

# **BOUGHTON AND DUNKIRK NEIGHBOURHOOD PLAN 2022 – 2031**



**PROVIDING A SUSTAINABLE FUTURE  
FOR BOTH PARISHES**



## Introduction

The task of a Neighbourhood Plan is to set out the development principles and allocation of sites for future building and land use in its area, reflecting the Government's determination to ensure that local communities are closely involved in the decisions that affect them. What this Neighbourhood Plan aims to achieve is delivery of development, balanced with protecting and enhancing particular character and unique assets.

This Neighbourhood Plan is submitted by the parish councils of Boughton under Blean and Dunkirk, in Kent, both being qualifying bodies as defined by the Localism Act 2011. The parishes were designated as a Neighbourhood Area under the Neighbourhood Planning Regulations 2012, Part 2, and Section 6 by Swale Borough Council on 19th September 2013.

The Plan has been developed to establish a vision for the two villages, and to help deliver the local communities' aspirations and needs for the life of the plan, up to 2031. The Plan intends to deliver sustainable forms of development and seeks to achieve the goals identified through engagement with the local community it serves; these goals reflect their needs, views and priorities, and a general planning framework and a resolve to protect the rural environment.

Key Objectives are set out with the Plan's Aim and Vision Statement and expanded in each section. The objectives are driven by the results of community public consultations and questionnaires, and statutory public consultation. All the policies have been devised from the objectives in each section and apply to the entire designated area; specific area policies also apply to certain sites.

The Plan will influence and reinforce Swale planning policies, making them more relevant and acceptable to Boughton and Dunkirk. It will also contain planning policies just for Boughton and Dunkirk and will allocate sites for particular uses such as recreation, employment or housing. If approved by a referendum, the Plan will be a statutory document which, once adopted, forms part of the Local Development Plan and will be used by Swale Borough Council to determine planning applications along with the Council's Local Plan.

The Boughton and Dunkirk Neighbourhood Plan has been prepared and delivered in the context of two particular uncertainties:

1. The nature of the work necessary to alleviate the traffic pressure at Junction 7 of the M2, at Brenley Corner, which lies within the parish of Boughton, will affect the development plans in this area, decisions that will not be taken nor even aired until 2028.
2. The proposal for 2,500 houses and industrial development by the Duchy of Cornwall on a site beside the A2 at Faversham; 35% of the land in this proposed development lies outside the Faversham boundaries (26% in Boughton parish; 9% in Selling parish). In particular, this intrusion into Boughton parish, if adopted in the Swale Local Plan, may well distort any housing figures and traffic flow forecasts in this Neighbourhood Plan. In addition, it would threaten the 'green' rural gap between the town of Faversham and the villages of Boughton, Selling, Sheldwich, Hernhill, Dunkirk and potentially Graveney. The NP team will work with Swale Borough Council to agree a locally important countryside gap through the local plan process.

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## Section 1.0 Aim, Vision Statement and Key Objectives

**1.1 The Aim of the Plan, produced in consultation with both communities, is to guide and manage the challenges of future development within the parishes.**

**1.1.1 The Plan covers the period from 2022 to 2031.**

**1.2 Vision Statement**

**That in 2031, Boughton and Dunkirk will be safe communities, where those who work or grow up here can afford to live, where families can raise children, where the elderly can remain in the small rural communities of which they have long been part, and where every person has access to necessary education, health and leisure facilities.**

**1.3 Key Objectives**

**1.3.1 Housing** – To preserve the villages’ architectural and historic heritage by protecting it from inappropriate development while providing a limited amount of sustainable housing to meet local needs, including affordable housing, sympathetic to the look and feel of the villages.

**1.3.2 Traffic and Transport** – To ensure any new developments will be limited by the capacity and nature of the road network to accommodate them, to restrict high volumes of vehicular through-traffic in order to reduce the adverse effects of traffic on our villages.

**1.3.3 Business and Employment** – To encourage the prospects for local businesses and employment in order to promote local economic growth and vitality.

**1.3.4 Community Wellbeing and Health** – To ensure maintenance of existing all footpaths and bridleways, and to encourage further provision of sports facilities to support healthy lifestyles and encourage exercise.

**1.3.5 Educational Provision** – To ensure that any future residential development takes full account of the impact upon school provision to ensure access to education, and to enhance local facilities for continuing study by all members of the community.

**1.3.6 Environment, Landscape Character, and Design** – To ensure the local landscape, character, design and environmental qualities of Boughton and Dunkirk parishes are protected from any inappropriate and unsustainable development; the villages of Boughton and Dunkirk to retain their sense of place within the surrounding countryside in order to maintain our identity as a community, separate from Faversham, Whitstable and Canterbury, with distinct rural green open spaces between the settlements.

## Section 2.0 About Us

### 2.1 Context



2.1.1 The villages of Boughton under Blean and Dunkirk lie on the edge of an Area of Outstanding Natural Beauty as part of the Kent Downs. They are situated in the heart of the fertile hop-growing and fruit-growing area of North East Kent between the North Downs and the coast. It is vital that this history and character is preserved for future generations.

*Hop fields in Boughton*

### 2.2 History of Boughton under Blean

2.2.1 Known locally as Boughton, Boughton under Blean is entered in the Domesday Book as 'Boltone'. Boughton Street is part of the old Roman road of Watling Street which runs from London to Dover. The road was used by the pilgrims made famous by Geoffrey Chaucer and is mentioned in the Canterbury Tales:

*'At Boghton under Blee us gan atake, a man, that clothed was in clothes blake, and undernethe he wered a white surplis'.*

2.2.2 Tens of thousands of pilgrims journeyed through Boughton and Dunkirk to visit Thomas Becket's shrine at Canterbury as well as sailors travelling from port to port, calling at the Dolphin Inn (now a private residence) built around 1766.



*Dolphin Inn*



*White Horse Inn*



*Wesleyan Chapel*

2.2.3 A few steps on, they came upon the thriving 15<sup>th</sup> century White Horse Inn, once a coaching inn, and the Wesleyan Chapel, built in 1844 of Gothic design, which has now been converted into apartments. At this end of Boughton there was also a medieval chapel, the Holy Trinity, the stones from which were later used to mend the road and build some houses. Further along is the

Queens Head public house built in 1590, and St. Barnabas Church, built in 1895/6, now a parish centre. The site was donated by a resident and at least half the fixtures and fittings provided by public subscription. On the cenotaph outside are forty names from the First World War and eleven from the Second. Many of the surnames are still found throughout both parishes today.



*Queens Head Public House*



*St. Barnabas Church and War Memorial*

## **2.3 South Street Hamlet**

2.3.1 Off Boughton Street lie ancient footpaths which branch off through hop fields and orchards, some leading to South Street, a hamlet which is to the south of both Boughton and Dunkirk, and is part of Boughton parish.

2.3.2 South Street is home to some of the most beautiful houses in the area and the parish church of St. Peter and St. Paul which was built in the 13th century and serves both parishes. The church is a Grade 1 listed building of local flint and was certainly a landmark for Chaucer's pilgrims travelling on their way from London to Canterbury.



*Church of St. Peter and St. Paul*



*Key Cottage*



*King's Arms (now a private residence)*



*The Lichen*

## 2.4 History of Dunkirk

2.4.1 Dunkirk was little more than a wasteland and was in fact once notoriously the wildest spot in Kent. Self-styled Sir William Courtenay chose the area of Bossenden Wood as the scene for his rebellion in May 1838, probably because it was so close to Canterbury. A road had been cut through the woods of Blean (Saxon word 'Blea' for 'rough ground') from Harbledown to Boughton. There was no church nor school; it was simply a small group of farms and woodmen's huts.

2.4.2 Once the Courtenay uprising in 1838 was put down, steps were quickly taken to reclaim the wasteland and create a parish. Dunkirk, *Ville de Dunkirk* until it became a parish, grew into a strong sister parish to Boughton and there is little doubt the name derived from Dunkerque in France, with a spot in the village being known as Petit France.



*All Saints / Christ Church*



*Dunkirk School*

2.4.3 The building of All Saints / Christ Church commenced, and it was consecrated by the Archbishop of Canterbury in June 1841. Dunkirk School opened in 1846 and served the community for 162 years until it was amalgamated in 2008 with Boughton School on the Boughton site, where school buildings had been opened in 1905. Dunkirk's church was also closed. It was deconsecrated in 1984 and converted into a private dwelling.



2.4.4 Further on towards Canterbury lies the Red Lion Inn, the former stable of which was the last resting place of Sir William Courtenay in 1838, before his burial.

*Red Lion Inn, a drawing from 1838.*

2.4.5 Dunkirk village is characterised by the imposing radar mast (Grade II listed) which looks over both villages, a reminder of the importance of the village to Britain’s air defences in World War II and the Cold War. Surrounding the mast is a large open area on which stand a number of World War II structures including an observation post. The area was subsequently designated a Scheduled Monument site for the arms, etc. that would have been dropped/buried; it is possible there are also some unknown buried bodies. The area was strafed and bombed a number of times. The lower, longer building behind it is thought to be an ammunitions store, much of it underground.



*WWII Radar Mast*



*WWII Observation Post and Ammunitions Store*



2.4.6 Blean Woods (*left and right*) is a Site of Special Scientific Interest (SSSI), one of the largest remaining areas of ancient woodland in the United Kingdom and designated as high landscape value. Blean Woods forms the Eastern boundary of the parish.





*Bofors Tower, Dunkirk before restoration (left), and now (right), a private dwelling*

2.4.7 In Clay Pits Woods within 'The Blean' stands a Bofors Tower now converted to a private dwelling. Originally built in early 1940 of concrete and brick construction, the tower was designed to raise a 40mm Bofors gun and its operational equipment above surrounding obstacles in order to achieve an all-round field of fire in defending the airfield from low flying enemy aircraft.

## **2.5 Historic parishes**

2.5.1 The historic parishes of Boughton and Dunkirk are set among some of the richest land in Kent. Boughton alone has more listed buildings than any other parish in the Faversham area. It boasts a wide variety of architecture ranging from medieval timbered and Georgian buildings, which remain largely unchanged, to contemporary bungalows (see also BD16). The lives of both villages are inextricably linked; one side of some roads lies in Boughton and the other in Dunkirk. The two communities enjoy and share each other's history, amenities, events and friendships.

See BD16 for a full list of Heritage Assets for both parishes.



## Section 3.0 Neighbourhood Plan Development

### 3.1 Neighbourhood Designation Area request

3.1.1 Following discussions about neighbourhood plans at both Boughton and Dunkirk Parish Councils, it was decided that a joint Neighbourhood Plan should be explored and, if viable, researched and proposed to both communities in a referendum.

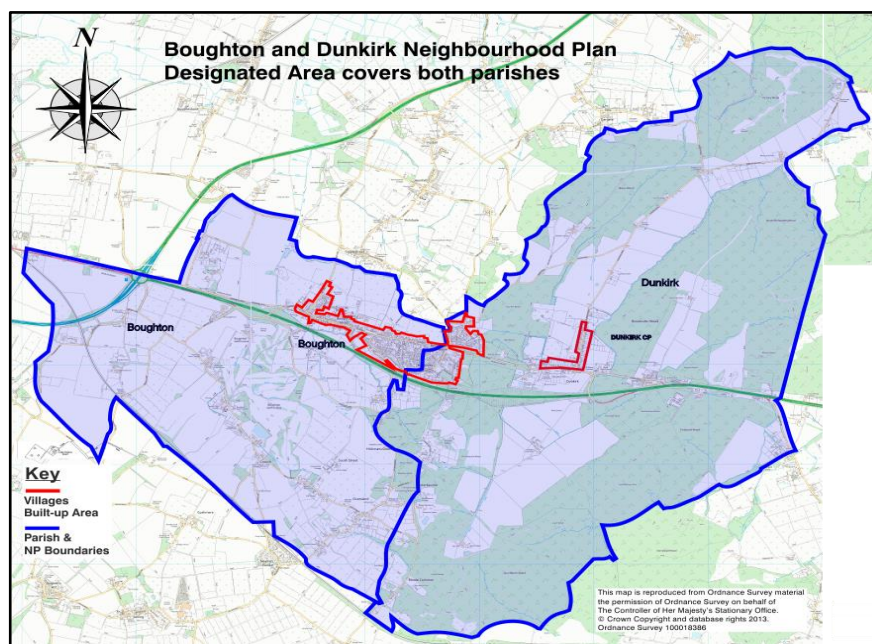
3.1.2 Boughton-Under-Blean and Dunkirk Parish Councils requested in May 2013 that the two communities form a Neighbourhood Plan. In order formally to make this request they wrote to Swale Borough Council outlining the area that they wish the Council to designate, i.e., the area which they would like the plan to cover. The area they sought to have designated is consistent with the long-established Parish boundaries of the two villages. See page 7, Map I.

### 3.2 Public consultation

3.2.1 Members of the Local Development Framework Panel agreed at the June 2013 LDF Panel meeting that a public consultation should take place. The consultation, which lasted for a period of six weeks from 5th July 2013 to 16th August 2013, outlined the reasons why the Parish Councils considered the area suitable to be designated as a neighbourhood area and showed a map of the area. The consultation was published on both Councils' websites and the Neighbourhood Plan website and site notices were placed at both Boughton under Blean and Dunkirk Parish halls and at other locations within the two villages. No comments were received.

### 3.3 Local Development Framework Panel

3.3.1 Officers considered the area proposed to be appropriate and recommended that the designation request be agreed. Members of the Swale LDF Panel agreed to the designation at their meeting of 19th September 2013.



*Map I. Designated Area for Boughton and Dunkirk Neighbourhood Plan  
This map is also printed at A3 size in the compendium of Maps that follow page 68.*

### **3.4 Bearing Fruits 2031**

3.4.1 The Boughton and Dunkirk Neighbourhood Plan will run concurrently with the adopted Swale Borough Local Plan “Bearing Fruits 2031”. This new type of planning document is to be prepared by local communities under the Localism Act 2011. It is part of the legal planning framework and must be used by Swale Borough Council, as part of the Local Plan, when it determines planning applications in Boughton and Dunkirk. The key is that the Neighbourhood Plan will help determine the future development and design of our village communities until 2031.

### **3.5 National Planning Policy Framework 2021**

3.5.1 Following on from The Localism Act, the National Planning Policy Framework (NPPF Rev 2021, paragraph 2), explains the mechanisms for determining planning applications.

*Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions. Planning policies and decisions must also reflect relevant international obligations and statutory requirements.*

NPPF 2021, page 5 sets out the objectives of sustainable development:

*7. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs...*

*8. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):*

*a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;*

*b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural wellbeing; and*

*c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*

Although this Neighbourhood Plan was drafted before publication of NPPF 2021, our proposed policies have been reviewed in order to take these principles fully into account.

### **3.6 Ensuring Local Involvement**

3.6.1 Both Parish Councils discussed the merits of neighbourhood planning and agreed that a joint plan would be preferable for our communities in that they share many facilities. Discussions took place concerning funding because with a joint plan only a single grant would be received. Whilst it would have been useful to have double the grant, both Councils felt that the cohesion of the plan was more important as it would then provide for our joint needs. The team was grateful to receive some funding from our ward councillors. There has also been local fundraising to raise awareness.

3.6.2 The team has endeavoured to engage with as many groups and sections of our communities as possible as can be seen in document BD2 (Workshops and Community Engagement). This provides particulars and some details of the Questionnaire Survey (BD1), Housing evaluation and assessment of housing stock (BD5) Housing Need Survey (BD6), Character Area Assessments (BD8, BD9, BD10), Parking Surveys (BD4), Business Surveys (BD7) and other Community Engagement including timetabled interaction with years 4, 5 and 6 at the Boughton and Dunkirk primary school (BD3). The team were pleased with how engaged and involved our young people were; they were very perceptive and gave the team options and ideas, some of which have been incorporated into the Plan.

### **3.7 Source of the Plan's Vision and Objectives**

3.7.1 In 2013/14 the B&DNP team consulted the local community to ask what issues they were most concerned about, and what issues they would like the neighbourhood plan to address. Full consultation details are in Questionnaire and Results (BD1 and Plan BDs Additional Evidence).

3.7.2 A total of 21% of households responded. In summary, question 20 asked "What two issues should we concentrate on?" and the highest number of responses named were:

- Parking in the Street (40)
- Repair potholes/improve road maintenance (24)
- Reduce congestion/improve traffic flow in The Street (22)
- Cleaner pavements/reduce litter and dog fouling (17)
- Stop over-development of new housing (12)
- Provide more affordable housing (10)

In response to question 19, "What have we missed?" the highest number of responses mentioned improving traffic flow (13) and maintaining the village atmosphere by preventing over-development (9).

### **3.8 Community consultations**

3.8.1 Subsequently, the team undertook an extensive series of 29 community consultation events, as described in BD2 and BD3. Housing needs were then examined specifically through a Housing Needs Survey (BD6), carried out a targeted Business Survey (BD7), and surveyed Parking Needs for those living in The Street (BD4). These surveys informed the development of specific objectives and policies.

3.8.2 The initial consultations undertaken showed that although many residents feel privileged to live in as strong a community as Boughton and Dunkirk, they are generally concerned about the twin threats of inappropriate over-development and heavy traffic, which threaten the village atmosphere they hope to preserve. This finding led the team to propose the Aim, Vision Statement and the Key Objectives set out in Section 1, which were later endorsed by 90% of the respondents to the Regulation 14 community consultation in 2021.

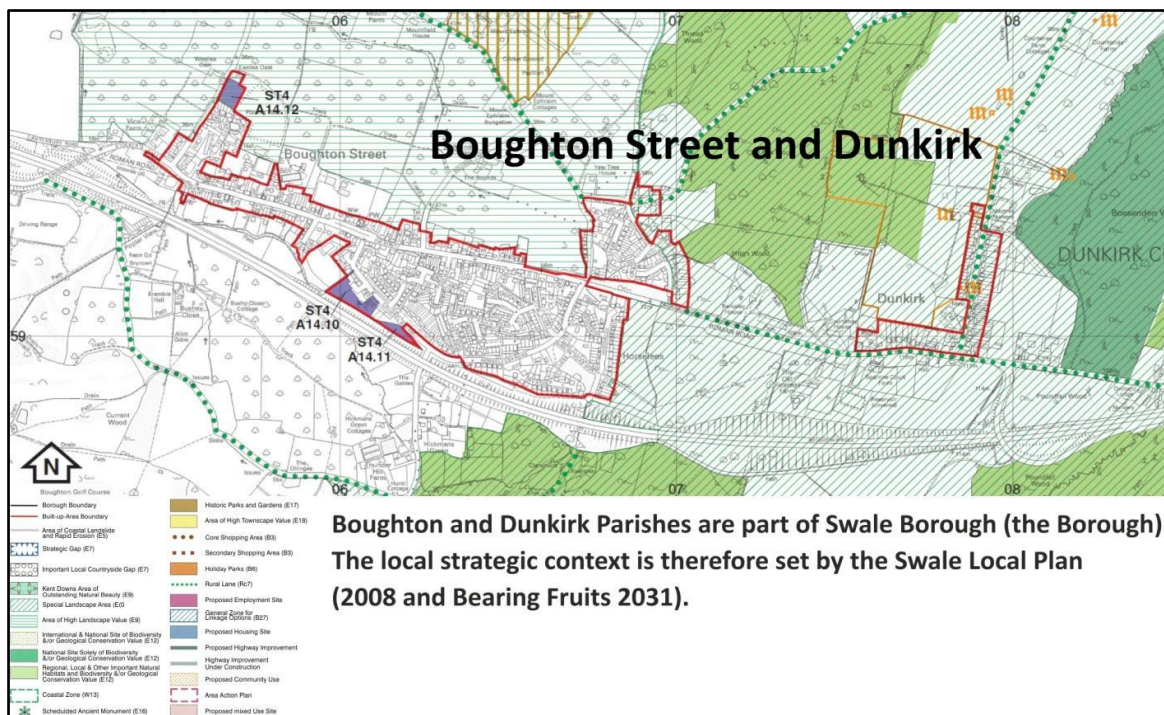
### **3.9 Statutory Consultations and Plan Evolution**

3.9.1 The evolution of the Plan into the current document has been an arduous process which has lasted eight years, with the last two years being significantly affected by the covid pandemic. The plan was discussed, researched and drafted with limited support from the local authority, and there were long delays whilst awaiting expert advice. Consultation with statutory organisations resulted in extensive redrafting. Following the amendments, the Plan was then examined independently and further revisions made. The B&DNP Team consider that the current document satisfies all regulatory requirements whilst remaining true to the objectives of our communities; it sets out a schedule of how the NP supports European, national, regional and local policies on planning and the environment (BD15 Basic Conditions Statement). For full community and statutory consultation details, see Consultation Statement (BD17, and Plan BDs Additional Evidence) which includes the Strategic Environmental Assessment and Natural England response (BD12).

### **3.10 Future Review**

3.10.1 The Plan will be monitored and reviewed at regular intervals during the period up to 2031 to ensure that it continues to be consistent with national policy and the strategic policies of the Swale Borough Local Plan. If necessary, the Plan will be formally reviewed and subject to statutory consultation and examination in accordance with the legislative requirements.

## Section 4.0 Planning Policy Context



Map II. Local Strategic Context (village envelopes outlined in red)

This map is also printed at A3 size in the compendium of Maps that follow page 68.

### 4.1 Our Villages in the 21<sup>st</sup> Century

4.1.1 Today, Boughton and Dunkirk are home to around 3000 people, including about 600 aged under 16. The local population is slightly older than the national average, with 18% of the population aged 65 or more, compared to 16.5% in England and Wales. There is a very low percentage of ethnic minority residents (1% compared to 14% nationally). There are fewer single-person households (25 % vs 30%) and a higher percentage of owner-occupied homes than nationally (73% vs 67%). The source for the data is the ONS 2011 Census.

### 4.2 Accommodation

4.2.1 The breakdown of accommodation types is shown below. The neighbourhood plan area has a higher percentage of households living in family homes, and very few in flats, compared to the national average.

Accommodation by Household: B&DNP vs National

| DWELLING TYPE       | B&DNP%     | National%  |
|---------------------|------------|------------|
| Detached house      | 31.8       | 21.7       |
| Semi-detached house | 39.5       | 30.6       |
| Terraced house      | 22.4       | 24.9       |
| Flat                | 4.9        | 22.4       |
| Caravan             | 1.4        | 0.4        |
| <b>TOTAL</b>        | <b>100</b> | <b>100</b> |

### 4.3 Work

4.3.1 About 70% of the population aged 16-74 is economically active, in line with the national average. However, of those who are economically inactive, a higher percentage are retired (17% vs 14%), which reflects the age breakdown of the local area.

### 4.4 Travel

4.4.1 Over 90% of households own at least one car, compared to only 76% nationally. Car usage is an important part of daily life, as shown by the fact that 51% of the population aged 16 – 74 travels to work by private car or motorcycle.

Travel to work: B&DNP vs National

| TRAVEL TYPE           | B&DNP%     | National%  |
|-----------------------|------------|------------|
| Work from home        | 5.4        | 4          |
| By public transport   | 5.8        | 11         |
| By car / motorcycle   | 50.6       | 45         |
| Walk / cycle          | 3.9        | 10         |
| Economically inactive | 29.9       | 30         |
| <b>TOTAL</b>          | <b>100</b> | <b>100</b> |

4.4.2 Despite the fact that the main Faversham to Canterbury bus service runs directly through both parishes, and there is a regular rail service from Faversham or Selling to London, fewer than 6% of residents travel to work via public transport. The villages are not as well served by public transport as other villages of similar size on or close to the A2. There is no railway station within the village confines nor within suitable walking or cycling distance. The nearest station is at Selling, approximately 3 km south of Boughton but this can only be accessed by narrow busy rural lanes or footpaths.

### 4.5 Boughton parish planning context

4.5.1 Boughton is one of the larger villages in Swale. It is set around the old Roman road of Watling Street which runs west-east through the village, rising to and through the outer canopy of Blean Woods which looks over the eastern part of the village. The setting of the village adds significantly to its character. The oldest part of the village spreads out along the line of the old A2. It contains a wide variety of historic buildings. This variety of building styles, together with raised grassed banks and properties set back above the level of the road provide a strong character to this linear street. From the 1950s onwards, the village saw substantial expansion, particularly in the 1970s when suburban style estates were built, particularly in its eastern and southern parts.

4.5.2 In 1976, the main road, Boughton Street, was part of the A2 London to Dover. The building of the M2, and the A2 Boughton bypass has reduced some of the heavy traffic to Dover and to London through the villages, although the consequence of ongoing severe traffic problems at Brenley Corner and the resulting volume of traffic through the villages continue to plague the safety of our community and visitors. Traffic on the bypass produces an ever-present vehicle noise, particularly in southern parts of the village. Even within the village itself, local and through traffic detracts from the historic character of the street, a situation exacerbated by local parking

on the narrow main road. This situation can only worsen as large-scale housing developments threaten the integrity of this village community.

4.5.3 As well as Blean Woods, to the north-east of the village the lower pastures, stream and remnant orchards which separate the bypass from the village as it rises up to the Roman road, also add character, whilst to the north of the village the farmsteads, some of which are still served from the main street, provide a rural feel only a few metres away from the centre of the community.

4.5.4 Boughton has a range of facilities primarily located along the main street including a village shop, post office and shop, two public houses, two restaurants, two hairdressers, two hotels, two garages, two churches, an artists' studio and a multi-amenity village hall. The small family GP practice closed after many years in September 2016, due to the doctors' retirement.

4.5.5 St. Barnabas Church is now a well-used parish centre though still consecrated and licensed for baptisms, weddings and funerals. Through recent investment of £70,000, it has excellent access for the disabled. The parish of Boughton, with its youth and ex-service organisations, holds a Remembrance Service around the cenotaph every year. The churches are an important part of village life, and actively involved in the community.



*St Barnabas Church and War Memorial*

4.5.6 Both the parishes' village halls were built following funding by public donations and fund-raising. The large village hall in Boughton was built in 1976 and is used extensively by local organisations and hired out for both private and public functions as well as housing the local public library. It sits in six acres of parkland, which in recent years had play equipment for all ages installed after the successful fund-raising of over £100,00 by a local community group. In 2021, an outdoor family gym was added to the amenities.



*Boughton Village Hall and Play Area*



*Boughton and Dunkirk  
Methodist Primary  
School*

4.5.7 Boughton and Dunkirk Methodist Primary School is positioned centrally but set back from the main road. Local congestion occurs at school peak times and the school continues to grow and flourish; in recent years it has been extended, with improved dedicated teaching spaces and upgraded technology. It plays a vital and integral role in the life of both communities with several generations of families attending the school over the years. It is necessary to travel outside the village for secondary education, with the nearest schools in Faversham, between 5 and 6 km away.

4.5.8 Boughton has two open public spaces on the edge of the village. There are several wooded areas with public footpath access, while to the north adjoining the parish is Mount Ephraim stately home with its public gardens and tourist facilities.

4.5.9 Between them, Boughton and Dunkirk have a variety of sports clubs, including football, bowls, cricket, and an 18-hole 'Pay and Play' golf course. There are many other clubs and organisations catering for special interest groups in the communities. There are three thriving independent Play Groups as well as a popular Parent and Toddler Group. A Community Magazine produced over the past 35 years carries Church news as well as news from both parishes, their local organisations and clubs. It is funded by advertising, delivered by volunteers and has a circulation of around 500.

4.5.10 The adopted Swale Borough Local Plan *Bearing Fruits 2031* categorises Boughton as a Rural Local Service Centre and the planning context of the village thus:

***'There are some minor opportunities for development, but its setting and the valued habitats and landscapes around the village constrain its major expansion. Given its population, local services are not as extensive as other centres and could be enhanced.***

***Although not a service centre, the future and health of nearby Dunkirk is closely linked with that of its larger neighbour, and both will be considered through a Neighbourhood Plan.'***

*Bearing Fruits 2031 the Swale Local Plan, paragraph 4.3.20*

## **4.6 Dunkirk parish planning context**

4.6.1 Dunkirk is a much smaller settlement than Boughton and is based round the junction of the former A2 and Courtenay Road, some 1.8 km from the centre of its larger neighbour. It stands at the highest point of Boughton Hill surrounded by cultivated land and Blean Woods.

4.6.2 Many birds on the UK Red List (Birds of Conservation Concern 4) such as the *lesser spotted woodpecker* and *nightingale* make their home here. The parish of Dunkirk, which extends to the north east and south west of the village itself, is strongly rural and wooded in character.

4.6.3 Dunkirk's population centres are split between the top of Dunkirk Hill, where its oldest public buildings such as the former parish church and school are clustered beside the old A2, and the bottom of the hill, where there has been modern development on the border with Boughton. Aside from these, most of the development in the village is post-war ribbon development along Courtenay Road.



4.6.4 Dunkirk contains very limited facilities having lost its church, and the school having been amalgamated with the primary school 2.2 km away in Boughton. The village does however have some small industrial units and employment facilities. There has been a valued addition of a



village hall. Dunkirk Village Hall, now a centre for community life, was built in 2012 following a major fund-raising project to replace the small, pre-fabricated structure which had stood for many years.

*Dunkirk Village Hall (with Bees Knees Play Group)*

4.6.5 The adopted Swale Borough Local Plan *Bearing Fruits 2031* categorises Dunkirk as a village with a built-up boundary:

***'...which will provide development on minor infill and redevelopment sites within the built-up area boundaries where compatible with the settlement's character, amenity, heritage or biodiversity value.'***

*Bearing Fruits 2031 the Swale Local Plan, Policy ST3, 4.*

***'At locations in the open countryside, outside the built-up area boundaries shown on the Proposals Map, development will not be permitted, unless supported by national planning policy and able to demonstrate that it would contribute to protecting and, where appropriate, enhancing the intrinsic value, landscape setting, tranquillity and beauty of the countryside, its buildings and the vitality of rural communities.'***

*Bearing Fruits 2031 the Swale Local Plan, Policy ST3, 5.*

## Section 5.0 Housing

### 5.1 Context

5.1.1 These are villages in which historic Tudor buildings sit alongside post-war and more recent housing. These are mostly privately owned or rented, with a limited number of social housing units. Affordability is a major issue, particularly for younger residents; there is a lack of suitable accommodation to meet the varying needs of our communities. The Neighbourhood Plan is a development-led plan that will seek to improve and enhance both parishes. It is important that any future development reflects the expressed wishes and aspirations of parishioners whilst ensuring a vibrant, robust community from now until 2031 and beyond.

5.1.2 All the sections of the NP interlock into a single context and the plan must be read as a whole but one of the most important relationships is between the Housing Needs and the Traffic and Transport sections. It will become evident that these two sections are interdependent. Government housing targets for Swale Borough Council will increase from 2022 by 34% to 1,048 dwellings per annum. This Neighbourhood Plan is produced in the context of Swale (SBC) striving to achieve these targets and is required to provide additional dwellings through this process.

### 5.2 Questionnaire and Housing Needs survey

5.2.1 The questionnaire results (BD1) and the housing needs surveys (BD6) are important background documents along with housing issues (BD5), KCC Strategic Commissioning Statistical Bulletins: Affordable Housing 2019-2020, Housing Stock 2019, Property prices and sales in Kent 2020, Earnings in Kent 2019, Disability in Kent 2020.

### 5.3 Issues arising from Questionnaire, Housing Needs Survey and Reg. 14 consultation

5.3.1 Affordability is the main problem for people in the parishes, as prices have risen by more than salaries. The ratio median of salary to afford the median home increased from 6.96 x salary to 8.96 x salary in 2020. Changes in the housing market have shown an increase in property prices far ahead of salary increases. This makes the opportunities for family members wishing to leave home and set up on their own or in a new family unit even more difficult. Local prices are at a higher level than many other parts of the Borough. During 2020 the average sold price of a property was £336,000. This includes a one-bedroom flat at £102,500 and a two-bedroom terraced house below £200,000, which lowers the average. From the calculations in BD6, it is clear that this would put property ownership completely out of reach for many local families. During November / December 2020, only three advertised three-bedroom rented properties were available in Boughton with an average monthly rental of £1,150. In nearby Hernhill and Faversham only three flats, with either one or two bedrooms were available between £650 and £995 per month.

5.3.2 The situation in 2022 has changed since our original research in 2015. Analysis of Land Registry data, March 2020 to January 2022 shows an increase in average sale prices of 17% in Swale, therefore property is even less affordable in the two parishes. The need for truly affordable homes is still our main priority and underscores our only suggested allocation for new homes.

5.3.3 The results of the questionnaire showed that some parishioners would like to move into smaller homes. It established a need for a small development, low rise and low density, and it was important that the properties would be available to local people or people with a local connection (see BD5).

5.3.4 It is crucial that ANY development within the parishes should not add unduly to the traffic problems that blight Boughton Street and other parts of the villages (see Traffic and Transport section, and BD4). Research shows a major problem to be traffic flow, particularly through The Street in Boughton, and any development must not be allowed to make this worse.

5.3.5 The water supply and sewage facilities in both parishes are already under strain. The NP recommends the need for mandatory housing standards for water and energy use. This would support water and energy efficiency for new buildings and promote the collaboration between the parishes of Boughton under Blean and Dunkirk, Swale Borough Council and developers.

#### **5.4 Local Plan Review new development concerns**

5.4.1 The relationship with developers, particularly on any larger sites being planned, is crucial. The NP sets out what priorities new development should seek to deliver through Section 106 agreements which must be monitored rigorously by Swale Borough Council. The government's New Homes bonus, awarded as an incentive for new housing development, should be shared equitably with both parishes. This bonus has never been distributed since its inception.

5.4.2 Some proposed developments in SBC's emerging Local Plan Review straddle parish council boundaries. For instance, the proposed Duchy development on London Road in Faversham is 26% in Boughton and 9% in Selling (see Maps III and IV below). The impact on these communities must be taken into account, and views reflected through public consultation.



*Map III. Duchy Land.*



*Map IV. Duchy Land by Parish: Faversham 65%; Boughton 26%; Selling 9%.*

*These maps are also printed at A3 size in the compendium of Maps that follow page 68.*

#### **5.5 Impact of housing demands on our parishes**

5.5.1 The adopted Local Plan 'Bearing Fruits 2031' (adopted July 2017) allocates enough land to deliver 14,124 dwellings. From 2022, the housing requirement figure increases from 776 per annum to 1,078 per annum. This means that the Borough Council is expected to allocate sites over the period covered by the current Local Plan and the Local Plan Review (2022 to 2038) for over 26,560 dwellings in the Borough. None of this is included in this Neighbourhood Plan. If

approved, the anticipated increase in population would only exacerbate strains on our public services such as education and health provision, and would increase the risk that Boughton and Dunkirk will become a suburb of Faversham.

5.5.2 The NP will aim to protect the rural gap of Grade 1 Agricultural Land separating these settlements and resist any attempt to encroach on existing parish boundaries but this issue will be dealt with through the Local Plan Review.

## **5.6 Liaison and consultation**

5.6.1 There is an urgent need for all stakeholders and decision-makers to:

- i liaise strategically over the important decisions facing them.
- ii give priority to recognising the impact of these decisions on small communities such as Boughton and Dunkirk. It is vital that the residents of Boughton and Dunkirk should be consulted over all matters which affect their everyday lives, and that their voices be heard.

## **5.7 Allocation**

5.7.1 It was established that a modest development of 10 to 12 properties as proposed in Policy H2 would be sufficient to address the need of the villages, provided there were sufficient safeguards over how these and the existing allocations were to be reserved for local need. As a bonus, these would provide additional houses to the Swale five-year supply.

### **5.7.2 Allocation process**

The Swale Local Plan 'Bearing Fruits 2031' assessed potential for housing development and allocated three sites within the Neighbourhood Plan area. These are already allocated meaning that planning permission will readily be considered. They are all in Boughton.

### **5.7.3 Bearing Fruits site allocation**

1. Bull Lane – approximately 0.5ha in size and allocated to deliver a minimum of 16 dwellings.
2. Land off Colonels Lane – approximately 0.8ha in size and allocated to deliver a minimum of 15 dwellings.
3. Land South of Colonels Lane – approximately 0.3ha in size and allocated to deliver a minimum of 6 dwellings.

These three sites were previously allocated by Swale Borough Council and the NP may only add to them. **Indeed, one could say that these properties alone would satisfy the housing demand of the area covered by the Neighbourhood Plan.**

## **5.8 Meeting local housing needs**

5.8.1 In order to meet local needs, the Neighbourhood Plan aims to ensure that these sites, as well as an additional area in Colonels Lane, are designed for and marketed to our parishioners. Dunkirk has gained consent for a S106 planning condition that ensures properties are offered to local people first and the Neighbourhood Plan wishes to ensure this continues. Another issue from the Housing Needs Survey was a need for 11 social rented or shared-ownership properties. This cannot be addressed through the NP as this could add 'hope value' to any land considered, making it too expensive for these properties. The land would need to be purchased at agricultural prices.

## **5.9 English Rural Housing**

5.9.1 The NP team have met English Rural Housing and both Parish Councils will try to address this need outside of the Plan. This decision was taken after discussions with SBC and has the backing of both Parish Councils.

## **5.10 Site allocation by the Neighbourhood Plan**

5.10.1 Since May 2016, the Neighbourhood Plan Team has been working on the understanding from Swale Borough Council that no further sites will be allocated by Swale Borough Council within the Boughton and Dunkirk area, and any further allocation will be determined by the Neighbourhood Plan. This is exclusive of any allocations through the Local Plan process.

**Consequently, it is understood that the Neighbourhood Plan would be the only plan to allocate land within its designated area.** This was a very positive confirmation. The Neighbourhood Plan Team had already started to assess the parishes for land for further development, but it was at a very early stage and would have had little weight in any planning decision.

**5.10.2 It is necessary to point out that this responsibility is relevant to the 26% of the land within the Boughton Parish boundary that is embraced in the Duchy proposal to build 2,550 houses, plus 20,000 square metres of business, commercial and retail space on London Road in Faversham. The impact on the villages would be huge.**

## **5.11 Call for sites**

5.11.1 The Neighbourhood Plan Team carried out a call for sites (BD13) and 23 sites were submitted, which did not include the Duchy land. These were assessed with a process similar to that used by Swale Borough Council, to ensure they would be compliant with National Policies, The Swale Bearing Fruits 2031 (emerging at that time) and saved policies in Swale's local plan 2008, carried forward to Bearing Fruits 2031, and followed locality guidelines.

5.11.2 These were assessed thoroughly (BD14) in three ways:

1. By the Neighbourhood Plan team using protocols developed by Planning Aid England.
2. By a consultant (Town Planner Catherine Hughes) who worked with the team.
3. Finally, a shortlist\* was reviewed by Swale spatial planners, planning officers and conservation officer, under the SHLAA constraints.

\*These were the sites that had some merit, along with those that might be considered contentious, so that every site would be exposed to rigorous scrutiny. Some had already been assessed and rejected by Swale Borough Council.

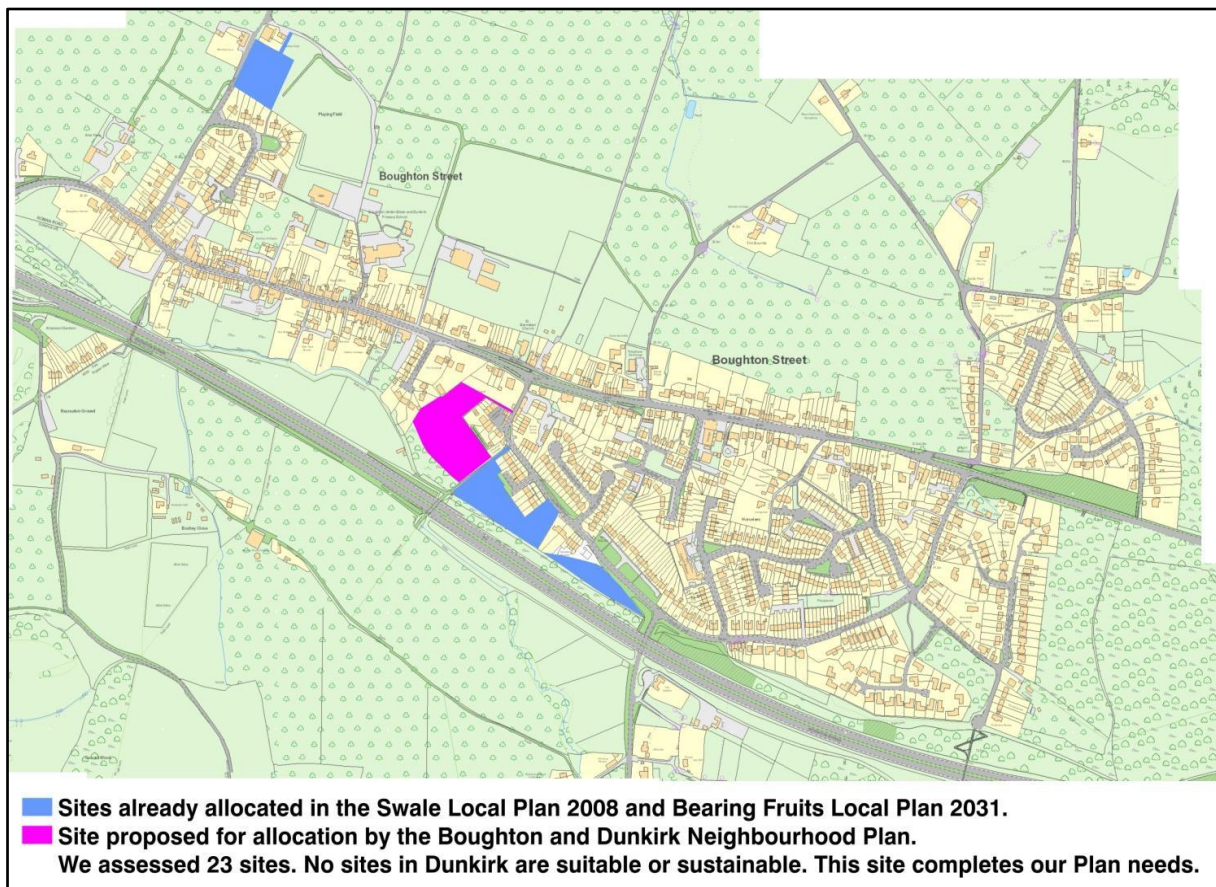
## **5.12 Plan site selection**

5.12.1 The chosen site (land at rear of 89 The Street, sites 22 and 23 in BD13) has a number of constraints that can be mitigated by combining the site with the adjacent Local Plan allocations in Colonels Lane. Along with a suitable S106 condition, more homes would be available to people within our community.

5.12.2 A development brief / design code for the combined sites to include the local plan allocations will be required to address:

- i access to Colonels Lane via the adjacent site, allocated in the Swale Local Plan, with appropriate legal undertakings.
- ii safe pedestrian and cycling access and traffic management measures to cross a public footpath.
- iii noise screening, given the proximity to the A2.
- iv proximity to the Conservation Area.

These points will be further scrutinised with any planning application; the site is close to all facilities and is considered sustainable, suitable, available, achievable and deliverable.



Map V. Neighbourhood Plan site selection

This map is also printed at A3 size in the compendium of Maps that follow page 68.

**5.12.3 This will be the only site the Neighbourhood Plan Team are prepared to recommend to the community in the referendum. This site (see Map V above) met all selection criteria and is therefore suitable for allocation.**

See also BD14 Site Assessments and Allocations.

## **5.13 OBJECTIVES AND POLICIES**

5.13.1 Objective 1. To provide existing and future residents with the opportunity to live in a quality home whilst ensuring minimal impact on the traffic-sensitive areas exposed by the questionnaire.

### 5.13.2 Policies from Objective 1

- H1 The provision of new housing within the Plan area, particularly to meet local needs and including the provision of affordable housing, will be supported, where such proposals comply with all other relevant policies in this Plan and those in the adopted Swale Borough Local Plan.**  
Proposals for new residential development will need to demonstrate that all aspects of the development comply with the objective of securing sustainable patterns of development within the Plan area, particularly in respect of seeking to minimise environmental impacts, such as traffic generation. All new dwellings should be designed and built to comply with Part M of the Building Regulations (see BD5).
- H2 Land to the rear of 89 The Street, Boughton, as shown on Map V on page 20, is allocated for the development of up to 12 new dwellings. Proposals for the development of the site will be required to:**
- 1. include the appropriate proportion of Affordable Housing**
  - 2. secure satisfactory vehicular and pedestrian access, including access for emergency and refuse collection vehicles, from land to the east of the site which is also allocated for residential development in the adopted Swale Borough Local Plan**
  - 3. maintain the existing Public Right of Way along the south-eastern boundary of the site**
  - 4. provide suitable access within the site to serve existing wastewater infrastructure in the area**
  - 5. secure appropriate utility infrastructure connections in conjunction with the development of land to the east of the site**
  - 6. be implemented in accordance with a Development Brief to be agreed with the Borough Council and the Parish Council, following public consultation.**
- H3 Proposals for new residential development in the Plan area should include a mix of housing types, including smaller homes for people seeking their first home or for older people seeking to downsize from larger properties. Developments of 11 or more new dwellings must provide 40% affordable housing, in accordance with the Borough Council's policies and Housing Strategy.**

**H4 At least 25% of all Affordable Housing units secured through developer contributions in the Plan area shall be offered for discounted sale as First Homes for a period of at least six months, in accordance with the national and local eligibility criteria. See BD5 for full details.**

5.13.3 Objective 2. To ensure that new development is of high-quality design, built to high sustainability standards (i.e., energy efficient and with vehicle electrical charging points), reinforces local distinctiveness, and minimises impact on the landscape. New and improved utility infrastructure including wastewater and water supply, will be encouraged and supported in order to meet the identified needs of the community subject to other policies in the plan.

5.13.4 Policies from Objective 2

**H5 Proposals for new residential development in the Plan area will be supported where they:**

- 1. demonstrate that they are of good design and locally distinctive style, respecting the principles of the current Kent Design Guide, and including suitable green spaces and children’s play areas. (See also Policies E1, E2 and E3); and**
- 2. demonstrate that they will be sympathetic to the street scene and their settings as set out in an agreed Design Code for the development and/or for the wider area; and**
- 3. include building design features to seek to achieve carbon neutrality and reductions in energy usage.**

**H6 The sites within the Plan area allocated for new residential development, including the three sites allocated in the adopted Swale Borough Local Plan and the site included at Policy H2 in this Plan, shall:**

- 1. be developed in accordance with an agreed Development Brief and/or a Design Code to be prepared by the applicant or developer, that is subject to local public consultation prior to agreement by the Parish Council and the Borough Council;**
- 2. be required to make the appropriate contribution towards the mitigation of recreational pressures on the designated Special Protection Areas (SPAs) in accordance with the Borough Council’s adopted Strategic Access Management and Monitoring Strategy (SAMMS).**

5.13.5 Objective 3. Preferential access to new affordable homes will be given to people with a proven local connection. Where a local need for affordable housing has been established, this will apply to those sites already allocated in the Swale Local Plan and to those allocated by this Plan; they must be placed in sustainable locations and support the environmental aims of the NP. This will be achieved with Section 106 agreements, monitored by Swale Borough Council.



5.13.6 Policy from Objective 3

**H7 Within new residential developments approved within the Plan area, preferential access to Affordable Homes provided as part of those developments, should be given to people with a proven local connection and subject to meeting the eligibility criteria of the Borough Council's Housing Allocation Policy.**

5.13.7 Objective 4. Traffic issues and parking are of the highest concern. Development will be expected to fully address the impacts on traffic and parking issues in the area.

5.13.8 Policy from Objective 4

**H8 Proposals for new residential development in the Plan area shall ensure that adequate on-site car parking provision is made in accordance with the Borough Council's approved Parking Standards SPD (adopted June 2020).**

**Development proposals which involve the loss or conversion of existing on-site car parking spaces, for example the conversion of a garage to living accommodation, will only be supported where adequate on-site parking provision, in accordance with the Parking Standards, remains available to support the completed development.**

## Section 6.0 Traffic and Transport

### 6.1 Context

6.1.1 Boughton and Dunkirk, twin villages on the ancient road from London to Canterbury taken by Chaucer's Pilgrims, are under siege. Road traffic is the bugbear in many ways. The M2/A2 corridor, running through the Neighbourhood Plan area, is also part of the "Trans European Transport Network" and the Brenley Corner junction is one of UK's biggest accident black spots.

6.1.2 As with educational provision, many of the decisions that apply to/govern our recommendations will be taken at Borough Council, County Council or national level. Our representations, the voices of the communities need to be taken into account when decisions are made.

### 6.2 Brenley Corner Junction

6.2.1 Brenley Corner junction is the only roundabout between Dover and the outskirts of London with traffic, particularly foreign traffic, sometimes unprepared for it. Accidents occur regularly. When this happens, the impact on the village is profound, as vehicles, including heavy lorries, attempt to get around the accident by using country lanes and Boughton Street. The danger to other local road users – cyclists, horse-riders, pedestrians – is obvious and worrying. The quality of the air that people in our communities breathe is also affected.

6.2.2 This major junction, the responsibility of National Highways, is severely in need of improvement, especially if it is to take an extra load of traffic from more development at Faversham and Canterbury and from a new Thames Crossing. This improvement needs to be sensitively handled, respecting its rural setting in what will become a precious green gap between Faversham and Boughton.

6.2.3 Some commuters who car share or board coaches, park in Brenley Lane and Homestall Lane; this has never been properly controlled, to the detriment of the environment, but this could be affected by future highway improvements at Brenley Corner.

### 6.3 Increase in traffic flow

6.3.1 The problem will be exacerbated by future major housing developments planned for Faversham and Canterbury which will further increase traffic flow along the bypass/A2/A299 roads.

6.3.2 There is also a proposal to build up 2,550 new homes on Duchy of Cornwall land between Brenley Corner and along the A2 to Tinbridge Oast, which lies in Boughton. The draft plan for this development shows no fewer than five new junctions onto the existing A2 roadway. Any suggestion of major development between Faversham and Boughton beside the A2 must be seen in the context of the February 2022 Strategic Transport Modelling Evidence report. This states 'it is highly unlikely that any highway schemes can fix all the congested points on the network', which will constrain development until at least 2038.

6.3.3 Canterbury City Council also plans to approve the building of 16,000 homes in Canterbury, Whitstable and Herne Bay by 2031.

## **6.4 Congestion and parking**

6.4.1 Congestion in Boughton Street is already an ever-present problem. Parking is in some stretches restricted by double yellow lines but this road, the old A2 between London and Dover, is frequently blocked, a situation exacerbated by the necessary, welcome and regular journeys by double decker buses. The congestion has often reached crisis point. This, as the Neighbourhood Plan indicates, is a necessary constraint on further housing development in the two villages, including affordable housing. Some efforts have been made to reduce the effects of large vehicles entering the village, through a 7.5 tonne weight restriction on The Street, but the basic problem persists.

6.4.2 More cars mean more parking, particularly in residential areas where existing housing has access to no, or just one, off-road parking space. Many of the houses within the conservation area have no garage or parking spaces. The western part of The Street, which is most affected by congestion, was surveyed again in 2017 to see if residents would use off street parking if it was available. The responses indicated that it would be acceptable but used only if there were a number of such sites relatively close to the respondents' homes. This is not viable as there are no sites with suitable and safe access on to The Street. The obvious solution is a major extension of the existing yellow lines but this is not acceptable without providing adequate alternative parking spaces for residents.

See BD4 Additional Evidence for Parking Questionnaire and Results.

## **6.5 A2 Lorry parking**

6.5.1 Overnight lorry parking is a major problem along the A2 and in surrounding roads, especially at Gate Services and at Nash Court. Neither the solution to Operation Stack nor the problems associated with Brexit and overnight lorry parking have been resolved. The dangerous situation at Gate Services, where Heavy Goods Vehicles were parking on the footway, forced pedestrians into the roadway and damaged the path. Years of pressure from Parish and County councillors, with the local MP, achieved action from National Highways, but the situation is not yet fully resolved. The lorry parking problem also occurs along the old A2 near Nash Court.

## **6.6 OBJECTIVES AND POLICIES**

6.6.1 Objective 1. High priority in the policies and implementation of the Neighbourhood Plan must be given to dealing with the transport and environmental implications of changes to the A2/M2 corridor and to development at Faversham and Canterbury.

Boughton and Dunkirk Parish Councils will continue their pressure on Swale Borough Council, Kent County Council, National Highways and their Borough Councillors, County Councillors and MP to improve the traffic flow along the A2 and the junction at Brenley Corner, while restricting access to some of our lanes and Boughton Street by HGVs and other through traffic. The Parish Councils

will play an active role in the preparation and implementation of a design and development brief for the Duchy Land in respect of traffic and pedestrian routes.

6.6.2 Objective 2. All development will be expected to include proposals to mitigate congestion problems in the area, and the intrusive effects of traffic. The villages of Boughton and Dunkirk, and the surrounding countryside, are to be protected from the impacts of threatened increase in traffic. The NP requires all developments to provide off-road parking in accordance with the Parking Standards set out in BD4.

6.6.3 Policies from Objectives 1 and 2

- T1 To reduce the adverse effects of traffic on our villages, all developments will be limited by the capacity and nature of the road network necessary to accommodate them, and where possible should include off-road access via public rights of way.**
- T2 Further development in the countryside and surrounding villages is resisted beyond that which is allowed by the NPPF 2021 and LP Policy ST3, Bearing Fruits 2031, in order to avoid any increased negative impact on the current road system traffic, the Public Rights of Way (PRoW) network and the local environment.**

6.6.4 Objective 3. Development proposals will require measures to allow safe walking, cycling and use of public transport. The Neighbourhood Plan team and the Parish Councils will work with the Highway Authority and the bus companies to improve facilities and information at the bus stops.

6.6.5 Objective 4. The Neighbourhood Plan team and the Parish Councils will work with:

- i. Kent County Council as the Highway Authority to improve cycle and pedestrian routes.
- ii. The Highway Authority and landowners to promote the “Walking for Health” routes identified (see Maps VI, VII page 30, and BD11)

6.6.6 Objective 5. Any development must not add to parking problems in the area and should include measures to ensure adequate parking provision is included to serve the needs of the development.

6.6.7 Policies from Objectives 3, 4 and 5

- T3 Future residential and non-residential buildings shall have sufficient dedicated on-site parking spaces to avoid the need for parking on adjacent roads in accordance with the Parking Standards set out in BD4.**
- T4 Development proposals for creation of a properly surfaced and managed car parking area, for example at Brenley Lane, will be supported, in principle, to promote car sharing.**

## **Section 7.0 Business and Employment**

### **7.1 Context**

7.1.1 The Neighbourhood Plan area has incomplete broadband coverage, with access one-third slower than the national average. The proportion of companies which export is in line with the national average (11%.) Eleven companies (15.5%) have expansion plans, some with additional property requirements, and eighteen have additional staff requirements.

There is no Business Forum or support group for local businesses to network, discuss promotion or recruitment opportunities or to make representations, either nationally or locally. Local business attitudes, however, are mainly positive. The potential for further growth exists, at least in the medium term.

### **7.2 Consultation**

7.2.1 Local businesses were consulted regarding their requirements as part of the Neighbourhood Plan survey of community opinion. Eleven local companies said they were considering changing premises to expand and allow for growth. These opinions were expressed pre-Brexit and a further survey may be needed in order to gauge/check business confidence (see also BD7). The Neighbourhood Plan should remain flexible to accommodate expansion by small businesses, while at the same time, protecting the local environment.

### **7.3 Farming**

7.3.1 There are five major farming/agricultural businesses in the curtilage of the Neighbourhood Plan. Each is thriving, and the sympathetic development of agricultural buildings has been necessary for the growth of these businesses.

### **7.4 Suggestions for improvements**

7.4.1 Suggestions for improvements/criticisms by businesses covered ten different areas of which six most frequently mentioned were the need for:

1. Faster, improved broadband service
2. Reduced parking in The Street and increased off-street parking allocation (11)
3. Improved road upkeep and/or maintenance (6)
4. Additional housing and commercial land allocations (6)
5. A Business Networking forum (5)
6. Promotion of Local Businesses

### **7.5 OBJECTIVES AND POLICIES**

7.5.1 Objective 1. To ensure the continuing vibrancy of the villages, the Neighbourhood Plan seeks to maintain and encourage proportionate expansion of local enterprises and retail outlets to encourage community use as well as to provide opportunity for employment and training for local people. This includes prioritising development on brownfield sites.

#### 7.5.2. Policy from Objective 1

**BE1** Proposals for new or expanded businesses (falling within Use Class E), either on existing or other sites will be supported, where they reflect the overall development strategy of this Plan and conform with the relevant policies concerning location, building design and environmental impacts. In particular, support will be given for proposals for the redevelopment of previously developed sites and also for those that provide opportunities for local employment and training.

7.5.3 Objective 2. To support sustainable and economic growth which respects the character of the area and conserves its heritage while understanding the important elements of the local landscape. See Section 2, About Us.

See also BD10 and Policies from Section 10: E1, E3 (10.4.2); E9 (10.4.8); AS12, AS13 (10.13.2).

#### 7.5.4 Policy from Objective 2

**BE2** Proposals for new commercial development within the Plan area must be in keeping with the important landscape and heritage character of the area and take account of the relevant policies in Section 10 of this Plan.

7.5.5 Objective 3. To maintain the essentially rural nature and character of the two parishes, any commercial development should be measured, proportionate in size and type, and sustainable in the context of traffic and other infrastructural consideration.

#### 7.5.6 Policy from Objective 3

**BE3** Proposals for new or expanded commercial development in the Plan area should include adequate on-site vehicle parking spaces in accordance with the adopted Parking Standards and, where necessary, submit a Goods Movement Plan to minimise the use of HGVs. (See also BD4, Parking Standards).

## Section 8.0 Community Wellbeing and Health

### 8.1 Context

8.1.1 The community benefits from four designated recreation areas within two parishes, set within rural surroundings of picturesque fields, woodlands and orchards. These spaces provide play facilities for younger children as well as areas for football and bowls. There is also an 18-hole golf course with hotel facilities.

8.1.2 In recent years a community group, supported by the Parish Council, has enhanced the main recreation ground in Boughton by providing play facilities for the youngest children as well as adventure equipment for older children. An outdoor family gym was added in 2021.

8.1.3 With the closure of the Boughton GP surgery in 2016, our community now has no local primary medical, dental or social care facilities. Residents must travel to Faversham, Whitstable or further afield to meet their care needs. Whilst resolving this issue is not within the remit of a Neighbourhood Plan, our proposed housing policies have been designed with this constraint in mind (see BD11).

### 8.2 Questionnaire response

8.2.1 The main sources of evidence are the results of the Questionnaire and comments at subsequent meetings. These identified a strong concern for retention and promotion of the rural environment of the two villages (see also BD11). The Neighbourhood Plan has taken account of the need for additional facilities, particularly for younger adults, as indicated in responses to the initial Questionnaire.

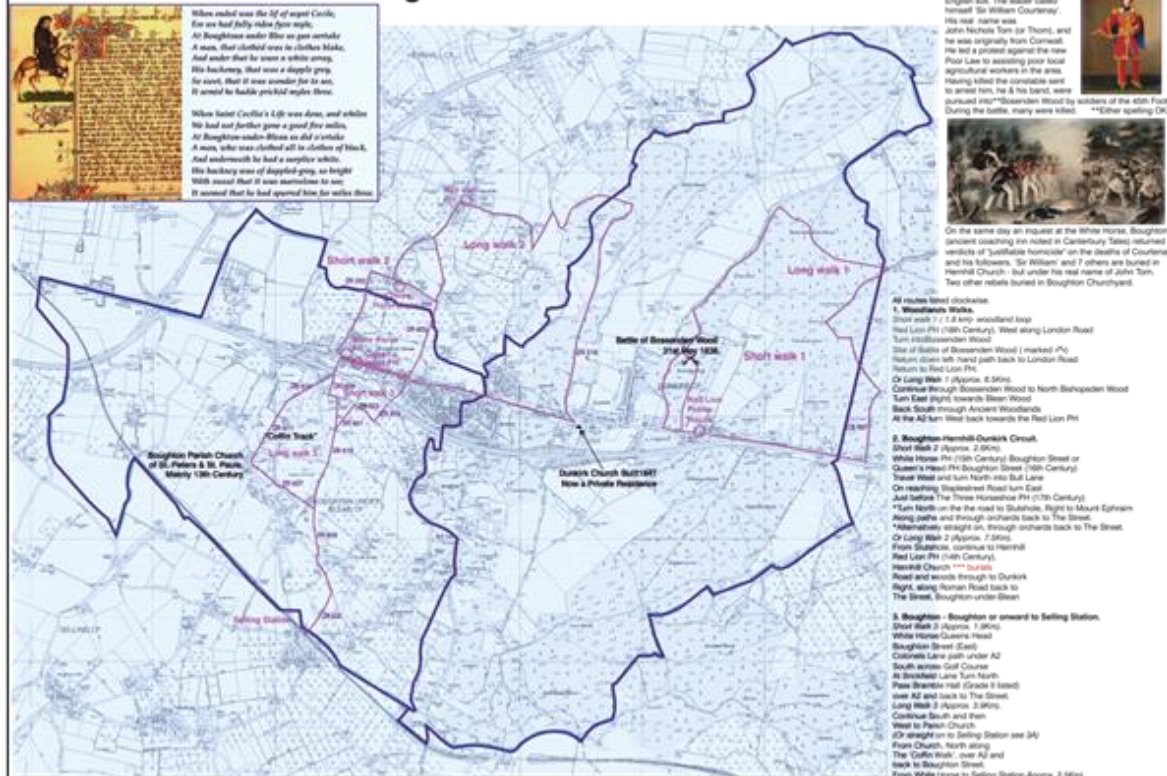
8.2.2 To meet the points identified by respondents, the Neighbourhood Plan contains a broad aim to extend sport and recreational opportunities for all members of the community by making best use of green spaces, village hall facilities and the Parochial Church Council-owned St. Barnabas Parish Centre. Responses to a Call for Sites also include suggestions suitable for recreational development.

### 8.3 Walks, trails, bridleways and footpaths

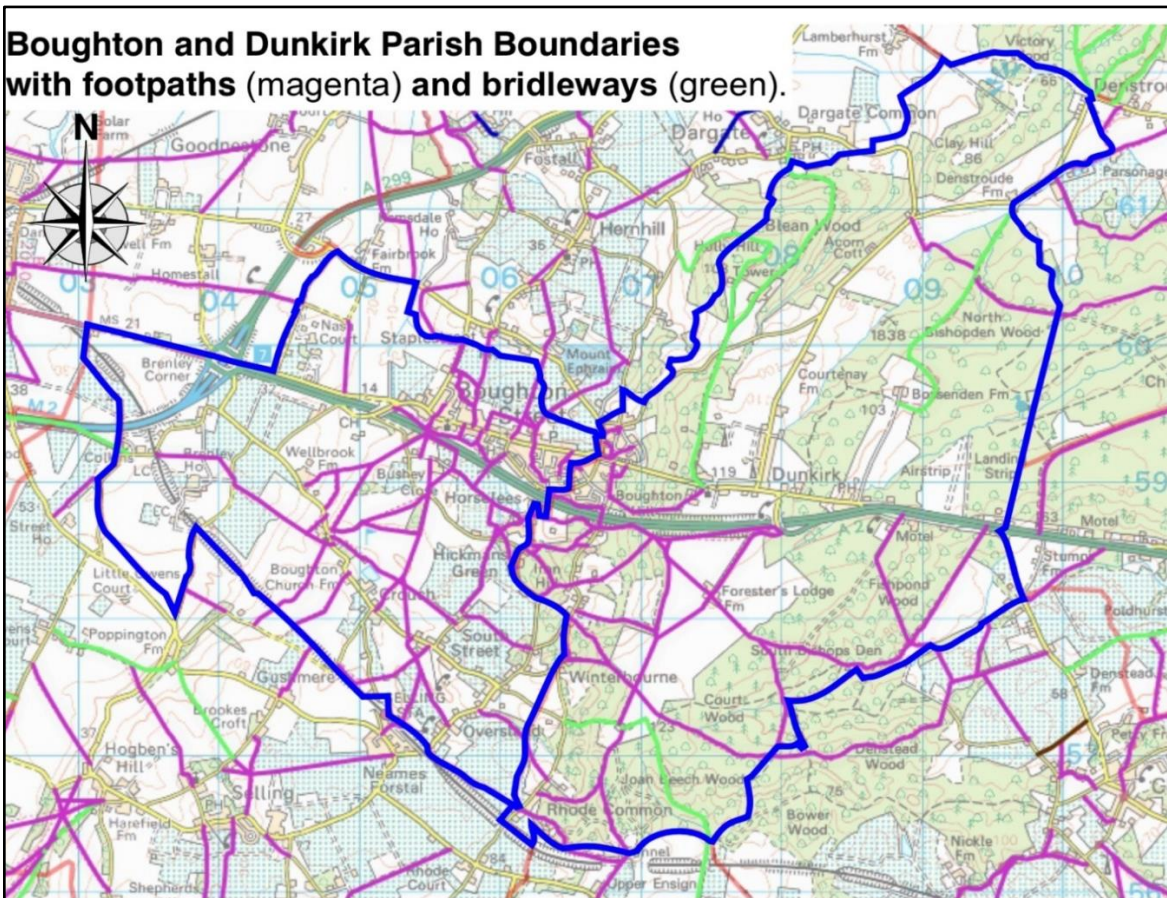
8.3.1 Maps VI and VII on page 30 identify footpath trails and bridleways across the two parishes, and specially designed walks entitled 'Walks for Heritage and Health' (see also BD11). The Neighbourhood Plan encompasses an area of landscape and historic interest. Situated close to the protected woodland of the Forest of Blean and surrounded by an iconic countryside of orchards and hop-gardens, it is the epitome of Kent 'The Garden of England'.

8.3.2 Local residents value this landscape for its intrinsic beauty, its historic importance and its recreational amenity value. It also acts as an important countryside buffer between the villages and the larger nearby towns of Faversham and Canterbury.

## Walks and trails for Heritage and Health.



Map VI. Walks and Trails for Heritage and Health



Map VII. Boughton and Dunkirk boundaries with footpaths and bridleways  
 These maps are also printed at A3 size in the compendium of Maps that follow page 68.



## 8.4 OBJECTIVES AND POLICIES

8.4.1 Objective 1. To enhance the use of all present recreational spaces and facilities, and to promote the health of the whole community by encouraging physical exercise.

8.4.2 Policies from Objective 1

- CWB1 The promotion and use of the green environment through new and existing designated trails which link throughout the parishes will be supported.**
- CWB2 The provision of new and/or enhanced suitable recreational open spaces and facilities at suitable and accessible sites within the Plan area, will be supported.**
- CWB3 Development proposals will be supported that will enhance the network of public bridleways and footpaths throughout the parishes.**

8.4.3 Objective 2. To broaden recreational opportunities and highlight the benefits of the outdoor environment for community members of all ages, not least for young adults, as well as for visitors to the parishes.

8.4.4 Policy from Objective 2

- CWB4 Development proposals will be supported that will enhance sports facilities within Boughton and Dunkirk villages.**

## Section 9.0 Educational Provision

### 9.1 Context

9.1.1 With the closure of the primary school in Dunkirk, pupils from both parishes within the Neighbourhood Plan area now attend the combined Boughton and Dunkirk Primary School in Boughton. Pupils continue to attend secondary schools in Faversham or Canterbury, either by bus or car.

9.1.2 With the primary school now close to capacity, a new housing development at Love Lane/Whitstable Road in Faversham as well as other proposed developments close to (and within) the boundary of the parish of Boughton-under-Blean may well have an impact upon school numbers. However, assurances have been given, following discussion with senior officers in East Kent Area Education Department, that pressure will be exerted upon developers to include the construction of a new primary education facilities in Faversham to meet the needs of these new residents.

### 9.2 Meeting the needs of our communities

9.2.1 The objectives of the Neighbourhood Plan relate both to ensuring adequate educational provision for all our primary school pupils and, where possible, to alleviating present and future pressures on parking and traffic flow linked to transportation of pupils to and from school.

9.2.2 At the same time, the Neighbourhood Plan supports local opportunities for continuing education and training for the wider community. Consequently, there is an obvious need for improved and consistent broadband throughout the NP area. Much of this section will depend on education and planning decisions, at District and County Council level, but the wishes of the community are summarised at the time of the writing of this Plan.

### 9.3 OBJECTIVES AND POLICIES

9.3.1 Objective 1. To ensure that any proposed new developments within or close to the boundaries of the two parishes must respect the constraints on the present primary school facilities. To improve parking provision and traffic flow at the beginning and end of the school day, as well as ensuring safe crossing places in The Street, following expressions of concern by pupils and parents. To support the suggestion produced by the questionnaire of a shuttle bus within the two Parishes in order to reduce the journeys of private vehicles travelling to and from the school.

9.3.2 Policy from Objective 1

**EP1 Development proposals must make the appropriate educational provision including safe walking routes to and from the school. This is to ensure traffic problems are not exacerbated and air quality standards are not compromised.**

9.3.3 Objective 2. To promote an ethos of Education for All by encouraging the use of local facilities to offer opportunities for study, personal development and expansion of vocational skills. To meet the needs of a world ever more reliant upon 'new technology', the Plan will focus on providing or encouraging opportunities for training in Information Technology (IT) for all members of the community by adapting or improving current facilities.

9.3.4 Policy from Objective 2

**EP2 To support proposals to enhance local facilities for continuing study, including the development of vocational and information technology skills, for all members of the community and to improve broadband access and speed.**

## Section 10.0 Environment, Landscape Character and Design

### 10.1 Context

10.1.1 The Neighbourhood Plan Area includes the historic villages of Boughton and Dunkirk, together with surrounding hamlets around Boughton Church and at South Street. They are all set within two areas of significantly valuable farming and natural landscape – parts of the North Kent Horticultural Belt, with its predominance of orchards and hop gardens, and the Forest of Blean, which includes both areas of woodland and fields formerly part of the forest. “The Blean” is an internationally designated Special Area of Conservation due to its ancient oak and *hornbeam* woodland and because it supports a good population of the rare *heath fritillary* butterfly. The villages have seen gradual growth over the years, with a mix of housing developments, and a sprinkling of commercial and community facilities.

### 10.2 Conservation and Landscape Character

10.2.1 The Swale Local Plan includes policies for the protection of significant landscape and habitat areas and the historic environment of this Neighbourhood Plan Area. The Boughton and Dunkirk Neighbourhood Plan confirms the evidence base for these policies through the Landscape Character Analysis (BD9) and the Boughton Street, Boughton Church and South Street Conservation Area Appraisals, adopted in 2019 (BD8). These documents identify the special qualities of each area, and suggest development and design guidelines; these are reflected in the site-specific policies on page 39, paragraph 10.5. In particular, they emphasise the need to protect from development the fruit belt areas north and south of Boughton, as well as the Blean Woods area that surrounds Dunkirk, and the character and setting of the three Conservation Areas and the landscape buffers between Faversham and Boughton, and between the village and the A2.

10.2.2 In the Swale Landscape Character Assessment (BD10), 42 landscape character areas were identified, described, and their key characteristics noted. An analysis was undertaken to identify the condition and sensitivity of the landscape to change. Methodology guidelines for each area were proposed. It was noted that changes in the natural landscape are often gradual, relating closely to changes in geology and soil type. It is therefore common to find some characteristics of one area overlapping into another.

10.2.3 Not all areas within a landscape character area exhibit all the characteristics of that area and it is usual to have some pockets with very few distinctive features. Often this is due to changes in land use that have resulted in the loss of landscape features, or the addition of features not typically associated with that area. The proximity of the built environment often affects the condition of the landscape, particularly on the boundaries where pressures are greatest.

10.2.4 Within the NP area ten different landscape areas have been identified (see para 10.5); each one is mapped, photographed and described in detail in terms of the landscape, views and built environment. Development / design guidelines are given for each separate area which are now reflected in the area-specific policies in paragraph 10.5. (Map X, page 37).

### 10.3 Maintaining Community Identity

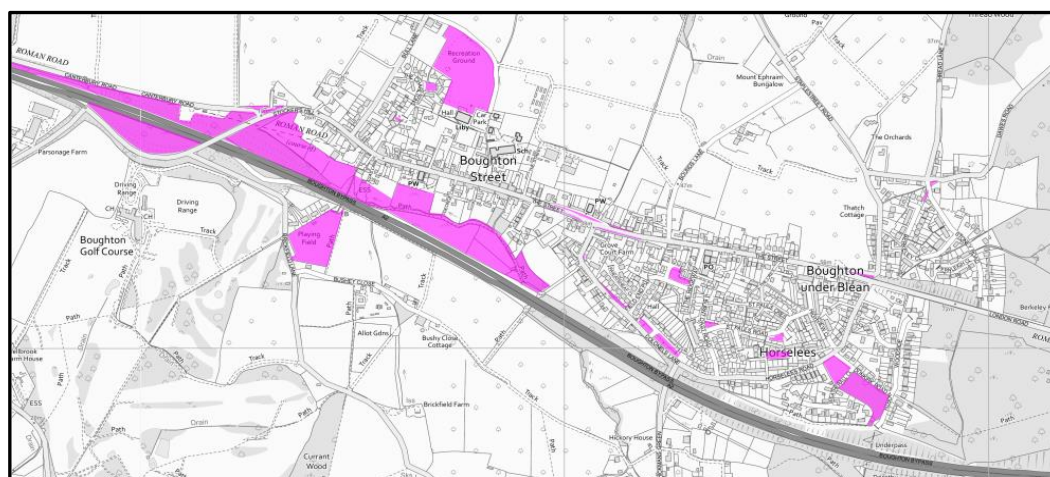
10.3.1 One of the most important principles of our Neighbourhood Plan is to maintain our identity as a community separate from Faversham, Canterbury and Whitstable with green space between us. This means that, in order to safeguard and enhance the local environment, as a matter of principle any new development should take place on sites within or, if required to meet recognised community needs, adjacent to the built-up boundaries of Boughton and Dunkirk, relating well to the existing settlements, respecting the character of the surrounding countryside and of the Conservation Areas.

### 10.4 OBJECTIVES AND POLICIES

10.4.1 Objective 1. To safeguard and enhance the distinctive identity and rural character of both Boughton and Dunkirk parishes and to maintain their separate identities and physical separation from the nearby communities of Faversham and Canterbury. To protect from development the countryside gaps between them, the open landscape between the A2 and the Boughton Street Conservation Area, and other heritage assets, and the significant views to and from The Blean and to the coast (see BDs 8, 9 and page 41, Map XII).

#### 10.4.2 Policies from Objective 1

- E1** Proposals for developments which respect and enhance the tranquillity, local landscape, character, environmental quality and amenity value of Boughton and Dunkirk parishes will be supported in principle.
- E2** Proposals for developments which actively seek opportunities for landscape, heritage, recreational and ecological gain will be supported in principle, as will the protection and enhancement of heritage assets and the management of the countryside.
- E3** Green spaces within the parishes will continue to be protected from development (see Map VIII below, Map IX on page 36 and Map XI on page 38, and BD11).



Map VIII. Boughton parish green spaces.

This map is also printed at A3 size in the compendium of Maps that follow page 68.



*Map IX. Dunkirk parish green spaces.  
This map is also printed at A3 size in the  
compendium of Maps that follow page 68.*

10.4.3 Objective 2. To continue to protect and enhance the Blean Woods area that surrounds Dunkirk, the fruit belt areas north and south of Boughton, as well as the settings of the Conservation Areas of the parishes. To give special protection to sites in or near to designated landscape areas, as included in the Swale Local Plan, and to designated wildlife sites, and to encourage their enhancement and proper management.

10.4.4 Policies from Objective 2

- E4 Any development that conflicts with the protection of the natural landscape and sensitive sites and wildlife in 'The Blean' and the surrounding fruit belt will not be supported.**
- E5 All proposals for new or extended development having a landscape impact must demonstrate that they have had regard to and reflect the Landscape Character Area in which the application site falls and must follow the policy guidelines of the Local Plan as well as the policies in this Plan.**

10.4.5 Objective 3. To minimise the environmental impact of new development, including surface water drainage, water supply and quality; to ensure that all development is sympathetic to its setting and that it enhances the high-quality landscape and improves local biodiversity; to ensure that any development is compatible with its built and natural context and to locate new development within easy walking distance of existing village facilities. It will encourage access to bus stops, thus minimising traffic congestion, the related emissions and pedestrian safety concerns.

10.4.6 Policies from Objective 3

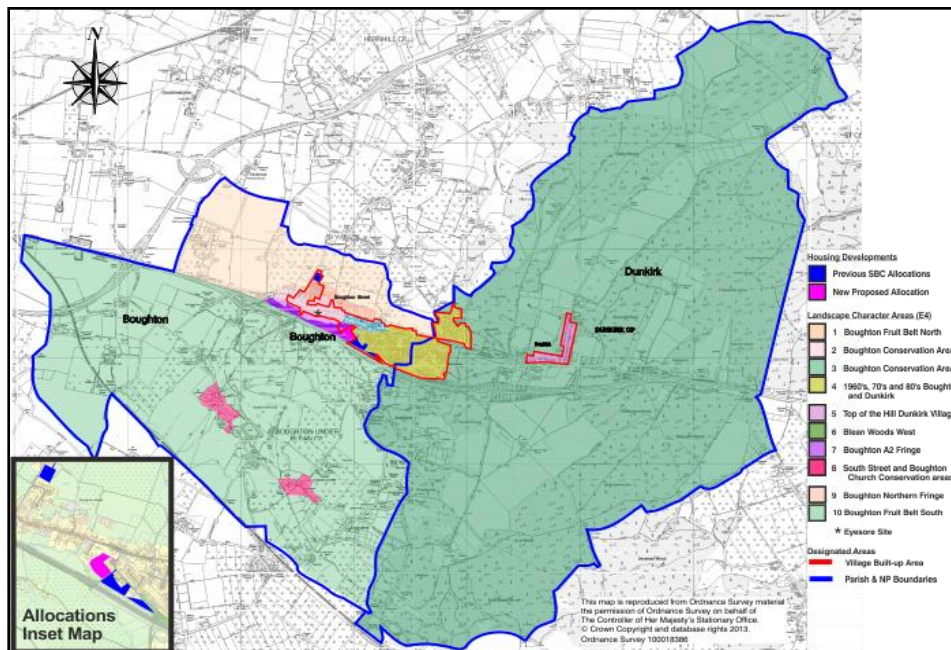
- E6 Development proposals within the Plan area which minimise the adverse environmental impacts of new development, for example in respect of surface water drainage, ecology and biodiversity, air quality and water quality, and which promote sustainable forms of development will be supported in principle.**

- E7 Development within the village envelope will be supported in principle providing it promotes the re-use, recovery and restoration of previously developed sites.**
- E8 A minimum level of at least 10% Biodiversity Net Gain is required for proposed new developments in the Plan area against baseline conditions for the development sites concerned.**

10.4.7 Objective 4. All proposals for development must contain sufficient detail to demonstrate that the proposal is of high-quality design appropriate to its surroundings, with suitable layout and access arrangements. Proposals for development within or visible from the Conservation Areas must have regard to the principles set out in the Boughton Conservation Area Appraisals (BD8) and Landscape Character Areas (BD10). The traditional pattern of growth which characterises the parishes of Boughton and Dunkirk is one of small scale and gradual change. This must be reflected in the scale of any development permitted in the Neighbourhood Plan area during the plan period. Any external lighting proposed must not cause visual intrusion or light pollution.

10.4.8 Policies from Objective 4

- E9 Variety in density, layout, building orientation and sizes will be sought to reflect the local context. Building styles and materials must also respect and positively contribute to local distinctiveness.**
- E10 Schemes must produce a cohesive and high-quality design approach for car parking, charging points, boundary treatments, bin stores, utility storage boxes, lighting and street furniture. All landscaping and boundary planting should be of native species.**



Map X. Landscape Character Areas.

This map is also printed at A3 size in the compendium of Maps that follow page 68.

## 10.5 LANDSCAPE CHARACTER AREAS AND AREA-SPECIFIC OBJECTIVES AND POLICIES

The policies that follow provide detailed guidance for the proposals in Map X, page 37. These policies should be considered alongside all other relevant policies and guidance in this Plan and the adopted Swale Borough Local Plan that may also apply to proposals affecting these areas.

### 10.5.1 Area 1 - BOUGHTON FRUIT BELT NORTH

10.5.2 Objective 1. To conserve the area and its characteristic agricultural activity, retaining its open nature and emphasising its role in the countryside gap that exists between Faversham and the villages including key views.

10.5.3 Policy from Objective 1

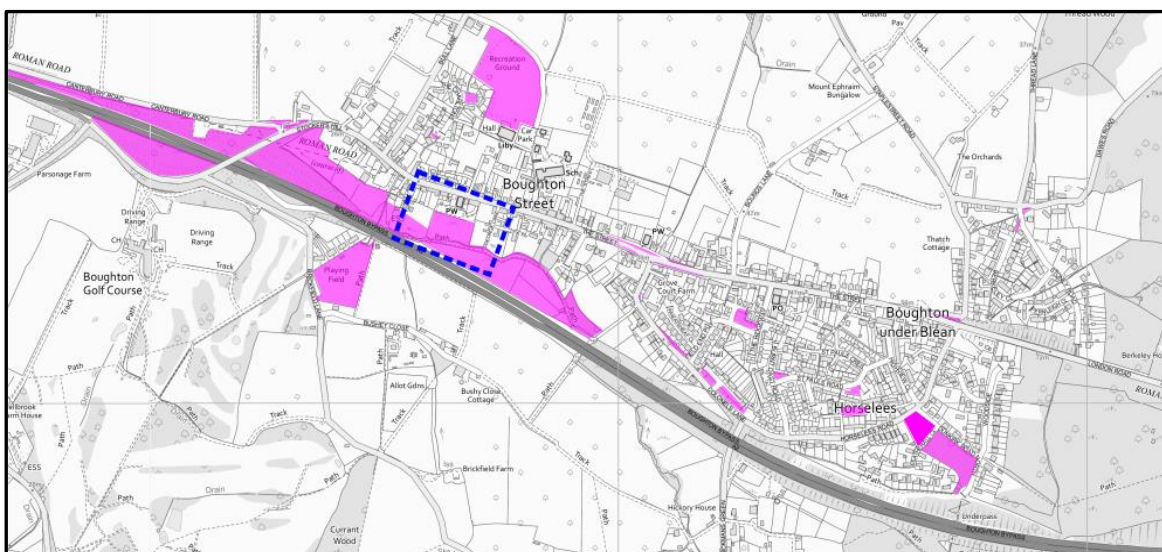
**AS1 To support landscaping around the A2 to reduce the impact of the road and associated development. All landscaping and boundary planting should be of native species.**

### 10.6. Areas 2 and 3 - BOUGHTON STREET CONSERVATION AREA

10.6.1 Objective 2. To preserve and enhance the area's special interest and its setting, including the open and wooded landscape between the rear of properties and the A2.

10.6.2 Policy from Objective 2

**AS2 To support the improvement of the old Garden Hotel, in a manner which secures the viable future of the listed building and is sympathetic to the objectives of this Plan, including protection of the lower area of this site as part of a wider designation as a local green space in accordance with policy AS6 on page 39. See Map XI below.**



*Map XI. Boughton parish green spaces showing the Garden Hotel (within blue dotted line). This map is also printed at A3 size in the compendium of Maps that follow page 68.*



## **10.7 Area 4 - 1960s / 70s / 80s BOUGHTON AND DUNKIRK**

10.7.1 Objective 3. To protect and enhance incidental open spaces.

10.7.2 Policy from Objective 3

**AS3 Development proposals that would compromise the character or access to open spaces in Area 4 will not be supported.**

## **10.8 Area 5 - "TOP OF THE HILL" DUNKIRK**

10.8.1 Objective 4. To conserve the relationship of "top the hill Dunkirk" with the wider Blean Woods (SSSI).

10.8.2 Policy from Objective 4

**AS4 Development will be permitted where it is limited in scale, in accordance with the Swale Local Plan, to "minor infill and redevelopment sites within the built-up area.**

## **10.9 Area 6 - BLEAN WOODS WEST**

10.9.1 Objective 5. To conserve the distinct and tranquil landscape character of the ancient and semi-ancient woodland.

10.9.2 Policy from Objective 5

**AS5 Development proposals must conserve and enhance Area 6, including ditches, streams and ponds, scrub, dry and wet heath, together with its setting of wood pasture, open slopes (including views) and the rural character of the area's network of narrow winding lanes, enclosed by mature hedgerows.**

## **10.10 Area 7 - BOUGHTON A2 FRINGE**

10.10.1 Objective 6. To restrict development south of the built-up area to the two areas on Colonels Lane already allocated for residential use and an additional area immediately to the west, detailed in Policy AS7.

10.10.2 Policy from Objective 6

**AS6 Any further development to the two areas immediately alongside the A2 in Area 7 other than already allocated will not be supported.**

10.10.3 Objective 7. To consider development on the area of relatively level land next to the larger site, and adjoining the built-up area.

10.10.4 Policies from Objective 7

**AS7 Residential development is proposed on the area west of the two sites already allocated in the adopted Swale Borough Local Plan, as shown on Map V on page 20 and defined at Policy H2 on page 21, provided that a development brief taking account of the policies in this Plan and the views of the local community is prepared by the developer and approved by the Borough Council. The development brief should address the matters set out at paragraph 5.12.2 on page 20.**

**AS8 The remainder of Area 7 is to be protected as an area of green space, the public footpath enhanced, and maintenance improved through S106 contributions.**

#### **10.11 Area 8 - SOUTH STREET AND BOUGHTON CHURCH CONSERVATION AREAS**

10.11.1 Objective 8. To ensure both Conservation Areas are protected and enhanced. The management and safeguarding of the churchyard, the memorial garden and burial ground is of key importance to the heritage assets and biodiversity.

10.11.2 Policy from Objective 8

**AS9 Any proposals that impact the conservation areas in area 8 must be in accordance with the Conservation Area Appraisals (BD8).**

#### **10.12 Area 9 - BOUGHTON NORTH FRINGE**

10.12.1 Objective 9. To maintain the rural character of the Bull Lane area and improve the Village Hall and school surroundings.

10.12.2 Policies from Objective 9

**AS10 To ensure the control of the allocated development of the Bull Lane site by a Development Brief that maintains the rural character of Bull Lane, and creates an attractive frontage to the adjoining playing fields through an integrated landscape strategy, (see 'Bearing Fruits 2031', paragraph 6.5.11).**

**AS11 To support improvement of the Village Hall and surroundings to enhance the community facilities and green open space.**

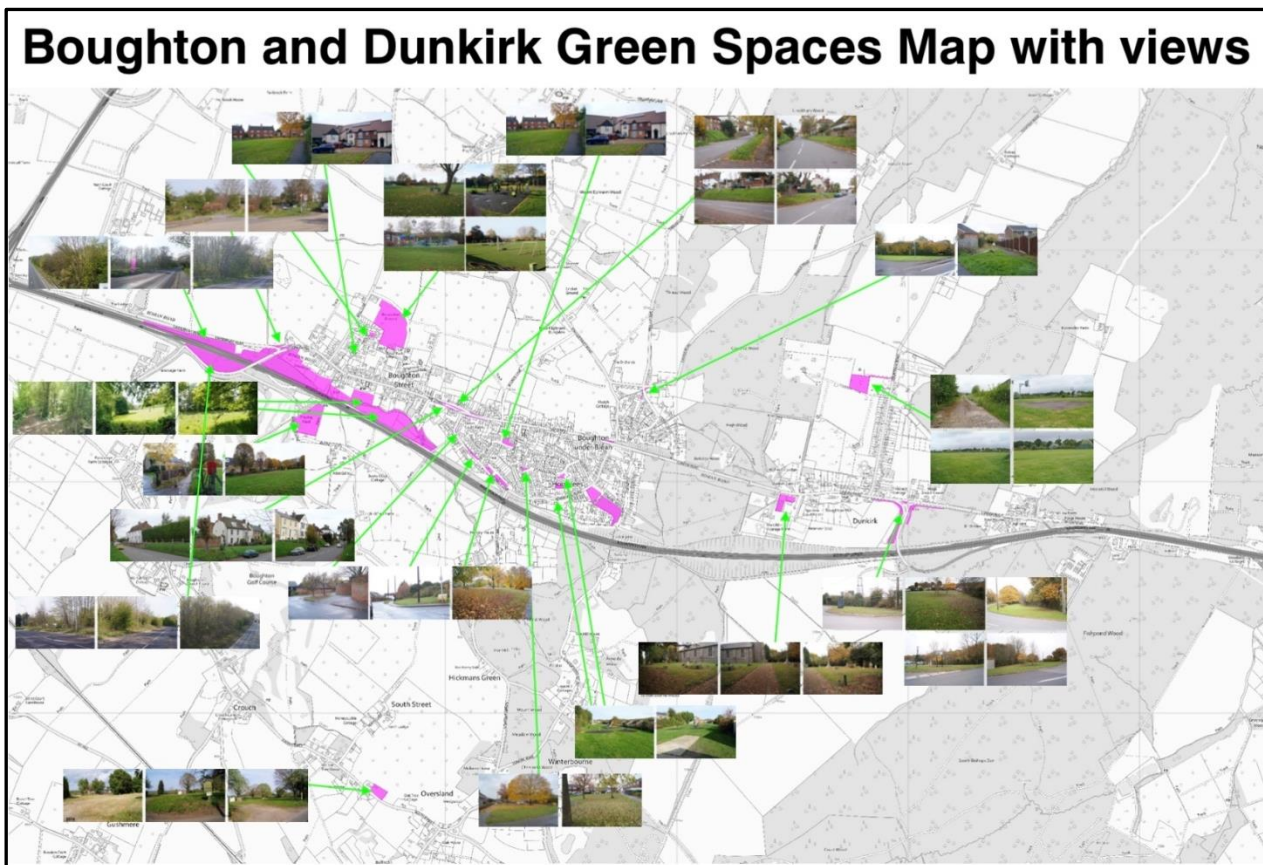
## 10.13 Area 10 - BOUGHTON FRUIT BELT SOUTH

10.13.1 Objective 10. To maintain the open character of the area and in particular its role as part of the countryside gap between Faversham and the villages.

10.13.2 Policies from Objective 10

**AS12** Proposals will be supported for an improved layout for Brenley Corner where they are developed to respect and respond to its countryside setting, incorporating a landscape strategy that minimises the impact of the development on the surrounding areas.

**AS13** Development proposals will be supported which contribute to protecting and where possible, enhancing the intrinsic value, tranquillity and beauty of the countryside, its buildings and the vitality of rural communities.



Map XII. Boughton and Dunkirk Green Spaces map with views

This map is also printed at A3 size in the compendium of Maps that follow page 68.

# Boughton and Dunkirk Neighbourhood Plan

## DESIGNATION OF NEIGHBOURHOOD AREA

Local Development Framework Panel  
Thursday, 19th September, 2013

### Local Development Framework Panel

MINUTES of the Meeting held in the Council Chamber, Swale House, East Street, Sittingbourne on Thursday 19 September 2013 from 7:00 pm to 8.20 pm.

**Present:** Councillor Gerry Lewin (Chairman), Councillor Bryan Mulhern (Vice-Chairman), Councillors Andy Booth, Derek Conway, Mike Haywood, Prescott, Adam Tolhurst, Roger Truelove and John Wright.

**Officers Present:** Alan Best, James Freeman and Kellie Mackenzie.

**Also In Attendance:** Councillor David Simmons (Cabinet Member for Environment and Rural Affairs).

|     |   |
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| 273 | <p><b>Minutes</b></p> <p>The Minutes of the Meeting held on 27 June 2013 (Minutes Nos. 106 - 111) were taken as read, approved and signed by the Chairman as a correct record subject to an amendment to Minute No. 107 to reflect that Councillor Bryan Mulhern was elected as Vice-Chairman.</p>  |
| 274 | <p><b>Declarations Of Interest</b></p> <p>No interests were declared.</p>   |
|     | <p><b>Part A Minutes For Recommendation To Cabinet</b></p>  |
| 275 | <p><b>Draft Kent Downs Area Of Outstanding Natural Beauty Management Plan 2015-2020</b></p> <p>The Chairman welcomed Councillor David Simmons, Cabinet Member for Environmental and Rural Affairs to the meeting.</p> <p>Councillor Simmons thanked the Principal Planner for the report which set out minor observations, as set out in Table One of the report, on the management plan for the Kent Downs Area of Outstanding Natural Beauty (AONB) which was currently out for consultation.</p> <p>Councillor Simmons spoke about the importance of the document and the need to enhance and strengthen controls to protect AONBs and the countryside for their own sake. Councillor Simmons explained that he would have liked the document to have explored amendments to boundaries, but hopefully this was something for the future.</p> <p>Councillor Simmons also considered that on page three of the report paragraph 2.6 the wording 'decline in woodland management' should be replaced with 'changes in woodland management'.</p> <p>In response to queries from Members, the Principal Planner stated that with regard to Policy VC7 and to green accreditation, there was currently no mechanism to require landowners to support the scheme. He felt that some strengthening of the statement may give added encouragement. Some Members felt that this was best left to businesses to decide whether to join such a scheme. The Principal Planner explained that with regard to the 'byways Open to all traffic' statement in Section 3.10.4, the review would include those areas where it was already legal for off-road vehicles to access.</p> <p>The Chairman thanked the Officer and Cabinet Member for their work on the document.</p> <p><b>RECOMMENDED:</b><br/>(1) That, subject to the amendments suggested by the Panel, the minor observations set out in Table One be provided to the Area of Outstanding Natural Beauty (AONB) unit for consideration in preparing the final draft adoption version of the management plan.</p> |
| 276 | <p><b>Boughton-under-blean &amp; Dunkirk Neighbourhood Plan - Designation Of Neighbourhood Area</b></p> <p>The Chairman introduced the report which informed Members of the outcome of a recent public consultation outlining a request by Boughton-under-Blean and Dunkirk Parish Councils to have an area designated as a neighbourhood area for the purposes of developing a Neighbourhood Plan.</p> <p><b>RECOMMENDED:</b><br/>(1) That the Boughton-Under-Blean and Dunkirk neighbourhood area be designated for the purposes of a Neighbourhood Plan following a six-week public consultation.</p>  |

# **Boughton and Dunkirk Neighbourhood Plan**

## **Glossary**

### **Affordable housing**

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market.

### **AONB – Area of Outstanding Natural Beauty**

Land protected by the Countryside and Rights of Way Act 2000. It protects the land to conserve and enhance its natural beauty.

### **BD – Background Documents**

Working documents which, together with Plan Additional Evidence, provide further information about how the plan was researched and developed.

### **B&DNP – Boughton and Dunkirk Neighbourhood Plan**

### **Bearing Fruits 2031 – also known as the Local Plan and Local Development Plan**

The Swale Borough Council Local Plan identifies where development will take place and how the natural environment and built heritage of the borough will be protected and enhanced.

Comprises one or more documents prepared in accordance with legal requirements, independently examined and adopted in 2017 by the Council. It is also used by the Council to help determine planning applications.

### **Biodiversity value**

The variety and variability among living organisms and the ecological complexes in which they occur.

### **Conservation Area Appraisal**

Defines the special interest of the conservation area that merits its designation and describes and evaluates the contribution made by the different features of its character and appearance.

### **Disability in Kent**

Outlines the data sets that Kent County Council uses to estimate the number of people with a disability or disabling condition.

### **Earnings in Kent**

Average weekly earnings data for the districts in Kent.

### **Economically active**

Those people in employment plus those who are unemployed (includes students)

### **Economically inactive**

Those people (aged 16-64) not involved in the labour market, neither working or actively seeking employment.

**English Rural Housing**

Non-profit organisation working with rural communities to build and manage affordable homes.

**Goods Movement Plan**

Evaluates existing conditions and key trends, issues and opportunities. Recommends projects, programs and policies to improve the efficiency of goods movement while reducing impacts on communities.

**Grade II listed**

A building or structure of special architectural or historic interest considered to be of national importance and therefore worth protecting.

**Housing stock in Kent**

The total number of houses and apartments in an area.

**KCC – Kent County Council****Land registry data**

House price information consisting of more than 24m definitive records dating back to 1995.

**Landscape Character Assessment**

The process of identifying and describing variation in character of the landscape. It identifies and explains the unique combination of elements and features that make landscapes distinctive by mapping and describing character types and areas.

**Light pollution**

Excessive or poor use of artificial outdoor light at night which disrupts the natural patterns of wildlife, contributes to the increase in carbon dioxide in the atmosphere, disrupts human sleep and obscures stars in the night sky.

**LDF – Local Development Framework**

A collection of planning documents that deliver the spatial planning strategy and policies for the local area.

**LPR – Local Plan Review**

Local Plan is reviewed every 5 years and will set out the planning framework for the borough for the period to 2038 and will cover issues such as: housing provision, the economy, retail and town centres; infrastructure provision and the environment. It will also set out policies by which planning applications will be determined, in addition to allocation land for housing.

**Localism Act 2011**

An Act of Parliament that changes the powers of local government in England. The aim of the act is to facilitate the devolution of decision-making powers from central government to individuals and communities.

**Locality**

National network charged with supporting the delivery of Neighbourhood Plans.

**NP – Neighbourhood Plan (also known as Neighbourhood Development Plan)**

A made plan gives communities direct power to develop a shared vision for their neighbourhood and shape the development and growth of their local area.

**NPPF – National Planning Policy Framework**

Sets out government's planning policies for England and how these are expected to be applied.

**Native species**

A species that originated and developed in its surrounding habitat and has adapted to living in that particular environment.

**ONS – Office for National Statistics**

Produces statistics which are relied on by central and local government, businesses and individuals to make decisions and plan for the future. The data used by this document is from the 2011 Census.

**Parking Standards**

Considers parking for all types of vehicles and seeks to balance the need to provide an appropriate parking provision for new developments.

**PAE – Planning Aid England**

Provides planning advice and support to help individuals and communities engage with the planning system and get involved in planning their local area.

**Property prices and sales in Kent**

Presents the annual house prices and sales for local authorities in Kent as published by the Land Registry.

**PRoW – Public Rights of Way**

Rights across land exercisable by the public, and which allow them to pass along them, at any time they choose. Some rights of way also allow travel by other means, e.g. by horse, bicycle or car.

**Reg 14 – Regulation 14 Consultation**

Details of the proposals for a neighbourhood development plan, details of where and when the proposals for a neighbourhood development plan may be inspected, details of how to make representations and the date by which those representations must be received.

**Rural Local Service Centre**

Growth points or settlements with relatively high intensity of functional magnitude and distinctiveness; serves its surrounding territory in terms of cultural, commercial, administrative and other requirements.

**SAMM area – Strategic Access Management and Monitoring area**

Working with Natural England, strategies are created for protected sites, these are known as:

**SAMMS – Strategic Access Management and Monitoring Strategies.****SBC – Swale Borough Council****S106 – Section 106 agreement**

Planning obligations under Section 106 of the Town and Country Planning Act 1990, are a mechanism which makes a development proposal acceptable in planning terms that would not otherwise be acceptable. They are focused on site specific mitigation of the impact of development on the community and infrastructure.

**SHLAA – Strategic Housing Land Availability Assessment**

A technical exercise to determine the quantity and suitability of land potentially available for housing development.

**SPAS – Special Protection Areas**

Protected areas for birds in the UK and together with Special Areas of Conservation (SACs), form the UK's national site network.

**SSSI – Site of Special Scientific Interest**

A formal conservation designation. Usually, it describes an area that is of particular interest to science due to the rare species of fauna or flora it contains, or even important geological or physiological features that may lie in its boundaries.

**Special Area of Conservation**

Protects one or more special habitats and/or species, terrestrial or marine, listed in the Habitats Directive.

**Sustainable development**

Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.

**Thames Crossing**

A proposed road crossing of the Thames estuary close to the Dartford Crossing that links the counties of Kent and Essex and its proposed approaches.

**Trans European Transport Network**

A planned network of roads, railways, airports and water infrastructure in the European Union.

**UK Red List**

A globally recognised way of identifying the threat of extinction to species using the internationally accepted Red List guidelines developed by the International Union for Conservation of Nature, based on scientific information and ongoing research.



# Boughton and Dunkirk Neighbourhood Plan

## EVIDENCE BASE

| Reference                    | Content  |
|------------------------------|--|
| <b>Section 1</b>             | <b>Aim, Vision Statement and Key Objectives</b>  |
| BD1<br>+ Additional Evidence | Questionnaire and results:<br>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions.<br>There was a 21% response rate.  |
| BD2                          | Workshops and community engagement:<br>Overview of 2 workshops, 7 public meetings/surgeries, 25 community group visits, and four surveys undertaken during the period 2013-2015, in order to ensure residents' views were fully taken into account, and as many volunteers as possible were given an opportunity to participate. |
| BD3                          | School documentation and engagement with young people:<br>Summarises the lessons delivered at the local primary school in 2015, and views collected from schoolchildren about amenities in their community.  |
| BD17<br>Appendix 3           | Community consultation responses and B&DNP Team decisions.   |
| <b>Section 2</b>             | <b>About Us</b>  |
|                              | 'Canterbury Tales' by Geoffrey Chaucer   |
|                              | 'Battle in Bossenden Wood' by P. G. Rogers   |
|                              | 'The Courtenay Affair, 1838', A Nutshell Guide by Wendy Safe   |
|                              | Local history researched by the NP Team  |
|                              | Photos researched and supplied by the NP Team and members of the local community   |
| BD16                         | Our Community:<br>History and development of Boughton under Blean and Dunkirk<br>Heritage Asset list for both parishes   |
| <b>Section 3</b>             | <b>Neighbourhood Plan Development</b>  |
| BD1<br>+ Additional Evidence | Questionnaire and results:<br>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions.<br>There was a 21% response rate.  |

|  |  |
|--|--|
| BD2  | Workshops and community engagement:<br>Overview of 2 workshops, 7 public meetings/surgeries, 25 community group visits, and four surveys undertaken during the period 2013-2015, in order to ensure residents' views were fully taken into account, and as many volunteers as possible were given an opportunity to participate. |
| BD3  | School documentation and engagement with young people:<br>Summarises the lessons delivered at the local primary school in 2015, and views collected from schoolchildren about amenities in their community.  |
| BD17<br>Appendix 3<br>+ Additional<br>Evidence | Community consultation responses and B&DNP Team decisions.   |
| BD12   | Strategic Environment Assessment with Natural England's response   |
| BD17<br>Appendix 5                             | Statutory consultation responses and B&DNP Team decisions.   |
| BD17<br>Appendix 7                             | Swale Borough Council Consultation response and B&DNP Team decisions.  |
|  | National Policy Planning Framework 2021:<br><a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a>  |
| <b>Section 4</b>                               | <b>Planning Policy Context</b>   |
|  | KCC Labour Force Bulletin 2020.  |
|  | ONS 2011 Census – Accommodation figures.   |
|  | ONS 2011 Census – Travel figures.  |
|  | ONS 2011 Census – Public transport figures.  |
| <b>Section 5</b>                               | <b>Housing</b>   |
| BD1<br>+ Additional<br>Evidence                | Questionnaire and results:<br>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions.<br>There was a 21% response rate.  |
| BD4<br>+ Additional<br>Evidence                | Traffic and Transport:<br>Describes the road and footpath network and current public transport services, and discusses problems with traffic levels, car and lorry parking, lighting, and signage.<br>NP photographs 2015.<br>NP Parking Standards   |

|                               |   |
|-------------------------------|---|
| BD5                           | <p>Housing:</p> <p>Extracts the housing issues raised through community engagement, particularly the implications for provision of new privately-owned affordable homes. Includes details on First Homes.</p>   |
| BD6                           | <p>Local Needs Housing Survey (inc. survey work and work on current housing in the Parishes):</p> <p>Sets out results of October 2014 survey of existing housing stock as reported by 353 residents, and housing needs for 29 households seeking new housing at that time. Also shows costs of houses sold, for sale or for rent in 2020.</p> |
| BD7<br>+ Additional Evidence  | <p>Business and Employment:</p> <p>Shows results of a Business Monitor survey of 170 local companies carried out in 2015, with a response rate of 40%, including suggestions for improvements.</p>  |
| BD11                          | <p>Open Spaces and Community Wellbeing:</p> <p>Reviews the large number of diverse green spaces within the NP area which are available for the public to use and enjoy. Includes Health and Welfare report.</p>   |
| BD12                          | <p>Strategic Environmental Assessment and Habitats Regulations Assessment screening report from Natural England, May2021.</p>   |
| BD13                          | <p>Call for sites - Consultation with landowners:</p> <p>Shows correspondence with landowners who responded to the call for sites.</p>  |
| BD14<br>+ Additional Evidence | <p>Site assessments and allocations:</p> <p>Sets out individual site assessments for 23 potential new housing sites. Includes a Strategic Housing Land Availability Assessment.</p>   |
|                               | <p>ACRK Boughton and Dunkirk Housing Needs Survey report.</p>   |
|                               | <p>KCC Strategic Commissioning Statistical Bulletin: Affordable Housing 2019-2020.</p>  |
|                               | <p>KCC Strategic Commissioning Statistical Bulletin: Housing Stock 2019.</p>  |
|                               | <p>KCC Strategic Commissioning Statistical Bulletin: Property prices and sales in Kent: 2020.</p>   |
|                               | <p>KCC Strategic Commissioning Statistical Bulletin: Earnings in Kent 2019.</p>   |
|                               | <p>KCC Strategic Commissioning Statistical Bulletin: Disability in Kent 2020.</p>   |
|                               | <p>Strategic Housing Market Assessment Part 1: Objectively Assessed Housing Need Final Report Peter Brett Associates September 2015.</p>  |

|                              |  |
|------------------------------|--|
|                              | Future Housing Need in Swale: Peter Brett (now part of Stantec)<br>February 2019   |
|                              | Swale LPR Housing Trajectory 2022-2038   |
|                              | Bearing Fruits 2031: The Swale Borough Local Plan.   |
|                              | Swale Technical Paper No. 4. Influences on development strategy December 2014.   |
|                              | Homes England 'Building for a Healthy Life' July 2020.   |
|                              | HM Government Building Regulations 2010 'M: Access to and use of buildings, Volume 1: Dwellings'.  |
|                              | Office for National Statistics March 2020:<br>House price to workplace-based earnings ratio.   |
|                              | Land Registry data, 2022   |
| <b>Section 6</b>             | <b>Traffic and Transport</b>   |
| BD1<br>+ Additional Evidence | Questionnaire and results:<br>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions.<br>There was a 21% response rate.  |
| BD4<br>+ Additional Evidence | Traffic and Transport:<br>Describes the road and footpath network and current public transport services, and discusses problems with traffic levels, car and lorry parking, lighting, and signage.<br>NP photographs 2015.<br>NP Parking Standards |
|                              | Strategic Transport Modelling Evidence report, February 2022.  |
|                              | KCC Local Transport Plan 4-Delivering Growth Without Gridlock 2016-31.   |
|                              | Swale BC 'Looking Ahead' Consultation April 2018.  |
|                              | Swale BC 'Freight Management' Consultation Draft 2016.   |
| BD6                          | Local Needs Housing Survey, responses to Q7 and Q8 on travel.  |
|                              | UK Government Bus Services Bill 2016.  |
|                              | KCC The Big Conversation Rural bus consultation 2018.  |
|                              | Appendix 4 SBC Parking Standards.  |

|                              |   |
|------------------------------|---|
|                              | UK Government Traffic Management Act 2004.  |
|                              | KCC Freight Action Plan for Kent 2012-16.   |
|                              | National Policy Planning Framework 2021:<br><a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a>   |
| <b>Section 7</b>             | <b>Business and Employment</b>  |
| BD7<br>+ Additional Evidence | <p>A Business Survey was carried out in the two villages.</p> <p>Like much of the UK, Boughton and Dunkirk thrive, in the main, on small business. Companies were invited to submit their views either on-line, via a website or on paper. Seventy-one companies responded (44%), well above the average business survey response rates (10-15%).</p> <p>The Neighbourhood Plan area has fewer companies than the average for communities of this size across the south east of England. Largely, they involve part-time working and the self-employed.</p> |
| <b>Section 8</b>             | <b>Community Wellbeing and Health</b>   |
| BD1<br>+ Additional Evidence | <p>Questionnaire and results:</p> <p>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions. There was a 21% response rate.</p> <p>The main sources of evidence are the results of the NP Questionnaire and comments at subsequent meetings. These identified a fundamental wish to preserve and extend green spaces, paths and bridleways and to provide additional sports opportunities (see Q2, Q10 and Q14)</p>   |
| BD11                         | <p>Open Spaces and Community Wellbeing:</p> <p>Reviews the large number of diverse green spaces within the NP area which are available for the public to use and enjoy.</p> <p>Includes Health and Welfare report.</p>  |
| <b>Section 9</b>             | <b>Educational Provision</b>  |
|                              | Meeting with East Kent Education Officers in July 2015. Officers are well aware of the increasing pressure on school places at both primary and secondary level within the immediate area, particularly with the present and planned new residential developments in Faversham, close to the Boughton Parish boundary.  |
| BD1<br>+ Additional Evidence | <p>Questionnaire and results:</p> <p>The questionnaire was delivered to all 1200 households and BD1 summarises the results for each of the 20 questions.</p> <p>There was a 21% response rate. Responses in particular to Q9 and Q17.</p>   |

|                              |  |
|------------------------------|--|
| BD3                          | Visits to school and lesson plans for pupils in Years 4 and 5. Pupils' responses identify concerns and wishes for a child-friendly community.  |
| BD4<br>+ Additional Evidence | NP Parking Survey results and photographs 2015.<br>Responses to Parking Survey from residents in The Street, Boughton. The particular pressures of parking needed close to the school and sited in the centre of Boughton village.<br><br>Results of the Traffic Flow Survey have shown a marked increase in traffic at the start and end of the school day both between Boughton and Dunkirk as well as in the main street of Boughton and in surrounding side roads. |
| <b>Section 10</b>            | <b>Environment, Landscape Character and Design</b>   |
| BD8                          | Conservation Area Assessments:<br>Includes published Consultation Drafts of Character Appraisal and Management Strategies for 3 Conservation Areas within the NP area: Boughton Street CA (2015), Boughton Church CA (2016) and South Street CA (2016.)  |
| BD9                          | Rural Landscape Area Assessments:<br>Summarises the Swale Borough Council Landscape Character Assessments of the 3 rural landscape types within the NP area: Faversham and Ospringe Fruit Belt, Hernhill and Boughton Fruit Belt, and Blean Woods West.<br>Guidelines for each area are proposed, which are taken into account in the NP.  |
| BD10                         | Landscape Character Assessments:<br>Details the 10 different landscape areas identified within the NP area; each one is mapped, photographed and described in detail in terms of the landscape, views and built environment. Development/design guidelines are given for each separate area.   |
| BD11                         | Open Spaces and Community Wellbeing:<br>Reviews the large number of diverse green spaces within the NP area which are available for the public to use and enjoy.<br>Includes Health and Welfare report.  |
| BD12                         | Strategic Environmental Assessment and Habitats Regulations Assessment screening report from Natural England. May 2021.  |
| BD15                         | Basic Conditions Statement:<br>1. A schedule of how the NP supports European, national, regional and local policies on planning and the environment.<br>2. Statement of Common Ground.<br>3. Equality Assessment Impact form.  |
| BD17<br>+ Additional         | Consultation Statement:<br>The process of consultation on the Neighbourhood Plan   |

|          |   |
|----------|---|
| Evidence | <ol style="list-style-type: none"><li>1. Community leaflet delivered to all households and businesses in Boughton and Dunkirk.</li><li>2. Community consultation online response form.</li><li>3. Summary of Community consultation responses with B&amp;DNP comments (see also Plan Additional Evidence, BD17, B&amp;DNP website for full consultation details).</li><li>4. Statutory Consultation letter</li><li>5. Statutory Consultation responses with B&amp;DNP comments</li><li>6. SEA Consultation Report and Comments from Natural England</li><li>7. Reg 14 Responses from Swale Borough Council, with B&amp;DNP comments</li></ol> |
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# Boughton and Dunkirk Neighbourhood Plan

## Acknowledgements

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The Plan has been produced by the Boughton and Dunkirk Neighbourhood Plan Team, a working group set up in 2013, and comprising Jeff Tutt from Dunkirk Parish Council, Terry Fitchett from Boughton Parish Council, and residents from both communities, including Deborah Evans, Frances Holliday, Julian Owen, Peter Williams and the late John Peto.

The team would like to thank all who have supported the production of this important document, the community volunteers who gave of their time and the many residents and business owners who participated in the response to surveys and questionnaires.



Digital copies of the Boughton and Dunkirk Neighbourhood Plan and all supporting documents can be viewed on the website: [www.boughtonanddunkirkneighbourhoodplan.org.uk](http://www.boughtonanddunkirkneighbourhoodplan.org.uk)

**Referendum date:**

**Made Plan date:**



# Boughton and Dunkirk Neighbourhood Plan

## IMPLEMENTATION PLAN AND REVIEW

| Policy                       | Policy Objective   | Indicators |
|------------------------------|--|------------|
| <b>HOUSING</b>               |  |            |
| H1<br>H2<br>H3<br>H4         | To provide existing and future residents with the opportunity to live in a quality home whilst ensuring minimal impact on the traffic-sensitive areas exposed by the questionnaire.  |            |
| H5<br>H6                     | To ensure that new development is of high-quality design, built to high sustainability standards (i.e. energy efficiency and vehicle electrical charging points), reinforces local distinctiveness, and minimises impact on the landscape. New and improved utility infrastructure Including wastewater and water supply, will be encouraged and supported in order to meet the identified needs of the community subject to other policies in the plan.                           |            |
| H7                           | Preferential access to new affordable homes will be given to people with a proven local connection. Where a local need for affordable housing has been established, this will apply to those sites already allocated in the Swale Local Plan and to those allocated by this Plan; they must be placed in sustainable locations and support the environmental aims of the NP. This will be achieved with Section 106 agreements, monitored by Swale Borough Council.                |            |
| H8                           | Traffic issues and parking are of the highest concern. Development will be expected to fully address the impacts on traffic and parking issues in the area.  |            |
| <b>TRAFFIC AND TRANSPORT</b> |  |            |
| T1<br>T2                     | High priority in the policies and implementation of the Neighbourhood Plan must be given to dealing with the transport and environmental implications of changes to the A2/M2 corridor and to development at Faversham and Canterbury.<br><br>Boughton and Dunkirk Parish Councils will continue their pressure on Swale Borough Council, Kent County Council, National Highways and their Borough Councillors, County Councillors and MP to improve the traffic flow along the A2 |            |

|                                |   |  |
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|                                | <p>and the junction at Brenley Corner, while restricting access to some of our lanes and Boughton Street by HGVs and other through traffic. The Parish Councils will play an active role in the preparation and implementation of a design and development brief for the Duchy Land in respect of traffic and pedestrian routes.</p> <p>All development will be expected to include proposals to mitigate congestion problems in the area, and the intrusive effects of traffic. The villages of Boughton and Dunkirk, and the surrounding countryside, are to be protected from the impacts of threatened increase in traffic. The NP requires all developments to provide off-road parking in accordance with the Parking Standards set out in BD4.</p>   |  |
| <b>T3</b><br><b>T4</b>         | <p>Development proposals will require measures to allow safe walking, cycling and use of public transport. The Neighbourhood Plan team and the Parish Councils will work with the Highway Authority and the bus companies to improve facilities and information at the bus stops.</p> <p>The Neighbourhood Plan team and the Parish Councils will work with:</p> <ul style="list-style-type: none"> <li>i. Kent County Council as the Highway Authority to improve cycle and pedestrian routes.</li> <li>ii. The Highway Authority and landowners to promote the “Walking for Health” routes identified (see Maps VI, VII page 30, and BD11)</li> </ul> <p>Any development must not add to parking problems in the area and should include measures to ensure adequate parking provision is included to serve the needs of the development.</p> |  |
| <b>BUSINESS AND EMPLOYMENT</b> |   |  |
| <b>BE1</b>                     | <p>To ensure the continuing vibrancy of the villages, the Neighbourhood Plan seeks to maintain and encourage proportionate expansion of local enterprises and retail outlets to encourage community use as well as to provide opportunity for employment and training for local people. This includes prioritising development on brownfield sites.</p>   |  |
| <b>BE2</b>                     | <p>To support sustainable and economic growth which respects the character of the area, reflecting the results of our community consultation.</p>   |  |

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| <b>BE3</b>   | To maintain the essentially rural nature and character of the two parishes, any commercial development should be measured, proportionate in size and type, and sustainable in the context of traffic and other infrastructural consideration.  |  |
| <b>COMMUNITY WELLBEING AND HEALTH</b>              |  |  |
| <b>CWB1<br/>CWB2<br/>CWB3</b>                      | To enhance the use of all present recreational spaces and facilities, and to promote the health of the whole community by encouraging physical exercise.   |  |
| <b>CWB4</b>  | To broaden recreational opportunities and highlight the benefits of the outdoor environment for community members of all ages, not least for young adults, as well as for visitors to the parishes.  |  |
| <b>EDUCATIONAL PROVISION</b>                       |  |  |
| <b>EP1</b>   | To ensure that any proposed new developments within or close to the boundaries of the two parishes must respect the constraints on the present primary school facilities.<br>To improve parking provision and traffic flow at the beginning and end of the school day, as well as ensuring safe crossing places in The Street, following expressions of concern by pupils and parents. To support the suggestion produced by the questionnaire of a shuttle bus within the two Parishes in order to reduce the journeys of private vehicles travelling to and from the school. |  |
| <b>EP2</b>   | To promote an ethos of Education for All by encouraging the use of local facilities to offer opportunities for study, personal development and expansion of vocational skills.<br>To meet the needs of a world ever more reliant upon 'new technology', the Plan will focus on providing or encouraging opportunities for training in Information Technology (IT) for all members of the community by adapting or improving current facilities.  |  |
| <b>ENVIRONMENT, LANDSCAPE CHARACTER AND DESIGN</b> |  |  |
| <b>E1<br/>E2<br/>E3</b>                            | To safeguard and enhance the distinctive identity and rural character of both Boughton and Dunkirk parishes and to maintain their separate identities and physical separation from the nearby communities of Faversham and Canterbury. To protect from development the countryside gaps between them, the open landscape between the A2 and the Boughton Street Conservation Area, and other   |  |

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|  | heritage assets, and the significant views to and from The Blean and to the coast (see BDs 8, 9 and page 41, Map XII).   |  |
| <b>E4<br/>E5</b>                         | To continue to protect and enhance the Blean Woods area that surrounds Dunkirk, the fruit belt areas north and south of Boughton, as well as the settings of the Conservation Areas of the parishes. To give special protection to sites in or near to designated landscape areas, as included in the Swale Local Plan, and to designated wildlife sites, and to encourage their enhancement and proper management.  |  |
| <b>E6<br/>E7<br/>E8</b>                  | To minimise the environmental impact of new development, including surface water drainage and the water supply and quality; to ensure that all development is sympathetic to its setting and that it enhances the high-quality landscape and improves local biodiversity; to ensure that any development is compatible with its built and natural context and to locate new development within easy walking distance of existing village facilities. It will encourage access to bus stops, thus minimising traffic congestion, the related emissions and pedestrian safety concerns.  |  |
| <b>E9<br/>E10</b>                        | All proposals for development must contain sufficient detail to demonstrate that the proposal is of high-quality design appropriate to its surroundings, with suitable layout and access arrangements. Proposals for development within or visible from the Conservation Areas must have regard to the principles set out in the Boughton Conservation Area Appraisals (BD8) and Landscape Character Areas (BD10). The traditional pattern of growth which characterises the parishes of Boughton and Dunkirk is one of small scale and gradual change. This must be reflected in the scale of any development permitted in the Neighbourhood Plan area during the plan period. Any external lighting proposed must not cause visual intrusion or light pollution. |  |
| <b>LANDSCAPE CHARACTER AREA-SPECIFIC</b> |  |  |
| <b>AS1</b>                               | To conserve the area and its characteristic agricultural activity, retaining its open nature and emphasising its role in the countryside gap that exists between Faversham and the villages, including key views.  |  |

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| <b>AS2</b>           | To preserve and enhance the area's special interest and its setting, including the open and wooded landscape between the rear of properties and the A2.  |  |
| <b>AS3</b>           | To protect and enhance incidental open spaces.   |  |
| <b>AS4</b>           | To conserve the relationship of "top the hill Dunkirk" with the wider Blean Woods (SSSI).  |  |
| <b>AS5</b>           | To conserve the distinct and tranquil landscape character of the ancient and semi-ancient woodland.  |  |
| <b>AS6</b>           | To restrict development south of the built-up area to the two areas on Colonels Lane already allocated for residential use and an additional area immediately to the west, detailed in Policy AS7.                   |  |
| <b>AS7<br/>AS8</b>   | To consider development on the area of relatively level land next to the larger site, and adjoining the built-up area.   |  |
| <b>AS9</b>           | To ensure both Conservation Areas are protected and enhanced. The management and safeguarding of the churchyard, the memorial garden and burial ground is of key importance to the heritage assets and biodiversity. |  |
| <b>AS10<br/>AS11</b> | To maintain the rural character of the Bull Lane area and improve the Village Hall and school surroundings.  |  |
| <b>AS12<br/>AS13</b> | To maintain the open character of the area and in particular its role as part of the countryside gap between Faversham and the villages.   |  |

# Boughton and Dunkirk Neighbourhood Plan

## MONITORING FORM

| Policy         | Usage   | Issues addressed | Issues addressed unsatisfactorily | Comments |
|----------------|---|------------------|-----------------------------------|----------|
| <b>HOUSING</b> |   |                  |                                   |          |
| <b>H1</b>      | The provision of new housing within the Plan area, particularly to meet local needs and including the provision of affordable housing, will be supported, where such proposals comply with all other relevant policies in this Plan and those in the adopted Swale Borough Local Plan. Proposals for new residential development will need to demonstrate that all aspects of the development comply with the objective of securing sustainable patterns of development within the Plan area, particularly in respect of seeking to minimise environmental impacts, such as traffic generation. All new dwellings should be designed and built to comply with Part M of the Building Regulations (see BD5). |                  |                                   |          |
| <b>H2</b>      | Land to the rear of 89 The Street, Boughton, as shown on Map V, is allocated for the development of up to 12 new dwellings. Proposals for the development of the site will be required to: <ol style="list-style-type: none"> <li>1. include the appropriate proportion of Affordable Housing</li> <li>2. secure satisfactory vehicular and pedestrian access, including access for emergency and refuse collection vehicles, from land to the east of site which is also allocated for residential development in the adopted Swale Borough Local Plan</li> <li>3. maintain the existing Public Right of Way along the south-eastern boundary of the site</li> </ol>                                       |                  |                                   |          |

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|           | <p>4. provide suitable access within the site to serve existing wastewater infrastructure in the area</p> <p>5. secure appropriate utility infrastructure connections in conjunction with the development of land to the east of the site</p> <p>6. be implemented in accordance with a Development Brief to be agreed with the Borough Council and the Parish Council, following public consultation.</p>   |  |  |  |  |
| <b>H3</b> | <p>Proposals for new residential development in the Plan area should include a mix of housing types, including smaller homes for people seeking their first home or for older people seeking to downsize from larger properties. Developments of 11 or more new dwellings must provide 40% affordable housing, in accordance with the Borough Council’s policies and Housing Strategy.</p>   |  |  |  |  |
| <b>H4</b> | <p>At least 25% of all Affordable Housing units secured through developer contributions in the Plan area shall be offered for discounted sale as First Homes for a period of at least six months, in accordance with the national and local eligibility criteria. See BD5 for full details.</p>  |  |  |  |  |
| <b>H5</b> | <p>Proposals for new residential development in the Plan area will be supported where they:</p> <ol style="list-style-type: none"> <li>1. demonstrate that they are of good design and locally distinctive style, respecting the principles of the current Kent Design Guide, and including suitable green spaces and children’s play areas. (See also Policies E1, E2 and E3); and</li> <li>2. demonstrate that they will be sympathetic to the street scene and their settings as set out in an agreed Design Code for the development and/or for the wider area; and</li> </ol> |  |  |  |  |

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|           | <p>3. include building design features to seek to achieve carbon neutrality and reductions in energy usage.</p>  |  |  |  |  |
| <b>H6</b> | <p>The sites within the Plan area allocated for new residential development, including the three sites allocated in the adopted Swale Borough Local Plan and the site included at Policy H2 in this Plan, shall:</p> <p>1. be developed in accordance with an agreed Development Brief and/or a Design Code to be prepared by the applicant or developer, that is subject to local public consultation prior to agreement by the Parish Council and the Borough Council;</p> <p>2. be required to make the appropriate contribution towards the mitigation of recreational pressures on the designated Special Protection Areas (SPAs) in accordance with the Borough Council's adopted Strategic Access Management and Monitoring Strategy (SAMMS).</p> |  |  |  |  |
| <b>H7</b> | <p>Within new residential developments approved within the Plan area, preferential access to Affordable Homes provided as part of those developments, should be given to people with a proven local connection and subject to meeting the eligibility criteria of the Borough Council's Housing Allocation Policy.</p>   |  |  |  |  |
| <b>H8</b> | <p>Proposals for new residential development in the Plan area shall ensure that adequate on-site car parking provision is made in accordance with the Borough Council's approved Parking Standards SPD (adopted June 2020). Development proposals which involve the loss or conversion of existing on-site car parking spaces, for example the conversion of a garage to living accommodation, will only be supported where adequate on-site parking provision, in accordance with</p>   |  |  |  |  |



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|                                   | the Parking Standards, remains available to support the completed development.  |  |  |  |  |
| <b>TRAFFIC AND TRANSPORTATION</b> |   |  |  |  |  |
| <b>T1</b>                         | To reduce the adverse effects of traffic on our villages, all developments will be limited by the capacity and nature of the road network necessary to accommodate them, and where possible should include off-road access via public rights of way.  |  |  |  |  |
| <b>T2</b>                         | Further development in the countryside and surrounding villages is resisted beyond that which is allowed by the NPPF 2021 and LP Policy ST3, Bearing Fruits 2031, in order to avoid any increased negative impact on the current road system traffic, the Public Rights of Way (PRoW) network and the local environment.  |  |  |  |  |
| <b>T3</b>                         | Future residential and non-residential buildings shall have sufficient dedicated on-site parking spaces to avoid the need for parking on adjacent roads in accordance with the Parking Standards set out in BD4.  |  |  |  |  |
| <b>T4</b>                         | Development proposals for creation of a properly surfaced and managed car parking area, for example at Brenley Lane, will be supported, in principle, to promote car sharing.   |  |  |  |  |
| <b>BUSINESS AND EMPLOYMENT</b>    |   |  |  |  |  |
| <b>BE1</b>                        | Proposals for new or expanded businesses (falling within Use Class E), either on existing or other sites will be supported, where they reflect the overall development strategy of this Plan and conform with the relevant policies concerning location, building design and environmental impacts. In particular, support will be given for proposals for the redevelopment of previously developed sites and also for those that provide opportunities for local employment and training. |  |  |  |  |

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| <b>BE2</b>                            | Proposals for new commercial development within the Plan area must be in keeping with the important landscape and heritage character of the area and take account of the relevant policies in Section 10 of this Plan.   |  |  |  |  |
| <b>BE3</b>                            | Proposals for new or expanded commercial development in the Plan area should include adequate on-site vehicle parking spaces in accordance with the adopted Parking Standards and, where necessary, submit a Goods Movement Plan to minimise the use of HGVs. (See also BD4, Parking Standards). |  |  |  |  |
| <b>COMMUNITY WELLBEING AND HEALTH</b> |  |  |  |  |  |
| <b>CWB1</b>                           | The promotion and use of the green environment through new and existing designated trails which link throughout the parishes will be supported.  |  |  |  |  |
| <b>CWB2</b>                           | The provision of new and / or enhanced suitable recreational open spaces and facilities at suitable and accessible sites within the Plan area, will be supported.  |  |  |  |  |
| <b>CWB3</b>                           | Development proposals will be supported that will enhance the network of public bridleways and footpaths throughout the parishes.  |  |  |  |  |
| <b>CWB4</b>                           | Development proposals will be supported that will enhance sports facilities within Boughton and Dunkirk villages.  |  |  |  |  |
| <b>EDUCATIONAL PROVISION</b>          |  |  |  |  |  |
| <b>EP1</b>                            | Development proposals must make the appropriate educational provision including safe walking routes to and from the school. This is to ensure traffic problems are not exacerbated and air quality standards are not compromised.  |  |  |  |  |
| <b>EP2</b>                            | To support proposals to enhance local facilities for continuing study, including the development of vocational and information   |  |  |  |  |

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|  | technology skills, for all members of the community and to improve broadband access and speed.  |  |  |  |  |
| <b>ENVIRONMENT, LANDSCAPE CHARACTER AND DESIGN</b> |   |  |  |  |  |
| <b>E1</b>  | Proposals for developments which respect and enhance the tranquillity, local landscape, character, environmental quality and amenity value of Boughton and Dunkirk parishes will be supported in principle.   |  |  |  |  |
| <b>E2</b>  | Proposals for developments which actively seek opportunities for landscape, heritage, recreational and ecological gain will be supported in principle, as will the protection and enhancement of heritage assets and the management of the countryside.   |  |  |  |  |
| <b>E3</b>  | Green spaces within the parishes will continue to be protected from development.  |  |  |  |  |
| <b>E4</b>  | Any development that conflicts with the protection of the natural landscape and sensitive sites, wildlife in 'The Blean' and the surrounding fruit belt will not be supported.  |  |  |  |  |
| <b>E5</b>  | All proposals for new or extended development having a landscape impact must demonstrate that they have had regard to and reflected the Landscape Character Area in which the application site falls and follow the policy guidelines of the Local Plan as well as the policies in the Plan.                  |  |  |  |  |
| <b>E6</b>  | Development proposals within the Plan area which minimise the adverse environmental impacts of new development, for example in respect of surface water drainage, ecology and biodiversity, air quality and water quality, and which promote sustainable forms of development will be supported in principle. |  |  |  |  |
| <b>E7</b>  | Development within the village envelope will be supported in principle providing it promotes the re-  |  |  |  |  |

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|  | use, recovery and restoration of previously developed sites.   |  |  |  |  |
| <b>E8</b>                                      | A minimum level of at least 10% Biodiversity Net Gain is required for proposed new developments in the Plan area against baseline conditions for the development sites concerned.  |  |  |  |  |
| <b>E9</b>                                      | Variety in density, layout, building orientation and sizes will be sought to reflect the local context. Building styles and materials must also respect and positively contribute to local distinctiveness.  |  |  |  |  |
| <b>E10</b>                                     | Schemes must produce a cohesive and high-quality design approach for car parking, charging points, boundary treatments, bin stores, utility storage boxes, lighting and street furniture. All landscaping and boundary planting should be of native species.   |  |  |  |  |
| <b>LANDSCAPE CHARACTER AREAS SITE-SPECIFIC</b> |  |  |  |  |  |
| <b>AS1</b>                                     | To support landscaping around the A2 to reduce the impact of the road and associated development. All landscaping and boundary planting should be of native species.   |  |  |  |  |
| <b>AS2</b>                                     | To support the improvement of the old Garden Hotel, in a manner which secures the viable future of the listed building and is sympathetic to the objectives of this Plan, including protection of the lower area of this site as part of a wider designation as a local green space in accordance with policy AS6. |  |  |  |  |
| <b>AS3</b>                                     | Development proposals that would compromise the character or access to open spaces in Area 4 will not be supported.  |  |  |  |  |
| <b>AS4</b>                                     | Development will be limited, in accordance with the Swale Local Plan, to “minor infill and redevelopment sites within the built-up area”.  |  |  |  |  |
| <b>AS5</b>                                     | Development proposals must conserve and enhance Area 6,  |  |  |  |  |

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|             | including ditches, streams and ponds, scrub, dry and wet heath together with its setting of wood pasture, open slopes (including views) and the rural character of the area's network of narrow winding lanes, enclosed by mature hedgerows.   |  |  |  |  |
| <b>AS6</b>  | Any further development to the two areas immediately alongside the A2 in Area 7 other than already allocated will not be supported.  |  |  |  |  |
| <b>AS7</b>  | Residential development is proposed on the area west of the two sites already allocated in the adopted Swale Borough Local Plan, as shown on Map V on page 20 and defined at Policy H2 on page 21, provided that a development brief taking account of the policies in this Plan and the views of the local community is prepared by the developer and approved by the Borough Council. The development brief should address the matters set out at paragraph 5.12.2 on page 20. |  |  |  |  |
| <b>AS8</b>  | The remainder of Area 7 is to be protected as an area of Local Green Space, the public footpath enhanced, and maintenance improved through S106 contributions.   |  |  |  |  |
| <b>AS9</b>  | Any proposals that impact the conservation areas in area 8 must be in accordance with the Conservation Area Appraisals (BD8).  |  |  |  |  |
| <b>AS10</b> | To ensure the control of the allocated development of the Bull Lane site by a Development Brief that maintains the rural character of Bull Lane, and creates an attractive frontage to the adjoining playing fields through an integrated landscape strategy, (see 'Bearing Fruits 2031', paragraph 6.5.11).   |  |  |  |  |
| <b>AS11</b> | To support improvement of the Village Hall and surroundings to enhance the community facilities and green open space.  |  |  |  |  |

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| <b>AS12</b> | Proposals will be supported for an improved layout for Brenley Corner where they are developed to respect and respond to its countryside setting, incorporating a landscape strategy that minimises the impact of the development on the surrounding areas. |  |  |  |  |
| <b>AS13</b> | Development proposals will be supported which contribute to protecting and where possible, enhancing the intrinsic value, tranquillity and beauty of the countryside, its buildings and the vitality of rural communities.                                  |  |  |  |  |