Alderholt

Design Guidance and Codes

Final report

September 2023

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
1	11.08.2023	Initial draft	Angus McNeill Peel	Urban Planner
2	17.08.2023	Draft report	Angus McNeill Peel	Urban Planner
3	04.09.2023	Review	Alderholt NP Group	Alderholt NP Group
4	06.09.2023	Final report for locality review	Angus McNeill Peel	Urban Planner
5	xx.xx.2023			

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Introduction

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1. Introduction

Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Alderholt Parish Council in support of the Alderholt Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly housing, complements Alderholt's existing character.

1.1 Purpose of this document

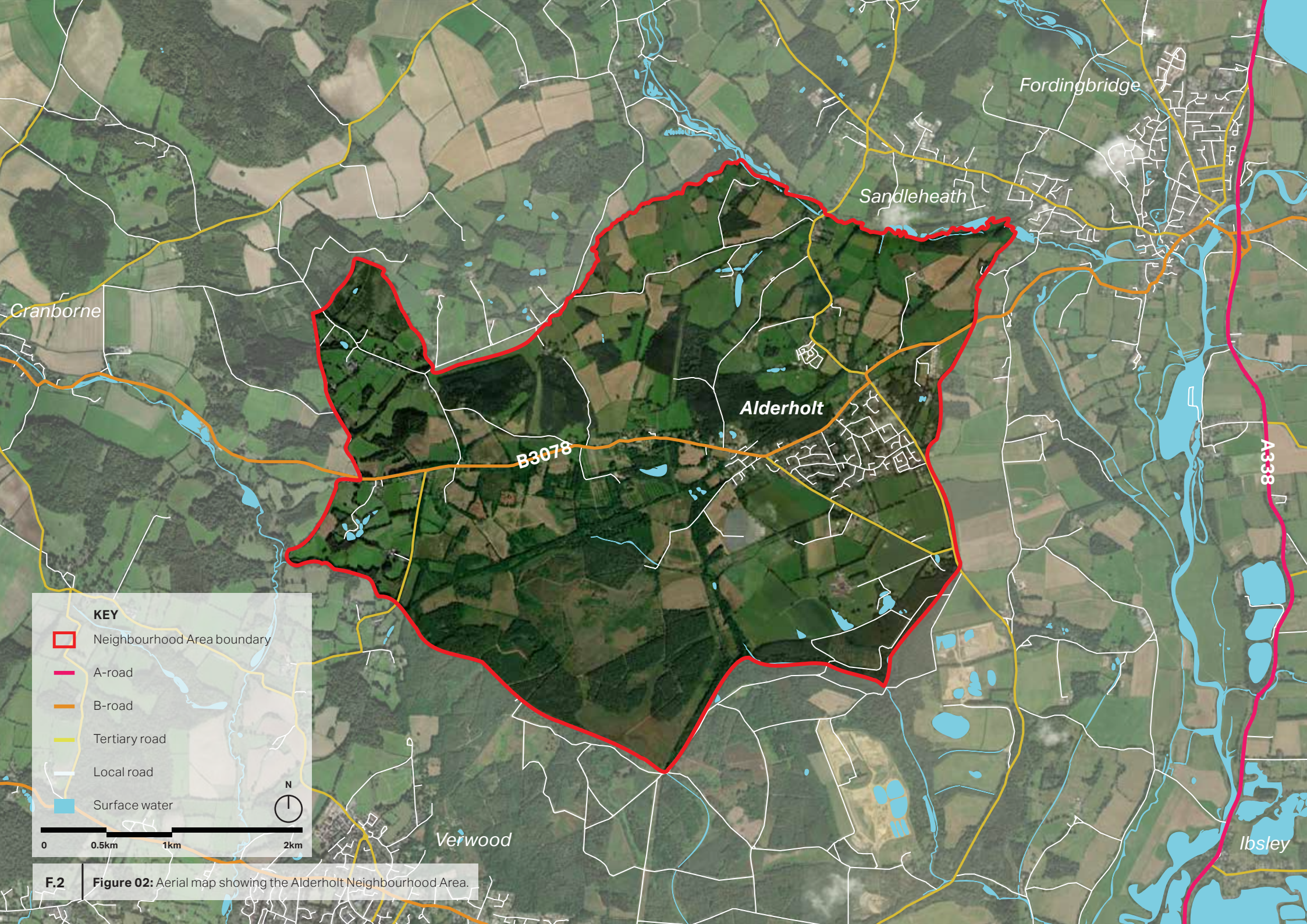
This document sets out design guidance and codes based on the existing features of Alderholt. The design guidance and codes are intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the area and as a guide for the Neighbourhood Plan Steering Group and Dorset Council when considering planning applications.

What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within the neighbourhood area should demonstrate how the design guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification should be provided.

F.1

Figure 01: Steps undertaken to produce this document.



F.2 **Figure 02:** Aerial map showing the Alderholt Neighbourhood Area.

1.2 Overview of Alderholt

1.2.1 Layout

Alderholt Civil Parish is located within Dorset Council and borders Hampshire to the east. The east–west B3078 bisects the parish and connects Alderholt Village (along Station Road) to the nearby settlements of Fordingbridge to the east and Cranborne to the west. The parish also includes the hamlets of Cripplestyle, Crendell and Daggons to the west of Alderholt Village. The majority of the built-up area of the parish is situated between Station Road and the intersecting Hillbury Road (to the east) and Ringwood Road (to the west).

Tributaries of the River Avon cross through Alderholt's surrounding landscape. These enhance the setting of the countryside, supplementing the scenery with distinct views, character and biodiversity that is a valuable and appreciated asset to the parish.

1.2.1 Early history and planned 1970s expansion

Early settlement patterns in Alderholt can be traced back to 1855 with the creation of 'Alderholt Street' which is now the main road connecting Cranborne with Fordingbridge. It was around this time that the first cottages were built along this road, forming the linear settlement pattern that can observed along Station Road today. This road obtained its name following the building of Daggons Road Station in 1874, although this line closed in 1964.

The modern settlement pattern of Alderholt dates back to 1971 Alderholt Village Plan, following the installation of a main drainage system throughout the village in 1973. With the village expected to rapidly grow following the drainage system installation, the Village Plan outlined areas for residential use, which would be implemented over multiple stages for the next 30 years. As a result, Alderholt Village grew from a population of 800 to over 3200, forming the village boundary that can be seen today.

Figure 03: Alderholt Chapel.

Figure 04: Village Co-operative and local shop on the ground floor of a mixed-use building.

1.2.2 Heritage features

Alderholt Parish has a scattering of heritage features that are located within the village, nearby hamlets and surrounding landscape. This includes eight grade II listed buildings, a scheduled monument and numerous locally significant buildings such as The Churchill Arms.

Amongst the oldest listed buildings in the Parish is St James' Church built in 1849, which moved the Parish Church from Cranborne to Alderholt when Alderholt became a parish.

Alderholt's scheduled monument, which covers the length of deer park bank and ditch, was designated in 1976. The monument can be traced back to 1315 and contains significant archaeological findings relating to the construction, social, economic and political significance surrounding this monument and others that were built around the same period.

Figure 05: St James' Church along Daggons Road. Source: www.geograph.org.uk- Copyright Chris Gunns and licensed for reuse under Creative Commons Licence.

Figure 07: Lower Bull Hill Farmhouse. Source: www.geograph.org.uk- Copyright Chris Gunns and licensed for reuse under Creative Commons Licence.

Figure 06: Home Farmhouse. Source: www.geograph.org.uk- Copyright Mike Searle and licensed for reuse under Creative Commons Licence.

Figure 08: Alderholt Mill. Source: www.geograph.org.uk- Copyright Jo and Steve Turner and licensed for reuse under Creative Commons Licence

Listed buildings and scheduled monuments

A. Church of St James

B. Alderholt War Memorial Cross

C. Barn 20M South of Harts Farm House

D. Harts Farm House

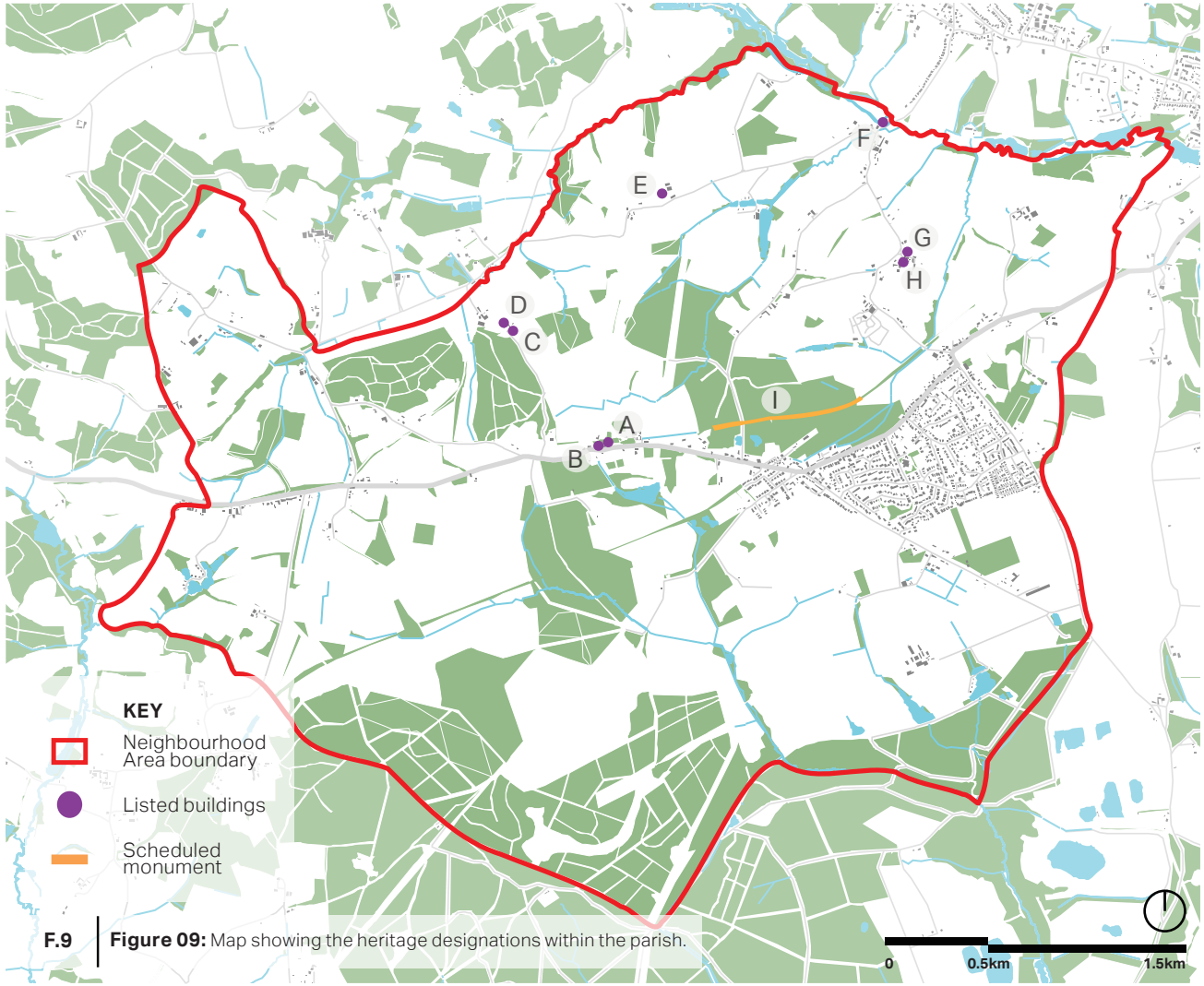
E. Lower Bulhill Farmhouse

F. Alderholt Mill

G. Home Farmhouse

H. Old Manor Farmhouse

I. Length of deer park bank and ditch at Alderholt



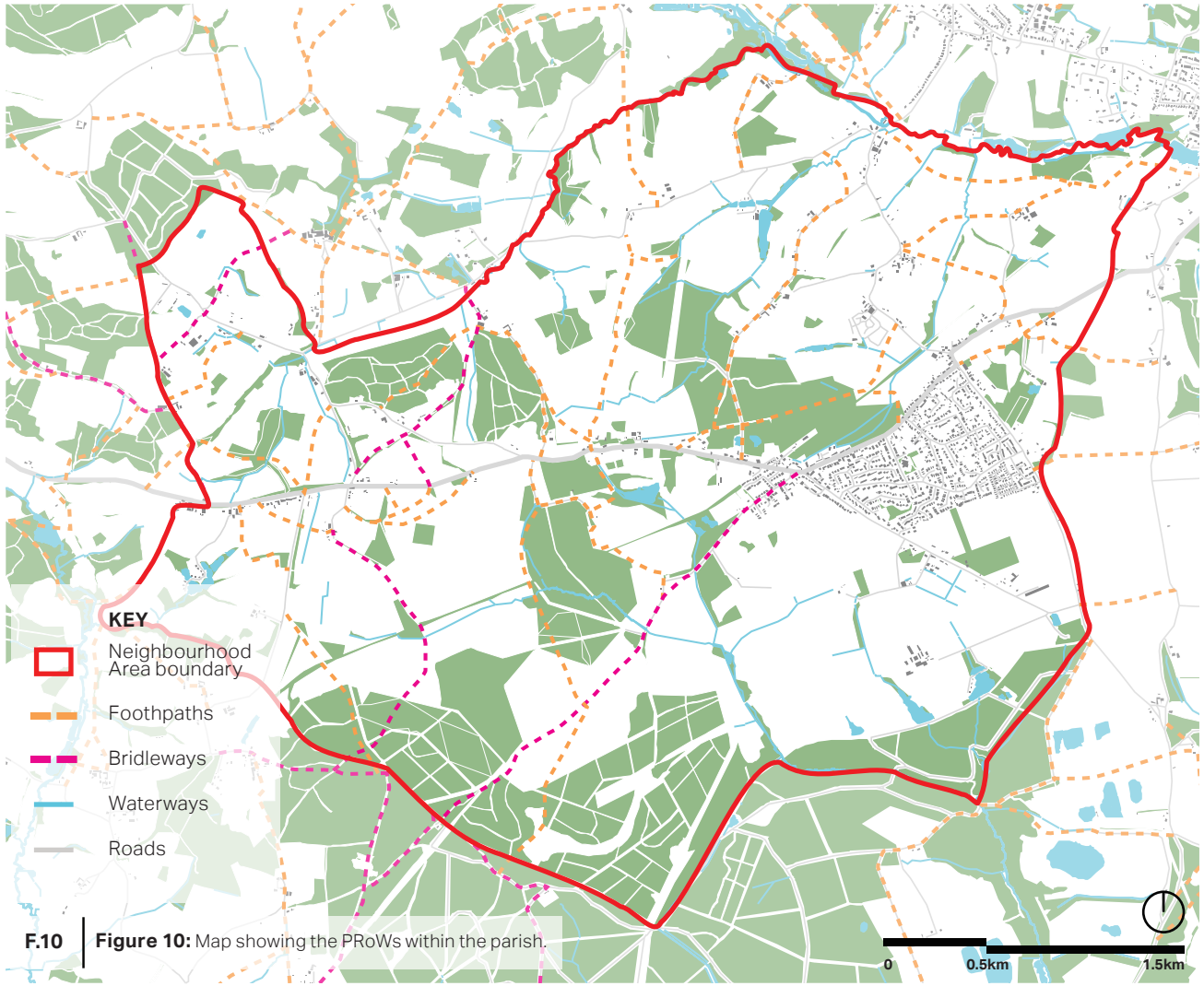
F.9 **Figure 09:** Map showing the heritage designations within the parish.

1.2.3 Active travel network

The Alderholt Parish Neighbourhood Area has an extensive network of green infrastructure and open space that promotes active travel into, through and out of the village.

The area has a number of Public Rights of Way (PRoW), primarily connecting Alderholt Village with the neighbouring Cripplestyle, Crendell and Lower Daggons. These provide active routes through the village and around the local countryside.

Although the national cycle network does not cross through the Neighbourhood Area, there are a number of informal routes which are used regularly by locals for active travel.



F.10 **Figure 10:** Map showing the PRoWs within the parish.

1.2.4 Landscape and countryside setting

Almost the whole of the Neighbourhood Area lies within National Character Area (NCA) 135 – Dorset Heaths. This NCA is said to contain some of the best lowland heath left in England. In recent decades, substantial work has been undertaken to restore habitats within heathland sites which had temporarily seen other uses as a result of development.

A small part of the north-western extent of Alderholt Parish lies within NCA 124 – Dorset Downs and Cranborne Chase. This is a strongly rural and agricultural NCA, which is characterised by "large, open fields of pasture and arable, punctuated by blocks of woodland all draped over the undulating chalk topography".

There are a number of nationally and internationally designated ecological sites located within the parish. These include:

- Cranborne Common Site of Special Scientific Interest (SSSI) - notified as a SSSI due to its complex of heathland and acidic grassland;
- Moors River System SSSI - notified for the diversity of aquatic and wetland plants;
- Dorset Heaths Special Area of Conservation (SAC) - designated features for this site include Northern Atlantic wet heaths, European dry heaths, the southern damselfly and the great crested newt;
- Dorset Heathlands Special Protection Area (SPA) - designated features for this site include the Dartford warbler, hen harrier, merlin, nightjar and woodlark; and
- Dorset Heathlands Ramsar Site - designated features for this site include Northern Atlantic wet heaths, Southern Atlantic wet heaths, valley mires, wetland invertebrate assemblage and wetland plant assemblage.

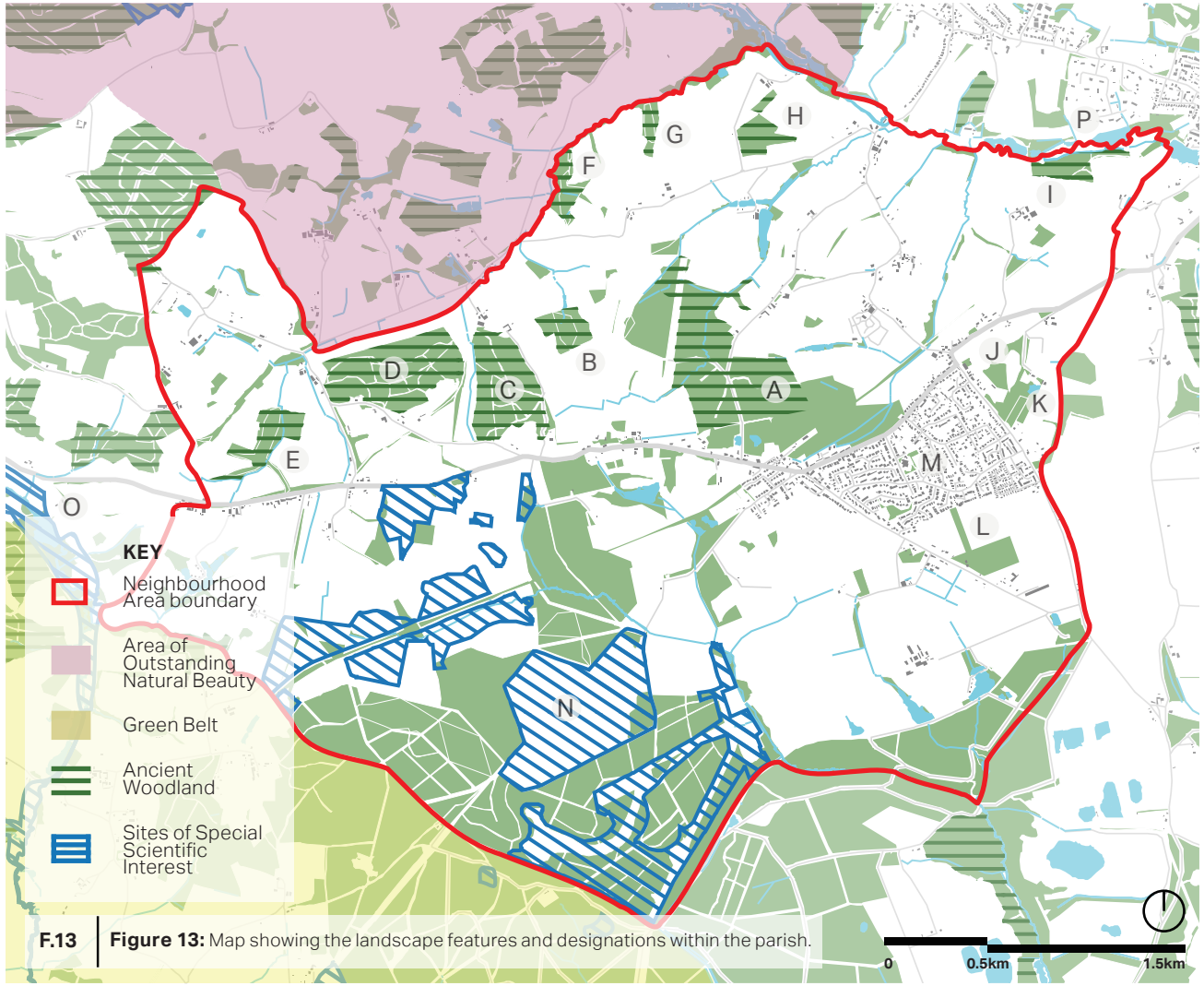
Additionally, the Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty (AONB) is located adjacent to the north–west extent of the parish.

Figure 11: PRoW leading to Bonfire Hill at the intersection of Station Road and Hillbury Road.

Figure 12: Gateway to the surrounding landscape at the end of Blackwater Grove.

Landscape designations, woodlands, open space and water features

A. High Wood
B. Hart's Copse
C. Further Daggons Wood
D. Hither Daggons Wood
E. Sammel's Copse
F. Garett's Copse
G. Bullhill Copse
H. Andrew's Copse
I. Perry Copse
J. Bonfire Hill
K. Camel Green
L. Alderholt Recreation Ground
M. St James' CE First School
N. Cranborne Common SSSI
O. Moors River System SSSI
P. River Allen



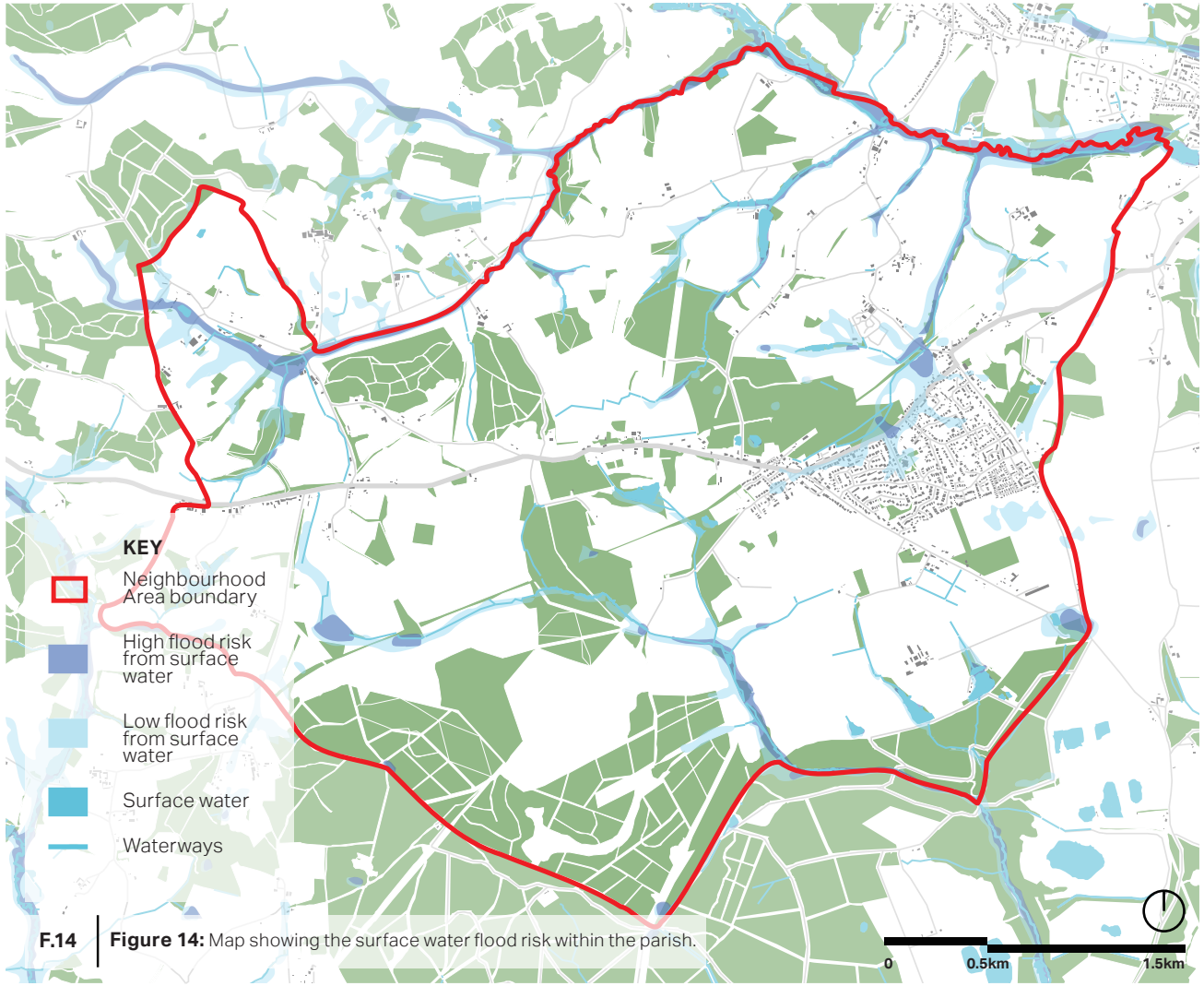
F.13 **Figure 13:** Map showing the landscape features and designations within the parish.

1.2.5 Surface water drainage

As demonstrated by Figure 14, the Neighbourhood Area is widely impacted by flood risk. However much of this is linked to surface water flooding within Alderholt's rural surrounds. It is a particular concern to the north of the main built up area along Station Road at its intersection with Park Lane, as well as around Sandleheath Road. Here, flooding is often the result of drainage overflow following bouts of heavy rainfall.

Furthemore, south of the Parish are areas which fall within Flood Zones 2 & 3. These follow watercourses including the Hammer Brook. Again, this is primarily a concern within the village's rural surrounds and in an area which is made up of dense woodland, well away from the main village envelope.

Subsequently, surface water flooding represents the greatest threat to development within the village, in instances of stormwater overflow. While this is limited to the north of Alderholt, it can have a major impact on development along the village's primary thoroughfare.



F.14 **Figure 14:** Map showing the surface water flood risk within the parish.

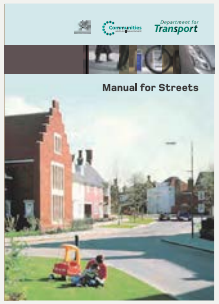
1.3 Other documents for reference

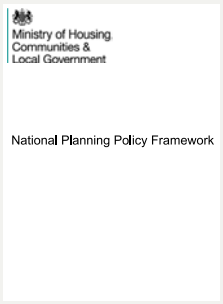
National and local policy documents provide valuable guidance on how to bring about good design and the benefits accompanying it. Certain documents ensure adequate planning policies are in place to ensure that development is sustainable and that it supports the delivery of thriving communities. Other documents are more technical and offer specific design guidance which can inform the design codes.

Applicants should refer to these key documents when planning future development in the Alderholt Neighbourhood Area.

The following documents have informed the design guidance and codes within this report:

NATIONAL LEVEL





2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and places the needs of pedestrians and cyclists first.

2021 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places.

2021 - National Design Guide

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2021 - National Model Design Code (Part 1 & Part 2)

DLUHC

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.

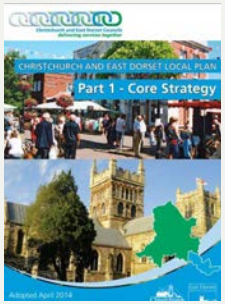
NATIONAL LEVEL

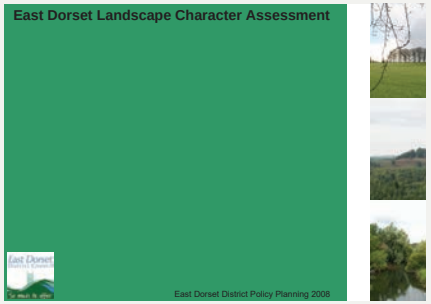
2020 - Building for a Healthy Life

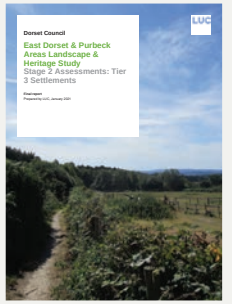
Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

DISTRICT LEVEL







2008 - East Dorset Landscape Character Assessment

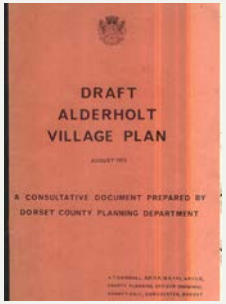
This assessment identifies the unique characteristics of the landscape areas located within East Dorset for the purpose of informing the Planning Authority when considering proposed development.

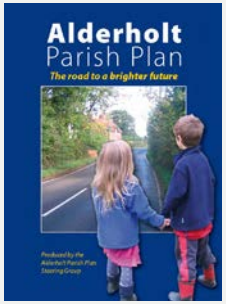
2014 - East Dorset & Christchurch Local Plan, Part 1 - Core Strategy

This document was adopted in 2014 and is inclusive of saved policies from the 2002 Local Plan. This document outlines the broad strategic development strategy within each district for the period until 2028. It features the vision, objectives and specific planning policies to ensure delivery of projects locally.

2021 - East Dorset and Purbeck Areas Landscape and Heritage Study

This document outlined four landscape assessment areas within the Alderholt Neighbourhood Area and provided a landscape sensitivity assessment and a heritage sensitivity assessment. The evidence base informs of the likely effects of development within these areas and whether or not future development is likely to change the landscape setting.





1971 - Draft Alderholt Village Plan

The object of the 1971 plan was to address the difficulties of development in Alderholt due to the foul drainage system and to ensure development constraints were known for an area that was expected to receive a period of radical growth up to four times the villages size at the time. This document was referenced when considering the Character Area boundaries outlined within this report.

2006 - Alderholt Parish Plan

This plan set out to outline the existing positive aspects of the village and to address some areas where improvement is needed in order to provide ideas for positive future development in the parish. The document is supported by evidence base through community surveys involving questions based on housing design, traffic and transport, facilities and access to the countryside with the results being used to guide development.

PARISH LEVEL

1.4 Engagement and community consultation

After completing a site visit and meeting with the Neighbourhood Plan Steering Group (SG) in May 2023, AECOM assisted the SG with consultation materials for a public consultation in July. There was a strong response from the community, with 162 responses to the design questions. AECOM provided photos of recent developments in the area and elsewhere and asked for members of the community to provide thoughts on how these performed against their design aspirations.

The following seven photos were provided for feedback:


Photo 1


Photo 2


Photo 3


Photo 4


Photo 5


Photo 6


Photo 7

The following questions were asked of the community focusing on these seven photos:

Please indicate which of the housing styles and layouts you think would be appropriate for Alderholt – you can tick as many or as few as you like.

- For this question, **Photo 1 was most popular, followed by Photo 6, then 7**. Photos 2 to 5 were the last popular.

Additionally, for each photo, the community residents were asked *what they liked or disliked about the housing development.*

They were asked to evaluate building appearance, parking arrangement , architectural variety, open space, relation to context, accessibility. They were also invited to make any additional detailed comments.

- Photos 1, 6 and 7 received the most positive feedback, citing building apprearance, architectural variety and open space as the most positively influential.
- The remainder of the photos received a more mixed response.

Residents were then asked *to what extent they agree with the priorities of the Neighbourhood Plan SG?* Their priorities were:

- to retain and strengthen the number of mature trees (particularly oaks) along the roads;
- have space between and around homes to allow some greenery/planting;
- ensure that new sites on the edge of the village are developed, with scope for modern, 21st century designs;
- to require that all new homes should be eco-friendly;
- ensure affordability as an important factor in housing delivery, both in terms of size, materials and maintenance costs,
- ensure that pavements should be included in designs to separate cars from pedestrians;
- and provide enough off-street parking provision to minimise on-street clutter.

Furthermore, residents were invited to *rank these priorities in terms of their overall importance.*

- **Trees**, **green spaces**, **pavements** and **parking provision** as most important.
- **Affordability** and **eco-friendly design** were also ranked as fairly important.
- Modern, 21st century designs were ranked as least important.

Finally, residents were asked to *outline which design elements were of most and least importance for future development.*

- The most important factor respondents identified was **rural character**;
- this was followed by **open spaces** and **energy efficiency**, **pavements** and **parking provision**.
- Affordablity and beautiful designs were identified as least important.

The responses to the consultation from the community have informed the design code throughout to ensure that the document reflects the aspirations of local residents.

Alderholt character areas

02

2. Alderholt Character Areas

The following section outlines an analysis of four geographical areas with similar character and features developed for description purposes.

These Character Areas (CA) are intended to set out a high-level analysis of the overall parish by dividing it into distinct areas and providing individual descriptions of each, including a Character Area Palette that summarises the design features of the dwellings and can be referenced for future development.

This analysis aims to identify the positive characteristics and common features across each area and acts as the basis for the Design Codes which follow in Chapter 3.

2.1 Overview

Alderholt has four distinctive Character Areas that each have their own unique features of road networks, layout, land use and building designs and types. These Character Area boundaries have been defined primarily based on the recorded history of development within the Parish, the most influential of which is the 1971 Alderholt Village Plan, with Character Area 1 comprising development present before this plan.

An in-depth analysis has led to the segmentation of Character Area 2. CA 2a includes the planned development outlined in the 1971 Village Plan and CA 2b covers the subsequent infill development that followed in the intervening period. Development within this area was built in three phases, the first from Ringwood Road to Park Lane, the second further east to Ash Close, and the final phase extending to Hillbury Road.

Character Area 3 focuses on the landscape that surrounds the built-up village and is attentive to the historic buildings within the area and the landscape sensitivity.

Figure 15: Example of a dwelling located within Character Area 1: Early village footprint.

Figure 16: Example of a dwelling located within Character Area 2a: Planned 1970s development.

F.17 **Figure 17:** Aerial map showing the Alderholt Character Areas, Source: Bing Maps Satellite Imagery.

2.2 CA 1: Early village footprint

Introduction

This Character Area analyses development present in Alderholt predating rapid growth following the 1971 Village Plan, with many buildings dating back to 1885–1920. Station Road (the B3078) was constructed in 1855 to connect Cranborne with Fordingbridge and naturally has some of the oldest buildings in the Neighbourhood Area. Another defining feature of this area is its placement on the perimeter of the village and its relationship between the built environment and surrounding landscape,

Figure 19: Informal building line along Hillbury Road which supplements the rural character of the parish.

Figure 18: Character Area 1 boundary.

particularly where the woodlands are placed directly opposite of dwellings and offers a scenic backdrop to the village.

Land use and layout

This area has a linear settlement pattern along the main road in the village (the east–west Station Road) and along the two tertiary roads that border the village traveling south through the surrounding landscape. There is also an area of slightly higher density along Camel Green Road which features a few instances of cul-de-sac development, notably Fernlea Gardens and South Hill. The building layout in this area is primarily informal with a slightly scattered building line and varying boundary treatments. The primary land use within this area is residential, but there is also the Alderholt Village Hall, Alderholt Chapel, the Gospel Church, the Churchill Arms pub, the Alderholt Reading Room and a few shops at the intersection of Station Road and Ringwood Road. Historically there were more shops and employment present, with OS maps showing local offerings such as two additional GP surgeries.

Figure 20: Development in much of this character area is directly facing the surrounding landscape, such as along Hillbury Road, Station Road and Ringwood Road.

Landscape

Much of the built-up environment in this area is backed against or immediately facing Alderholt's surrounding landscape. This is especially evident along Station Road and Hillbury Road which has large spans of woodland opposite the dwellings. There are abundant views out of the village to these woodlands as well as numerous gateways into the surrounding landscape, PRoWs to Bonfire Hill and High Wood and an allotment garden off of Hillbury Road.

Roads and streets

The village is enveloped by the main east–west B3078/Station Road and two tertiary roads (the north–south Hillbury Road and Ringwood Road) with most of the built-up environment occurring within these formed boundaries. These roads are of a more urban character with a wider width and tarmac paving, although the presence of green verges, mature oak trees and varied boundary treatments (predominantly low brick and stone walls and hedgerow, with a few timber fences and gates) retains the rural atmosphere of this area.

Leading off of Station Road are Park Lane and Camel Green Road, the latter of which features a number of ribbon development cul-de-sacs. While Park Lane has a tarmac road with consistent pavements on both sides, Camel Green Road features a narrow unpaved road with a notable presence of greenery through the informal placement of trees, shrubbery, green verges and hedgerow.

Building types

There is a large variety of building types within this Character Area including detached and semi-detached two-storey dwellings, bungalows, terraced housing and cottages. The greatest variety of types occurs along Station Road where there is no clear pattern or design style preference. The building types along Hillbury Road are much more defined with a majority of the dwellings being semi-detached and two-storeys, with an increase in the presence of larger detached properties further south along the road. Dwellings along Ringwood Road consist entirely of semi-detached two-storey dwellings north of Attwood Close and detached two-storey dwellings towards the south of the road.

Figure 22: Example of development along Camel Green Road. This road features a more rural setting with abundant greenery, unpaved surfaces and an informal building layout.

Figure 21: More contemporary building style and features found within Fernlea Gardens cul-de-sac which consists of four replicated bungalow properties.

Colour palette and detailing

The dwellings along Ringwood Road have a consistent roofline unique to the parish, with the majority of dwellings featuring a half-hipped style roof with grey or brown slate and pantiles. Other roof styles consists mostly of gables, which is also the case in many of the dormers and porch styles. Chimneys are also a common feature on the roofline and have a rhythmic placement that enhances views into the village and from the streetscene. Facade materials comprise mostly red brick, light render, roughcast and occasionally weatherboarding. Wood detailing is common throughout the area, present in fenestration, porch structures and boundary treatments. Additional detailing such as brick dressing surrounding openings make for a more distinct and interesting area as well as minimising the bulk of street-facing facades. Boundary treatments observed are of low brick and stone walls and well-defined hedgerow which complements the rural setting of the area and protects views out of the village.

Figure 23: Dwelling at the intersection of Camel Green Road and Station Road.

Figure 26: Dwellings along Camel Green Road that feature a permeable surface driveway that is fitting with the unpaved road in this area.

Figure 24: Dwelling along Station Road located on the eastern edge of the site.

Figure 25: Dwelling along Ringwood Road located on the western edge of the site, featuring a half-hipped roof with red clay tiles and a flat-roof dormer, a light render facade with timber detailing, and a mixed brick and hedgerow boundary treatment.

Character Area palette

Colour palette

Facade

Red brick

Light render

Roofing

Grey pantiles

Gable roofs of varying heights with gable dormer and chimney additions.

Light grey slate

Half-hipped roof (left) and hipped roof (right) with gable dormer.

Boundary treatments

Street-facing low brick wall and well-defined hedgerow.

Round-top slatted wood fencing.

Low brick wall with timber entrance gate.

Fenestration

Gable portico with timber frame and glazing.

Dark wood frame casement windows.

Gable dormer with painted timber casement window.

Symmetric bay windows with diamond glazing bar pattern.

Architectural Detailing

Brick detailing along the window line and corner. Decorative fascia pattern.

Timber frame gable dormer porch with render filling.

Base of house lined with stone facade detailing.

Brick lintel detailing above fenestration.

2.3 CA 2a: Planned 1970s development

Introduction

The 1971 Alderholt Village Plan addressed the opportunity for residential expansion following the completion of the village drainage system. A development diagram was prepared to allocate land for infill development including a first stage of development and subsequent infill, both of which are addressed in CA 2. Character Area 2a specifically relates to the area allocated for the first stage of development including the provision of a new school and planned amenity areas.

Figure 28: Footpath traversing between development connecting Earlswood Drive and Alder Drive.

Figure 27: Character Area 2a boundary.

Land use and layout

The settlement pattern in this Character Area is mostly linear along Earlswood Drive, Park Lane and Birchwood Drive. There are multiple cul-de-sac developments including Bramble Close, Oak Road, Fern Close, Broomfield Drive and Alder Drive. The building line is staggered with a consistent orientation and a setback that allows for a continuous pavement throughout the area, a front garden and on-plot parking. The land use is almost entirely residential with the exception of St James' CE First School and a GP surgery.

Landscape

Character Area 2a is almost entirely enveloped by other development and has very little land bordering the surrounding landscape. St James' CE First School provides the area with a mini soccer pitch, grass field, a playground and is abundant with mature trees that act as a backdrop to development. Additionally, to the southern most section of the Character Area is a footpath connecting Birchwood Drive with Alderholt Recreation Ground, which is the main provision of accessible open space.

Figure 29: Cul-de-sac consisting entirely of bungalows connected to Birchwood Drive.

Roads and streets

This area consists entirely of local roads, the most prevalent of which is Birchwood Drive / Earlswood Drive. This is a wider road compared to other local roads in the village and comprises tarmac paving, footpaths on both sides and green verges throughout. Boundary treatments vary, but largely consist of tall fencing separating dwellings from the road. Boundary treatments between neighbouring buildings are varied in style, but are typically low-rise and unobtrusive. Park Lane is the single north–south connection in the Character Area and has a linear development pattern as well as the Park Lane infill cul-de-sac development. This lane is narrower than its adjoining streets, but still has an unbroken footpath on both sides of the lane. As much of the development backs onto the lane, boundary treatments consists mostly of high walls, fences and hedgerow, which affects the enclosure of the area as compared to other local streets.

The area does not have any PRoWs into the surrounding landscape area but does feature multiple pathways between residential developments that shorten the blocks to aid in traversing the village. These are located on Earlswood Drive and connect the street with Oak Road and Alder Drive.

Building types

This area consists of bungalows, semi-detached and terraced dwellings, with a clear separation of where single and double-storey buildings are located. Birchwood Drive, Broomfield Drive and Fern Close consists entirely of bungalows, while Alder Drive, Earlswood Drive and Oak Road have only two-storey dwellings. Park Lane has a mix of types and the building heights vary with the occasional presence of steep hipped roofs.

Colour palette and detailing

The different building types have a mostly consistent style throughout the area. The bungalows mostly feature a light colour render facade and either a gable or crossed gable roof. The two-storey dwellings feature a red or brown brick facade and occasionally a darker coloured

Figure 30: Neighbouring bungalows within Ash Close cul-de-sac.

Figure 31: Varying roofline and building height of double storey dwellings along Earlswood Drive.

weatherboarding on the upper-level. The roofs outside of Park Lane are all gabled, with a few of them featuring a catslide roof. Many of these dwellings have a flat roof garage on the side of or in front of the dwelling, although many of these have been converted to living space.

Housing along Park Lane has the greatest diversity in style. This includes a range of dormer types, such as side-facing flat roof dormers and street-facing gable dormers, integrated garages, roof overhang porches and dormer porches and a number of diverse extensions styles. Typically, these extensions are single-storey and located to the side of the building and behind the building line, with the roof featuring a similar style and materiality to the original building. Many of the buildings here are backed to the street, resulting in long spans of high barriers to protect the privacy of the residents, although the roofs of rear conservatories can still be observed from the streetscene.

Figure 32: High fencing along Park Lane that separates the back gardens of these properties from the street.

Figure 34: Terraced Housing Along Earlswood Drive.

Figure 33: A typical bungalow style in the area, with a light render, cross-gable roof and well-defined hedgerow boundary treatments.

Figure 35: Low-rise buildings (bungalows) protect the view of the surrounding woodlands, while higher two-storey dwellings (to the left) obstruct the view in some areas.

Character Area palette

Colour palette

Facade

Red brick

Light render

Roofing

Grey pantiles

Crossed gable roof that forms an L-shape when viewed from above.

Light grey slate

Double gable roof sharing the same roof materials and colours.

Boundary treatments

Low barrier that defines neighbouring dwelling boundaries.

Low timber wood fence.

Defined hedgerow that improves the street scene by obscuring the view of personal vehicles.

Fenestration

Gable front door overhang and gable wall dormer.

Wide pitched front door overhang.

Arched inset front doorway.

Timber framed windows and doorway.

External features

White painted chimneys placed closer to the street scene.

Roof solar panelling.

Black roof and wall gutters that compliments the facade palette.

Satelite dish pushed back from the street scene.

2.4 CA 2b: Subsequent modern infill development

Introduction

This Character Area includes infill development that was built following the first phase of the 1971 village plan. As both sections of CA 2 (2a and 2b) are allocated infill development areas from this plan, the two share many of the same qualities and have been distinguished within Character Area 2. CA 2b covers the largest area of the village and is spread over five sections that share similar settlement patterns, building types and layouts.

Figure 37: Dwellings facing surrounding landscape edge on Blackwater Grove.

Figure 36: Character Area 2b boundary.

Land use and layout

The settlement pattern within this Character Area is largely made up of cul-de-sac development. This includes areas of comparably higher density where courtyard parking has been provided (such as off Pine Road and Lime Tree Close, and garage blocks located in Windsor Way). Cul-de-sac developments here also have generally longer roads and often branch out in a sinuous pattern, as is seen within Wren Gardens, Windsor Way and Churchill Close.

Landscape

The borders of this Character Area vary from being almost entirely enveloped by the surrounding landscape to being completely surrounded by built-up areas. Where the Character Area is against the settlement edge of the village, the dwellings are typically backed against flat pasture land, but there are a few instances of when development is placed against woodland. Additionally, there are several areas of green amenity space including between Churchill

Figure 38: Garage block located behind the building line on Windsor Way.

Close and Blackwater Grove, adjacent to Oak Road and two areas of green off of Birchwood Drive.

Roads and streets

The road networks within the sections of this Character Area are typically arranged as one wider local road with multiple cu-de-sac developments attached to it. Blackwater Grove, to the west, connects Station Road with the cul-de-sacs Churchill Close and Blackwater Close. This section is unique in the village due to it being located outside of the established boundary formed by Station Road, Ringwood Road and Hillbury Road.

To the south of the village is Broomfield Drive which features a narrower tarmac road with consistent pavements. Boundary treatments are inconsistent with many properties having front yards directly open to the street with no barrier.

The central section focuses on cul-de-sac development leading from Earlswood Drive including Pine Road, Apple Tree Road and Pear Tree Close, in which the latter two are joined by the no through road Alder Drive.

These streets are narrow and have a high presence of on-street parking, including dedicated courtyard parking. Boundary treatments here are very inconsistent and buildings here tend to be placed closer to the road often without any pavement.

The largest section within this Character Area (to the southeast) has the most cul-de-sac development in the village, with approximately seven separate developments including the highly dense Wren Gardens. These all have varying boundary treatments, but typically the roads are narrow and have pavements to the side, which are often placed against a front garden of varying sizes.

Building types

The building types and architectural vernacular range widely within this Character Area, usually being determined by the cul-de-sac development the dwelling is placed within. For example, the dwellings along Broomfield Drive are very uniformly two-storey and semi-detached and have a consistent height, which contrasts from the dwellings at the end of Apple Tree Road cul-

Figure 39: Cul-de-sac development along Apple Tree Road off of Earlswood Drive which is backed against the tree line from High Wood, which is not obstructed by two-storey dwellings.

Figure 40: A detached corner dwelling located on Windsor Way which features on-plot parking but lacks a green front garden.

de-sac which are all bungalows. Generally, there is a greater volume of two-storey dwellings within this Character Area, as many developments, such as those in Wren Gardens, have an absence of any single-storey homes.

Colour palette and detailing

Material use is also consistent within the cul-de-sac the dwellings are located. Although generally red brick and light facade is the prominently found material. However some distinct patterns include the use of a lighter brick within Churchill Close, segmented sections of grey weatherboarding and hung tiles in Blackwater Close, and more contemporary features on the facades of bungalows along Blackwater Grove with a mix of wood paneling and white render.

Roof types are mostly consistent with those found in other Character Areas (hipped and gabled), with the exception of the semi-detached properties in Blackwater Grove and Churchill Close that feature a catslide roof.

Figure 41: Properties in Blackwater Grove that have a distinct catslide roof over the front garage and centrally placed flat roof dormer extensions.

Figure 43: Building design for dwellings within Blackwater Close cul-de-sac that have a consistent use of grey weatherboarding and patterned hung tiles.

Figure 42: Terrace housing along Earlswood Drive that have a consistent front extension, although the use of these vary between garages and living space.

Figure 44: Terrace housing in Windsor Way that feature multiple instances of skillion roofs to the front and side of the property.

Character Area palette

Colour palette

Facade

Red brick

Decorative tiles

Roofing

Grey pantiles

Gable roof with skillion roof attachments over the garage and entryways.

Grey slate

Continuous catslide roof with parallel flat roof dormers.

Boundary treatments

Low timber fences of varying styles and colours.

Low brick wall and shrubbery growth to enhance the street scene.

Low white render stone wall backed by garden foliage.

Fenestration

Entryway pitched overhang.

Flat roof dormer with casement windows.

Timber casement window with arched brick lintel aligned under gable.

Entryway flat overhang above front door and garage.

Architectural Detailing

Decorative concrete panes in brick porch wall.

Continuous pattern in hung tiles and decorative fascias.

Wood weatherboard panelling and white render divided by window.

Wood weatherboarding adjacent to red brick facade aligned to chimney.

2.5 CA 3: Surrounding landscape

Introduction

Character Area 3 focuses on the unique natural qualities of the landscape surrounding the village and the relationship between the two such as views, gateways and PRoW routes. In particular, No palettes were provided for this character area as development is encouraged within the main built up area of the village. Therefore, this section will reflect on the landscape character and heritage features such as listed buildings and agricultural heritage

Figure 45: Character Area 3 boundary.

structures so as to ensure that new development within Alderholt Village does not negatively impact these, for example dwellings along the settlement edge impacting the view into and out of the village. Additionally, Section 3.5 and Section 3.6 in the following chapter will have guidance that pertains to this area concerning enhancing biodiversity (which is rich in this landscape), protecting gateways into this area from the village and promoting active travel through the landscape by preserving and enhancing established PRoW routes present here.

Landscape character

The northern half of the Alderholt parish area lies predominantly in an area described as rolling wooded pasture in the Dorset Landscape Character Assessment (LCA).

This area is situated between the chalk and the heathland landscapes, and is described as “undulating, low and rolling hills with an irregular patchwork of pasture, woods and hedgerows”. It is a predominantly a pastoral landscape with larger arable fields on flatter

Figure 46: View from Lower Daggons across Cranborne Chase. Source: www.geograph.org.uk- Copyright Mike Faherty and licensed for reuse under Creative Commons Licence.

Figure 47: Young plantation near Daggons Road. Source: www.geograph.org.uk- Copyright Maigheach-gheal and licensed for reuse under Creative Commons Licence.

land and there is a significant amount of common land compared with the rest of the county.

The southern half of the Alderholt parish area lies predominantly in an area described as heath/forest mosaic in the Dorset LCA. This is a "transitional area between the chalk landscapes, river valleys and other heathland landscape types" that is characterised by a patchwork landscape of heath, forest and scrub on sandy soil with extensive blocks of conifer plantation and areas of regenerating birch woodland. It is an extensive and expansive landscape with an unspoilt feel.

Key features of the countryside as described in the LCA include:

- irregular patchworks/mosaic of pasture, woods and hedgerows, heath, forest and scrub, creating a small scale, intimate and enclosed landscape;

- dense small woods of oak, ash and birch and hazel coppice;

- scattered trees and dense well-treed hedgerows;

- winding hedge-lined lanes;

- picturesque farms and hamlets scattered through the area, with many of the rural buildings and structures traditionally constructed using local materials; and

- important open vistas from key viewpoints.

Detracting features include:

- hard geometric edges of the conifer plantations;

- marginal farmland on settlement edges cluttered by use as pony paddocks; and

- significant disturbance created by development such as quarrying.

Figure 48: Sensitivity assessment areas (red) identified by the East Dorset & Purbeck Areas Landscape & Heritage Study.

Figure 49: PRoW near Park Farm. Source: www.geograph.org.uk- Copyright Mike Emm and licensed for reuse under Creative Commons Licence.

Landscape and heritage sensitivity

The East Dorset & Purbeck Areas Landscape & Heritage Study identifies four assessment areas within the surrounding landscape immediately adjacent to Alderholt Village and provides a landscape and heritage sensitivity assessment for each (see F.48). These include criteria considering the physical, natural and historic character, the form and density, the views and visual character and the perceptual qualities and experiences of each area. This study should be referred to when new development is considered on the settlement edge so that it does not result in a change to the landscape character within this Character Area. Notable examples of these changes could result in a disturbance of the following:

- the undeveloped wooded skylines that form the backdrop to village;

- the course of the railway, which is a heritage asset; and

- the sense of tranquility.

Buildings and heritage features

Scattered throughout the surrounding landscape are a number of agricultural buildings and farmhouses, hamlets, listed buildings and one scheduled monument. Along the B3078 west of Alderholt Village is the hamlet of Cripplestyle and north of this is the smaller hamlet of Crendell which has two listed farmhouses. To the north of the village is a scheduled monument located within High Wood. There are a number of isolated farms scattered throughout the whole of the area, with notable examples being Alderholt Mill Farm, Home Farm and Bull Hill Farm to the north of the village, Warren Park Farm and Oak Tree Farm to the south and Hart's Farm to the west.

Figure 50: Lower Bull Hill Farmhouses. Source: www.geograph.org.uk- Copyright Chris Gunns and licensed for reuse under Creative Commons Licence.

Figure 51: Alderholt Mill Farm. Source: www.geograph.org.uk- Copyright Jo and Steve Turner and licensed for reuse under Creative Commons Licence

Codes to promote good design in Alderholt

03

3. Codes to promote good design in Alderholt

This section outlines the expectations for future development. Development that responds positively to the relevant design guidance and codes is likely to be considered favourably subject to compliance with other policies in the development plan and relevant material considerations. This section seeks to improve the design quality of development within the Neighbourhood Area for the existing and future community.

3.1 Introduction

This Design Code has been created to inform residential development coming forwards in the neighbourhood area, including proposals for new residential development as well as alterations and extensions to existing homes.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area.

Therefore, the general design guidelines that should be present in any design proposal are:

– Respect the existing settlement pattern of the area to preserve the local character;

– Respect and preserve the landscape within and around the parish;

– Aim for high-quality design that reflects and respects the local vernacular of the area;

- Respect listed and locally significant buildings and designations within the site;

– Aim for innovative design and eco-friendly buildings while respecting the architecture of the area;

– Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;

– Harmonise and enhance the existing settlement in terms of physical form, architecture and land use;

– Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other; and

– Incorporate necessary services and drainage infrastructure without causing unacceptable alterations to retained design features such as historical facades.

3.2 Alderholt design guidelines and codes overview

This section introduces a set of design codes that are specific to Alderholt Parish. These are based on:

- Baseline analysis of the area in Chapter 1;
- Character Area analysis in Chapter 2;
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Steering Group and feedback from community events and surveys.

Theme	Code
Maintaining a rural village character	RC.01 Settlement pattern
	RC.02 Layout & density
	RC.03 Building line & orientation
	RC.04 Boundary treatment
Local vernacular architecture and features	VA.01 Architectural variety
	VA.02 Detailed facades
	VA.03 Roofline
	VA.04 External features
Enhancing the landscape, biodiversity and creating open spaces	OS.01 Settlement edge
	OS.02 Views & gateways
	OS.03 Trees & open space
	OS.04 Biodiversity and wildlife
Active travel networks	NW.01 Pedestrian movement
	NW.02 People-friendly streets
	NW.03 Legibility & wayfinding
	NW.04 PRoWs

Theme	Code
Environmental performance and sustainability	SE.01 Passive eco-design
	SE.02 Active eco-design
	SE.03 Surface water management
	SE.04 Construction waste
Ensuring infill development respects its context	ID.01 Regard for context
	ID.02 Scale & density
	ID.03 Tandem development
	ID.04 Infill along the building line
Doing extensions sensitively	EN.01 Regard for context
	EN.02 Rear extensions
	EN.03 Side extensions
	EN.04 Roofs & heights
Parking provisions	CM.01 On-plot parking
	CM.02 On-street parking
	CM.03 Parking courts & garages
	CM.04 EV charging points

3.3 Maintaining a rural village character

Forthcoming development within Alderholt should consider and respond sensitively to the Neighbourhood Area's rural character.

Key contributions to this rural character can be attributed to Alderholt's historic linear settlement pattern along Station Road and Hillbury Road, the informal layout of buildings and its low density. Additionally, the contribution of non-built elements (hedgerows and the wooded backdrop, for instance) are also important to the rural character and should not only be considered and preserved by future development, but also enhanced wherever the opportunity arises.

The rural character can be supported from the streetscene through the slight staggering of the building line, the use of boundary treatments that are fitting with rural villages, such as low brick and stone walls and a defined hedgerow, and the consideration of the sensitive character, especially concerning the relationship between the historic development and newer areas within Alderholt.

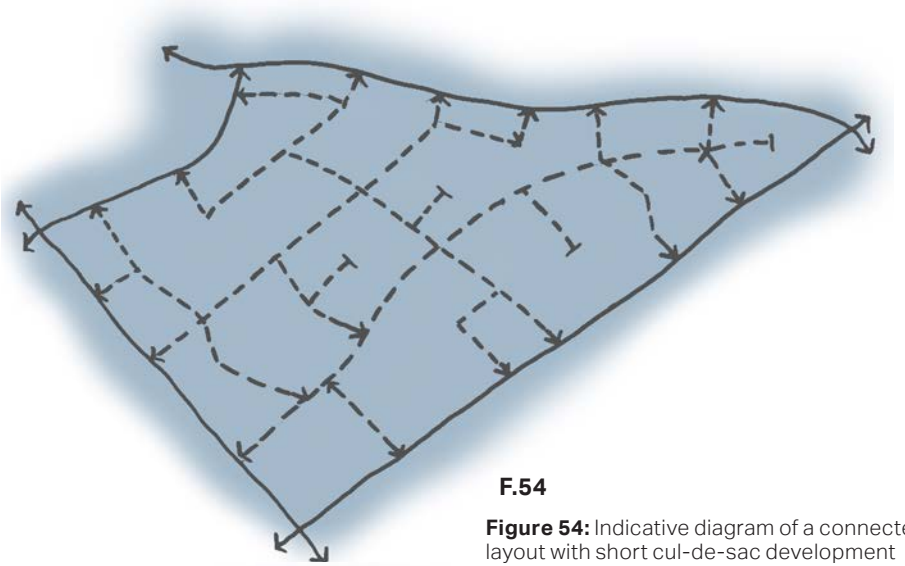
Any significant changes to these identified features could be detrimental to the core character and identity of Alderholt and is thus a key focus of this design guidance theme.

The following guidance should be considered by development:

Figure 52: Example of a property with boundary treatments that are fitting with the rural character of Alderholt.

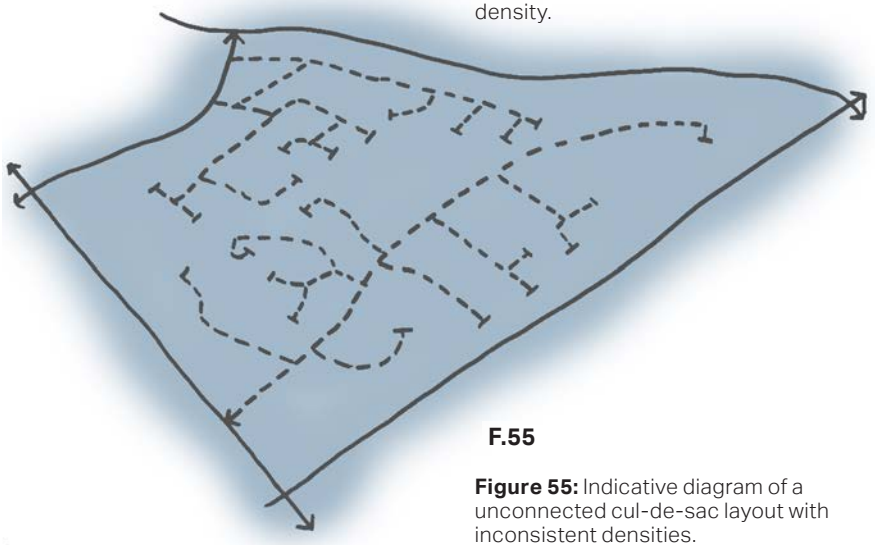
Figure 53: Example of a row of properties with a slightly staggered building line and adequate gaps to enhance views through the village.

Code	Implementation
RC.01 Settlement pattern	• Alderholt has a linear pattern of development along the east–west Station Road and north–south Hillbury Road and Ringwood Road. Development here is typically the most historic and distinctive in Alderholt (refer to CA1) and new development here should follow this established pattern and reflect the organic layout and appearance where individual dwellings have been added over time in an incremental fashion; • Cul-de-sac development of varying sizes are prominent throughout Alderholt, with the highest concentration observed along the east–west Earlswood/Birchwood Drive, and is a development pattern that is fitting with the village setting. However, any new cul-de-sacs should be relatively short and provide safe, overlooked onward pedestrian links for a more connected and permeable settlement. Footways provided should have a minimum width to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. (recommended to be a minimum of 2m by the Department for Transport Manual for Streets (2007)) and also have space provided to incorporate landscaping so these can function as attractive green corridors; • Alderholt Village has a defined settlement boundary formed by Station Road, Hillbury Road, Ringwood Road and cul-de-sac development west of Birchwood Drive. Development should not branch out of this defined village boundary so as to significantly alter the rural settlement pattern of Alderholt.



F.54

Figure 54: Indicative diagram of a connected layout with short cul-de-sac development that maintains permeability and a consistent density.



F.55

Figure 55: Indicative diagram of a unconnected cul-de-sac layout with inconsistent densities.

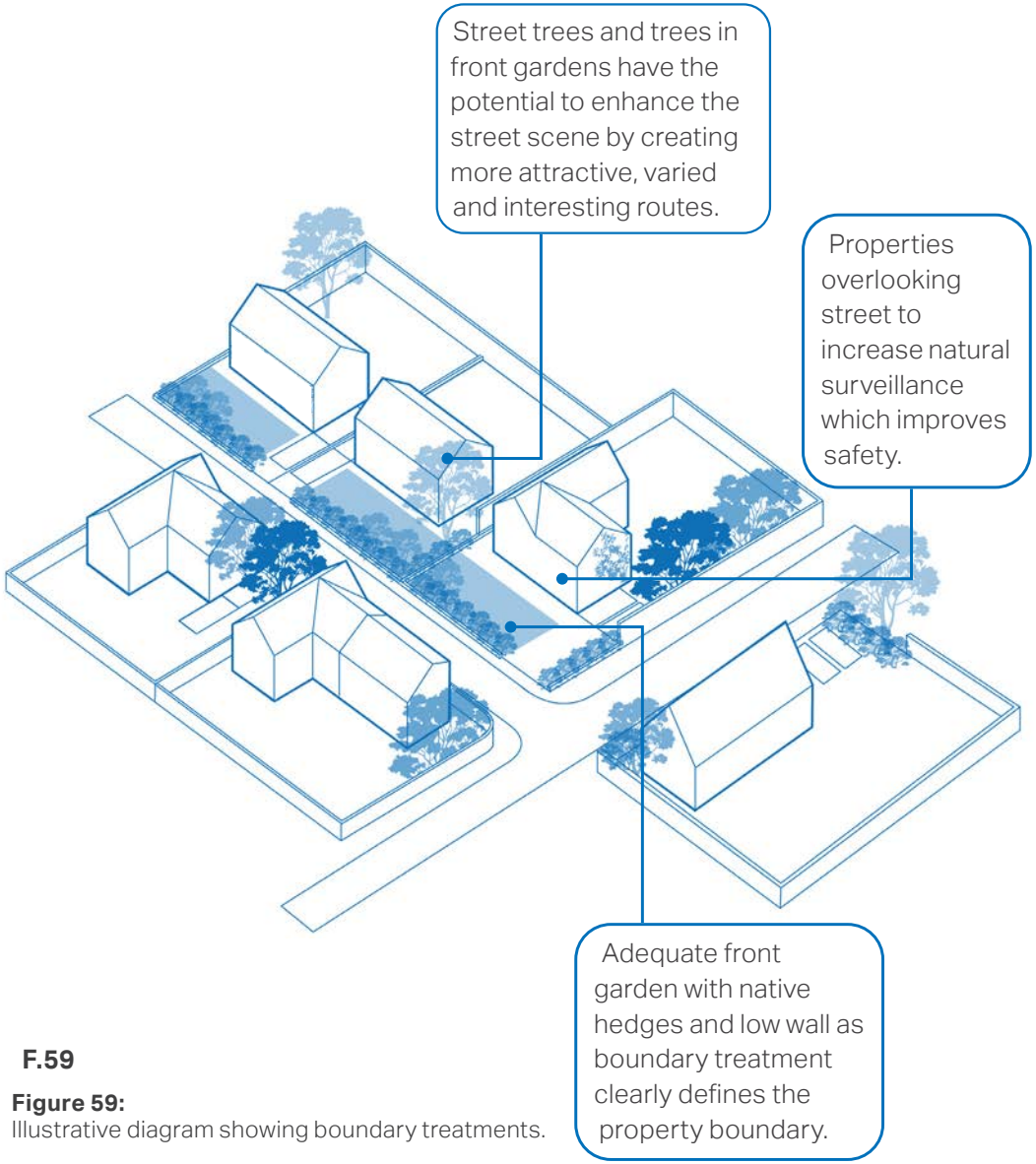
Code	Implementation
RC.01 Settlement pattern (continued)	• Any new development should respect the importance of Daggons Road and Station Road as the natural heart of the village and take this into consideration when placing new development.
RC.02 Layout & density (continued)	• New developments must demonstrate an understanding of the scale, building orientation, enclosure, and façade rhythm of its surrounding context; • New infill development should have similar spacing between buildings to that commonly found on the street frontage where there is a strong existing rhythm; • The different densities and plot sizes need to be carefully considered during the design process. Densities should reflect the settlement's rural character and reference the density of existing development within the village. Generally, the edge of the village should maintain a lower density with frequent breaks designed into all new development to increase visual connections with the surrounding countryside. However, any future development should aim to lower rather than increase the housing density experienced by the residents.
RC.03 Building line & orientation	• The building line along any street should form a unified whole with development in the immediate surrounding context (a more consistent building line in the planned areas found in CA2a/CA2b, for instance) but still allow for subtle variations in the form of recesses and protrusions to provide variety and movement along the street; • New developments should not infringe on the existing setback and where setback is not established these should allow adequate space for on-plot parking and front

Figure 57: Example of lower density development near the settlment edge.

Figure 58: Example of higher density development closer to the village centre.

Figure 56: Slightly scattered building line and street facing orietnation (red: early development, yellow: modern development.)

Code	Implementation
RC.03 Building line & orientation (continued)	garden space. The measurement of setback from the pavement should be a minimum of 6m as is typical for the wider village. • Where new development would require an orientation so as to best benefit from solar gain, the street-facing elevation should be active and positively contribute to street scene.
RC.04 Boundary treatment (continued)	• New development must identify existing boundary treatments in the context of the site (referring to the Character Area Palettes) and consider appropriate boundaries for the site context. Where boundary treatment is lacking or inappropriate for the site context (high wooden fences, for instance) new boundary treatment should be integrated that is fitting with the wider village; • Proposed boundary treatments should reflect locally distinctive forms and materials, such as low brick and stone walls or well defined hedgerow. Tall fences that create a sterile and monotonous street scene should be avoided; • Physical green boundaries such as hedgerows, bushes and flower beds could be used as a rural, soft landscaping technique to enclose the street and define a clear building line. The inclusion of street trees and hedgerows, sometimes combined with low boundary walls, or open timber fencing with planting, has been most successful in reinforcing the area's rural character; • New development should use permeable paving finishes to reduce extensive areas of hard surfacing. This will reinforce the rural character of Alderholt as well as aid in flood mitigation measures.



F.59

Figure 59:
Illustrative diagram showing boundary treatments.

3.4 Local vernacular architecture and features

A consistent architectural vernacular should be referenced in all future development to support cohesion, uniformity and overall good housing design within Alderholt.

Examples of architectural features that are distinct to Alderholt include the consistent use of red brick and light render throughout the village, the variety of building types (bungalows, cottages and two-storey houses) and the strict height of buildings so as not to exceed two-storeys and obstruct the woodland backdrop.

Where there is a range of a strong architectural variety, such as a mix of roof designs and facade details that are unique to the different Character Areas of Alderholt, new development should build upon this existing variety and reference the Character Area Palettes in *Chapter 2*. All new development should interpret the local vernacular in a sensitive and complementary way to reinforce a distinct identity for these different areas outlined within Alderholt.

The vernacular can be divided into categories of roofs, fenestration, boundary treatments and facades that are further subcategorised into a colour and material palette. This sets a standard of style, quality and individuality that is already present in Alderholt and which should be preserved and enhanced by the considerate design of new development. Additionally, where a uniform pattern cannot be discerned in the site's context, development should reference successful examples of design that are found within the wider village and outlined in *Chapter 2*.

The following guidance should be considered by development:

Figure 60: Example of a distinct roof type typically found throughout Alderholt.

Figure 61: Example of facade detailing through brickwork and mix of materials.

Code	Implementation
VA.01 Architectural variety	• New development should complement the village's variety of building types and reinforce this in a manner that respects its immediate context. This includes, for instance, a mixing of bungalows and two-storey houses; • The built form, types and style of all new developments should conserve and enhance the distinctive local character and heritage of the village, with particular consideration of building design aligning with those outlined within each Character Area.
VA.02 Detailed facades	• Include locally distinctive detailing in the design of new development, drawing on examples outlined in the Character Area Palettes; • Development involving multiple houses should ensure a variety of detailing is utilised across the development to provide visual interest along the street and avoid homogeneous building designs and forms; • Include detailing on street-facing roofs and facades to minimise the bulk and scale of buildings and provide visual interest, for example ornate brickwork dressing around fenestration and across walls. Additional detailed features that can be observed throughout Alderholt include bay windows, porches, pitches overhangs and recesses; • Materials should reinforce local distinctiveness and development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment and refers to the outlined Character Area Palettes for material use distinctive to Alderholt;

Code	Implementation
VA.02 Detailed facades (continued)	• New development should reference and complement the existing fenestration present in the area as outlined in the Character Area Palettes, considering the surrounding orientation, proportion and size, symmetry, profile and rhythm. Particular consideration should be focused on window design referencing neighbouring buildings, for instance installing sash windows where these are present in the surrounding context and replicating glazing bar design; • Where colour is applied to a building facade, a muted tone should be used which refers to the colour palettes outlined within the Character Area Palettes. • Blank facades, especially concerning corner buildings, should be avoided for street oriented development.
VA.03 Roofline	• Ensure the height of new development responds to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation. Existing buildings are predominantly one to two storeys in height and new development should follow this precedent; • Ensure the roof design integrates with the surrounding development, with the scale and pitch referencing neighbouring dwellings; • Avoid overly complex and unfitting roof designs by limiting the number of junctions, hips, valleys and dormers to what is observed in the Character Area Palettes outlined in this guide and to what is in line with neighbouring dwellings. For example, half-hipped roofs

Code	Implementation
VA.03 Roofline (continued)	are commonly found throughout Character Area 1 and should be incorporated into new development when appropriate to create an interesting roof variety distinct to this area; • The roofline has a consistent and rhythmic pattern of chimneys throughout the village which should be preserved. Additionally, the roofline can be further enhanced with the addition of chimneys in future development. These should use the same materials as the main building and be placed centrally or at either end, although other positioning will be considered if appropriate in its setting.
VA.04 External features	• Security systems, external lighting and satellite additions should be placed discretely to minimise their impact on the streetscene. The direction and brightness of lighting from external lamps should consider the affects of light pollution on dark skies and wildlife movement at night; • Porches have been incorporated on many dwellings and are encouraged by new development. These should reference what is existing in neighbouring dwellings and what is outlined in the Character Area Palettes; • Gutters should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character; • PV panels should be integrated into the roof and, where possible, align with roof and facade fenestration.

Figure 62: Roofline with consistent style, pattern and features such as scale and placement of dormer windows. This consistency supports a uniform vernacular within specific village areas.

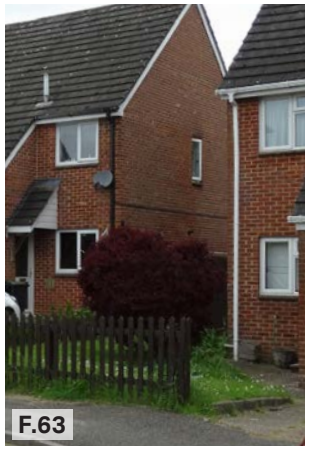


Figure 63: Example of gutters which are inconsistent in colour between neighbouring dwellings.

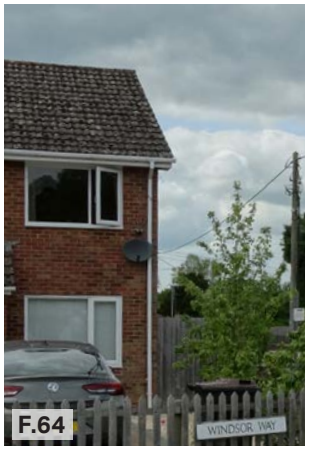


Figure 64: Example of external additions (satellite) that are displayed on the front-facing facade and not placed discretely.

Figure 65: Example of a consistent chimney rhythm with neighbouring dwellings in terms of placement material and scale.

3.5 Enhancing the landscape, biodiversity and creating open spaces

The relationship between Alderholt and nature creates a distinctive natural village that promotes an active, healthy lifestyle, an attractive identity and opportunities to support increased biodiversity. Alderholt is largely defined by its surrounding landscape that encloses the village. The consistent views into and out of the village garners a unique identity for Alderholt and creates a sense of place.

Additionally, the provision of existing accessible open space is highly valued by the residents and is the source of mental and physical wellbeing, which should be expanded upon with new development providing additional opportunities to access green space.

The immediate access to nature, both physically, visually and as a means for actively traveling through, is a key theme to preserve and enhance.

The following guidance should be considered by development:

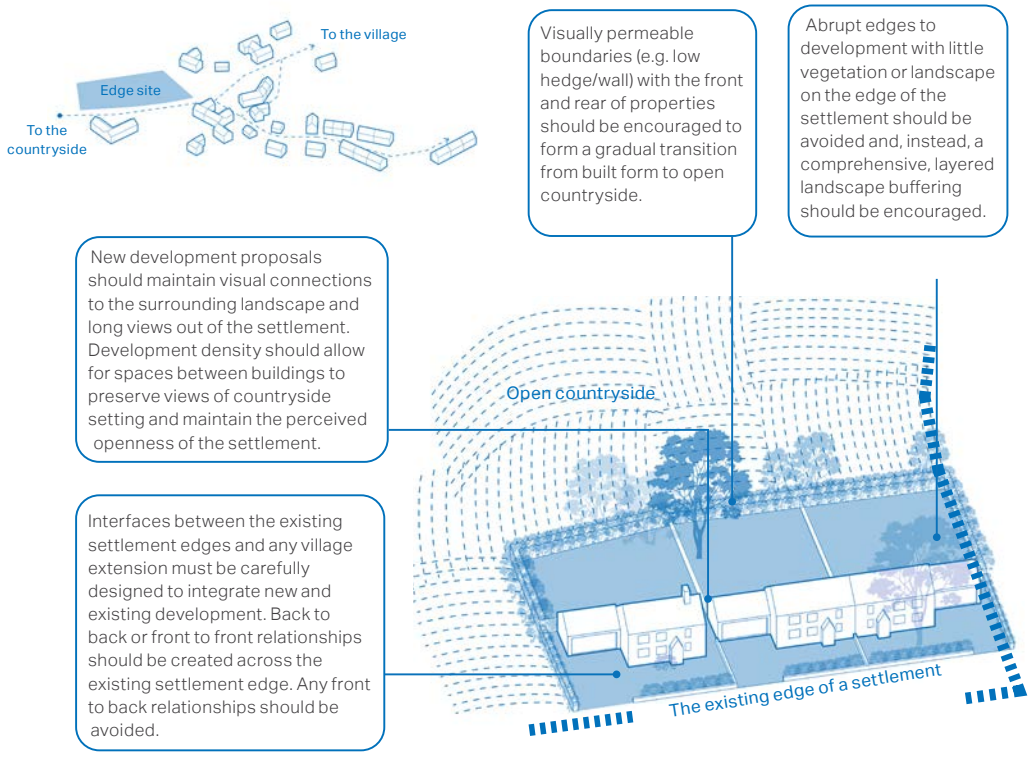
Figure 66: Example of development on the settlement edge parallel to the surrounding landscape.

Figure 68: Notable mature trees planted along Station Road

Figure 67: Example of a view to the surrounding landscape.

Figure 69: Open green space located along Blackwater Grove. Source: Source: www.geograph.org.uk - Copyright Clive Perrin and licensed for reuse under Creative Commons Licence.

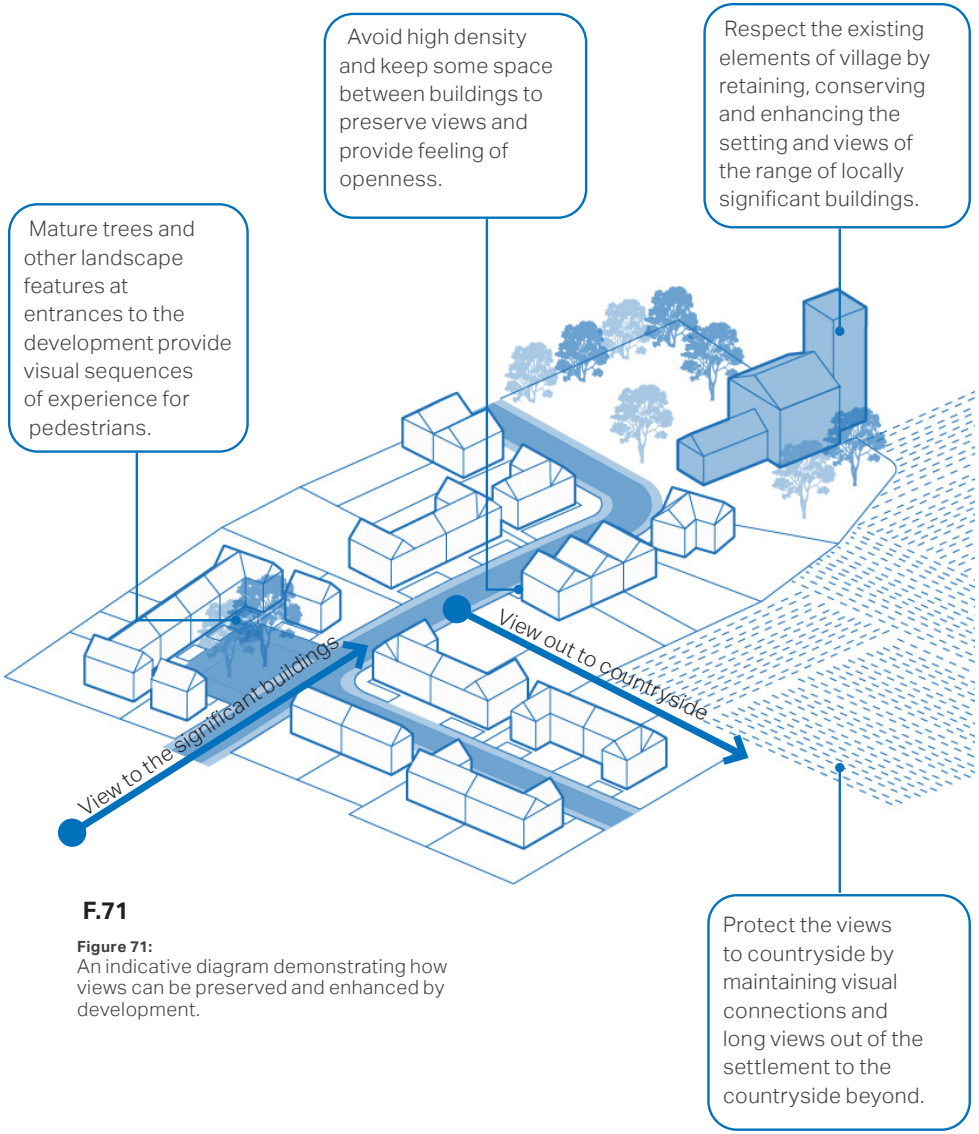
Code	Implementation
OS.01 Settlement edge	• Edge of settlement development should gradually transition to the surrounding landscape context by utilising comprehensive landscape buffering, or 'green curtains', implemented along the edge of new developments. Abrupt edges to development with little vegetation or landscaping on the edge of the settlement should be avoided; • The landscape setting of the site must be assessed and the design concept of new development must respond to the specific landscape setting within which it is located. Any new development that threatens the landscape character of Alderholt, including the physical and visual connection to the landscape, should be avoided (refer to the East Dorset & Purbeck Areas Landscape & Heritage Study).
OS.02 Views & gateways	• Ensure the scale and design of development and boundary treatment, including landscape screening, is not visually intrusive to the surrounding landscape. Consideration to the scale and design of the roofline and preserving and incorporating gaps between buildings is especially important for preserving views to and from Alderholt; • Maintain existing visual connections to the surrounding countryside and long views out of the settlement. Additionally, new development should create short-distance views broken by buildings, trees or landmarks to help create memorable routes and places and easily intelligible links between places. Orientate buildings to maximise the opportunities for memorable views and visual connectivity;



F.70

Figure 70:
An indicative diagram highlighting elements of design codes for the edge of the settlement.

Code	Implementation
OS.02 Views & gateways (continued)	• Preserve and enhance existing landscape gateways by reinforcing and, where possible, extending the natural wooded corridors and hedgerows leading to, through and from the village; • Where appropriate, incorporate landscape and built features to create and strengthen views and vistas and potentially help with legibility. For example, mature trees and other landscape features at entrances to the landscape gateways. This can also be achieved through a noticeable change in scale, enclosure or road configuration.
OS.03 Trees & open space	• Preserve existing mature hedges and trees and incorporate them into the new landscape design where possible; • When planting new trees, canopy size should be considered in order to have the greatest positive impact, for example reducing the overall number of smaller trees and increasing the size of a single tree. Large trees in particular can be used a landmark to assist in wayfinding and can also provided shaded spaces; • Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage. Green verges are a good placement for these and are important to the open feel of the area as well as for pedestrian safety, therefore green verges should be added to all new development streets and the existing green verges along the streets should be retained;



F.71

Figure 71:
An indicative diagram demonstrating how views can be preserved and enhanced by development.

Code	Implementation
OS.03 Trees & open space (continued)	• New development in the village should aim to provide access to multifunctional green open space for the benefit of residents and wildlife. These should include small informal and formal areas of play, which are well interspersed throughout the village as well as adequate seating and lighting provisions. New and existing landscapes and open spaces should be located within walking distance from their intended users and be connected via other green and urban networks such as footpaths, tree lined streets and PRoWs; • Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots. The materials and style of any street furniture in the open spaces should be consistent throughout the Parish and aim to proudly represent the local character; • Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance.
OS.04 Biodiversity & wildlife	• Consider how the development's layout can create wildlife corridors. For example, the layout of roads, aligning front, back and rear gardens, providing undisrupted gaps to the countryside and connecting green spaces through a green network; • Provide adequate buffers between development and habitat areas to preserve specific ecological functions. Roadside verges, hedges and trees should be favoured as natural buffers;

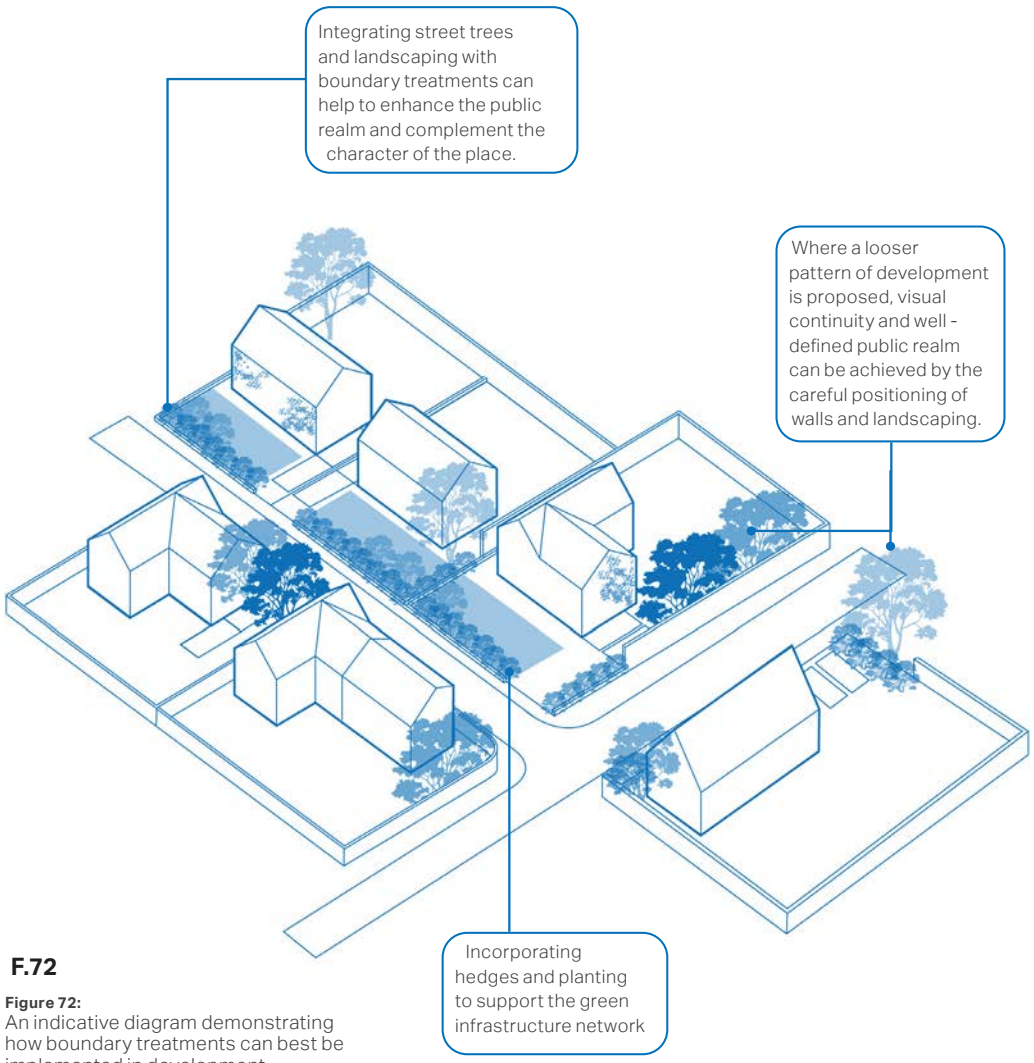
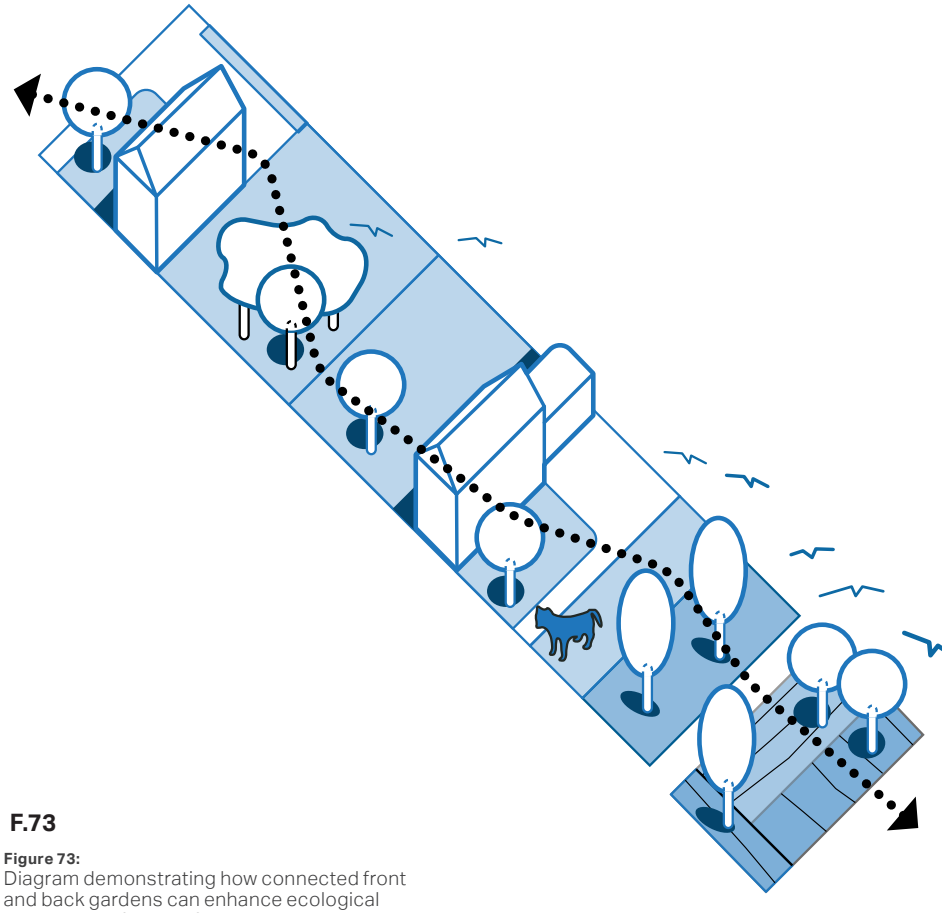


Figure 72:
An indicative diagram demonstrating how boundary treatments can best be implemented in development.

Code	Implementation
OS.04 Biodiversity & wildlife (continued)	• Open space and gardens should be planted and designed with nature in mind, incorporating a range of small-scale biodiversity improvements which may include: nest boxes, bird feeders, bug hotels, hedgehog houses, bat boxes, log piles, pollinator nest sites and wildflower planting. These improvements should be carefully planned and should support native floral and fauna species; • Landscape design should be layered with a variety of native species suitable for the wildlife, soil conditions and climate. Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping.



F.73

Figure 73:
Diagram demonstrating how connected front and back gardens can enhance ecological connectivity for wildlife. Accompanying layout considerations with wildlife friendlyfeatures supports wildlife movement and habitat creation.

3.6 Active travel networks

There is a network of PRoWs within Alderholt creating connections from the village to the surrounding landscape and nearby settlements. These links include footpaths and bridleways that allow for horse riding and cycling.

It is intended that such measures to encourage active travel would increase physical wellbeing while alleviating the reliance on local car within the village. Additionally, there is the potential to utilise the existing old railway track connecting the routes to Fordingbridge and Verwood, with the opportunity enhance the historical features that exist along this route.

All new development should further enhance the connectivity, access and movement through the neighbourhood area by ensuring pedestrian safety from traffic, utilising wayfinding methods to improve the village's legibility and supporting local PRoWs that will encourage movement into, through and out of the village.

The following guidance should be considered by development:

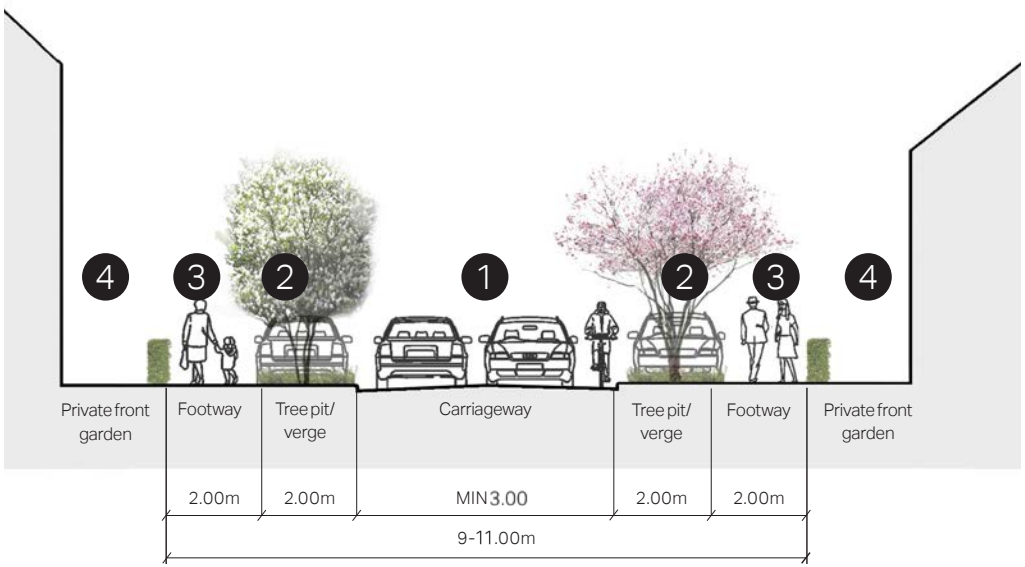
Figure 74: Example of wide pavement with grass verge boundary between the street.

Figure 76: Bridleway going towards Cranborne Common from Blackwater Grove. Source: Source: www.geograph.org.uk- Copyright Clive Perrin and licensed for reuse under Creative Commons Licence.

Figure 75: Example of passage between development that connects parallel roads for improved passenger movement within the village.

Figure 77: Example of street parking within Windsor Way that indicates how close cars are to the pavement without a verge.

Code	Implementation
NW.01 Pedestrian movement	• Varied links should be enabled and created to favour pedestrian and cycle movement. This means that streets should be connected with each other and different travel options and routes should be considered. Good practice favours a connected street network at all levels provides people with a choice of different routes and generally allows traffic to be distributed more evenly across the network rather than concentrated onto heavily trafficked roads; • All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists; • Promote active travel at all times by connecting development with the existing footpath network and green infrastructure network; • Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Department for Transport Manual for Streets (2007) suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m. Where routes are to be shared by pedestrians and cyclists, such as between residential areas, widths should be a minimum of 3m - ideally 4m.



F.78

Figure 78:
Cross section to illustrate the appropriate widths of street features to promote active travel and pedestrian safety.

Code	Implementation
NW.02 People-friendly streets	• Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users; • Traffic calming should be achieved by design utilising landscaping, parking and building layout. Avoid using forms of engineered traffic calming like humps, cushions and chicanes. Lane width should vary to discourage speeding and introduce a more informal and intimate character; • Crossing points must be placed at frequent intervals on pedestrian desire lines and at key nodes and incorporate level paving finishes, dropped kerbs and tactile paving for accessible movement through the village; • Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines; • Routes should benefit from natural surveillance, activity and paths with good sightlines and unrestricted views which make people feel safer; • New development must provide adequate lighting within new streets and spaces. Whilst light pollution must be avoided, lighting provides pedestrian safety and encourages active travel.

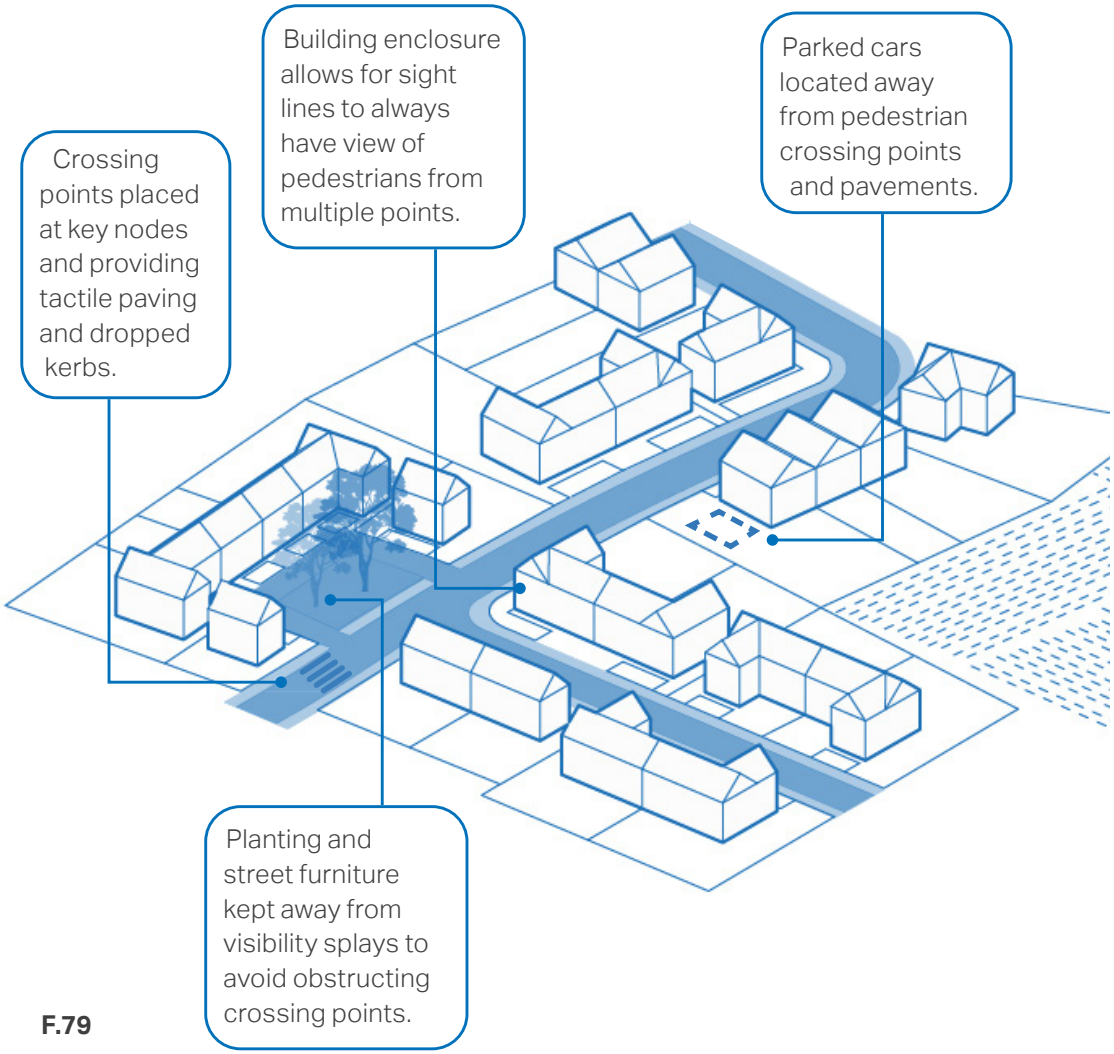
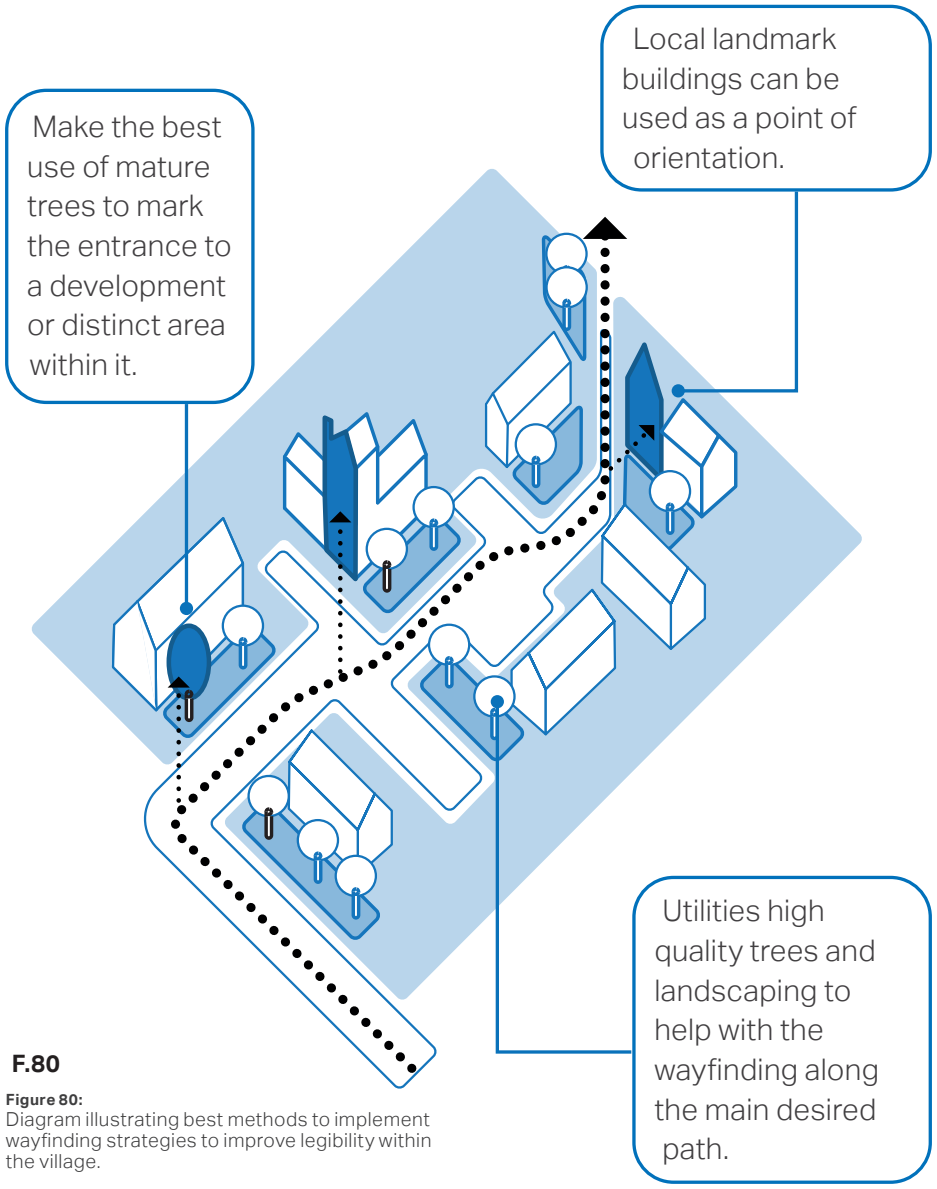


Figure 79:
Diagram to highlight the importance of natural surveillance to improve the security.

Code	Implementation
NW.03 Legibility & wayfinding	• Ensure streets are laid out to encourage connectivity, including direct access to key destinations such as the Alderholt Recreational Ground. Designers should collaborate with adjacent landowners and provide connections to existing and future development areas, particularly via walking and cycling routes; • Providing signage around the village showing destinations and travel times for walking and cycling would be beneficial for both visitors and residents; • Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility; • Landscape features, distinctive trees and open spaces can be used as wayfinding aids as well as providing an attractive streetscape and promoting active travel.
NW.04 PRoWs	• The existing PRoW network should be protected and promoted. The PRoWs that currently link Alderholt Village with its surrounding landscape are located: - along Blackwater Grove; - at the intersection of Station Road and Camel Green Road; - at the intersection of Station Road and Hillbury Road - at the entrance of Camel Green on Hillbury Road; and - on Hillbury Road adjacent to Wren Gardens; • New developments should facilitate outward connections by linking to the existing PRoWs.



F.80

Figure 80:
Diagram illustrating best methods to implement wayfinding strategies to improve legibility within the village.

3.7 Environmental performance and sustainability

Sustainability and environmental performance, although not unique to Alderholt, is crucial for development design within the village to aid in the village's role of combating the effects of climate change within the U.K.

Use of energy-efficient features should be encouraged in order to contribute towards a more sustainable environment. Energy efficient or eco-design combines passive design, such as shading and building orientation, with commercially available renewable energy systems, such as solar electricity, solar/water heating and electric charging points.

In addition to combating climate change, eco-design is also used to mitigate the already prevalent effects of climate change, such as controlling indoor room temperatures, which will also have a cost-saving aspect concerning energy and utility bills.

A checklist of measures that all new development (and considering extensions) would be expected to include are the following:

- material / build choice to attain high standards of insulation and energy conservation and minimise embodied carbon, with long life-expectancy and low-cost maintenance;

- use of glazing and shading to benefit from passive solar gain;

- incorporation of solar panels within the roof design;

- incorporation of ground or air-source heat pumps; and

- collection of surface water to reuse, either through a water butt or rainwater harvesting system.

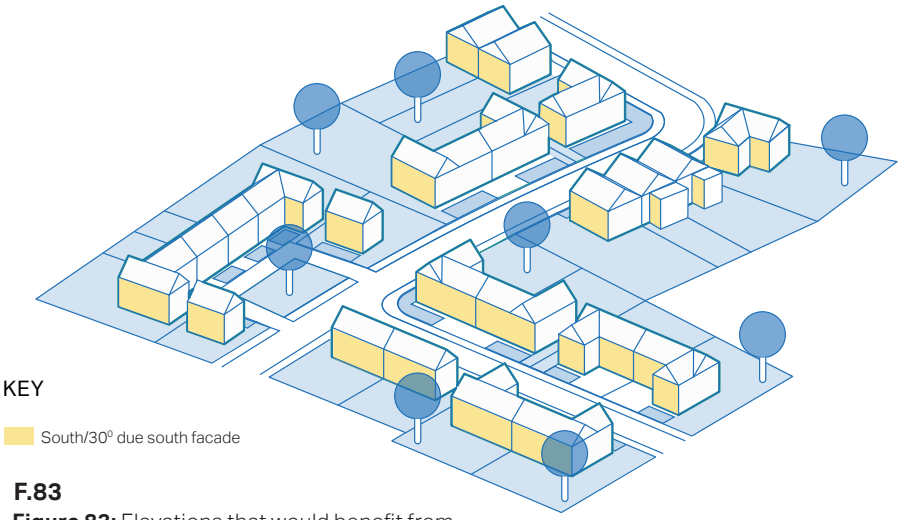
In addition to these, the following guidance should be considered by development:

Figure 81: Example of dwelling with solar panels.

Figure 82: Example of how planting on-plot can provide natural shade and cooling for dwellings.

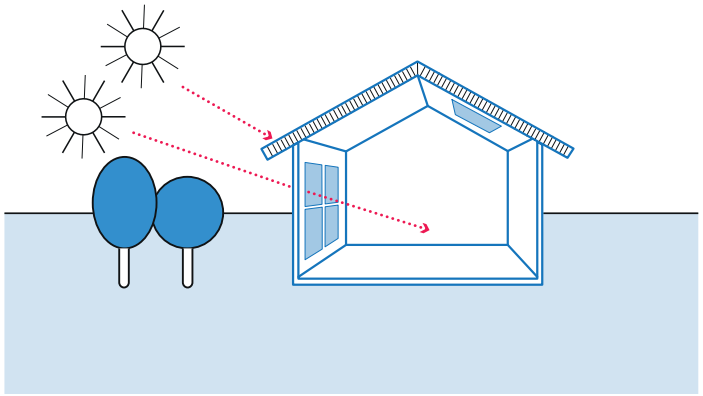
Code	Implementation
SE.01 Passive eco-design	• By default, new development should adopt a 'fabric first' approach, in line with the governments emerging Future Homes Standard, to attain higher standards of insulation and energy conservation. These should be in line with the BREEAM New construction standards and framework[1]. The retrofiting of existing buildings with eco-design solutions should also be encouraged; • The five principles central to Passivehaus design and construction, determining the energy efficiency of the buildings, are super insulated envelopes, airtight construction, high performace glazing, thermal-bridge-free detailing and heat recovery ventilation. These principles should be incorporated at the early design stages of development and considered for future modifications to existing buildings; • The aspect and orientation of a building is crucial to eco-design techniques as it helps maximise solar gain. For that reason, one of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing façades might have a similar proportion of window to wall area to minimise heat loss on this cooler side; • Minimal passive design actions that can be utilised to achieve energy efficiency include increasing glazing thickness, controlling daylight through louvres or blinds and utilising natural shading and cooling such as through trees and shrubbery.

[1] Source: BREEAM New construction technical manuals, found to download at: https://bregroup.com/products/breeam/breeam-technical-standards/breeam-new-construction/#NC-tech-manual



F.83

Figure 83: Elevations that would benefit from passive solar gain.



F.84

Figure 84: The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain.

Code	Implementation
SE.02 Active eco-design	• Ventilation with heat recovery, solar panels, ground and air source heat pumps must be considered alongside smart meters at the early design stages of all new development; • Solar panels should be designed from the outset. Every attempt should be made to design the roof so the fitting of solar panels aligns with roof features. This applies to all future dwellings whether solar panels are proposed or not to allow for retrospective implementation; • New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies, such as through water heating through underground pumps.
SE.03 Surface water management	• Manage surface water as close to where it originates as possible; • Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network; • Best practice SuDS schemes link the water cycle to make the most efficient use of water resources. Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources;

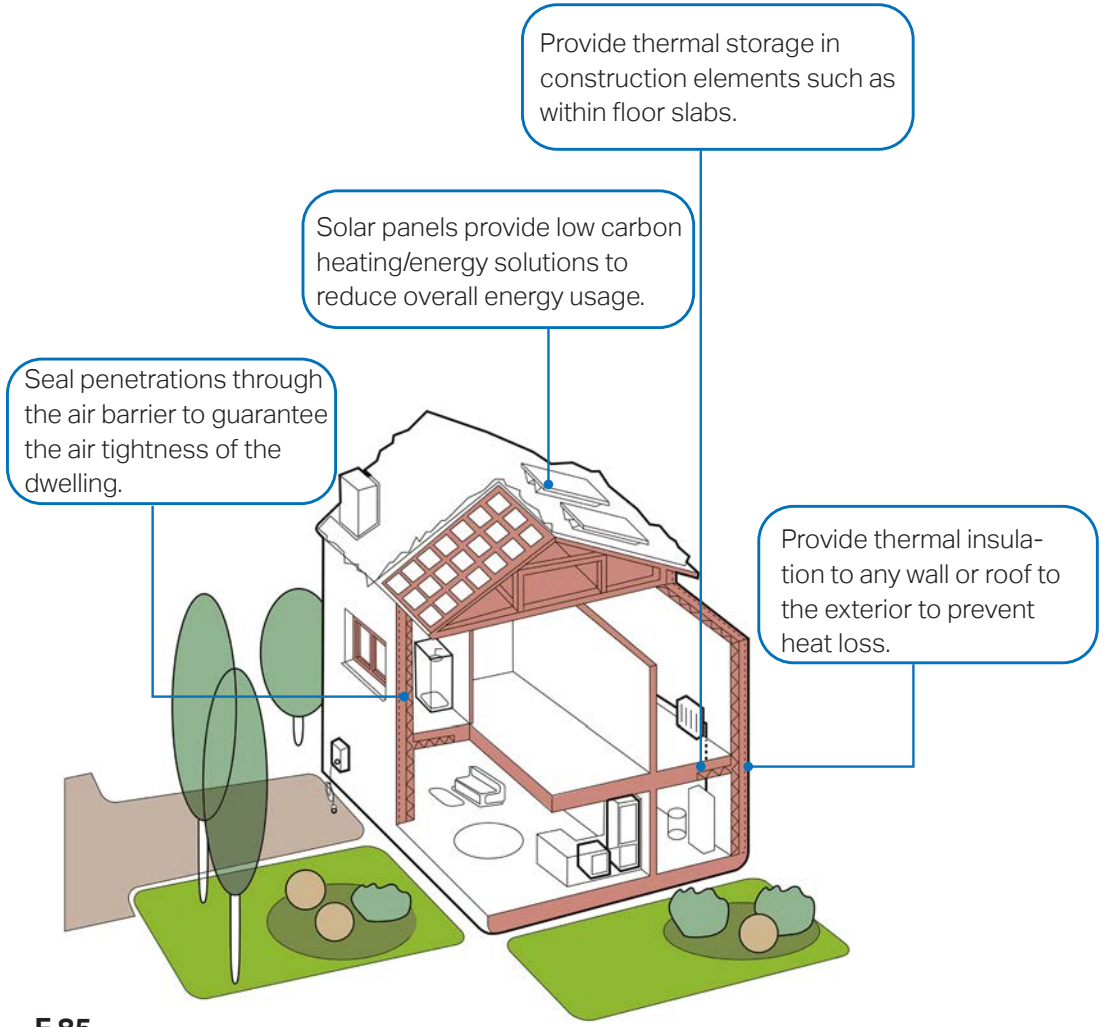
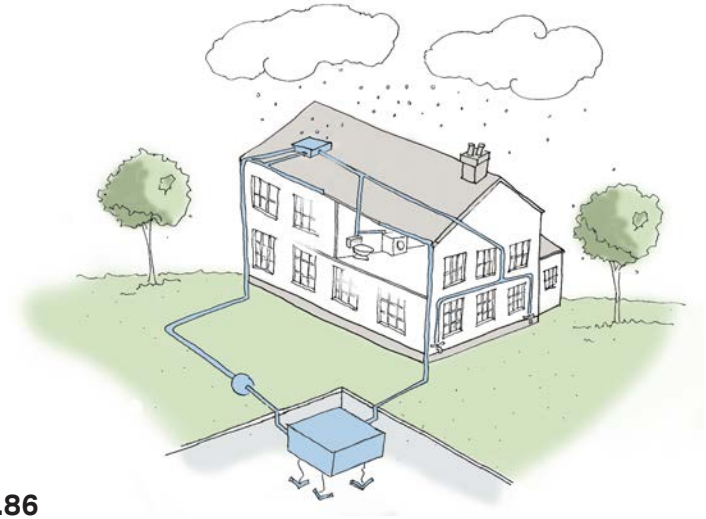


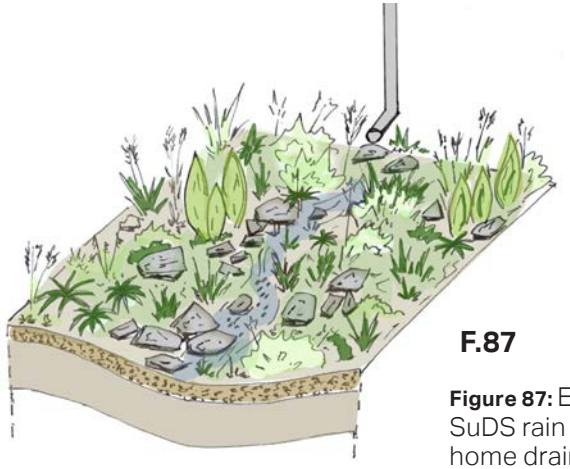
Figure 85: Diagram illustrating some aspects of the building fabric to be considered.

Code	Implementation
SE.03 Surface water management (continued)	• Improve water quality by filtering pollutants to help avoid environmental contamination. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
SE.04 Construction waste for larger scale development	• These codes are primarily concerned with more substantial developments rather than smaller scale interventions, such as those covered by permitted development rights. • Before work commences, the waste volumes should be generated and the recycling and disposal of the materials described; • On completion of the construction works, volumes of recycled content should be purchased, recycled and landfilled materials to be collated; • Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction. Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials.



F.86

Figure 86: Storage and reuse of greywater.



F.87

Figure 87: Example of vegetated SuDS rain garden placed near home drainage.

3.8 Ensuring infill development respects its context

Most new development in Alderholt will be through infill sites. Therefore, it is crucial to have guidelines to ensure that all future infill development is designed to positively impact and strengthen the character of Alderholt.

Infill development can be influence the layout, density, roofline and views, uniformity and cohesion of the village, and must be designed with consideration to the surrounding context and the wider village setting. Additionally, good infill design can set a precedent for future development and existing housing to reference, leading to an overall stronger identity and quality of housing as well as providing more homes and access to a wider range of generations to reside in the village.

The following guidance should be considered by development:

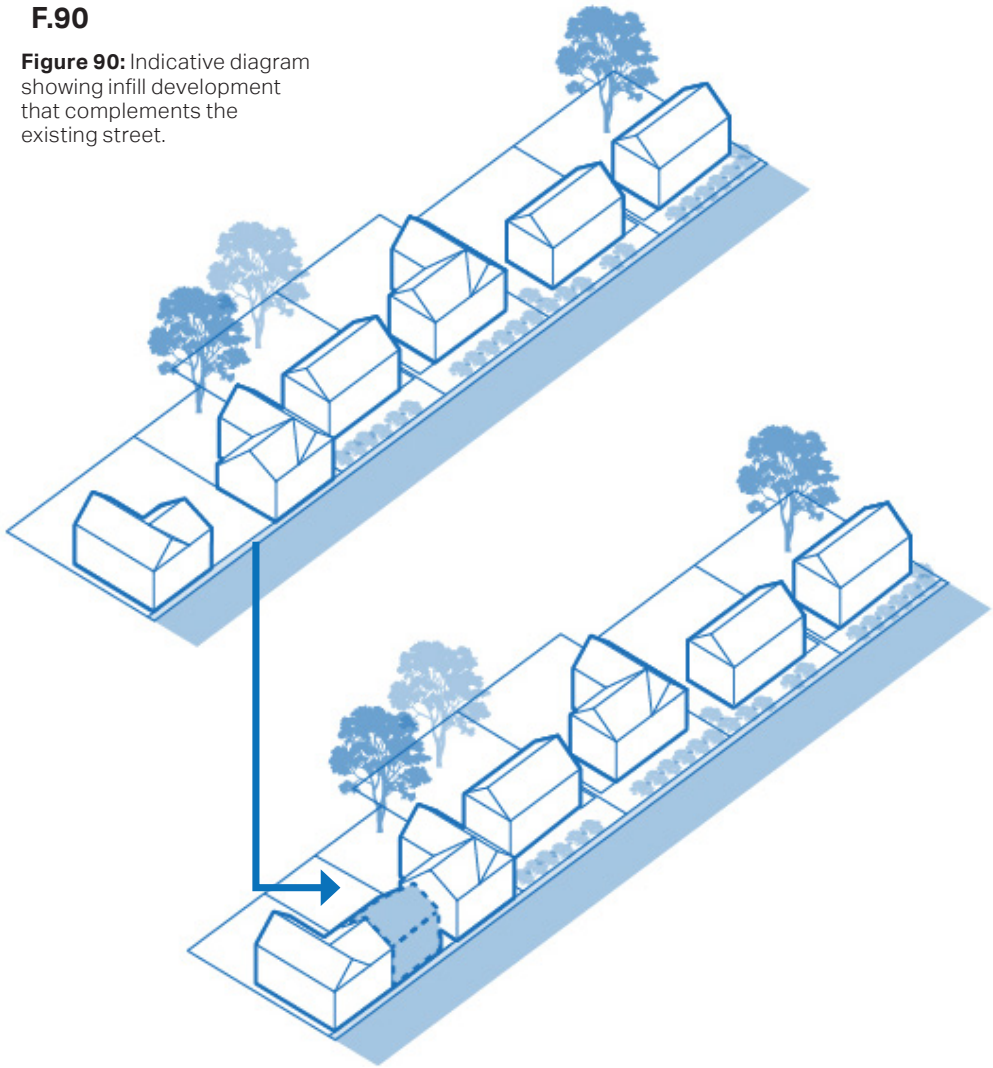
Figure 88: Example of tandem infill for a new cul-de-sac development (Fernlea Gardens).

Figure 89: Example of tandem infill for small-scale development of 1-2 dwellings.

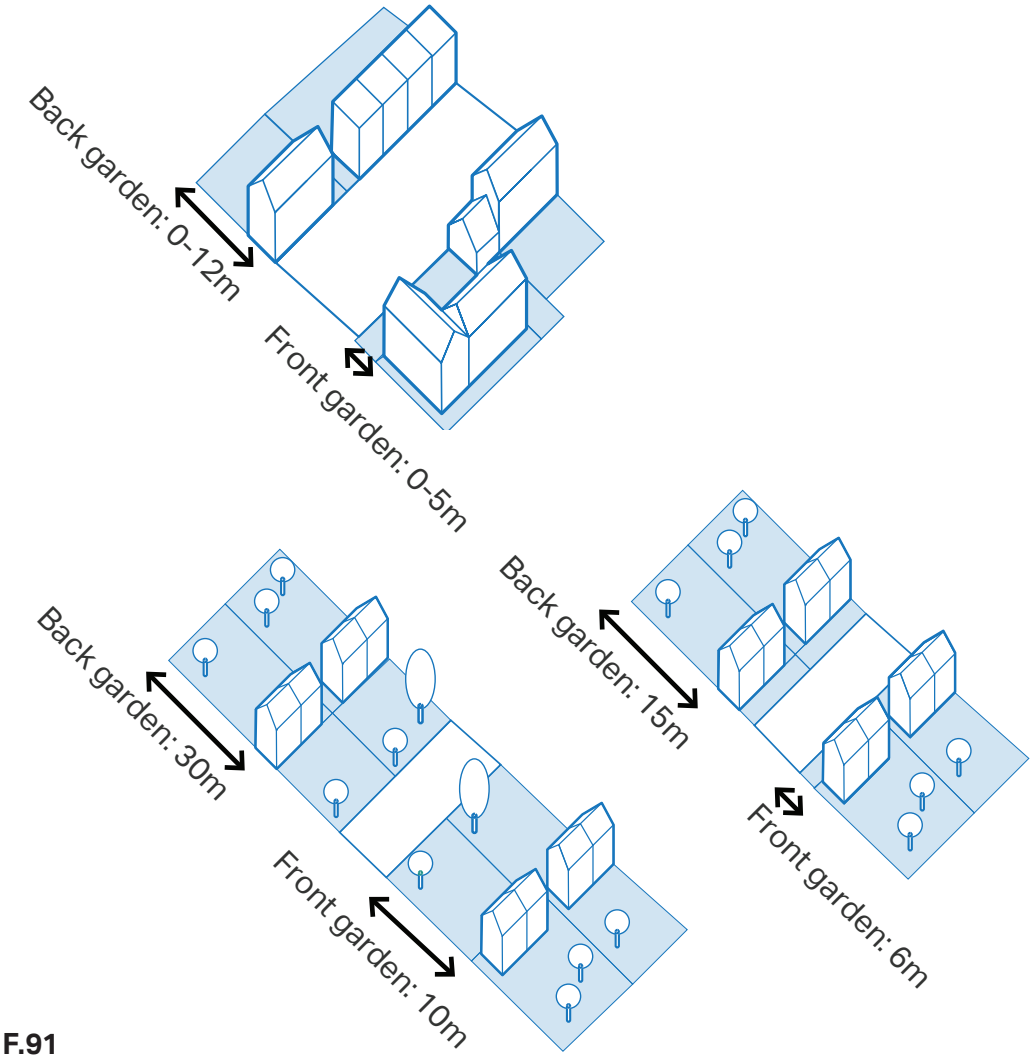
Code	Implementation
ID.01 Regard for context	• Infill development that can be seen from the streetscape must be responsive to surrounding context while not detracting from the existing rhythm and pattern of development and views out to the wider countryside. Built gaps must provide adequate separation distances between facing windows to ensure privacy is maintained at a minimum distance of 3m. Infill development should not close existing significant access gaps to local amenities and to the surrounding countryside, including both accessible and visual gaps; • New infill development should have regard for visual integration with neighbouring buildings by referring to the Character Area Palettes outlined in *Chapter 2*. It does not need to mimic the existing styles, but its scale, massing and layout need to complement the surrounding context; • Any new development should enrich the supply of housing by providing a variety of options in terms of size and height, while still respecting the existing surrounding context; • The building heights of new development should respect the existing surrounding buildings and not dominate the streetscape. Additionally, proposals should consider the views to the village and ensure that development will not detract from them, with reference in particular to the roofline.

F.90

Figure 90: Indicative diagram showing infill development that complements the existing street.



Code	Implementation
SE.02 Scale and density	• The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land. • Infill development should complement the streets. Its scale, density, massing and layout should reflect the context within which it sits • Buildings fronting the street should provide a variety of building types and designs with a coherent scale, massing and detailing; • The density of any new infill development should reflect the character of the immediate area and location within the village. The optimum density will respond to surrounding densities, whilst making efficient use of land • Infill development of multiple dwellings behind the building line should avoid having a large number of homes served by a single access point, with consideration of the consequent issues of traffic flow and pedestrian movement that could result from this. • Variation in building types is good design for new developments of multiple dwellings but infill development should reference the number of storeys found in the existing context, for example infill within cul-de-sac developments occupied entirely by bungalows.



F.91

Figure 91: varying proportions of private green space.

Code	Implementation
ID.03 Tandem development	• Infill proposals set to the rear of the existing dwellings should not be obtrusive in character nor be an overbearing or dominant feature within its overall setting. It should respond sensitively to the scale, density, massing and architectural style of its immediate surroundings; • Development behind the building line should prioritise respecting neighbours' privacy and access to light by minimising the impact of overlooking and overshadowing. This is achievable through appropriate design interventions including the provision of adequate screening and referencing existing developments for the appropriate proportion of built areas within the plot;
ID.04 Infill along the building line	• Plot infill should largely respect the existing setback if there is a standard street edge. Where no building line exists and at the front of a plot, establish a legible building line that provides deep front gardens - in all but exceptional circumstances - with subtle variations in form of recesses and protrusions that is fitting with the village as seen in existing development; • Orientation should mimic neighbouring buildings with the primary aspect and windows facing the street; • Front of plot gardens should be of sufficient size and landscaped appropriately to fit in with prevailing planting pattern or to enhance to the green character of the area where it is lacking. Boundary treatments should refer to what is existing in the area, utilising the Character Area Palettes provided.

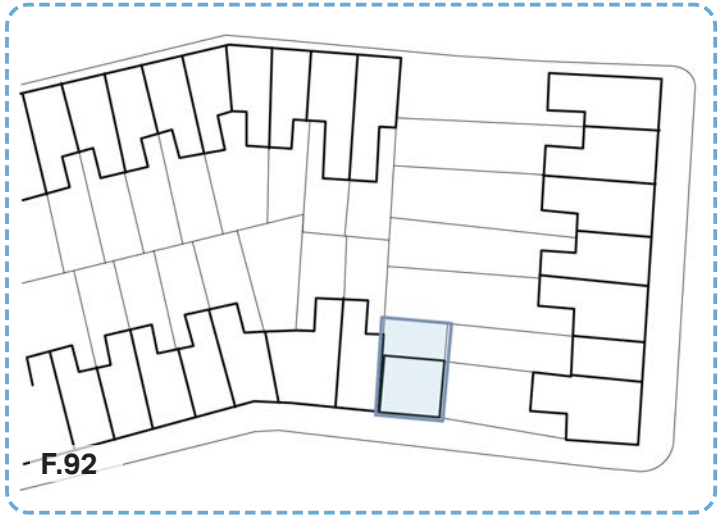


Figure 92: Indicative plan showing infill development along the building line that complements the immediate surrounding context including massing, orientation, building alignment and consideration of protecting exisiting gaps between development.

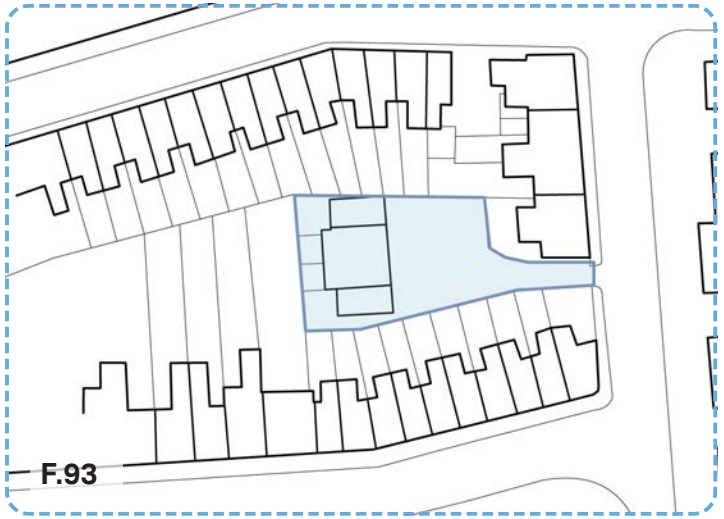


Figure 93: Indicative plan showing infill development behind the building line which does not complement the immediate surrounding context regarding privacy of surrounding dwellings, only a single access point, massing of dwelling and lack of pavement provision.

3.9 Doing extensions sensitively

Proposals to modify existing dwellings should seek to complement and enhance the host dwelling and its surrounding context. Considerations should be had to ensure that a complimentary style, scale and placement is implemented with these extensions. Additions to the dwellings do not need to mimic the existing styles, but its scale, massing and layout should complement the host dwelling.

In addition to the structure of the extension, the facade treatment must also be implemented with sensitivity and development should refer to the Character Area Palettes outlined in *Chapter 2* as well as the guidance outlined in *Section 3.4* of this chapter.

Lastly, it is important to note that some extensions are covered by permitted development rights. While these don't require approval from the local planning authority, due consideration of the following guidance should be a priority before commencing alterations.

The following guidance should be considered by development:

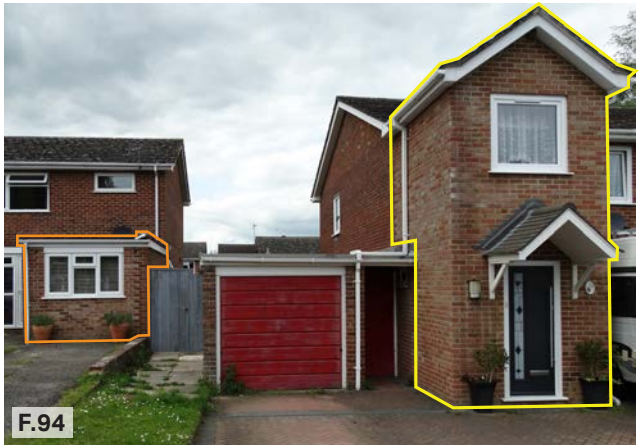
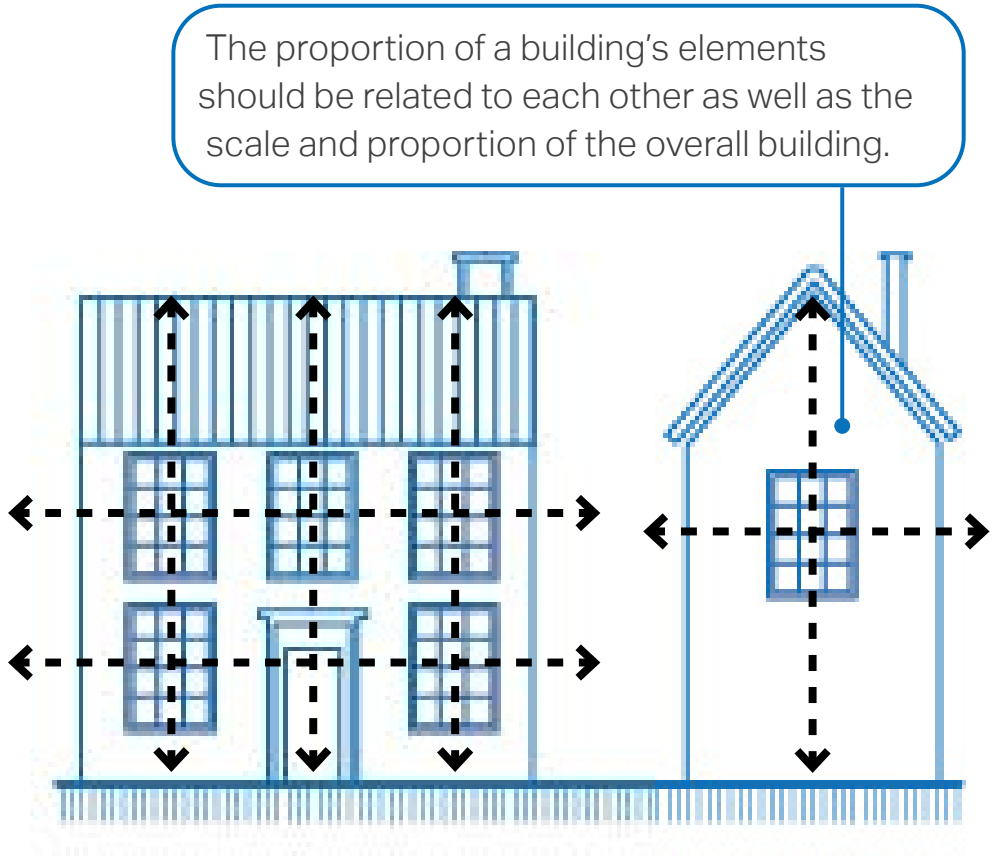


Figure 94: Negative example of an extension along the building line (yellow) and a garage to living space conversion (orange).

Figure 95: Example of a dormer extension.

Code	Implementation
EN.01 Regard to context	• The original building should remain the dominant element of the property, in terms of scale and form, regardless of the number of extensions. Extensions must be appropriate for the scale, massing and character of the main building, and should complement both the streetscape and the village setting. Overly complicated extensions and associated roof forms should be avoided; • Extensions should consider the materials, architectural features, window sizes and proportions of the existing building, and respect these elements to design an extension that matches and complements the existing building; • Extensions should not result in a significant loss to the private amenity area (front, side and rear gardens) of the dwelling; • Extensions should not result in a significant loss to the privacy, solar access and amenity of neighbouring properties or the streetscape; • Extensions should not change the building types of development within an area that has a standard building types, such as a cul-de-sac entirely occupied by bungalows in which an addition to add a second storey would impact the character of that area.
EN.02 Rear extensions	• Extensions and other modifications are best located to the rear of the buildings to sensitively integrate with the existing distinctive proportions established within the area;



F.96

Figure 96: Elevation showing typical building proportion and fenestration placement and alignment.

Code	Implementation
EN.02 Rear extensions (continued)	• Single-storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking daylight. A flat roof is generally acceptable for a single storey rear extension; • Double-storey rear extensions are not common, as they usually effect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a double-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.
EN.03 Side extensions	• Side extensions are another popular way to extend a building to create extra living space. However, if they are badly designed, they will detract from the appearance of the building and the wider townscape; • Side extensions should be set back from the front of the main buildings and retain the proportions and detailing of the original building. This is in order to reduce any visual impact of the joining point between existing and new; • The placement of fenestration should align with the original building and mimic, as best as reasonably possible, the proportions, materiality and colour of fenestration to ensure a consistent design from the streetscene.

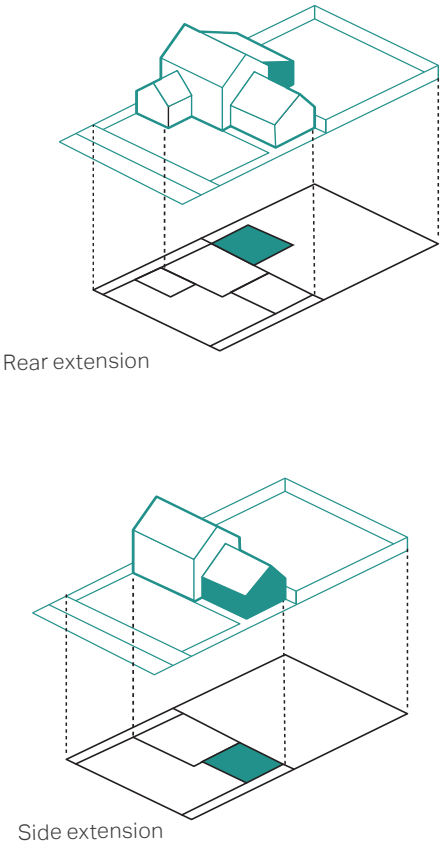


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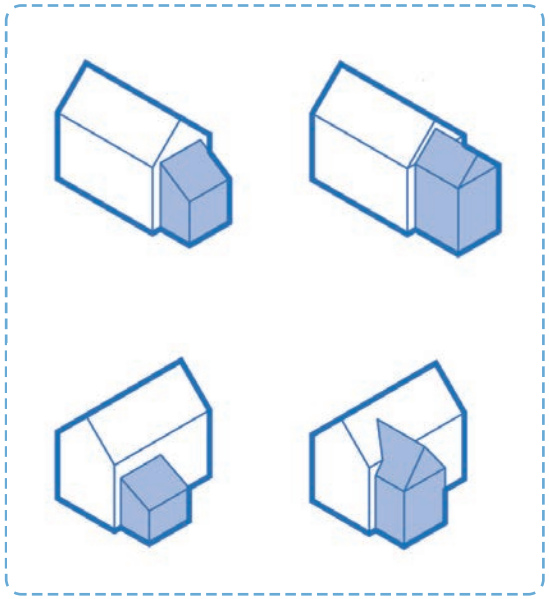
Figure 97: Indicative diagram showing placement of extensions.

Side extension examples:



F.98

Figure 98: Good example for side extensions, respecting existing building scale, massing and building line.

Code	Implementation
EN.04 Roofs & heights	• The roof of the extension should harmonise with that of the original building and surrounding context as outlined in the Character Area Palettes. Flat roofs should be avoided in side extensions; • The height of development should take into consideration the surrounding context of surrounding buildings, tree line and landscape views; • A range of roof heights adds interest to the village roofscape and enhances the integration of extensions with original builidngs; • Dormer conversions and extensions should be in style, proportion and symmetry to the surrounding context, as outlined in the Character Area Palettes. They should be aligned with the building's existing windows below or centred in the middle.

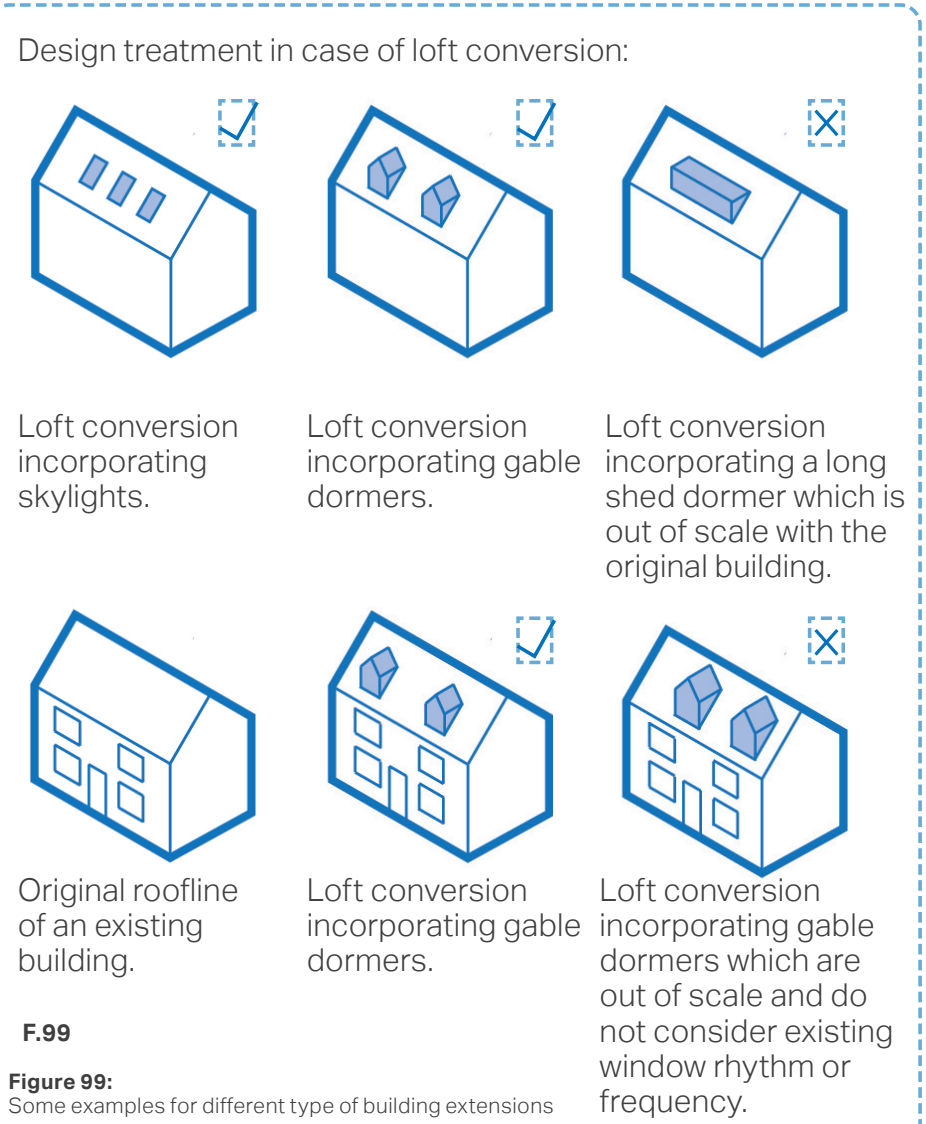


Figure 99:
Some examples for different type of building extensions

3.10 Parking provisions

Alderholt has a notable presence of on street parking. The resulting street clutter is anecdotally considered to blight the street scene, as well as negatively impact connectivity, access and quality of overall movement within the Neighbourhood Area.

Subsequently, there is a strong desire among residents for enhanced provision of off-street parking within Alderholt. It is regularly noted that streets are often overwhelmed with parking, which has a negative impact on the appearance of the village, the levels of active movement, pedestrian safety, and the the Neighbourhood Area's rural feel.

New development should consider how to avoid on street parking at the early stages of the design development period. Additionally, all existing development would benefit from implementing methods that would alleviate on street parking and improve the overall built environment of Alderholt.

The following guidance should be considered by development:

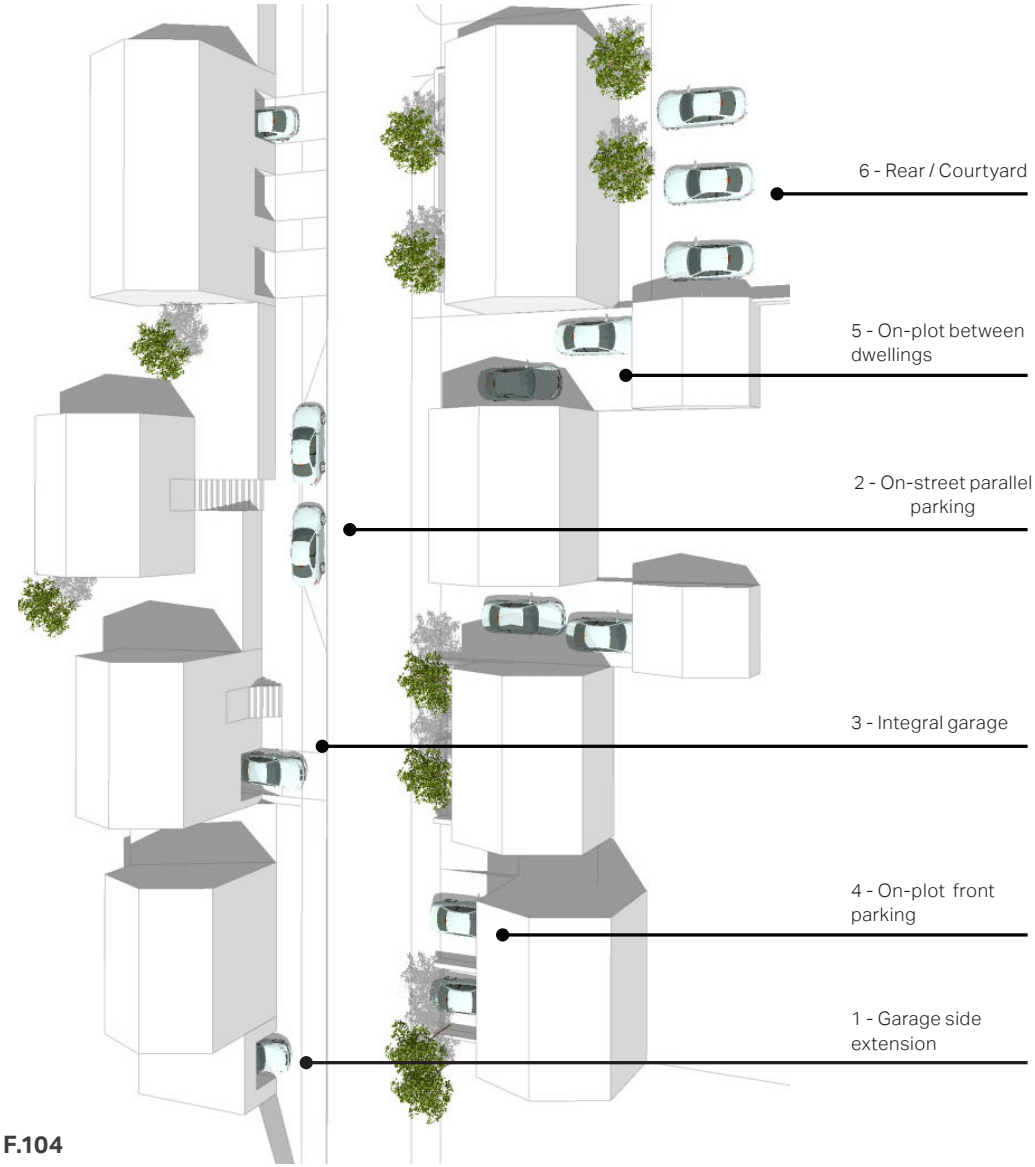
Figure 100: Example of on-plot parking in front of the dwelling.

Figure 102: Car parked in front of detached garage that is located to the side of the dwelling.

Figure 101: Example of garages accessed by a shared rear lane, set back behind the development.

Figure 103: Example of on-street parking seen within Blackwater Grove.

Code	Implementation
PK.01 On-plot parking	• Parking should be integrated on plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface parking space. On-plot parking should always be preferred to on-street parking; • Ensure manoeuvring areas for car parking does not dominate the street frontage, allowing space for a generous front garden; • Car parking spaces should not be set directly in front of windows; • High-quality and well-designed soft landscaping should be used to improve the aesthetics of parking, for instance aligning the hedgerow adjacent to the parking space; • Construct driveways from porous surfaces and green parking spaces (for example, grasscrete, cobble or gravel) to minimise surface water run-off.
PK.02 On-street parking	• On-street parking can be parallel, perpendicular or echelon in relation with the traffic speed and the traffic volume. Clearly delineated parking areas are needed to indicate whether the parking is parallel, perpendicular or echelon. This will help to avoid confusion about the type of parking. A parallel car parking space should be 2.5m x 6m long. There must not be more than 3 spaces in a row without a break;



F.104

Figure 104: Illustrative parking locations.

Code	Implementation
PK.02 On-street parking (continued)	• The streetscape should not be dominated by continuous on-street parking spaces. Parking spaces integrated within the streetscene should be combined with generous planting to provide screening; • It is important that on-street parking is more formalised, does not impede the access of pedestrians and other vehicles and is well vegetated with ground soak areas.
CM.03 Parking courts & garages	• Garages are likely to be used for storage rather than parking vehicles and should therefore be set behind the building line or to the rear of the plot; • Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; • Provide garages and openings that are of a sufficient size to allow for car parking and bicycle parking with a minimum internal space of 6m x 3m for a single garage and 6m x 6m for a double; • Construct garages with the same architectural features and materials as the main building; • Parking courtyards and garages accessed by shared rear lanes are discouraged. Parking courts should only be acceptable for small building clusters and permeable paving should be used where possible and must be overlooked by properties to increase natural surveillance.

Code	Implementation
CM.04 EV charging points	• Mounted charging points and associated services should be integrated into the design of new developments, if possible; • Street parking EV charging points should always be provided adjacent to public open spaces. Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; • Retrofitting existing public parking spaces to provide EV charging points should be considered, if possible. This can also promote up-keeping the quality of streets and spaces (such as servicing and maintenance); • Charging infrastructure should be sensitively integrated within streets and spaces, for example, by aligning with green infrastructure and street furniture.

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