

Kimble Submission Plan nov2019-

OBJECTIONS TO THE PLAN

Page 5 item 1.2

Clanking Mentioned in brackets, near the description of Little Kimble.

- this places Clanking as part of the Parish within the Introduction only.

Page 9 item 2.6

Widen marsh rd where narrow for 2way traffic and footway.

-does this mean from say Clanking cottages to Greenleaves? Will it mean compulsory purchase of front gardens? Where will these cottages park if fronts removed? If so, 2way traffic here will be right next to their front doors, and because 2 way, vehicles won't slow down, loud vibration and dangerous. This is all to build more houses one would imagine. This will make Marsh rd more dangerous for existing Residents.

I Object to the widening of Marsh Rd under item 2.6

Page 9 Ped Amenities

The Authorities suggest all Marsh rd residents mainly use Vehicles for transport to enter/exit their homes.

This is not true.

The Authorities don't mention/ they ignore, we have told them we walk on Marsh rd. Marsh rd is a country lane with no pavements where our boundaries got up to the road itself. Therefore all these proposals [Proposed; Kimble Neighbourhood Plan, Stoke Mandeville H.S.2. road changes, Princess Risbrough Expansion and Relief rd changes, and H.S.2. construction Traffic make the village more dangerous, and specifically for Marsh rd resident[and other village roads with no footpaths].

Page 29 Local infrastructure improvements

1 traffic calming- Marsh lane-

-one assumes this is Marsh rd and not somewhere called Marsh Lane.

It is worded badly, it could mean ;

The short piece of marsh rd from Grove lane to the 30mph signs [a few yards], or from Grove lane to the 30 signs near kimble court.

If to kimble court 30 signs- traffic calming yes with those 30mph light up things, and width restriction at both ends for entry[like in bishopstone]. The existing narrow part of Marsh rd will help to slow vehicles, removing the narrow part will encourage vehicles to exceed the limits.

NO to speed bumps, a new report says they increase pollution, and the noise you get from vehicles bouncing over them is unbearable, especially empty trailers, which we get regular on marsh rd.

To Continue

The plan should be rejected by the examiner because it cannot be implemented at this moment in time, and for the foreseeable future. This is because, I consider, basing it on the submissions of the highways authority and the planning committee in rejecting applications for properties in Marsh road due to there being no sustainable access to the public transport on the A4010 and the B4009.

Marsh Hamlet is however already the nearest place in the Parish to Stoke Mandeville Station, for sustainable vehicle to station consideration.

If and when a new bridge and proper footpaths within and around the bridge are constructed then the sites at 1, and 15 become possible sites, but up to then all sites along the B4009 and adjacent roads cannot be deemed sustainable, as I say based on the planning authority's own evidence and decisions.

None of this benefits the existing residents of marsh rd and kimblewick rd because there are no footpaths, and no room to have them. The proposals therefore make things more dangerous on these roads. As site 10 is on marsh rd, this directly increases the danger risk to all pedestrian walking on marsh rd. Site 14 may increase the risk to existing residents on kimblewick rd.

As such the kimble parish plan cannot be implemented at this moment in time

. My understanding - although I could be wrong. For the plan to be valid it must be possible to implement now/in the time frame to 2033. There is no evidence around that clearly shows that the new bridge will be built by 2033, therefore I believe the plan must be flawed.

All the evidence re sustainability and other considerations such as regs re sites near conservation areas, lack of ability to build significant numbers of houses due again to sustainability but also lack of water/sewerage etc means that the only sites available now are those along the A4010. and there is clearly not sufficient sites along that stretch to accommodate 130 or so houses.

To me therefore all the work done over the last few years and the rejections of some planning applications in the area is concrete evidence that the requirement of the 160 houses in the Parish was not well researched and is just not feasible at the is moment in time.

In other words it is again impossible for the Parish to come up with a valid/compliant local plan until the numbers of houses required for the area is significantly reduced . And Traffic issues around the Plan should not increase Risk to Life to pedestrian users on the roads of marsh rd and kimblewick rd.

Conflicting statements or inaccurate statements of the plan –

the Submission Plan and RUR6 seems to miss;

The Parish sustainability items of , a good wide A road[A4010] with pavements, bus route, village hall, proximity to school inc slip road opposite the church for parking, phone box, place of worship are all on or around the A4010 not the B4009. Making the B4009 the main rd will also bring the major traffic within yards of the childrens park, and Extra road noise to where the majority of the existing dwellings in Great Kimble are . A new road network to bring road noise nearer to the main area of dwellings? Isn't the idea of new by passes to move busy vehicle routes away from dwellings?

The existing A4010 main rd to be proposed to be sidelined is already in a less populated part of the Parish and is therefore better placed to be the busy route.

The parish is of ribbon development and has scattered settlement patterns of dwellings, listed buildings, ancient monuments ,and archeological notification areas.

The N.P.W.G. have assumed the parishioners instead need to live in an all connected together 2 village lump , without consulting the parishioners if they would like to become like this.

The proposed plan doesn't seem to acknowledges any of these characteristics, nor attempt to preserve them and issues arising from them.

The standard of work on the visual impact assessment was poor-

The description of SRDO 198 was poor.

The description of, Trees of existing properties will help to hide the developments. This is poor.

What it looks like from 3 points on the hill footpath, rather than, how it looks from and around where we all live . Poor.

The Risborough Road Development around the B4009 junc- will have a huge impact , and effect all sites except perhaps 17a. Yet the only drawings for this bridge work seem to show an item already removed in 1961. How can we comment on schemes with inaccurate uncompleted drawings and info? And does it seem WDC want to build the houses before the bridge to pay for the bridge. I

believe the purpose of renewing the bridge was to allow the construction traffic and then all the residents traffic for this Risborough 2000 dwelling development. If so, this will devastate kimble parish.

The housing suggestion based on national rates for our parish before all these changes was 30-50 dwellings FOR THE PARISH, not just the Great and Little kimble area. WDC farmed off a % of its housing stock to AVDC because our parishes amount of green belt . WDC was then pressured , not by AVDC but a private company who representing AVDC saying Great and Little kimble should be looked at again because it said the train line was proposed to be doubled to 2 way trains. The train company confirmed this was NOT going to happen. But WDC and the PC, and NPWG ploughed ahead with these excessive housing proposals which could ruin this rural area.

The concentration of these housing proposals in Great and Little kimble and not the parish as a whole is unreasonable and will devastate the area.

The residents of the Hamlet of Clanking were not consulted about a buffer to Little Kimble, never mind anything else.

I'm sure I read in a WDC news letter 'We look after our Villages and Hamlets'

This does not seem to be the case in the Great and Little Kimble Parish.

I will Not be voting in support of the Great and Little Kimble- Cum- Marsh Neighbourhood Plan 2013-2033 Submission Plan.

Tim Cassidy ,