



# Bread & Cheese Field

Canterbury Draft Local Plan (Regulation 18)  
Representations

**Boyer**

Prepared on behalf of Wates Development Ltd | May 24

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**Appendix 5 – Draft Allocation (R5 – Bread & Cheese Field)**

## 1. INTRODUCTION

- 1.1 These representations have been prepared on behalf of Wates Development Ltd (“Wates”) in response to the Council’s draft Local Plan (Regulation 18), which has been published for consultation until 3<sup>rd</sup> June 2024. Wates have a land interest at ‘Bread & Cheese Field’ (the “Site) which is a proposed site allocation within Hersden (R5).
- 1.2 These representations should be read alongside those representations on the Council’s proposed development management policies, (enclosed at [Appendix 1](#)).
- 1.3 Wates have previously submitted representations to the earlier draft Regulation 18 Local Plan document in January 2023. The previous response focused on the then proposed site allocation for the Site, then identified as R12 – Bread & Cheese Field.
- 1.4 These representations seek to build upon previous comments and provide further details of our client’s land interests that we are promoting through the Local Plan process.
- 1.5 On this basis, our representations are structured as follows:
- [Section 2](#) provides our response to the proposed Development Strategy;
  - [Section 3](#) provides an overview of the Site and summarises the development potential and benefits of the Site;
  - [Section 4](#) provides commentary on the draft development allocation (R5); and
  - [Section 5](#) sets out our conclusions.
- 1.6 The following documents which accompany this representation include:
- [Vision Document](#) (prepared by A2 Architecture);
  - [Development Management Policies Commentary Document](#) (prepared by Boyer) (see [Appendix 1](#));
  - [Highways Technical Note](#) (prepared by Motion) (see [Appendix 2](#));
  - [Site Location Plan](#) (prepared by A2 Architecture) (see [Appendix 3](#)); and
  - [Site Concept Plan](#) (prepared by A2 Architecture) (see [Appendix 4](#)).
- 1.7 We include the proposed allocation for the Site (R5 – Bread & Cheese Field) from the draft Local Plan (see [Appendix 5](#)). We strongly support this allocation as a sustainable site for new housing growth in an area where significant housing and associated infrastructure is proposed to be delivered.
- 1.8 The Site presents a “rounding-off” to the surrounding development in Hersden which will complement recent consents and developments that have delivered local infrastructure such as a school and new local centre.

- 1.9 Wates has a controlling interest over the Site, which measures 7.49Ha. Further details are set out below and a Site Location Plan is provided at [Appendix 3](#).

## 2. SPATIAL STRATEGY

- 2.1 Emerging Policy SS3 (Development Strategy for the District) sets out the Council's preferred spatial strategy for the District.
- 2.2 Chapter 3 of the Development Topic Paper explains the rationale behind the Council's chosen spatial strategy. During the early stages of the draft Local Plan, the Council consulted on six spatial growth options, as part of its 'Issues' consultation in 2020 and 'Draft District Vision & Local Plan Options' consultation in 2021. These six options included:
- Preferred growth option (Canterbury Focus C), Canterbury Focus A, Canterbury Focus B - these three options involved growth focused on Canterbury with more limited growth at the coast and villages. Options B and C both included providing an additional 5,000 - 8,000 homes, above LHN, to fund significant infrastructure.
  - Coastal Focus - growth focused in Whitstable and Herne Bay with more limited development in Canterbury.
  - Rural Focus - growth focused in sustainable rural areas, with some growth at villages and hamlets, and more limited growth at Canterbury, Whitstable, and Herne Bay.
  - New Freestanding Settlement - growth focused at a new freestanding settlement, with more limited growth in Canterbury, Whitstable and Herne Bay and rural areas.
- 2.3 Following the previous Regulation 18 consultations and Call for Sites, the Council acknowledged that a blend of the six spatial growth options was the preferred strategy for the draft Local Plan.
- 2.4 As such, within this draft Local Plan, policy SS3 (Development Strategy for the District) sets out that between 2020/21 and 2040/41, provision is made through the granting of planning permission and the allocation of sites for an average of 1,149 new dwellings. The Council's spatial strategy can be summarised as follows:
- Canterbury Urban Area as the principal focus for development in the district.
  - Whitstable and Herne Bay Urban Areas as the secondary focus, where development will be principally driven by the need for new infrastructure including schools and improved transport connectivity.
  - A new freestanding community will be pursued to meet a proportion of growth.
  - Proportionate development will be allocated at Rural Service Centres at a suitable scale which supports the function and character of the settlement.
  - A limited amount of growth will be allocated at Local Service Centres, where suitable sites are available, at a suitable scale which supports the function of the settlement.
  - No residential development will be allocated in the countryside.

- 2.5 As set out above, the Council's development strategy primarily focuses on Canterbury Urban area for development in the district and a new rural settlement is planned for land north of University of Kent campus. In addition, Whitstable Urban Area and Herne Bay Urban Area will be the secondary focus for development in the district, with new development supported on suitable sites within these urban areas.
- 2.6 However, the strategy also sets out that development will be directed to several other areas, including proportionate growth at the Rural Services Centres of Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne.
- 2.7 Within chapter 1 of the draft Local Plan, one of the Council's objectives within its 'Vision' for the District is to *"support the sustainable growth of our rural communities through the provision of affordable housing, community facilities and public transport infrastructure while taking advantage of opportunities to protect and grow the rural economy."*
- 2.8 To achieve this objective, new development will need to be dispersed across various rural settlements within the District, all of which have different requirements/needs. We are therefore encouraged by the Council's approach which seeks to deliver new development on suitable and sustainable sites across the 'Rural Service Centres'. Paragraph 1.43 of the draft Local Plan makes specific reference to this stating *"in line with the council's vision for growth, this plan focuses growth proportionally at the most sustainable settlements within the district - principally at Canterbury and the coastal towns of Whitstable and Herne Bay, along with proportionate growth at the rural settlements."*
- 2.9 The above aligns with National Policy; paragraph 83 of the NPPF states *"to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services"*.
- 2.10 We are therefore supportive of emerging policy R1 (Rural Service Centres) which provides further information on the Council's spatial strategy relating to settlements which are designated as Rural Service Centres. The policy states that within the settlement boundaries of the designated Rural Service Centres of Sturry, Blean, Bridge, Chartham, Hersden and Littlebourne, new housing will be supported.
- 2.11 The Council acknowledge the role that Rural Service Centres play in supporting rural communities, as well as supporting appropriate growth in these settlements. All settlements within this bracket and those designated as 'Local Service Centres' will have different needs/requirements. We are therefore fully supportive of the Council's approach which will disperse development across the District and help to meet the needs of residents across all settlements.
- 2.12 We are fully supportive of the Council's preferred strategy for housing delivery and agree that a blend of the six spatial options is the most appropriate strategy for the District. A blend of the six spatial options is by far the most appropriate strategy for new sustainable development and will provide the ability for a variety of housing sites to be delivered in sustainable locations across the District.

- 2.13 This option will allow new homes to be built in a variety of locations, encouraging both organic and appropriate growth at both the larger settlements and smaller, more rural centres.
- 2.14 This spatial strategy would be consistent with the presumption in favour of sustainable development as outlined at paragraph 11 of the NPPF and will also increase the ability to deliver a consistent supply of homes across the plan period rather than being reliant on a few large sites/settlements being brought forward.



### 3. BREAD & CHEESE FIELD

#### Site Description

- 3.1 The Site is located to the southwest of Hersden, designated as a Rural Service Centre. Hersden benefits from a wide range of local facilities and services that include a secondary school, primary school, local convenience store and community centre. There is also a large business park to the east offering a variety of services and employment opportunities.
- 3.2 A clear precedent has been set for Hersden as a sustainable location for development and the sustainability of the settlement is due to increase as a result of additional facilities being provided by proposed developments. Strategic Allocation CF1 (Site 8) is Land North of Hersden which seeks to deliver 800 homes, employment space (1ha), community building and other infrastructure. A hybrid planning application is currently under consideration by the Council for the site (CA/22/01845).
- 3.3 In addition, along the south of Island Road there are multiple developments being brought forward totalling around 500 homes, including (CA/16/00673/OUT - Land To The South Of Island Road (370 homes, local centre and associated infrastructure), alongside supporting infrastructure including approval of a medical centre (CA/20/01369)).
- 3.4 The Site would provide an extension of the settlement of Hersden to the south west, adjacent to the Hoplands development site to the east representing a 'rounding off' of the current developments being brought forward.
- 3.5 Historically, Hersden has continued to grow westward along Island Road with the establishment of the new school building and Montgomery Gardens development along Bredlands Lane. The development of the Hoplands estate just east of the site continues the growth trend south of Island Road, as would the development of Bread & Cheese Field. This is highlighted within [Figure 1](#) below.



Figure 1

3.6 As such, the Site constitutes a logical addition to the existing settlement of Hersden, complementing both existing and planned development.

**Site Allocation: 'Policy R5 - Bread & Cheese Field'**

3.7 Within this draft Local Plan consultation, the Site comprises a proposed allocation under R5 (Bread & Cheese Field) with an indicative residential capacity of 150 homes. An extract of the draft development allocation is shown in Figure 2 below.

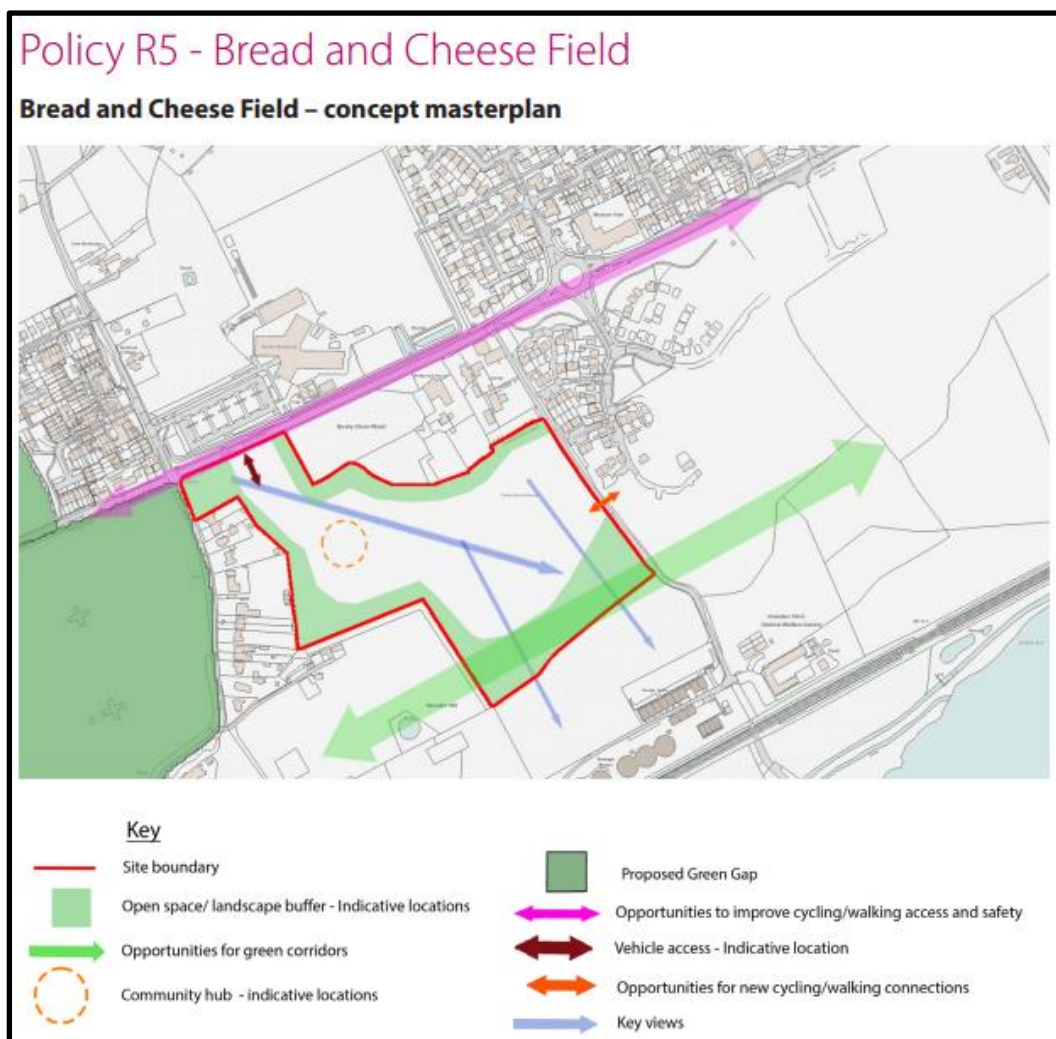


Figure 2 – Development Allocation (R5 – Bread & Cheese Field)

3.1 The following section sets out why we consider the Site represents an appropriate location for new development.

### Technical Assessment

- 3.2 To date, a significant level of technical work has been undertaken to support the development proposal at the Site. The majority of this work is included within the accompanying Vision Document and is summarised below.

#### Settlement Study

- 3.3 A 'Settlement Study' has been undertaken, the primary focus of which was to appraise the settlement pattern, scale, character, and identity of the local area, focusing on how Hersden has grown over time and their relationship today. The study reviews how the development allocation (R5 – Bread & Cheese Field) will alter these aspects of the neighbouring settlements, taking account of relevant townscape components that contribute to settlement identity.
- 3.4 Figure 2 is the Council's Concept Masterplan, whereby the indicative layout (urban form and landscape components) has been overlaid on the wider settlement pattern to illustrate how the development will 'fit' with the urban form and landscape context including the green gap designated to the west of the site. The analysis undertaken largely supports the spatial arrangement proposed by the Council, noting the following:
- Along the western edge a mature treed hedgerow provides a high degree of visual separation between the site and the rear gardens of properties on Bushy Hill Road. This should be augmented with additional structure planting, especially in the northern corner where existing planting is less effective at containing views. The green corridor along this edge is capable of achieving a high degree of visual enclosure in combination with the existing planting.
  - Along the eastern edge, the development is shown as being contiguous with the Hoplands development, and a pedestrian/ cycle link is proposed. Whilst we support the idea of a link, this would require third party land to deliver it. As such, the development can provide a connection up to its ownership boundary. This will aid with the integration of housing neighbourhoods and assist in establishing a well-connected and coherent southern settlement edge at Hersden.
  - On the same eastern boundary, the development edge aligns with the southern extent of the Hopland development, which again will assist with establishing a well-articulated and legible settlement boundary.
  - The southern development should better reflect the site's contouring, wrapping around the shallow valley running through the centre of the site, rather than cutting across it. The extent of development immediately adjacent to the A28 could be increased to achieve better integration with the existing urban edge.
  - The landscape set back from Bushy Green Wood should allow for the creation of a small pocket park overlooked by an outward looking development edge.
  - A significant opportunity exists to establish high quality amenity green space along the southern edge, which can be designed as a continuation of the linear park established

at Hoplands. Additional structure planting in combination with existing vegetation should be included to soften the development edge overlooking the Stour Valley. This will help delivery of the strategic east west green corridor.

- Vistas through the development should afford views southwards towards the open countryside. These can be coordinated with internal green and blue landscape corridors and the street network.

3.5 Furthermore, in determining the suitability, or otherwise, of development allocation (R5 – Bread & Cheese Field), the proceeding analysis has established the following:

- The natural growth of Hersden over time has been in a linear form west and south along the A28 and plateau top. In this regard development at the Site would be consistent.
- The development at Montgomery Gardens has already pushed the settlement edge of Hersden further west than the Site.
- Along its northern and western boundaries, the Site is well visually contained, and this visual containment can be strengthened through the provision of green corridors on the Site's outer edge.
- Additional structure planting (woodland, small copse planting and hedgerows) would be reflective of the wider treed landscape at the western edge of Hersden.
- The majority of Westbere, including all the area designated as a conservation area, is visually distinct from Hersden and the Site. Intervisibility is very limited.
- Housing at the northern end of Bushy Hill Road is situated outside the conservation area. While these more recently built houses are within the parish of Westbere, they are perceived as outliers to the village, and today are more closely associated with the western edge of Hersden.
- The green gaps between Hersden and Sturry and the open field on the opposite site of the A28 remain unaffected and will continue to maintain a landscape gap between Hersden and Sturry.
- Development within the Site would be perceived from the Stour Valley as a continuation of the new southern settlement edge established at Hoplands.
- The Site can deliver a strategic east west green corridor along its southern edge. This would be of a scale capable of delivering comprehensive additional structure planting to strengthen existing vegetation, thereby assimilating the development edge with the wider countryside.

3.6 It is also relevant to note that development would form a logical and defensible western settlement edge to Hersden, south of the A28. This would be set back from the housing north of the A28 and the existing properties along Bushy Hill Road. On the southern edge, the

protected Stour Valley landscape, in combination with the east-west strategic green corridor, would form a robust and permanent settlement boundary.

- 3.7 Hersden is a linear settlement, having grown along the main road. The original planned 1920's housing is expensively suburban in terms of its urban form, being generally lower density detached and semi-detached 2-storey housing. More recent lower density housing estates have enlarged the village considerably, extending it west and south.
- 3.8 Development in accordance with the development allocation (R5 – Bread & Cheese Field) can respond positively to the existing townscape character and would represent a continuation of the established pattern of growth and settlement form.
- 3.9 Settlement separation and the identity of Westbere and Hersden can be maintained, as would the green gap between Hersden and Sturry.
- 3.10 The study concludes that a development broadly in accordance with the development allocation (R5 – Bread & Cheese Field), can respond positively to the existing townscape character and would represent a continuation of the established pattern of growth and settlement form, and that settlement separation and the identity of Westbere and Hersden can be maintained.

### **Highways**

- 3.11 To support these representations, a 'Highways Technical Note' has been undertaken by Motion. In summary, this report demonstrates the following:
- The Site is well located in relation to local amenities and facilities;
  - There are a range of public transport options, including buses and trains, accessible from the Site;
  - The environment in the vicinity of the Site is safe and suitable for pedestrians and cyclists;
  - Suitable potential access arrangements have been identified; and
  - Appropriate assessment will be carried out to assess the impact of additional traffic on the local highway network.
- 3.12 On balance, it is considered that safe and suitable access can be provided into the potential development site. There are therefore no highway or transport related reasons why a development in this location would not be considered acceptable.
- 3.13 In light of the above, the Site is unconstrained, deliverable and able to deliver sustainable new development.

### **Site Benefits**

- 3.14 We support the Council's development allocation (R5 – Bread & Cheese Field) and consider the Site can deliver circa 150 new homes, including much needed affordable homes, in a range of house types and sizes.

- 3.15 This is illustrated on the Site Concept Plan (see [Appendix 4](#)) appended to these representations. The Site comprises a natural and logical extension to the existing settlement of Hersden. Development at the Site also has the potential to create significant landscape and biodiversity / ecological enhancements, areas of public open space / play space alongside an attractive and sustainable living environment for future residents.
- 3.16 In terms of accessibility, the Site benefits from being near several bus stops on Island Road, which provide connections to destinations such as Margate and Canterbury. The closest train station is Sturry which is approximately eight-minute cycle from the Site.
- 3.17 The Site is located close to existing and planned services and facilities. Education provision includes Water Meadows primary school and the recently opened Spires Academy Education Centre, immediately opposite the Site. The range of facilities, most of which are within a 10-minute walk or closer, include:
- Hersden GP Surgery;
  - Hersden Hand Car Wash and Valetting Centre;
  - County Motor Centre;
  - Meadow View Residential Care Home;
  - Bowls Club;
  - Chislet Colliery Welfare Club;
  - Restaurant;
  - Catholic Church Parish of St. Dunston;
  - Hersden Community Centre;
  - Sports Pitches;
  - Playground; and
  - Convenience Store.
- 3.18 Development at the Site including the delivery of new homes would provide a range of public benefits including:
- Provision of approximately 150 new market and affordable homes (30%); making a valuable contribution to housing delivery within Canterbury;
  - Provision of a sensitively designed schemes acting as a natural extension to the existing settlement of Hersden;
  - Provision of scheme that is both attractive and sustainable which will supplement the existing character of the area;
  - Supporting and aiding the creation of employment opportunities on and off-site;
  - Provision of significant open space throughout the Site, providing a high-quality living environment for future residents through ample private amenity space, green space and communal areas;
  - Ability to provide a Biodiversity Net Gain (BNG) at a minimum of 10% in line with the Environment Bill; and

- Provision of Allotments; and
- Improvements to walking and cycling connectivity.

## 4. SITE ALLOCATION: POLICY R5 (BREAD & CHEESE FIELD)

- 4.1 We strongly support development allocation (R5 - Bread & Cheese Field) as a Site to accommodate for new housing growth and are supportive of most of the criterion outlined within the allocation.
- 4.2 However, we propose three minor changes to the policy wording to increase its effectiveness in ensuring the delivery a high-quality extension to the settlement of Hersden. These changes to the specific policy wording are outlined in the table below.

**Table 1 – Development Allocation (R5)**

Aspect of Policy R5	Proposed Amendment	Commentary
<b>1. Development Mix</b>		
(a) Approximately 150 new dwellings including affordable housing, accessible housing, and an appropriate housing mix in line with Policies DS1 and DS2.	No proposed amendments.	We support the level of the development proposed for the Site and would suggest that there is potential for the capacity to be increased, subject to further technical work.
(b) Non-residential development:  (i) Consideration of need for additional local shopping and community facilities; and (ii) Proportionate land and build contributions towards early years, primary, secondary and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.	No proposed amendments.	We are supportive of this and are happy to consider the need for additional shopping and community facilities.  If there is no identified need for additional facilities it is suggested that the housing provision could be increased to ensure the most efficient use of land.
(c) Open space: new on-site open space will be provided in line with Policy DS24.	No proposed amendments.	We support this revised criterion which allows for more flexibility for masterplanning of the Site.
<b>2. Design &amp; Layout</b>		
(a) Provide a high quality built environment, in line with Policy	No proposed amendments.	We support this criterion.



<p>DS6, with an average net density of around 35 dph;</p> <p>(b) Be coordinated with existing and planned development on nearby sites to allow for a comprehensive and coordinated approach to growth of the village;</p> <p>(c) Relate to pattern, scale and character of existing development and ensure that development does not result in coalescence between Hersden and Westbere;</p> <p>(d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;</p> <p>(e) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations; and</p> <p>(f) Provide an Odour Assessment and ensure no residential development is located in areas subject to odour from the adjacent Wastewater Treatment Works.</p>		
<p><b>3. Landscape &amp; Green Infrastructure</b></p>		
<p>The green and blue infrastructure strategy for the site should:</p> <p>(a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;</p> <p>(b) Provide 20% biodiversity net gain, in line with Policy DS21;</p> <p>(c) Incorporate opportunities for landscape and biodiversity enhancements identified within</p>	<p>The green and blue infrastructure strategy for the site should:</p> <p>(a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;</p> <p>(b) Provide <del>20%</del> a minimum 10% biodiversity net gain, in line with Policy DS21;</p> <p>(c) Incorporate opportunities for landscape and biodiversity</p>	<p>This requirement of 20% is above the 10% minimum required through the Environment Act 2021.</p> <p>The policy should instead seek sites to deliver a minimum 10% with a 20% biodiversity net gain where feasible taking account of the viability implications in combination with other requirements.</p>

<p>the Local Character Area F3: Hersden Ridge as set out in Canterbury Landscape Character and Biodiversity Appraisal;</p> <p>(d) Provide a landscape buffer in the form of natural and semi-natural open space to the south of the site, and to the north of the site adjacent to the ancient woodland;</p> <p>(e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;</p> <p>(f) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site;</p> <p>(g) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland; and</p> <p>(h) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.</p>	<p>enhancements identified within the Local Character Area F3: Hersden Ridge as set out in Canterbury Landscape Character and Biodiversity Appraisal;</p> <p>(d) Provide a landscape buffer in the form of natural and semi-natural open space to the south of the site, and to the north of the site adjacent to the Ancient Woodland;</p> <p>(e) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site; and</p> <p>(f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with Priority H;</p> <p>(g) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland; and</p> <p>(h) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.</p>	
<p><b>4. Access &amp; Transportation</b></p>		
<p>The access and transport strategy for the site should:</p> <p>(a) Provide safe and convenient pedestrian and cycle connectivity including:</p> <p>(i) New and improved walking and cycling connections to amenities and services within</p>	<p>The access and transport strategy for the site should:</p> <p>(a) Provide safe and convenient pedestrian and cycle connectivity including:</p> <p>(i) New and improved walking and cycling connections to amenities and services within Hersden <del>including the</del></p>	<p>We support the principle of this policy, however a connection to the adjacent Hoplands development relies on third party land. Whilst we will endeavour to deliver a connection, this cannot be a policy requirement.</p>

<p>Hersden including the adjacent Hoplands development;</p> <p>(ii) New and improved walking and cycling connections to Sturry; and</p> <p>(ii) Improvements to the PRow network crossing and around the site as required.</p> <p>(b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.</p> <p>(c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.</p>	<p><del>adjacent Hoplands development;</del></p> <p>(ii) New and improved walking and cycling connections to Sturry; and</p> <p>(ii) Improvements to the PRow network crossing and around the site as required.</p> <p>(b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.</p> <p><del>(c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.</del></p>	<p>We also query whether there is a requirement as to why contributions would be sought for the highways improvements, when it is a committed development as part of the previous local plan.</p>
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## 5. CONCLUSION

- 5.1 These representations have been prepared on behalf of Wates Development Ltd (“Wates”) in response to the Council’s Draft Local Plan (Regulation 18), which has been published for consultation until 3<sup>rd</sup> June 2024. Wates have a land interest at ‘Bread & Cheese Field’ (the “Site) which is a proposed site allocation within Hersden (R5).
- 5.2 We are supportive of the Council’s chosen spatial strategy which is a blend of the initial six spatial options considered at the infancy of this plan. The strategy primarily focuses on urban areas for growth, but also directs proportionate growth to Rural Service Centres, including Hersden, which is a sustainable settlement benefiting from several existing and planned facilities and services and is easily accessible by public transport.
- 5.3 One of the sites allocated for development is the Site (R5 – Bread & Cheese Field), and we strongly support this allocation. The Site could make a significant contribution towards housing land supply and would form part of the preferred spatial strategy.
- 5.4 The Site provides the Council with a fantastic opportunity to allocate new residential development as it comprises a logical extension to the existing settlement of Hersden. As such, the Site lies immediately adjacent to a settlement which is suitable to accommodate additional growth and has the potential to deliver circa 150 new homes, including much needed affordable homes and an approximate mix of units (type and size) alongside a raft of other significant benefits.
- 5.5 In terms of the development allocation (R5 – Bread & Cheese Field), we have provided a detailed commentary on the specific policy wording within the allocation to propose some minor changes to the policy and make it a more effective tool at delivering on the fantastic opportunity to deliver a new high-quality extension to the sustainable settlement of Hersden.
- 5.6 On the above basis, we support the proposed spatial strategy within the draft Local Plan, in particular the development allocation (R5 - Bread & Cheese Field).

## **APPENDIX 1 – DEVELOPMENT MANAGEMENT POLICIES COMMENTARY DOCUMENT**



# Development Management Policies Commentary

Local Plan Representations (Regulation 18)

**Boyer**

Prepared on behalf of Wates Development | June 24

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## 1. INTRODUCTION

- 1.1 These representations have been prepared on behalf of Wates Developments Limited (“Wates”) in response to Canterbury City Council’s Local Plan (Regulation 18) Consultation (the “draft Local Plan”).
- 1.2 This document provides commentary on the various Development Management Policies which are being considered through this consultation. They should be read on conjunction with representations we have made in respect of the proposed Spatial Strategy for the draft Local Plan as well as site specific representations submitted.
- 1.3 Section 2 of these representations make specific comments on the following policies of the draft Local Plan.
  - Policy SS1 - Environmental Strategy for the District;
  - Policy SS2 - Sustainable Design Strategy for the District;
  - Policy R19 – Countryside;
  - Policy DS2 - Housing Mix;
  - Policy DS6 - Sustainable Design;
  - Policy DS7 - Infrastructure Delivery;
  - Policy DS19 - Habitats, Landscapes & Sites of Local Importance;
  - Policy DS21 - Supporting Biodiversity Recovery; and
  - Policy DM11 - Residential Design.
- 1.4 Notwithstanding these representations, Wates reserves the right to comment on any other policies not commented upon here during future stages of the consultation of the Local Plan.

## 2. DEVELOPMENT MANAGEMENT POLICIES

2.1 This section considers several of the Development Management policies within the draft Local Plan and where necessary suggests several modifications to them.

### Policy SS1 – Environmental Strategy for the District

2.2 Wates support the Council's strategy to improve biodiversity across the district, where this does not have an impact on a development's viability.

2.3 Part 5 of the emerging policy states "*development across the district will need to incorporate measures to deliver a minimum 20% biodiversity net gain in line with Policy DS21, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks.*"

2.4 This BNG figure does not reflect the Government's minimum mandatory 10% BNG target figure (within the Environment Act 2021) that took effect in respect of major developments as of 12<sup>th</sup> February 2024.

2.5 We note that the viability implications of providing either 10% or 20% BNG has been considered within the 2022 Viability Study, however, this is necessarily based on a high-level assessment informed by assumptions, for example it is assumed that provision will be on-site on greenfield sites and off-site on brownfield sites (paragraph 8.50).

2.6 We do not consider that this is realistic as the ability to deliver BNG on-site is, amongst other things, based on existing conditions and it is likely that for greenfield sites especially, baseline conditions will vary site by site. Those sites with a high baseline value may mean that achieving any net gain on-site challenging, let alone 20%, which if required to be provided on-site is almost certainly likely to have an impact on development capacity (contrary to the statement at paragraph 8.52). Furthermore, costs of off-site biodiversity units will vary (based on the type of habitats being created and location) which reduces the reliance that can be placed on the supporting viability evidence.

2.7 In light of the above, Wates do not consider that the proposed minimum 20% BNG is adequately justified. We consider there are significant uncertainties as to the cost of delivering BNG above the mandatory 10% net gain.

2.8 As such, we consider that there needs to be greater flexibility in the Policy to make it clear that the 20% net gain is aspirational and that alongside this the Council should work with developers and other stakeholders to ensure that the mandatory 10% BNG can be delivered within the district.

2.1 We consider the policy should be amended to state "*development across the district will need to incorporate measures to deliver a minimum **10% biodiversity net gain, and where possible up to 20%**, in line with Policy DS21, having regard to Biodiversity Opportunity Areas and/or Nature Recovery Networks.*"

2.2 Fundamentally, this is in line with the requirements for BNG as set out by the Government in the Environment Act (2021).

### **Policy SS2 - Sustainable Design Strategy for the District**

- 2.3 Part 1 of this policy establishes that new residential development in the district should be designed to achieve net zero operational carbon emissions.
- 2.4 We consider the policy wording should signpost the reader to the requirements of Policy DS6 (Sustainable Design) which sets out the detailed requirements in relation to sustainable design.

### **Policy R19 – Countryside**

- 2.5 The first sentence of this policy states “*outside of urban or rural settlement boundaries, as defined on the policies map, within the countryside, new housing development will only be supported where it protects the rural character and appearance of the countryside.*”
- 2.6 Criterion 1 then goes onto list development proposals that are considered essential and justifiable in a countryside location i.e. represents appropriate infill development; supports the needs of agriculture or forestry; existing rural building conversion; rural exception sites; or meets the requirements for an isolated home in the countryside.
- 2.7 This is in effect a blanket policy that seeks to prevent all development that is not essential to its countryside location. It seeks to protect the countryside for its own sake and is clearly intended to be used to restrict or impose a blanket ban on housing outside settlement boundaries even though it might be needed on housing land supply grounds.
- 2.8 The approach is not consistent with national policy & is contrary to paragraph 60 of the National Planning Policy Framework (NPPF) (2024). This confirms that the Government's objective is to significantly boost the supply of homes. To support this, it is important that a sufficient amount and variety of land can come forward where it is needed. This is especially the case where a local planning authority is not able to demonstrate a sufficient housing land supply and additional land in sustainable locations in the countryside is required for development.
- 2.9 We therefore consider this policy should be made more flexible. This should include the uses cited in criterion 1a) to e) and allow for other forms of developments where there is an identified need for them, and they are in a sustainable location i.e. on the edge of existing settlements. This could be achieved by replacing the word “protected” with “recognised”.

### **Policy DS2 – Housing Mix**

- 2.10 This policy states “*development proposals should accord with the requirements of the council's most up-to-date Housing Strategy.*”
- 2.11 However, in some instances, the housing needs evidence can be out of date & often reflects the generic district-wide situation rather than on a settlement-by-settlement basis. Housing need and the types of accommodation required can often be fluid and constantly changing.
- 2.12 We therefore consider that dwelling mix should also be informed by local demand, evidenced by local estate agents, and experienced developers like Wates to provide an appropriate mix

and density for market homes, and by Registered Social Landlord (RSL) providers in respect of the affordable mix.

- 2.13 Furthermore, the policy provides housing mix requirements for new market housing based on four locations across the District: Canterbury, Coastal Towns, Rural North, and Rural South. However, the Policy does not contain guidance as to the boundaries of these locations, which would assist in the identification of specific sites. We suggest that the map of these boundaries is signposted within the policy.

### **Policy DS6 – Sustainable Design**

- 2.14 Part 5 of the emerging policy requires proposals for ten or more homes to achieve a per capita water consumption of 90 litres per person per day. However, Part G of Building Regulations requires new developments to ensure that no more than 110 litres of water will be used per person per day. On this basis, the policy wording should be updated to accord with Building Regulations requirements.
- 2.15 Part 11 of the Policy also requires proposals for major development across the district to submit an assessment of the accessibility and quality of mobile data networks affecting the site and, where appropriate, examine opportunities to improve mobile data networks affecting the site.
- 2.16 It is important that in preparing emerging policies recognition is given to the need to ensure that any emerging planning policies are deliverable and achievable. In particular, ensuring that policies do not place onerous requirements on future developments. It is considered that this requirement should be proportional to the scale of the development being proposed, as it may not be feasible for a developer to improve mobile data networks for a development which is not providing significant infrastructure improvements.

### **Policy DS7 – Infrastructure Delivery**

- 2.17 Wates agrees that the provision of infrastructure is an important element of the development process. Part 1 of the policy states “*where development creates a requirement for new or improved infrastructure beyond existing provision, developers will be expected to provide or contribute towards the additional requirement being provided to an agreed delivery programme.*”
- 2.18 Overall, this approach is generally acceptable provided the need for new infrastructure development is directly related to the development. In addition, it should not undermine the delivery of the plan as set out in paragraph 34 of the NPPF.
- 2.19 However, for consistency & clarity, we consider there should be recognition within the policy that “*the need for new infrastructure development must be directly related to the development and should not undermine the delivery of the plan.*”

### **Policy DS19 - Habitats, Landscapes & Sites of Local Importance**

- 2.20 Part 5 of the policy sets out that within the designated Green Gaps, “*only proposals for sports and recreation uses will be permitted*”.

- 2.21 However, this is not consistent with emerging Policy R19, which states *“the council will protect the network of valued open spaces, green infrastructure and sports and recreation opportunities that exist within the countryside and will resist development which affects the openness of designated green gaps which would erode the separation between, or the character or setting of, individual settlements.”*
- 2.22 At present, policy DS19 is too restrictive and only allows proposals for sports & recreation within strategic gaps. The policy goes on to state *“proposals for development within the Herne Bay and Whitstable Green Gap will be subject to the criteria above, however education, outdoor leisure or allotments may also be considered as suitable uses. Any proposal must not result in a material expansion of the built confines of the urban areas of Herne Bay or Whitstable.”*
- 2.23 Wates consider that flexibility needs to be applied in relation to development within Green Gaps, as exceptional circumstances may apply where any form of development may not harm the openness of the designated green gap, nor erode the functionality of the separation of the settlements.
- 2.24 We therefore consider that the wording of the policy should be updated to state *“within the designated Green Gaps, as defined on the policies map, **development will only be permitted where [...]**”*.

### **DS21 – Supporting Biodiversity Recovery**

- 2.25 As set out in further detail in relation to emerging policy SS1, the proposed requirement to deliver a minimum of a 20% net gain would introduce significant challenges for future development. Wates therefore consider that Policy DS21 should seek to secure a minimum of 10% BNG from applicable planning applications, in line with the Environment Act (2021) and in accordance with national policy.
- 2.26 Furthermore, in relation to BNG, part 3(c) states, *“should provision not be secured entirely on-site it must be demonstrated that on site biodiversity opportunities have been maximised, including consideration of whether the amount of development proposed is appropriate”*.
- 2.27 This requirement is considered to be too onerous. If more land is required on-site for biodiversity enhancement, less land may be available for other uses which could make more efficient use of a site. Some areas of public open space (such as sports pitches, for example) cannot be readily utilised for ecological gain.
- 2.28 As such, prioritising BNG on-site risks creating tension between the supply of new infrastructure to support healthy & active communities and the legitimate aspirations to promote environmental betterment.
- 2.29 We therefore suggest part 3 (c) is removed from the emerging policy.

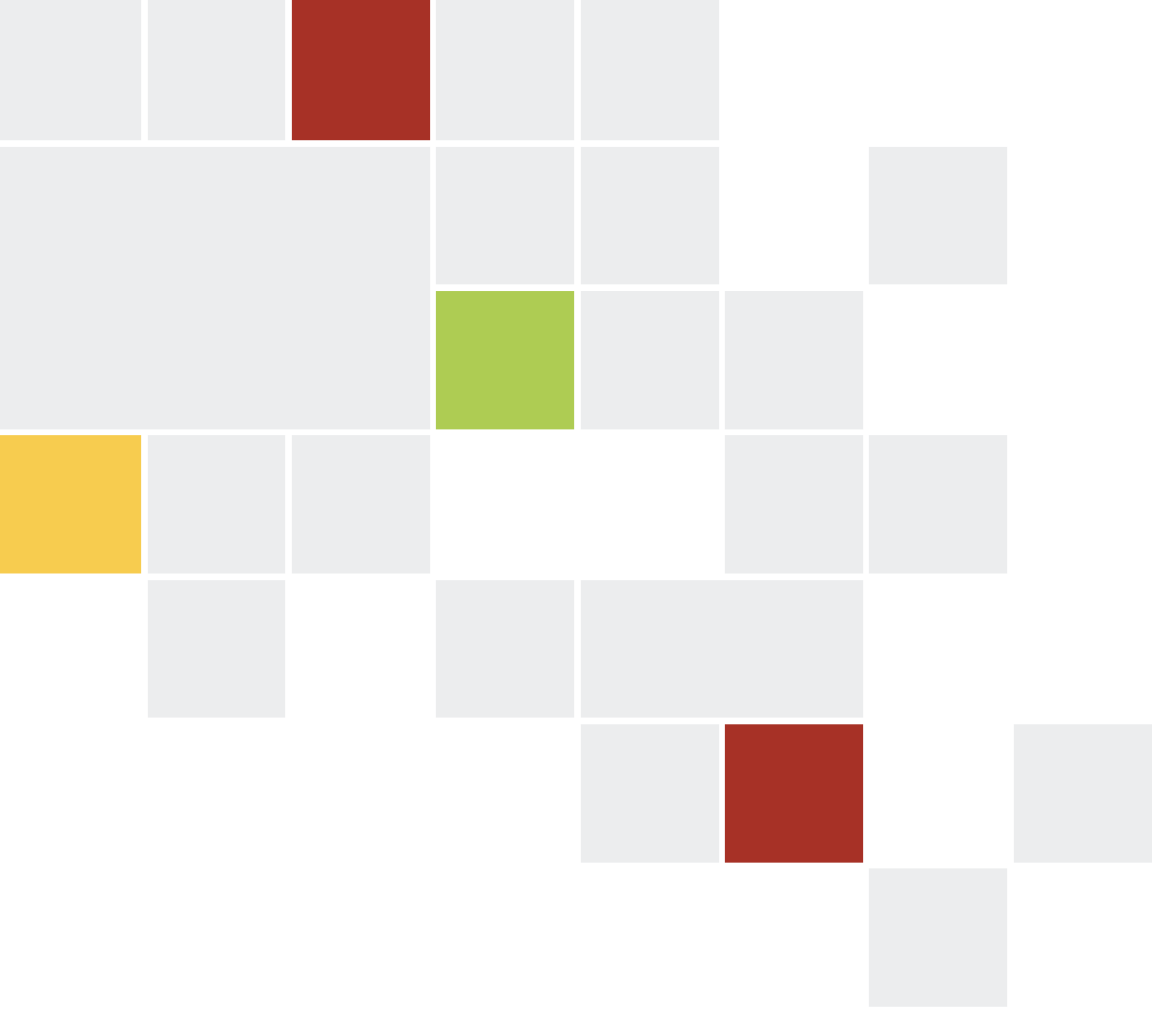
### **Policy DM11 - Residential Design**

- 2.30 This policy states new dwellings should be in accordance with the Nationally Described Space Standards (NDSS), and we agree with this inclusion. However, we do not consider a need to

provide “*space to allow for home working such as a home office, or space for a desk in a secondary bedroom*” (Part 2(c)). There is no specific national guidance which requires such a space to be delivered and we consider this should be removed as a policy requirement.

2.31 Part 2(l) states “*all homes with gardens should include a minimum of one fruit tree in the front or rear gardens.*” This aspect of the policy is far too onerous and there is absolutely no need for above to be included as a requirement for all new dwellings.

2.32 It is important that in drafting emerging policies, recognition is given to the need to ensure that any emerging policies are deliverable & achievable. This therefore ensures that any policy requirements do not place onerous requirements on future developments which may detrimentally impact the viability of development. This will ensure the overarching vision of the Plan can be achieved and sustainable growth can be achieved.



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# Boyer

## **APPENDIX 2 – HIGHWAYS TECHNICAL NOTE**





Residential Development  
Bread and Cheese Fields, Canterbury

**Highways Technical Note**

For

Wates Developments Limited

## Document Control Sheet

Residential Development

Bread and Cheese Fields, Canterbury

Wates Developments Limited

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
26/02/2023	1 <sup>st</sup> Issue	AM/DM	DM



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## Appendices

- A Proposed Access Arrangements
- B TRICS Output

## 1.0 Introduction

- 1.1 Motion has been appointed by Wates Development Limited to prepare this Highways Technical Note for a site known as 'Bread and Cheese Fields' located in Westbere, to the east of Canterbury. This Technical Note considers the highways and transportation matters in relation to the site and potential residential development. Current proposals for the site include the construction of 150 residential dwellings.
- 1.2 The site is located within the administrative authorities of Canterbury City Council (local planning authority) and Kent County Council (county highway authority) and is well located in relation to strategic transport links, local bus services and local amenities.
- 1.3 This report outlines the existing transport conditions in the vicinity of the site, the sustainability of the site in transport terms and the potential impact of a development at this site.

### Draft Canterbury District Local Plan Allocation

- 1.4 The site has been allocated in the draft Canterbury District Local Plan as Policy R12. The allocation suggests a quantum of approximately 150 dwellings could be constructed.
- 1.5 The access and transport strategy for the site should provide safe and convenient pedestrian and cycle connectivity, including:
  - ▶ New and improved walking and cycling connections to amenities and services within Hersden including the adjacent Hoplands development;
  - ▶ New and improved walking and cycling connections to Sturry; and
  - ▶ Improvements to the PRoW network crossing and around the site as required.
- 1.6 The allocation assumes a vehicular access onto the A28 Staines Hill. Due consideration is given to the above within this report.

### Structure of Report

- 1.7 The remainder of this report is set out as follows:
  - ▶ Section 2 outlines the accessibility of the site by a variety of modes;
  - ▶ Section 3 describes the potential access arrangements for development at the site;
  - ▶ Section 4 evaluates the potential traffic impact of a development in this location;
  - ▶ Section 5 provides a summary and conclusion.

## 2.0 Existing Conditions

2.1 The site is located to the east of Westbere village and to the south of the A28. The city of Canterbury is located approximately 6km south west of the site, while Sturry, a village containing a variety of amenities including a railway station, is located 2.2km south west of the site. The site is bound by a variety of residential dwellings, as well as commercial buildings and open fields. The location of the site in relation to the local area is shown in Figure 2.1 below.

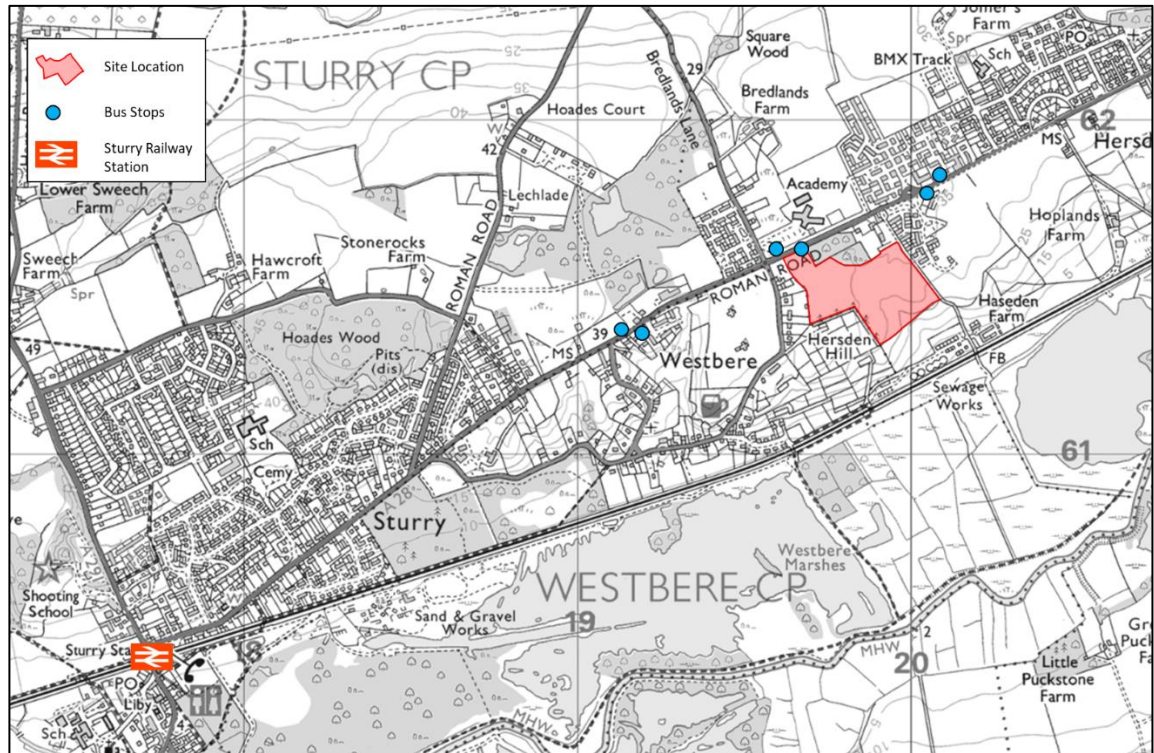


Figure 2.1 – Site Location Plan

### Local Highway Network

2.2 The A28 (Staines Hill) is a single carriageway road operating a 40mph speed limit in the vicinity of the site. To the west, the road provides access through Sturry to Canterbury, and then continues south providing links to the A2 and M20. To the east the A28 enables access to Margate. The connection to the A2 from the site enables access to both Dover and London. The site in relation to the wider highway network is shown in Figure 2.2 below.

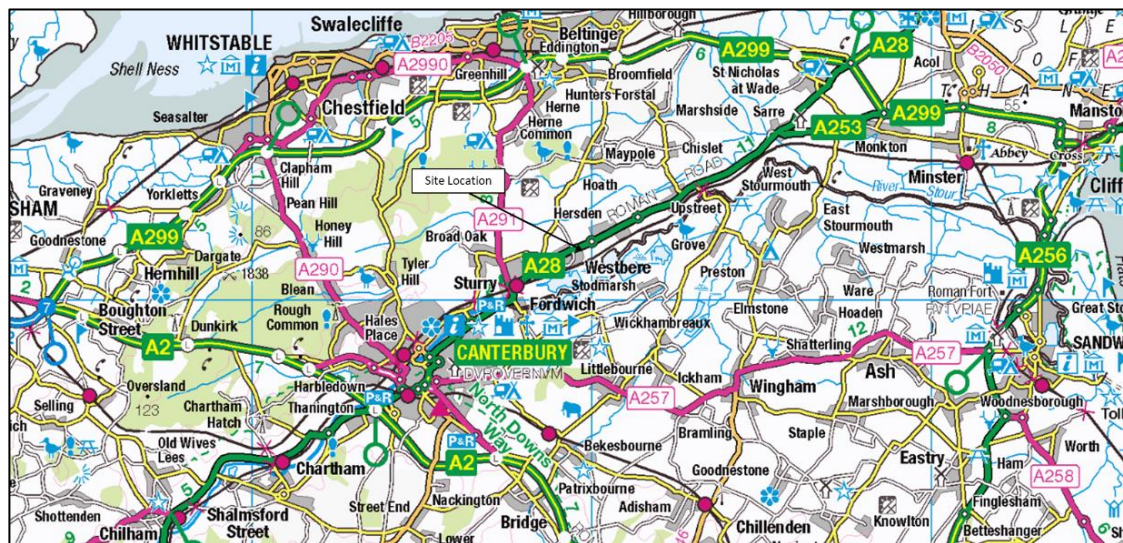


Figure 2.2 – Wider Highway Network

### Access on Foot and By Cycle

2.3 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, include:

- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
- ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014).

2.4 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".

2.5 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "81% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.

### Accessibility on Foot

2.6 The site is accessible on foot due to lit footways provided along both edges of the A28. A signalised pedestrian crossing is located on the A28 along the site frontage, enabling pedestrians to safely cross the road. The lit footways along the road continue into Sturry, enabling on-foot access to the variety of amenities provided there.

2.7 It should be noted that there are also public rights of way, such as CB90, CB91 and CB92 (all of which are footpaths) which provide access between Westbere and Sturry.

### Accessibility by Cycle

2.8 While there are no designated cycling facilities on the A28, the road is considered suitable for cycling due to the relatively flat topography of the local area.

2.9 It should also be noted that National Cycle Network Route 1 is located approximately 2km south of the site, and can be accessed in Fordwich, an 8 minute cycle from the site.

### Access by Public Transport

#### Accessibility by Bus

2.10 The closest bus stops to the site are located on the A28, along the site frontage. These stops operate services 8 breeze, 8A breeze, 8X breeze and 9X. The details of these services are contained in Table 2.1 below.

Service	Route	Approximate Frequency		
		Mon-Fri	Saturday	Sunday
8 breeze	Westwood Cross – Margate – Westgate-on-Sea – Birchington-on-Sea – Sarre – Upstreet – Hersden – Sturry – Canterbury	Every 30 minutes	Every 30 minutes	Hourly
8A breeze	Westwood Cross – Margate – Westgate-on-Sea – Birchington-on-Sea – Sarre – Upstreet – Hersden – Sturry – Canterbury	Every 15 – 40 minutes	Every 30 minutes	Hourly
8X breeze	Northdown Park – Westwood Cross – Margate – Broadstairs – Kingsgate – Cliftonville – Margate – Westgate-on-Sea – Birchington-on-Sea – Sarre – Upstreet – Hersden – Sturry – Canterbury	06:15, 07:08, 07:43, 07:48, 07:57, 23:27	06:20, 07:55, 08:09, 23:28	Hourly
9X	Westwood – Rumfields – Broadstairs – Dumpton – Ramsgate – Nethercourt Circus – Manna Hutte – Sarre – Canterbury	07:35, 16:34, 17:34	No service	No service

Table 2.1 – Local Bus Services

2.11 Table 2.1 above indicates that there are regular bus services which enable people to travel from the site to larger towns and cities such as Canterbury and Margate, furthermore, the buses enable regular access into Sturry, where the closest railway station to the site is located.

#### Accessibility by Rail

2.12 Sturry railway station is located approximately 2.3km south west of the site, and can be accessed via a 27 minute walk or 6 minute cycle. It should also be noted hat all the bus services operating past the site provide access to Sturry railway station. The services operating from Sturry railway station are contained in Table 2.2 below.

Destination	Route	Approximate Frequency		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
Ramsgate	Sturry – Minster – Ramsgate	06:58, 07:45, 08:22	Hourly	Hourly
London Charing Cross	Sturry – Canterbury West – Chartham – Chilham – Wye – Ashford International – Pluckley – Headcorn – Staplehurst – Marden – Paddock Wood – Tonbridge – Sevenoaks – London Bridge – London Waterloo East – London Charing Cross	Every 30 minutes	Hourly	Hourly

Table 2.2 – Services from Sturry Railway Station

2.13 The above table indicates that it is possible to access locations such as Ramsgate and London Charing Cross via regular services from Sturry railway Station.

2.14 It should also be noted that Canterbury East railway station is located a 21 minute cycle from the site, and a 10 minute walk from Canterbury Bus station, where all the bus services past the site terminate. The bus journey between the site and the bus station takes 20 minutes. Canterbury East provides services to Dover Priory and London Victoria. Canterbury West railway station is located a 22 minute cycle from the site, and a 15 minute walk from Canterbury bus station. Services from here provide access to Ramsgate, London St Pancras International, Margate and London Charing Cross.

### Access to Local Amenities

2.15 There are a number of facilities within waling distance of the site, these are set out in Table 2.3 below.

Amenity	Distance from Site (Metres)	Walk Time (Minutes)	Cycle Time (Minutes)
Spires Academy	240	3	1
Hersden Recreation Ground	650	8	2
Water Meadows Primary School	950	12	3
Westbere Village Hall	850	10	2
Westbere Pre-School	850	10	2
Hersden Surgery	1,200	14	4
Hersden Post Office/ Avenue Stores	1,200	14	4
Hersden Neighbourhood Centre	1,200	15	4
Lake View Business Park	1,900	23	6
Sturry Minimart	1,500	18	5
Sturry Surgery	1,800	21	5

Table 2.3 – Local Amenities

2.16 Table 2.3 indicates that there are multiple amenities within walking and cycling distance of the site. These amenities have the potential to reduce the need to travel from the site by private car by future residents of the potential development.



## Summary

- 2.17 The above review has indicated that the site is accessible by a variety of modes, including on foot, by cycle and by public transport. Additionally, there are a range of amenities within walking and cycling distance of the site, reducing reliance on the private car. As such, the site is considered to be located in an area that promotes a genuine choice of transport modes.

### 3.0 Access Arrangements

- 3.1 This section of the report sets out potential access options for the site, taking into account the quantum of the development and the nature of the surrounding highway network.

#### Proposed Access Arrangements

- 3.2 Considering the A28 Staines Hill is subject to a 40mph speed limit and a key route linking Canterbury with Ramsgate/Margate, coupled with the quantum and scale of the proposed development, it is considered appropriate to provide as a minimum a priority junction with a ghost island right turn lane arrangement. This will facilitate vehicular access to the site without impacting materially on passing vehicle movement. The drawing attached at **Appendix A** demonstrates the potential priority junction with ghost right turn lane.
- 3.3 The integration of a right turn lane will act as a traffic calming measure with vehicles naturally reducing speed on the approach to the access.
- 3.4 The right turn lane has been designed with reference to Design Manual for Roads and Bridges (DMRB). The ghost island is designed with 3.5 metre wide through lanes, and a turning lane (including direct taper and deceleration length) also measuring 3.5 metres in width. The site access bellmouth is 5.5 metres wide with 6 metre kerb radii. The access requires widening of the Maidstone Road carriageway, this is achievable within either the site boundary or highway land.
- 3.5 The above is considered robust, with scope to reduce the width of the through lanes subject to agreement with the highway authority. Irrespective, the above is achievable within highway land.
- 3.6 The above appendix also illustrates visibility splays of 2.4 metres by 120 metres in accordance with DMRB for a 40mph road. It should be acknowledged that visibility is achievable in excess of the 120 metres.

#### Pedestrian/Cycle Access

- 3.1 The potential site access arrangements include a 2 metre footway on both sides of the access road. The access drawing also includes a 2 metre footway along the southern side of the A28 fronting the site.
- 3.2 There is an existing signalised pedestrian crossing located adjacent to the site, which would require marginally relocating to enable the introduction of the right turn lane. This is not considered to alter the existing desire line connecting bus stops with Spires Academy to the north of the A28.
- 3.3 Due consideration will be given to improvements and upgrades to public rights of way in the vicinity of the site, to improve access between Westbere and Sturry.

#### Public Transport Improvements

- 3.4 The introduction of the right turn lane would require the relocation of the existing bus stops, albeit only marginally further east. This is not considered to impact on the existing provision, and indeed the widening of the footway fronting the site on the A28 would improve bus stop facilities by offering scope for additional waiting space and the provision of improved bus shelters.

## 4.0 Traffic Impact

4.1 This section of the report considers the impact of the proposed development on the function of the local highway network.

### DfT Traffic Counts

4.2 A DfT traffic counter (ref:6305) is located on the A28 east of the Blackthorne Roundabout, approximately 440m east of the site. The location of the traffic counter is shown in Figure 4.1 below.

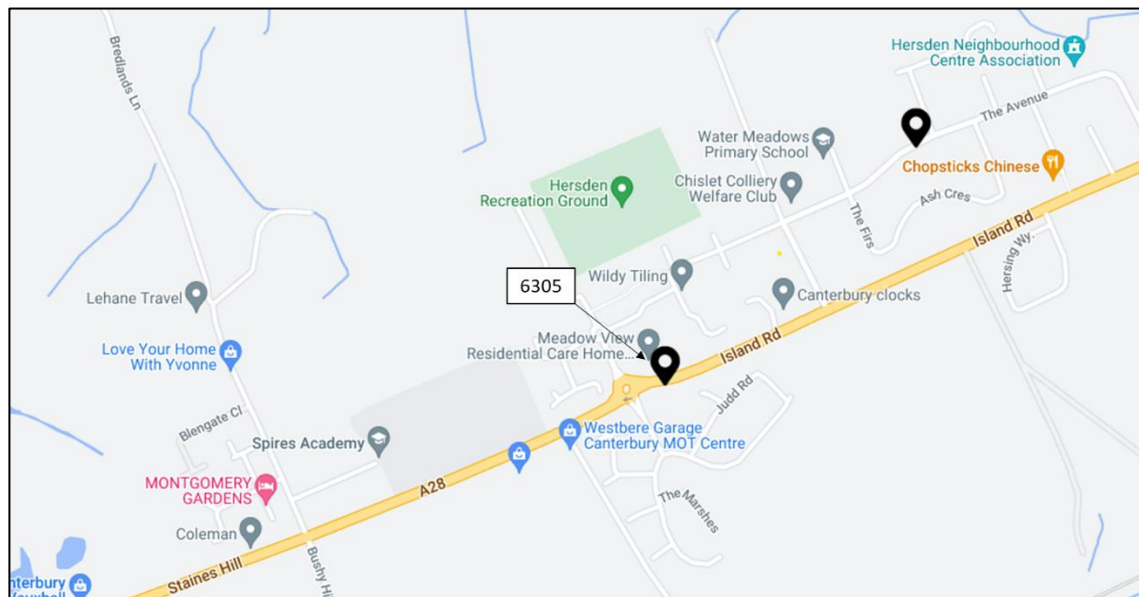


Figure 4.1 – Location of Traffic Counter

4.3 The DfT traffic counter provides the annual average daily traffic flows along the A28. The Traffic counter has gathered data from 2000 to 2021. Due to traffic flows in 2020 and 2021 being impacted by the COVID-19 pandemic, the 2019 data has been used to establish average daily traffic flows along the A28.

4.4 Traffic data for 2019 is contained in Table 4.1 below.

	Eastbound	Westbound	Two-Way
Daily	5,667	5,839	11,506

Table 4.1 – DfT Traffic Flows

### Proposed Trip Generation

4.5 The trip generation for the proposed 150 dwellings has been based on trip rates derived from the TRICS database, using the category '03 Residential – A Houses Privately Owned', with the following criteria:

- ▶ Areas within England, excluding Greater London;
- ▶ Sites with between 50 and 250 dwellings;
- ▶ Locations classed as 'Edge of Town'.

4.6 For the purpose of this assessment, the weekday morning peak hour associated with residential developments is 08:00-09:00, while the evening peak hour is 17:00-18:00.

- 4.7 The predicted trip generation of the site, based on the proposed 150 dwellings is contained in Table 4.2. For robustness, the assessment has assumed all dwellings on the site will be privately owned houses. The full TRICS output is attached at **Appendix B**.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.246	0.731	0.519	0.339	3.972	4.190
Total Person Trips	37	110	78	51	596	629
Vehicular Trip Rates	0.176	0.353	0.328	0.201	2.470	2.522
Vehicular Trips	26	53	49	30	371	378

Table 4.2 – Residential Trip Rates and Associated Trips – 150 dwellings

- 4.8 The above table indicates that that the proposed development could generate 147 two-way total person trips in the morning peak hour, of which 79 would be vehicular. In the evening peak hour, the development could generate 129 two-way vehicular trips, of which 79 would be vehicular. Across an average weekday, the development could generate 1225 two-way total person trips, of which 749 would be vehicular.

### Net Impact

- 4.9 A comparison between existing and proposed traffic flow is summarised in Table 4.3 below.

	Two-Way
Daily Existing	11,506
Daily Development Traffic	749
Net Change	6.5%

Table 4.3 – Comparison Between Existing and Proposed Traffic Flow

- 4.10 The above suggests an increase in daily traffic flow of 6.5% on the A28. Due consideration will be given to peak hour impact as part of any forthcoming planning submission.

### Traffic Impact

- 4.11 Appropriate consideration will be given to the increase in traffic flow generated by the proposals, including appropriate assessment work of the surrounding road network.
- 4.12 Due to the scale of the potential development, consideration would need to be given to the operation of local junctions with the potential increase in traffic. Dependent on further analysis of existing traffic movements within the local area, the following junctions could potentially require consideration which may result in mitigation measures:
- ▶ A28/Bredlands Lane/Bushy Hill Road; and
  - ▶ A28/Hoplads Road roundabout;
- 4.13 In addition to the above, the site access junctions would also need to be assessed.

### **Local Highway Improvements**

- 4.14 As part of the draft Local Plan, Canterbury District Council propose a new eastern relief road for Canterbury, with the northern extent connecting with the A28 some three kilometres west of the site. Due consideration to the realignment of traffic flow due to the relief road will be accounted for as part of any forthcoming planning application through liaison with Kent County Council.

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## 5.0 Summary

- 5.1 This Highways Technical Note has been prepared by Motion on behalf of Wates Development Limited, in relation to a site known as 'Bread and Cheese Fields' in Westbere, Canterbury. This report provides information referring to the transportation and highways matters relating to the potential development of up to 150 dwellings at the site.
- 5.2 In summary, this report has demonstrated the following:
- ▶ The site is well located in relation to local amenities and facilities;
  - ▶ There are a range of public transport options, including buses and trains, accessible from the site;
  - ▶ The environment in the vicinity of the site is safe and suitable for pedestrians and cyclists;
  - ▶ Suitable potential access arrangements have been identified; and
  - ▶ Appropriate assessment will be carried out to assess the impact of additional traffic on the local highway network.

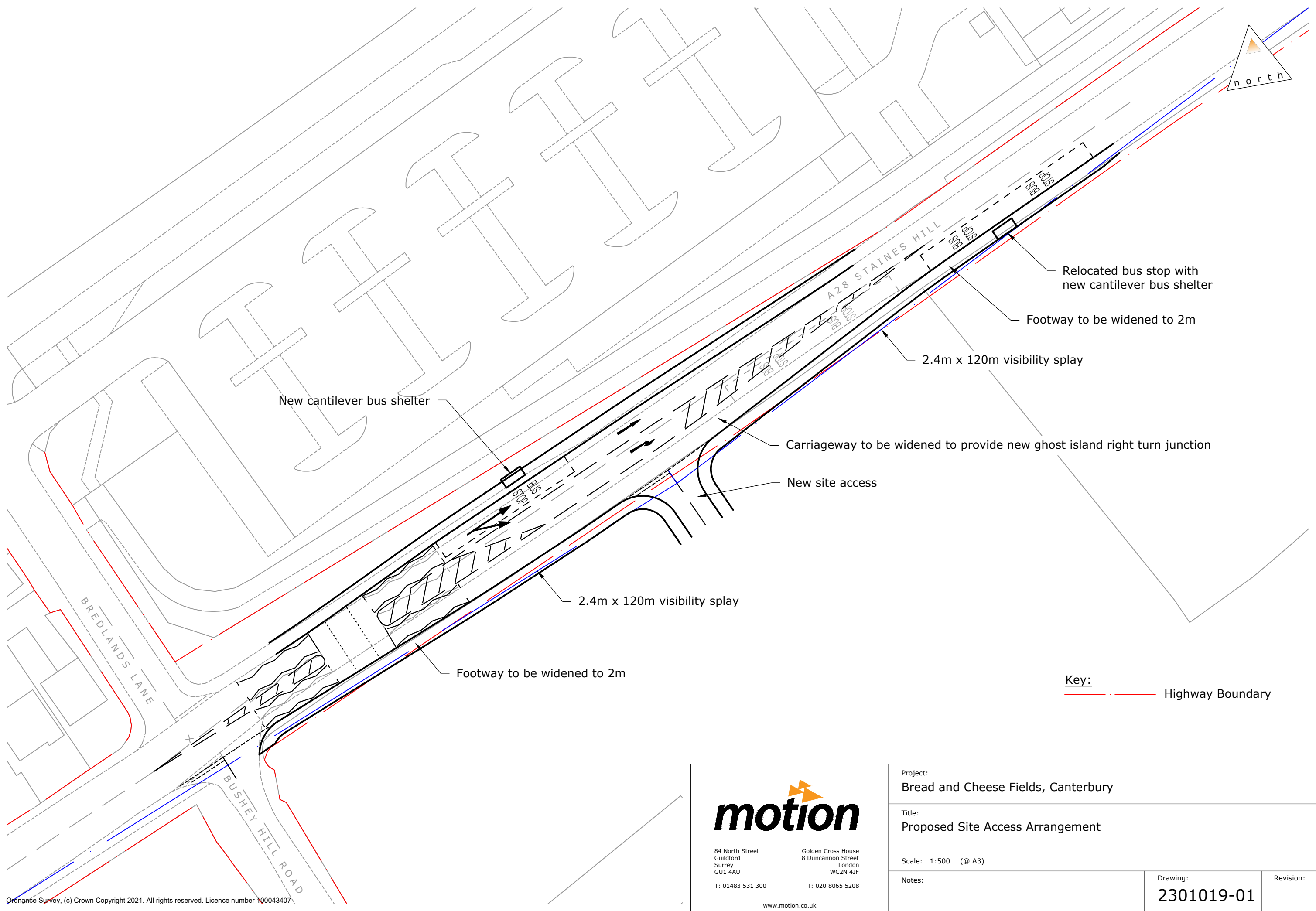
### Conclusion

- 5.3 On balance, it is considered that safe and suitable access can be provided into the potential development site, and therefore there are considered to be no highway or transport related reasons why a development in this location would not be considered acceptable.

## **Appendix A**

Proposed Access Arrangements

C:\Users\Julian - Work\Motion\StaffSite - Wacant 2301019\Drawings\2301019-01 [Access Arrangement].dwg



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Project: Bread and Cheese Fields, Canterbury	
Title: Proposed Site Access Arrangement	
Scale: 1:500 (@ A3)	
Notes:	Drawing: <b>2301019-01</b>
	Revision:



**Appendix B**

TRICS Output

Calculation Reference: AUDIT-734001-230111-0155

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
 Category : A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	1 days
	HC HAMPSHIRE	4 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
	SC SURREY	1 days
03	SOUTH WEST	
	BC BOURNEMOUTH CHRISTCHURCH & POOLE	1 days
	DC DORSET	1 days
	SD SWINDON	1 days
	SM SOMERSET	1 days
	TB TORBAY	1 days
04	EAST ANGLIA	
	NF NORFOLK	3 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	2 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	EC CHESHIRE EAST	1 days
09	NORTH	
	DH DURHAM	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 8 to 50 (units: )  
Range Selected by User: 6 to 50 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/14 to 14/10/22

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday	5 days
Tuesday	4 days
Wednesday	9 days
Thursday	6 days
Friday	3 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count	27 days
Directional ATC Count	0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre)	7
Edge of Town	20

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone	26
No Sub Category	1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	6 days - Selected
Servicing vehicles Excluded	21 days - Selected

## Secondary Filtering selection:

Use Class:

C3 27 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	7 days
10,001 to 15,000	10 days
15,001 to 20,000	3 days
20,001 to 25,000	3 days
25,001 to 50,000	3 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	5 days
50,001 to 75,000	5 days
75,001 to 100,000	3 days
100,001 to 125,000	1 days
125,001 to 250,000	9 days
250,001 to 500,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	7 days
1.1 to 1.5	19 days
1.6 to 2.0	1 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	13 days
No	14 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	27 days
-----------------	---------

*This data displays the number of selected surveys with PTAL Ratings.*

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--



LIST OF SITES relevant to selection parameters (Cont.)

9	HC-03-A-22	MIXED HOUSES		HAMPSHIRE
	BOW LAKE GARDENS			
	NEAR EASTLEIGH			
	BISHOPSTOKE			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: WEDNESDAY		31/10/18	Survey Type: MANUAL
10	HC-03-A-31	MIXED HOUSES & FLATS		HAMPSHIRE
	KILN ROAD			
	LIPHOOK			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date: FRIDAY		07/10/22	Survey Type: MANUAL
11	HF-03-A-04	TERRACED HOUSES		HERTFORDSHIRE
	HOLMSIDE RISE			
	WATFORD			
	SOUTH OXHEY			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		8	
	Survey date: TUESDAY		08/06/21	Survey Type: MANUAL
12	KC-03-A-09	MIXED HOUSES & FLATS		KENT
	WESTERN LINK			
	FAVERSHAM			
	DAVINGTON			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		14	
	Survey date: WEDNESDAY		09/06/21	Survey Type: MANUAL
13	MW-03-A-02	MIXED HOUSES		MEDWAY
	OTTERHAM QUAY LANE			
	RAINHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		19	
	Survey date: MONDAY		06/06/22	Survey Type: MANUAL
14	NF-03-A-03	DETACHED HOUSES		NORFOLK
	HALING WAY			
	THETFORD			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		10	
	Survey date: WEDNESDAY		16/09/15	Survey Type: MANUAL
15	NF-03-A-05	MIXED HOUSES		NORFOLK
	HEATH DRIVE			
	HOLT			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		40	
	Survey date: THURSDAY		19/09/19	Survey Type: MANUAL
16	NF-03-A-37	MIXED HOUSES		NORFOLK
	GREENFIELDS ROAD			
	DEREHAM			
	Edge of Town			
	Residential Zone			
	Total No of Dwellings:		44	
	Survey date: TUESDAY		27/09/22	Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

17	NT-03-A-08 WIGHAY ROAD HUCKNALL	DETACHED HOUSES		NOTTINGHAMSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		36	
	<i>Survey date: MONDAY</i>		<i>18/10/21</i>	<i>Survey Type: MANUAL</i>
18	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone	TERRACED HOUSES		NORTH YORKSHIRE
	Total No of Dwellings:		10	
	<i>Survey date: WEDNESDAY</i>		<i>10/05/17</i>	<i>Survey Type: MANUAL</i>
19	NY-03-A-14 PALACE ROAD RIPON	DETACHED & BUNGALOWS		NORTH YORKSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		45	
	<i>Survey date: WEDNESDAY</i>		<i>18/05/22</i>	<i>Survey Type: MANUAL</i>
20	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH	DETACHED HOUSES		PETERBOROUGH
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		28	
	<i>Survey date: MONDAY</i>		<i>17/10/16</i>	<i>Survey Type: MANUAL</i>
21	SC-03-A-07 FOLLY HILL FARNHAM	MIXED HOUSES		SURREY
	Edge of Town Residential Zone Total No of Dwellings:		41	
	<i>Survey date: WEDNESDAY</i>		<i>11/05/22</i>	<i>Survey Type: MANUAL</i>
22	SD-03-A-01 HEADLANDS GROVE SWINDON	SEMI DETACHED		SWINDON
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings:		27	
	<i>Survey date: THURSDAY</i>		<i>22/09/16</i>	<i>Survey Type: MANUAL</i>
23	SF-03-A-05 VALE LANE BURY ST EDMUNDS	DETACHED HOUSES		SUFFOLK
	Edge of Town Residential Zone Total No of Dwellings:		18	
	<i>Survey date: WEDNESDAY</i>		<i>09/09/15</i>	<i>Survey Type: MANUAL</i>
24	SH-03-A-06 ELLESMERE ROAD SHREWSBURY	BUNGALOWS		SHROPSHIRE
	Edge of Town Residential Zone Total No of Dwellings:		16	
	<i>Survey date: THURSDAY</i>		<i>22/05/14</i>	<i>Survey Type: MANUAL</i>





TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 1.64

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	32	0.098	27	32	0.271	27	32	0.369
08:00 - 09:00	27	32	0.176	27	32	0.353	27	32	0.529
09:00 - 10:00	27	32	0.157	27	32	0.208	27	32	0.365
10:00 - 11:00	27	32	0.166	27	32	0.179	27	32	0.345
11:00 - 12:00	27	32	0.164	27	32	0.173	27	32	0.337
12:00 - 13:00	27	32	0.193	27	32	0.209	27	32	0.402
13:00 - 14:00	27	32	0.197	27	32	0.180	27	32	0.377
14:00 - 15:00	27	32	0.166	27	32	0.207	27	32	0.373
15:00 - 16:00	27	32	0.285	27	32	0.202	27	32	0.487
16:00 - 17:00	27	32	0.289	27	32	0.196	27	32	0.485
17:00 - 18:00	27	32	0.328	27	32	0.201	27	32	0.529
18:00 - 19:00	27	32	0.251	27	32	0.143	27	32	0.394
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.470			2.522			4.992

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected: 8 - 50 (units: )  
 Survey date range: 01/01/14 - 14/10/22  
 Number of weekdays (Monday-Friday): 27  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 0  
 Surveys manually removed from selection: 0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

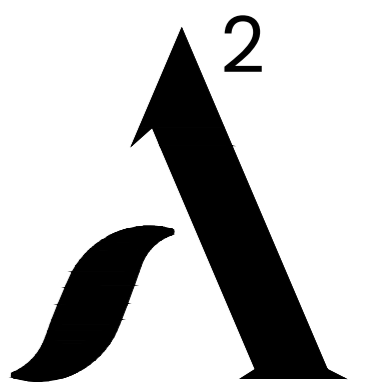
TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
 MULTI-MODAL TOTAL PEOPLE  
 Calculation factor: 1 DWELLS  
 BOLD print indicates peak (busiest) period  
 Total People to Total Vehicles ratio (all time periods and directions): 1.64

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	27	32	0.145	27	32	0.444	27	32	0.589
08:00 - 09:00	27	32	0.246	27	32	0.731	27	32	0.977
09:00 - 10:00	27	32	0.230	27	32	0.327	27	32	0.557
10:00 - 11:00	27	32	0.250	27	32	0.308	27	32	0.558
11:00 - 12:00	27	32	0.251	27	32	0.263	27	32	0.514
12:00 - 13:00	27	32	0.294	27	32	0.308	27	32	0.602
13:00 - 14:00	27	32	0.297	27	32	0.275	27	32	0.572
14:00 - 15:00	27	32	0.263	27	32	0.326	27	32	0.589
15:00 - 16:00	27	32	0.570	27	32	0.338	27	32	0.908
16:00 - 17:00	27	32	0.493	27	32	0.296	27	32	0.789
17:00 - 18:00	27	32	0.519	27	32	0.339	27	32	0.858
18:00 - 19:00	27	32	0.414	27	32	0.235	27	32	0.649
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			3.972			4.190			8.162

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

## **APPENDIX 3 – SITE LOCATION PLAN**



ARCHITECTURE & DEVELOPMENT

WEBSITE: www.A2AD.co.uk  
EMAIL: info@A2AD.co.uk  
TELEPHONE: 01489 290035  
ADDRESS: 16-18 Barnes Wallis Road  
Foreham  
PO15 5TT

CLIENT:



PROJECT:

Land at Bread and  
Cheese Field, Westbere,  
Canterbury, CT2 0HD

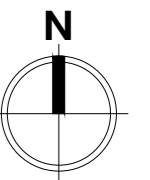
DRAWING:

Location Plan

STATUS:

Conveyance

Do not scale for any other purpose than stated in title. Use annotated dimensions only. All dimensions to be checked on site & any discrepancies/ errors to be reported to A2 before work commences. This drawing is to be read in conjunction with all other relevant materials.  
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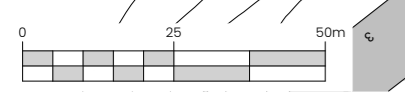
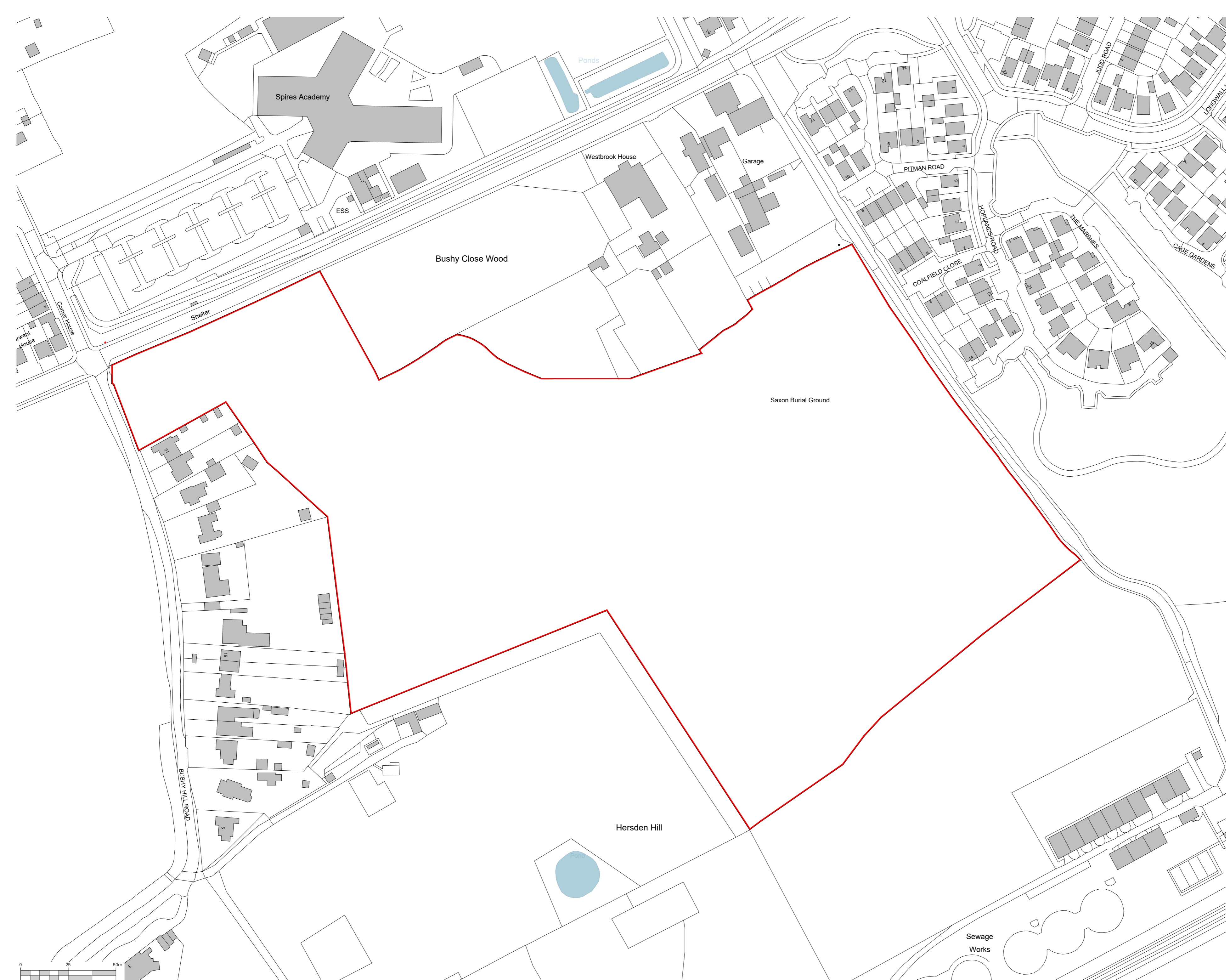
REV: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_ DATE: \_\_\_\_\_ DRAWN BY: \_\_\_\_\_

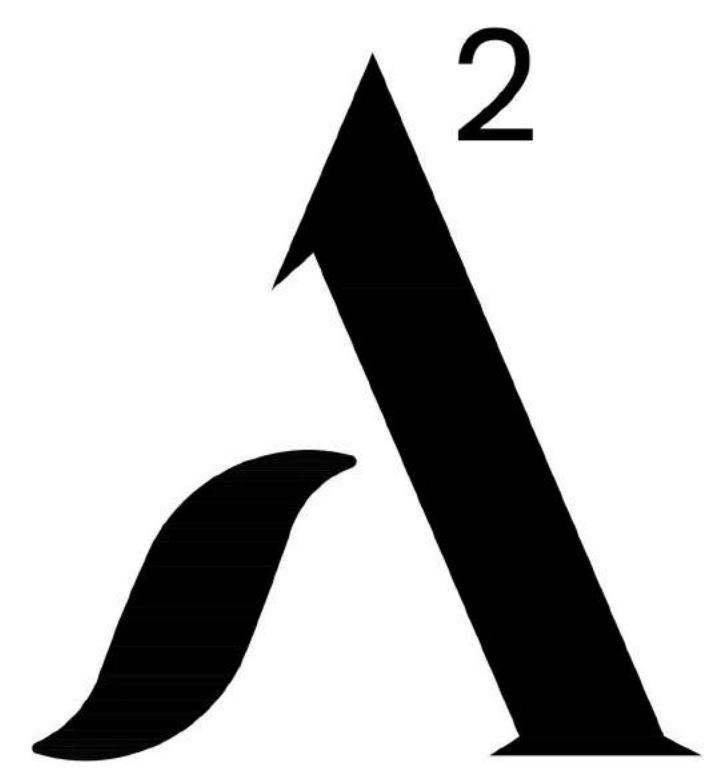
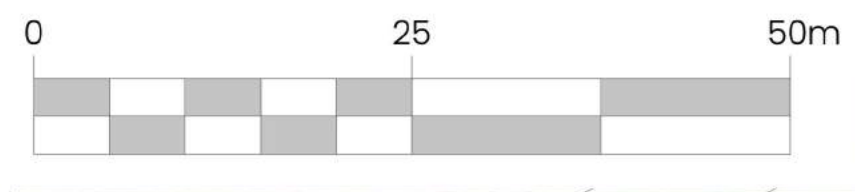
1:1250@A2 MAY | 2024 JM

REFERENCE: SHEET NO: REVISION:

24046 L01 -



## **APPENDIX 4 – SITE CONCEPT PLAN**



ARCHITECTURE & DEVELOPMENT

WEBSITE: [www.A2AD.co.uk](http://www.A2AD.co.uk)  
EMAIL: [info@A2AD.co.uk](mailto:info@A2AD.co.uk)  
TELEPHONE: 01489 290035  
ADDRESS: 16-18 Barnes Wallis Road  
Foreham  
PO15 5TT

CLIENT:



PROJECT:

Land at Bread and  
Cheese Field, Westbere,  
Canterbury, CT2 0HD

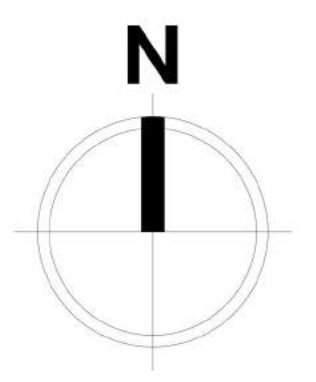
DRAWING:

Coloured Site Layout

STATUS:

Concept

Do not scale for any other purpose than stated in title. Use annotated dimensions only. All dimensions to be checked on site & any discrepancies/levels to be reported to A2 before work commences. This drawing is to be read in conjunction with all other relevant materials.  
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REV: \_\_\_\_\_ DATE: \_\_\_\_\_

SCALE: \_\_\_\_\_ DATE: \_\_\_\_\_ DRAWN BY: \_\_\_\_\_

1:500@A0 MAY | 2024 TB

REFERENCE: \_\_\_\_\_ SHEET NO: \_\_\_\_\_ REVISION: \_\_\_\_\_

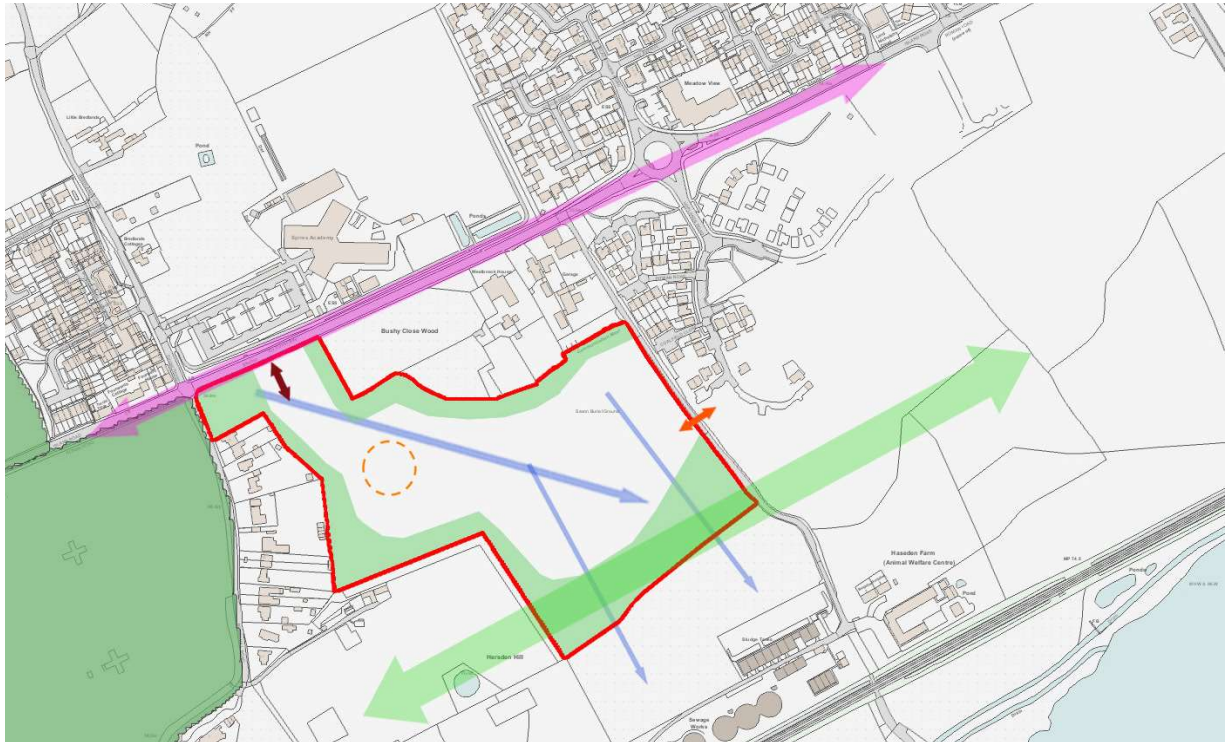
24046 CO1 -










## **APPENDIX 5 - DRAFT ALLOCATION (R5 – BREAD & CHEESE FIELD)**

## Development allocations

### Policy R5 - Bread and Cheese Field

#### Bread and Cheese Field – concept masterplan



Key			
	Site boundary		Proposed Green Gap
	Open space/ landscape buffer - Indicative locations		Opportunities to improve cycling/walking access and safety
	Opportunities for green corridors		Vehicle access - Indicative location
	Community hub - indicative locations		Opportunities for new cycling/walking connections
			Key views

Site R5 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

1. **Development mix**

Across the site, the development mix will include:

- (a) Approximately 150 new dwellings including affordable housing,

accessible housing and an appropriate housing mix in line with Policies DS1 and DS2.

(b) Non-residential development:

- (i) Consideration of need for additional local shopping and community facilities; and
- (ii) Proportionate land and build contributions towards early years, primary, secondary



and SEND education plus proportionate contributions for primary healthcare and other necessary off-site community infrastructure.

- (c) Open space: new on-site open space will be provided in line with Policy DS24.

## 2. Design and layout

The design and layout of the site should:

- (a) Provide a high quality built environment, in line with Policy DS6, with an average net density of around 35 dph;
- (b) Be coordinated with existing and planned development on nearby sites to allow for a comprehensive and coordinated approach to growth of the village;
- (c) Relate to pattern, scale and character of existing development and ensure that development does not result in coalescence between Hersden and Westbere;
- (d) Assess Areas of Archaeological Potential and protect and enhance nearby heritage assets;
- (e) Provide a Minerals Assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations; and
- (f) Provide an Odour Assessment and ensure no residential development is located in areas subject to odour from the adjacent Wastewater Treatment Works.

## 3. Landscape and green infrastructure

The green and blue infrastructure strategy for the site should:

- (a) Provide sustainable urban drainage making use of the existing topography and natural features of the site where appropriate;
- (b) Provide 20% biodiversity net gain, in line with Policy DS21;
- (c) Incorporate opportunities for landscape and biodiversity enhancements identified within the Local Character Area F3: Hersden Ridge as set out in Canterbury Landscape Character and Biodiversity Appraisal;
- (d) Provide a landscape buffer in the form of natural and semi-natural open space to the south of the site, and to the north of the site adjacent to the ancient woodland;
- (e) Retain all ancient woodland and ancient or veteran trees, ensuring they are not damaged nor is their future retention threatened, in line with Policy DS18;
- (f) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site;
- (g) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with priority habitats and fragmented woodland; and
- (h) Consider the protection, enhancement and restoration of Turtle Dove habitats within the site, consistent with RSPB guidance.

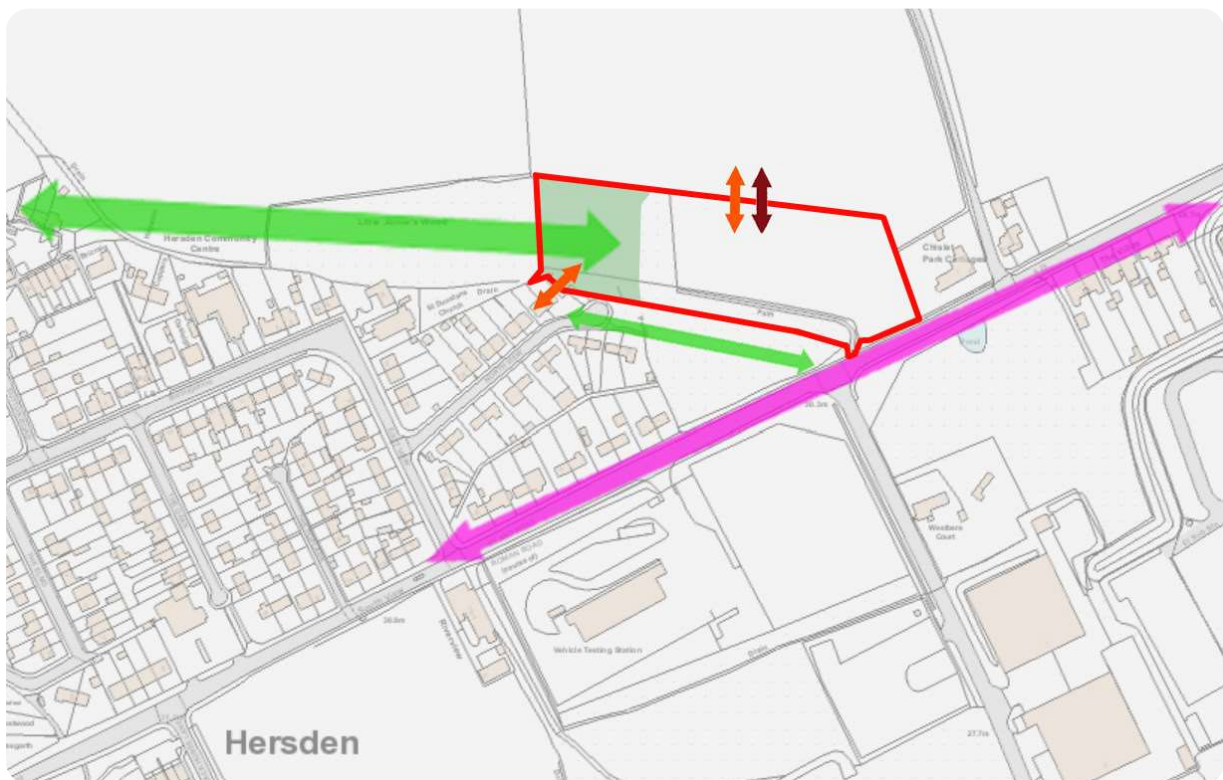
## 4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
  - (i) New and improved walking and cycling connections to amenities and services within Hersden including the adjacent Hoplands development;
  - (ii) New and improved walking and cycling connections to Sturry; and
- (ii) Improvements to the PRow network crossing and around the site as required.
- (b) Provide a Transport Assessment to demonstrate the connectivity of the site with the existing highway network, any necessary mitigation and measures to minimise the need for use of private cars.
- (c) Provide proportionate contributions to highway improvements to enable delivery of the Sturry Relief Road.

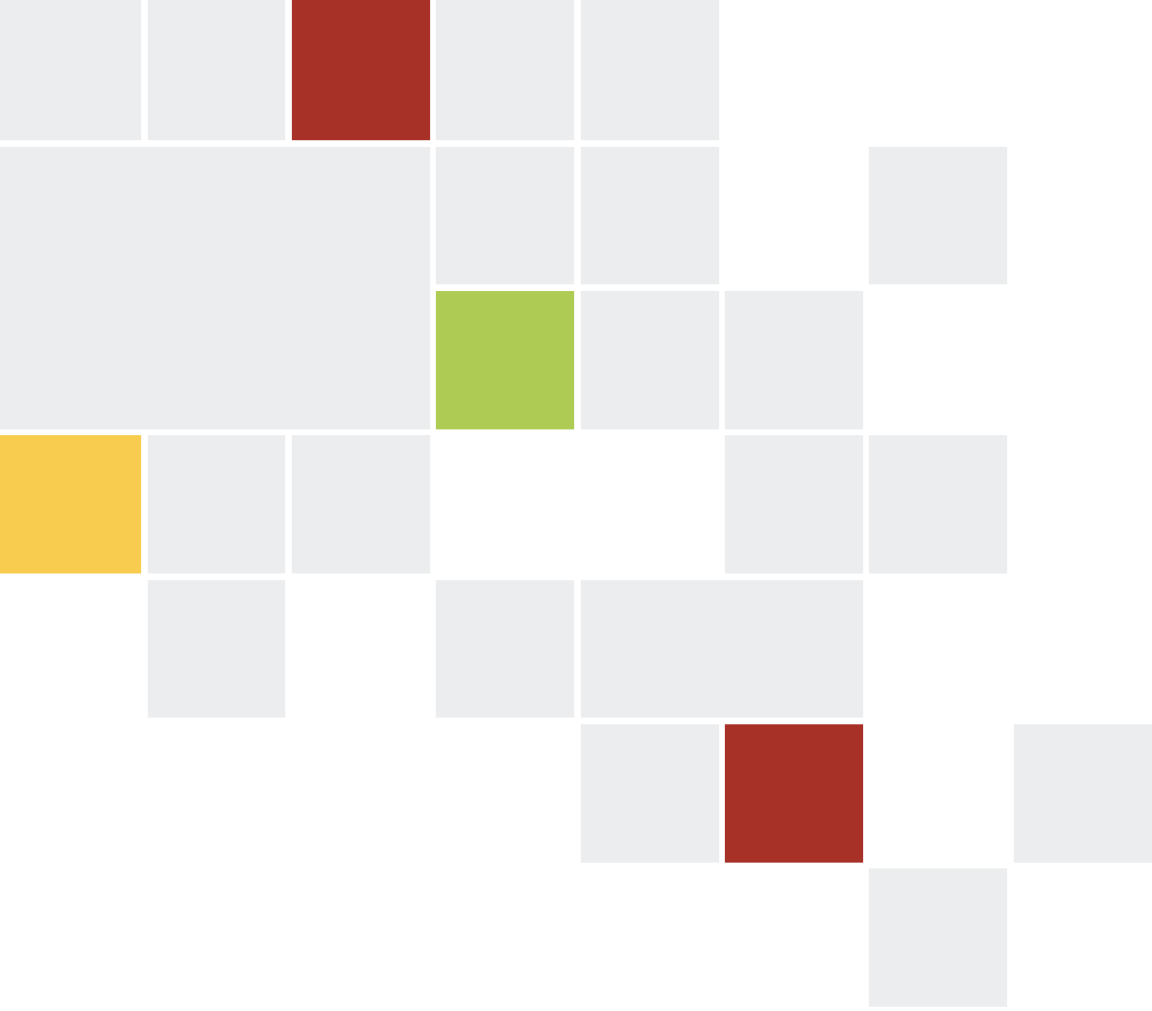
## Policy R6 - Land at Hersden

### Land at Hersden – concept masterplan



#### Key

-  Site boundary
-  Open space/ landscape buffer - Indicative locations
-  Opportunities for green corridors
-  Opportunities to improve cycling/walking access and safety
-  Opportunities for new cycling/walking connections
-  Vehicle access - Indicative location



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