Sturminster Marshall

Design guidance and codes

Final Report
April 2023

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Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
4	27/04/2022	Review	Annabel Osborne	Locality
	14/04/2022	Review	Jasper den Boeft	Associate Director
	14/04/2022	Address comments	Chatnam Lee	Graduate Urban Designer
3	07/04/2022	Review and comments	Neighbourhood Plan Steering Group	Neighbourhood Plan Steering Group
	23/03/2022	Review	Jasper den Boeft	Associate Director
	23/03/2023	Address comments	Chatnam Lee	Graduate Urban Designer
	06/03/2023	Review and comments	Neighbourhood Plan Steering Group	Neighbourhood Plan Steering Group
2	22/12/2022	Review	Jasper den Boeft	Associate Director
		Address comments	Hoorieh Morshedi	Urban Designer
1	02/12/2022	Review	Neighbourhood Plan Steering Group	Neighbourhood Plan Steering Group
		Workshop & Review	Jasper den Boeft	Associate Director
		Design, site analysis & Address comments	Hoorieh Morshedi	Urban Designer
		Research and baseline analysis	Sunayana Ramanand	Graduate Urban Planner
		Research and baseline analysis	Lilly Ruddock	Consultant Town Planner

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Introduction

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1. Introduction

Through the Government's Neighbourhood Planning Technical Support Programme led by Locality, AECOM has been commissioned to provide design support to Sturminster Marshall Parish Council.

The support is intended to provide design guidance and codes based on the character and local qualities of the area to help influence residential developments.

1.1 Purpose of this document

The Neighbourhood Plan Steering Group has sought to develop a set of design codes guiding any future development in the Neighbourhood Area.

The National Planning Policy Framework (NPPF; 2021, paragraph 127) states that "Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers."

Whilst this report covers the whole of Sturminster Marshall Parish, its focus will be on development in Sturminster Marshall Village where the majority of future development will be concentrated.

1.2 Process

The stages of production for this document are outlined here:

STEP 1

Meeting with the group and site visit.

STEP 2

Urban design and local character analysis.

STEP 3

Preparation of the design principles, guidelines and codes to be used to inform the design of the Neighbourhood Area and future developments.

STEP 4

Draft report with design guidelines.

STEP 5

Submission of a final report.

1.3 Area of study

Sturminster Marshall is 3 miles west of Wimborne Minster and 7 miles north west of Poole in Dorset. The village lies on the south bank of the River Stour where it is joined by the River Winterborne. The outlying settlements of Newton Peveril, Almer and Mapperton are in the Winterbourne valley, whilst Henbury and Jubilee Cross extend to higher ground on the southern side of the Stour valley.

Two main roads intersect in the parish: the A31 trunk road running east to west and the A350 running north to south.

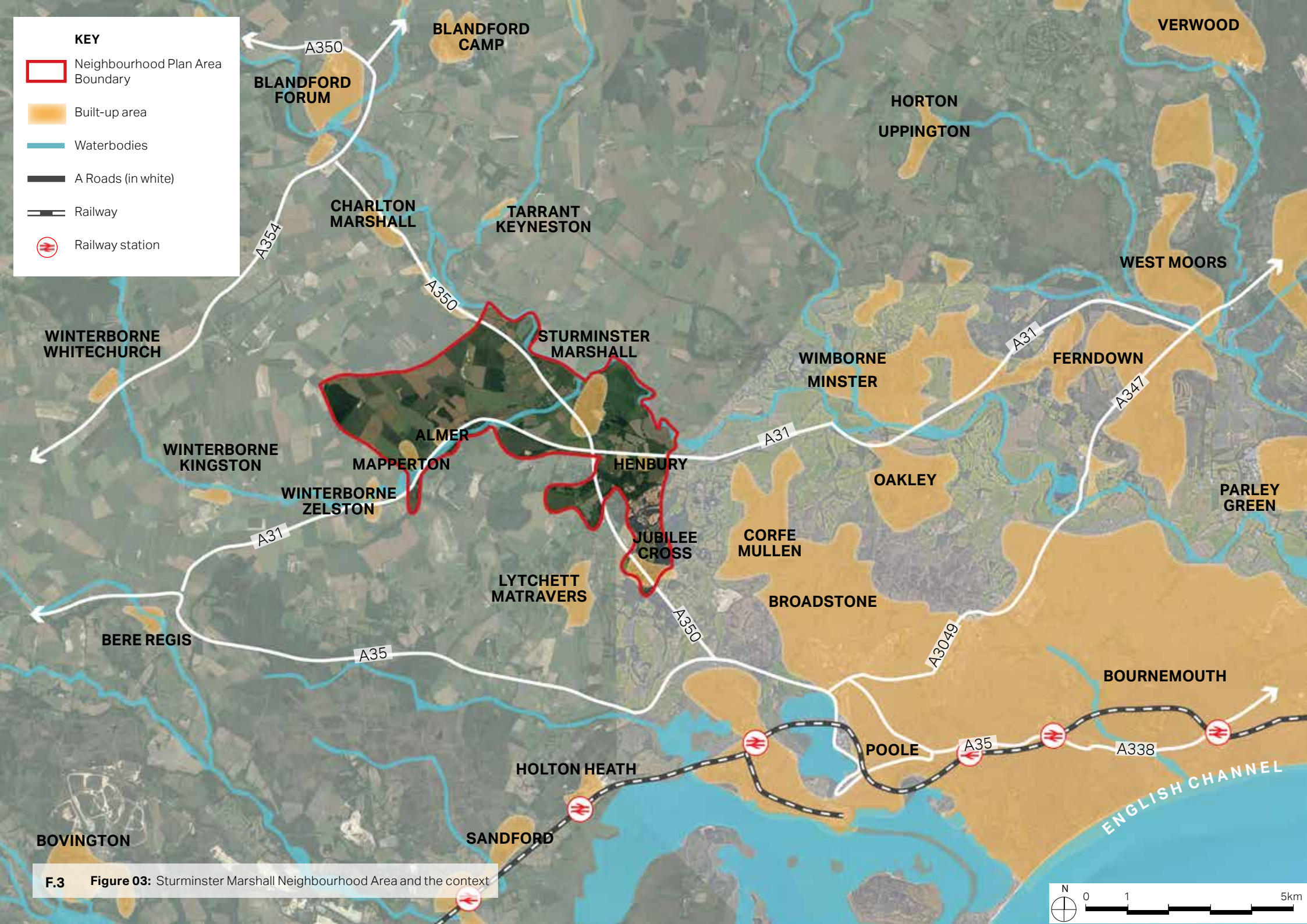
Although people have lived in and around Sturminster Marshall since Mesolithic times, the core of the present village was established in the twelfth century, when the parish church (St Mary's) was established. The church in Almer (also St Mary's) was built at about the same time, as was White Mill Bridge, an important crossing over the Stour and said to be the oldest bridge in Dorset.

For several hundred years, the parish was essentially an agricultural community, but the coming of the railway in 1860 provided the impetus for the opening of a milk factory, which later became the largest milk and cheese factory in Europe. The site of the railway station and the cheese factory is now an industrial estate.

In recent years, Sturminster Marshall has become much more of a dormitory village but changing work patterns and a wider range of employment opportunities may influence the development of the parish in the future.

Figure 1: Housing with thatched roofs within the Sturminster Marshall Conservation Area

Figure 2: Open fields for agricultural use around the village



F.3 **Figure 03:** Sturminster Marshall Neighbourhood Area and the context

F.4 **Figure 04:** Sturminster Marshall Village within the context

1.4 Planning policy and guidance

National policy and guidance

As the National Planning Policy Framework (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

National and local policy documents can provide valuable guidance on bringing about good design by ensuring development is both fit for purpose and able to build sustainable, thriving communities, as well as by providing specific design guidance to inform design codes and masterplanning activities. Developers should refer to these key documents when planning future developments in Sturminster Marshall.

The following national policy documents and best practice guidance have informed the design guidance within this report.

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, Chapter 12: Achieving well-designed places of the NPPF stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of design principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2021 - National Design Guide

DLUHC

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It sets out ten characteristics of well-designed places including: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021 - National Model Design Code
DLUHC

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote successful and good quality design. It expands on the ten characteristics of good design set out in the National Design Guide and should be referred to in the development of design codes at the local and site masterplan level.

2020 - Building for a Healthy Life
Homes England

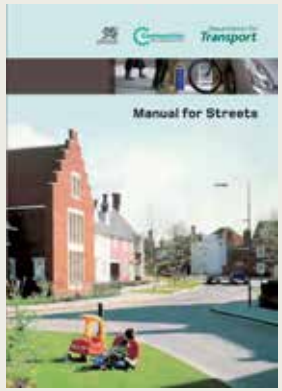
Building for a Healthy Life is the government-endorsed industry standard focused on twelve design considerations for creating a successful built environment that promotes wellbeing.

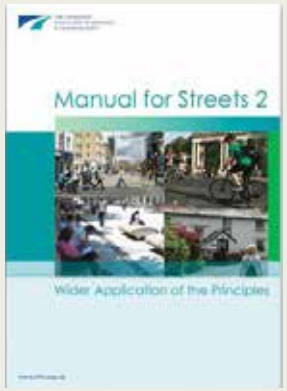
The previous version of the document, Building for Life, was adopted by East Dorset Council (now Dorset Council) as supplementary planning guidance in May 2009.

Manual for Street 1 (2007) and 2 (2010)
Department for Transport

There are two volume of Manual for Streets. 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 encourage active travel.

Manual For Street 2: Wider Application of the Principles was launched in 2010 in London. It is designed to be read alongside the original Manual rather than to supersede it.





Local planning policy context

All Neighbourhood Development Plan policies must be in general conformity with the strategic policies of the adopted Local Plan and should have regard to emerging Local Plan policies.

Local planning policies can provide design parametres tailored to the context of the development and supported by local analysis. Therefore, it is vital that both the adopted and emerging local planning policies are considered in the event of future development in Sturminster Marshall.

The following local planning policy documents and evidence base have informed the design guidance within this report.

2014 - Christchurch and East Dorset Local Plan Part 1 - Core Strategy

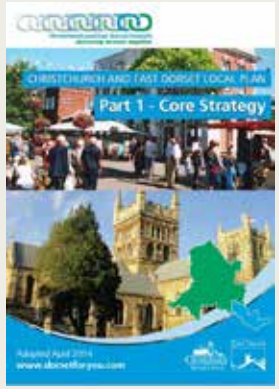
Christchurch Borough Council and East Dorset District Council

The adopted Development Plan for Sturminster Marshall includes the 'saved' policies of the East Dorset Local Plan and the Christchurch and East Dorset Local Plan Part 1 Core Strategy. Together the 'saved' policies of the Local Plan and the adopted Core Strategy sets out the planning strategy for the area to 2028.

Policy HE2 requires the design of development in Christchurch and East Dorset to be of high quality, reflecting and enhancing areas of recognised local distinctiveness with regards to its layout, site coverage, architectural style, scale, bulk, height, materials, landscaping, visual impact, relationship to nearby properties and mature trees. Design should accord with the Countryside Design Summary and have regards to the East Dorset Urban Design Guide.

Policy LN2 states that the design and layout of new housing development should maximise the density of development to a level which is acceptable for the locality. A minimum density of net 30 dwellings per hectare is encouraged unless this would conflict with the local character and distinctiveness of an area.

Policy RA1 allocates 3.3 hectares of land at Bailie Gate for employment uses, including the provision of significant landscape buffers alongside the countryside edges of the site and a sustainable drainage system.



2002- 'Saved' policies of the East Dorset Local Plan

East Dorset District Council

'Saved' policy SM3 of the East Dorset Local Plan allocates Land at Station Road, Sturminster Marshall extending to 3.5 Ha as public open space for sport pitches, including supporting amenities and car parking. It also requires a substantial tree and shrub planting as part of the development to provide screening to the Industrial Estate to the south.

Policy DES11 requires development to respect or enhance their surroundings with regards to form, materials; lighting; landscape planting; means of enclosure of roads, cycleways, footpaths and parking areas; and the relationships of buildings and property boundaries to theses spaces.

1999 - Countryside Design Summary SPD

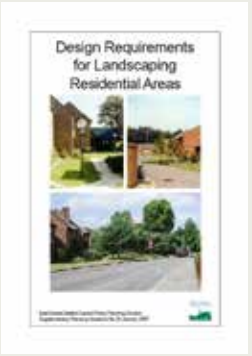
East Dorset District Council

The East Dorset Countryside Design Summary SPD provides a detailed analysis of the key landscape, settlement and building characteristics of rural settlements, including Sturminster Marshall, in East Dorset. It aims to identify the key features that contribute to the distinctiveness of each locality to influence the design of new development. This design guide has had regard to the key features identified in Sturminster Marshall by the Countryside Design Summary SPD.

2007 - Landscape Design Guide SPD

East Dorset District Council

The Landscape Design Guide SPD sets out the key design principles for landscaping in residential areas of East Dorset. This includes the provision, planning and design of public open space; the retention of existing green infrastructure; and, key design principles of general features including surfaces, planting, boundary treatment and highways. It also requires the landscape design of residential schemes to consider the level of maintenance required and promote long term stewardship.



2020 - Guidance Notes for Waste Storage for Residential Developments Supplementary Planning Guidance

Dorset Council

The Guidance Notes for Waste Storage for Residential Development produced by Dorset Council set out the detailed provision and design requirements of waste storage facilities for all residential development proposals. It seeks to ensure adequate provision is made for the safe and efficient storage, collection and management of waste, including through recycling

Emerging - Dorset Local Plan

Dorset Council

Dorset Council is currently preparing a new Local Plan to replace the adopted Local Plan. The emerging Local Plan will guide development in Dorset up to 2038. The Options Consultation took place between January and March 2021, with the draft Local Plan expected to be submitted for examination in April 2025.

Draft Policy ENV7 requires development proposals, excluding those without external alteration, to clearly demonstrate the design rationale of the scheme as to how the principles of good design set out in Figure 3.5 have been addressed through the consideration of the site and its wider setting. Only development proposals that are of high quality and that follow the principles of good design and placemaking, including through recognising the opportunities to improve the character and quality of an area and the way it functions, will be supported.
It is expected that a Dorset Council Design Supplementary Planning Document will be produced alongside the emerging Local Plan.

Volume 2 of the emerging Local Plan envisions Sturminster Marshall to act as a focal point for smaller settlements nearby and develop its role to provide facilities for everyday needs including new employment opportunities in 2018. This will be supported by development including housing and the retention of a clearly defined edge inset within the Green Belt.

Draft Policy STMR1 allocates Land at Bailie Gate for employment development as a key employment site. The development of the site should be guided by a detailed development brief based on the following principles:

- Provision of significant landscape buffers alongside the countryside edges of the site.
- A drainage strategy to mitigate any potential impacts arising from the surface water flood risk and flood risk from the nearby River Stour.
- A comprehensive travel plan including the support of regular bus services and scope to provide pedestrian and cycleway links towards village facilities.

Draft Policy STP2 allocates Land at Station Road for housing development:

- The development should provide effective mitigation of its impact on the adjacent fishing lakes including the provision of open space between the built form and the southern boundary.
- The boundaries of the site with the existing Bailie Gate Industrial Estate and the A350 should include effective mitigation of noise and other amenity impacts.
- The site will be required to provide pedestrian and cycle links to link to the existing network of footpaths to enable residents to access facilities and services in the village.

Draft Policy STP3 allocates Land at Springfield Farm for residential development:

- Development of the site will need to include an appropriate drainage strategy to minimise risk associated with the River Winterborne and other sources of flooding. Development should include a positive frontage to the flood zone.
- The site will be required to provide pedestrian and cycle access to link to the existing network of footpaths and to enable residents to access facilities and services in the village. This should include improvements to the North Dorset Trailway.

Draft Policy STP4 allocates Sturminster Marshall Golf Course for housing development:

- Provision of significant landscape buffers alongside the countryside edges of the site will be required.
- The development should provide effective mitigation of its impact on the adjacent fishing lakes including the provision of open space between the built form and the southern boundary.
- The site will be required to provide pedestrian and cycle access to the village's facilities. The rural form of the Wareham Forest Way should be respected within the design of the development.

Conservation Areas in East Dorset - Sturminster Marshall (2006), Almer (2005) and Mapperton (2005)

East Dorset District Council

These three documents highlight the special qualities that underpin the character of the conservation areas, justifying its designation. It also seeks to increase awareness of those qualities so that where changes to the environment occur, they do so in a sympathetic way without harm to the essential character of the areas.

Neighbourhood area context analysis

02

2. Neighbourhood area context analysis

This section outlines the broad physical, historic and contextual characteristics of the Neighbourhood Area (NA).

2.1 Surrounding context

Sturminster Marshall is a rural village, lying between the River Stour to the north and the A350 to the south west. The village is in a countryside setting and is situated between two large country estates (one belonging to the National Trust and one to Drax). The village is also inset with the South East Dorset Green Belt. There are also smaller hamlets within the Parish boundary which are Jubilee Cross, Almer and Mapperton.

The Cranborne Chase & West Wiltshire Downs Area of Outstanding Natural Beauty is located just north of the NA and to the south (of the A31) is part of the Charborough Registered Park and Garden (RPG).

Within and surrounding the NA, there are Ancient Woodlands and Public Rights of Way (PRoW).

The more northerly parts of the village fall within the flood plain of the River Stour. The River Winterborne flows from the southwest to join the Stour just to the north of the village. The southern parts of the village are on gently rising ground above the flood plain. The A350 which passes through this part of the village is a main route from Poole to Bristol and the north-west.

The northern part of the village, north of King Street and including the Market Place and the church, is designated as a Conservation Area. There are also Conservation Areas at Almer and Mapperton.

The village has a range of facilities including two shops, school, village hall, the Old School used for village events and a number of areas of public open space, one of which provides sports pitches and a children's play area (Churchill Close), and the other an informal riverside open space (Walnut Tree Field), Sturminster Marshall Golf Course and Charborough Ways.


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Figure 05: The Churchill Arms, former pub

Figure 06: A two- storey property with thatched roof within the Sturminster Marshall Conservation Area

Figure 07: Finger post in the village

Figure 08: A footpath along route of old railway near the village

Figure 09: Bailie House built with red brick and sash windows with chimney stacks


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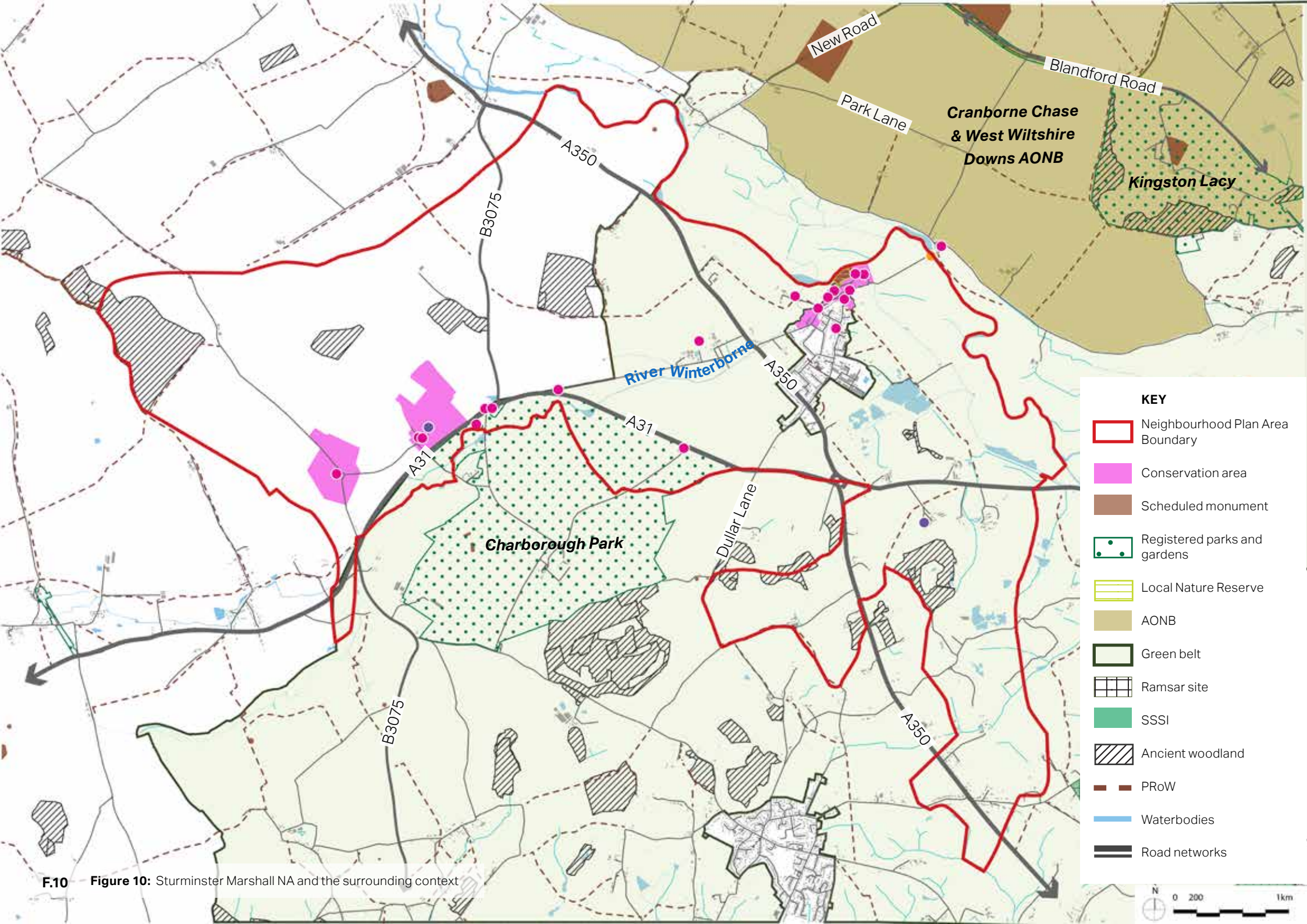
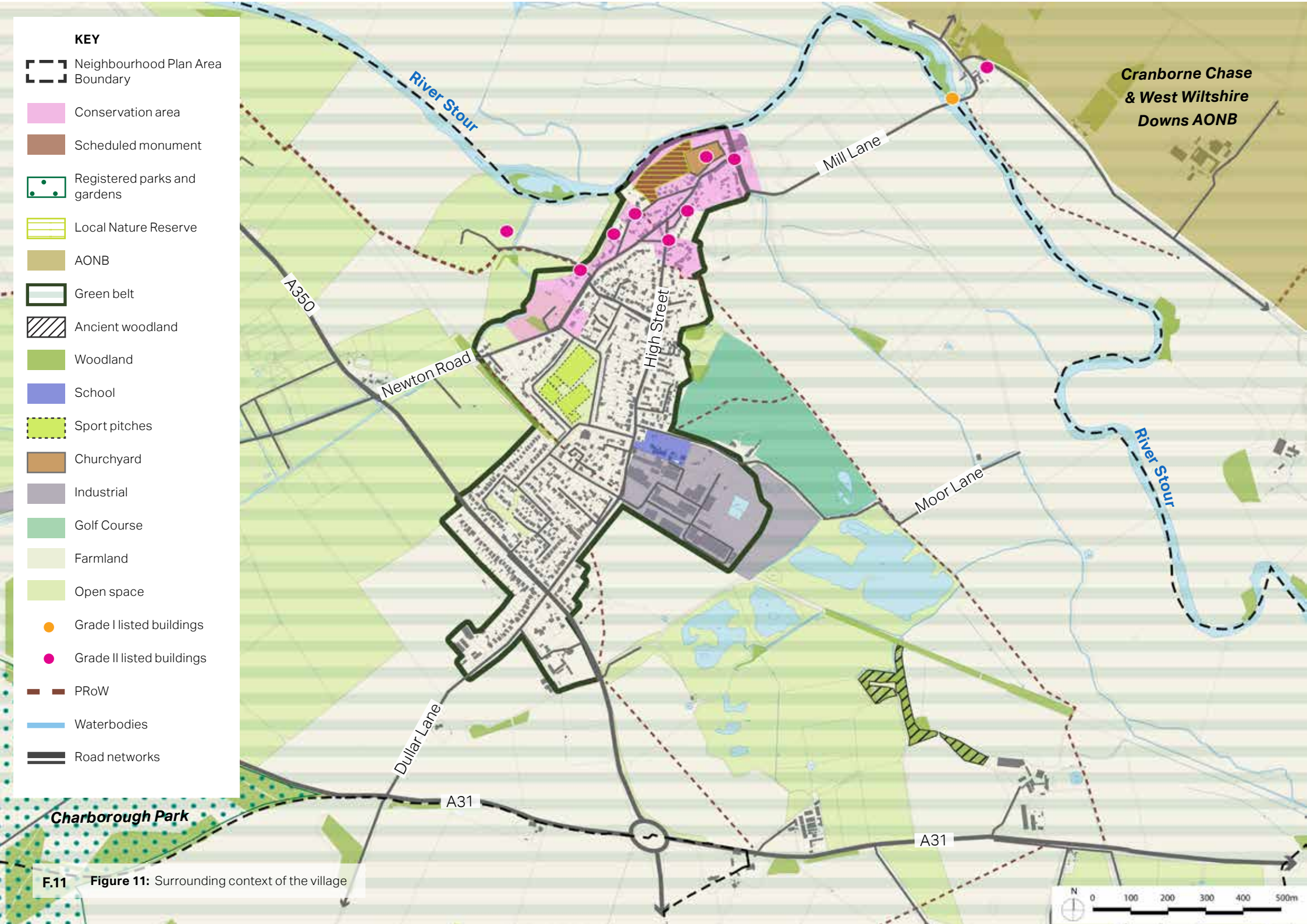


Figure 10: Sturminster Marshall NA and the surrounding context



F.11 **Figure 11:** Surrounding context of the village

2.2 Movement strategy

Sturminster Marshall has developed in a triangular manner from the church on a north-south axis by Newton Road and Dullar Lane/Station Road/ High Street. Most residential development have formed along permeable streets and cul-de-sacs such as Railway Drive and Jubilee Way. This has resulted in a dense network of streets.

There are public footpaths running in and south east of the village. PRoW E53/20 and Wareham Forest Way both diagonally cut across the village. PRoW E53/18 stops just at western boundary of the village at King's Street.

The village is served by a bus service, connecting the neighbourhood area to Blandford Forum, Wimborne and Poole.

The A350 which passes through the south western part of the village is a main route to Bath and the M4.

The A31 which is located south of the village provides links to Southampton to the east and Dorchester to the west, and is the main Folkstone to Honiton trunk road.

There is a National Cycle Network Link - NCN 25 - which runs north west of the village and NA boundary. This is part of a 59-mile route that connects Longleat stately home in Wiltshire to Bournemouth.

Figure 12: Residential street on Churchill Close

Figure 13: Footpath in the Sturminster Marshall Conservation Area

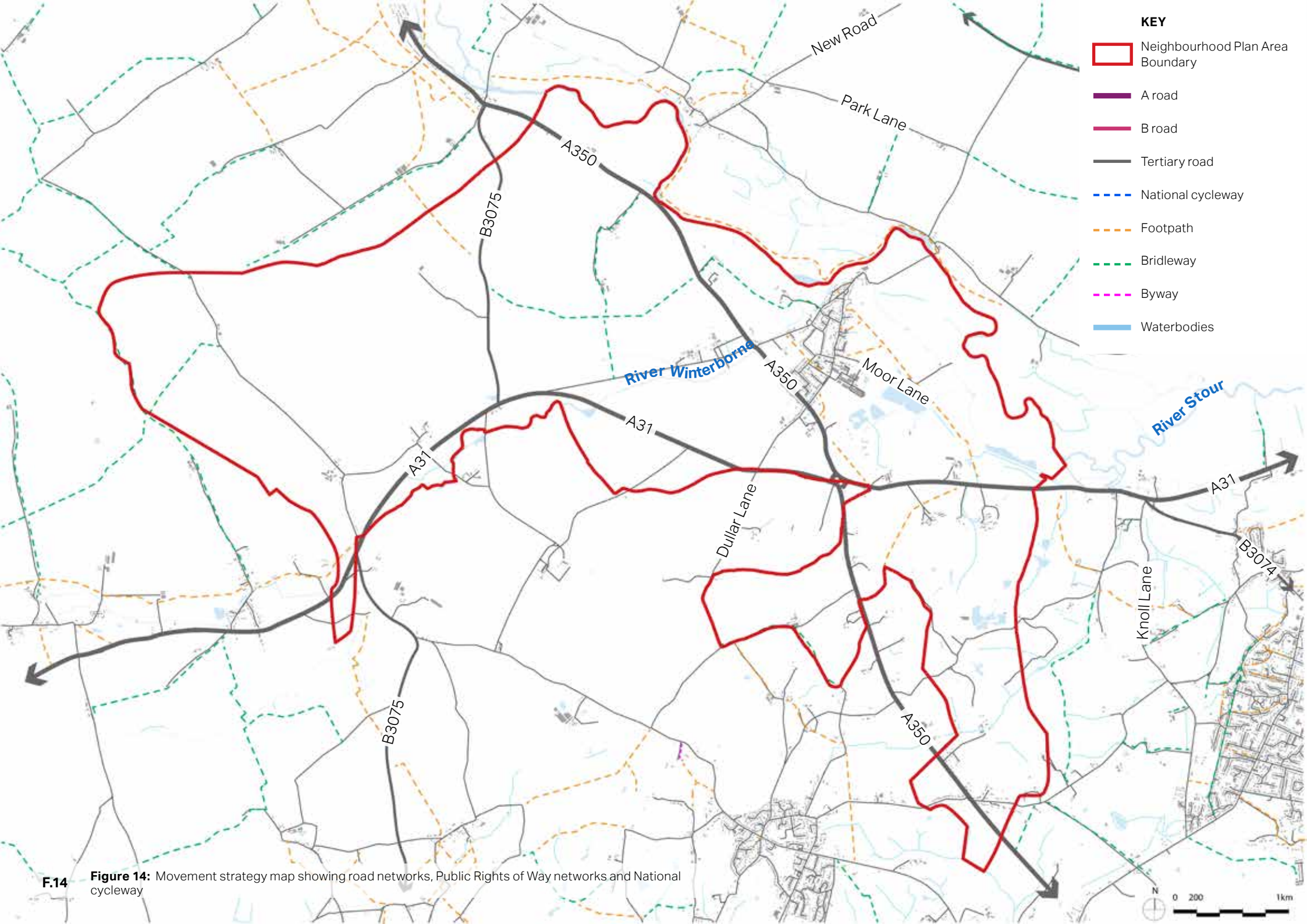
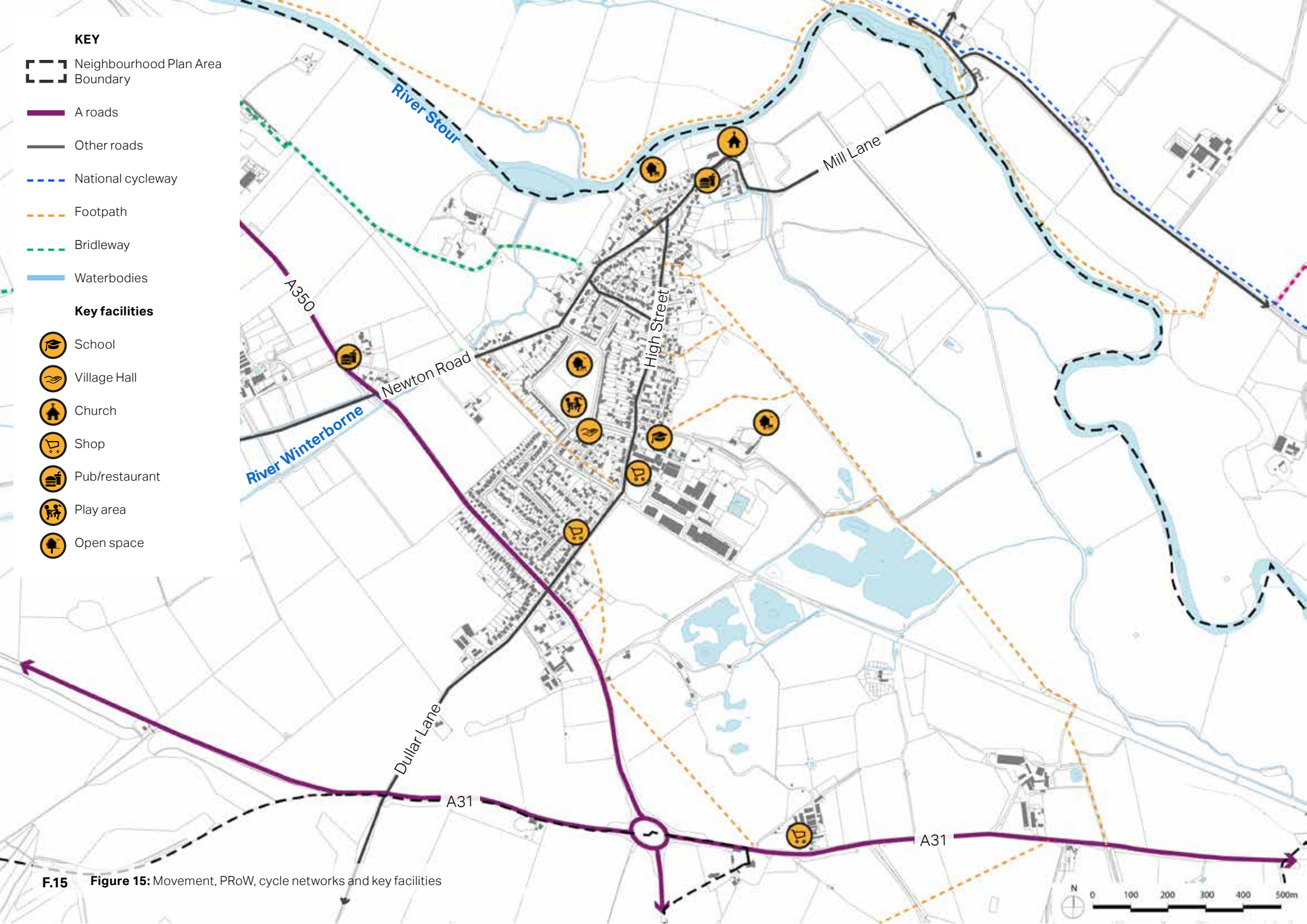


Figure 14: Movement strategy map showing road networks, Public Rights of Way networks and National cycleway



F.15 **Figure 15:** Movement, PRoW, cycle networks and key facilities

2.3 Conservation Areas

There are three conservation areas within the Neighbourhood area such as Sturminster Marshall, Almer and Mappington Conservation Areas.

Sturminster Marshall Conservation Area

The Conservation Area forms part of the northern tip of the original settlement pattern. It begins as Church Street, then branches off into Front Lane and Back Lane respectively before joining again further to the south west at Market Place, where it continues southwards as Kings Street.

Flanking Front Lane is Market Place containing the village maypole. These linked triangular greens form the single most distinctive feature of the village. The flat, grassy spaces are enhanced by some huge oaks and chestnuts. Each has its own identity, formed by some interesting old buildings that overlook them.

Most of the buildings that contribute towards the character of the Conservation Area are sited adjacent to, and facing onto, the road or very close to it. This feature, together with the dominance of front boundary hedges and the absence of formal pavements, reinforce the historic street-pattern and strengthen the rural character of the village.

Enclosure within the Conservation Area is reinforced by curves and bends in the narrow village streets, the effect of which is to close views and create an introspective character. At the eastern and western ends of both Front Lane and Back Lane the roadways are very narrow and enclosed, causing pinch-points that enhance village-scape quality. Other pinch-points occur on the sharp bend opposite Church Farm at the northern end of Church Street, and the Market Place.

Modern housing tends to be sited behind front gardens, often screened by hedging. Whilst this differs from the historic pattern of development, the garden spaces and screening effect of the vegetation introduce a softer character to the Conservation Area.

Three phases of building can be clearly identified in the Conservation Area: cottages, mostly thatched, dating from the seventeenth century; Victorian brick and slate villas, which stem from the opening of the railway; and postwar housing, mostly since 1960.

The predominant building materials found in the traditional buildings comprise soft orange-red brick or render under slate or thatched roofs. Plain clay tiles are less common, but where they do occur they do not appear out of place. There are also isolated examples of Bridgewater tiles, black weather-boarding and heath-stone.

The old, thatched cottages feature narrow building spans, low ridges and low eaves. Some have walls of brick and some are of cob construction. 'Walden Cottage' in Back Lane, a single-storey with attics cottage dating from the 17th century, still retains its timber frame on the front elevation[1].

1. Conservation Areas in East Dorset, Sturminster Marshall, SPG 13, 2006

Almer Conservation Area

The hamlet of Almer lies on the northern edge of the Drax Estate, off the A31, in the parish of Sturminster Marshall and comprises St Mary's church, Almer Manor and West Almer Farm.

The main approach to Almer is from the A31. There is an attractive view of Manor and Church from the main road, visible between the boldes of the roadside trees.

At the north side of the limes is an attractive pond which is more apparent in winter when the water level is high and foliage is absent.

The approach from Mapperton follows a narrow hedge-lined lane, that emerge directly in front of the church entrance.

The boundaries of the Conservation Area are drawn to include much of the setting of the important listed buildings. Thus the fields immediately to the north and north-east are included, together with Legg's Clump and Manor Wood.

The traditional materials used are ironstone rubble, limestone bands, weatherboarding, brick construction, flint, tile, stone slate and plain tile roof [2].

Mapperton Conservation Area

The hamlet lies at the bottom of a shallow dry valley, north-west of the course of the River Winterborne. Low hills border the settlement on its north and south sides. The hamlet is approached either directly from A31 from the south, or indirectly via Almer, from the north-east. The southern approach climbs a low hill before descending to the village.

Mapperton Conservation Area boundaries extend approximately one field depth around the village as this area clearly forms its near setting. The conservation Area includes the important trees which lie on the two approaches to the village and those on the hillside to the south-west, which from part of backdrop to the village.

The majority of materials use within the hamlet are Georgian windows, lichen-covered wall, brick, vertical weatherboarding, hipped dormer, tiled roof, stone slate[3].

2. Conservation Areas in East Dorset, Almer, SPG 01, 2005

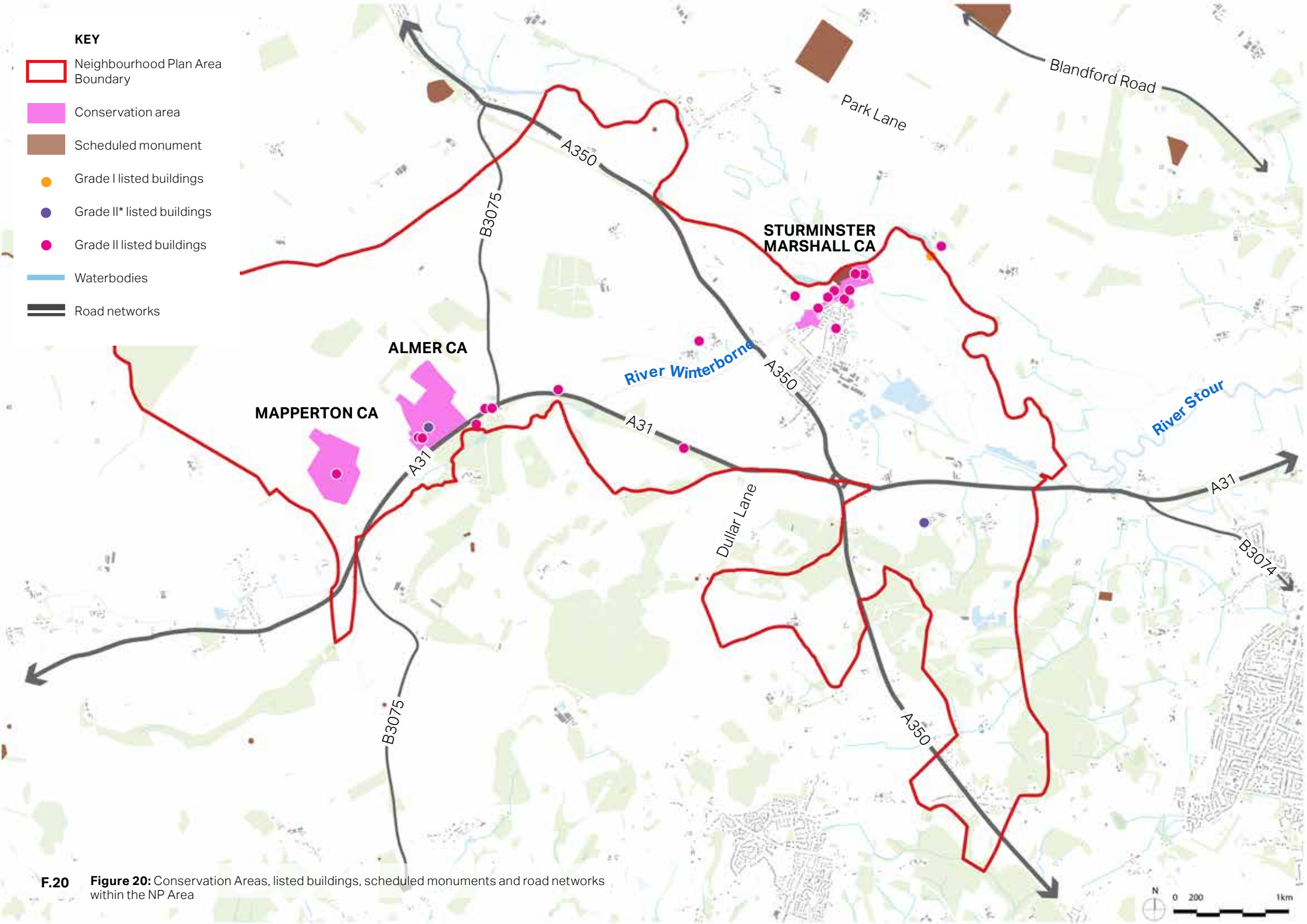
3. Conservation Areas in East Dorset, Mapperton, SPG 08, 2005

Figure 16: Adjoining buildings with thatched roof and casement windows

Figure 17: Thatched buildings with the mix of painted brick and timber

Figure 18: St Mary the Virgin Church , a Grade II* listed building on Church Street

Figure 19: Sturminster Marshall War Memorial which is a Grade II listed building situated in the junction of High Street and Market Place



F.20 **Figure 20:** Conservation Areas, listed buildings, scheduled monuments and road networks within the NP Area

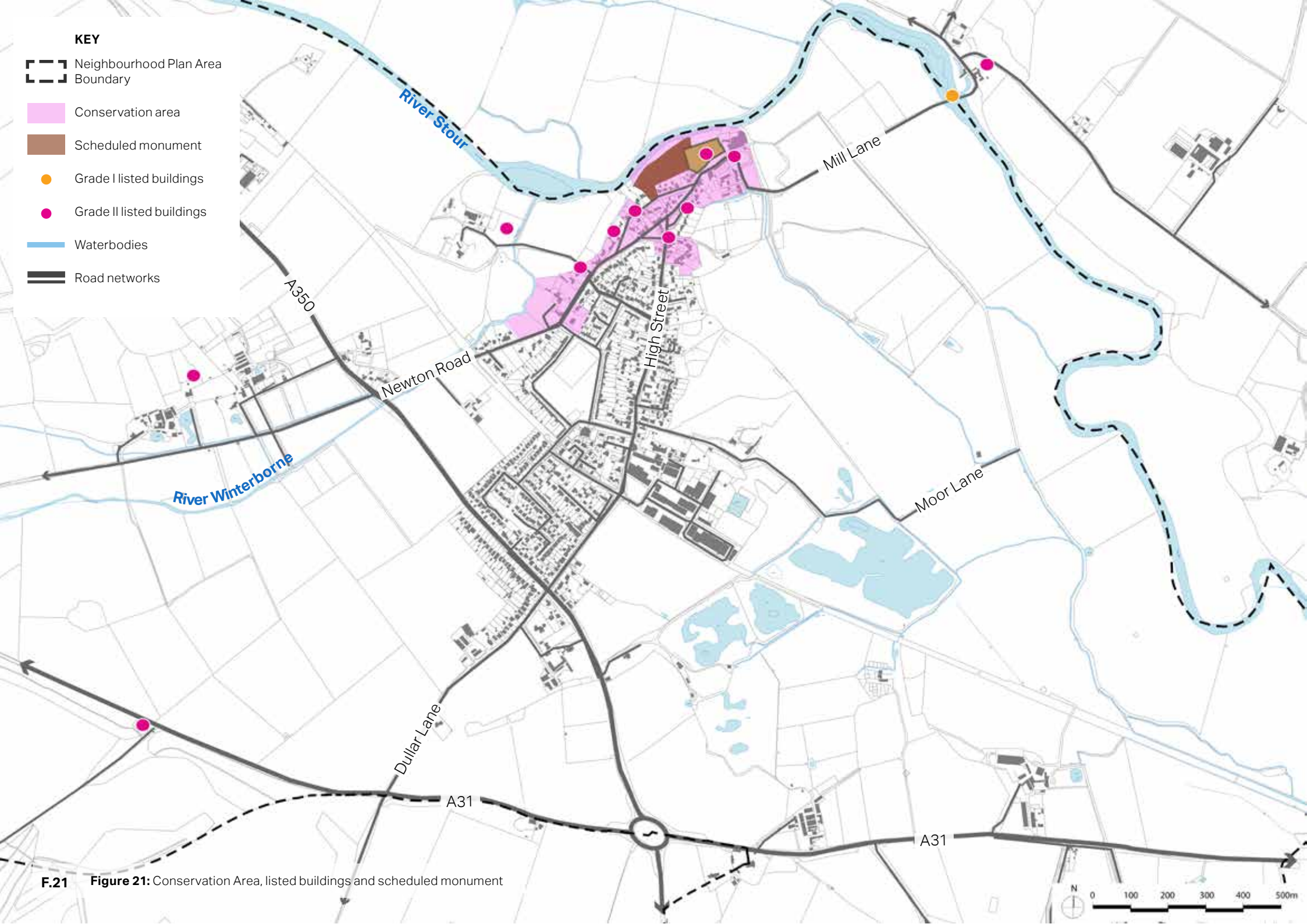


Figure 21: Conservation Area, listed buildings and scheduled monument

2.4 Landscape and open space network

The NA is characterised by large flat, open fields with field boundary trees and hedges. Overall there are seven landscape character areas within the neighbourhood area which are River Terrace, Chalk River Valley Floor, Valley Pasture, Open Chalk Downland, Chalk Valley and Down Land, Rolling Wooded Pasture and Lowland Heathland[1] to the north of the village is the Cranborne Chase & West Wiltshire Downs AONB and to the south west Charborough RPG. The western portion of the NA comprises Green Belt land. There are also small areas of ancient woodland in and around the NA.

The undeveloped part of the NA is adversely affected by the presence of the busy A350 and the A31 trunk road and the 400kv overhead pylon line. Fields are large but of irregular shape, tree cover is sparse, confined largely to field boundaries.

Sturminster Marshall Golf Course and a series of large fish farm lakes lie to the east of the village. There are small areas of woodland to the east and west of the settlement boundaries.

To the north there is are religious grounds and a local nature reserve that is bounded by the River Stour. Located in the central part of the settlement is a large area consisting of sports pitches (with Sturminster Marshall First School and its adjoining play area just to the south west). Charborough Way green sits in the southern end of the site and there is some open space Apart from these, much of the green space across the village can be found in private residential gardens.

There are lots of veteran trees situated in the north of the village including Yew and Walnut.

Figure 22: Open fields outside the settlement

Figure 23: A footpath (also the former railway line) in the green space around the village

1. East Dorset Landscape Character Assessment, 2008

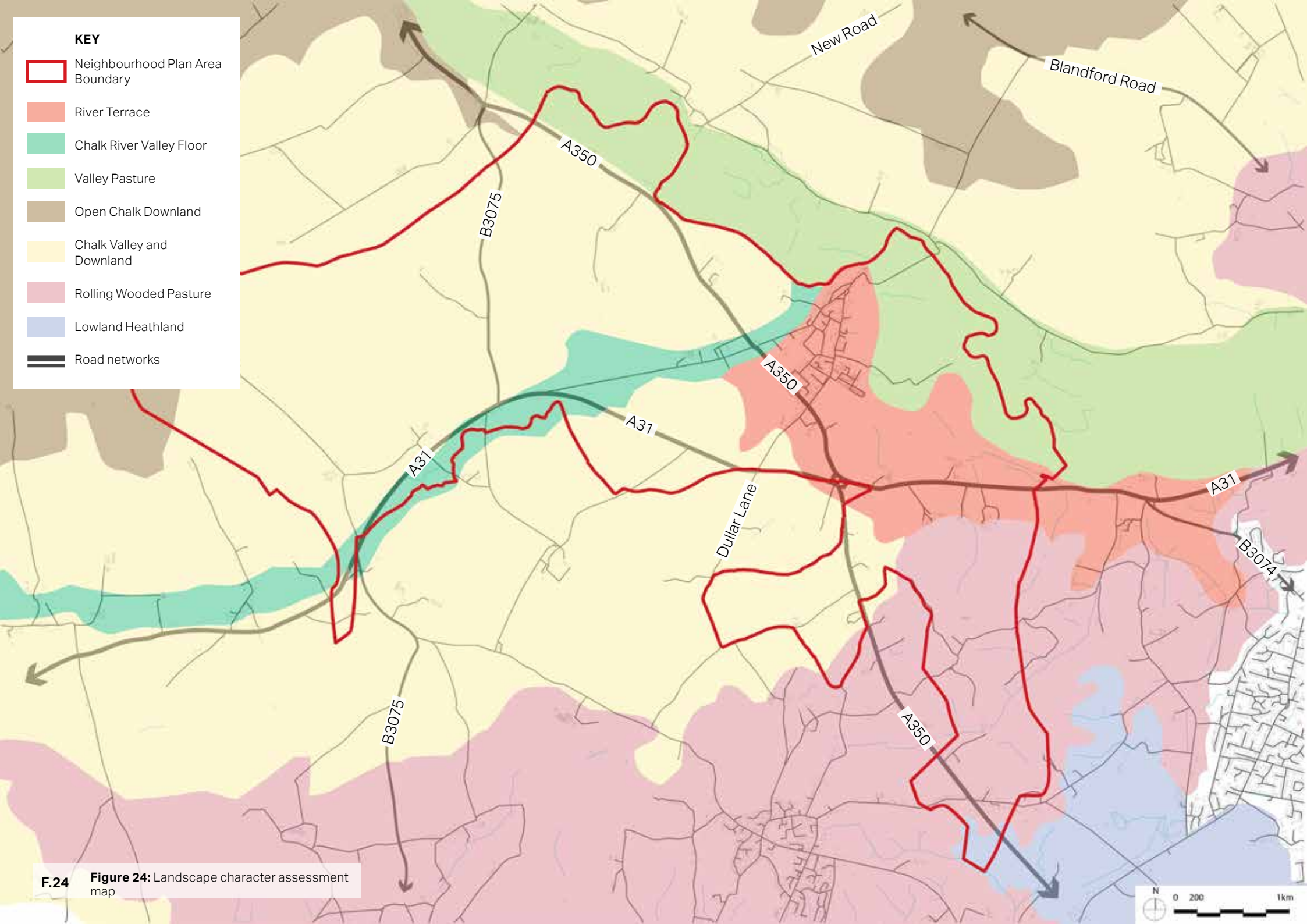


Figure 24: Landscape character assessment map

2.5 Topography and flood risk

There are parts of Sturminster Marshall that have low levels of flood risk from surface waters and high level of flood risk from sea and rivers. The surrounding area of the village has a medium to high risk level from both the River Stour and the Winterbourne. Especially when both rivers are at a higher level the risk of flooding increases.

The northern and north western part of the village is designated as Flood Zone 3, where there may be a high risk of flooding, such as Newton Road and King's Street. There are also small areas under Flood Zones 2 and 1, with medium to low flood risk, such as Back Lane and the northern end of Church Street. These northern and north eastern parts of the village are considered to be areas benefiting from flood defenses[1].

Springs are in several places, and they fill up occasionally in both the village itself and the more rural areas. Flooding occurs when the general water table reaches the surface in more low-lying areas.

Most of the village has a largely flat topography is located 0-20 Above Ordnance Datum (AOD) whilst further south and west in the NA this gradually increases up to 60 AOD.

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Figure 25: The River Winterborne

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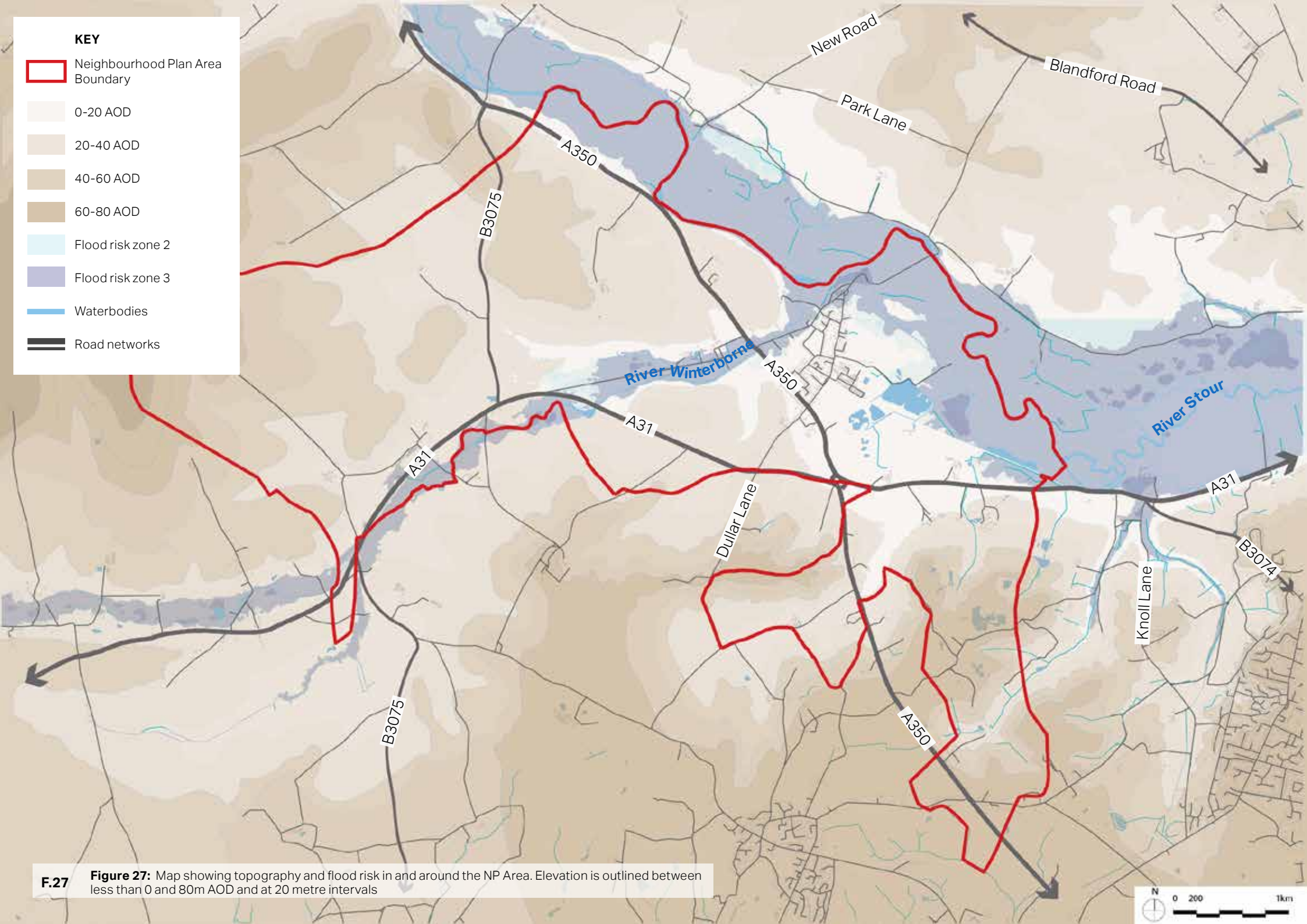
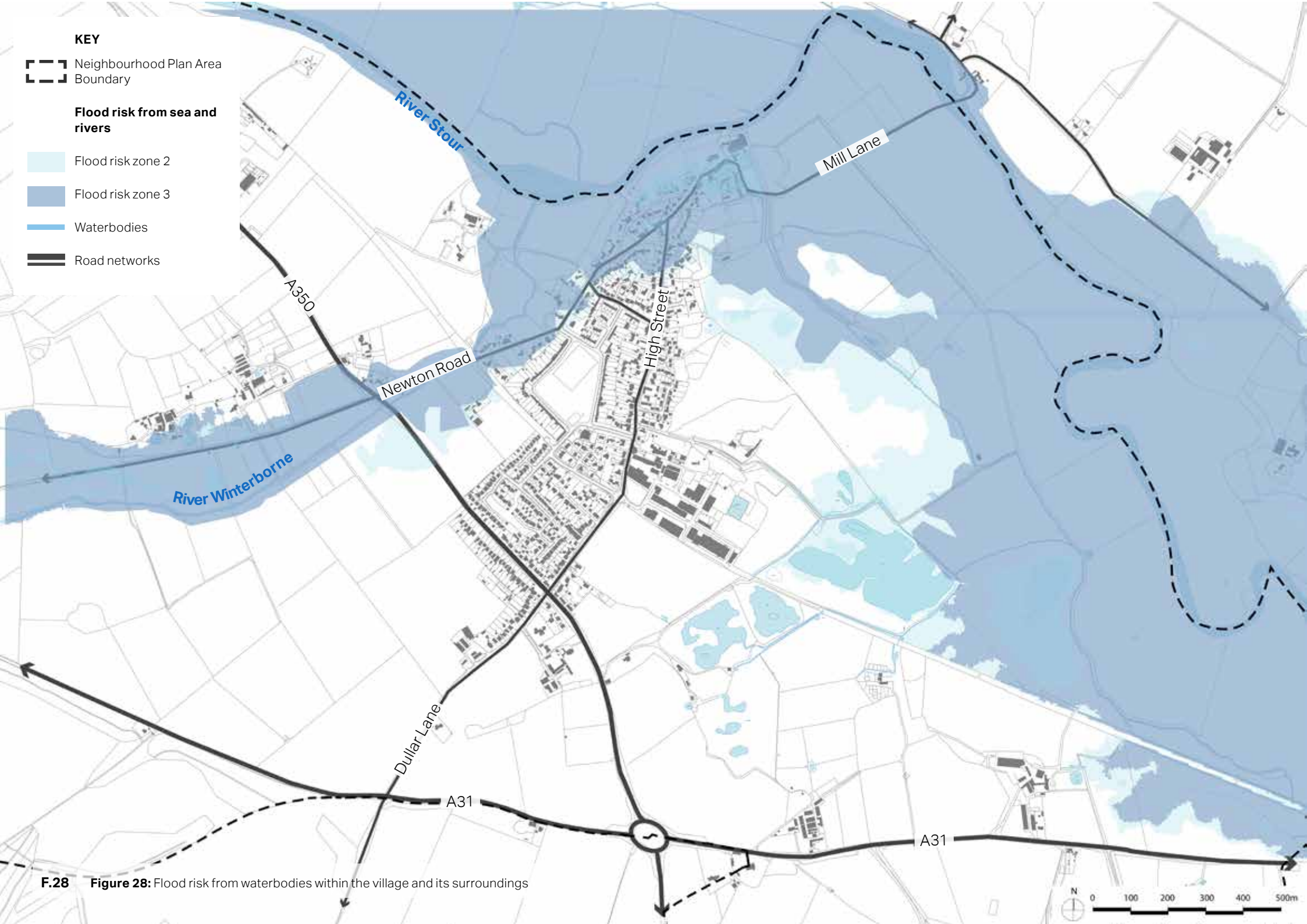
Figure 26: The River Winterborne

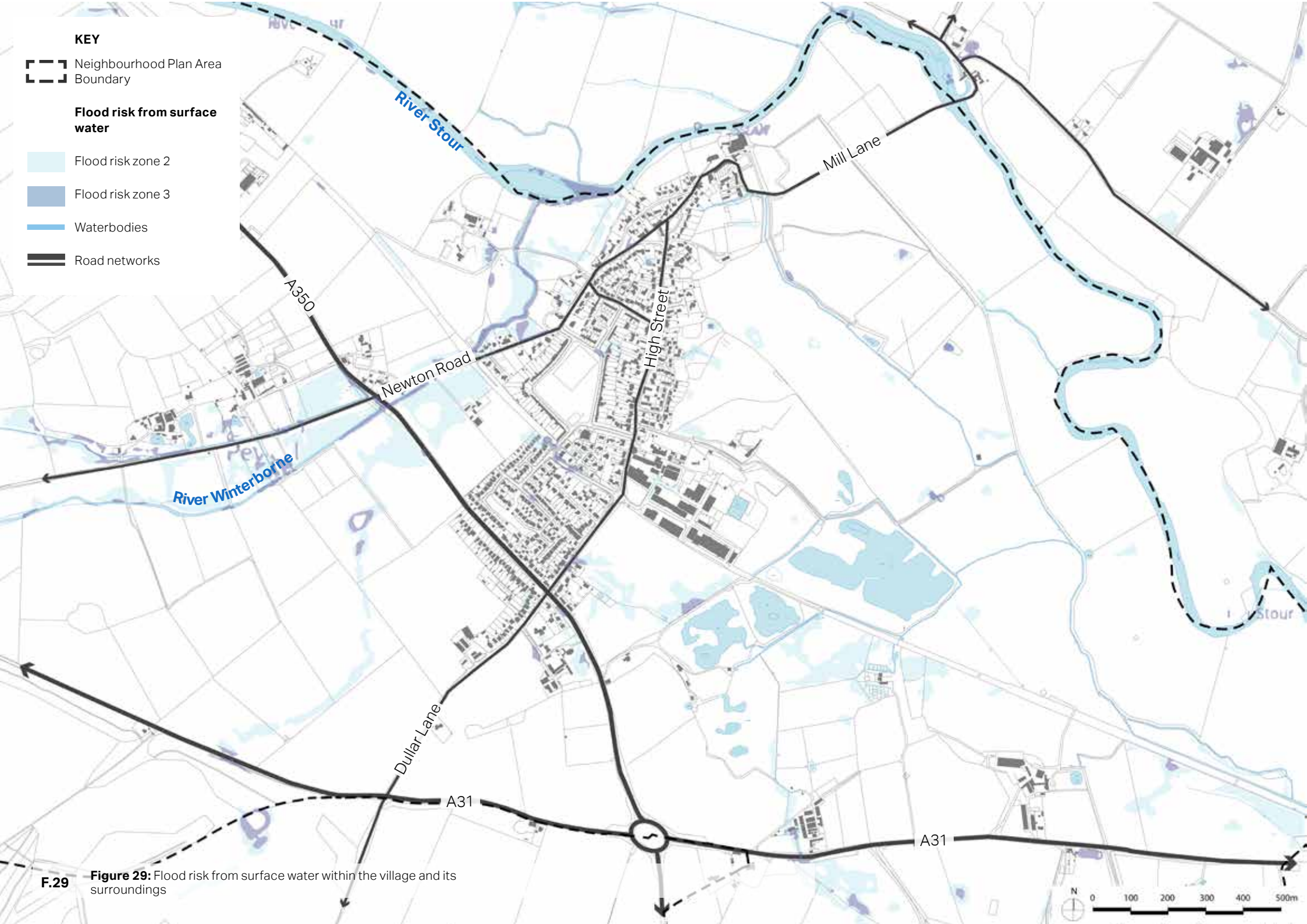
1. https://flood-map-for-planning.service.gov.uk/flood-zone-



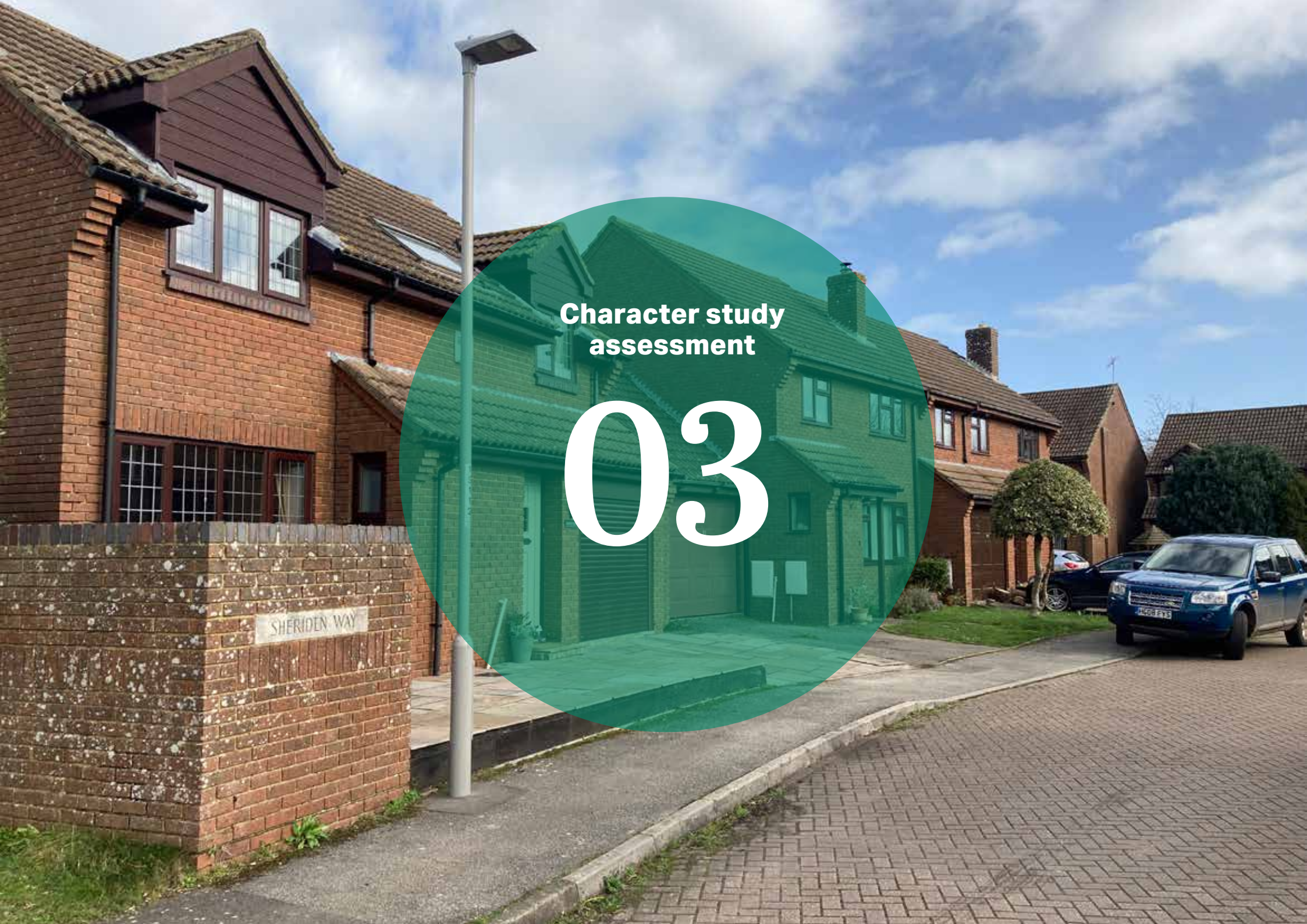
F.27 **Figure 27:** Map showing topography and flood risk in and around the NP Area. Elevation is outlined between less than 0 and 80m AOD and at 20 metre intervals



F.28 **Figure 28:** Flood risk from waterbodies within the village and its surroundings



F.29 **Figure 29:** Flood risk from surface water within the village and its surroundings



Character study assessment

03

3. Character study assessment

Following on from the analysis set out above, this part of the report focuses on the different Character Areas within the Neighbourhood Area.

3.1 Defining the character areas

The different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm, streetscape, built form and architectural details.

The Neighbourhood Area has ten Character Areas (see **Figure 30**), which have been defined with the group, and are shown opposite.

CA1. Blandford Road

CA2. Railway Drive

CA3. Churchill Close

CA4. Sturminster Marshall Historic Core

CA5. Station Road

CA6. High Street

CA7. Bailie Gate Industrial Estate

CA8. Jubilee Cross

CA9. Henbury

CA10. Countryside

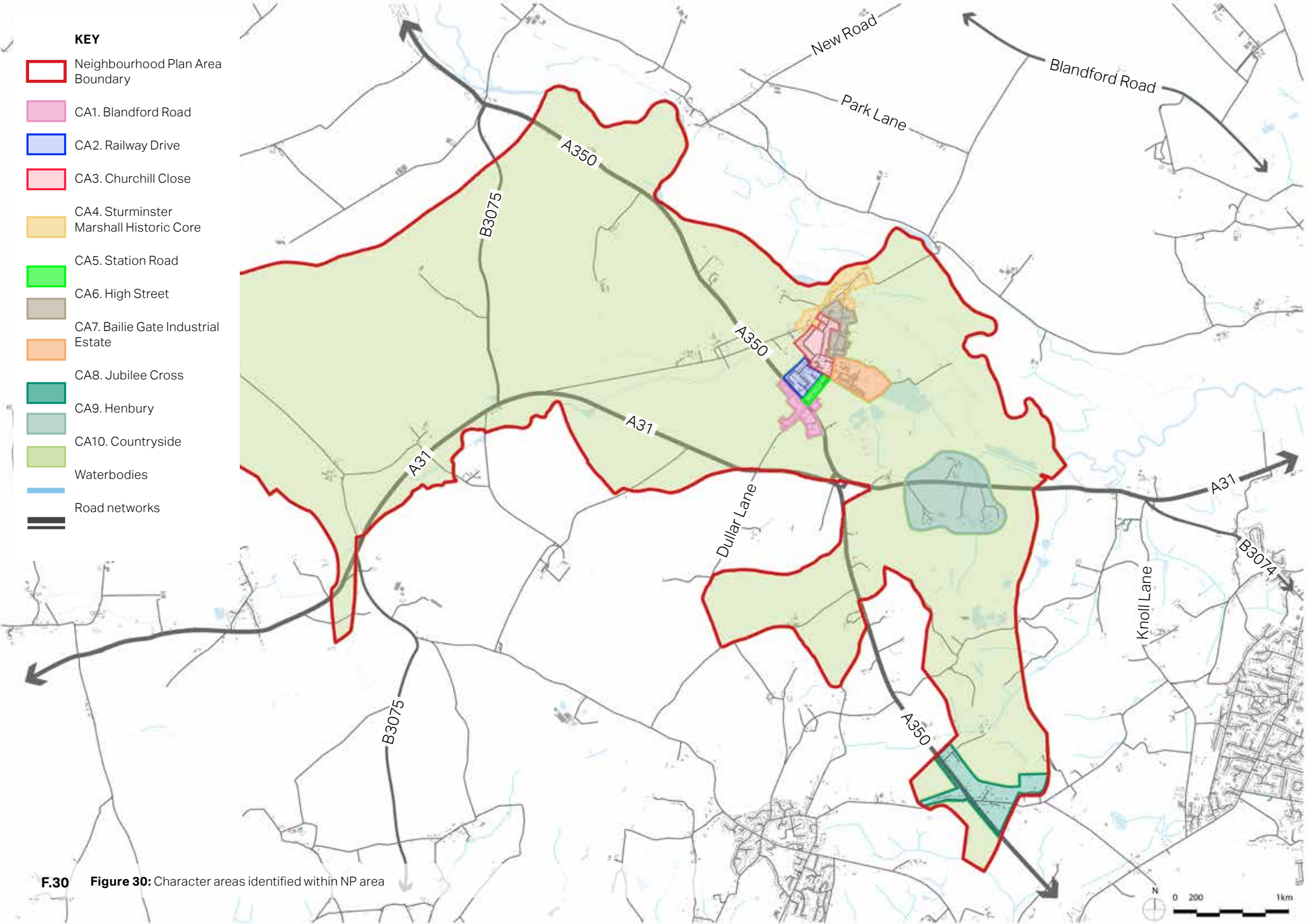
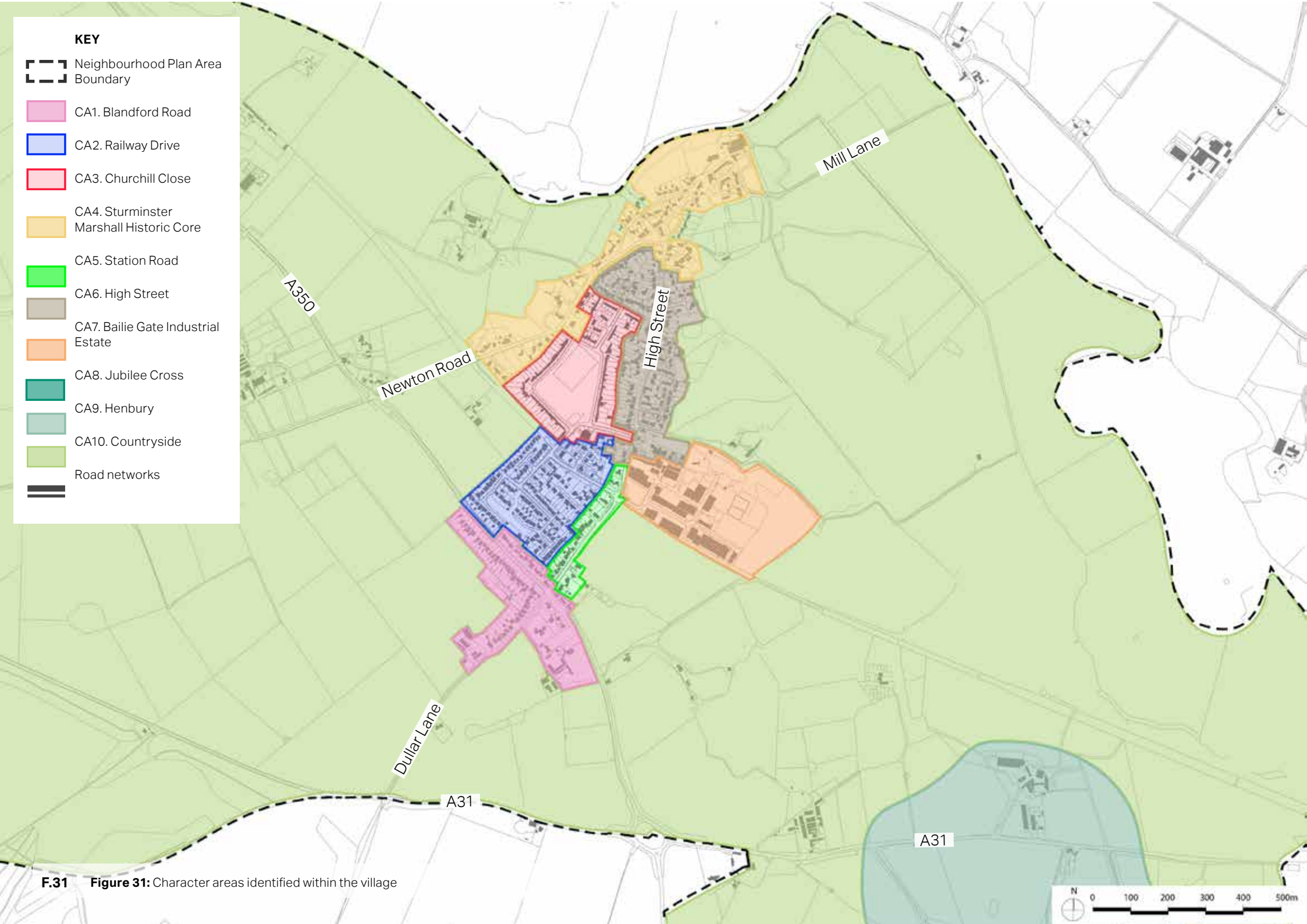


 Figure 30: Character areas identified within NP area



F.31 **Figure 31:** Character areas identified within the village

CA1.Blandford Road

The Blandford Road character area is located at a crossroad along Sturminster's key arterial routes; Blandford Road / Poole Road and station Road / Dullar Lane.

Land Use	Apart from a scattering of farm buildings to the south of Dullar Lane and Poole Road, the prominent land use in this character area is residential.
Pattern Of Development	The area is located at a crossroad on the A350 along Sturminster's key arterial routes; Blandford Road / Poole Road and station Road / Dullar Lane. Properties are arranged in a linear pattern on either side of the road along Blandford Road and Dullar Lane to allow for natural surveillance along both roads, providing a sense of safety for pedestrians. Houses are typically detatched or semi-detatched.
Building Line/Plot Arrangement	Buildings within the character area are set back from the road (between 5 and 10 metres) with generous front gardens and on plot parking. Building lines are generally consistent, following the linear Blandford Road with subtle variations due to different degrees of setback and front garden sizes. Well-vegetated front gardens enhance the rural character to the area which is further emphasised by the gaps between buildings opening up to views towards the countryside.
Boundary Treatment	Natural landscaping are dominant boundary treatments along both Blandford Road and Dullar Lane, enhancing the rural character of the area. The hedges are not too high which allows for overlooking onto the street from properties. Hardscaped elements, such as low brick walls and wooden fences also feature.
Heights & Roofline	Houses within the character area are 1-2 storeys, allowing a gradual phase down in height into the countryside. Rooflines are largely consistent and common roof typologies include pitched and gabled roofs. Other roof types, such as cross-gabled roofs also feature. Many properties have dormer windows and most have chimney stacks projected from the centre or sides of the roof, adding subtle variation to rooflines.
Public Realm	While Blandford Road is quite busy, there are footpaths either side of the road but are narrow in width. Using these footpaths is relatively dangerous due to heavy traffic flow on A350. Properties to the west of Blandford Road and north of Dullar Lane are set against aback drop of open fields and countryside.
Materials	Walls are typically red brick or off-white render and some of the older buildings have architectural detailing on them as well, mostly consisting of red and yellow brick patterns to frame doorways. Flint stone facades also feature on some properties, which are paired with red brick. Common roofing materials include red and grey clay tiles and grey slate, some with red clay tile ridges.

Images

Figure 32: Blandford Road with fields adjacent (source: Google Streetview)

Figure 33: Intersection at Blandford Road with signages for road users (source: Google Streetview)

Figure 34: The residential character of the character area (source: Google Streetview)

Figure 35: A new-build designed to blend with the surrounding existing residential character (source: Google Streetview)

Figure 36: Houses with front gardens facing onto Blandford Road (source: Google Streetview)

CA2. Railway Drive

Railway Drive is located in the heart of the village just off Station Road. It is an estate style development with a leafy feel to it because of the front gardens and the Charborough Way Green.

Land Use	The Railway Drive area is made up of mainly residential units. These housing developments were built more recently compared to those in other character areas.
Pattern Of Development	The Railway Drive area is an estate style development which is at a density of approximately 20 dwellings per hectare. Most of the Railway Drive Development was built after 1990 when the railway bridge on Station Road (next to The Churchill Arms) was demolished. Properties are mostly semi-detatched and detached.
Building Line/Plot Arrangement	The properties in the character area have a consistent setback of approximately 5 metres, however the meandering residential streets create a less consistent building line where properties are arranged following these meandering streets. A strong sense of enclousre is achieved in the character area, as a result of consistent building lines along both sides of streets, similar levels of setback and moderate road widths. Properties are typically organised back to back, with some outliers such as around the Charborough Way Green and the edge of the village.
Boundary Treatment	Boundary treatments comprise a mix of fencing, low hedges and shurbs and low brick/stone walls addressing the street. Brick walls are sometimes paired with iron railing or wooden fencing. Grass verges can be found along some pavements. Hardscaped boundary treatments dominate over softer natural landscaping.
Heights & Roofline	Buildings in the area are typically 2 storeys in height with a similar roof style which creates a continuous roofline. Rooflines are relatively consistent and uniform, given there are similar levels of setback across the character area. Common roof styles in the area include pitched, hipped and some half hipped roofs. Dormer windows commonly feature on properties, as well as chimney stacks that project from the edge of roofs.
Public Realm	The residential streets are narrow with generous pavements on either side, with the exception of Charnborough Way with pavement only on one side of the street. As well as this, on plot parking is provided along with garages. Properties along the north-eastern edge of the character area back onto the surrounding countryside, glimpsed views towards open fields can be seen from some front gardens. Finally the Charborough Way Green offers a space for people to get outside for activities such as unplanned play. Street lights are provided along most streets.
Material	Red brick is the most common material, which is sometimes paired with flint stone, Off-white render also feature on some properties, which is often combined with red brick. Brown or grey clay tiles are used for roofing.

Images

Figure 37: Typical red brick house within the Railway Drive estate

Figure 38: Typical cul de sac with on plot side parking within the character area

Figure 39: Boundary treatment in the area

Figure 40: Footpaths are in place to allow for enhanced connectivity between parts of the estate

CA3. Churchill Close

Churchill Close is a part of the parish that was originally developed on in the 1920s and has since grown between then and the 1970s. Another key aspect of the character area is the large green space in the centre of it, which has a play park and football goals .

Land Use	The Churchill Close character area is predominantly high density residential development with a public green space in the centre where there are football fields. The Sturminster Marshall Village Hall is located at the heart of the area.
Pattern Of Development	Properties along Churchill Close are organised in a linear pattern, mostly fronting onto the recreation ground. Properties around the Green are typical examples of post-war development within the village. Buildings are predominately terraced and semi-detached which creates a higher density of between 25 and 35 dwellings per hectare. There are some examples of detatched houses along the eastern end of Ball's Lane.
Building Line/Plot Arrangement	Building lines are uniform in this character area, as a result of the predominantly terraced typology - creating continous frontages that frame the recreation ground. Plot sizes are regular in size, with small front gardens but longer back gardens. Properties fronting onto Ball's Lane have slightly smaller plots. Where there are cul-de-sacs, such as Reeves Orchard and Churchill Close, buildings are arranged in a cluster around the road. Plot sizes are also typically smaller on cul-de-sacs.
Boundary Treatment	Boundaries within the character area are typically defined by low brick and flint stone walls or vegetation such as low shurbs, hedges or grass verges. These create clear delineation between public and private realms.
Heights & Roofline	Buildings in the area are mostly 2 storeys in height, the terraced and semi-detached typologies lead to continuous rooflines. There are also some examples of bungalows in the area. Roofs are typically gabled and are built with red or brown clay tiles. Chimney stacks are common for properties in the area and typically project from the centre of roofs. Although uncommon, dormer windows also feature on some properties, adding variety to the otherwise uniform rooflines.
Public Realm	The public realm is dominated by the large green area which is in the centre of the character area. The large open spaces is also equipped with a play area and football pitches for local sports teams. Large grass verges with street trees are also typical in the area, which enhances the streetscape. A section of Churchill Close (adjoining to High Street) is a tree-lined with large grass verges, creating a pleasant streetscape that frames views towards the central green space in the character area.
Material	Red brick and white render are typical facade materials used for housing within the character area built in the 1900s. There are also examples of properties that deviate from the prevailig red brick and white render styles, through incorporating unique stone patterns on facades - contributing to the character of the area.

Images

Figure 41: Playing fields which is the centre point of the character area

Figure 42: Road with grass verges, allowing for a greener feel in the character area.

Figure 43: Example of properties facing onto the road in Churchill Drive, which is good for natural surveillance

Figure 44: Parking court next to the village Hall and the recreation ground

Figure 45: Tree lined section of Churchill Close within the character area

CA4. Sturminster Marshall Historic Core

The Conservation Area, which was designated in 1987, is the part of Sturminster Marshall's historic core that contains most of the parish's listed buildings. This area includes the northern part of the village that includes the village greens and the Church, together with parts of Kings Street as far south as Stour Lodge and Cottmans.

Land Use	Most of Sturminster Marshall's historic core is made up of residential units, there are also other uses - such as the Red Lion Inn pub and St Mary's Church. The Old School - a learning hub located on Church Street.
Pattern Of Development	Similar to many British villages, the main settlement of the village started around the village green, and has since expanded down Kings Street. The development pattern is linear with properties fronting onto Church Street and Back Lane, creating a strong sense of enclosure - which is further reinforced by the curves and meanders of narrow village streets with occasional gaps allowing views to the countryside.
Building Line/Plot Arrangement	The buildings setback in the area varies depending on ages of properties (from early C19th to late C20th. There is a smaller setback for older properties, as these often front directly onto streets. There is also a mix of detached, semi-detached and terraced houses. All of these lead to a variety in plot profiles and building lines. Terraces set on traditional narrow burgage plots create a more uniform building line along the eastern part of Church Street. This is in contrast with semi detached and detached properties on Back Lane and the western part of Church Street, where plot sizes are larger and building lines are staggered.
Boundary Treatment	This part of the village has a very leafy feel to it, resulting from the wide use of hedgerows, trees and shrubs as boundary treatments. Low brick walls and timber gates are also used throughout the character area. There are also properties that retained original iron railings as traditional boundary treatments, these are often paired with hedgerows and low shurbs.
Heights & Roofline	Houses in the conservation area do not exceed 2 storeys. Rooflines are varied depending on typology of houses, terraces tend to provide more uniform rooflines. Typical roofing styles include pitched and hipped roofs with red or brown clay tiles, and some examples of thatched and grey slate roofs. Chimney stacks and dormer windows are also common.
Public Realm	Roads are narrow in the conservation area with ample use of street trees, reinforcing a strong sense of enclosure and the area's rural character. Pinch points as a result of narrow village streets create views, adding diversity to the local perspective. The small triangular village greens on Church Street serve as distinctive local historical features. Non-existent pavements mean that pedestrian safety is undermined, however, this layout contributes to the historic street pattern and rural character of the conservation area.
Materials	Red brick and white render are typical materials used on properties, many of these have architectural detailing. Timber frames and weatherboarding are also featured. Painted wooden doors along with green facades are also common in the conservation area.

Images


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Figure 46: St Mary's Church and the churchyard

Figure 47: Adjoining thatched cottages with chimney stacks

Figure 48: Listed thatched cottage within the character area

Figure 49: One of the village greens with a telephone box and local signage

Figure 50: Detached housing looking onto a green space within the conservation area


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CA5. Station Road

Station Road is located to the south of the village, with large detached houses on one side and large green open space on the other. Station Road also situates a convenience store and two cul-de-sacs.

Land Use	The land use in the Station Road area is predominantly residential, however there is also a small supermarket and arable farmland to the east of Station Road.
Pattern Of Development	Development along Station Road follows a linear pattern with properties facing onto the street. Building frontages are appropriately set back from the road (5 to 7 metres), there are examples of on street car parking. On street parking is an issue along Station Road and High Street, resulting in congestion during peak hours.
Building Line/Plot Arrangement	Building lines are comparatively uniform as a result of consistent levels of setback and similar housing typologies of semi-detatched and detached along the street. Plots are moderately sized throughout the character area, giving properties a well-sized front and back gardens which also serve as driveways for some properties.
Boundary Treatment	Low brick walls and hedgerows are common boundary treatment elements in the character area. Wooden fences and metal railings also feature in some properties. Front gardens are decorated with ample of landscaping - such as trees, shrubs, grass lawns and flowerbeds, contributing positively to the streetscape.
Heights & Roofline	Buildings are mostly 2 storeys in height, creating a largely consistent roofline with subtle variation as a result of different levels of setback and roof profiles. There are also some examples of bungalows. Typical roof typologies include pitched and hipped roof, with red and brown clay pantiles. Grey slate roofs with architectural ridge tiles and finials also feature on some properties. Red brick chimney stacks are common in the character area, either projected from the centre or the sides of roofs.
Public Realm	There are relatively narrow pavements on both sides of the road, pedestrian safety can be an issue as a result of fast traffic speeds. On street parking is common in the character area, which often leads to congestion during peak hours. Trees and hedegrows from gardens enhances the general streetscape. Houses to the north of Station Road front onto long views towards open fields to the east of Station road. Long lines of hedgerows and trees bordering the fields also add to the greenery of the character area.
Materials	Red brick and white render are prevailing materials used in properties. Many properties have porches at doorways.

Images

Figure 51: Co op super market at the hearth of Station Road with some car parking spaces (Source: Google Streetview)

Figure 52: Cul-de-sac development on Sheriden Way off High Street

Figure 53: Terrace houses with off-white rendered facade and small front gardens, Station Road.

CA6. High Street

The Sturminster Marshall High Street is the spine of the village, running from the conservation area all the way to the industrial estate. The houses in the area are predominantly early 19th century with some modern house types comprising back, and infill development.

Land Use	The predominant land use in the High Street area is predominantly residential.
Pattern Of Development	The area originally developed along the high street in a linear pattern, with cul-de-sac developments in later years. Properties address the street with their fronts with appropriate setback. There are also properties on High Street that front directly onto the street with no setback, these are reflective of the traditional development pattern of the village. There is a mixture of on-plot and onstreet parking along High Street. A range of housing typologies, including semi-detached, detached and terraces, feature across the character area.
Building Line/Plot Arrangement	There is a variety of building ages and typologies across the character area, with older properties concentrated along High Street. These properties are set on larger plots with long back gardens and decent size front gardens. Building lines are following the gently meandering street with small variations due to subtle changes in levels of setback. Properties on cul-de-sac developments, such as Jubilee Way, tend to be set on smaller plots but form regular building lines around the cul-de-sac. This is in contrast with properties on the off-shoot cul-de-sacs like High Close and Elm Gardens, where plot arrangements are less regular due to variation in building orientation - hence building lines are also varied.
Boundary Treatment	Natural landscaping features, such as hedgerows and trees are commonly used as boundary treatments - enhancing the rural setting of the area. Landscaping is often paired with hardscaped elements, such as low brick walls and wooden fencing to provide clear delineation between public and private spaces. Rear of properties are also buffered by rich landscaping, providing a gradual transition into the surrounding landscape setting and golf course.
Heights & Roofline	Building heights range between 1 and 2 storeys. A variety of rooftypes, including red and brown clay tile gabled and hipped roof and thatched roofs, together with different plot arrangements result in a dynamic roofline across the character area. This lack of uniformity contributes towards the rural setting and backdrop of the character area. Chimney stacks are seen on most roofs, mostly projecting from the centre of roofs. dormer windows also feature on some properties, especially more recent ones.
Public Realm	Narrow footpaths and grass verges are common along High street. Richly landscaped front gardens contribute significantly to the green streetscape. However, narrow footpaths present as a safety issue for pedestrians.
Materials	Red brick and white render are the most common facade materials, these are often used in combination for some properties. Doorways often have white rendered or red brick porches.

Images


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Figure 54: Housing with thatched roof, white rendered facade and paired with a red brick front porch along the High Street.

Figure 55: Example of one of the modern developed cul-de-sacs

Figure 56: Speed humps in the High Street area to control traffic

Figure 57: Low brick wall boundary treatment along the High Street

Figure 58: Thatched cottages fronting directly onto the road

CA7. Bailie Gate Industrial Estate

In the south-east of the village there is an industrial estate which is host to a variety of different companies. It is located just off the roundabout that joins High Street, Station Road and Railway Drive.

Land Use	Land use within the site is almost exclusively employment due to it being an industrial estate. There is a cafe within the estate. A pharmacy and chiropodist clinic is located along High Street.
Pattern Of Development	Industrial warehouses with medium to large sized building footprints are arranged along the former railway line along the character area's southern edge. Much of the development occupies the northern portion of the character area closer to the village, provide a large gap serving as buffer between the estate and the surrounding countryside.
Building Line/Plot Arrangement	The large industrial units are set facing the roads within the estate on large plots, with differing sizes of parking courtyards and delivery bays. This resulted in an irregular building line in the character area.
Boundary Treatment	The estate is surrounded by trees and hedgerows which creates a buffer between the predominantly hardscaped environment and the surrounding countryside. Within the character area the boundary is defined by the car parks and metal fencing (which protects stock and other company assets). Some landscaping is provided to buffer between the primary school and the indsutrial estate.
Heights & Roofline	The industrial sheds are typically 7.5 metres in floor to ceiling height. Variation in roof styles (including pitched and flat roofs), levels of setback and orientation of buildings lead to an inconsistent roofline. Roofing materials are mostly of corrugated iron panelling, typical of industrial warehouse units, and some brick buildings have brown clay tile roofs.
Public Realm	Much of the public realm is taken up by hardscaped delivery bays and car parking, there are some trees and hedgerows along the edges of the estate to soften boundaries with the adjacent golf course and open fields. Some of the parking courtyards are buffered by landscaping to soften their hardscaped impact on the streetscape. There are no designated pavements within the estate, making walking less desirable and safe. There is a small green space on the south-western corner of the estate which borders High Street and Bridge Street. A larger green field is located to the east of the industrial estate.
Materials	Most industrial sheds and warehouses are built with steel, making them highly durable. Some of the warehouses are built with a combination of red brick with corrugated iron panelling - with some painted in colours such as green, teal and brown, whilst others are solely built with red or buff brick. Grey cladding also appears on a couple of warehouse buildings on the site.

Images

Figure 59: Metal railings being used as boundary treatment (source: Google Streetview)

Figure 60: On street parking within the industrial estate (source: Google Streetview)

Figure 61: Roundabout access point to the industrial estate (source: Google Streetview)

Figure 62: Storage area within the estate (source: Google Streetview)

Figure 63: Typical paring court out the front of warehouses within the character area (source: Google Streetview)

CA8. Jubilee Cross

Jubilee Cross is a hamlet located in the south of the parish, along the A350. This is a busy road as it connects the north to both Poole and Bournemouth.

Land Use	Land use is predominantly residential, although there is a motor sales, MOT and workshop in the centre of the character area at the intersection between Rushall Lane and Poole Road (A350), and on Wimborne Road.
Pattern Of Development	Pattern of development in Jubilee Cross character area is in a ribbon style along Poole Road (A350), which branches out to Rushall Lane and Wimborne Road to the east and west respectively. Properties along Poole Road have large degrees of setback achieved via an elevated bank with hedgerows, allowing for effective buffering from fast traffic and associated noise along the the road. Likewise, properties along Rushall Lane and Wimborne Road also have generous setbacks. Common housing typologies in the area are detached houses.
Building Line/Plot Arrangement	Building lines are regular, following the linear lines of Poole Road and Wimborne Road, and gently meandering Rushall Lane. Plot sizes are larger than those in the main village settlement - matching with the area's rural setting. Properties have generous front and back gardens, with parking provided on plot.
Boundary Treatment	This area is characterised by its heavy landscaping, especially large trees that frame streets such as Rushall Lane, which allows it to blend in with its rural backdrop. Boundary treatments consists of hedgerows, shrubs and trees, as well as hardscaped elements such as low brick walls, wooden fencing and metal railing. Woodlands and large grass verges enhance the rural charcater of Jubilee Cross.
Heights & Roofline	Buildings are typically 2 storeys in height, with some examples of bungalows and chalet bungalows. Rooflines are formed of hipped, gabled and cross-gabled roofs. Rooflines do stagger subtly where there is variation in setback between properties. Typical roofing materials include red and brown clay tiles, with some grey slate. Dormer windows and chimney stacks are common, adding interest to the rooflines. MOT garages have flat corrugated iron roofs.
Public Realm	There are no pavements provided along most parts of Poole road (A350) or only on one side of the road, together with fast traffic speed in the area discourages walking and makes it unsafe. It is similar on Rushall Lane and Wimborne Road. All roads in the character area have are tree-lined or bordered by hedgerows, adding visual interest to the area.
Materials	Red and buff brick, off-white render are common facade material seen across the character area. Some properties incorporate clay hungtiles on facades. Some properties are decorated with red brick patterns or timber frame.

Images

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Figure 64: Houses overlooking the A350 (source: Google Streetview)

Figure 65: Garage situated at the intersection of Poole Road and Wimborne Road (source: Google Streetview)

Figure 66: Hedges along the A350 (source: Google Streetview)

CA9. Henbury

Henbury is a cluster of development that lies either side of the A31 to the east of Sturminster Marshall. Within the character area there is Henbury House - a classical Georgian house built in 1700's. In the 19th century the estate was held by the Parke Family.

Land Use	The majority of development in Henbury is of a residential use, however there are some farm buildings at Henbury Farm as well as light industrial warehouses located to the north and south of A31. Vines Close farmshop is located to the west of the character area.
Pattern Of Development	Henbury developed around the historic manors and farms, with clusters of houses set in a tranquil envrionment that is removed from the busy A31. The manor houses had parkland, and still connect to the A31 via long linear tree-lined rural lanes. Elsewehere there are farm workers cottages, and farm yards which have diversified to include industrial and other commerical uses.
Building Line/Plot Arrangement	Development in the area is low density in nature, properties are arranged in an organic manner with variations in orientation and levels of setback. Plot sizes are large, providing properties with generous front and back gardens. All of these are characteristics that reflect the rural setting these farmhouses are set within.
Boundary Treatment	The area is characterised by the ample use of landscaping elements, such as hedgerows, trees and shurbs, as boundary treatments - allowing them to blend in with the surrounding rural landscape. Where there are farm buildings and light industrial warehouses, hardscaped boundary treatments such as metal gates and fencing are used. The industrial warehouses to the north of the A31 are more exposed to the rural landscape as a result of little landscape buffering to soften edges.
Heights & Roofline	Buildings are mostly 2 storeys in height, however, due to variation in orientation and different levels of setback, rooflines tend to be broken. Typical roof profiles include hipped and pitched roofs. Hip and valley roofs and double pitched roofs are common for larger farmhouses. Dormer windows and red brick chimney stacks also feature. Roof materials include red and brown clay tiles, and some grey slates. Low-pitched corrugated iron roofs are common for industrial warehouses. and farm sheds.
Public Realm	The tree-lined rural lanes connecting between the A31 and cul-de-sacs provide a scenic entrance towards the estates, creating a pleasant rural streetscape. The area is bounded by vast open fields and woodlands, forming a picturesque backdrop for Hemsbury. There are no pavements along the A31 or the rural lanes, making walking difficult and unsafe. Kitchen gardens are located and visible on Vines Close Farm.
Materials	Properties are largely brick built, some of the historic farmhouses are decorated with interesting architectural detailing and patterns. Warehouses and farm sheds tend to be built with iron sheet panelling.

Images


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Figure 67: View from wthe A31 down rural lane towards Henbury Farm industrial units (source: Google Streetview)

Figure 68: 2 cottages facing onto the A31 (source: Google Streetview)

Figure 69: Farm House set back from the A31 (source: Google Streetview)

Figure 70: Large green space with agricultural uses in the background (source: Google Streetview)

Figure 71: Road leading into a property at Henbury (source: Google Streetview)

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CA10. Countryside

The countryside within the NP area is characterised by rolling hills with arable farming fields which are separated by hedgerows. Almer and Mapperton are two hamlets located on west part of the CA and both have designated conservation areas, with various listed buildings and structures.

Land Use	Countryside surrounding Sturminster Marshall mostly consists of arable farmlands and woodlands. There is also a golf course to the immediate east of the village, a sand and gravel pits and a solar farm south of Henbury. Almer and Mapperton are small settlements situated in the south western part of the parish, consisting of small farmsteads and country houses surrounded by hills and woodlands. The Parish Church of St Mary Almer, dated from the C12th, can also be found close to Almer Manor along the A31 - another listed building and key landmark in the area.
Pattern Of Development	Buildings are scattered sparsely throughout the countryside. Some of the existing farm buildings are being retrofitted for residential use or as workshops/industrial units. Settlements such as Almer and Mapperton are connected to the main road of A31 via narrow linear rural lanes.
Building Line/Plot Arrangement	Given the very low density of buildings in the countryside, there is no recognisable building line. Where there are settlements of farmsteads or farmhouses, these are set on large plots within the countryside.
Boundary Treatment	Buildings are typically well set back with rich landscaping used for boundary treatment, allowing them to blend in with the rural setting and surrounding countryside. Metal railings, fencing and gates are sometimes used on farmsteads.
Heights & Roofline	Buildings are typically 2 storeys in height, with farm sheds mostly being single storey. There is no discernible roofline across the character area due to the scattered pattern of development. Roofs of houses tend to be pitched or hipped, consisting of red or brown clay tiles. Chimney stacks and dormer windows are a common feature of most country houses in the area. Corrugated iron roofs are used on farm sheds and buildings.
Public Realm	The countryside of Sturminster Marshall parish is made up of expansive open fields and pockets of woodlands traversed by the River Winterborne. There is an extensive network of PRoWs providing access to these green assets, direct access is via Walnut Tree Field off Back Lane to the north of the village. However, the main roads across the countryside tend to be dual carraigeways with fast moving traffic (e.g. A31 and A350), where pavements are not always available - making these routes unsuitable for wallking and cycling.
Materials	Much of the properties within the Stuminster Marshall countryside are built with red brick. The Church of St Mary the Virgin is architecturally distinctive for its ironstone rubble and limestone band facade, and tiled roof with stone slates at verges. Similarly, Almer Manor is also distinctively built with bands of limestone and flint.

Images

Figure 72: Green space visible from houses on the edge of the village

Figure 73: Local signage displaying the different public footpaths cutting through the countryside

Figure 74: Image showing a long distance view into the countryside from the edge of the village

Figure 75: Mature trees and scrub growth bordering the edges of the old railway line.

Figure 76: Gate access to farmhouse

Design Guidance and Codes

04

4. Design Guidance and Codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the parish. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere have been used.

4.1 Introduction

The following section describes a set of design codes that have been put together based on the existing context of Sturminster Marshall.

These codes will aim to guide any changes or development within the parish to ensure the local character is respected whilst still allowing space for innovation within the built environment.

The design codes have been split into two categories. The first section is relevant to the whole parish while the second section introduces design codes for each identified character area and therefore codes may not be applicable to the whole of Sturminster Marshall. Both national and regional guidance, outlined in Chapter 1, should be read in conjunction with these codes. These codes act as a support to these documents and should not be considered in isolation.

4.2 The importance of good design

As the NPPF (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council[1]) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

The Design Guidance and Codes report seeks to harness an understanding of how good design can make future development as endearingly popular and as the best of what has gone before.

1. The Value of Urban Design, commissioned by CABE and DETR, 2001.

4.3 Design Principles and Codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes, green spaces, and the interfaces between them.

What designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium[1].

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important that any proposal takes into account the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is existing, as shown in the first three chapters, as inspiration and influence and it could be a contemporary solution that is in harmony with its surroundings. New development should comply with the following principles and all the codes need to contribute to meeting these principles:

- Thoughtfully respond to its context and the rural character areas of the parish;
- Protect green spaces and contribute to the further greening of Sturminster Marshall;
- Promote active travel whilst reducing the dominance of parked cars on the streetscape; and
- Encourage environmentally-responsible design.

1. Urban Design Compendium, English Partnerships, 2000

4.4 Structure of the design codes

Based on the understanding gained in the previous chapters, this section will identify design codes for future development to adhere to. As identified in the diagnostic report and following the meeting with the group, the following design codes have been created to apply to the whole parish.

SL. Settlement layout

AM. Access and movement

B. Built form

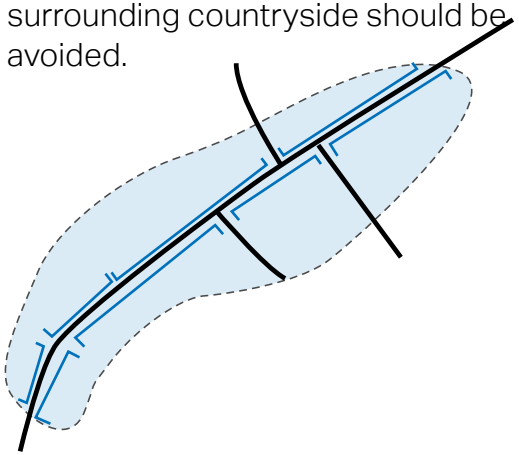
EE. Environmental and energy efficiency

SL. Settlement layout

SL 01- PATTERN OF DEVELOPMENT

Sturminster Marshall is a linear development with recent development evolving around the main core. Any new development should respect the following principles:

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include tall trees, wooden fences, hedgerows and the boundary walls typical of the village to increase the sense of enclosure and linear form;
- Linear pattern settlement almost always orientates inwards towards the main road and turns its back towards the landscape to the rear. Building frontages should reinforce the linearity of the street, where possible; and
- Boundary treatments can vary, from low walls to soft landscaped edges on the periphery of the settlement. Metal railing fences also used as the treatment. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside should be avoided.



F.77

Figure 77: Diagram showing a linear development pattern

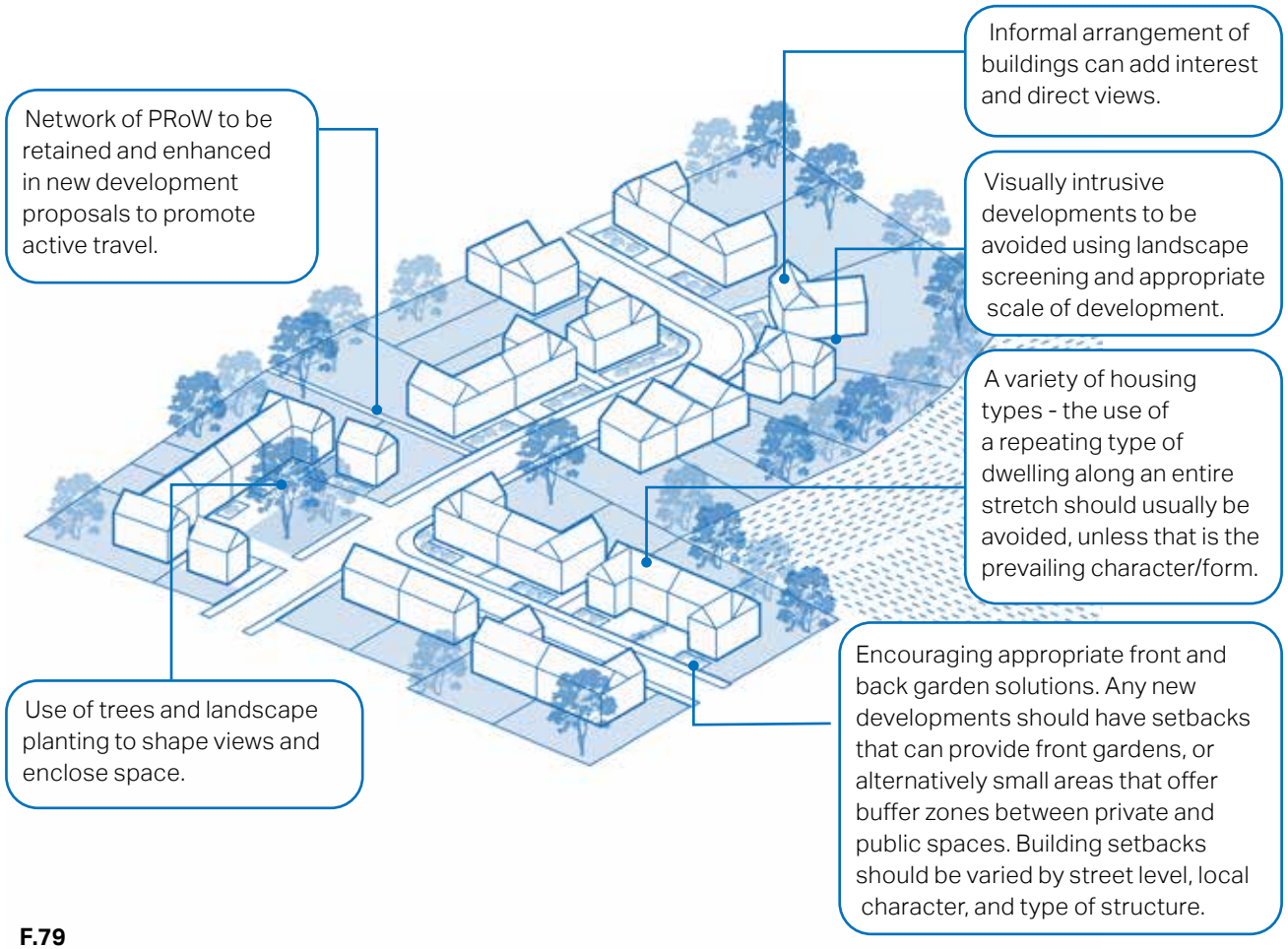
F.78

Figure 78: Sturminster Marshall's development pattern. Core development has formed along High Street and A350

SL 02- LAYOUT OF BUILDINGS

The parish owes much of its character to the historic pattern and layout of its buildings and settlements. New developments should respect the particular building patterns of the settlement in order to contribute positively to their character. In particular:

- Development should adopt the enclosure characteristics demonstrated in the parish. New development should strive to knit in with the existing settlement morphology by adopting similar characteristics;
- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be permeable, promoting active travel at all times, providing plentiful non-vehicular connections;



F.79

Figure 79: Diagram showing layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character

- The approach to any new housing developments on the edge of Sturminster Marshall should have a curved frontage as per A350/Newton Road junction or Church farm at north end of village;
- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. The following page illustrates some precedent examples from the existing parish area; and
- New development should respond to site specific sun paths and use these as key design drivers to maximise solar gain for any new development.

Figure 80: Enclosure characteristics in Railway Drive include low fencing and hedging

Figure 81: PRoW in Railway Drive to allow for enhanced connectivity

AM. Access and movement

The following pages set out policies to consider when developing both existing and new development within Sturminster Marshall. They are generic design codes that apply to all areas of the village and are not specific to one character area.

The following street typologies are general guidance for new development and should be read alongside appropriate regional and national guidance alongside referring to more specific street codes set out in the character area codes later in the report.

The three street typologies include the main access street, the general street and the edge lane.

The following has been compiled to indicate which character areas the three main typologies are applicable to (See **Figure 82**), considering some areas do not have examples of all three typologies.

Main access street

This street typology can be applied to any future development that connects to the village.

General Street

This is a general street typology that can be seen in most of the character areas. Footways, verges, trees and landscaping, front gardens and green boundary treatments are included and form a key part of the character.

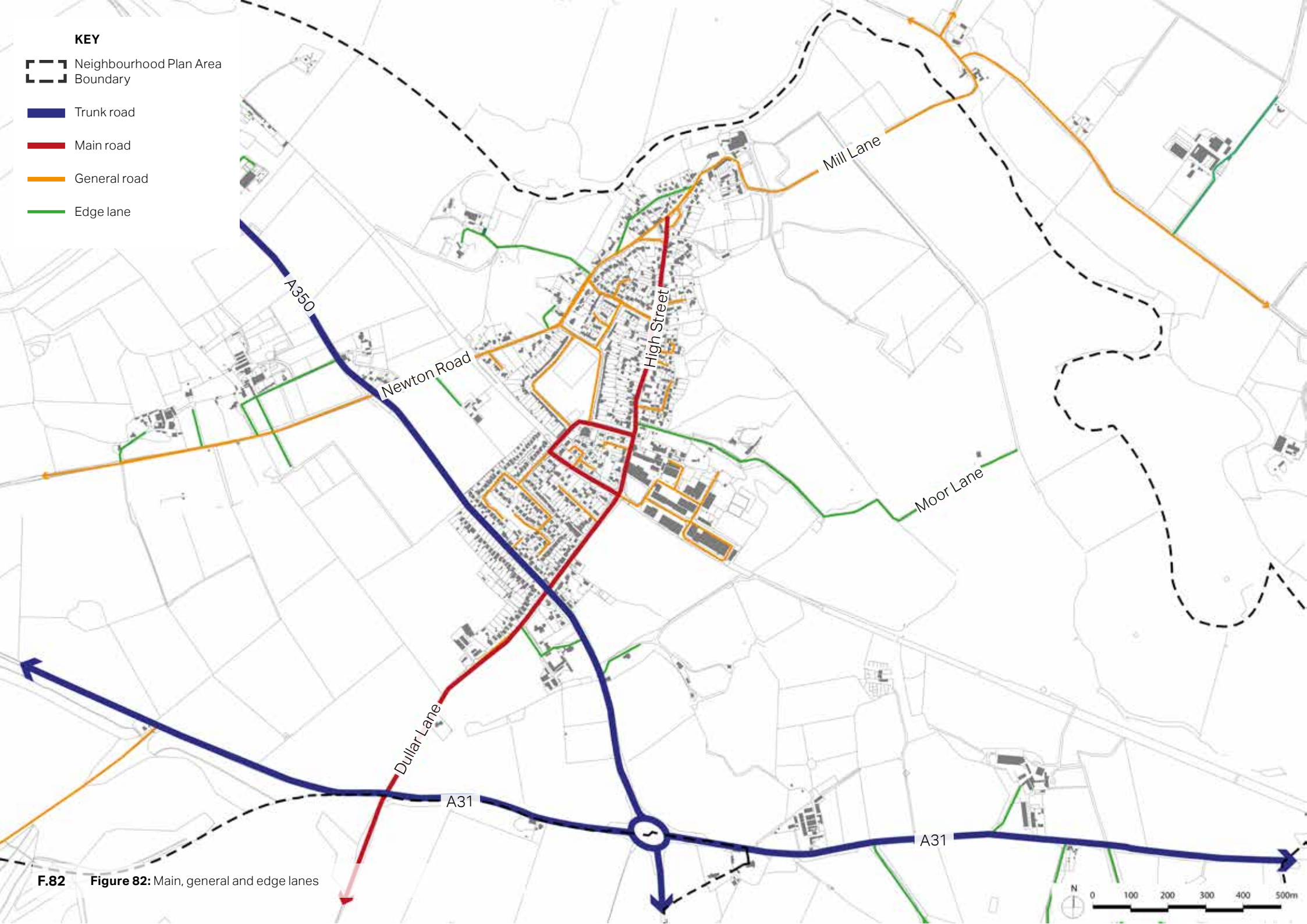
Edge Lane

Edge lanes are quiet residential roads that act as a transition between the built-up village and the surrounding woodland areas and countryside. Some developments do not have either pavements or adequate width of pavements which need to be incorporated in the new developments wherever possible.

AM 01- MAIN ACCESS STREET

This street type provides the main access for new development and connects it to the rest of the village. It will carry most of the access traffic, entering into Sturminster Marshall and connecting any new development with the village. The desired design features for this street type are:

- Street design speed of 20mph maximum, with signage informing drivers of speed restrictions;
- Provide front gardens, privacy strips and street planting should be used to contribute to the 'garden village' character of the village;
- Where possible, locate parking to the side of properties and consider using garages to mitigate the impact of cars on the streetscape;
- If on plot parking at the front is used, its presence should be minimised with thorough soft landscaping;



F.82 **Figure 82:** Main, general and edge lanes

- Where on-street parking is proposed, it should be interspersed with trees to avoid impeding moving traffic or pedestrians;
- Green verges and street trees should be integrated in the design, where possible, to create attractive neighbourhoods and provide shade to pedestrians and cyclists; and
- Maintain the existing route linking footpaths and bridleway networks and the National Cycleway (See **Figure 14**). Provide new links to connect the existing footpath and cycle networks where possible.

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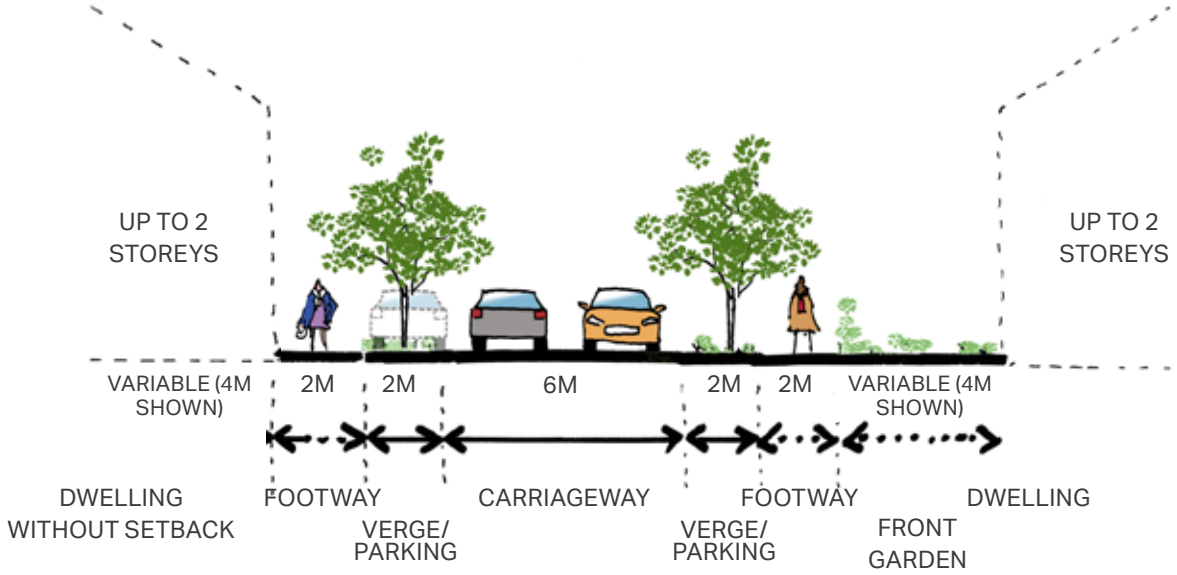


Figure 83: Diagram of a suggested main access street with combined footway. The proposed width for pavements should be at least 2m and the combined footway and cycle route should be at least 3.5m

AM 02- GENERAL STREET

The general street type is the prevalent street across the new development. The desired design features for this street type are:

- Where applicable and practical, speed limits should be 20mph with low traffic volumes and low speed and include design elements for traffic calming e.g. minimising the corner kerb radius, horizontal deflection, and the like;
- Carriageways should accommodate two-way traffic and parking bays;
- Design streets to be more pedestrian and cyclist friendly;
- Front gardens should be well planted to create an attractive environment;
- Preferably, locate parking to the side of the property to mitigate the impact of cars on the streetscape;
- If cars are parked at the front, at least 50% of the frontage should be landscaped and with a property boundary treatment;
- As part of Sturminster Marshall's defining character, street trees are important and also help to mitigate climate change. If this is not possible, front gardens should be deep enough to plant trees; and
- Avoid using cul-de-sac solutions; instead use street furniture (e.g. bollards) to stop vehicle circulation whilst allowing other movement types.

Figure 84: An example of general street with front gardens on both sides.

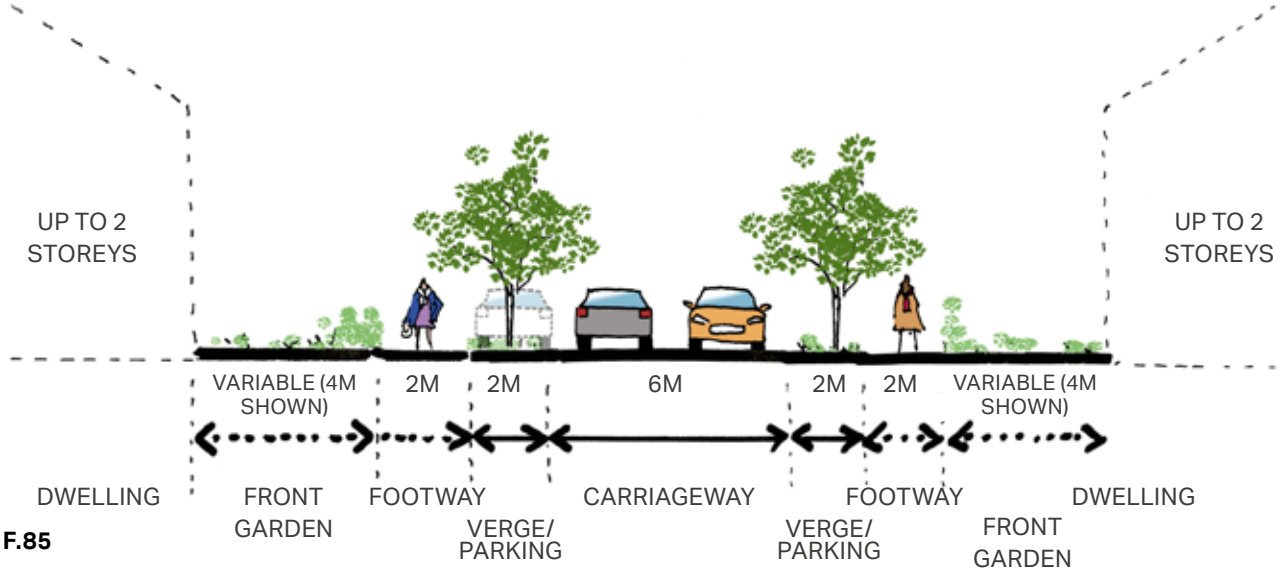
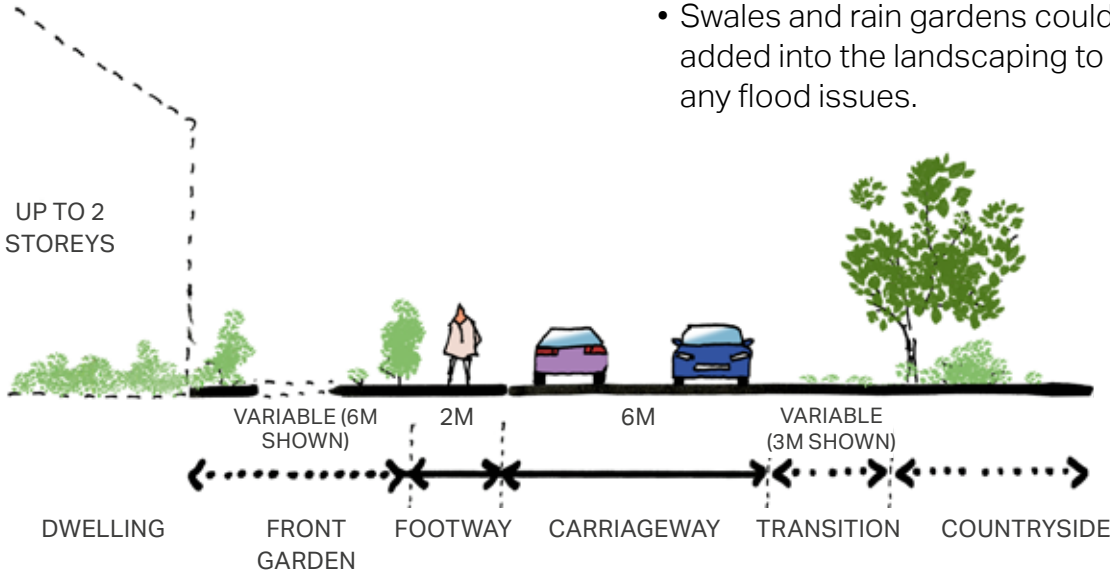


Figure 85: Illustrated street section of a general street that can be considered in new development.

AM 03- EDGE LANE

This street type is used at the edges of development, where the village meets the countryside or woodland areas and a positive transition is required. The desired design features for this street type are:

- Speeds must be 20mph or less, to create a quieter environment;
- These lanes can gently meander, softening the presence of the street, providing interest and evolving views whilst helping with orientation;
- Circulation is usually in the form of a shared lane between 6 and 8m hosting all modes of transport (i.e. pedestrian, cycling and motor vehicles) sometimes with no footways;
- Providing a planting buffer and landscaping between the edge of the carriageway and the countryside in order to: protect countryside areas, provide transition and control pedestrian accessibility where required. The use of hedgerows where edge lanes face onto agricultural land is particularly encouraged;
- Connect the edge lane to paths, other public rights of way and the general movement network;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures are used instead of kerbs or road markings; and
- Swales and rain gardens could also be added into the landscaping to address any flood issues.



F.86

Figure 86: Diagram of a suitable edge lane used at the edge of the built-up areas to act as a transition into the countryside.

AM 04 - CAR PARKING SOLUTIONS

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable; and
- Car parking design should be combined with landscaping to minimise the presence of vehicles.

F.87

Figure 87: Garage parking on Railway Drive with screening provided by hedging

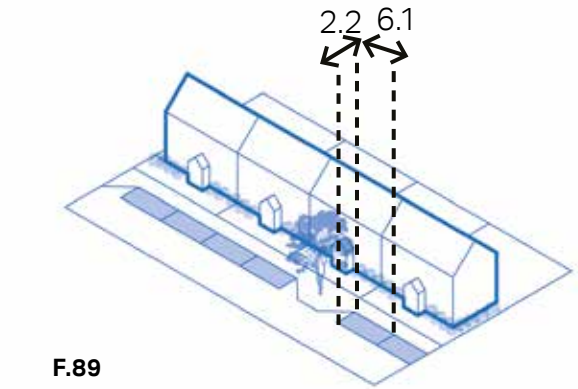
F.88

Figure 88: Parking to the front of a property on Station Road largely screened by hedging

On street parking

On-street parking is the only parking option for several dwellings within the Conservation Area. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

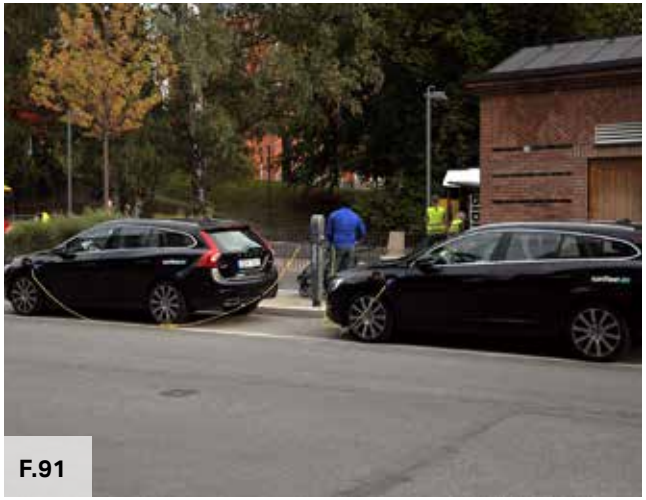
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.



F.89

Figure 89: Illustrative diagram showing an indicative layout and minimum dimensions of on-street parking

Figure 90: On street parking bays

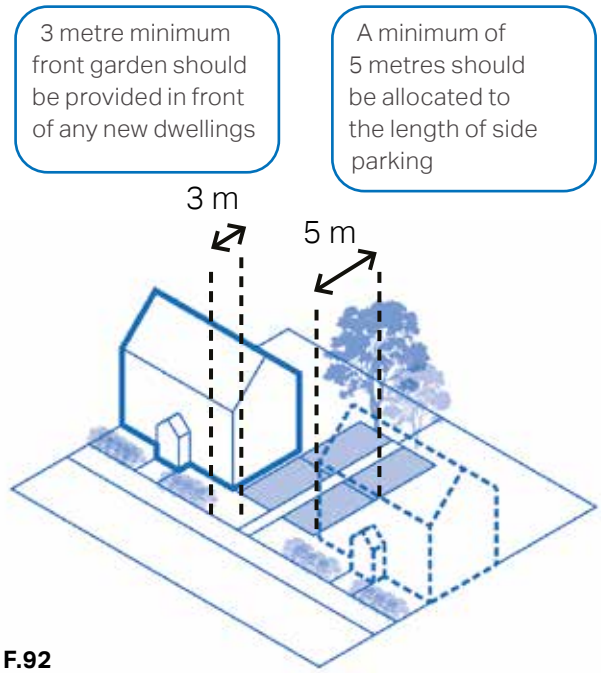


F.91

Figure 91: Inset on-street parking with electric vehicle charging points

On- plot side or front parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.
- Where possible, electric vehicle charging points should be incorporated into on-plot parking in new developments to promote more sustainable modes of transport.



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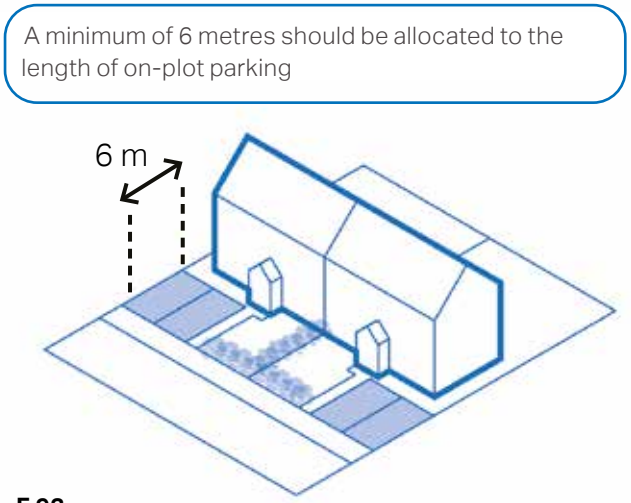


F.93

Figure 92: Illustrative diagram showing the indicative layout of and minimum dimensions of on-plot side parking

Figure 93: Illustrative diagram showing an indicative layout and minimum dimensions of on-plot front parking

Figure 94: Parking provided to the side of dwellings on Railway Drive

Figure 95: Parking provided to the front of dwellings on High Street

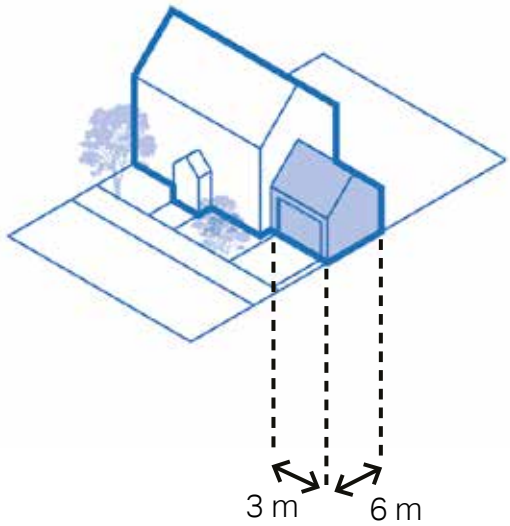
F.94

F.95

Garage parking

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing village and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage. The minimum internal dimensions of a garage should therefore be 6m x 3m.

F.96



The minimum internal dimensions of a garage should be 6m x 3m

Figure 96: Illustrative diagram showing an indicative layout of on-plot garage parking

F.97

Figure 97: Garage parking provided on Moor Lane off High Street set back from the principal elevation

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

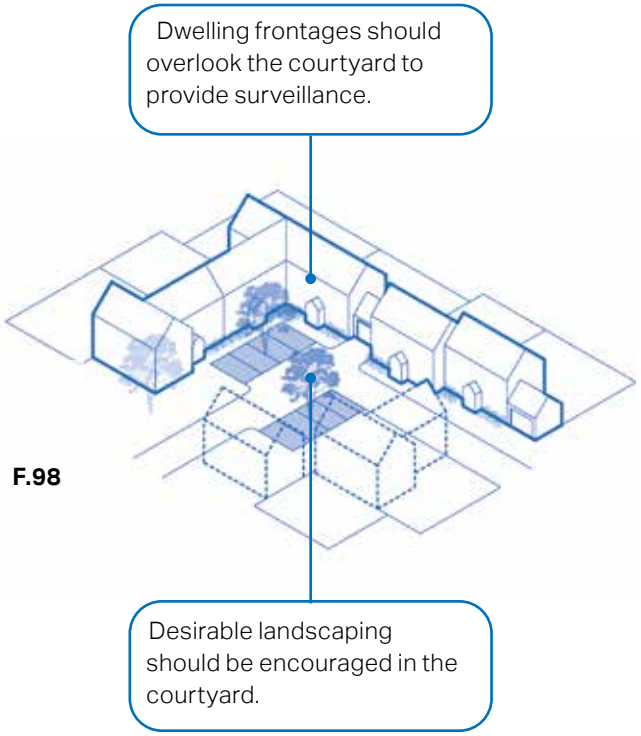


Figure 98: Illustrative diagram showing an indicative layout of parking courtyards

Figure 99: Example of courtyard parking in recent Elm Gardens development

AM 05. ELECTRIC VEHICLE CHARGING POINTS

On-Street Car Parking

- Car charging points should be provided when on-street parking is suggested, always adjacent with public open space;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side; and
- Charging points should be placed so they can serve as many vehicles as possible. This helps to overcome issues associated with charged vehicles or petrol or diesel vehicles blocking dedicated EV spaces. This can make the charging point unusable for others if the charging cables cannot reach other spaces.

Off-Street Car Parking

- Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking. Avoid cluttering elevations, especially main façades and front elevations.

Figure 100: Off-street mounted car charging points

AM 04-TRAFFIC CALMING MEASURES

Traffic is one of the local residents' main concern. Therefore, the village can be benefited from some traffic calming measures. Traffic physical design and other measures improve safety for everyone. These measures can be applied on roads that have traffic issues such as Station Road.

It aims to encourage safer, more responsible driving and potentially reduce traffic flow. Paving materials in all traffic calming measures should contribute to the character of an area as a place to be read as a coherent whole.

Note that traffic calming is usually outside the remit of neighbourhood planning policies, unless as part of a wider planning application.

Signs alone may not be adequate to reduce speeds to the desired level. In such instances, some the speed reduction can be achieved with the use of gateway treatment and traffic calming measures.

The gateway treatment include signing, pinch points, carriageway narrowings, surface treatment, 30 mph roundels, dragon's teeth markings, transverse bar markings and raised pedestrian crossing. The gateway treatments can reduce speeds in their vicinity by up to 10 mph, but for the reductions to be maintained additional measures can be used. A speed table can be useful as well. It is long flat-topped speed humps that slow vehicles more gradually than humps and provide safer conditions[1].

Speed cushions, humps, mini roundabouts can be used in trunk road to bring greater speed control if the speed reduction could not be achieved by gateway treatments.

F.101

F.102

Figure 101: An example of raised pedestrian crossing with a plateau in Hemel Hempstead

Figure 102: Pinch point (Source: https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide/images/pinchpoint/pinchpoint.png)

1. Local Transport Note 1/07, Traffic Calming, Department for Transport, March 2007.

AM 05- SIGNAGE AND WAYFINDING

When places are well signposted, they are easier for the public to comprehend. It is easier for people to orientate themselves when the routes are direct, particularly for people with dementia and related cognitive and sensory challenges. Some guidelines for new development are:

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;
- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation;
- At a local level, landmark elements could be a distinctive house, public art, or even an old and sizable tree;
- New signage design should be easy to read. Elements likes fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;
- Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more;
- Signage should be strategically located to signalise gateways and access points, creating connections with important places and destinations; and
- The use of fingerpost is more traditional and in keeping with the area, and are typically wooden or cast iron.

Figure 103: Existing finger post within the village

AM 06- ACTIVE TRAVEL

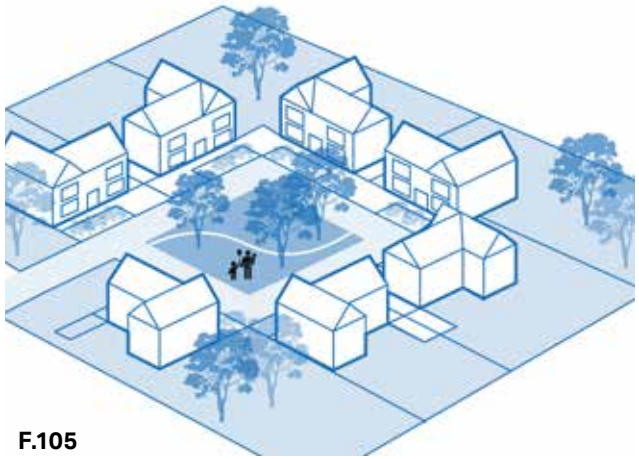
Increasing the number of residents walking and cycling around the village is an important part of improving health and the quality of their experience.

- There is difficulty crossing the A350 due to the volume or traffic in peak periods (for those living on the south side) and that the route is less pleasant because of the pavement (where there is one) being right on the road;
- The lack of dedicated cycleways. The trailway needs to be integrated and improved. New development should ensure that pedestrian and cycle routes are incorporated into new designs ensuring that the option to travel on foot or by bike is incentivised;
- These routes should link to key services on The High Street, the Conservation Area and other existing routes to form a network of walkable areas;
- There are random pavements widths and inconsiderate parking blocking pedestrian movements, particularly for the less able people;
- Possible opportunity for more accessible natural green spaces if development is proposed here because of need for heathland and Green Belt mitigation;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users are catered for when designing new development; and
- Walking routes should not pass through hazardous areas such as fields with large animals, dykes, ditches or areas of flooding.

Figure 104: A PRoW linking Front Lane to Back Lane

AM 07- TREES AND LANDSCAPING

The abundance of trees is one of the Parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.



F.105

Figure 105: An indicative diagram showing green spaces and landscape planting

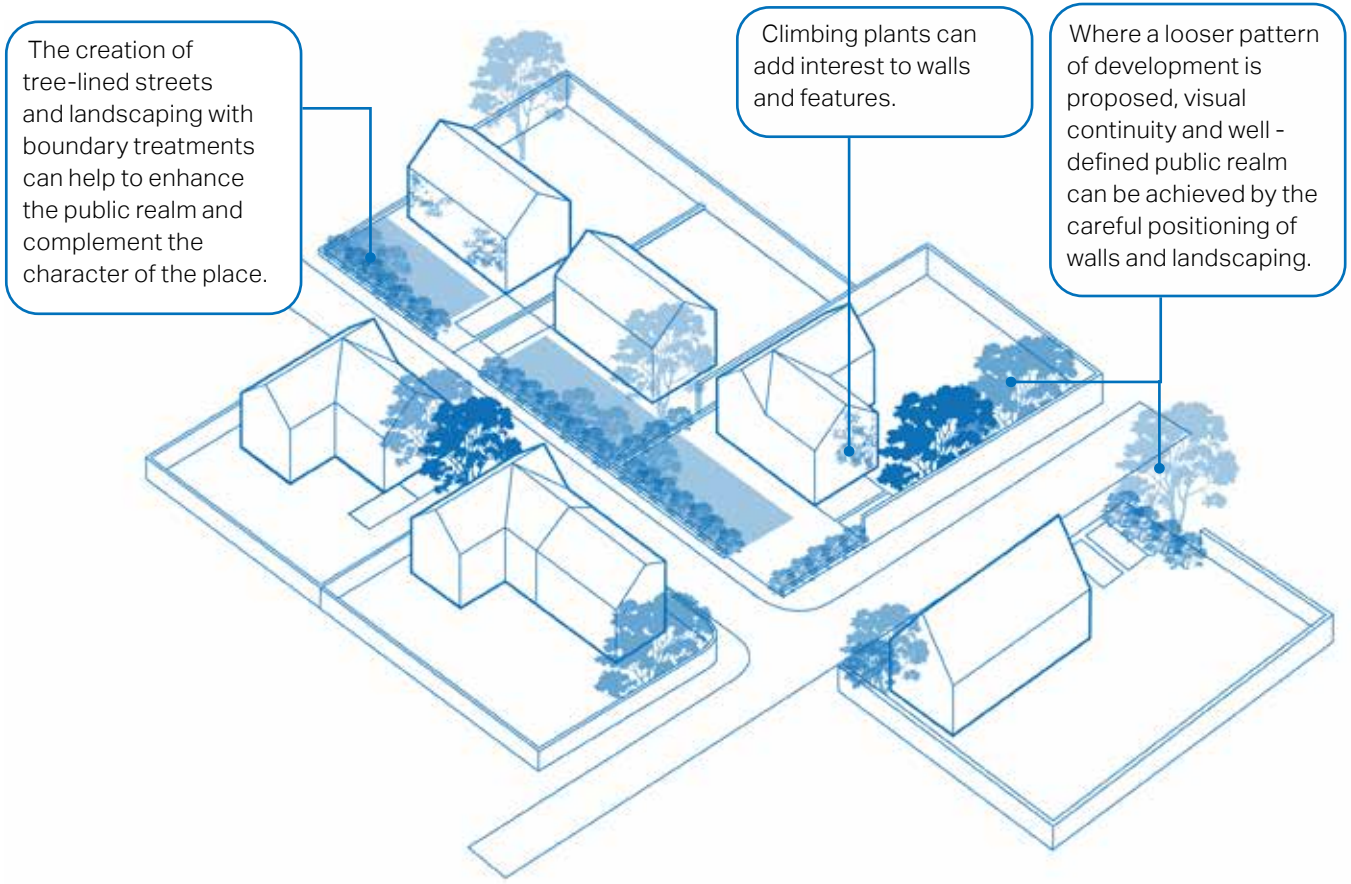
There are different green spaces which need to be protected such as the Sturminster Marshall Golf Course, large fish farm lakes, small areas of woodlands to the east and west of the village, a local nature reserve, sport pitches, Charborough Way green and two veteran trees in the north of the village. In addition, there are a number of Tree Preservation Orders (TPOs) in the village which need to be protected.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

Planting standard

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;

- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species of local provenance, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;[1]
- Trees in the Townscape: A Guide for Decision Makers;[2]
- Tree Species Selection for Green Infrastructure;[3] and



F.106
Figure 106: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

[1] Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf
[2] Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

[3] Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.[1]

Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerow trees and walls contributes to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedges, hedgerow trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover.

Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening features such as garages, blank walls and fences.

Form focal points and frame views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

[1] British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672

Figure 107: Use of street trees in Churchill Close to provide visual amenity

Figure 108: An example of a property set back from the road to conform to the existing building line. The planting soften the hard landscape

Figure 109: Example of where planting has been used to screen a modern extension

AM 08- STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guideline aims to ensure there is enough consideration given at the design stage:

- Street lighting should be energy efficient and carefully designed to minimise flare and light pollution.

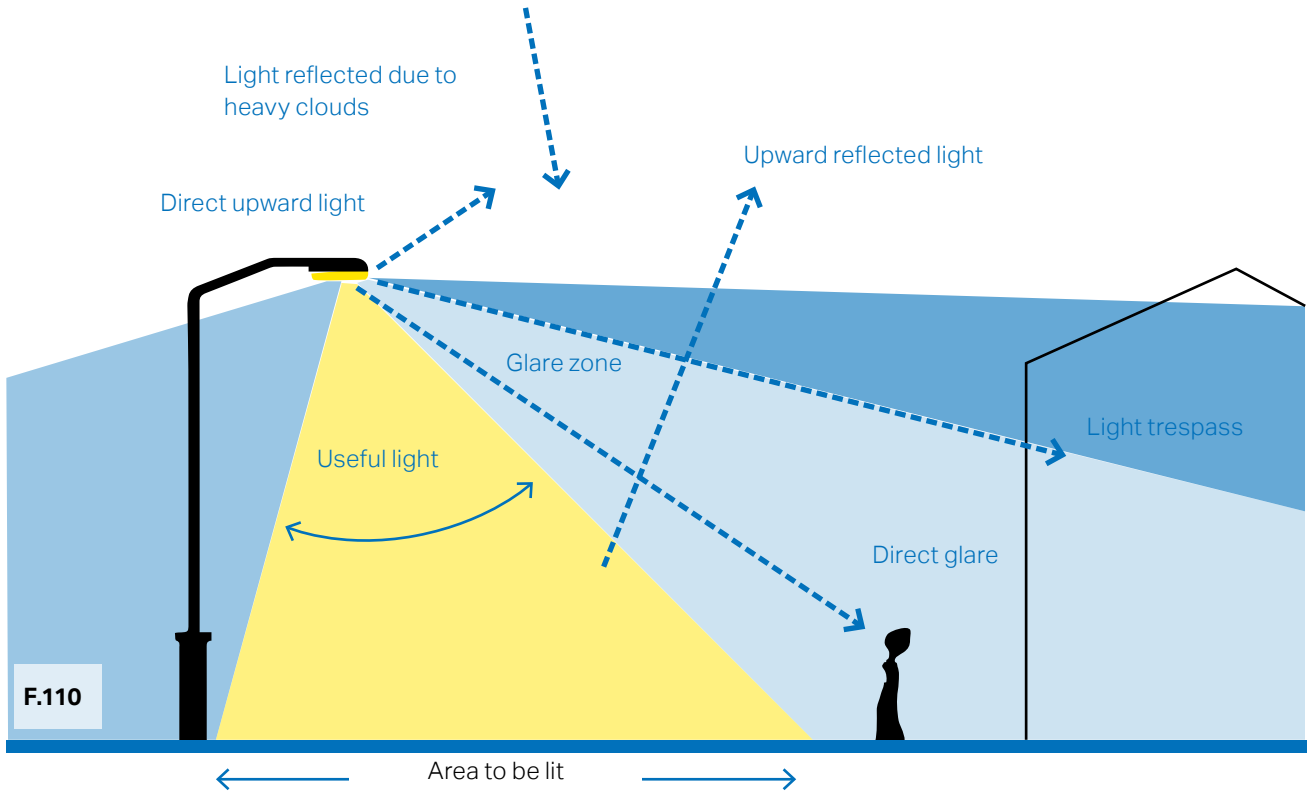


Figure 110:
Diagram to illustrate the different components of light pollution and what 'good' lighting means

B. Built form

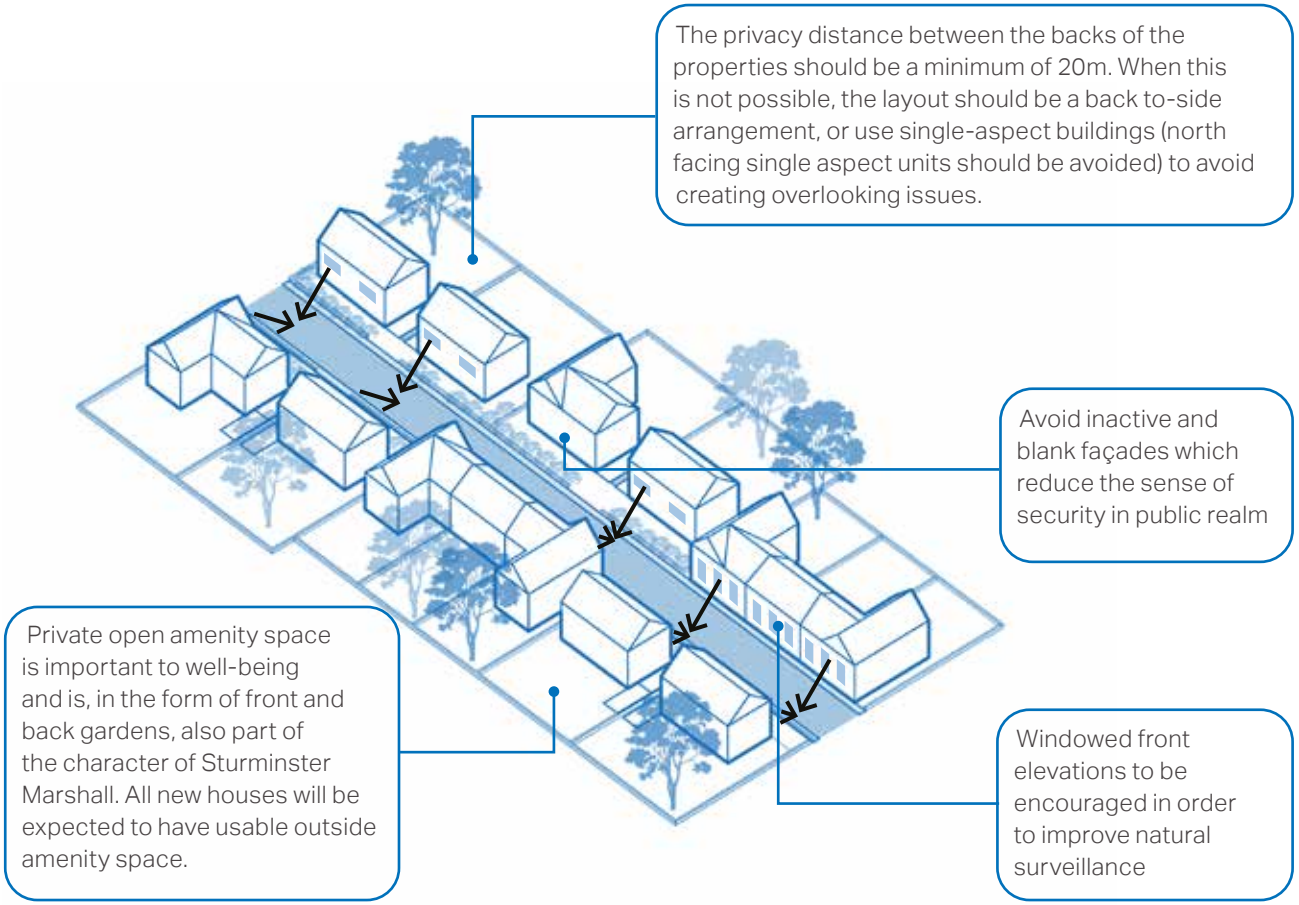
The following section outlines guidelines that should be considered by developers when creating new development within Sturminster Marshall. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

In general, the historic form of parts in Sturminster Marshall is of moderate plots and dwellings. While this is appropriate when development or redevelopment occurs in those areas, other, newer, areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general however, Sturminster Marshall exhibits a low to medium density with heights averaging 1 to 2 storeys and a reasonable space between dwellings. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger scale and subsequently moves to codes related to specific built form details.

BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge.



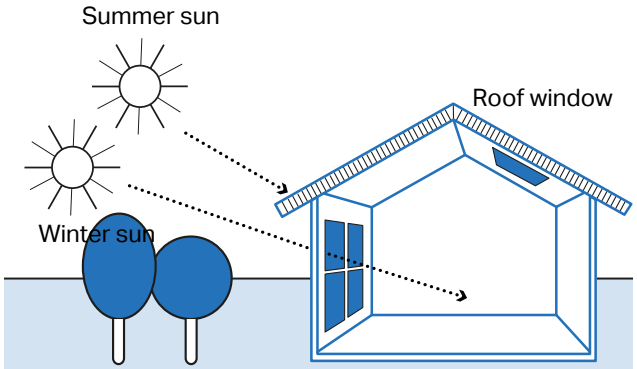
F.111

Figure 111:
Diagram to highlight the importance of natural surveillance to improve the security

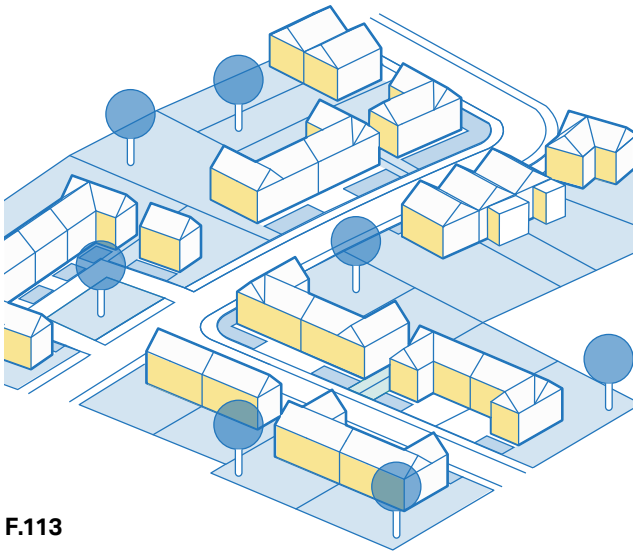
BF 02- ASPECT AND ORIENTATION

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles. These principles include:

- 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 (see **Figure 112**);
- If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain (see **Figure 113**);
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies via passive/ non mechanical design measures. The natural ventilation strategies include high- and low- level openings, longer roof overhangs deep window reveals and external louvers/ shutters to provide shading in hotter summer months (see **Figure 112**); and
- All new residential units should be dual aspect, unless provision of dual aspect can not be achieved by the design.



F.112



F.113

Figure 112: The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

Figure 113: Elevations that would benefit from passive solar gain

BF 03- BUILDING LINE AND SETBACK

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area. In Blandford Road CA, the buildings well set back from the road with spacious front gardens which reach to 20m, whereas the building line vary in Henbury and does not follow the road layout in some location; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.

Figure 114: Subtle changes in building lines with adequate front gardens and medium-sized back gardens on Church Street

Figure 115: Subtle changes in building lines. Building lines follow the Railway Drive layout

Figure 116: Various setbacks along the meandering road in Henbury

BF 04. DESIGNING WORKSPACE INTO NEW RESIDENTIAL DEVELOPMENTS

After the pandemic impacted the world, many people made the abrupt shift to working from home. More home working should now be expected. The following principles should be considered in this regard:

- Create areas that can be adapted into or used as a designated work area free from distraction;
- If not designed in from the start, design gardens in such a way that home office structures can be installed, subject to planning permission;
- Build flexibility into new homes so that they can be adapted to changing needs; and
- This is particularity important when considered alongside parking provision in order to avoid pressure on use of garage space or building over parking spaces.

Figure 117: New houses in Cambridge designed with a studio above the garage, ideal for use as a home office

BF 05- DESIRED HEIGHT PROFILE

- Development building heights should accord with the settlement character of one and two storey dwellings;
- Roofs in the village tend to be pitched, with some hipped examples. New roof type and pitch should reflect this;
- A number of Victorian houses feature shallow pitched hipped roofs such as Toliva, Stour House and Cottmans on Kings Street;
- Chimney type and height should be congruent with the typical parish chimney precedent examples. 19th-century houses are generally taller and mostly feature a gables ridge with chimney stacks at each end and often with a wing at the rear. Church Farm, The Red Lion PH, the former village school, the Methodist Church and a number of houses such as Magnolia House, Rose Cottage make a positive contribution to the village character;
- There are various roof materials used in the parish such as steep weathered tile, clay tile, grey tile, thatched, slate, half roof over the front ground floor by bay window, roof ridge which is of ornate terracotta tile design. These should be the main roofing material for new development in the parish;
- Innovation which explores the integration of green roof should be encouraged; and
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages should be avoided. Inserting dormer windows in roof slopes will require planning permission[1].

1. Conservation Areas in east Dorset, Sturminster Marshall, 2006.


F.118

Figure 118: Example of sympathetic dormers to provide additional floorspace within the roof.


F.119

Figure 119: Example of modern properties which are sympathetic in terms of their height and roof form to historic properties.

BF 06- RESPECT VIEWS AND LANDMARKS

- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape screening, where appropriate;
- Where possible, scenic values and tranquility of countryside views such as views over St Mary Almer Church, St Mary's Church in Sturminster Marshall, Purbeck Hills, farmlands and golf course should be retained in future development;
- Where appropriate, future development proposals should incorporate landscape and built features to create landmarks, helping with legibility; and
- New development proposals should maintain visual connections to the surrounding landscape and long views out of the settlement. Development density should allow for spaces between buildings to preserve views of countryside beyond and maintain the perceived openness of the settlement.

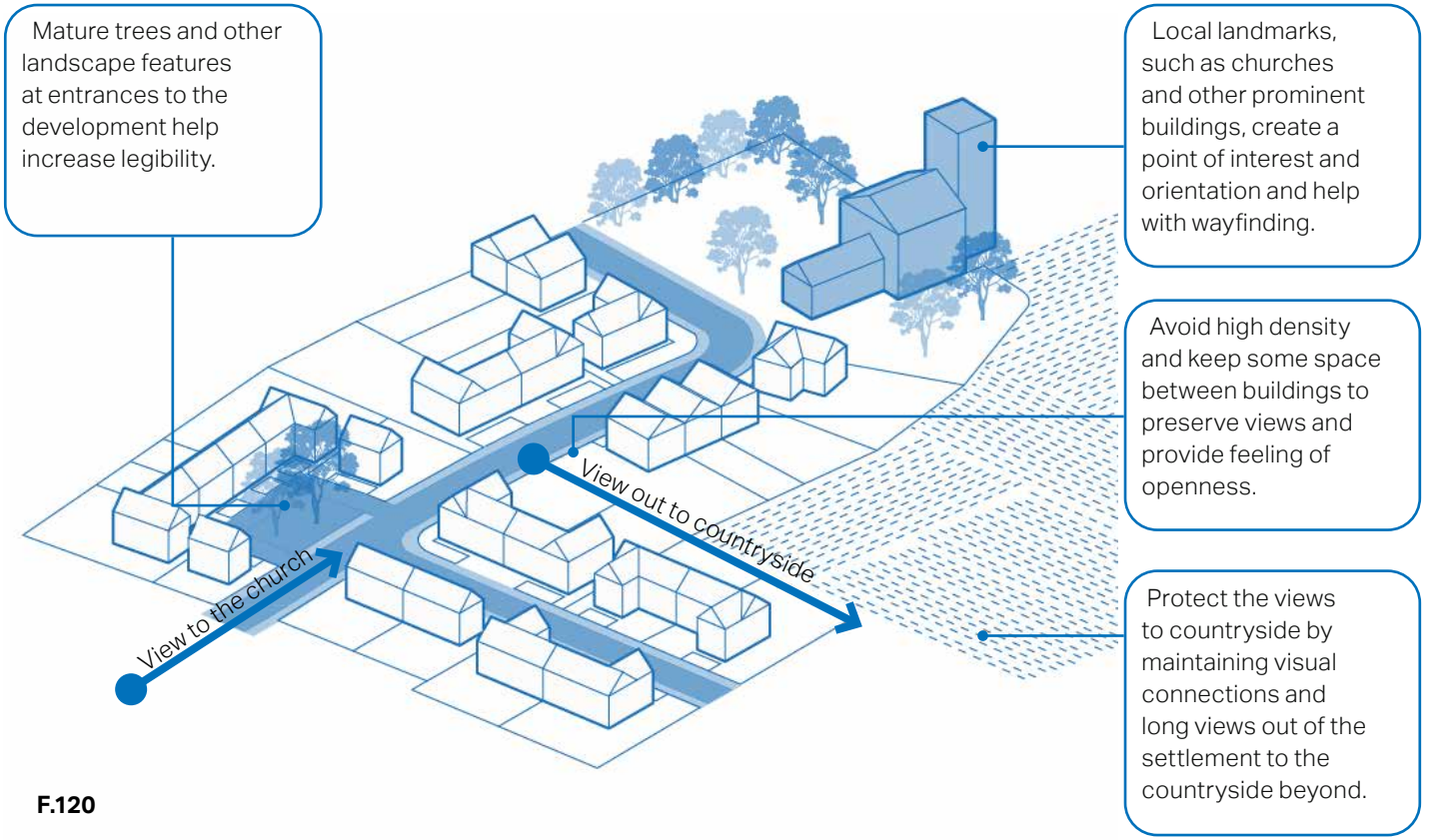


Figure 120: Diagram showing landmarks and views

- Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes and places, and easily intelligible links between places. New developments should be oriented to maximise the opportunities for memorable views and visual connectivity.


F.121

F.122

F.123

Figure 121: Views towards St Mary's Church from Church Street (source: Google Streetview)

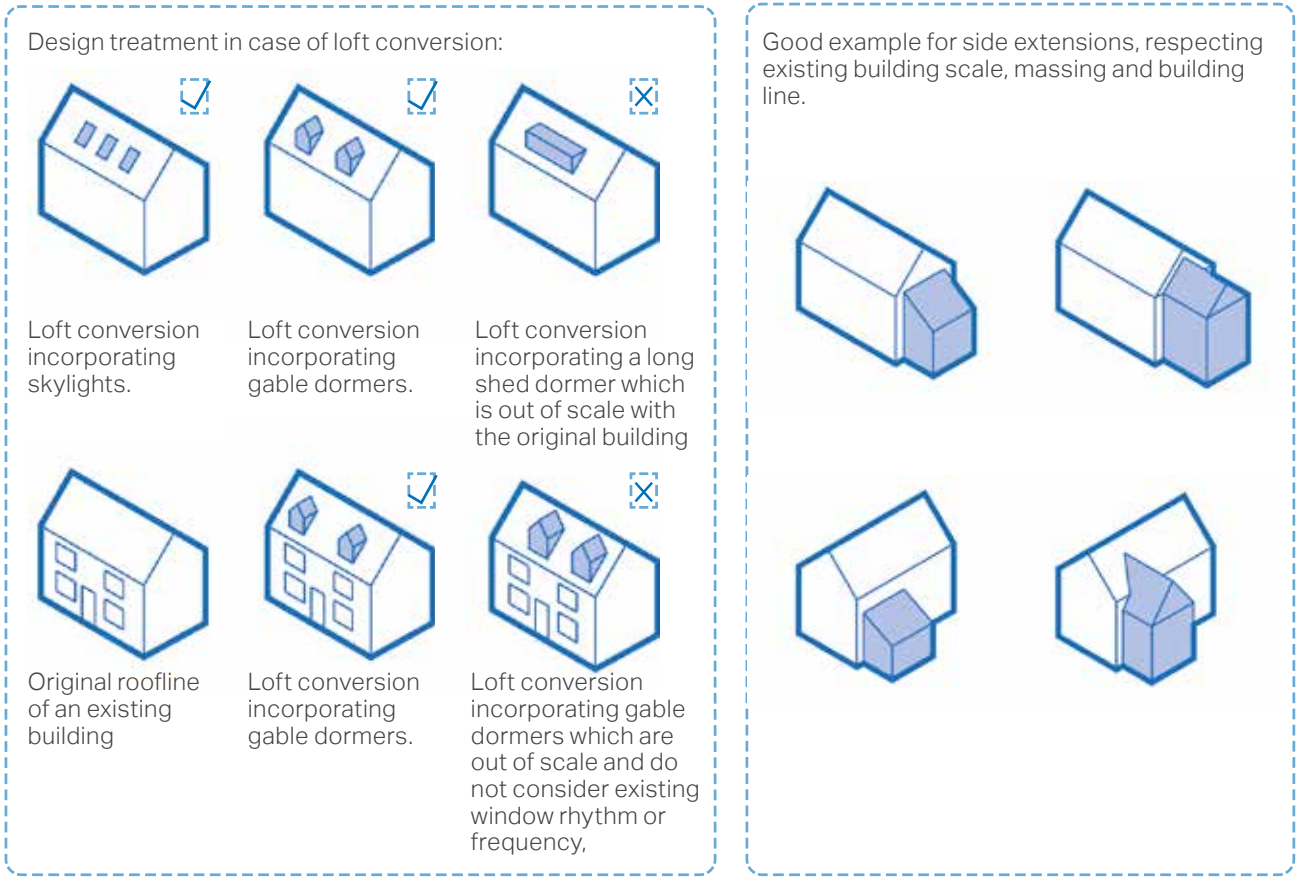
Figure 122: Views towards open countryside on Dullar Lane (source: Google Streetview)

Figure 123: Views towards the countryside between properties on Railway Drive (source: Google Streetview)

BF 07- EXTENSION AND CONVERSION

There are a number of principles that residential extensions and conversions should follow to maintain character:

- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas;
- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided;



F.124

Figure 124: Some examples for different type of building extensions

- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate;
- 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;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.

Figure 125: An example of a side extension with sympathetic roof form and materials.

Figure 126: An example of a sympathetic front porch extension.

BF 08- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

There are a variety of architectural styles within Sturminster Marshall and ranges from historical in the Conservation Area to more modern around Railway Drive.

Cottages, mostly thatched, dating from 17th century, Victorian brick and slate villas, which stem from opening the railway, 1960s post-war housing are the predominant building types withing the parish.

The majority of materials are soft orange-red brick, render under slate or thatched roofs. Plain clay tiles are less common within the village, but where they do occur they do not appear out of place. There are also isolated examples of Bridgewater tiles, black weatherboarding and heath-stones.

Figure 127: Use of red brick and clay tiles to properties within the conservation area

Figure 128: Use of white painted brick and weatherboarding to property within the conservation area

Figure 129: Use of render and thatched roof in the conservation area

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in Sturminster Marshall. The use of traditional construction finishes should be specified for all new development and repair work. The requirement for additional housing in the parish should not trump architectural quality and character of the area.

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this.

In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully

Figure 130: An example of render and red brick to a modern property

Figure 131: Use of red brick and stone detailing and clay tiles to a modern property

to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These buildings create the opportunity to provide large single dwellings or can be split into a series of smaller dwellings.

Wall materials

There are different wall materials in the village such as whitewash render, red, Roman, brick and grey brick, heath stone, flint rubbles, and timber, black weatherboarding.

Types of fenestration

Various type of windows and doors used in Sturminster Marshall such as casement windows, bay windows, bow windows, sash windows, Dorset square window, stone mullioned window, gable and flat roof porches and some gabled dormers.

Roof materials

Red pantile, thatched, terracotta roof ridges and slate tile are common. The majority of buildings have pitched roofs, but hipped roofs can be found in the parish too.

Ground surface materials

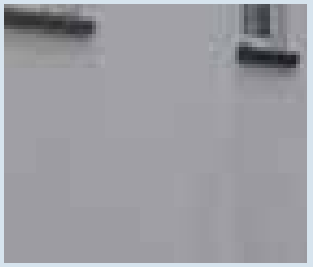
Generally gravel, pebble, and tarmac paving are used in majority of ground surface in the parish.

Boundary treatment materials

There is a wide variety of boundary treatments in the parish such as hedgerows, metal railings, low walls with red and gault brick, shrubs and wooden fencing and metal railing.

Wall

Brick



White render

Mix of timber and whitewash render

Flint

Yellow render

Black weatherboarding

Fenestration

Casement window

Sash window

Bay window

Sash window and white decoration around the window

Window with external shutters

Casement window

Wooden door

Thatched porch

Wooden door

Roof

Terracotta roof tile

Thatched roof

Thatched roof

Slate roof with chimney stack built with red brick

Gabled dormer

Terracotta roof ridges

Ground surface

Gravel

Seamless concrete cobble pebble stone

Tarmac

Colour palette

Boundary treatment

Mix of low wall and hedges

Hedgerows

Mix of gault low bricks and railing

Shrubs

Low wall with red brick

Mix of low wall with brown brick and picket fencing

EE. Environmental and energy efficiency

Design codes in the following section apply to the whole parish. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Sturminster Marshall to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwelling to become more environmentally sustainable.

Owing to Sturminster Marshall's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

EE 01- FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating and electric charging points.

F.132

Figure 132: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Existing and new build homes

A. **High levels of airtightness**

B. **Triple glazed windows and external shading** especially on south and west faces

C. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

D. **More fresh air** with mechanical ventilation and heat recovery, and passive cooling

E. **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls

F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G. **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H. **Solar panels**

I. **Electric car charging point**

EE 02- BUILDING INSULATION AND VENTILATION

Thermal mass

Thermal mass describes the ability of a material to absorb, store and release heat energy. Thermal mass can be used to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. Thermal mass can be used to store high thermal loads by absorbing heat introduced by external conditions, such as solar radiation, or by internal sources such as appliances and lighting, to be released when conditions are cooler. This can be beneficial both during the summer and the winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combined with suitable ventilation strategies.

Insulation

Thermal insulation can be provided for any wall or roof on the exterior of a building to prevent heat loss. Particular attention should be paid to heat bridges around corners and openings at the design stage.

Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom). Provide insulation and electrical insulation to prevent the passage of fire between spaces or components and to contain and separate electrical conductors.

Airtightness

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric. Airtightness is achieved by sealing a building to reduce infiltration- which is sometimes called uncontrolled ventilation. Simplicity is key for airtight design. The fewer junctions the simpler and more efficient the airtightness design will be.

An airtight layer should be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Interfaces between walls and floor and between walls and roof, including around the perimeter of any intermediate floor should be linked. Water pipes and soil pipes, ventilation ducts,

Incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security cameras and satellite dishes should be considered.

The opposite diagram illustrates some of these key considerations.

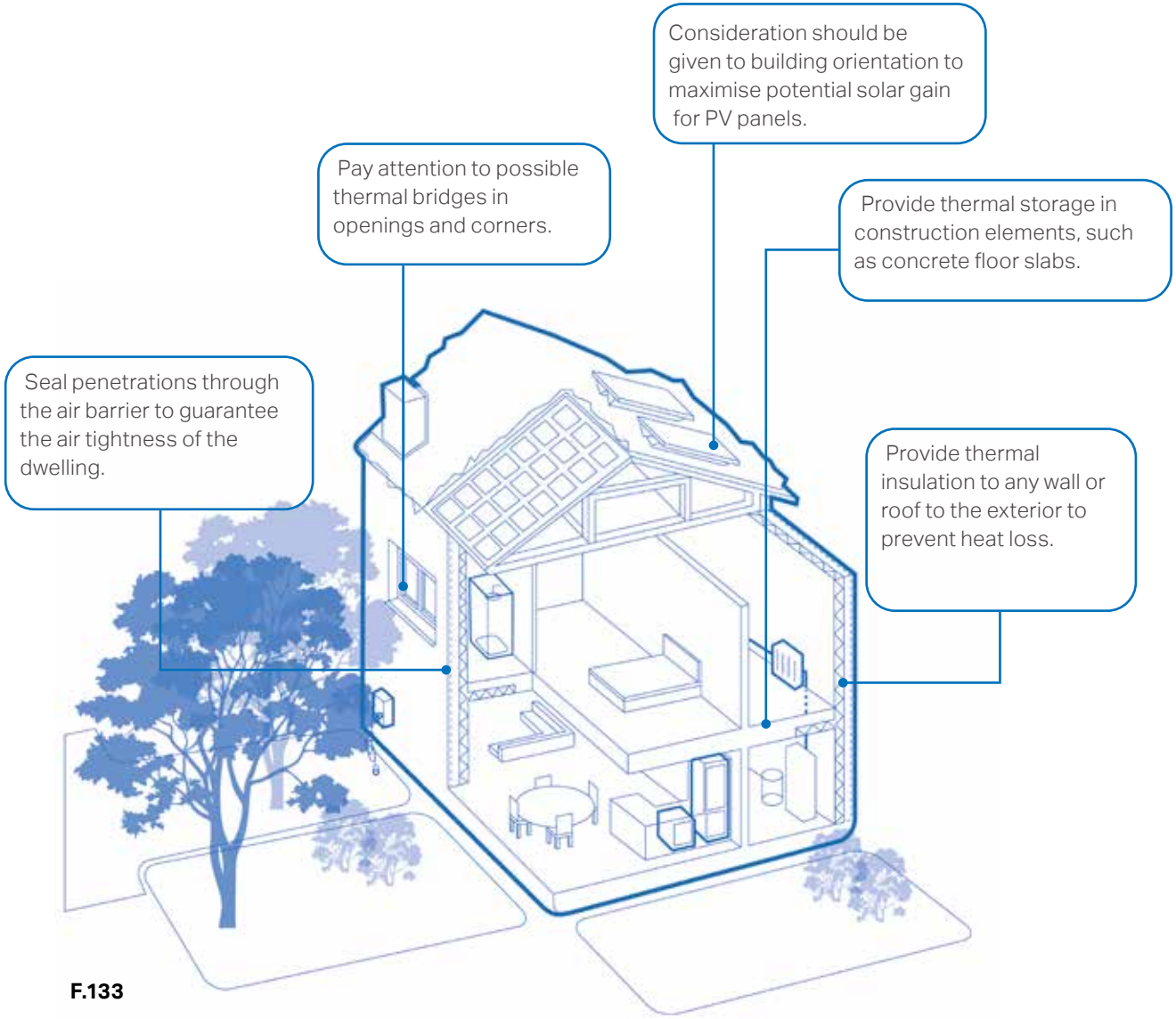
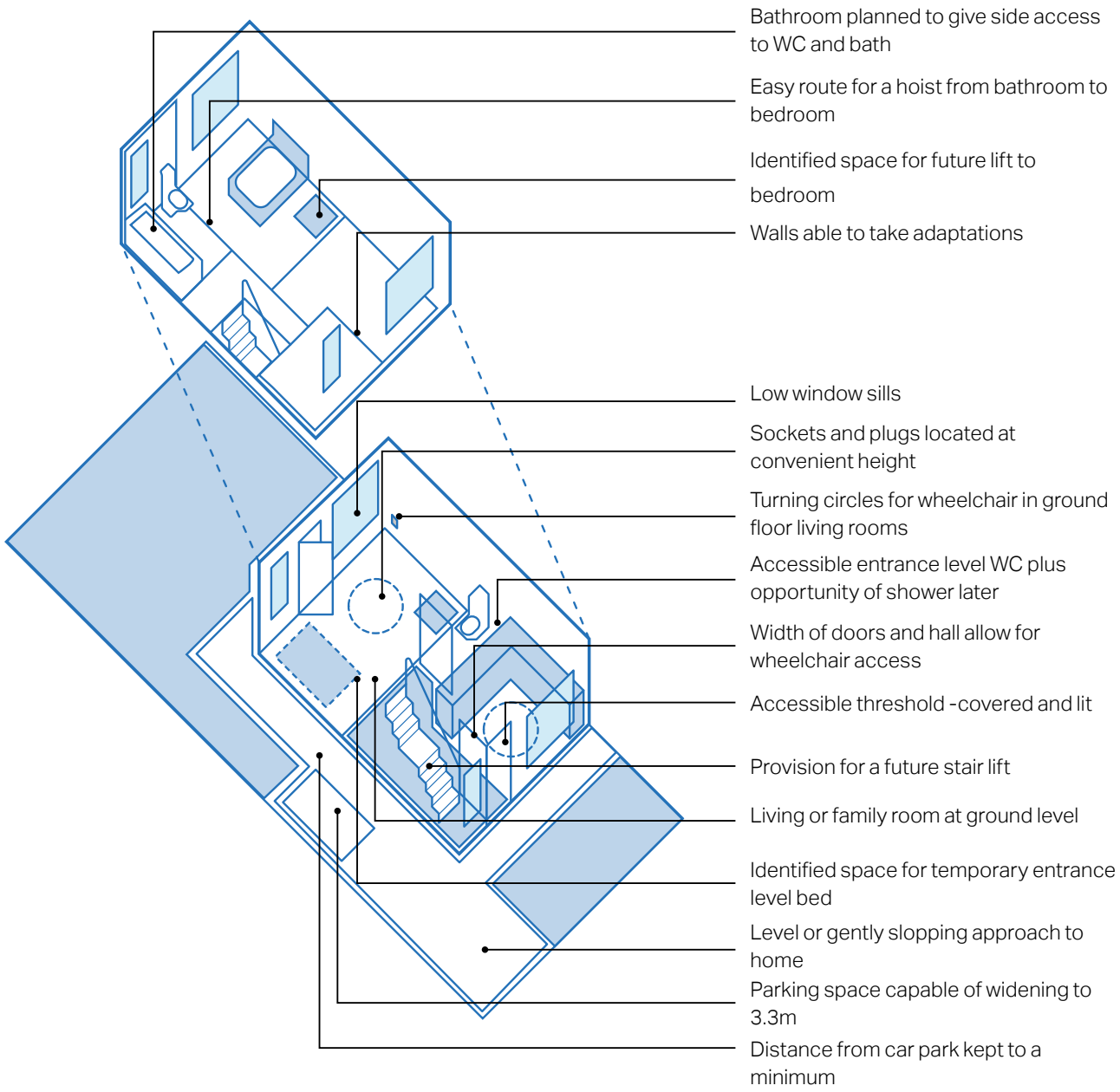


Figure 133: Diagram illustrating aspects of the building fabric to be considered

EE 03. ADAPTABILITY

Houses should be designed to meet the differing and changing needs of households and people's physical abilities over their entire lifetime. One way to achieve this is to incorporate Lifetime Homes Standards design criteria in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram on this page illustrates the main principles of inclusivity, accessibility, adaptability and sustainability.



EE 04- FLOOD MITIGATION

As shown in **Figure 28** and **Figure 29**, some areas of Sturminster Marshall village include areas with medium and high flood risk.

There are various ways to mitigate flood risk such as Sustainable urban Drainage System (SuDS), rainwater harvesting, and permeable pavements which are elaborated on the following pages.

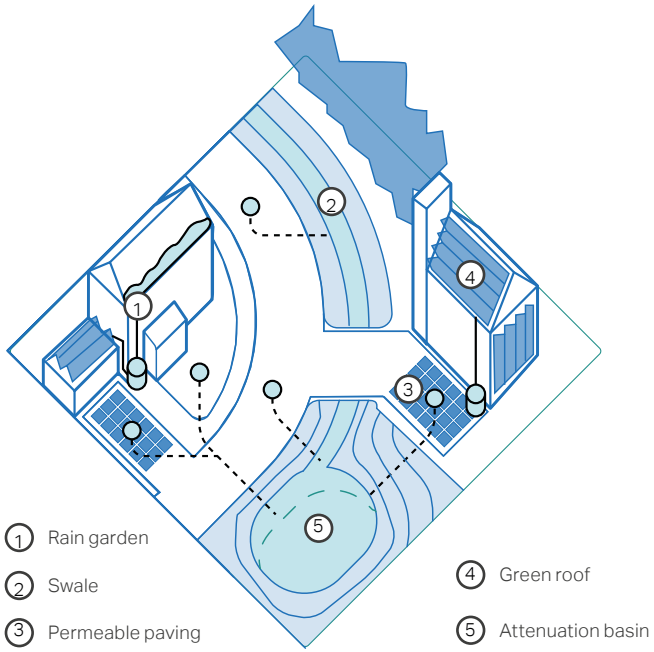
Sustainable Urban Drainage System

SuDS cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.134

Figure 134: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- 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;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

F.135

Figure 135: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

Rainwater harvesting

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design considerations include:

- Concealing tanks with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;
- Combine landscape or planters with water capture systems; and
- Use underground tanks.

Figure 136: Example of a rainwater harvesting tank in the shape of a bee hive

Figure 137: Example of a modular water tank

Permeable pavements

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

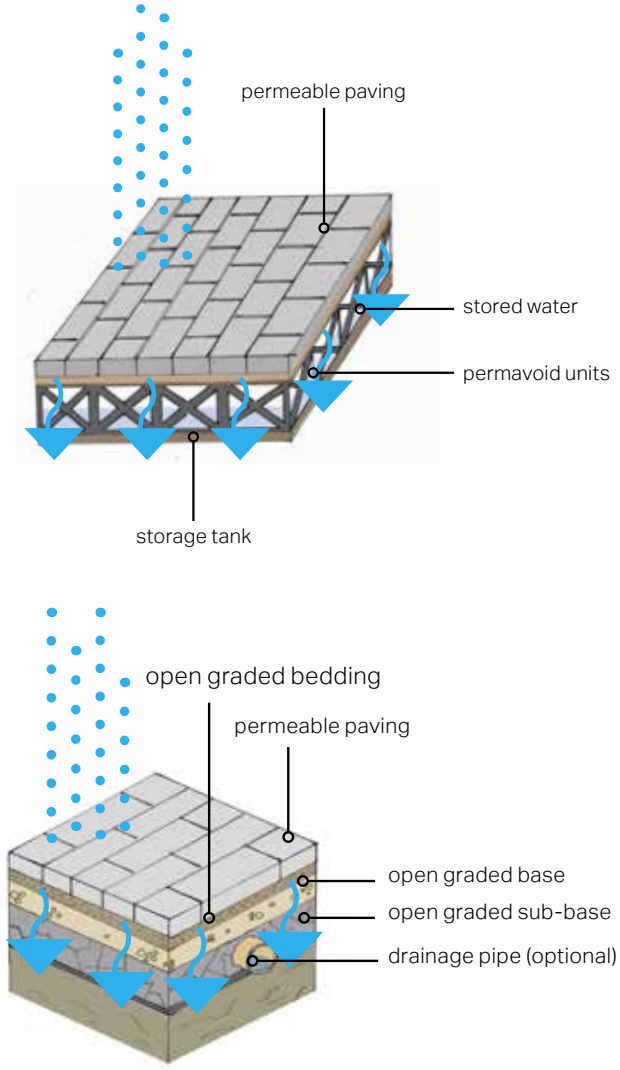
It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and filtrating pavements. As a rule of thumb the % permeable area should be between 30% to 70% of the unbuilt areas.

In addition, permeable pavement must also comply with:

- Flood and Water Management Act 2010, Schedule 3;[1]
- The Building Regulations Part H – Drainage and Waste Disposal;[2]
- Town and Country Planning (General Permitted Development) (England) Order 2015;[3]

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

[1] Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: http://www.legislation.gov.uk/ukpga/2010/29/schedule/3
[2] Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf
[3] Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf



F.138

Figure 138: Diagrams illustrating the functioning of a soak away

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;[1]
- The SuDS Manual (C753);[2]
- BS 8582:2013 Code of practice for surface water management for development sites;[3]
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;[4] and
- Guidance on the Permeable Surfacing of Front Gardens.[5]

[1] Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

[2] CIRIA (2015). *The SuDS Manual (C753)*.
[3] British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266
[4] British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352
[5] Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

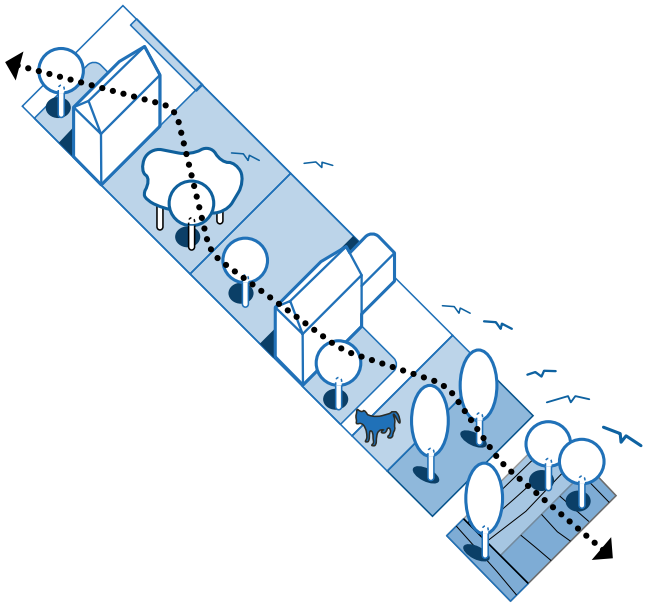
Figure 139: A good example of permeable paver (Source: https://www.paverconnection.com/testimonial/hedwig-town-permeable-driveway-and-patio-upgrade/)

Figure 140: A good example of clay paver (Source: https://www.londonstone.co.uk/brick-pavers/paving-bricks/)

EE 05- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;



F.141

Figure 141: Diagram to highlight the importance of creating wildlife corridors.

F.142

Figure 142: Examples of a bughouse decorating rear gardens or public green spaces.

F.143

Figure 143: Examples of a frog habitat decorating rear gardens or public green spaces.

- New development proposals should include the creation of new habitats and wildlife corridors such as planting wildflowers and bulbs on the village green spaces, meadows and verges. This could be by aligning back and front gardens or installing bird boxes or bricks in walls and improve habitat at ponds. Wildlife corridors should be included to enable local wildlife to travel to and from foraging areas and their dwelling area;
- Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping;
- The loss of any tree and garden should be discouraged. Encourage permeable pavement and gardens which is beneficial to biodiversity net gain.

Figure 144: Example of garden planting to encourage biodiversity.

EE 06- WASTE STORAGE AND SERVICING

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property.

- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive. The storage solutions should be kept to the minimum dimensions in order to prevent the footprint being converted into an annexe at a later date;
- Create a specific enclosure of sufficient size for all the necessary bins;
- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence or hedge;
- Refer to the materials palette to analyse what would be a complementary material;
- Create an environmentally sustainable enclosure to contain all bins; and
- The illustrations below show some successful design solutions for accommodating bins within the plot.

F.145

Figure 145: Examples of successful storage design solutions for accommodating bins and bicycles at the front of buildings

4.5 How to apply design codes to character areas

The character area codes are designed to provide specific guidance to areas within Sturminster Marshall. These areas were set out in the character analysis undertaken in Chapter 3. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of the area. These should be read jointly with the previous codes.

Developers seeking to build in these areas should refer to these sections when considering the development layout, placemaking and architectural features of new development.

CA1. Blandford Road

CA2. Railway Drive

CA3. Churchill Close

CA4. Sturminster Marshall Historic Core

CA5. Station Road

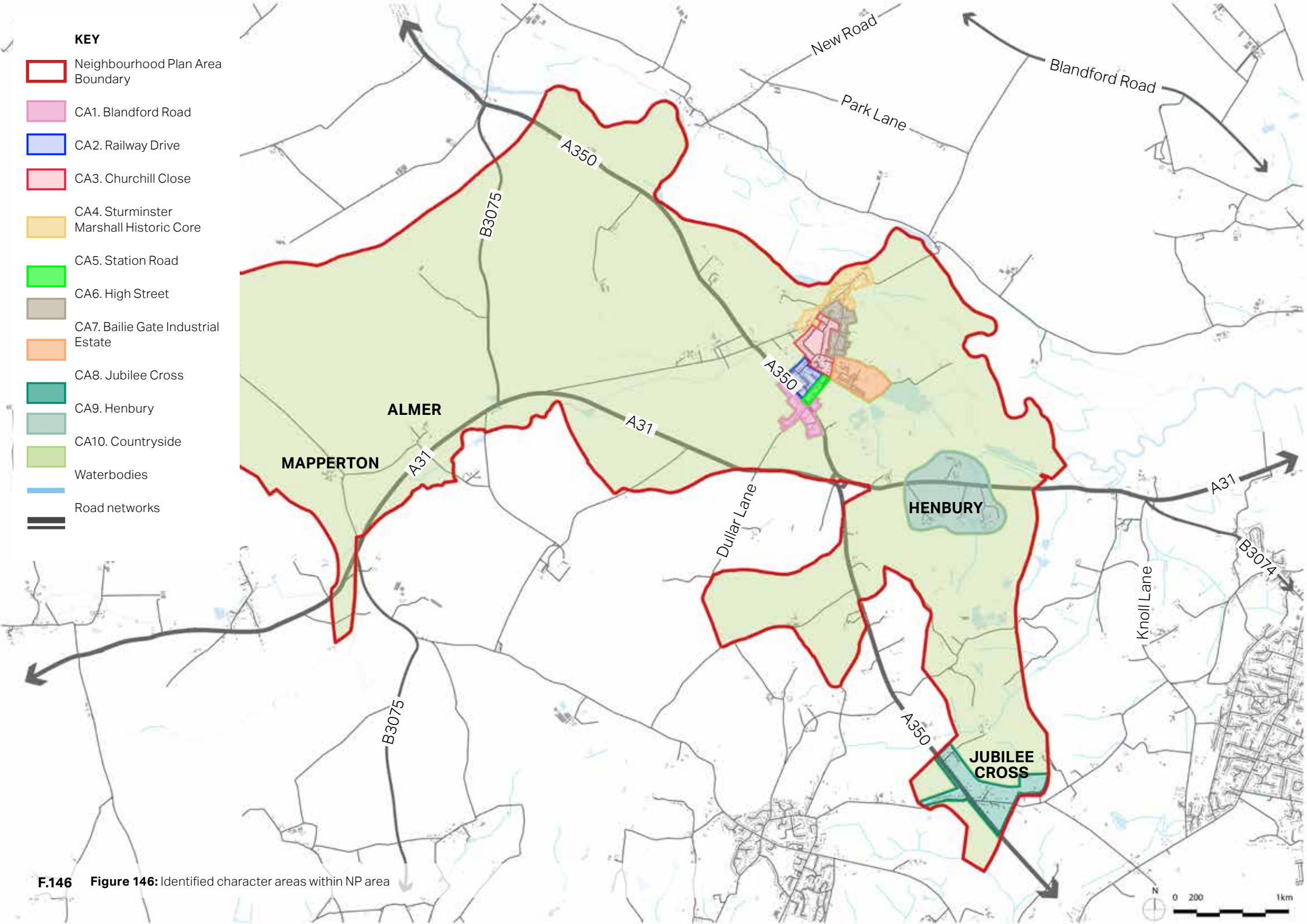
CA6. High Street

CA7. Bailie Gate Industrial Estate

CA8. Jubilee Cross

CA9. Henbury

CA10. Countryside



F.146 **Figure 146:** Identified character areas within NP area

CA1. Blandford Road

SL 01- Residential development should follow the linear pattern with properties facing onto the street.

SP 01- Encourage active travel. Connect this character area to the other parts of the parish and surrounding countryside through new and improved footpaths and bridleways.

SP 02- On-plot parking is recommended. Avoid on-street parking.

SP 03- New developments should respect the surrounding open countryside and key views.

BF 01- Provision of large plot sizes and setbacks. Provide generous front and back gardens.

BF 04- Heights may vary between 1 and 2 storeys, but the new development should avoid blocking views to the countryside and allow development to phase into the countryside.

BF 05- Use of low hedges and metal railings are recommended to ensure that the rural setting of this character area is maintained and natural surveillance is provided.

BF 07- Development should always use traditional materials.

CA2. Railway Drive

SL 01- Residential development should follow the nucleated pattern .

SL-02 Encourage active travel. Connect this character area to the other parts of the parish and surrounding countryside through new and improved footpaths and bridleways.

SP 01- Respect the existing open spaces.

SP 02- On plot parking is recommended.

BF 04- Building heights should not exceed 2 storeys..

BF 08- The majority of buildings are 2 storeys in height with hipped roof form. Development should always use traditional materials.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

EE 04- Strengthen biodiversity and the natural environment.

CA3. Churchill Close

SL 01- Any infill or refurbished residential development should follow the linear pattern of development, so that the area's unique character is not compromised

BF 02- Design infill or refurbished development with ample front and back garden sizes with appropriate set backs from roads.

BF 03- Subtle changes in building line recommended.

BF 04- Building height should remain between 1-2 storeys. Roof types should either be open gabled or hipped.

BF 05- Use of large hedges, metal railings and low brick walls.

BF 07- The majority of buildings are 2 storeys in height. Terraced and semi-detached properties are acceptable.

BF 08- Development should always use traditional materials.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

CA4. Sturminster Marshall Historic Core

SL 01-Residential development should follow the linear pattern.

SP 03- Development should consider views of the open fields and wider countryside.

BF 01- Setbacks should be varied to avoid monotonous building lines.

BF 02- Heights may extend to 2 storeys, but new development should avoid blocking views into the countryside. A mix of detached, semi-detached and terraced houses are encouraged.

BF 03- Mix of shrubs, grass verges, hedges, low red brick walls and wooden fencing should be provided.

BF 08- Development should always use traditional materials that are in-keeping with any existing developments.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

EE 04- Strengthen biodiversity and the natural environment. Comprehensive landscape buffering is recommended along the edge of new developments.

CA5. Station Road

SL 01- Residential development should follow the Linear pattern with properties facing onto the street.

SP 01- Encourage active travel. Connect this character area to the other parts of the parish and surrounding countryside through new and improved footpaths and bridleways.

SP 02- On-plot parking is recommended. Avoid on-street parking.

SP 03- New developments should respect the surrounding open countryside and key views.

BF 01- Propose windowed front elevations to improve natural surveillance.

BF 02- Provision of large plot sizes and setbacks. Provide generous front and back gardens.

BF 04- Heights may extend to 2.5 storeys, subject to there being enough space around the building. Roof types should either be open gabled or hipped.

BF 05- Use hedges, metal railings and low bricked walls with decorated front gardens are recommended to ensure that the rural setting of this character area is maintained.

BF 08- Development here is more individual and grander do to the historic location and the prosperity of the railway.

EE 03- Flood mitigation solutions can address the negative impact of flooding.

CA6. High Street

SL 01- Residential development should follow the linear pattern.

SL 02- Properties should face onto the road to provide natural surveillance.

SP 01- Encourage active travel. Connect this character area to the other parts of the parish and surrounding countryside through new and improved footpaths and bridleways.

SP 02- On-plot parking is recommended. Avoid on-street parking.

SP 03- New developments should respect the surrounding countryside and key views.

BF 04- Building heights may vary between 1 and 2 storeys. A mix of terraced, semi-detached and detached properties are considered acceptable.

BF 05- Use of hedging, dwarf walls, metal railings and fencing are recommended.

BF 08- Provide detached houses with moderate-large plots. Development should always use traditional materials that are in-keeping with any existing developments (e.g. brick, white render, clay tile or thatched roofs).

CA7. Bailie Gate Industrial Estate

SL 01 & SL 02- Access to the character area should be sensitively designed to maintain the perception of safety.

AM 06- Encourage active travel and measures to improve the safety and quality of the walking environment along the High Street close ot the industrial estate.

AM 07- Soften the hard landscape by planting trees and vegetation within the estate. Landscape edges should be reinforced at boundaries of development with the countryside to minimise their visual and noise impact and create a smoother transition into the landscape.

BF 04- Building heights should be limited to an industrial unit and not exceed 7.5m floor to ceiling height, using a mix of slanted, pitched and hipped roof styles.

BF 08- Development should always celebrate its locations unique heritage and look for traditional materials and inspirational design.

EE 01- Where appropriate, the installation of solar panels on roofs should be considered for any new development in the area, design of industrial buildings should ensure that they are adaptable and flexible.

CA8. Jubilee Cross

SL 01- Residential development should follow the linear pattern or existing rural tracks.

SP 01- Encourage active travel. Connect this character area to other parts of the parish and the surrounding countryside through new and improved footpaths and bridleways.

SP 02- On-plot parking is recommended. Avoid on-street parking.

SP 03- Provision of mature trees and greenery along lanes is recommended.

BF 02- Large plots are recommended with generous front and back gardens.

BF 04- Building heights are typically 1-2 storeys. New development should avoid blocking views to the countryside.

BF 05- Use of wooden fences, dense tree lines and hedges as boundary treatment.

BF 08- Development should always use traditional materials.

EE 04- Strengthen biodiversity and the natural environment. Comprehensive landscape buffering is recommended along the edge of new developments.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

CA9. Henbury

SP01- Encourage active travel.

SP 03- Provision of mature trees and greenery along lanes is recommended.

BF 02- Large plots are recommended with generous front and back gardens.

BF 04- Building heights are typically 2 storeys. New development should avoid blocking views to the countryside.

BF 06- Design and character of developments should respect the historical importance of the manor houses, associated buildings, parkland setting and the farm.

BF 07- Extensions and replacements of existing buildings should not exceed the siz of the original building.

BF 08- Development should always use traditional materials that are in-keeping with any existing developments, typically red brick and white render.

EE 04- Strengthen biodiversity and the natural environment. Comprehensive landscape buffering is recommended along the edge of new developments.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

CA10. Countryside

SL 01- Residential development should follow the linear pattern or existing rural tracks.

SP 01- Encourage active travel. Connect this character area to other parts of the parish and the surrounding countryside through new and improved footpaths and bridleways.

SP 02- On-plot parking is recommended. Avoid on-street parking.

SP 03- Provision of mature trees and greenery along lanes is recommended.

BF 02- Large plots are recommended with generous front and back gardens.

BF 04- Building Heights are typically 2 storeys. New development should avoid blocking views to the countryside.

BF 05- Use of wooden fences, dense tree lines and hedges as boundary treatment.

BF 08- Development should always use traditional materials, typically red brick and white render.

EE 04- Strengthen biodiversity and the natural environment. Comprehensive landscape buffering is recommended along the edge of new developments.

EE 04- Flood mitigation solutions can address the negative impact of flooding.

4.6 Checklists

As the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the local context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- Is the layout of the proposal sympathetic to the character area in which it is located?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views and character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are the proposed groups of buildings reflective of the associated character area?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles?
- If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night to reduce peak loads? And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and rooflines:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective?If so, can they be screened from view, being careful not to cause over shading?

9 (continued)

Building materials and surface treatment:

- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design?For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

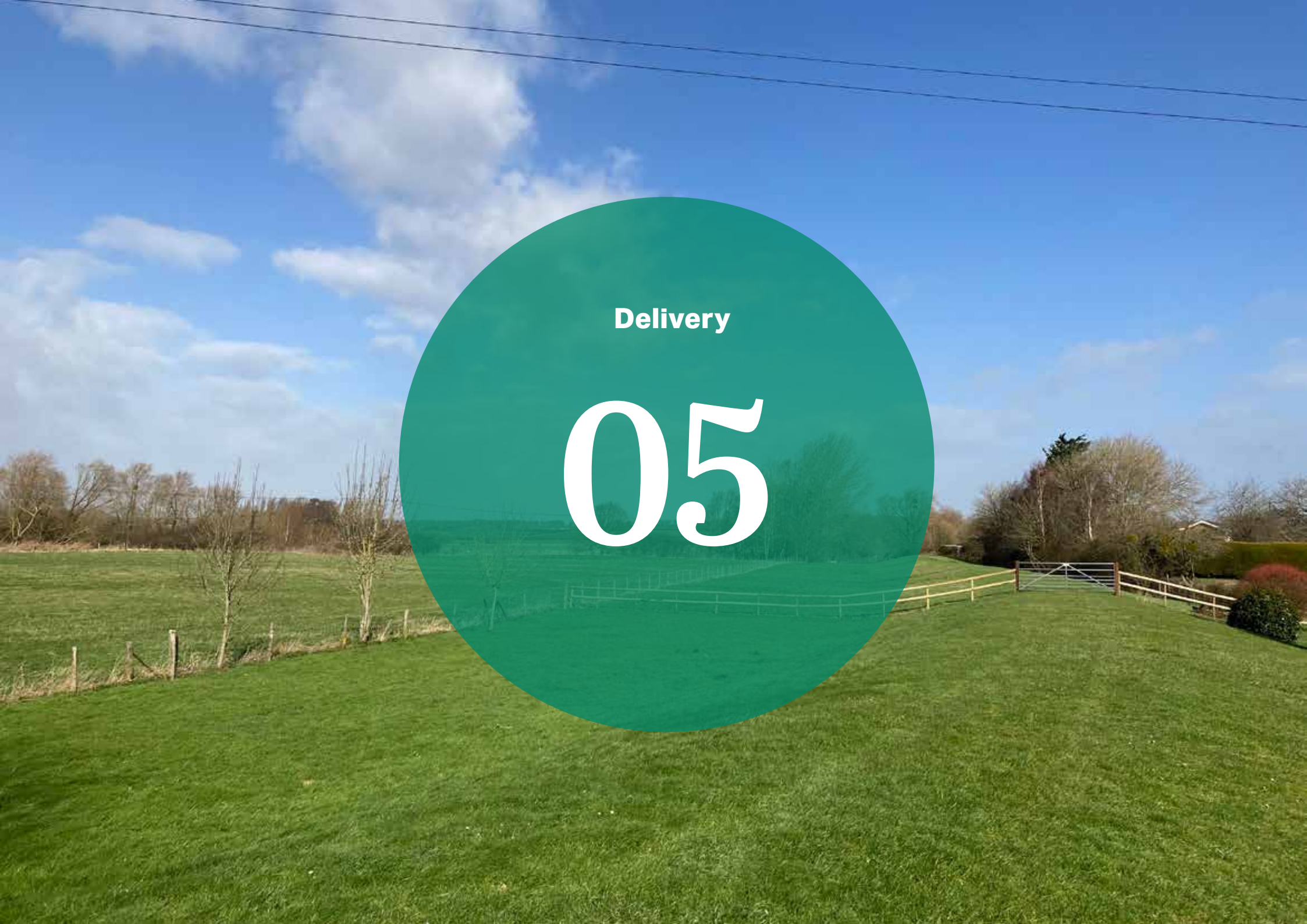
Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

11

Architectural details and design:

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties and associated character area? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?


Delivery
05

5. Delivery

5.1 How to use this guide

The Design Guidance and codes will be a valuable tool in securing context-driven, high quality development within Sturminster Marshall Neighbourhood Area. They will be used in different ways by different actors in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Actors	How They Will Use the Design Guidelines
Applicants, developers, and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Codes should be discussed with applicants during any pre-application discussions.
Parish council	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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