

MfS also states that the 800m walking distance is not an upper limit and references the former PPG13 guidance in respect of walking replacing short car trips, particularly those under 2km.

In addition to the above, it is pertinent to note that the National Travel Survey (published in July 2020), which provides a summary of the results of travel survey data for 2019, reports that the average walk trip distance with a walk as the primary mode is 1.36 kilometres.

As such it is reasonable to assume that the average person will walk up to 1.36 kilometres to a defined destination (such as local facilities).

The following paragraphs consider the local facilities and opportunities for active travel that are available in the vicinity of the Site.

The Site is located adjacent to Sholden C of E Primary School. Hornbeam Primary School and Aspire Nursery School are located within a short walk of the Site on Mongeham Road. Warden House Primary School is located off Birdwood Avenue. Secondary education is provided in Deal with the closest facility to the Site being the Goodwin Academy within a 2km walk of the Site.

Sholden Village Store is located on London Road adjacent to The Street and easily accessible by foot via a public right of way (PROW) linked to the Site. A Londis food store is located on London Road close to its junction with Manor Road and takeaway facilities are also located in the vicinity of this food store. GP surgeries are located on Manor Road and St Richard's Road and with dental surgeries available in Deal. St Nicholas Church is located on London Road opposite Mongeham Road.

A wide range of typical high street facilities are available in the centre of Deal at about 2.4km from the centre of the Site and the Tides Swimming & Leisure Centre is located on Park Avenue at about a 2.1km walk from the Site.

National Cycle Network Route 1 (NCNR1) runs between Dover, Deal and Sandwich and onwards to other destinations; this is a traffic-free route. NCNR2 runs from Dover southwest along the coast. A local route runs along the frontage of the Site and provides a route towards the country park to the north.

A signalled pedestrian crossing of Sandwich Road is provided along the site frontage with a further signalled crossing provided on London Road in

View along Sandwich Road fronting the Site



the vicinity of Sholden C of E Primary School. The crossings help to provide safe and convenient pedestrian access from the Site to the village store and bus stops, and to facilities further afield.

Public Transport

The closest bus stops to the Site are on Sandwich Road/London Road and these stops are served by the following routes; 80, 81, X1, and X2. The buses provide early and late services to/from employment destinations such as Dover.

Deal railway station is located centrally to Deal at about 2.4km from the centre of the Site. Trains from this station

serve various London stations and local stations such as; Margate, Herne Bay, Ramsgate, Sandwich, Walmer, Martin Mill, Dover Priory, Folkestone and Ashford International.

The station has pay-to-park spaces and bicycles can also be left at the station in secure parking.

The development Site benefits from a range of facilities located within a short walking distance, including local schools, GP surgeries, a local shop, and a place of worship. An extensive range of facilities are available slightly further afield in Deal.

SERVICE	ROUTE	FREQUENCY
80	Sandwich - Sholden - Middle Deal - Deal - Mill Hill - Walmer - Guston - Dover - Tower Hamlets	Hourly Mon-Sat with additional hourly service from site to Deal.
81	Sandwich - Betteshanger - Sholden Deal Mill Hill - Walmer - Guston - Dover Girls Grammar Sch - Dover	Hourly Mon-Sat with additional morning peak hour services
X1	Sandwich Technology School - Sholden - Deal - Mill Hill - Middle Deal - Deal	One service each direction, schooldays only
X2	Sandwich Technology School - Sholden - Upper Deal - Middle Deal - Deal - Deal Castle - Walmer	One service each direction, schooldays only

The above review demonstrates the Site is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that residents will have a real choice about how they travel and that the proposals therefore accord with the guiding principles of the National Planning Policy Framework.

Proposed Access

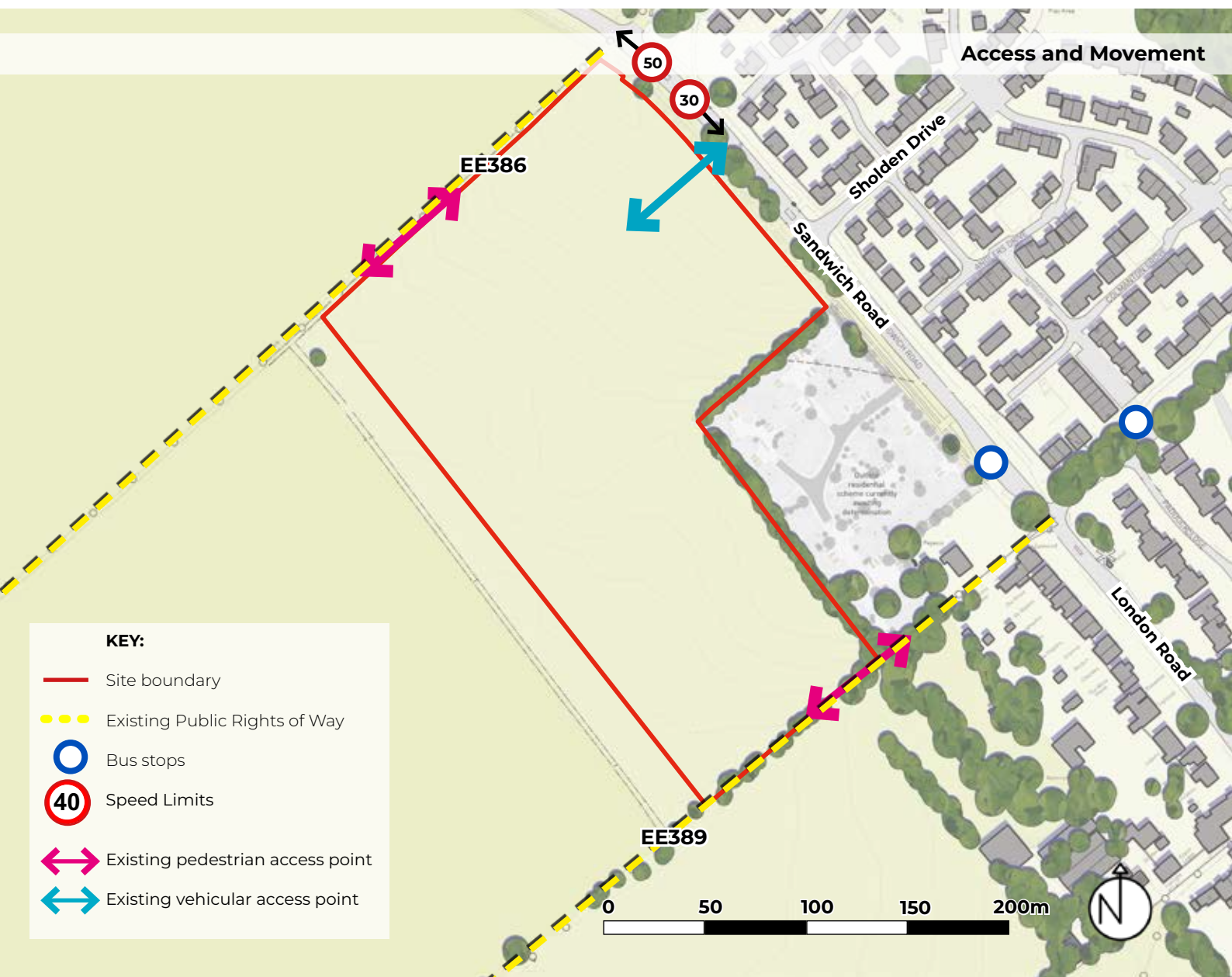
The proposed vehicular access to the Site will be towards the northern end of the land via a ghost island priority access junction.

Engagement with the LPA and LHA as part of pre-application discussions has raised no issues regarding vehicular access to the Site. All footpath access points to the Site will remain and no PRoW diversions are proposed.

Design Considerations

A number of considerations have emerged during the design process and, where these relate to the Site layout, these have been fed into the illustrative masterplan.

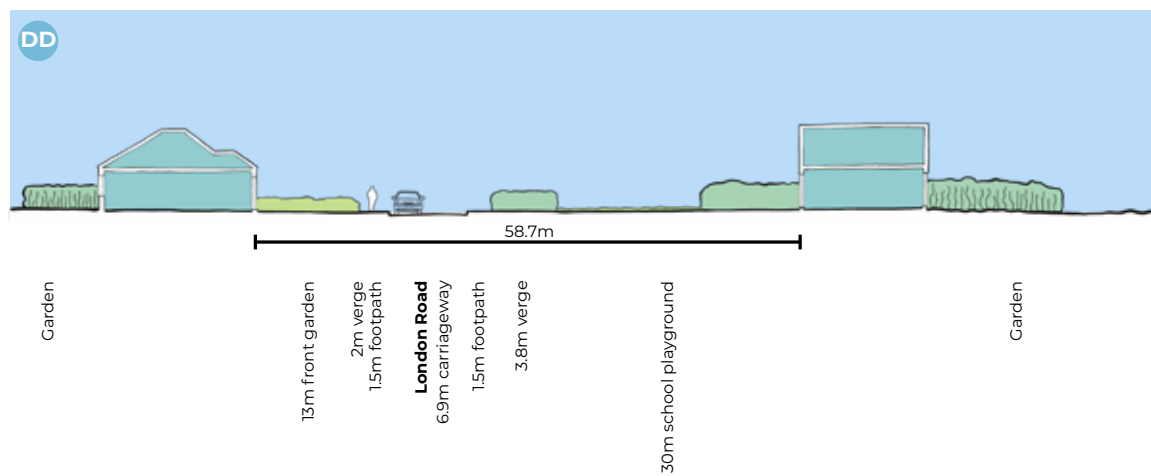
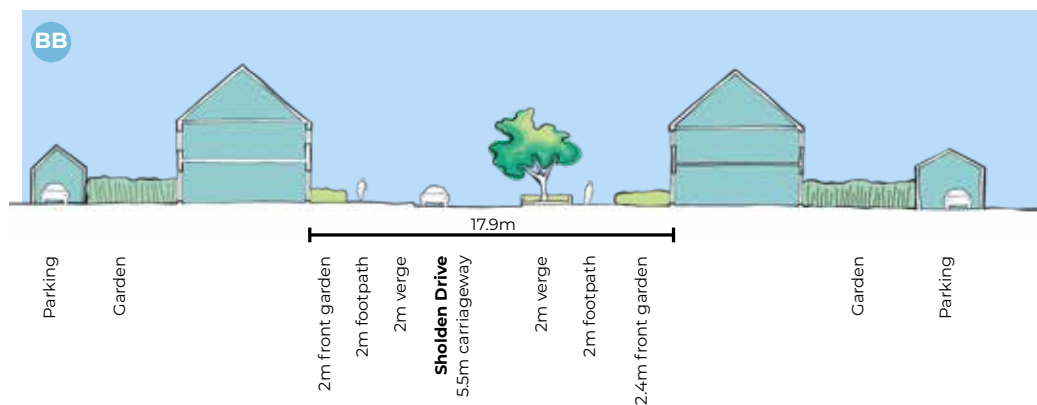
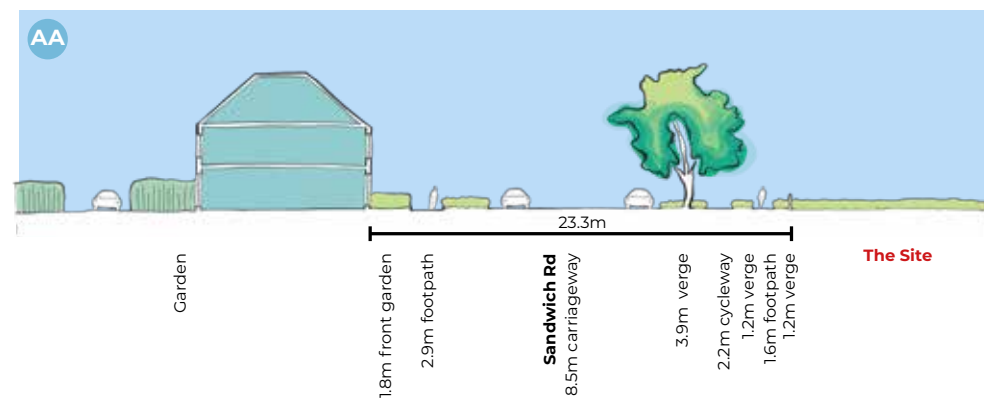
- The street design should respond to the nature of the Site.
- The approach adopted to speed control should be to utilise the built form and changes to surfacing at key locations in order to achieve suitable design speeds.
- A new street hierarchy should use different street designs to create character and legibility.
- There is an opportunity to create a walkable neighbourhood with strong links to the existing PRowS.
- The design should create nodal points and buildings with identity to assist movement from one part of the development to another.



Existing Street Types

The existing street types in the surrounding area can inform the design proposals.





Flooding & Drainage

A Flood Risk Assessment has been undertaken to provide an overview of pertinent flooding and drainage matters related to the suitability of the Site for residential development.

Flood Risk

According to the Environment Agency Flood Map for Planning, the Site is entirely within Flood Zone 1 (Low Probability), which is land defined as having less than a 1 in 1000 annual probability of river or sea flooding. National planning practice guidance states that all types of development are suitable for this flood zone.

The nearest Environment Agency Main River is South Stream, which is located approximately 400m to the west of the development. The Flood Zone 2 and 3 extents associated with this watercourse are relatively confined to the channel and there is a significant elevation difference between the watercourse (6.0m AOD, according to LiDAR survey) and the residential development (17.4m AOD at its lowest point). Because of this elevation difference, it is expected that the development will also be elevated above the 1 in 100 year plus 35% climate change design event.

The proposed development has been assessed against a further range of potential flood risk sources including groundwater, reservoirs, surface water and sewers. None of these flood sources have been found to represent a potential barrier to development.

Drainage

The existing Site is considered to be entirely greenfield in nature. Topographically, the Site falls to the north-east and acts as a single drainage catchment.

An appropriate Surface Water Management Strategy which complies with the latest local and national advice will be implemented on the Site to attenuate the increase in surface water runoff caused by development. Given the underlying ground conditions of Seaford Chalk Formation, infiltration is expected to provide a viable means of discharge of surface water from the development, in line with tier 1 of the Drainage Hierarchy.

Through the application of Sustainable Drainage Systems (SuDS), the additional surface water will be stored within the Site and subjected to multiple stages of treatment to guarantee that the water quality in the wider drainage network is protected. Wherever possible SuDS features will be above ground to enhance the aesthetic amenity of the development and provide valuable habitats for the local wildlife.

The attenuation provided will be appropriately sized to include an allowance for climate change. Example SuDS features that will be incorporated into the development include infiltrations basins and infiltration trenches.

SuDS feature example



Design Considerations

A number of key design considerations have emerged following the baseline review, and should be incorporated into the evolving masterplan. These are summarised below:

- The proposed drainage mitigation should be located on the Site in such a way to respond to existing Site levels and to connect into the existing infrastructure network;
- Proposed SuDS should be sized and positioned to take account of the requirements of the new development and the existing constraints of the Site; and
- Incorporation of SuDS features to provide water quality, biodiversity benefits and contribute to development character.



SuDS feature example



SuDS feature example



Utilities

A Utilities Assessment has been undertaken to provide a review of the existing utility infrastructure and to consider potential connection points, whilst taking into account future utility company infrastructure plans and scenarios in the vicinity of the Site for wider long-term opportunities.

Innovation in utilities

Early discussions with utility companies have been undertaken to provide suitable Point of Connections and capacity checks to see how the necessary demand may be realised or the proposal. Since the reform of the utilities sector, the increase in competition in various utilities markets also provides new opportunities for how utilities can serve Sholden beyond the traditional statutory undertaker route.

With new companies entering the market, multi-utility companies can offer a variety of innovative solutions, especially when the opportunity to construct new infrastructure to provide capacity to the Site is available – offering future consumers more choice and lower bills.

Electricity and vehicle charging

The development area lies within UK Power Networks (UKPN) area of operation. There is a Low Voltage (LV) Underground (UG) network which runs within the A258 London Road adjacent to the development site. A Point of Connection can be taken from the LV network to supply the development without the need for reinforcement works. A ringed HV supply to a new on-site substation which will need to be sited within the middle of the proposed development. The current network assessment also includes for the provision of Electrical Vehicle charging (EVC), in line with government's industrial strategy and clean growth strategy. This will facilitate Vehicle Chargers to all properties with an up to a 7kW Fast charger to each dwelling.

Gas infrastructure

The development area lies within the Southern Gas Networks (SGN) area. There is a network of Low-Pressure (LP)

Indigo gas Mains in the vicinity of the development site supplying the local area.

Along with a LP SGN main South East of the development site there is sufficient capacity to accommodate the development from the existing 6" Low-Pressure gas supply located in Sandwich Road.

Water (clean) infrastructure

The Site lies in the area of served by Southern Water and is situated within the water resource zone of Deal, where the water hardness is classed as hard. There is sufficient capacity in the network to supply the proposed full development from a 3" Cast Iron clean water main located within London Road.

Foul and surface water drainage infrastructure

The development area lies in the area of Southern Water (SW). As indicated further within The Utilities assessment, SW has determined there is sufficient capacity in the local network to accommodate some if not all of the additional flows from the proposed development. In the event that improvements are required to the existing network, these works will be identified and implemented by SW at their cost without impact upon development timescales.

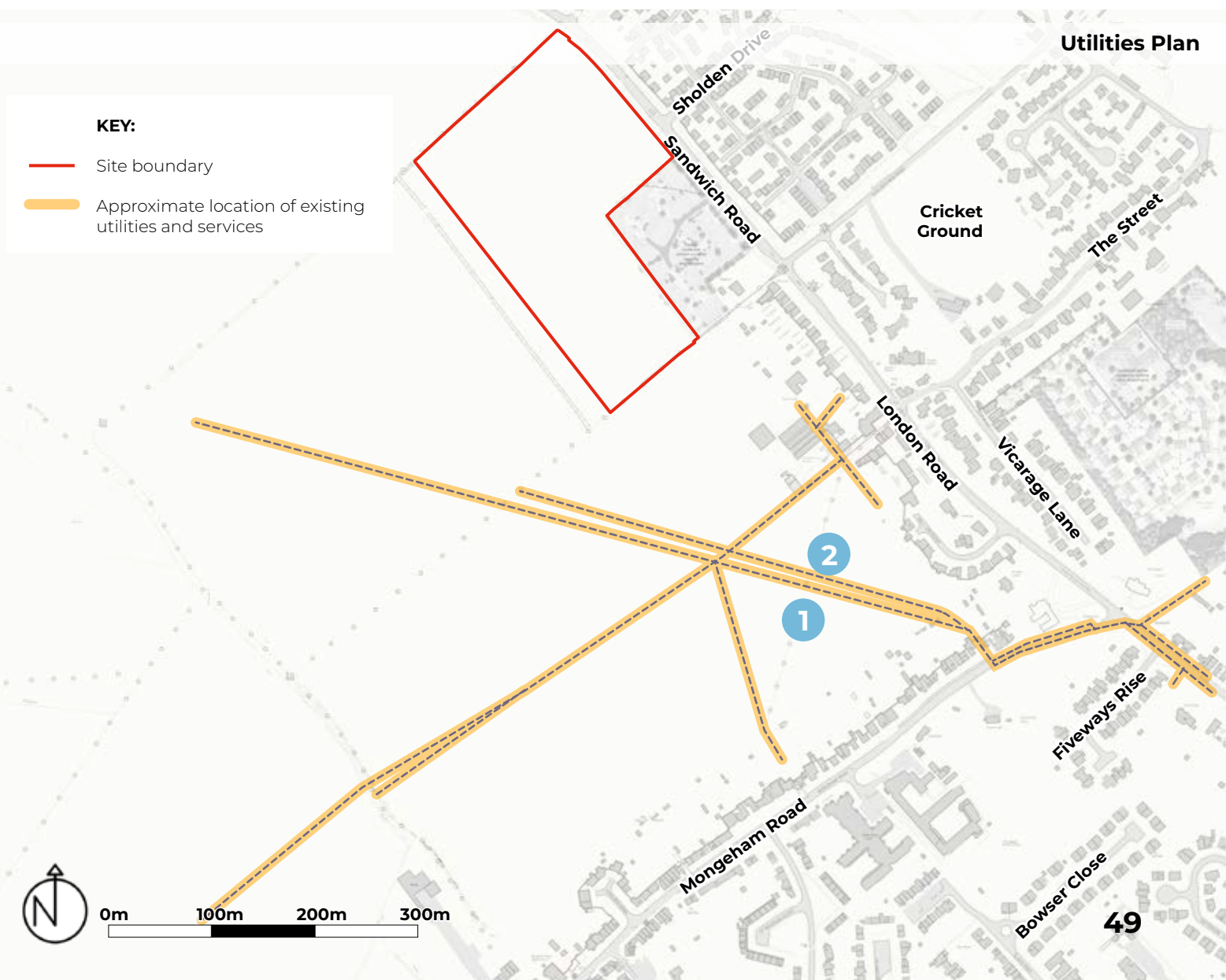
Telecommunications infrastructure

The development area lies in the area supplied by Openreach. Openreach has existing underground and overground infrastructure within the vicinity of the Site. Openreach supply strategy will be via a new connection to the existing infrastructure network within London Road. Openreach provide telephone and broadband services to all new developments with average speeds currently up to 67Mb.

Design Considerations

A number of key design considerations have emerged following the baseline review and should be incorporated into the evolving masterplan. These are summarised below:

- Utility capacity can be provided via existing infrastructure or through network reinforcing work.
- Electrical Vehicle charging points should be provided on all plots.



Summary of Constraints & Opportunities

This constraints and opportunities plan draws together all the baseline information and summarises what the main considerations are. These have to be considered when developing the masterplan layout and have shaped it going forward. This plan shows the reduced site size, which came as a response to the Local Plan consultation. Considering the analysis carried out for the Site, the following constraints have been considered when developing the masterplan layout:

Access

There is the flexibility to serve the Site safely from Sandwich Road, without harm to the operation of the existing transport network. The proposed site access will be via a priority junction. The access will have footpaths either side of the road, linking into the existing footpaths beyond the Site. Provisions should be made to safely connect to the existing footpath and cycle network to ensure convenient access to the facilities and services in the centre of Sholden by active travel. The Public Rights of Way that run along the northern and southern boundaries of the Site will be retained and additional recreational routes should be incorporated to provide improved connectivity through the site.

Drainage

The entirety of the Site is situated within Flood Zone 1. The provision of on-Site attenuation basins will ensure there will not be an increase in the likelihood of flooding elsewhere. Landscaping in and around the basins will create new habitats and aid in the delivery of biodiversity gains.

Existing vegetation

Trees and hedgerows should be retained and enhanced where possible in order to maintain existing habitats and provide visual screening. There are significant opportunities to provide new hedgerow planting, which should be incorporated to provide additional screening and to reflect the landscape heritage as well as providing enhancements to habitats.

Landscape

The existing landscape has an open nature, with opportunities to create filtered views of the development from the north and west with new planting along the northern and western boundaries.

There are opportunities to provide a diverse and cohesive Green Infrastructure strategy within the Site which connects to and supplements the existing landscape framework utilising native species.

The proposed development has the opportunity, through the provision of street trees and landscaping along boundaries, to provide a softer transition between the existing settlement edge of Sholden with the surrounding open landscape. There is the opportunity to provide a new gateway to Sholden when arriving from the north.

There are also significant opportunities to provide a high quality public open space.

Topography

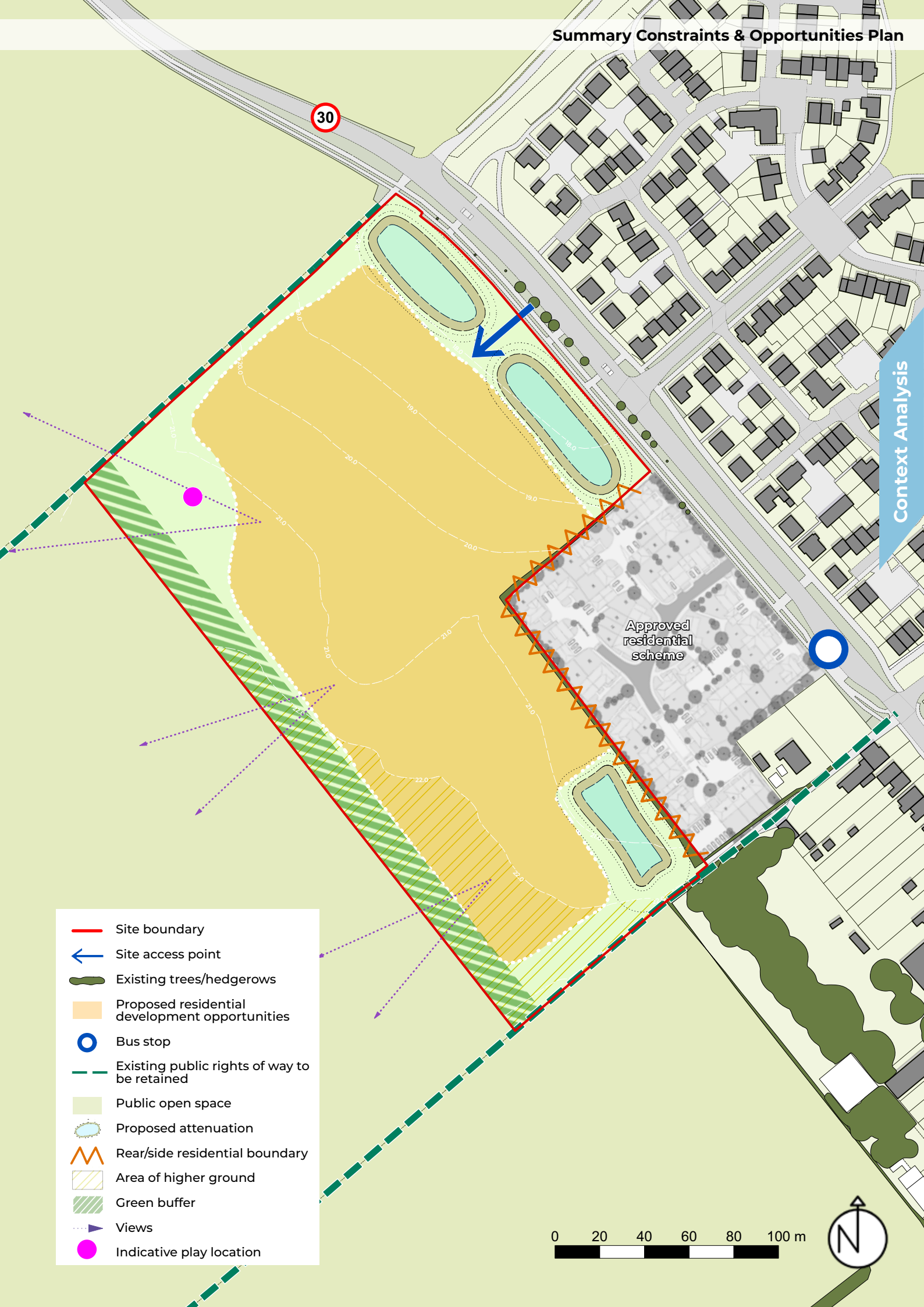
The Site slopes towards the ridgeline located on the western edge of the Site. Careful and considered design should be explored along the western edge (higher ground) to minimise the visual impact of the development when viewed from the north and west.

Heritage

There are listed buildings in the vicinity of the site, however none are in close proximity and those in the wider area are not anticipated to be a major constraint to the residential development of the site. There are likely some archaeological remains of later prehistoric or Romano-British date within the site, however these are not considered to be a constraint to development in any areas of the Site.

Sustainability

The proposals should promote a low carbon development by incorporating opportunities for reducing energy consumption and enabling more efficient use of energy, both of which are important for reducing carbon emissions and wasteful use of finite natural resources. The sustainable design of buildings and spaces is integral to achieving carbon neutrality.



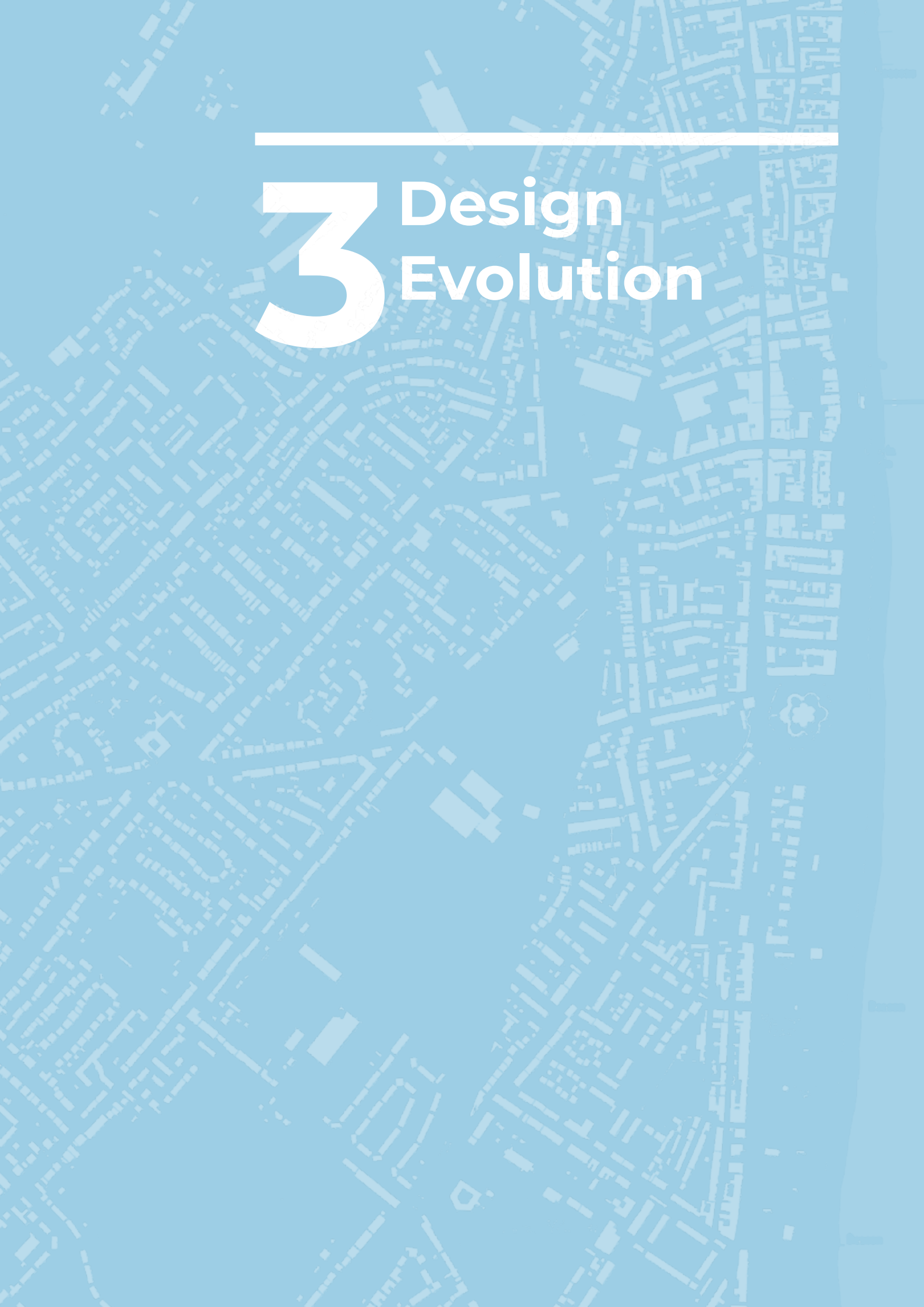
Context Analysis

Approved residential scheme

- Site boundary
- ← Site access point
- Existing trees/hedgerows
- Proposed residential development opportunities
- Bus stop
- Existing public rights of way to be retained
- Public open space
- Proposed attenuation
- Rear/side residential boundary
- Area of higher ground
- Green buffer
- Views
- Indicative play location

0 20 40 60 80 100 m



The background of the entire page is a light blue aerial map of a city, showing a dense grid of streets and building footprints. A thick white horizontal line is positioned above the title.

3 Design Evolution



Design Evolution

The Concept & Vision

The Site affords an opportunity to create a sustainable new development to compliment the settlement of Sholden and the wider context of Deal. As a deliverable site, this proposal can aid in the delivery of much needed new homes in the District.

The initial concept is centred around the themes of connectivity, stewardship, character and community, delivered through a high-quality, landscape-led proposal for Sholden. The scheme should be integrated within its context, yet also future-proofed to set the standard for any future development that may come forward within the District.

The emerging proposal will encourage walking, jogging, promote cycling

and other recreational activities. The potential enhancements to site edges and addition of new SuDS areas and planting, will bring much-improved pedestrian, landscape and ecological connectivity.

In addition to enhancing connectivity through Sholden north to south, the Site can provide new and proposed pedestrian links across the wider landscape and readily available connections to local facilities such as the nearby nursery and primary schools.

The Site has the potential to provide new areas of public open space for both new and existing residents, to create a vibrant multi-use space for multi-generational enjoyment.



These spaces will include areas of native tree and hedgerow, planting, copses, natural play, open green spaces and new connections with the existing housing areas.

This concept ensures a development which will deliver benefits in terms of housing supply and landscape provision whilst complementing its location, setting and proximity to the edge of Sholden.

1. Geology and geography

The proposals will reflect the location of the site on the edge of the settlement and consider the topography of the land, in particular the ridgeline ensure that views in and out of site are respected and carefully designed.

2. Connectivity and links

The site is well connected via a network of existing PRowS and foot/cycle routes along Sandwich Road. The proposals will take advantage of this connectivity and enhance cross links to further promote walking and cycling.

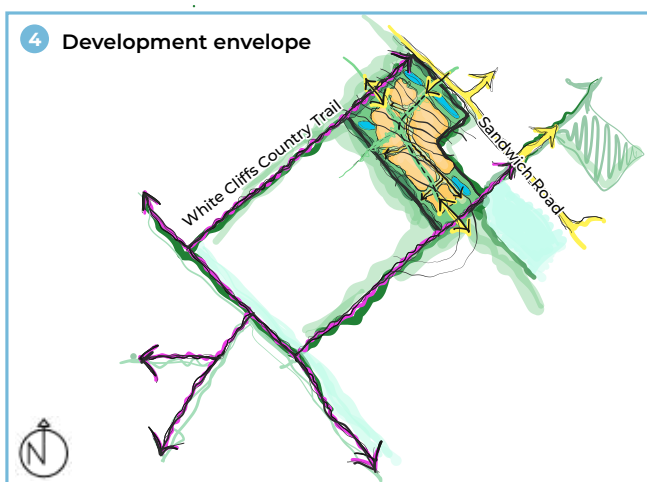
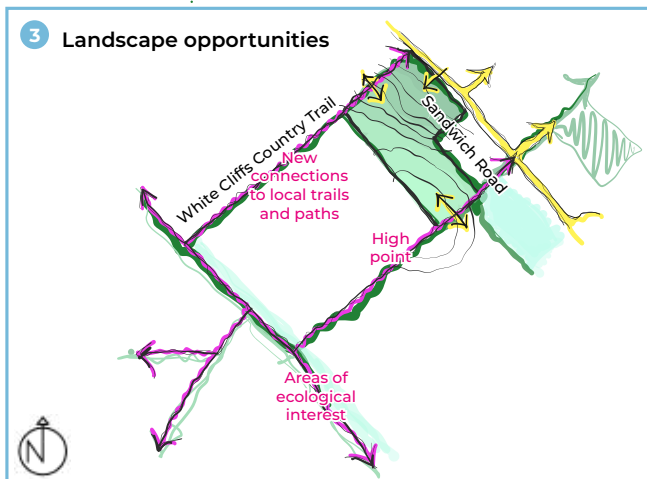
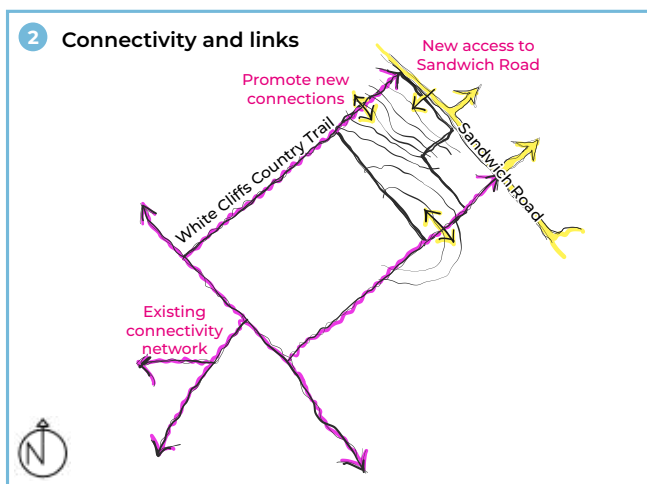
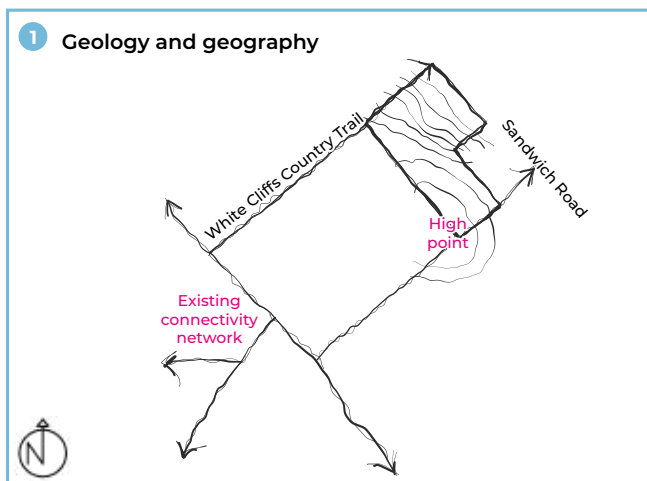
3. Landscape opportunities

The proposals will respects the existing green infrastructure and hedgerows and seeks to create a strong and positive legacy for the settlement, with enhanced planting in key areas on the periphery and interior of the Site.

4. Development envelope

With the integration of a distinguished legible movement hierarchy in conjunction with a robust landscape strategy to ensure connectivity of ecological habits, this will ensure the creation of proposals with a strong character and identity. The orientation of development massing, streets and spaces is very important to create well-defined places.

To this extent, the vision Sholden is to create a landscape-led scheme that works with the existing structure of the place and the landscape; protecting and enhancing it for generations to come.



Early Masterplan Proposal

Following the initial technical and environmental studies undertaken and the development of a concept for the Site, an initial illustrative masterplan was prepared to be used as the basis for discussions with key stakeholders, including the local community and the Council. Initially the proposals were formed of a larger site area.

The initial masterplan proposed:

- Circa 250 dwellings biased towards family housing;
- A scheme that would act as an extension to the existing built-up edge of Sholden;
- Different character areas with varied densities and street (with landscape themes);
- A Green Infrastructure networking including country park, green links, SuDS, ecology features, outdoor classroom, sports pitches, communal food production areas and children's play;
- Restoring eroded landscape features; and
- Creating responsive edges which enhance relationship between built form, green space, wider countryside and residential amenity.

Following initial discussions with stakeholders and the Council, further design considerations were addressed:

- Creating lower density, softer edges along western and southern parts of the site;
- Using landscape to characterise street types;
- Creating stronger character areas to aid legibility and promote local distinctiveness;
- Exploring modern Kentish vernacular; and
- Exploring how development and landscaping responds to the topography of the site and views of its ridgeline from the west.

- 1 Principal vehicular and pedestrian access via Sandwich Road;
- 2 Pedestrian/ cycle connection onto Mongeham Road (doubling as emergency access);
- 3 Principal linear street with speed calming measures;
- 4 Looped secondary streets;
- 5 Circular walks and connections to existing public footpaths;
- 6 Re-diverted public footpath and enhanced connection to Sholden Primary School;
- 7 Soft woodland edge;
- 8 Natural play;
- 9 Focal spaces;
- 10 New dwellings to continue and mirror existing building line;

- 11 New development extent aligned to existing built-up edge;
- 12 Linked building forms to enclose new village street;
- 13 Consistent building line and set-backs along formal street tree/ avenue;
- 14 Legible linkages to new Country Park;
- 15 Mirrored building patterns to extend existing built-up edge;
- 16 Spatial allowance for the grounding of existing overhead cables;
- 17 Managed landscape buffer;
- 18 Ecology corridor/ buffer; and
- 19 Provision of new outdoor classrooms and sports pitch provision for the existing school.



Cricket
Ground

Design Evolution

0m 50m 100m 150m 200m 250m

Design Review Panel

Advice was sought at a Design Review Panel to ensure that the high design aspirations for the Site were realised. The masterplan presented at the DRP responded to a number of points made during the pre-consultation process with stakeholders and the Council.

Key changes included:

- Strengthening the linked frontages along the primary route;
- Increasing the garden lengths to properties along the north-eastern boundary to ensure sufficient distances were provided to protect the private amenity between existing and proposed dwellings;
- Reducing the density of the proposed development along the southern edge, with large detached dwellings located in this area to ensure that the plan better responded to the existing development adjacent to the southern boundary;
- Further consideration to the way in which open spaces would be managed with both council adoption and management company options explored;
- Greater analysis of the existing urban form and pattern of development in Sholden in order to demonstrate how the proposals related to this; and

- 1 Principal vehicular and pedestrian access via Sandwich Road;
- 2 Pedestrian/ cycle connection onto Mongeham Road (doubling as emergency access);
- 3 Principal linear street with speed calming measures;
- 4 Looped secondary streets;
- 5 Circular walks and connections to existing public footpaths;
- 6 Re-diverted public footpath and enhanced connection to Sholden Primary School;
- 7 Soft woodland edge;
- 8 Natural play;
- 9 Focal spaces;
- 10 New dwellings to continue and mirror existing building line;

- A wider mix of dwellings was suggested in order to future proof the proposals and ensure that they respond to the needs of the local area.

Key feedback from the DRP included:

- Recommendations to undertake market analysis to understand the demand for high quality housing in the local area;
- Recommendations to further detail the character and identity of the proposed development through the design work going forward to demonstrate placemaking goals;
- Recommendations to take a positive approach to the development edges, providing a soft filtered transition from the built context to the countryside beyond;
- Recommendations to review the SuDS strategy and ensure that the scale of housing is sufficient to provide a sense of enclosure;
- Recommendations to explore ways in which a positive frontage and gateway between the Site and Sandwich Road can be achieved.

In conjunction with the feedback received from the DRP and public consultation (summarised overleaf), a number of positive changes were made to the masterplan.

- 11 New development extent aligned to existing built-up edge;
- 12 Linked building forms to enclose new village street;
- 13 Consistent building line and set-backs along formal street tree/ avenue;
- 14 Legible linkages to new Country Park;
- 15 Mirrored building patterns to extend existing built-up edge;
- 16 Spatial allowance for the grounding of existing overhead cables;
- 17 Managed landscape buffer;
- 18 Ecology corridor/ buffer;
- 19 Provision of new outdoor classrooms and sports pitch provision for the existing school;
- 20 Equipped play space; and
- 21 New Country Park.



Public Consultation

The project team delivered a pre-application engagement programme which included engagement with officers at Dover District Council and local residents.

The engagement programme has enabled the project team to gain an understanding of the local context, raise awareness and gather feedback on the initial proposals. Subsequently, feedback has been fed into the continued evolution of the Site proposals. Further information can be found in the Statement of Community Engagement submitted in support of the application.

All of the feedback received during the consultation has been considered by the project team. However, in the course of preparing the planning application for submission, DDC published the Regulation 18 Draft Local Plan. This identified part of the subject site as a draft residential allocation for around 100 dwellings. The strategic decision was therefore made to reduce the scale of the proposals from the 250

dwellings consulted on (via leaflet and website as shown on the page opposite), to broadly reflect the draft allocation which comprises the first phase of the scheme which was originally consulted upon. The scheme going forward will comprise of up to 117 dwellings based on the smaller site area however the key design principles have not changed from what was consulted on.

There were some recurring and consistent comments/feedback that came out as part of the engagement programme which are summarised in the diagram below. The main themes that came out of the consultation related to highways and potential congestion due to increased traffic, insufficient amenities and services and loss of countryside. As a result, some positive changes have been proposed:

- A mix that follows the needs identified in the latest update to the SHMA;
- Open space designed to incorporate ecological enhancements and play features;
- Increased green buffers to protect existing wildlife habitats; and
- Integration of central green corridor to connect habitat across the Site.

Consultation Themes

