

GREAT & LITTLE KIMBLE-CUM-MARSH NEIGHBOURHOOD PLAN 2013-2033

SUBMISSION PLAN

***Sustaining the special rural character of
our countryside parish***



November 2019

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KIMBLE NEIGHBOURHOOD PLAN 2013-2033

SUBMISSION PLAN

NOVEMBER 2019

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FOREWORD

Great and Little Kimble-cum-Marsh is a rural parish set partly in the Greenbelt and Area of Outstanding Natural Beauty of the Chiltern Hills and lying between Aylesbury and Princes Risborough in the county of Buckinghamshire.

The main settlements are Great Kimble and Little Kimble and there are two outlying hamlets, Marsh and Kimblewick. The Parish supports a primary school, two churches, a popular public house and a thriving village hall with associated clubs and activities. The Parish is served by the principal A4010 and B4009 roads with a regular bus route and Little Kimble railway station which all run north-south through the Parish.

Residents and visitors appreciate and enjoy the rural and peaceful nature of the Parish and its maintenance and support is a key objective of the Parish Council.

As part of the newly adopted Wycombe District Local Plan, the Parish is required to provide 160 new dwellings. A public meeting held at the Stewart Kimble hall in February 2017 was well attended and the concept introduced to the community. The Parish Council recommended that, if the new housing allocation was not successfully challenged, the best method to manage the proposed housing expansion would be to prepare and to adopt a Neighbourhood Plan. There was strong support for this approach and a working group of some Parish Councillors and parishioners was subsequently formed to progress the Neighbourhood Plan.

The Parish Council wants to ensure that all housing growth is sympathetic to the character of the Parish. Through this Neighbourhood Plan we have the opportunity to influence how the Parish will develop between now and 2033. Once approved, it will become part of Wycombe District Council's new Local Plan and will help direct future development.

This document benefits from the input of residents, local businesses, members of the community, the technical expertise of Wycombe District Council and the Parish Council's independent planning consultant, who have all contributed to its production. We wish to thank everyone who has contributed including the local residents who have sometimes passionately shared their views.

Cllr John Austin, Chairman, Great and Little Kimble-cum-Marsh Parish Council,

and

Cllr James Good, Chairman of the Neighbourhood Plan Working Group

LIST OF POLICIES

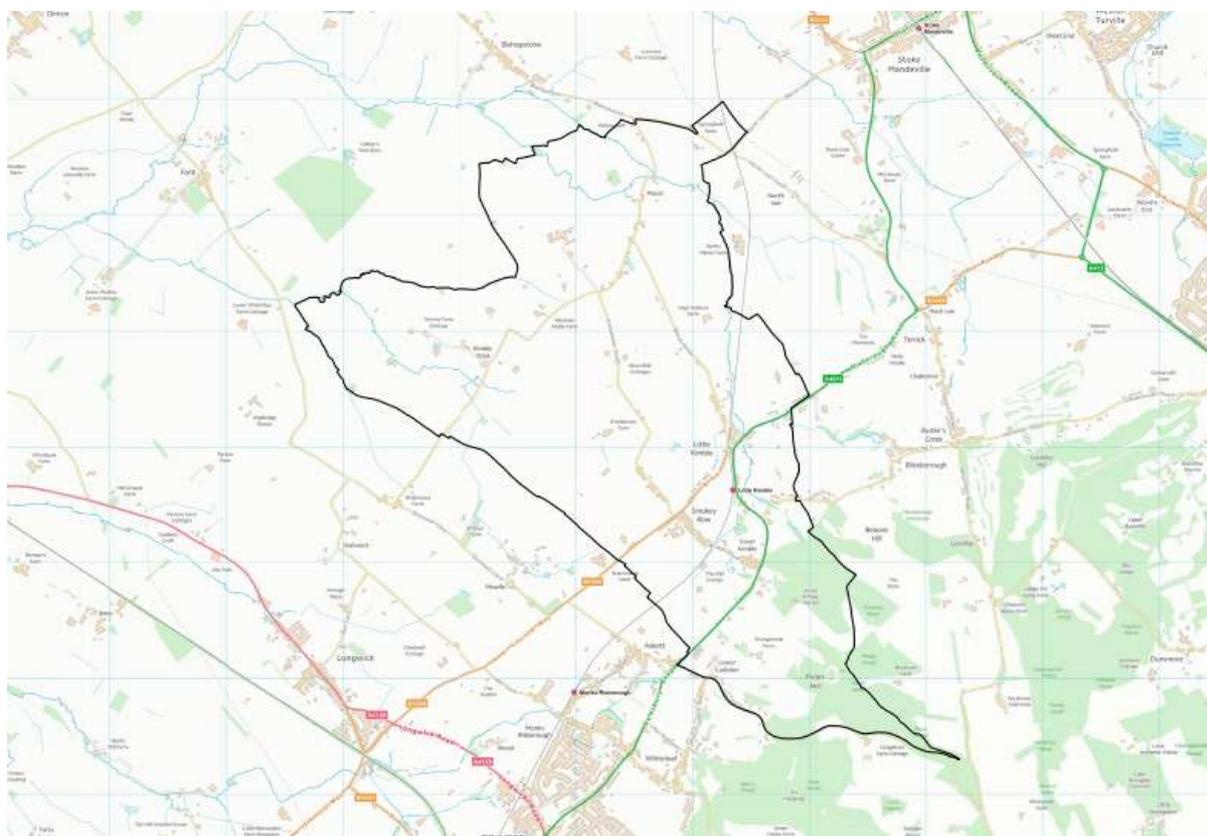
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1. INTRODUCTION & BACKGROUND

1.1 Great and Little Kimble-cum-Marsh Parish Council (the 'PC') has prepared this Neighbourhood Plan for the Parish, whose area was designated as the Plan area by the local planning authority, Wycombe District Council ('WDC'), on 13 November 2017 (see Plan A below). The Plan has been prepared in accordance with the Neighbourhood Planning (General) Regulations of 2012 (as amended).

1.2 The Parish and Neighbourhood Plan area are centred on the settlements of Great Kimble (incorporating Smokey Row) and Little Kimble (incorporating Clanking). Marsh and Kimblewick are also hamlets within the Parish. The town of Princes Risborough lies to the south west and the parishes, villages and hamlets of Longwick-cum-Ilmer to the west, Dinton-with-Ford and Upton to the north west, Stone with Bishopstone and Hartwell to the north, Stoke Mandeville to the north east and Ellesborough to the east. The Parish is on the northern edge of the Wycombe District adjoining the Aylesbury Vale District.

1.3 The purpose of the Neighbourhood Plan is to set out a series of planning policies that will assist and guide the determination of planning applications for development in the Parish in the period to 2033. The Plan will form part of the development plan for the Parish and be incorporated into the new Wycombe District Local Plan 2013-2033 and will also supplement the remaining policies of the Wycombe District Delivery and Site Allocations Plan adopted in 2013.



Plan A: Designated Neighbourhood Area

1.4 Neighbourhood Plans provide local communities with the chance to assist management of the quality of development in their areas and planning for development in appropriate places.

1.5 Although there is scope for the local community to decide on local planning policies, Neighbourhood Plans must meet certain specified 'basic conditions'. In essence, this requires that:

- the Plan is consistent with the national planning policy;
- the Plan is consistent with local planning policy;
- the Plan promotes the principles of sustainable development;
- the process of making the Plan complies with current legislation

1.6 The PC must also demonstrate to an independent examiner that the PC has successfully engaged with the local community in preparing the Plan. If the examiner is satisfied and considers the Plan meets the basic conditions, the Plan will be the subject of a referendum of the Council electorate. If a simple majority of votes cast are in favour, the Plan becomes formally adopted as planning policy for the Parish within the new Local Plan.

The Pre-Submission Plan

1.7 A draft ('Pre-Submission') version of the Plan was prepared and gave the opportunity for the PC to consult on its proposed vision, objectives and policies. As part of the preparation, the PC reviewed the relevant national and local planning policies and assessed their potential effect on the Parish. The PC has also gathered evidence on matters relevant to the Parish including social infrastructure, rural businesses, types of homes and the historic and natural environment. These reports are available on the [Kimble Plan Website](#).

1.8 The PC published the Pre-Submission Plan for formal consultation during seven weeks in May – June 2019, as per the Regulations. The PC subsequently analysed the comments received from the local community, the statutory bodies and other interested parties and made modifications in order to improve the clarity of policy wording and to correct errors and omissions and thereby to resolve the objections and concerns raised during the consultation.

Sustainability Appraisal & the Habitats Regulations

1.9 The WDC's Screening Opinion of April 2018 required that the PC undertake a Strategic Environment Assessment ('SEA') of the Plan in line with the Environmental Assessment of Plans and Programmes Regulations 2004. The PC chose to incorporate the assessment into a wider Sustainability Appraisal ('SA/SEA').

1.10 The PC and the relevant statutory bodies agreed the scope of the SA/SEA and its objectives and measurement criteria. The objectives and criteria were then used to identify potentially significant environmental effects of sites under detailed

consideration for housing allocation. The objectives and criteria were also used to assist the PC's assessment of the effects of the other emerging policies of the Plan.

1.11 A draft SA/SEA report was prepared as an adjunct to the Pre-Submission Plan as part of the public consultation, as per the Regulations. The PC and specialist advisers have reviewed the comments received on the draft, including in light of modifications made in the current version of the Plan. The final version of the SA/SEA report includes appropriate modifications and has been published separately.

1.12 The Habitats Regulations Assessment (HRA) of the new Local Plan [of September 2017] screened out any likely significant effects of Policy RUR6 on the Chilterns Beechwood Special Area of Conservation (SAC), subject to any potential effects as a result of proposals in the Plan.

1.13 In line with the Conservation of Habitats & Species Regulations 2017, the PC commissioned the technical information that has informed and will inform the assessment by the WDC (in agreement with Natural England) of the final proposals at the submission to the examiner stage. As the 'competent authority', WDC has completed a screening and appropriate assessment of the current version of the Plan and has determined that there are no likely significant environmental effects arising from the policies set out below. Further details are contained in the separate Basic Conditions Statement and HRA Technical Report.

2. THE NEIGHBOURHOOD AREA

Introduction

2.1 The Parish covers an area 7.1 kilometres from southeast to northwest and 3.7 kilometres from northeast to southwest and is bordered to the north by the parishes of Ellesborough, Stoke Mandeville and Stone (all in Aylesbury Vale District), to the south by the Parish of Monks Risborough Parish and to the west by the parishes of Ilmer/Longwick and Upton/Dinton. The main settlements are the villages of Great Kimble and Little Kimble and there are two hamlets, Marsh and Kimblewick. The Parish covers approximately 1212 hectares and had a population of 1026 according to the 2011 census [1.18 persons per hectare].

Land Use

2.2 The majority of land use is for agriculture – grazing and arable. The 2017 survey indicated approximately 130 hectares used for arable and the remainder for grazing. There are also significant areas of paddocks, principally for horses. The south-eastern section of the Parish includes an area of greenbelt land on the scarp slope of the Chilterns within which there are a nature reserve and a Site of Special Scientific Interest which are both within the Chilterns Area of Outstanding Natural Beauty, which covers approximately 25% of the Parish. There are also approximately 105 hectares of woodland.

Amenities

2.3 Facilities generally available to the public include two Church of England churches, a Free Church, a village hall, a public house serving food, a village green with children's play area, a sports field and two cricket fields, two allotment sites, a Church of England Primary School with outdoor classroom facilities which has been recently designated a denominational junior school [KS1/KS2] and an independent private junior school with nursery provision [Nursery/ KS1/2]. Many secondary school students travel by private car, bus or taxi to school in Princes Risborough with a minority at school or college in Aylesbury or educated outside the Parish.

2.4 The Kimble village hall (Stewart Hall) has a stage, capacity for a seated audience of approximately 80 and a separate small meeting room. There are full toilet facilities, a recently refurbished kitchen and off-road parking for 40 vehicles. There is an annual point-to-point meeting on Easter Saturday that is organised by the Kimblewick hunt and held on private land in the Parish, which also has one public house, 'The Swan' in Great Kimble.

Roads

2.5 There are two main roads in the Parish, the A4010 from Aylesbury to High Wycombe and the B4009 from Kimble to Watlington. The Arriva 330/30X bus route from Aylesbury to High Wycombe follows the A4010 and buses run at 15-minute intervals during the working day. There is a second bus service which runs four times from and to Aylesbury and to and from High Wycombe, via Saunderton, at peak times, as well as a community bus from The Swan public house in Great Kimble to Princes Risborough on Mondays and Thursdays at 0915 and noon (stops can be pre-arranged)

2.6 The majority of parishioners live more than 200 metres from a bus route. The 2011 census indicated only 17 residents travelling to work by bus, with 357 travelling to work by car or van, the majority as driver. A further 72 people were recorded as employed and working mainly from home. The new local plan includes a proposal to reclassify the B4009 as an 'A' road and related infrastructure improvements to the railway bridge within Great Kimble (PR3) and the junctions between the B4009, the A4010 and Marsh Road but the exact details have yet to be made public. The PC considers appropriate improvements would include widening Marsh Road where it is currently too narrow for two-way vehicular traffic, providing a footway (for pedestrian, cycle and equestrian access) along Marsh Road throughout Great and Little Kimble and a material increase in the current height restriction of 3.886 metres for traffic travelling under the railway bridge.

2.7 The general standard of road surfaces in the Parish, excluding the A4010, varies from poor to very poor. Cyclists, horse riders and residents use the roads extensively as there are few footways. The 2011 census indicated 801 vehicles owned by 433 households, with a further 22 households having no car. There is a significant flow of school pupils travelling in and out of the Parish at peak traffic times by car.

Pedestrian Amenities

2.8 The Parish is skirted to the southeast by the Ridgeway, a National Long-Distance Footpath. Other long distance footpaths traversing the Parish include the North Bucks Way, the Aylesbury Ring and Swan's Way. There are also rights of way GLK37, GLK41 and GLK62. In addition, GLK40A was converted to a Byway Open to All Traffic ('BOAT') in around 2011 and runs mainly through the Chequers Estate.

2.9 There are four pedestrian crossings of the railway in the Parish, one of which is used to access the outdoor classroom of Great Kimble School, and pedestrian footways along the A4010 and B4009. However the 19 kilometres of public road in the Parish contain only 4 kilometres of pavement or footway, the overwhelming majority neighbouring the A4010. There are no facilities specifically for cyclists and of the approximately 33 kilometres of public rights of way, two are Byways Open to All Traffic ('BOAT') and five bridleway.

A key issue in the Parish is the lack of footway under the railway bridge at the junction of the A4010 and B4009.

Railway

2.10 There is an unmanned railway station with four car parking spaces but no other facilities at Little Kimble, which is on the branch-line Princes Risborough to Aylesbury. This provides infrequent services to and from London and an occasional shuttle between Princes Risborough and Aylesbury. The passenger numbers indicated 4,918 journeys starting or terminating at the station in the year 2015/2016. The majority of rail commuters travel from Princes Risborough, Stoke Mandeville or Wendover. There are more frequent trains on the branch-line that transport rubbish or spoil. There is an unmanned 'continental' barrier crossing in the northern sector of the Parish. The line is scheduled to be closed to allow HS2 construction at a time and for a period as yet uncertain during which no trains will travel between the station and Aylesbury. This closure will contribute to the expected increase in traffic on the A4010/B4009, including under the railway bridge (see para 2.6 above).

Listed Buildings & Historic sites

2.11 Historic buildings in the Parish include two Grade 1 listed medieval churches and a historic listed brick building – Dodds Charity at Kimblewick. There are a further 10 listed buildings as well as a wide variety of historic remains, some dating from the Iron Age.

Employment

2.12 There are approximately 25 small non-farming businesses operating from premises in the Parish and a single public house. Much of the farming is arable conducted by proprietors or contractors. The 2011 census indicates that most Parish residents in employment were employed outside the Parish, with the majority of the remainder working from home. Of 514 persons in employment only nine travelled less than 2 kilometres to work and the average was 26 kilometres.

Population

2.13 As mentioned in paragraph 2.1, the 2011 census indicated a Parish population of 1260, which seems likely to have increased. The census also indicated a higher proportion of older people (i.e. above 65) than the national average, although the proportion of the population over 84 was below the national average, probably because the lack of local facilities means that older residents move to urban accommodation as their needs for assistance increase. The 2011 Census also indicated there to be 171 dwellings in Great Kimble, 128 in Little Kimble, 100 in Marsh and Kimblewick and 69 elsewhere.

Housing Stock

2.14 The housing stock in the Parish varies widely in age and scope. There are two recent small-scale developments including low cost housing with preferences for local families and two similar earlier developments. There are also several amalgamations, radical extensions, total rebuilds and barn conversions.

2.15 The survey in 2017 indicated a majority of the dwellings in the Parish are in ribbon development along roads, with over two-thirds having no dwellings to the immediate front or rear and only in the order of 5% with dwellings immediately to front and rear. The plot size for the majority of dwellings is large and the wide variety makes averages less relevant, but the median price is likely to exceed the national average by a material amount. Out of 421 properties recorded in the 2011 census, over 75% were owner occupied and the balance rented, mainly privately but with some social housing.

Drainage

2.16 Land drainage in the Parish is mainly through four brooks and streams and there are five sites where road flooding occurs periodically. The main villages have been on mains drainage since the 1930s and Clanking since 1962. There is a pumping station near Brookside Farm which directs sewage to Princes Risborough. North of the station most dwellings are still not on mains drainage, with some still using cesspits and wells, although the PC is not aware of any dwelling without mains water. The plastic main at Clanking failed shortly after installation and has since failed twice. There have also been regular issues with water mains and main drainage facilities since the main connections were made in the 1930s. Issues with land drainage are thus common and extensive in the Parish and building developments have frequently had significant problems. There have also been issues with clay shrinkage in long, dry spells, in particular in 2018 and 2019.

Communications/Services

2.17 There are six post boxes in the Parish and a daily delivery and collection of post from Monday to Saturday; two public telephone boxes; and differentiated weekly rubbish collections throughout. There are a number of petrol stations and Post Offices in neighbouring parishes, but none in the Parish. Other facilities are available in Princes Risborough, Wendover or Aylesbury. Internet connections vary considerably in terms of speed and consistency within the Parish, although residents can now access acceptable broadband through wireless connection from Aylesbury and mobile telephone connections.

2.18 The Parish is in the most deprived category [category 1 on a scale of 1 – 10] in the section “Geographic Barriers to Services”. In the “Barrier to Housing and Services Deprivation” section the north of the Parish is in Category 2 [very deprived], and the south in category 1. Much of the northern part of the Parish is on neither mains drainage nor mains gas. In view of the high proportion of those working outside the Parish and the lack of facilities and amenities within, road access is a serious issue and it is difficult to see how the upgrading of the B4009 can be achieved in a manner that would not escalate the local traffic congestion problems.

Recent Planning Issues

2.19 A total of 36 new housing units (as at Nov 2019) have been built or have been granted planning permission in the Parish since April 2013.

3. PLANNING POLICY CONTEXT

3.1 The Parish lies within the Wycombe District Council area in the county of Buckinghamshire.

National Planning Policy

3.2 The new National Planning Policy Framework (NPPF) published by the Government in July 2018, and updated in February 2019, is an important guide for the preparation of neighbourhood plans. The following paragraphs of the NPPF are considered especially relevant to this Neighbourhood Plan:

- The Role of Neighbourhood Plans (§13)
- Neighbourhood Planning (§28 - §30)
- Housing and Design (§61)
- Sustainable development in Rural Areas (§78)
- Rural Economy (§83)
- Community Facilities (§92)
- Good Design (§127)
- Green Belt (§133 - §145)
- Flood Risk (§155)
- Natural Environment (§170)
- Historic Environment (§184 - §185)

Strategic Planning Policy

3.3 The Wycombe District Development Plan comprises the:

- i. Wycombe District Local Plan 2013-2033 (2019)
- ii. Retained policies of the Wycombe District Local Plan (2007)
- iii. Retained policies of the Wycombe Delivery and Site Allocations Plan for Town Centres and Managing Development (2013)
- iv. Buckinghamshire Minerals and Waste Core Strategy 2012
- v. Buckinghamshire Minerals and Waste Local Plan (2004-2016 - part retained).

3.4 The new Local Plan has very recently replaced the Wycombe Core Strategy 2008 and much of the Wycombe District Local Plan 2007 and of the Wycombe District Delivery and Site Allocations Plan 2013. It sets out strategic policies for the District, individual site proposals for local areas and detailed policies to manage development. It considers Policies CP1 - CP10 to be strategic.

3.6 The most relevant policies to the Parish are:

- Policy CP2 Overall Spatial Strategy – directs broadly 15% of housing requirement to villages
- Policy CP3 Settlement Strategy – identifies the Parish as a Tier 4 settlement (other service villages) in the settlement hierarchy

- Policy CP4 Delivering Homes – requires 160 homes to be provided in the Parish
- Policy CP7 Infrastructure
- Policy CP8 Protecting the Green Belt – protects the Green Belt, removing limited areas of land from it, none within the Parish
- Policy CP9 Sense of Place – seeks the conservation of the natural and historic environment and high quality design, while optimising development
- Policy CP10 Green Infrastructure and the Natural Environment – seeks to conserve and to enhance the natural environment and green infrastructure through a landscape character-based approach
- Policy CP11 Historic Environment – promotes the conservation and enhancement of the Historic Environment
- Policy PR3 Princes Risborough Area of Comprehensive Development including Relief Road – defines an expansion area for Princes Risborough that includes a relief road which would impact on the B4009 in the Parish
- Policy PR5 Settlement Boundary and Strategic Buffer – defines the strategic buffer to protect the physical separation with the Parish and its neighbours
- Policy PR8 Provision and Safeguarding of Transport Infrastructure – defines the connecting road to the B4009 in the Parish
- Policy PR17 Princes Risborough Delivery of Infrastructure – requires early delivery of the relief road to avoid severe impacts on the transport network
- Policy RUR6 Great and Little Kimble -cum -Marsh Parish – setting out criteria for the allocation of the required 160 homes
- Policy DM24 – Affordable Housing
- Policy DM47 – Princes Risborough to Aylesbury Safeguarded Land

3.7 The most important new policy is RUR6, which is specific to this Parish and states:

RUR6 – Great and Little Kimble-cum-Marsh Parish

- *The Council requires 160 homes to be developed in the Parish of Great and Little Kimble-cum-Marsh over the Plan period.*
- *A Neighbourhood Plan will determine the distribution of development across the Parish and allocate specific sites for housing and other uses as appropriate. The Neighbourhood Plan should have regards to the following principles:*
- *Development should be phased to be delivered over the lifetime of the local plan;*
- *The required housing should be provided;*
 - i) On a range of small sites within or adjacent to the existing villages of Great Kimble (including Smokey Row), Little Kimble and*
 - ii) Through including a small allowance for windfall sites in the hamlets of Marsh and Kimblewick;*
- *Development sites should be selected based on an appraisal of local sustainability issues, including an assessment of:*
- *The capacity of the landscape to accommodate development without having a major impact on the setting of the Chilterns Area of Outstanding Natural Beauty;*
- *The location of the proposed development sites in relation to public transport services, and/or their capacity to support improvements.*
- *In the absence of a Neighbourhood Plan, development will be required to meet the principles set out in 1 to 3 above.*

- *Development proposals or allocations will not be permitted which would prejudice the delivery of infrastructure improvements required for the expansion of Princes Risborough*

3.8 Although not the only strategic policy of relevance to the Plan, RUR6 has been the main driver of the work undertaken by the PC and others in its preparation. The policy was a late addition to the then draft Local Plan and has not been without its challenges, particularly in gaining community acceptance. However, rather than challenge the policy, the PC decided to prepare a Neighbourhood Plan to seek to minimise the damage to the Parish and its rural nature from what is both proportionally and in absolute terms a very significant increase in the number of houses in the Parish.

3.9 RUR6 comprises two main elements: a requirement for housing site allocations to deliver 160 homes in the plan period taking into account homes built or committed since April 2013; and the criteria to be adopted in preparing the Plan. The policy also distinguishes between the main areas to be allocated for development, which are the villages of Great and Little Kimble, and the rest of the Parish, including an allowance for 'windfall' (i.e. not allocated in the Plan) small developments in the hamlets of Marsh and Kimblewick which could address the expected deficit in the total number of homes delivered through the allocated sites.

3.10 Policy CP8 does not make provision for the Plan to remove land from the Green Belt to meet the requirements of Policy RUR6. Policy CP10 restates the statutory responsibility of conserving, protecting and enhancing the Chilterns Area of Outstanding Natural Beauty. It follows that the Plan does not allocate sites within the Green Belt and AONB areas of the Parish and that the PC has sought to minimise the damage to the Green Belt and AONB.

3.11 Of the remaining policies of the Delivery & Site Allocations Plan, Policy DM13 is especially relevant to the Parish, given its southern half lies within the Chiltern Beechwoods Special Area of Conservation. Policy DM5 covers 'scattered business sites', of which some are in the Parish, while policies DM2, DM11, DM12 and DM14-19 cover a wide range of non-strategic transport, green space, biodiversity, flood risk and infrastructure matters, with which all new developments within the Parish must comply.

4. COMMUNITY VIEWS ON PLANNING ISSUES

4.1 The PC engaged Local Dialogue, through the Neighbourhood Plan Working Group, to undertake a survey of all residents in the Parish. Forms were posted to all residents ahead of the June 2018 public exhibition and were available for completion at the exhibition and by post afterwards.

4.2 Residents were asked to give their preferred and least favoured sites and invited to make other comments about the process: the response rate was roughly 10%. The results were collated into a report ranking the sites by preference based on the responses received. A copy of the report is available on the Neighbourhood Plan website (www.Kimbleplan.org).

4.3 These site preferences helped inform the final choice of site allocations in the Plan with the responses to the survey providing a sample of community opinion that assisted discussions relating to closely matched sites. Further information on how the survey results were used is in the Sites Assessment Report.

5. VISION, OBJECTIVES & LAND USE POLICIES

Vision

5.1 The vision for the Parish and Neighbourhood Plan area in 2033 is:

"The villages of Great Kimble and Little Kimble have changed over the period since 2019, with new homes and new facilities for residents introduced in phases in a number of sites. The location, size and design of the new entrants have allowed them to blend into the villages without significant damage to the rural character of the Parish or significant harm to the character of the Chiltern AONB.

The hamlets of Marsh and Kimblewick have remained largely unchanged, with a small number of high quality new homes within the existing boundaries and the rural countryside unchanged.

The growth of Princes Risborough has been substantial and the B4009 (possibly recategorised) along Grove Lane is now the main arterial road, with new junctions with Aylesbury Road and Marsh Road and a new railway bridge over the road. Although Great and Little Kimble are busier, these improvements and traffic management schemes have to an extent mitigated the effects of the significantly increased local road congestion and consequent safety issues, while there has been some increase in the use of local bus and railway services. The gap between the new edge of Princes Risborough and Great Kimble has been protected from development and there continues to be a clear separation between the town and village.

The local schools are thriving and the number of businesses operating from premises within the Parish has increased through the extension of established sites and the change of use of redundant farm buildings. Agriculture and increasingly the environment remain important characteristics of the landscape".

Objectives

5.2 The vision will be achieved through key objectives:

- To maintain the essential rural character and appearance of the Parish
- To plan for the delivery of 160 homes in the Parish over the plan period
- To secure appropriate and viable new community benefits alongside new housing development
- To protect and conserve the Chilterns AONB and its setting
- To maintain an effective open gap between Great Kimble and Princes Risborough
- To encourage the success of the schools, local farms and businesses in the Parish.

Land Use Policies

5.3 The following policies relate to the development and use of land in the designated Neighbourhood Area of the Parish. They focus on specific planning matters that are of particular interest to the local community in the context of housing growth and this being restricted principally to appropriate local sites.

5.4 There are other policy matters included in the Local Plan that are not repeated in this Plan to avoid unnecessary repetition but nevertheless supplement the policies in the Plan and should be implemented in a manner consistent with it.

5.5 Each of the policies that follows is numbered, titled and in bold italics. Where appropriate, the area to which a policy applies is shown on the Policies Map included in this document. Each policy is supported in the text that follows which explains the purpose of the policy, how it is to be implemented and, where relevant, how it relates to other development policies.

KIM1 SETTLEMENT BOUNDARIES

The Neighbourhood Plan defines settlement boundaries at Great Kimble (including that part known as Smokey Row) and Little Kimble, as shown on the Policies Map.

In addition to the land allocated for development in the Neighbourhood Plan, proposals for small scale, infill development within a settlement boundary will be supported, provided the proposal accords with the design and development policies of the WDC Local Development Plan.

Proposals for development outside a Settlement Boundary will only be supported if the proposal is appropriate to a countryside location and consistent with local development plan policies.

5.6 This policy defines the boundaries of Great Kimble and Little Kimble on the Policies Map for the purpose of implementing policies CP3 and DM21 of the new Local Plan. Those policies direct housing development in 'Tier 4 Other Service Villages' to land within the defined Settlement Boundaries, which are shown on the Policies Map. The boundaries are drawn to incorporate the site allocations of Policy KIM3.

5.7 The new Local Plan has raised the status of the combined villages to Tier 4 within the District Settlement Hierarchy but relies upon the Neighbourhood Plan to define the boundaries and to make provision for new housing development required by its Policy RUR6. The boundaries are also helpful in addressing the ambiguity of place names in this Parish – Great Kimble, Little Kimble, Smokey Row, Bridge Street and Clanking. The boundaries have been drawn in accordance with current convention, essentially by following the observable settlement edge of buildings and plots but excluding large garden plots that visually blend into the open countryside.

KIM2 DESIGN PRINCIPLES

Development proposals should have regard to the Chilterns Buildings Design Guide and the Wycombe Residential Design Supplementary Planning Document or any subsequent design guidance that the local planning authority may produce as appropriate.

Proposals should have regard to the following specific design principles:

- Any new development must protect and where practical enhance heritage assets and their settings as well as protect existing biodiversity assets and, where practical, provide a long-term and measurable gain in biodiversity
- Any new development should only utilise existing access points to roadways, using internal service roads where required and unless there is a clear rationale no new access points to public highways should be permitted
- Any new development should retain the existing roadside and boundary hedges unless removal would have no adverse affect on the visibility of or access to the site. Any hedges removed should be replaced elsewhere in the site using similar native hedging plants at the earliest practical opportunity and the development should incorporate high quality landscaping to protect and if practical to enhance the rural appearance of the site and the immediate vicinity.
- Where appropriate, any new development should maintain views to the open countryside and incorporate landscape buffers between the site and any adjoining existing residential property.
- The building design of any new residential dwelling should avoid overlooking or being overlooked by any other (new or existing) dwelling. Where a front or rear window in a habitable room faces a blank wall whose height exceeds the highest point of the window, there should be no more than 15 metres between the highest point of the window and the top of the wall measured at an angle of 45 degrees upwards from the lower point.
- If public open space is provided as part of a new residential development, the space should provide amenity as well as maintain the open nature of the settlements and be subject to restrictions that maintain the space for the benefit of the Parish (and its successors) at the cost of the developers or owners of the development unless and until the Parish Council (or a successor) agrees to take over responsibility for management of the space and/or the costs involved or approves the transfer the responsibilities to a third party.
- Setbacks from the highway in any new development should be similar to but not closer to the highway than those of any nearby properties
- Ridge heights and roof designs in any new development should be similar to adjoining properties and maintain and where practical enhance the local architecture
- Where practical, a new development should improve the provision of walking, cycling and horse-riding facilities in the Parish, both on the site and in the immediate vicinity
- The provision of public transport is more limited than in urban environments and its use is not practicable for the majority of the working population so most occupants of new dwellings will be car owner. Accordingly any new dwelling

should adhere to the highest parking standards in the prevailing Bucks CC or other applicable guidance. Car spaces should be provided on driveways adjoining a new dwelling, with car parks for multiple users restricted to terraced houses and flats and maisonettes or their combination and be of a permeable surface finish that mitigates surface water run off risk. Garages should be treated as a car parking space only if large enough both to accommodate car(s) and to provide general storage unless appropriate storage is provided elsewhere within the curtilage.

- Each new dwelling should provide facilities for secure cycle storage
- Each new dwelling should have a designated purpose designed and enclosed or screened storage area with capacity for rubbish, including separation of recyclable rubbish, appropriate for the dwelling
- Each new building should be designed with a view to enhancing the surroundings and use high quality materials in keeping with the existing buildings nearby
- Each new dwelling should include appropriate private garden space and a facility to charge an electric car.
- Any new development should not differentiate between private ownership and other forms of tenure in a manner that endangers the overall quality of the new buildings.

5.8 This policy sets out a series of design principles that reflect the views of the local community on the importance of specific design matters that should be addressed in all new development within the Parish and complements a number of retained policies in the Delivery & Site Allocations Plan and refines policies CP9 Sense of Place and CP10 Green Infrastructure of the new Local Plan

5.9 Every proposal for development must adhere to this policy as appropriate to the particular nature and location and a planning application should not be approved unless a Design & Access Statement included with the application explains how the policy and the principles described have been taken into account, to include satisfactory justification of any proposed or consequential non-compliance.

KIM3 HOUSING SITE ALLOCATIONS

The Neighbourhood Plan allocates sites for housing development at Great Kimble and Little Kimble, as shown on the Policies Map.

Development at an allocated site should be supported provided the development accords with the following site-specific requirements and all other relevant policies in the Local Plan, including but not limited to CP4, DM24 and CP7. This includes delivery of affordable housing of the required number, type and form and an appropriate financial contribution towards a package of public transport service, footpath and highway improvements to be agreed with the Highway Authority.

Land at Grove Lane (West) (Ref: No.1)

- The site is estimated to have a developable area of about 0.4 ha and is expected to deliver approximately 11 homes
- The building types, layout and landscape in the development should include glimpse views through the site from Grove Lane to the countryside.
- The layout and landscape of the development should deliver a defensible northern-west boundary that prevents further encroachment of development into the countryside
- The development should be accessed from a single point from Grove Lane
- The development proposals must accord with and not prejudice the delivery of the Grove Lane re-alignment and proposed widening of the railway and related infrastructure improvements under Policy PR3, PR8 and DM47 of the Local Plan.
- If the development includes a proposal to deliver a small A1 shop unit this should include (i) appropriate car parking spaces and delivery arrangements (ii) arrangements for the occupation of the unit by an appropriate and suitable operator and (iii) a suitable financial contribution to its set up and operating cost to ensure operation for a minimum initial period of at least five years, with these requirements forming part of the planning permission conditions and implemented prior to the occupation of any new dwelling
- An appropriate financial contribution to fund infrastructure improvements in the Parish is included within a S106 Agreement.

5.10. The site fronts on to Grove Lane (Ref: Site 1), lies outside the AONB and is conveniently located for walking trips to the school, public transport services and the local public house. These requirements seek to ensure that the potential for adverse landscape effects are fully mitigated. As the land interests have indicated an intention to provide a small shop unit (defined as less than 250 sq. m. gross floor space) as part of any development proposal the policy includes requirements for its delivery.

5.11 The site may be affected by either of (i) the proposals to realign and upgrade Grove Lane and related infrastructure improvements as part of the nearby Princes Risborough expansion proposals in the new Local Plan and (ii) the land safeguarded for the twin tracking of the local railway line. The policy therefore expects that a development may only commence once the effects, if any, of the approved infrastructure improvement plans and the extent of the land safeguarded or required for the twin tracking of the railway line have become clear and the development proposals have taken these into account in an appropriate and satisfactory manner.

Land at The Laurels, Marsh Road (Ref: No.10)

- The site is estimated to have a developable area of about 0.6 ha and is expected to deliver approximately 14 homes

- The building types, layout and landscape in the development should include glimpse views through the site from Marsh Road through to the countryside
- The layout and landscape in the development should include a defensible western boundary that prevents further encroachment of development into the countryside
- The development should provide that all new buildings are set back from and front on to Marsh Road and are of a form and scale that reflect the rural village character of the local area
- The development should be accessed from a single point on Marsh Road
- The development proposals must accord with and not prejudice the delivery of the Grove Lane re-alignment and the proposed widening of the railway and related infrastructure improvements under Policy PR3, PR8 and DM47 of the Local Plan
- The development should include the provision of a new footpath along the site boundary with Marsh Road
- The development should include provision for the satisfactory mitigation of surface water run off and foul water drainage in all affected areas, both within and outside the site.

5.12. The site has a boundary with Marsh Road (Ref: Site 10), lies outside the AONB and is conveniently located for walking trips to the school, public transport services and the local public house. These requirements seek to ensure that the potential for adverse landscape effects are fully mitigated. They also reflect the importance that any development providing a frontage to Marsh Road maintains the rural character of the area.

5.13 11 The site may be affected by either of (i) the proposals to realign and upgrade Grove Lane and related infrastructure improvements as part of the nearby Princes Risborough expansion proposals in the new Local Plan and (ii) the land safeguarded for the twin tracking of the local railway line. The policy therefore expects that a development may only commence once the effects, if any, of the approved infrastructure improvement plans and the extent of the land safeguarded or required for the twin tracking of the railway line have become clear and the development proposals have taken these into account in an appropriate and satisfactory manner.

Land off Kimblewick Road (Ref: No.14)

- The site is estimated to have a developable area of about 1.7 ha and is expected to deliver approximately 45 homes.
- The building types, layout and landscape in the development should be designed to minimise the prominence of the scheme in the wider landscape when viewed from within and outside the AONB.
- The development should include public open space with open links through the development parcels that enable access to the space from existing properties on Kimblewick Road and pedestrian and other non-vehicular travellers to connect with the adjoining Aylesbury Ring public right of way.
- The public open space should include a new landscaped public park (level grassed area of not less than 0.5 acres) with a utilities service point and management of the space and appropriate finance is provided by the land-

owner unless and until the PC has approved the transfer of these responsibilities to a third party competent to carry them out and able to provide all necessary finance, or agreed to take over the responsibility themselves

- The development provides, as far as reasonably practical, that all new buildings front on to either (i) Kimblewick Road, and/or Grove Road and (ii) the public open space includes green links of a form and scale that reflect the local rural village character
- The layout and landscape of the development should deliver a defensible northern boundary to prevent further encroachment of development into the countryside
- The development should be accessed from Kimblewick Road using a single access point at a location that minimises additional traffic movements along the Kimblewick Road and maximises safety, including for animals and individuals not using vehicular transport.

5.13 The site has a boundary with Kimblewick Road (Ref: Site 14), lies outside the AONB but is visible from open landscape within it. It is conveniently located for walking trips to the school, public transport services and the local public house and development will extend Great Kimble along the road opposite the existing buildings. These requirements seek to ensure that the potential for adverse landscape effects is successfully mitigated. As the landowner has indicated an intention to provide a large public open space as part of any planning proposal the requirements set out how this should be delivered without any management responsibilities or financial cost falling on the Parish unless the PC (or any successor) agrees to do so.

Land South of Grove Lane (Ref: No.15)

- The site is estimated to have a developable area of about 0.7 ha and could deliver up to approximately 20 homes and is held in reserve.
- The development proposals must accord with and not prejudice the delivery of the Grove Lane re-alignment and the proposed widening of the railway and related infrastructure improvements under Policy PR3, PR8 and DM47 of the Local Plan
- The building types, layout and landscape in the development should be fully compatible with the adjoining Redding Court site and dwellings and do not cause or contribute to any material adverse effect on the existing buildings or for existing residents
- The layout and landscape in the development should deliver a defensible southern boundary to the site to prevent any further encroachment of development into the countryside
- The development should include proposals to mitigate increased noise pollution from the proposed Grove Lane realignment and related infrastructure improvements and the twin tracking of the local railway under Policies PR3, PR8 and DM47 of the Local Plan
- The development is should be accessed by a single entrance through the Redding Court site unless this is incompatible with the Grove Lane realignment and related infrastructure improvements.

5.14 The site has a boundary on Grove Lane (Ref: Site 15,) lies outside the setting of the AONB and is conveniently located for walking trips to the school, public transport services and the local public house. These requirements seek to ensure that the potential for adverse landscape or amenity effects on the adjoining Redding Court are successfully mitigated. The site is bound on two sides by the B4009 Grove Lane and the railway line and its capacity is therefore highly sensitive to the final plans for the Grove Lane re-alignment and twin-tracking proposals.

5.15 The Policy seeks to ensure that the site is not released for development until the details of the Grove Lane infrastructure improvements and the land required for the potential twin-tracking of the railway have been clarified and finalised pursuant to Policies PR3, PR8 and DM47 respectively of the Local Plan and that it is required to meet the housing target of RUR6 following future monitoring of actual delivery..

Land at Doe Hill Farm (Lower) (Ref: No.17A)

- The site has a developable area of about 1.6 ha outside the identified Flood Zone and is expected to deliver approximately 40 homes
- The building types, layout and landscape in the development should include glimpse views from Aylesbury Road through the site to the countryside
- The layout and landscape of the development should deliver a defensible northern boundary to the site to prevent any further encroachment of development into the countryside
- The development should retain the existing mature trees and hedgerow along the boundary with Aylesbury Road and minimises any loss arising from new road access
- The building types, layout and landscape in the development should be compatible with the adjoining properties on Aylesbury Road in terms of scale and proximity
- The development should include satisfactory proposals for the successful mitigation of any material risk of adverse flooding or biodiversity effects on both the site and all adjoining land
- The development should only have one vehicular access from the Aylesbury Road
- If the development includes a proposal for a small A1 shop unit this should include (i) appropriate car parking spaces and delivery arrangements (ii) arrangements for the occupation of the unit by an appropriate and suitable operator and (iii) a suitable financial contribution to its set up and operating cost to ensure operation for a minimum initial period of at least five years, with these requirements forming part of the planning permission conditions and implemented prior to the occupation of any new dwelling.
- An appropriate financial contribution to fund infrastructure improvements in the Parish is included within a S106 Agreement.

5.16. The site has a boundary with the Aylesbury Road (Ref: Site 17A) and lies within the setting of the AONB. It is conveniently located for walking trips to the school and public transport services. These requirements seek to ensure that the potential for adverse landscape, flooding and biodiversity effects on the site and adjoining land are successfully mitigated.

For the purposes of phasing the delivery of housing over the full plan period as required by Policy RUR6 of the Local Plan and taking into account both that permission has already been granted for [36] new dwellings and that commencement of development on sites 1, 10 and 15 may be delayed, the aim should be that planning consents lead to no more than in the order of 50 new dwellings being delivered in each of the periods 2019/20 – 2022/23; 2023/24 – 2027/28; and 2028/29 – 2032/33. It is however accepted that this aim may be difficult to achieve until final design approval of the anticipated local infrastructure improvements, with the possibility that the required new homes will be delivered in a somewhat haphazard manner over the full plan period.

5.17 The first part of the policy allocates five sites to implement the provisions of Policy RUR6 of the Local Plan. That policy requires 160 homes to be provided after taking into account the close proximity of the Chiltern Beechwoods Special Area of Conservation and the Chilterns AONB. The sites allocated are expected to deliver approximately 110 new homes (excluding the reserved Site 15) with 36 homes already been built or committed in the plan period, a total excluding any future windfall of 146 units. It is expected that the shortfall of 14 units to reach 160 will be achieved through windfall in the hamlets of Marsh or Kimblewick as described in para 2bii of policy RUR6 and elsewhere within the Parish. If required, Site 15 may be released once details of the Grove Lane re-alignment and associated infrastructure plans are finalised and in accordance with Policy DM47 relating to the twin-tracking of the railway. It is envisaged development in Marsh or Kimblewick this will come from either conversions or development of brownfield rather than greenfield sites. Windfall units are considered to be developments of 4 units or less on small sites.

5.18 For each allocation, the policy identifies key development principles to mitigate the potential for harmful environmental effects and, in some cases, the policy also provides conditions if a community benefit is included as a contribution to the overall package of housing development. Planning applications will be required to address satisfactorily all of the specific principles and take account of all other relevant policies of the Neighbourhood Plan and Local Plan; the policy does not seek to identify all of the potential policy matters that may be relevant to each site.

5.19 In every case, the policy requirements reflect the indicative scheme proposals submitted by land interests in response to the 'call for sites'. In submitting indicative proposals, the land interests will have been aware of the emerging and now adopted WDC development plan policies (including on affordable housing, for example) and especially of Policy RUR6. It is therefore assumed that these development principles will not undermine deliverability of the Plan. For the submission of the Plan each land interest will be required to confirm the viability of the policies (as per NPPF paragraph 57 and 67).

5.20 The second part of the policy responds to part 2 of Policy RUR6, which states that, "Development should be phased to be delivered over the lifetime of the Local Plan". In its supporting text it states that, "In allocating specific sites, a Neighbourhood Plan will take this policy as the starting point but will review the phasing of development".

5.21 All the proposed sites are available now, as the landowners have confirmed there are no known legal or other encumbrances to prevent planning applications being submitted. In which case, the policy seeks to manage the release of the allocated land for housing development by dividing the Plan period into three periods and setting an approximate cap on the total number of homes delivered in any one period.

KIM4: SCHOOLS

Proposals which encourage and support innovative improvements to schools in the Parish will be encouraged, provided they accord with national and development plan policies.

5.22 This policy recognises the social value of the schools within the Parish and supports proposals to ensure their short, medium and long-term success. However, given their location any changes will require careful planning and design to ensure their openness and scenic beauty respectively are not compromised.

KIM5: LANDSCAPE BUFFER

The Neighbourhood Plan designates land between Great Kimble (Smokey Row) and the Parish boundary with Monks Risborough, as shown on the Policies Map, as a landscape buffer.

Development proposals within the buffer will only be supported if they are of a small scale and protect the rural character of the land.

5.23 This policy extends the Strategic Buffer designated by Policy PR5 of the new Local Plan from the Parish boundary with Monks Risborough to the Settlement Boundary of Great Kimble (Smokey Row) as defined by Policy KIM1. The buffer is also defined by the railway line to the south east and by the main road to the north west.

5.24 As well as its provisions for the Neighbourhood Plan (Policy RUR6), the new Local Plan proposes a major expansion of the nearby town of Princes Risborough. The proposal recognises that “once the town has expanded, future gaps will become critical to the protection of the countryside and surrounding settlements” WDC intends the policy to “protect the open and undeveloped character” of the buffer, but acknowledges that this should not preclude any development at all in that area. The policy wording of PR5 and its supporting text are accordingly replicated in Policy KIM5.

KIM6: EMPLOYMENT

Proposals to extend or to intensify an established employment use will be supported, provided:

- If the employment use is located in the Green Belt and in the Area of Outstanding Natural Beauty, the proposal accords with the relevant national and development plan policies;

- Where relevant because of the locations involved, the proposal protects and where practical enhances heritage assets and their settings
- Any new buildings are of a similar scale and height to the existing buildings on the relevant site;
- The existing vehicular access is capable of accommodating additional traffic movements without causing harm to local residential amenity;
- Additional car parking spaces are provided on the relevant site in accordance with adopted standards;
- The operation hours of the new occupiers will be no longer than those of the established users;
- There will be no significant increase in light or noise pollution arising from any new buildings or operations; and
- The landscape content of the proposals makes provision for a habitat corridor along the site boundaries to deliver a net biodiversity gain and where appropriate new or additional planting to screen the site from the countryside.

Proposals for the development of new employment uses will only be supported if the sites involved are all located within a Settlement Boundary or if the proposals involve the reuse of redundant brownfield site(s) that are suited to an employment use.

5.25 This policy seeks to complement Policy DM5 of the adopted Delivery & Site Allocations Plan on 'Scattered Business Sites' by encouraging well-designed and appropriate proposals to extend or to intensify established employment sites in the Parish. It also provides for new employment uses provided they are located within a Settlement Boundary defined by Policy KIM1 or require the reuse of redundant brownfield sites. For the purpose of this policy, employment uses include any office or industrial use falling within Class B of the Use Classes Order 1987 (as amended).

5.26 The Parish benefits from a small number of established business sites that are home to successful small businesses. The employment these provide are important in rural areas, especially if they create opportunities for local people to find work without having to make long commuting journeys.

KIM7: COMMUNITY AND LEISURE USES

Proposals to improve or to create new community or leisure facilities will be supported, provided they are of a scale and type that is compatible to the rural location of the Parish and accord with national and development plan policies and where relevant policy KIM 3.

5.27 The expected increase in the population of the Parish in the coming years may make it appropriate that the existing community facilities are improved or new facilities provided. The policy is supportive of such proposals provided they are sympathetic to the appearance and setting of the local landscape. As with Policy KIM4, much of the Parish lies within the Green Belt and Chilterns AONB and so if any proposals are to progress they will need to take this and the resulting restrictions into

account. Outside of those areas, the proposals must still be of a scale and type that are suited to this rural location with limited facilities and public transport services. In addition, any new or improved facilities will need to be self-supporting and not be a burden to the Parish Council or wider community. The following community facilities have been offered as part of allocated site development proposals and are expected to be delivered under Policy KIM3.

1. *The provision of public open space at Site 14, including a level grass park of minimum 0.5 acres, will be delivered as part of the development in accordance with policy KIM3.*
2. *The provision of a small retail unit and associated parking/servicing will be delivered as part of the development at either Site 1 or 17a in accordance with policy KIM3. It is acknowledged that Site 1 is considered to be more central and prominent than Site 17a*

KIM8: PROTECTING INTERNATIONAL HABITATS.

Development proposals will be supported provided there is no material risk of an adverse effect on the integrity of the Chiltern Beechwoods Special Area of Conservation or other European sites. Proposals should also seek to minimise their impact on, and where practical deliver net gains for, biodiversity, including, where practical, realising opportunities to establish coherent ecological networks.

5.28 This policy reflects the importance of managing the effects of new development on internationally designated habitats in proximity to the Parish, most notably the Chiltern Beechwoods Special Area of Conservation (SAC), which covers much of its southern half.

5.29 Although these matters are addressed by Policy DM13 of the Delivery & Site Allocations Plan and by Policy CP10 of the new Local Plan, the appropriate assessment of the effects of the Plan (undertaken as part of the Conservation of Habitats & Species Regulations 2017) on those habitats has recommended that this specific policy be included in the Plan. The aim is to ensure that all development proposals in the Parish, not just those within the SAC, take into account and take all reasonable steps to avoid the risk of adverse effects on the SAC, to include identifying satisfactory mitigation measures.

KIM9: SECTION 106 AGREEMENTS

All proposals for new residential development will include, where applicable, a financial contribution through a planning obligation towards the cost of:

- i. delivering a specific package of public transport service, footpath, bridleway and highway improvements in the Parish to be agreed by the local planning authority and the highway authority; and*
- ii. the on-going maintenance of public open spaces and community facilities in the Parish.*

5.30 This policy accords with the principles and provisions of Policy CP7 of the new Local Plan and of retained Policy DM19 of the adopted Delivery & Site Allocations Plan in making requirements for planning obligations via S106 agreements to secure financial contributions to invest in local infrastructure upgrades. These upgrades are specific to the Parish and are required as a result of the significant increase in housing development in the new Local Plan with some provided for in Policy KIM3. The financial contributions are to be in addition to the Wycombe Community Infrastructure Levy as they are not included in the calculation of the Levy. The recent changes to national planning policy now allow for financial contributions from S106 agreements to be pooled in this way.

5.31 The WDC (and the proposed new Bucks Council if established) will endeavour to agree a costed package of transport-related improvements in the Parish (beyond those already provided for by the expansion of Princes Risborough) in 2020. In addition, the PC is scheduled to agree a cost for the maintenance of the Village Hall and public open spaces in the Parish that is intended to meet the increasing demands of a larger local population. Housing development proposals – either to bring forward an allocated site or an infill scheme in the Settlement Boundary – can then make the required provision in their S106 agreements.

6. IMPLEMENTATION

6.1 The Neighbourhood Plan will become part of the Local Plan and thus be implemented through WDC (or any successor planning authority) considering and determining planning applications for development in the Parish.

Development Management

6.2 The planning authority will use a combination of the Local Plan and the Plan policies to inform and to determine its planning application decisions. The PC is a statutory consultee on planning applications in the Parish and will be made aware of any future planning applications or alterations to those applications. The PC will seek to ensure that the Plan policies have been correctly identified and implemented both in planning applications and by officers in their decision reports.

6.3 If it considers appropriate, the PC may seek to persuade the Secretary of State to 'call-in' a planning application that the PC considers conflicts with the Plan but to which the planning authority has decided to grant consent. The PC may also seek to persuade the Secretary of State to recover an appeal of a refused application where the conflict with one or more Plan policies has been important in the reasons for refusal. In either case the PC will seek to convince the Secretary of State to agree with the PC if the PC considers the proposal raises issues of national policy significance (for neighbourhood planning).

Local Infrastructure Improvements

6.4 There will be opportunities through S106 agreements and the Community Infrastructure Levy (CIL) to secure financial contributions to invest in improving local infrastructure. Based on the current CIL Charging Schedule, the [PC estimates that the] charge levied on the new homes allocated in the Plan will total approx. £1.6m. Once the Plan is adopted, WDC (or its successor) will be obliged to pass at least 25% of the sum levied (c. £400,000) to the PC to invest in local infrastructure improvements.

6.5 At present and in light of the feedback from the community on local infrastructure issues, the following is a non-exhaustive list of potential improvement projects:

- i) Traffic calming –
Bridge St/Church Lane – entire length
Marsh Lane – from Grove lane junction to the speed limit
- ii) Footpaths (Pedestrian, Cycle and Equestrian access) – improvements to the footpaths, especially those linking Great Kimble and Little Kimble. Particularly important are the part of the Aylesbury Ring Footpath from Grove Lane to Church Lane near Great Kimble School (GLK39 and GLK38A), the footpath which links to this footpath from Little Kimble Station (GLK37) and access under the railway line at the A4010/B4009 junction. The

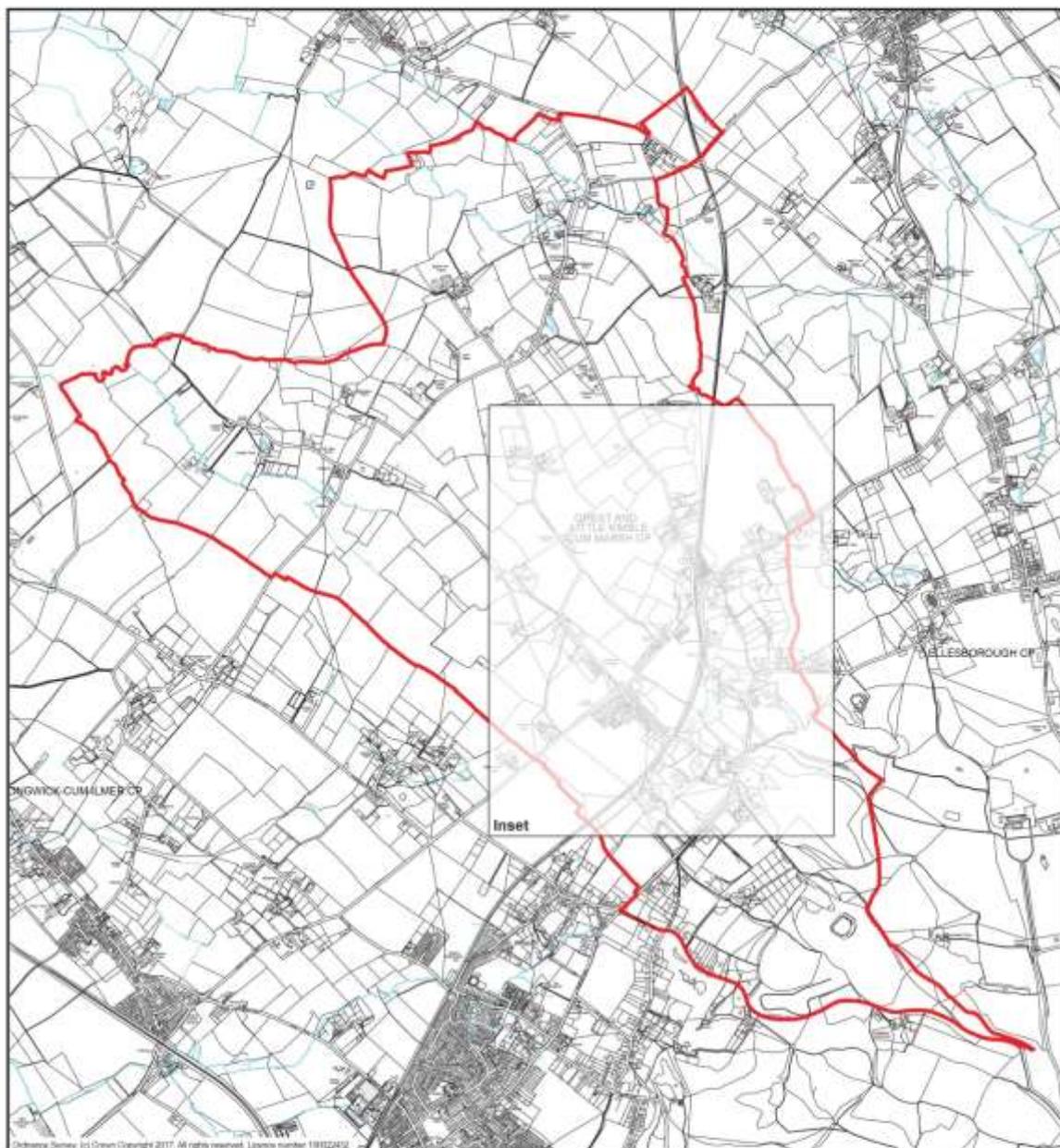
surface needs to be suitable for primarily pedestrian access but cater for cyclists and equestrian traffic whilst being sympathetic to the rural environment.

- iii) A pedestrian crossing as close a practical to the Swan on the B4009 in Great Kimble

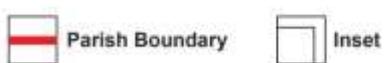
Other Non-Planning Matters

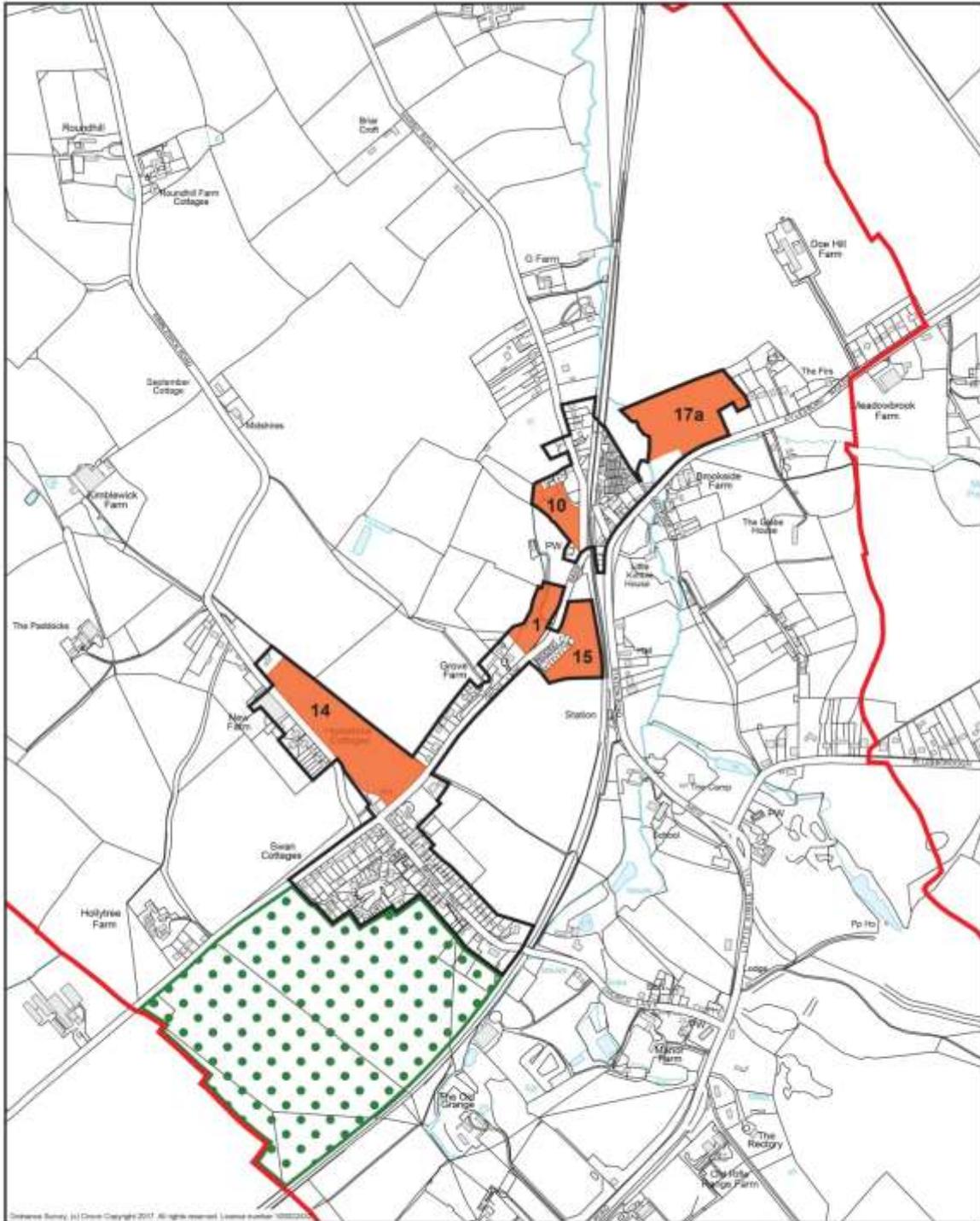
6.6 During the process of preparing the Plan, many ideas for improving or addressing problems in the Parish have been proposed to the PC that fall outside the scope of the land use planning system. The PC has noted all these ideas and comments and will take them forward as appropriate in its day-to-day business and in partnership with the local community and relevant parties.

7. POLICIES MAP & INSET



**Great & Little Kimble Cum Marsh Neighbourhood Plan
Submission Policies Map
September 2019**





**Great & Little Kimble Cum Marsh Neighbourhood Plan
Submission Inset Map
September 2019**

- | | | | |
|---|--|---|---|
|  Parish Boundary |  KIM1 Settlement Boundaries |  KIM3 Housing Site Allocations |  KIM5 Landscape Buffer |
| | | 1 - Land at Grove Lane (West) | |
| | | 10 - Land at the Laurels, Marsh Road | |
| | | 14 - Land off Kimblewick Road | |
| | | 15 - Land South of Grove Lane | |
| | | 17a - Land at Doe Hill Farm (Lower) | |