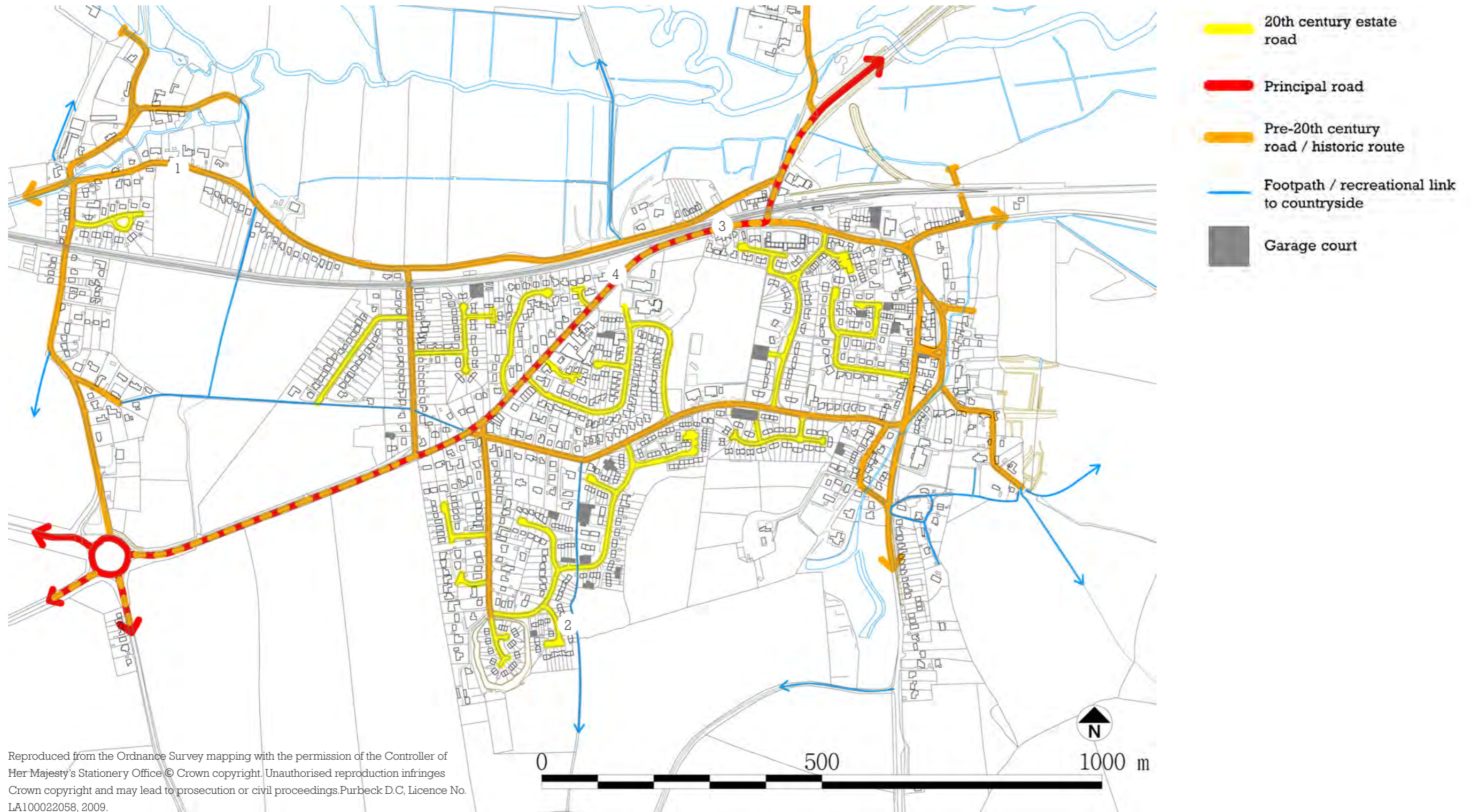


Wool

Town analysis

03.1

Street pattern



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1. Informal village lanes form the original street layout of Wool and East Burton.



2. Modern development is structured around standardised estate roads and cul-de-sacs.



3. The northern entrance to Wool via the A352 and level crossing is a highway dominated space and a poor gateway.



4. The A352 is a wide, busy road which brings much of traffic through the village.

3.1.1 The original villages of Wool and East Burton were structured around a series of meandering historic lanes and streets some which provided connections between the two settlements. These lanes remain in place, and although some have been upgraded and formalised to provide metalled roads with pavements a good number retain a variable road width, grass verges, no pavements and few kerbs. These lanes and roads have an informal appearance and rustic charm that contribute significantly to the character of the older parts of the village.

3.1.2 It should be noted that the stream in Spring Street has influenced the road structure and morphology of the village, and is a real asset that significantly contributes to the character and individuality of the village.

3.1.3 Expansion of the village throughout the 20th century has seen later developments infill the areas between the historic lane structure, mostly in the form of modern estate roads, with pavements, kerbs and standardised road widths. A number of areas contain rear garage courts, with access via short connections from the road. These areas do not reflect the character of the original village in their design or layout but are designed primarily around the movement of vehicles.

3.1.4 The A352 Dorchester Road provides the main road connection to and from Wool between Wareham and Dorchester. This busy route results in significant vehicular traffic passing through the village. The Winfrith Technology Centre is a source of employment and its connection with the A352 road contribute to the generation of traffic through Wool, in both directions, as employees commute to Winfrith. At the northern entrance to Wool, this road crosses the mainline railway between Weymouth and Waterloo, via a level crossing. The frequent rail services passing along this line require the closure of the level crossing and consequently the road becomes congested with waiting vehicles in both directions.

3.1.5 The A352 is a significant route and the road is somewhat dominated by traffic, including tourist related traffic. The northern entrance to Wool is largely defined by an engineered and highway dominated junction and does not provide a positive gateway to the village. The western approach to Wool is via the Burton Cross roundabout. This is also a highly engineered feature, although set just outside the village between Winfrith, Wool and East Burton, it

is in effect the principle point of entry from the west.

3.1.6 Wool is well connected to the surrounding countryside by local paths and lanes which provide opportunities for informal recreation and are an important village resource.

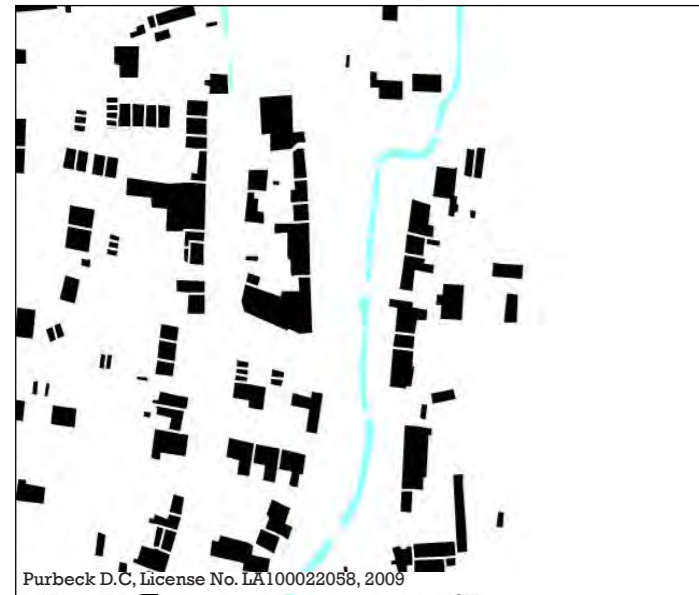
KEY POINTS

- The historic areas of Wool and East Burton are structured around a network of informal lanes.
- Later 20th century development is designed around modern estate roads and cul-de-sacs that do not reflect the character of Wool's traditional village lanes.
- The A352 Wareham to Dorchester road passes through the village.
- The road is a major source of local traffic congestion, which is exacerbated by frequent closures of the level crossing over the railway line.
- The main road entrances to Wool are dominated by highway engineering and do not provide positive gateways to the village.
- Wool has good connections to the surrounding countryside, via a network of informal lanes and paths.

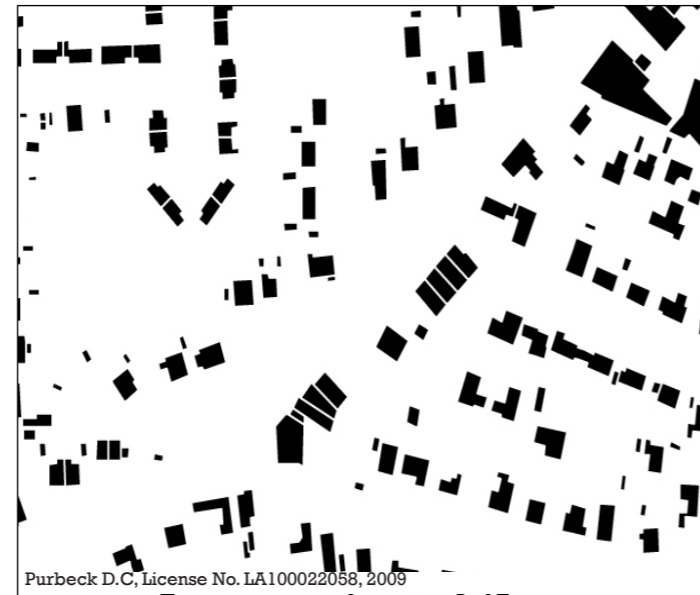


Wool
Town analysis
03.2
Figure ground





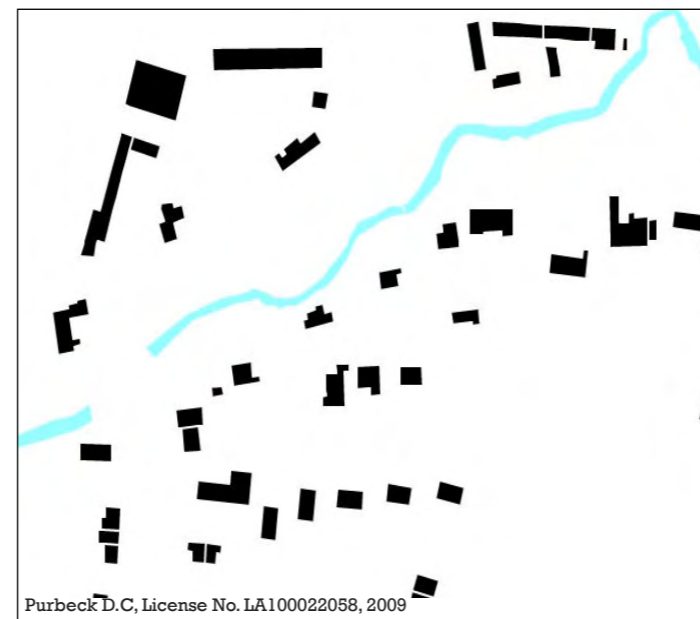
1. This historic part of Wool is characterised by variable road widths and closely grouped buildings.



2. Early 20th century development comprised houses of individual design spreading west along Dorchester Road.



3. Modern estates are arranged around standardised loop roads and cul-de-sacs in regular layouts.



4. In contrast to much of Wool, East Burton has a more loose knit urban grain and informal layout.

3.2.1 The drawing opposite shows the town as a 'figure ground' map which highlights the form and juxtaposition of buildings relative to the surrounding spaces. These extracts show a representative range of different parts of Wool, demonstrating how these elements affect the character of different parts of the town.

1. Historic Wool

The historic part of Wool on the east side of the village is structured primarily along the High Street and Spring Street. Buildings are largely closely grouped together, resulting in near continuous frontages in places. Despite the tight urban grain these streets are relatively broad and have a variable alignment. However dwellings beyond the village core were historically set back from the highway in spacious plots, which contributes to the individuality of the conservation area.

2. Early 20th century development

The first early development west of the old village began as ribbon development along Dorchester Road. Individually designed houses were spaciouly arranged along the north side of the road. Latterly development on the south of the road included two parades of shops which appear as large blocks. Dorchester Road itself appears as a large broad white corridor emphasising its function as a main road.

3. Residential estates

Large parts of the village comprise mid-late 20th century housing estates of detached, semi-detached or short terraced houses or bungalows, designed around a standard highway layout with pavements. Gardens are relatively small. Incidental green spaces are present in various locations throughout these developments. The wide estate roads and standard architecture create an area of uniform character and relatively spacious streetscape.

4. East Burton

The old part of East Burton exhibits a contrasting low density, loose knit urban grain with buildings arranged in an irregular pattern along East Burton Road. Most buildings are small cottages or modest houses with relatively spacious gaps between the dwellings. Farm related development along Water Meadow Lane (north) displays a range of building sizes to including barns. However the layout is very informal and spacious.

KEY POINTS

- Historic Wool exhibits groups of closely arranged buildings, with near continuous frontages in places, either side of broad streets with variable alignments.
- Early 20th century housing developed west of the old village and was spaciouly set out, initially along Dorchester Road.
- Dorchester Road retains its broad width as the main route through the village.
- Modern estates display regular road widths and building forms resulting a more uniform layout of development.
- East Burton contains areas of very loose knit rural townscape.

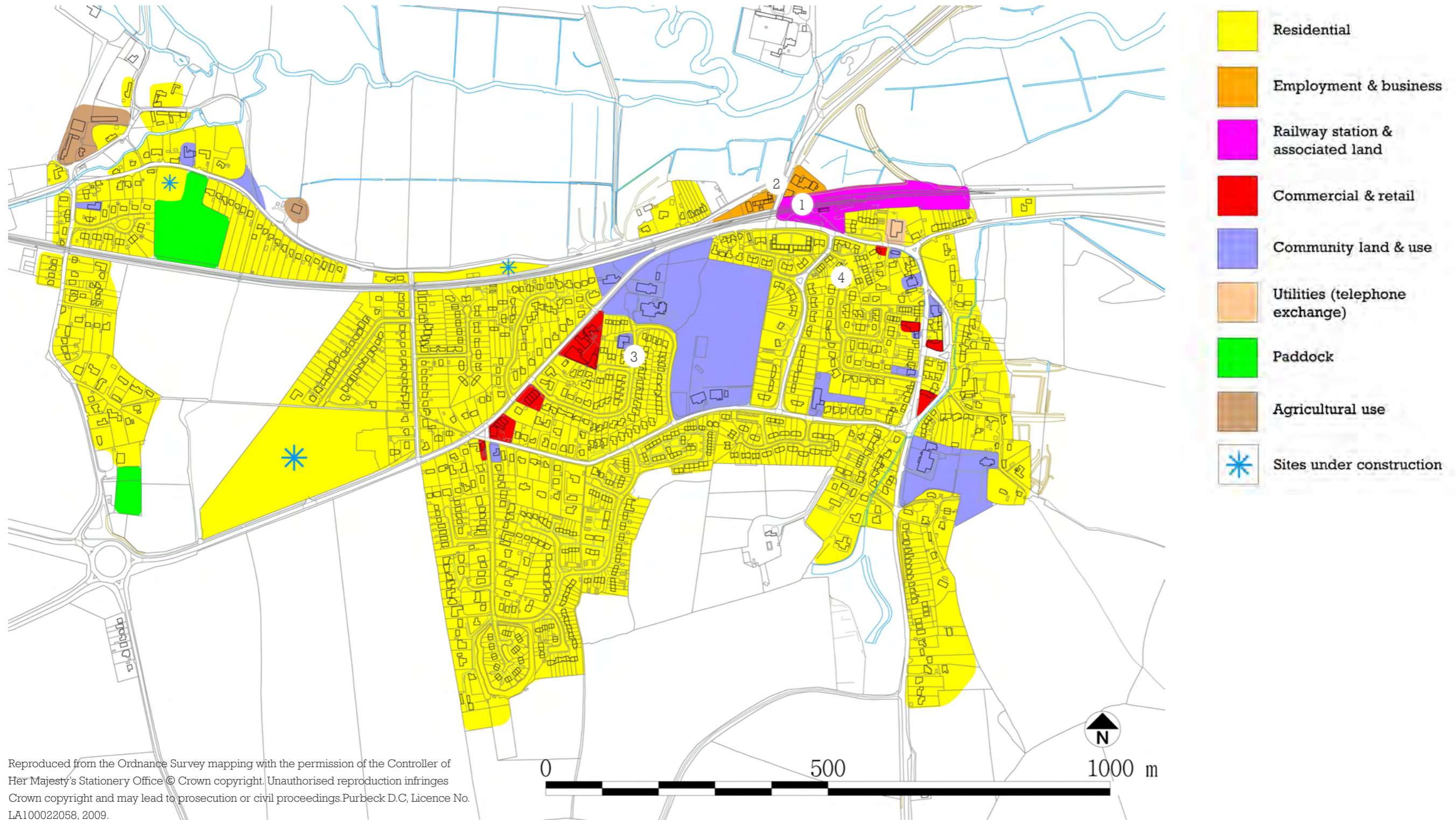


Wool

Town analysis

03.3

Land use



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1. The railway station is an important asset to the village and provides an alternative means of transport to the private car.



2. The majority of Wool comprises residential areas.

3.3.1 The majority of the village is in residential use, with additional residential development currently taking place on Dorchester Road on the western edge of the village together with a small development just north of the railway line on East Burton Road.

3.3.2 The village is relatively self-contained in terms of amenities, retaining a good range of local facilities, although these are of variable age and condition. These include two pubs, two primary schools, community rooms, a library and post office, a playing field and allotments. A new medical centre, The Wellbeing Practice, has also been completed in the middle of the village. In addition, there are two parades of local shops on Dorchester Road and a number of small shops on the High Street in old Wool, including a local convenience shop and a baker. However, pedestrian access between these two areas is somewhat limited, requiring pedestrians to walk over a moderate distances.

3.3.3 Local employment units are located on either side of the A362, just north of the level crossing, together with a petrol station. These are small scale units and provide opportunities for limited local employment. However, their location at this gateway to Wool is somewhat visually intrusive.

3.3.4 The railway station provides an important asset to the village, enabling travel beyond the local area by alternative means to the private car. This makes the village a potentially sustainable location in terms of transport. However, the existing facility has a poor relationship with the adjacent street. The car park is small but open and poorly landscaped. The station building itself also has a poor utilitarian and functional appearance, in an important gateway location for the village.



3. The village contains a broad range of local amenities and local facilities including the recently completed medical centre



4. A small area of employment land provides some scope of local employment.

KEY POINTS

- The majority of the village is in residential use.
- Wool is well served by local amenities and facilities.
- Local employment buildings are located just north of the level crossing.
- The railway station provides an important alternative link for the village beyond the immediate local area.

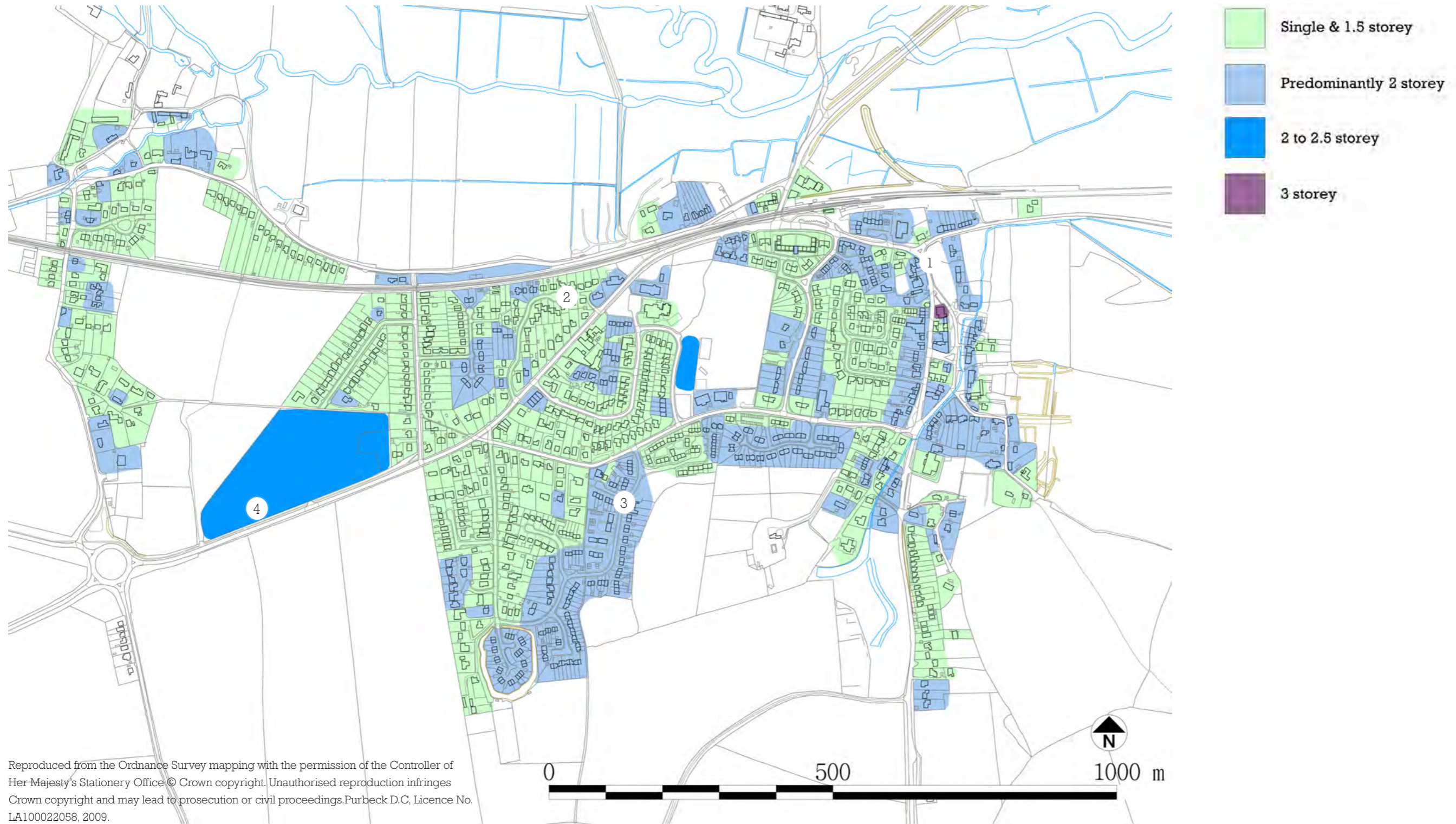


Wool

Town analysis

03.4

Building heights



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1. Cottages are 2 storeys in height but have a modest height and scale.



2. Chalet bungalows on a residential estate.

3.4.1 As might be expected of a historic village, the majority of buildings are between 1 and 2 storeys in height.

3.4.2 Traditional cottages in both Wool and East Burton are generally between 1½ and 2 storeys although they often appear smaller in height and scale, having lower floor to ceiling heights than modern buildings.

3.4.3 Later 20th century dwellings comprise a mixture of bungalows, chalet bungalows and 2 storey houses. This limited range of building heights together with only moderate changes in topography give rise to a relatively uniform height and unimposing scale across most of the village. Only the High Street exhibits any real sense of enclosure, and this is due to the narrow nature of the street (in places) rather than as a result of the buildings being particularly tall, although the Black Bear public house on the corner of the High Street and Spring Street, is the tallest building in the old part of the village at 3 storeys and forms a minor local landmark in this area.

3.4.4 The new Barratt Homes Development on Dorchester Road does include some 2½ storey houses and their height and level position means that they are more visually apparent than many other parts of the village.



3. Most 20th century estates are no taller than 2 storeys in height.



4. The tallest and most modern houses in the village are present on the new development on Dorchester Road.

KEY POINTS

- Buildings in Wool are generally of a low height and scale, befitting its rural origins and setting.
- Traditional cottages are up to two-storeys in height but often appear of smaller height and scale due to low floor to ceiling heights.
- The majority of 20th century housing is between 1 and 2 storeys in height.
- New housing development on Dorchester Road is up to 2½ storeys in height, but appears tall, compared to the old village due to modern floor to ceiling height dimensions.

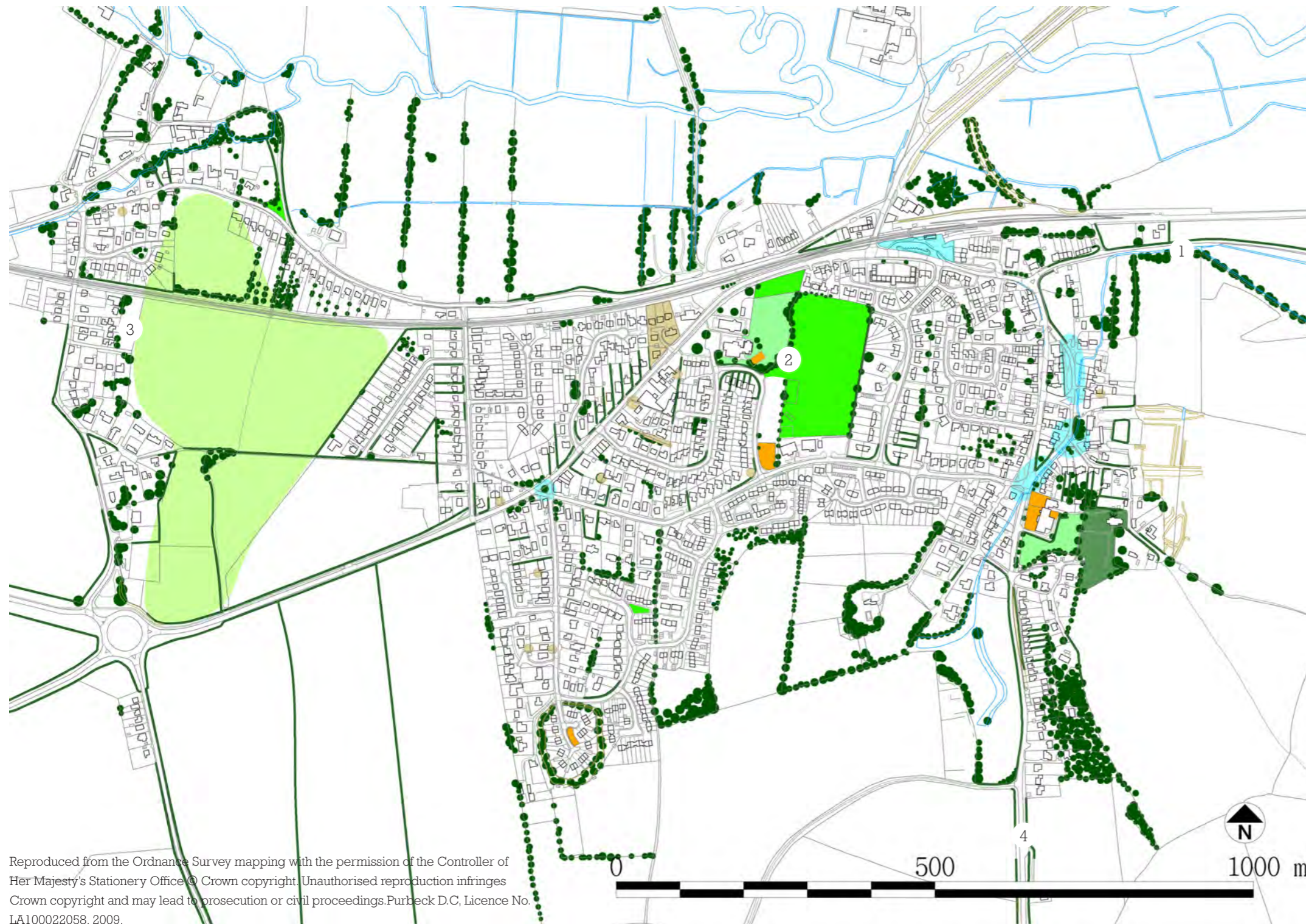


Wool

Town analysis

03.5

Landscape and open spaces



- Playing field
- Public green space
- Ecclesiastical green space
- Visually significant trees [not all trees shown]
- Visually significant hedges [not all hedges shown]
- Principal urban spaces
- Strategic gap
- Playground or play area
- TPO - area
- TPO - individual tree

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1. The eastern side of Wool has a soft, gradual transition between the village and the countryside.



2. The central playing field is an important recreational and green space for the village.



3. The strategic green gap between Wool and East Burton.



4. The southern approach to Wool along Lulworth Road with a continuous bank and hedge alongside the road.

3.5.1 To the east of Wool the landscape has an established appearance, being enclosed by trees and hedgerows that blend the edge of the village with the countryside.

3.5.2 East Burton Road retains an equally rural character, with mature hedges and trees helping to integrate the built areas with the adjacent meadows.

3.5.3 Within the modern parts of the village most landscaping is provided by garden trees and shrubs. These are generally more apparent along Dorchester Road and Lulworth Road where plots are larger and more able to accommodate trees and vegetation. They are also somewhat older than many parts of the village and as such have had more time to mature.

3.5.4 Hedgerows flank the roads into the village and in places continue along domestic boundaries within the village. These provide a sense of gradual transition, but also remind us of Wool's rural origins maintaining a connection with the surrounding rural landscape.

3.5.5 The main green space in Wool remains largely obscured from direct view. The large village playing field is enclosed on two sides by houses. Mature trees also obstruct views into this area from the main road. The medical centre and village halls enclose the field on its remaining sides and further serve to detach it from its surroundings. Access into the field from Breach Field Road (east) is via a domestic garage court, providing a poor point of entry to this space. Nevertheless, the playing field is well located in the centre of the village and its size and position make this an important village resource.

3.5.6 A number of fields and paddocks currently separate Wool and East Burton, and form a strategic green gap that ensures these two settlements remain distinct. The expansion of Wool has eroded this gap and physically and visually brought the two places closer together. However, the remaining gap retains a rural character and appearance and forms a buffer between the two villages. Development in this area would further coalesce these settlements.

3.5.7 Wool also contains a number of important urban spaces which contribute significantly to its character and appearance. Spring Street in the historic part of Wool and its lower junction with the High Street form

a series of linked spaces. These are defined through the variable width and alignment of the road, with its broad verges, distinctive stream and the irregular arrangement of characterful buildings that enclose the spaces. These places have an idyllic appearance and give the village its most distinctive locations.

3.5.8 A second minor location is marked by the road triangle at the junction of Dorchester Road, Chalk Pit Lane and Colliers Lane. This junction is flanked by several small shops and marked by a tree, traditional telephone box and post box at its centre. This small and informal arrangement provides a distinctive location in an otherwise unremarkable part of Wool.

3.5.9 The final urban space of note is the area around the station and level crossing at the northern entrance to Wool. The openness of the main road is exacerbated by its relationship with the railway, the station car park and nearby low-rise buildings, which only weakly enclose the space. As a major road traffic route, the road is broad and designed to handle large volumes of traffic. However, this area is dominated by highway engineering and clutter. Consequently, it is a poorly defined space that is characterised by its function as a main artery, rather than a key entrance into Wool. Although this is a significant space within the village, it is not a positive one.

KEY POINTS

- There is a subtle transition between village and country within the more historic parts of Wool.
- Garden vegetation contributes to the rural appearance of some of Wool's modern roads.
- Wool's main green space is the centrally located recreation ground. However, it is largely screened from view and has a poor entry point on its eastern edge, via a garage court.
- A strategic green gap exists between Wool and East Burton, which it is important to retain in order to avoid coalescence.
- Wool has several urban open spaces which contribute to its character, with the exception of the area around the station which is traffic-dominated and weakly enclosed.

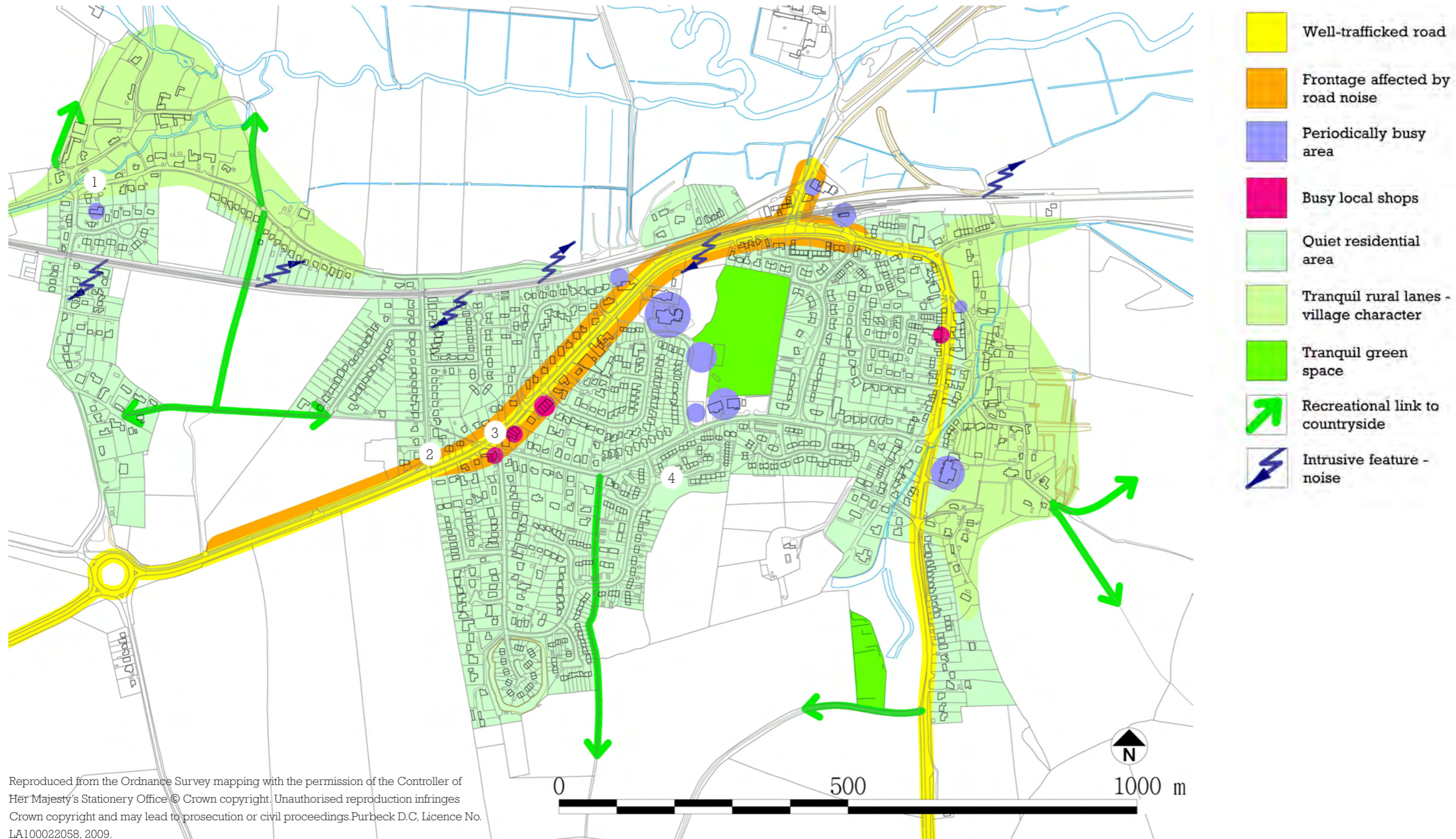


Wool

Town analysis

03.6

Tranquillity and vitality



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1. A tranquil rural lane in East Burton.



2. Traffic on the Dorchester Road generates some intrusive noise along this route.



3. Local amenities generate pockets of activity in a number of locations throughout the village.



4. Large parts of the village comprise of quiet residential areas.

3.6.1 Wool is a village of predominantly residential use and character. In terms of its activity, quiet residential streets and estates define much of the village. Within the larger village two areas in particular display the tranquillity of a traditional English village. These areas comprise the historic parts of Wool along Spring Street and its associated lanes, and the original part of East Burton along part of East Burton Road and Water Meadow Lane. These areas are set apart from the village in marginal locations bounded by fields and meadows. Consequently they are less directly affected by road and railway noise. These geographical advantages, combined with the attractive appearance and informal rural qualities, result in these places having a particularly tranquil village atmosphere.

3.6.2 The Dorchester Road and the main line railway both generate intrusive noise, although for the railway in particular this tends to be transitory in nature. It is the approaches to the village and frontages onto Dorchester Road which are most directly affected by traffic. This route remains in use throughout the day, but is most busy during peak times. The High Street is also a well-trafficked road, being the principle route south to the coast and the attractions of Lulworth Cove. The levels of activity on these routes contrast strongly with the tranquillity of the rest of the old village.

3.6.3 Within the village local shops on Dorchester Road and the High Street also generate activity and create pockets of vitality with the comings and goings of customers. Other attractors include, the petrol station just north of the level crossing, the schools, health centre, pubs railway station and community halls. These all generate varying levels of activity and during different times of the day resulting in period vibrancy and activity at the various locations, within an otherwise largely quiet village.

KEY POINTS

- The railway is the principal generator of vibrancy and activity within the village.
- Local shops and facilities are well used and generate pockets of vitality.
- Traffic noise from the A352 is intrusive. Noise from the railway is less intrusive being more transient in nature.
- Most of the village consists of quiet residential roads.
- Parts of old Wool and East Burton retain the tranquil atmosphere of a traditional English village.
- The surrounding countryside is very accessible via local paths and lanes.

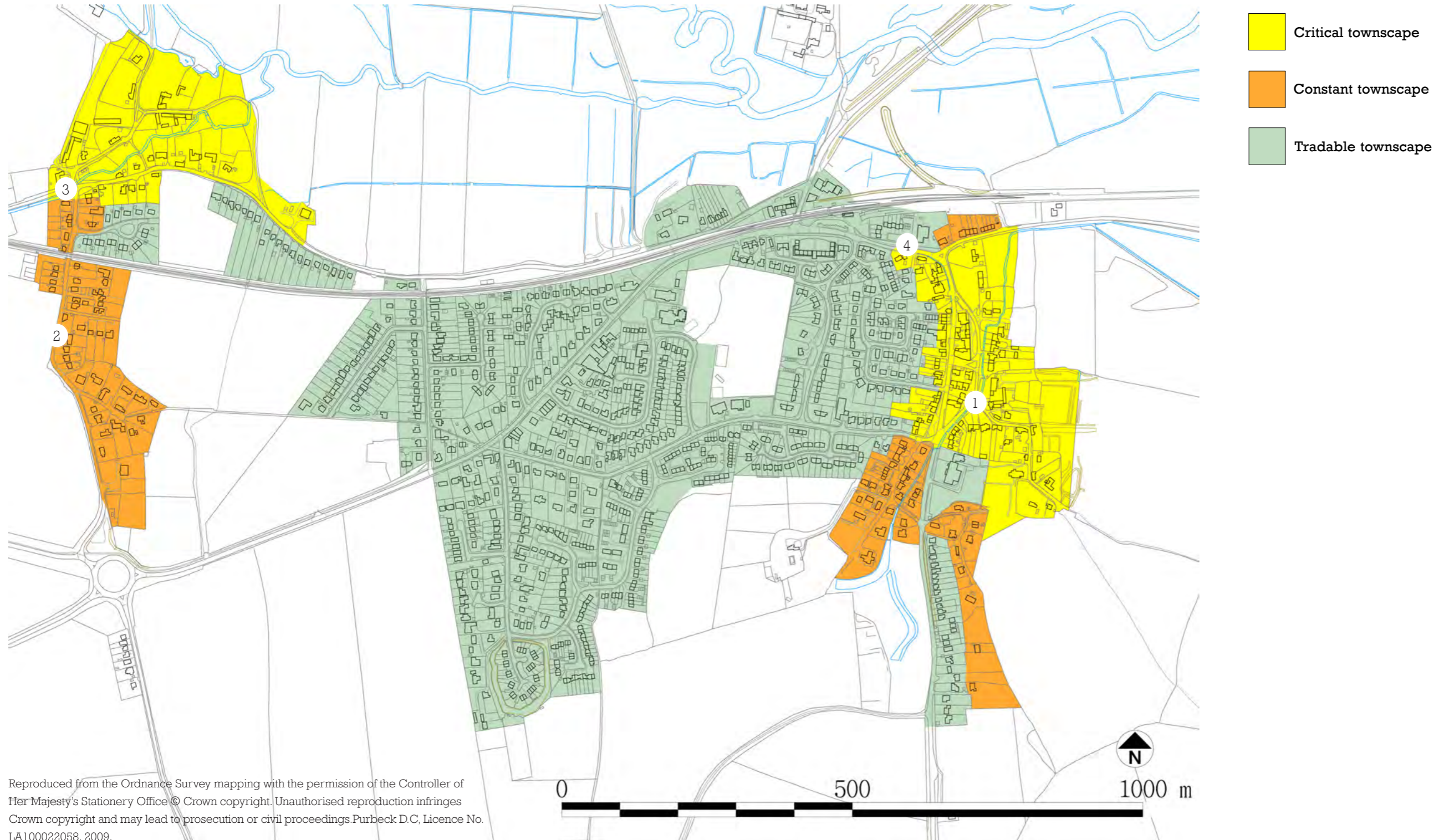


Wool

Town analysis

03.7

Townscape quality



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1. Spring Street with its distinctive stream is an attractive area of townscape that is considered to be of Critical quality and essential to the character of Wool.



2. Giddy Green in East Burton is an area of Constant townscape, the character of which is defined largely by its informal rural lanes and landscaping.



3. The old village of East Burton is another area of Critical high quality townscape that is distinctive to the village.



4. Commonplace modern housing development is considered to be Tradable insofar that it does not contribute to the character or identity of the village.

3.7.1 The townscape quality of Wool has been graded against the following criteria:

Critical: Those elements of the urban environment which are irreplaceable but vulnerable to damage or loss – they should remain unchanged or virtually unchanged. (Typically those elements which hold historic significance and vernacular distinctiveness, which play an essential role in terms of local identity).

Constant: Those elements which are important for their individual value or for their contribution to a wider whole – some changes may be acceptable and sustainable if the overall character is maintained. (Typically elements of lesser historic significance holding varying degrees of vernacular distinctiveness but nonetheless playing a role in providing local identity).

Tradeable: Those elements which could potentially be sacrificed in return for other benefits. (Typically developments of more commonplace type or those which fit poorly into their context).

3.7.2 Critical

The Critical townscape areas of Wool encompass the old village along the High Street, Spring Street and Church Lane, as well as parts of East Burton north and south of Water Meadow Lane. These areas retain a distinctive village character and appearance, containing many vernacular buildings, an informal network of lanes and with banks, verges and hedges and an absence of pavements. Spring Street is particularly notable for its narrow stream running along one side of the road. These locations are very important to the identity of the village and should be protected from inappropriate types and levels of development or highway 'improvements', such as road widening or pavements that could seriously undermine their positive qualities.

3.7.3 Constant

Pockets of Constant townscape adjoin those areas identified as Critical. Generally these areas are extensions to the old village, containing a mixture of building types, but arranged, mostly informally, around a network of lanes or tracks that contribute more to the character of these locations, than the majority of the architecture itself. Hedges trees and landscaping are also important characteristics. These Constant areas

are generally of lesser historic significance but have a collective value as a result of their positive attributes.

3.7.4 These areas could potentially accommodate a limited degree of change/intervention, but care would be required to ensure that their valuable attributes are not adversely affected. Such areas could be subject to inappropriate levels of intensification, loss of vegetation or formalising/engineering the informal network of lanes around which they are structured.

3.7.5 Tradable

The majority of the village is classified as being of Tradable townscape quality. Most pre- and post-war development has been of indifferent architectural quality. Whilst some individual buildings are of an attractive design or in a positive setting, much of these areas consists of estate housing, of standard house types, engineered estate roads, uniform appearance and a ubiquitous character that does not reflect the distinctive qualities of the village.

KEY POINTS

- Wool and East Burton have some Critical townscape, confined almost exclusively to their most historic parts. These areas retain a rural character with distinctive features such as the stream, hedges and verges rather than pavements.
- Constant townscape can be found adjoining the critical areas. Whilst these areas are of less historic or architectural value and perhaps less sensitive to change, their layout on lanes and tracks retains an important rural informality.
- The majority of the village is of Tradable townscape quality, comprising commonplace 20th century estate development that is in no way specific to the character of Wool.