

From: formpost@contensis.co.uk
Sent: 12 February 2020 22:27
To: Neighbourhood Planning
Subject: Comment form submitted: Great and Little Kimble-cum-Marsh NP

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A new form post has been received.



Posted on: 12/02/2020 22:26:05

Posted from: <https://www.wycombe.gov.uk/pages/About-the-council/Have-your-say/Consultation-forms/Comment-form-Great-and-Little-Kimble-cum-Marsh-Neighbourhood-Plan.aspx>

Form Post

Name: Michael Clarke

Organisation (if relevant): Mr

[Redacted]

[Redacted]

[Redacted]

Name: Michael Clarke

Organisation (if relevant): [Redacted]

[Redacted]

[Redacted]

Which of the following do you consider yourself (please choose only one)::

Local resident

Stay updated: I wish to be notified of the decision to adopt the neighbourhood plan

Future consultations: I wish to be notified of future local plan consultations

Weekly newsletter: I wish to receive the weekly planning bulletin (planning news and information)

Which part(s) of the Great and Little Kimble-cum-Marsh neighbourhood plan do your comments relate to?:

2.5, 2.9, 2.10, 5.25/KIM6, KIM7

Which part of the basic conditions do your comments relate to?

The achievement of sustainable development, General conformity with the strategic policies contained in the development plan area

(Please tick all that apply.):

Section 2.5 As a reasonably regular user of the bus service, I have experience that the timetable, especially in the mornings, bears little relation to the service operated. There are often gaps of 45 minutes between 300 and X30 services through the parish when a 15 minute interval is timetabled. This is often due to chronic traffic congestion in local towns, in addition to the bus company's staffing problems. Recent Bucks CC subsidy cuts have slashed evening services to the point where the last return service from Aylesbury is just after 10pm and High Wycombe 9pm. This means the bus service cannot be used for travelling to local towns for routine evening entertainment, such as the theatre or cinema. Section 2.9 Virtually without exception all pedestrian pathways in the parish are in a shocking state of neglect. They need to be substantially rebuilt and upgraded to provide an adequate standard for the existing population, let alone an expanded one. Pedestrian access to schools, other amenities and transport links is not adequate to safely accommodate expanded development. However, the building of extensive new footpaths may "suburbanise" the villages to the point where their rural character is destroyed. Section 2.10 As one of the most regular users of Little Kimble station, I have found multiple inaccuracies in the railway section of the report. It is entirely wrong to state that there are more freight trains using the line than passenger trains and this calls into question the general level of rigour used in compiling other sections of this report. There are no more than three freight trains in either direction and these only run on weekdays. There are many more passenger services. A basic consultation of the Chiltern Railways timetable indicates that at least one an hour passes through the parish in either direction although far fewer actually stop at Little Kimble station. It is important to note that Chiltern Railways have concentrated on providing a barely tolerable service for commuters to and from London on weekdays, usually involving changes at Princes Risborough. However, their scheduling actively deters the use of the line for more local needs, with gaps of up to three hours in services during the day, despite trains running along the lines (and not stopping at Little Kimble). Chiltern Railways tend to time the service to Little Kimble to coincide with operational needs in returning their stock to the Aylesbury depot (i.e. very early mornings and late nights). It is also difficult to access Little Kimble station as a pedestrian from many parts of the parish, especially via the B4009 underbridge. I was recently struck by a vehicle while walking through this bridge and have reported the injury to the police. It is inconceivable that additional housing can be built that anticipates any residents taking that dangerous route to the station. Any significant housing development in Great and Little Kimble should not be permitted until the railway service is upgraded to provide a regular service to local towns like Aylesbury and High Wycombe and none of the sites should be prioritised that would involve travel through the dangerous railway bridge. I have had correspondence with Chiltern Railways and they have said they are entirely unaware of any lengthy possession and closure of the branch line between Little Kimble and Aylesbury connected with HS2. As their heavy engineering depot is located in Aylesbury, they have said such a closure would be untenable with their ability to operate service on the rest of their network. Section 5.25/KIM6 This appears to exclude any consideration of the large numbers of people who work from home both full time and part time in the villages. Given reasonable broadband infrastructure (an achievement that seems to be too recent to have been borne in mind in the report) it's likely that the economic activity in the villages is significantly higher than might be gauged by traditional measures. Section KIM7 The local pub is an amenity (currently recorded as an Asset of Community Value) and needs to be explicitly protected in this section.

Comments:

Your privacy:

I confirm I have read and understood the Wycombe District Council privacy policy found at www.wycombe.gov.uk/privacy

Properties

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Marked as Read: No ([Mark this post as read](#))

Form template: /SiteElements/forms/Consultation-forms/Consultation-Great-and-Little-Kimble-neighbourhood-plan.frm

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