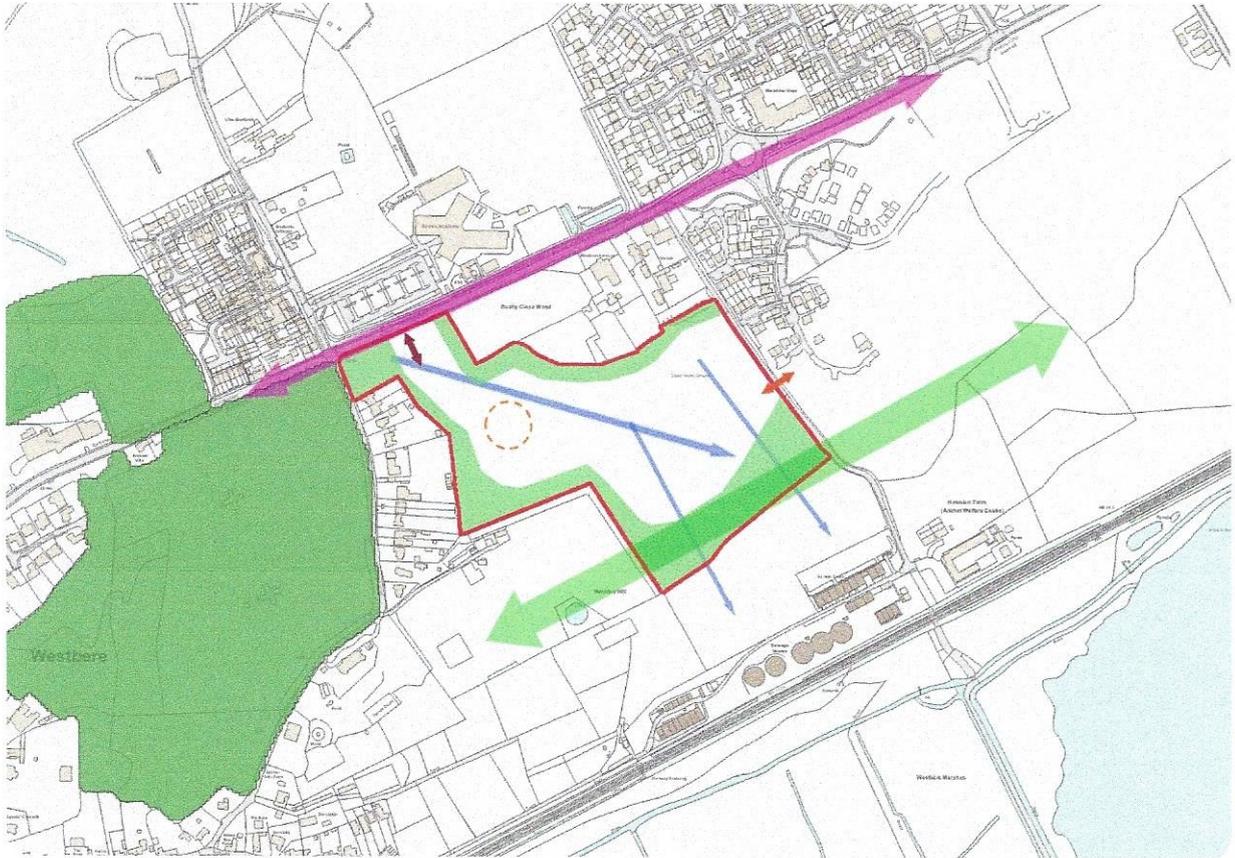


# Policy R12 – Bread and Cheese Field

## Bread and Cheese Field – concept masterplan



### Key

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

Site R12 is allocated for residential development. Planning permission will be granted for development which meets the following criteria:

### 1. Development mix

Across the site, which measures 7.51ha, the development mix will include:

- (a) Approximately 150 new dwellings across circa 4.36ha:
  - (i) 30% affordable housing in line with Policy DS1;
  - (ii) 10% bungalows;
  - (iii) 15% of new homes to be built to M4 (2) standards, and 5% to be built to M4 (3) standards; and
  - (iv) An appropriate housing mix, in line with Policy 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, to include approximately:
  - (i) 1.42ha of natural and semi-natural;
  - (ii) 0.80ha of amenity green space (including green corridors);
  - (iii) 0.28ha of parks and gardens;
  - (iv) 0.20ha of play facilities including:
    - (1) 0.09ha of fixed play areas with LAP and LEAP facilities; and

(2) 0.11ha of NEAPs and destination play facilities.

(v) 0.31ha of outdoor sports; and

(vi) five allotment plots (0.13ha).

### 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 sitewide;
- (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 mitigate any adverse impacts on heritage assets; and
- (e) Provide a minerals assessment in accordance with the Kent Minerals and Waste Local Plan and other material considerations.

### 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) Provide viewing corridors to the Stour Valley and surrounding countryside to the south of the site; and
  - (f) Provide habitat, pollinator and ecological connectivity across the site and with the surrounding landscape, including with Priority Habitats and fragmented woodland.
- (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
  - (iii) Improvements to the PRow network crossing and around the site as required.

#### 4. Access and transportation

The access and transport strategy for the site should:

- (a) Provide safe and convenient pedestrian and cycle connectivity including:
  - (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.

