

Consultation Leaflet & Website



4 Masterplan Strategy



Masterplan Strategy

Proposed Illustrative Masterplan

An illustrative masterplan (pictured on the right) has been prepared to demonstrate one way in which the Site could be developed, whilst considering the technical and environmental assessments that have been undertaken and consultation feedback that has been received.

In addition, a series of parameter plans have been produced which capture the various layers that make up the overall design and illustrate key principles. These will provide a sound framework on which to collaboratively develop the design at Reserved Matters stage.

The Site is proposed to deliver approximately 117 dwellings through distinct characterful streets set within high-quality landscaping and open spaces, with vehicular access provided from Sandwich Road.

It is proposed that the development will consist of a mix of house types and tenures, helping to meet the need for market and affordable housing in the local area and the wider Dover District.

The proposed development will create an enhanced community for Sholden, supported by existing connectivity and transport routes, coupled with cross-site connectivity, linking spaces and places and integrating into the existing settlement.

Access to green space and play space ensure a pleasant environment for people to live whilst improving health and wellbeing for new and existing nearby residents. Promoting access to nature will encourage walking, jogging, cycling and other recreational activities.

KEY:

- | | |
|--|---|
| <ul style="list-style-type: none"> 1 Principal vehicular and pedestrian access via Sandwich Road; 2 Tree lined avenue 3 Looped secondary streets; 4 Recreational walks and connections to existing public footpaths; 5 Woodland copse; 6 Native hedgerow boundary 7 Equipped children's play area; 8 Focal spaces; | <ul style="list-style-type: none"> 9 Linked building forms to enclose new village street; 10 Consistent building line and set-backs along formal street tree/avenue; 11 Managed landscape buffer incorporating natural play trail; 12 Ecology corridor/ buffer; 13 Green link 14 SuDS 15 PRoW EE386 16 PRoW EE389 |
|--|---|



Sandwich Road

Approved residential scheme

Masterplan

0 25 50 75 100 125 m



Placemaking & Character Strategy

The masterplan demonstrates strong urban design and placemaking principles as set out in Strategic Policy 15 (Place Making) to deliver a place that people will want to live in as well as creating spaces for informal recreation with safe and liveable streets. It provides high quality design, as set out in DM Policy 36 (High Quality Design).

The public open space to the north-west of the Site will be publicly available to existing and new residents, providing links to the existing PRow network and creating a focal space. A new play area located towards the northwest of the Site connects with the adjacent PRow and benefits from passive surveillance from nearby outward facing properties.

Dwellings along the northern and western edges are set back with a green buffer, providing ecological benefits and allowing for the integration of recreational routes/natural trails throughout the open space and proposal. This ensures that the scheme connects with the existing street and footpath network in Sholden, as well as integrating the settlement into the surrounding countryside. It blurs the line between natural and urban landscapes whilst promoting good placemaking, health, and well-being for existing Sholden residents and new communities to the settlement.

Sinuous streets to the development edge pick up on the curved development edges of the surrounding area, as identified in the character analysis of Sholden.

Gateways

The access points to the Site will be designed to create a new landscaped gateway. This creates a change in character and landscape, spatially integrating the Site with the existing settlement, whilst also signalling a new gateway and providing Sholden with a complimentary new character area. Key buildings will be located in this area to create a strong frontage. Attenuation basins with planting will create an attractive feature.

An additional gateway will be located to the south of the site at the intersection with the PRow. It will be paramount that the gateways are designed to create interest and set the benchmark for design quality.

Transition Nodes

At key nodes throughout the development, there are transitions of character to add interest and variety. Characters can be achieved through the use of different architectural styles, densities, street types or use of materials.

Focal Point

Greens and pocket parks were a key feature identified in the character analysis of Sholden and this has been incorporated into the design proposal. A green focal point is located along the primary route at intersection of the green space and green east-west link. Views and connections are provided from the attenuation feature through to the western green space and landscape beyond. This space also marks the transition on the primary route from the formal boulevard to a more informal arrangement.

Landmarks

Landmark buildings and landscapes provide opportunities for streets and spaces to be framed with key, landmark architecture, helping to create identity and interest.

Landmark buildings can be distinguished by being taller than those surrounding or through architectural materiality and design. To create an exciting and interesting development, and to aid in wayfinding, a number of landmark buildings should be placed across the masterplan at key points.














Sandwich Road

Approved residential scheme

Masterplan

KEY:

-  Development edge character area
-  Tree lined street character area
-  Gateway
-  Nodes
-  Focal spaces
-  Landmark buildings
-  Primary street
-  PRoW
-  Green link
-  Corner turners
-  Allowance for residential amenity



Creating Character

The masterplan provides a scale of development affording the opportunity for a housing scheme with the ability to deliver a distinctive, landscape led character.

Whilst the design of the masterplan and the integration with the existing landscape fits within the context of the settlement, there is an opportunity to provide placemaking and an architecture of varying character.

The Site forms a new gateway to Sholden when arriving from the north-west, providing access from Sandwich Road, with gable fronted properties and blue infrastructure with sensitive planting delivering an attractive frontage to Sandwich Road.

The site provide filtered views from the north. It provides and safeguards a soft transition between the built form and the wider countryside and promotes the existing footpath network.

A distinguished built form and a strong design hierarchy helps to create character and identity, with opportunities to explore an architectural typology offering something new to the market.

The proposed landscaping will be native and set within the context of the existing settlement of Sholden. Responding to the Kent Design Guide, building typologies will explore the use of more traditional materials and a Kentish vernacular yet with a contemporary design spatial language.

Through the use of landscape, distinct architectural styles and typologies and varying densities within the development, the masterplan will be enhanced through design interest and variety, creating a special place and a sense of belonging.

The masterplan proposes the 'work of many hands' and the concept that the masterplan should create distinguished place that people will want to live, work and play in.

Key features and characteristics:

- Key buildings and signature frontage (consisting of grouped buildings that provide a positive outlook and sense of arrival) to Sandwich Road with gable fronted properties (referencing the Kentish vernacular) and blue infrastructure and landscaping creating an attractive entrance;
- Higher density development along primary route, with lower densities toward the northern and western edge along lanes;
- Focal spaces - some tighter building clusters;
- Gable fronted properties used as a feature - reflecting Sholden Drive development opposite;
- Secondary streets integrate landscape with green verge or frontage parking interspersed with planting;
- Landscape focal spaces with some tighter building clusters;
- Continuous frontage and consistent building line along primary street;
- Regular rhythm of built form;
- Structured landscaping along primary street with urban feel to SuDS corridor;
- Varied building heights - up to 2.5 storeys;
- Terraced / linked dwellings with taller storey heights to primary street;
- Promotes the existing public footpath network;
- Structured landscaping along primary street with urban feel to SuDS corridor; and
- Sinuous streets.

Potential Design Opportunities/Precedents



Landscape Strategy

The overarching vision for Sholden is to deliver a high-quality, locally-distinguishable and sustainable addition to this settlement - where people can live, work and play.

The proposal seeks to deliver a landscape-led and design sensitive addition to Sholden, in accordance with DM Policy 31 (Providing Open Space). In order to achieve this, the proposed landscaping will be soft and native to reflect the location of the Site on the edge of the settlement and to enhance the existing landscape character of the area.

The site forms a transition zone between the built development of Sholden and the rural Sholden Downs. A soft rural transition offers a naturalistic buffer, but is not designed to enclose the development.

Whilst a characteristic mixed deciduous and evergreen woodland copse will be located to bookend the western boundary, gaps in boundary planting and deviation in the informal paths will enable both panoramic views out and glimpsed views of the development.

Gaps in boundary planting and street trees throughout the development, with more structured avenue tree planting along the primary route, will create a layering landscape effect, softening the visual impact of the development and integrating it with the existing settlement edge.

Open countryside vistas are created along east-west orientated streets, with seating areas created within the linear public open space. Additionally more notable glimpsed views of landmark buildings form part of the Sandwich Road arrival experience.

Internally, recreational routes integrating wildflower, meadow planting and mown paths, provide improved connectivity and visual links back to the informal native tree and hedgerow boundary planting.

An overlooked equipped play area integrated with tree planting provides improved play provision for both new and existing residents in the area and is located so that it is easily accessible from the proposed recreational routes. There will be opportunities for further natural play trails elsewhere in the development.



Section A-A



Relationship between the Site and the landscape beyond



KEY:

-  Tree lined street
-  Existing hedgerows retained & enhanced
-  New native tree and hedgerow boundary planting
-  Key green spaces
-  New tree groups/copses
-  Equipped children's play area
-  Natural play trail
-  SuDS feature
-  Existing PRoW
-  Proposed footpaths
-  Open countryside vistas and glimpsed views



Approved residential scheme

Sandwich Road

Masterplan

Land Use

The plan below sets the parameters for the land use strategy for the proposed development.

The whole developable area of the Site (approx 3.1ha) will be comprised of residential use, broken up with attractive streets and planting - both for recreational and biodiversity purposes. The extent of built development is consistent with recent proposed neighbouring development to the east of the Site and rounds of growth within Sholden.

A significant quantum of green space (approx. 1.6ha, equating to approx. 32% of the overall Site area) will be provided as part of this proposal in accordance with DM Policy 31 (Providing Open Space).

The main open space to the south west will take the form of a new equipped play area integrated with tree planting and wildflower meadow planting with opportunities for natural play trails. Pathways will provide connectivity with the local PRow network. Attenuation will provide attractive landscape features in addition to surface water mitigation and ecological benefits.


Type of open space	Quantitative standard (ha per 1,000 residents)	Net need arising (ha)	Quantity of open space provided (ha)
Green space	2.22	0.7	1.56
Outdoor sports facilities	1.17	0.37	N/A*
Children's equipped play space	0.06	0.02	0.04
Allotments/Community Gardens	0.21	0.07	N/A*


*required area provided within green space typology

Total **1.15** **1.60**

The amount and type of open space provided has been discussed with officers and is considered acceptable.

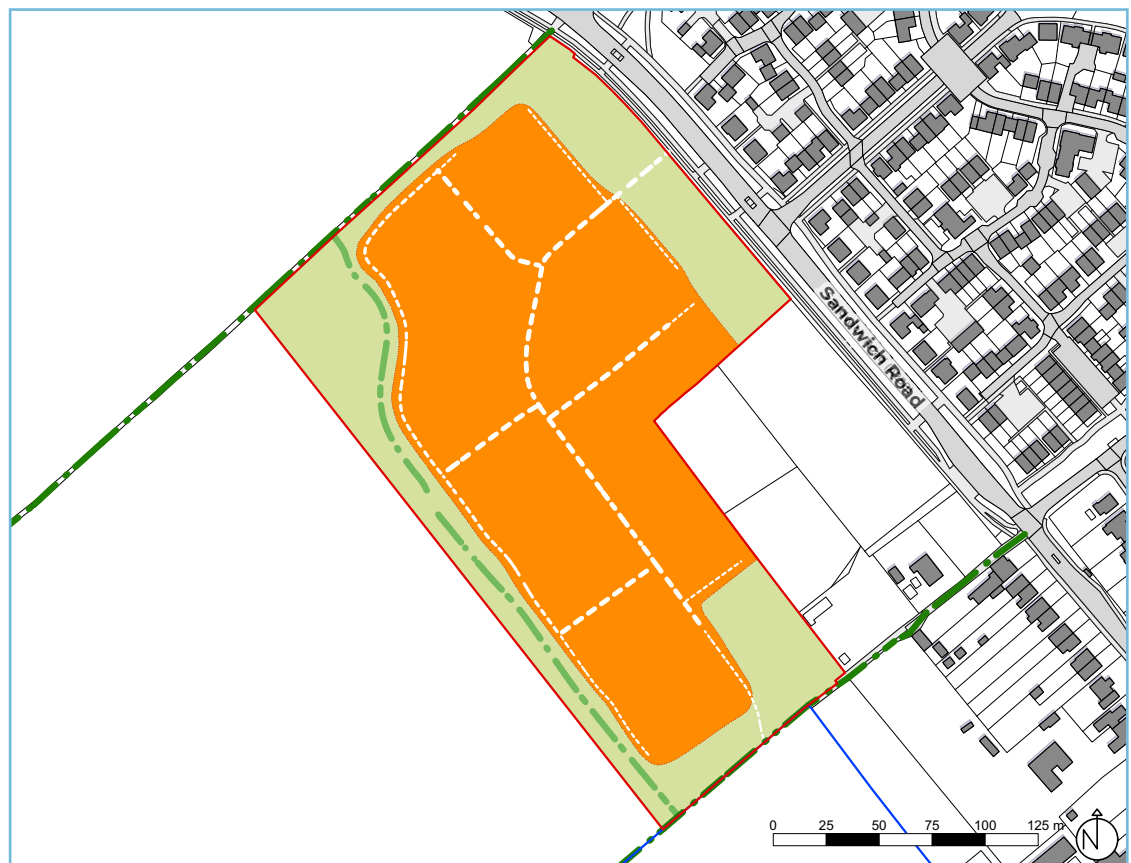
KEY:

 Residential development (3.1ha @ 38dph (average) = approx 117 dwellings) (Note: average (gross) density calculation includes all roads and incidental green spaces)

 Indicative green space area (incl. area reserved for attenuation) (1.6ha) (Local policy indicates a requirement for approx. 1.15ha green / open space for a residential development of this scale)

 Existing PRow

 Recreational route





Housing Strategy

The dwellings will be designed to reflect the character and aesthetic qualities of the wider Sholden area and pick up on design features of the settlement as well as the typical Kentish vernacular. High quality, vernacular materials for homes will aid the integration of this development within the settlement.

The illustrative masterplan proposes a variety of different house types, providing a range of sizes catering for the needs of different people as set out in DM Policy 37. Dwellings should meet the requirements for provision of 5% of homes built in compliance with building regulation M4(3) and the remaining development to be in compliance with part M4(2). The internal layouts will all be designed to meet the National Minimum Standards as well as guidance set out in the Kent Design Guide, and will consider market preference and modern way of living. Dwellings will be designed to be flexible in order to encourage residents to stay for longer depending on life circumstances, for example first time buyers, young families, growing families and downsizers. The scheme will ensure there is a wide range of choice.

The proposed housing mix would be broadly in line with the SHMA unless local circumstances at the time of an application justified a different mix. The proposals consist of a mix of apartments, detached, semi-detached and terraced homes.

Affordable Housing Strategy

Policy DM5 of the Dover District Core Strategy 2010 requires at least 30% affordable housing to be provided. The masterplan proposes 30% affordable housing, meeting the requirement set out in the core strategy. The development proposes that affordable dwellings are distributed evenly across the Site and that they will be tenure blind to create an integrated community.

Access & Movement

The plan below sets the parameters for the access and movement strategy for the proposed development.

The distinguished movement hierarchy establishes a clear, permeable and legible network of distinctive streets and pedestrian routes, helping to create character and identity as well as serving to slow internal traffic speeds through design rather than signage.

It is proposed that the primary access will be off Sandwich Road to the east of the Site. A new junction will be formed to provide vehicular and pedestrian access. From this, a tree lined primary street with verges is proposed to run south within the development. Further into the development widened green verges and front gardens create a greened route. A looped secondary street and shared surface provides access within the development parcels and provide a legible street hierarchy.


Footways will be provided on both sides of the main residential streets within the development Site. The footways along the primary street will connect into the existing footway and cycle

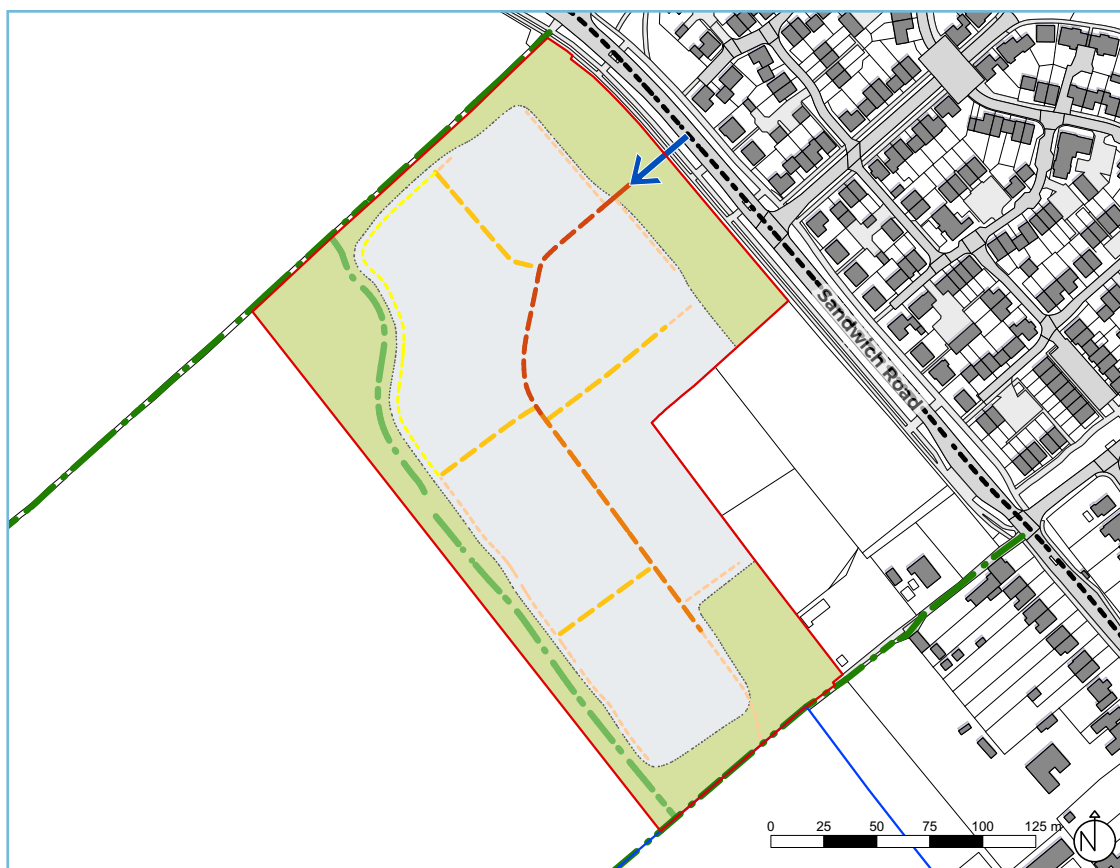
route running along the southern edge of Sandwich Road.

Changes in street type and road surfaces are proposed to aid in creating character, as well as break and provide interest to hard standing. Some shared surface streets and private drives will also be integrated, providing a soft development edge.

The masterplan creates outward looking streets which are enhanced through the integration of front gardens and

KEY:

-  Residential development area
-  Green space
-  Proposed primary site access point
-  Primary street (avenue tree planting)
-  Primary street (south)
-  Secondary street
-  Shared surface
-  Lane
-  Existing PRoW
-  Proposed footpaths
-  Existing road infrastructure to be utilised for access to the Site



green edges overlooking the public spaces. This creates activity and safe overlooking within the development.

New recreational routes within the site will connect into the existing PROW routes that run along the northern and southern boundaries of the site, providing a pedestrian network and connectivity with the existing cycle route along Sandwich Road.

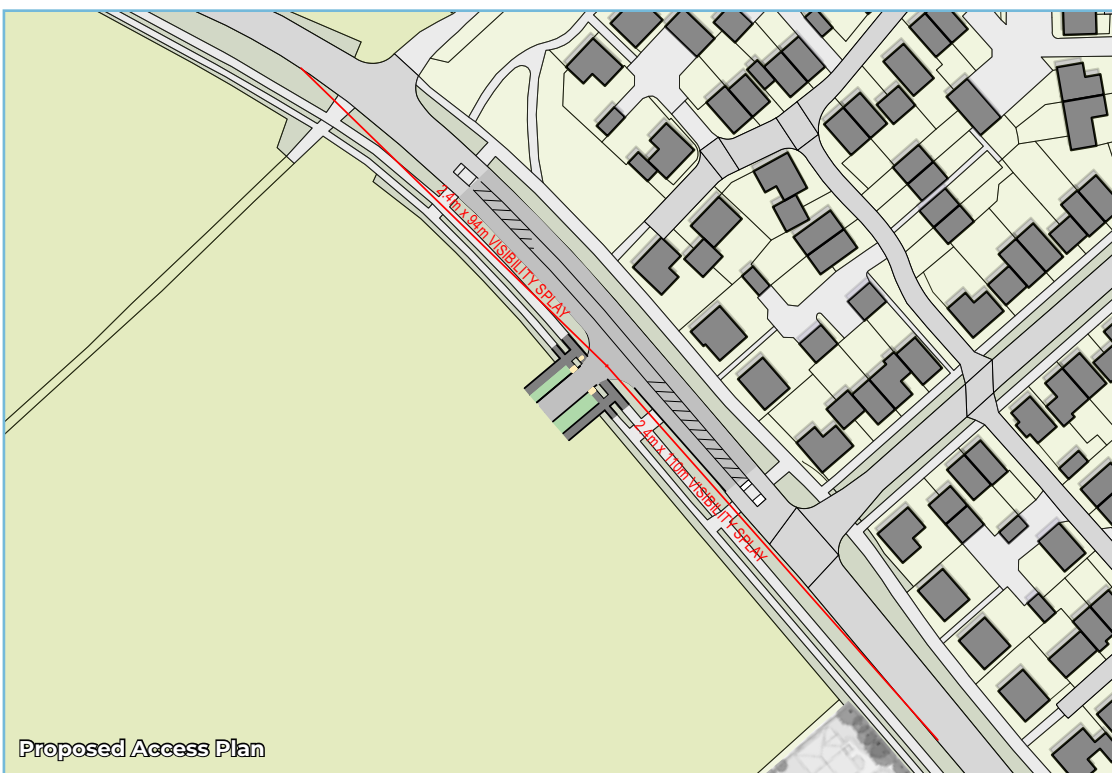
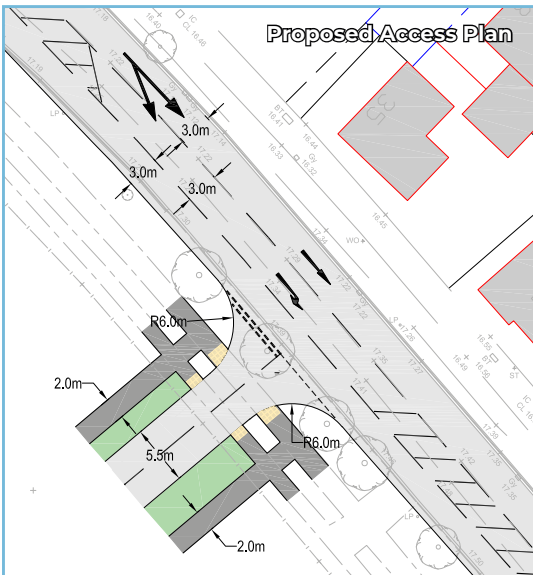
Parking Strategy

Parking provision (including allocated and unallocated spaces) will be in compliance with policy requirements including Kent Parking Standards SPD and Kent Design Guide.

The majority of parking spaces will be provided on plot - either garages and car ports or driveway space will be provided to accommodate cars. In some instances, it may be necessary to provide some on street allocated parking spaces. This will be in close proximity to dwellings for ease of access. Parking for apartments will be grouped.

All 1 bedroom dwellings will have 1 space. 2 and 3 bedroom dwellings will have a minimum of 2 parking spaces. 4 bedroom dwellings will have 3 allocated spaces respectively, with garages included.

Visitor spaces will be predominantly unallocated along streets with some larger, detached properties likely to be able to accommodate some allocated visitor parking on plot. Unallocated street visitor spaces will be evenly distributed throughout the site in parallel bays.





Refuse Strategy

Adequate provision for refuse storage will be made in either garages or back gardens of all properties. This will ensure that bins are not left on the streets.

All roads will be designed to adequate widths and turning to accommodate refuse collection vehicles. In some instance, refuse collection points will be sensitively designed in for residents use where refuse vehicles cannot enter private drives. Maximum allowable walking and drag distances have been considered in the design of private drives.

Homes should be designed with adequate storage space to encourage recycling and composting to minimise overall waste.

Street Section Locations



Street sections

The following street sections provide an indication of the different characters that the various streets throughout the development will deliver.

This character is determined by the distance between buildings either side of the street, building heights, pavements, on-street parking, front gardens and landscaping. The layout and orientation of streets should promote permeability and legibility aiding with wayfinding through the development.

Sandwich Road interface

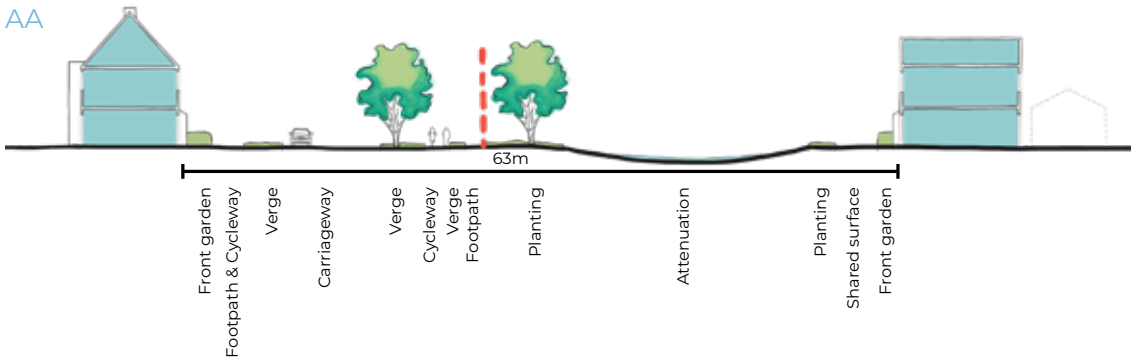
The interface with Sandwich Road provides a Gateway to the Site and forms a new settlement edge when approaching the site from the north. Planted attenuation basins create an attractive entrance feature whilst key buildings along the frontage to Sandwich Road respond to those opposite.

Shared surface private drives serve access to these properties from the primary street. Dwellings along this frontage are proposed to be 2 storeys in height, reflecting the height of existing dwellings on the opposite side of Sandwich Road.



Typical Street Section

AA



Primary Street - North

The primary street takes the form of an Avenue with a regular rhythm of tree planting on both sides of the street to create an attractive boulevard. Verge planting, mimicking that of existing streets nearby, is also incorporated and the spacing of trees allows for larger growing species. It forms the primary route through the heart of the development and has a formal character and linked, continuous frontage dwellings along this route.

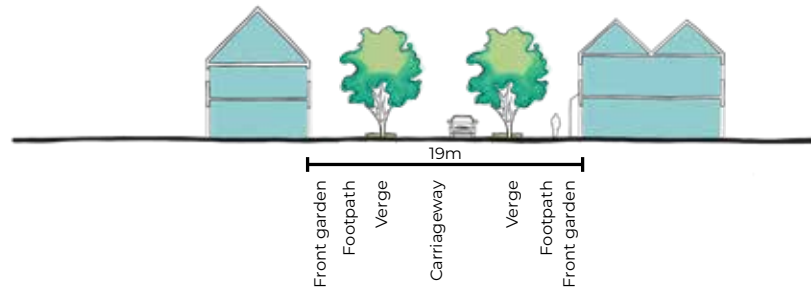
Drive through carports allow for cars to be largely hidden behind the building line to maintain the formal rhythm of the dwellings built form and avoid a car dominated frontage.



Potential design opportunities

Typical Street Section

BB



PRIMARY STREET (NORTH) - GENERAL PRINCIPLES

Carriageway Width	5.5m
Footpath	2m
Verge/Tree Planting	2m verge to north/west, 3.25m to south/east; regular tree planting
Cycleway	In carriageway
Traffic Calming Options	Change in surface
Access to Properties	Direct access
Landscape Design	Green boulevard with rhythm and formality
Front Garden	1.8m - 3m

Primary Street - South

Further into the development the street transitions to a less formal character. Fastigate tree planting is located on the northern side of the street in front curtilages, with irregular spacing. Longer front gardens feature low walls or boundary planting to the south side of the street.

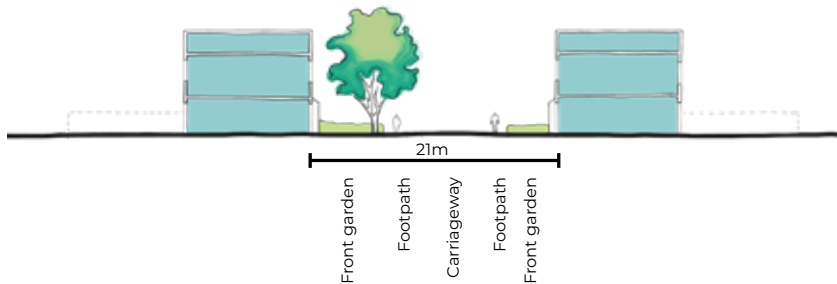
Linked, continuous frontage dwellings are still present, creating a sense of rhythm along the street.

Drive through carports allow for cars to be largely hidden behind the building line to maintain the formal rhythm of the dwellings built form and avoid a car dominated frontage.



Typical Street Section

CC



PRIMARY STREET (SOUTH) - GENERAL PRINCIPLES

Carriageway Width	5.5m
Footpath	Minimum 2m
Verge/Tree Planting	Tree planting in curtilage
Cycleway	In carriageway
Traffic Calming Options	Change in surface
Access to Properties	Direct access
Landscape Design	Fastigate trees, irregular spacing
Front Garden	3m - 6.2m

Secondary Street - Shared Surface

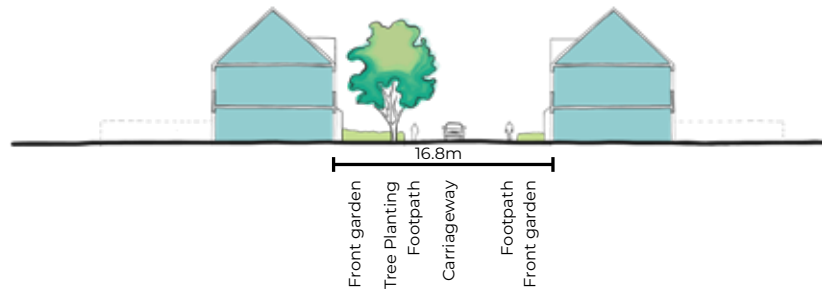
The secondary streets connect from the primary route through the neighbourhood areas and towards the development edge. Parking is typically on plot, to the side of dwellings.

Open countryside vistas are created towards the western edge. Streets feature ornamental tree planting with smaller species selected for seasonal colour.



Typical Street Section

DD



SECONDARY STREET - SHARED SURFACE - GENERAL PRINCIPLES

Carriageway Width	4.8m
Footpath	2m
Verge/Tree Planting	Tree planting to one side of street to some streets
Cycleway	In carriageway
Traffic Calming Options	Change in surface
Access to Properties	Direct access
Landscape Design	Ornamental smaller tree species to some streets
Front Garden	2m- 5m

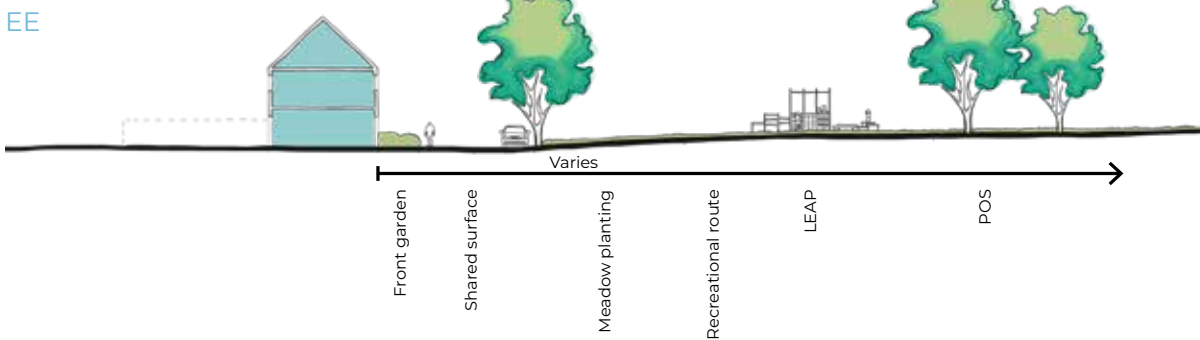
Lane

Towards the western edge of the development curved streets create a gentle transition between the built edge and the public open space, with informal tree planting. Shared surface streets and curved edges encourage slower vehicle speeds and prioritise pedestrian and cyclist movement. They feature soft landscaping and have an informal layout, serving lower volumes of traffic.

Multiple access points are provided to recreational walks within the public open space, in addition to access to the existing PRowS.



Typical Street Section



EDGE LANE - GENERAL PRINCIPLES

Carriageway Width	4.2m - 6m
Footpath	Shared surface, pedestrians have priority
Verge/Tree Planting	Informal, irregular tree planting
Cycleway	In carriageway
Traffic Calming Options	Sinuious streets and shared surface design
Access to Properties	Direct access
Landscape Design	Soft edge, tree & meadow planting
Front Garden	2m - 6m

Building Heights




The plan below sets the parameters for the height of proposed development across the Site.

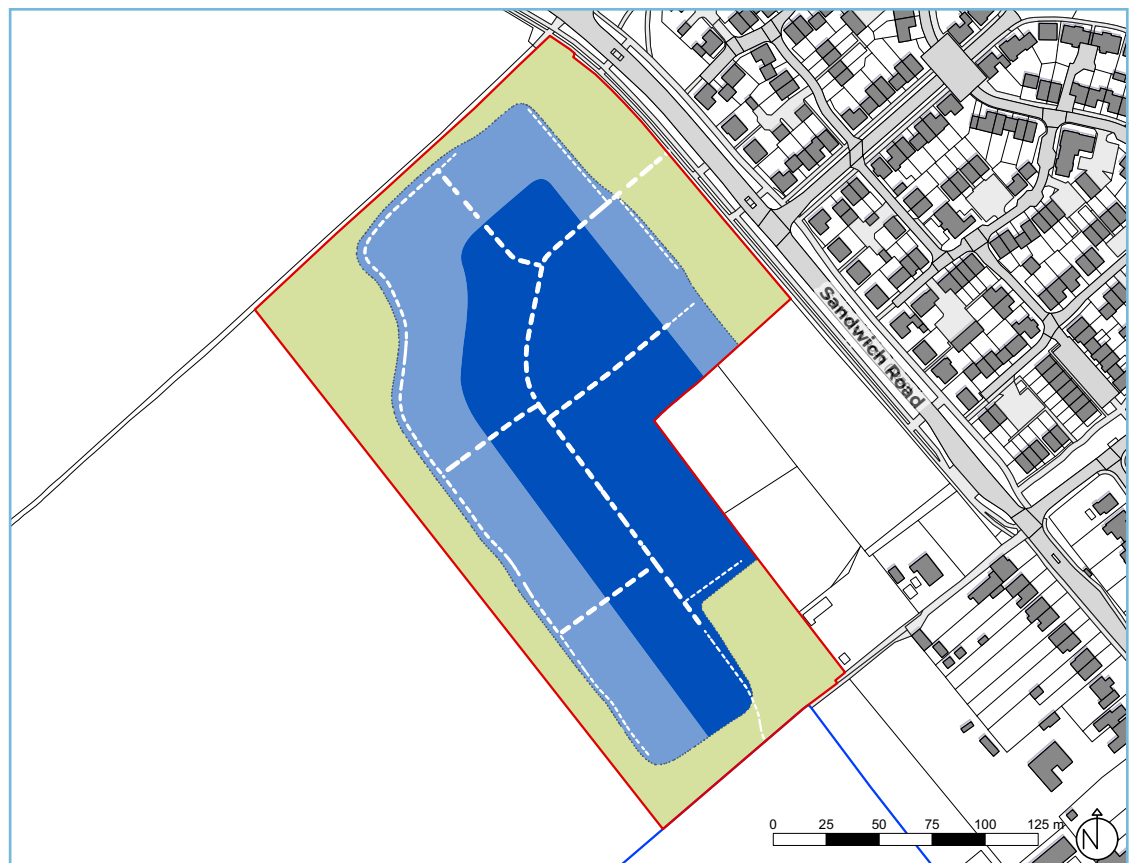
It is proposed that the Site will consist of predominantly two storey development with a variation of house types and roofscapes to add variety and interest to the development.

Roofscapes along the western edge of the development will be articulated, with lower ridge lines located at the highest point of the site to provide a sensitive development edge. Up to two and a half storey development could be used for key buildings and to create enclosure, particularly along the primary route and at nodal spaces.

Gable roofs should be used for key frontages and along the primary route, which is characteristic of Great Mongeham.

KEY:

-  Up to 2 storeys
-  Up to 2.5 storeys
-  Green space



Density

The plan below sets the parameters for the density of proposed development across the Site.

There will be a higher density along the primary route, with linked dwellings and a more formal arrangement in this area.

Towards the west of the site, a lower density is proposed to ensure that the development is respectful of its context and creates a soft transition from the development to the open landscape beyond.

The frontage towards Sandwich Road development is proposed to be up to 35dph, creating a gateway to the Site.





The range of densities provides the flexibility to integrate a variety of housing typologies at a later detailed design stage and provide variety.

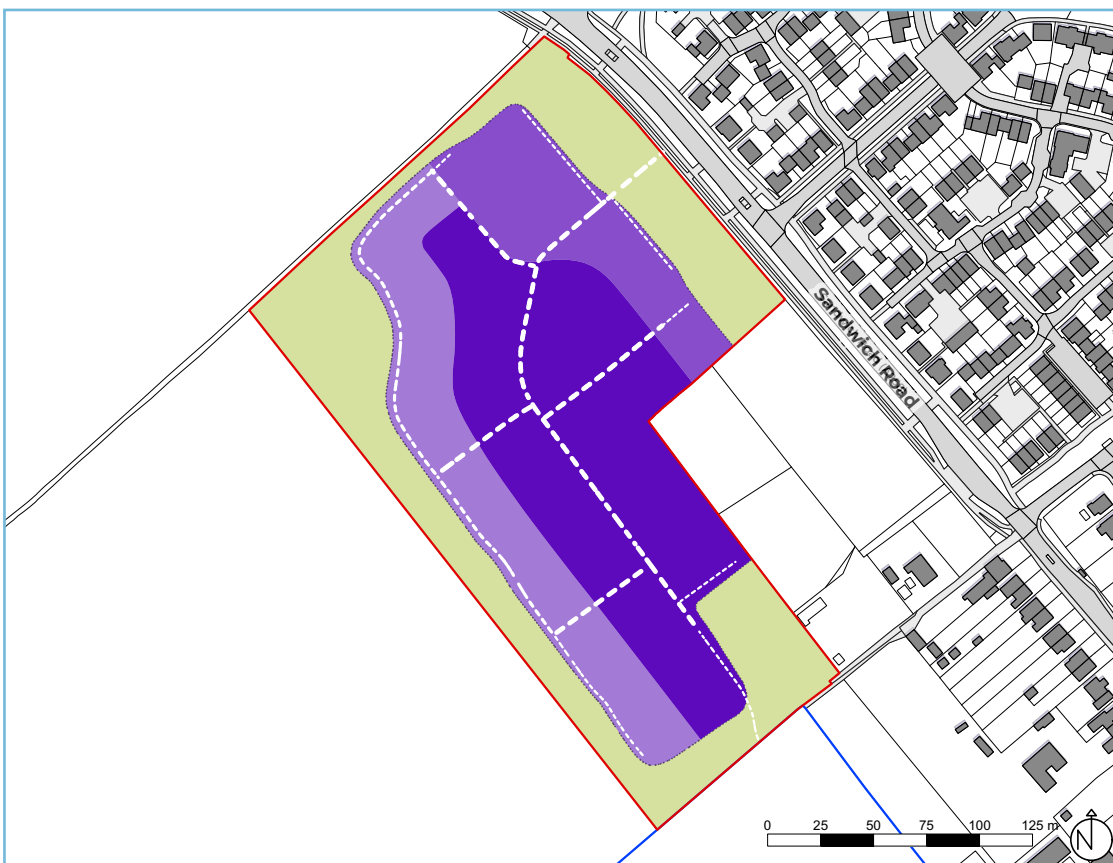
A distinction in density across the Site will ensure variety in housing typologies and respect the existing context.

Block structure layout ensures layout makes efficient use of space and achieves design quality whilst responding to character of the site.

Density is compliant with DM Policy 26 which advises new densities should typically achieve between 30 and 35 dph.

KEY:

-  Up to 40dph
-  Up to 35dph
-  Up to 30dph
-  Green space



Open Space

The plan below sets the parameters for the open space strategy for the proposed development.

Where possible, existing site vegetation will be retained in order to protect existing habitats and aid with screening visual containment of the development. Additional boundary planting will be incorporated to further aid with screening particularly along the western and southern boundary.

Proposed tree and hedgerow planting throughout the development will provide the opportunity for diversifying the overall Green Infrastructure palette of the Site. This planting will also help to add character and break up the developable areas as well as provide structure along the primary route.

The open space to the west of the Site will be publicly accessible and provide a new community asset for both new and existing residents through the incorporation of an equipped play space. Wildflower meadow planting and the inclusion of planted attenuation basins will provide landscape interest and opportunities to enhance the biodiversity offering.

KEY:

-  Residential development area
-  Green space
-  SuDS feature
-  Existing vegetation to be retained
-  Proposed vegetation
-  Existing PRow
-  Proposed footpaths
-  Proposed play space (400² LEAP, with 20m buffer to buildings)
-  Natural play trail
-  Proposed wildflower and meadow planting
-  Avenue tree planting



Open Space and Landscaping Design Opportunities/Precedents



Conclusion

Benefits of the proposal

This document has set out a vision for the development of land to the west of Sandwich Road, Sholden.

The proposals have been developed to maximise the effectiveness of the Site and are based on the site assessment work that has been carried out to date. The proposals have been designed to respond to the character of the site and its context

The proposals build upon and augment the existing footpath links that bookend the Site and provide good connectivity with the wider countryside and with Sholden.

The landscape-led scheme provides new green infrastructure to link into the wider green network and addresses views in and out of the site. The Illustrative Masterplan describes a high quality and locally distinctive new residential offering with a number of benefits. This is a fantastic opportunity to create a legacy to support the continued growth of Sholden.

The benefits of the proposal include:

- The delivery of up to **117 dwellings**, a mix of **market** and **affordable** housing, to boost housing delivery at a sustainable location of growth within the District, on a site recognised by the Council within their draft allocation;
- A **housing mix** in line with the recommendations set out in the Core Strategy including 30% affordable housing, catering for varied needs;
- The **delivery of safe, accessible and high quality landscaped open space** including **equipped children's play area and natural play trails and other recreation opportunities for both new and existing residents**;
- Retention and **enhancement** of existing **landscaping** on the Site boundaries;
- The potential to create biodiversity enhancements from a site that has little existing ecological value through enhancement of landscaping including new tree planting, **wildflower meadow planting, planted attenuation basins and areas of scrub** and the introduction of ecology and wildlife

corridors;

- Substantial **new tree and hedgerow planting** and **landscaping** to the **western Site boundary** to soften the edge of the development and filter views;
- Inclusion of recreational routes/circular walks linking with the existing Public Right of Way network and potential enhancements of the PRow's to **ensure connectivity** to the wider footpath network to the settlement and the immediate countryside;
- A **high-quality pedestrian network** to help to encourage active modes of travel and minimise car dependency;
- Development that meets the requirements of current policy relating to **open space, play space, educational landscapes and biodiversity**;
- A **soft transition** between the built-up form and wider countryside, rounding off and relating to the existing settlement edge;
- High-quality **placemaking** with a **landscape-led approach** integrating generous and **high quality green spaces** leading to a development that reflects

and complements the local character and Kentish vernacular;

- Proposals that respond to comments from the **community and stakeholders** in the design of the masterplan and its development and delivery - this is a **place for everyone**;
- The provision of **Electric Vehicle (EV) Charging Infrastructure** for new dwellings;
- Potential developer **financial contribution** towards education, highways infrastructure and medical facilities;
- A number of **direct, indirect and induced jobs created** per new permanent dwelling built, many of which will go to local trades;
- An increased population to **support local facilities and services**; and
- **Financial gains to Dover District Council**, including Council Tax receipts and New Homes Bonus.





ATTRACTIVE

SUDS FEATURES

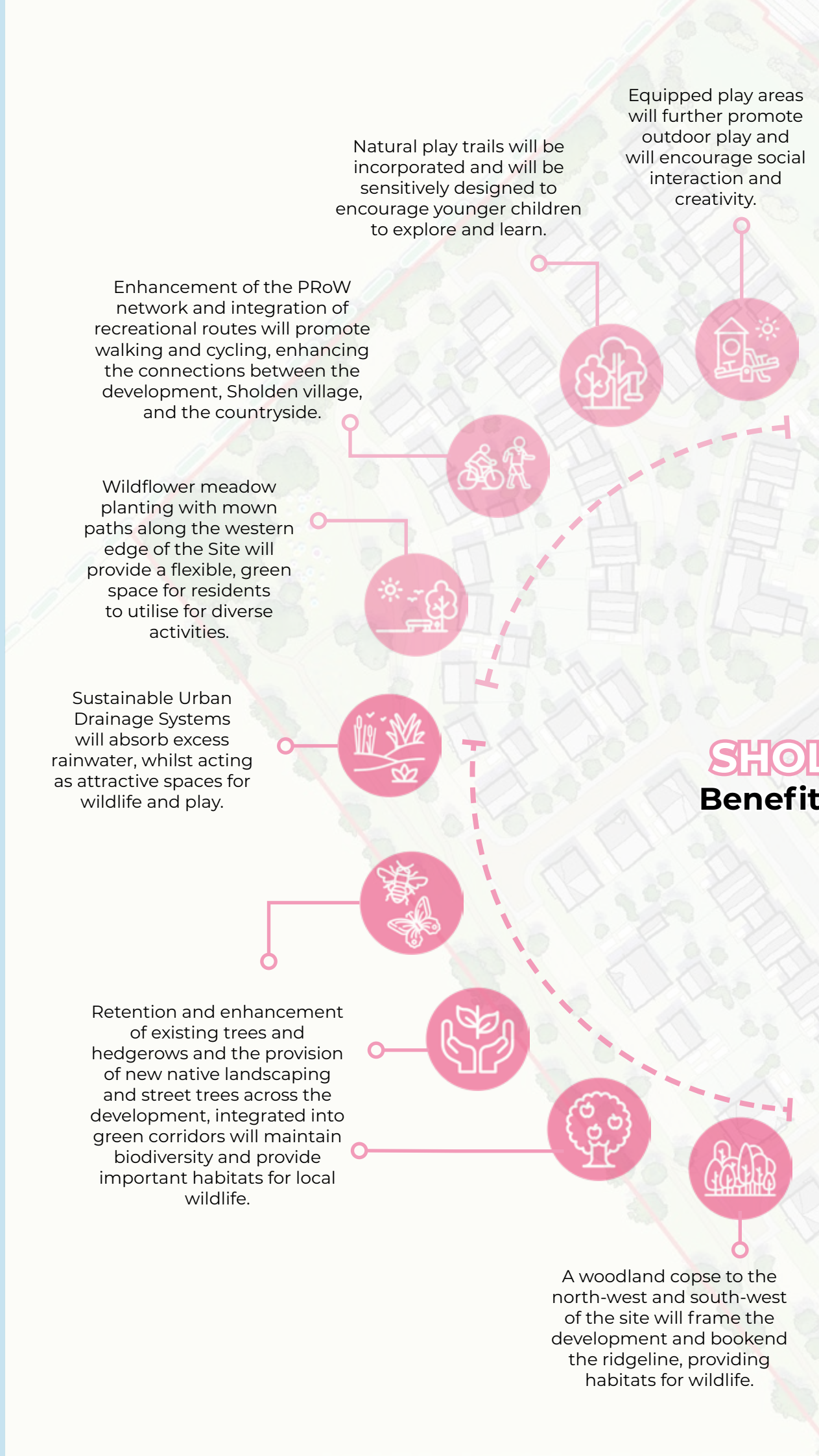
CREATING

FOCAL SPACES

Approved residential scheme



Conclusion



Equipped play areas will further promote outdoor play and will encourage social interaction and creativity.

Natural play trails will be incorporated and will be sensitively designed to encourage younger children to explore and learn.

Enhancement of the PRoW network and integration of recreational routes will promote walking and cycling, enhancing the connections between the development, Sholden village, and the countryside.

Wildflower meadow planting with mown paths along the western edge of the Site will provide a flexible, green space for residents to utilise for diverse activities.

Sustainable Urban Drainage Systems will absorb excess rainwater, whilst acting as attractive spaces for wildlife and play.

Retention and enhancement of existing trees and hedgerows and the provision of new native landscaping and street trees across the development, integrated into green corridors will maintain biodiversity and provide important habitats for local wildlife.

A woodland copse to the north-west and south-west of the site will frame the development and bookend the ridgeline, providing habitats for wildlife.

SHOLDEN
Benefit

A mix of 1-4 bedroom dwellings will provide Sholden with an important housing injection, contributing to the overall vibrancy and vitality of the village.



A mix of 2 and 2.5 storey dwellings will create an interesting street scene, utilising varied heights, roofscapes, typologies and materials to enhance the Sites local identity whilst attracting a diverse demographic residency.



Landmark buildings generate important focal points which contribute to the neighbourhoods identity and add further interest to the streetscene.



SHOLDEN Housing for all

Jobs will be created through the construction of the development, stimulating the local economy.



As part of the development, financial contributions will be made to assist in improving local services, facilities and infrastructure



Communal spaces will strengthen the relationship between both residents within the development, and with adjacent neighbourhoods.



The installation of Electric Vehicle (EV) Charging Infrastructure will contribute to the schemes overall sustainability.



Buildings for a Healthy Life (July 2020)

The 12 principles set in the recently published BHL document additionally helped structure the masterplan. These principles have been categorised into three sections:

1. Integrated neighbourhoods;
2. Distinctive places;
3. Streets for all.

Inspired by BHL, the following checklist ensures that the Sholden scheme brings plentiful benefits to both people and nature through the creation of a cohesive, attractive, and overall more sustainable development.



Building for a Healthy Life considerations	Justification
<p>1) Natural connections <i>Create permeable, green corridors to better integrate both wildlife and people across the surrounding landscapes.</i></p>	<p>Yes, new connections provided to existing context, linking Sandwich Road to local trails and paths. New green links connect habitats and recreational routes provide new connections to PRow network.</p>
<p>2) Walking, cycling, + public transport <i>Routes should be attractive, safe, and enjoyable, and which discourage private vehicle usage.</i></p>	<p>Yes, the masterplan provides additional walking and cycling routes and the Site is close to a bus stop located on Sandwich Road, promoting sustainable means of transportation.</p>
<p>3) Facilities and services <i>Establish diverse social infrastructure which is accessible to all, and which promotes outdoor activity.</i></p>	<p>Yes, the development will deliver generous public open spaces and new play areas, with recreational links to the existing PRow network.</p>
<p>4) Homes for everyone <i>Varied housing + tenure forms should be dispersed across the site, and all residents deserve equal opportunities.</i></p>	<p>Yes, the dwelling mix in the masterplan is varied and meets the local housing requirements with a provision for 30% affordable homes evenly distributed and tenure blind.</p>
<p>5) Making the most of what's there <i>Transform urban + natural threats into unique opportunities through asset enhancement.</i></p>	<p>Yes, the masterplan framework responds to and enhances existing features on site and in the surrounding context. It is influenced by the settlement growth pattern and the local architectural vernacular.</p>



Building for a Healthy Life considerations

Justification

6) A memorable character
Compliment the locality of the area (from integrated landscape design to distinctive architectural detailing.)

Yes, this is the whole basis for the design, the masterplan framework has been designed to follow local distinctiveness and create characterful streets.



7) Well defined streets and spaces
Transform the streets into a genuine experience by designing active and interesting edges.

Yes, the streets and spaces are defined with landscapes features and a clear hierarchy is present. Linked continuous frontage dwellings create interest, rhythm and a sense of enclosure.



8) Easy to find your way around
Character areas, landmarks, and nodal points should assist in the proprioception of residents.

Yes, there is a clear primary route through the masterplan. A green nodal space, defined streets and key buildings provide legibility and means of wayfinding that connects to the existing settlement.



9) Healthy streets
Build streets not roads (attractive spaces for social interaction and activity, upon transport and movement).

Yes, the masterplan is designed to ensure this is a liveable and safe place. Shared surface streets prioritise pedestrians and cyclists, whilst trees help to create green, healthy streets.



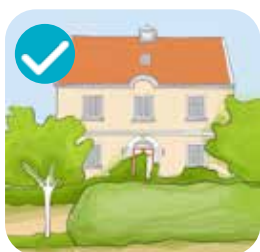
10) Cycle and car parking
Provide diverse vehicle parking solutions, but design even more creative and accessible cycle parking alternatives.

Yes, sufficient car and cycle parking is provided in legible places and is integral to the streetscape and landscape.



11) Green and blue infrastructure
Natural networks should help structure the whole masterplan, to enrich sensory experience and biodiversity.

Yes, the whole design of the masterplan is landscape-led, ensuring the development is set within generous and sensitive landscaping promoting biodiversity and well-being of the wider community.



12) Back of pavement, front of home
Define the private realm, providing residents with confidence in their ownership which encourages plot personalisation.

Yes, the masterplan is clearly defined through public and private spaces.

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