

Daniel Irving

From: formpost@contensis.co.uk
Sent: 16 February 2020 21:35
To: Neighbourhood Planning
Subject: [EXTERNAL] Comment form submitted: Great and Little Kimble-cum-Marsh NP

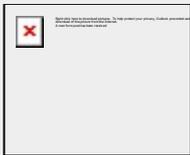
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Form Post

Name: Victoria Forster

[REDACTED]

[REDACTED]

[REDACTED]

Name: Victoria Forster

[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

Which part(s) of the Great and Little Kimble-cum-Marsh neighbourhood plan do your comments relate to?: site 14

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

(Please tick all that apply.): Having regard to national policies, The achievement of sustainable development, General conformity with the strategic policies contained in the development plan area, Compatibility with EU obligations

Matthew and Victoria Forster Maple House Kimblewick Road Great Kimble HP17 8TB 16th February 2020 Dear Sirs, RE: Great & Little Kimble-Cum-Marsh Neighbourhood Plan. Pre-Submission Plan 2013-2033 We wish to make you aware that we STRONGLY OBJECT to the development of Site 14 in the plan, the area behind the Swan Public house, stretching along Kimblewick Road. As neighbours to the site of the proposed development, we are of the view that the proposed development will have a serious impact on our standard of living. The reasons for our objection to this application are as follows: 1) The impact on the local community of Kimblewick Road will be significant. The proposed plan is entitled: 'Sustaining the special rural character of our countryside parish'. This development will destroy the special rural character of our community on Kimblewick Road. The impact on our daily lives will be enormous due to the over development of the land, the unsuitability of Kimblewick road to handle the traffic volumes and the increase in pollution will be significant both from noise and vehicle pollution. 2) The report says in its introduction 'Residents and visitors appreciate and enjoy the rural and peaceful nature of the Parish and this is a key objective for the Parish Council to support and maintain.' We would like to highlight the phrase 'key objective'. By allowing a large development (and the largest proposed) to be built on agricultural land contradicts this statement. This development will destroy the rural and peaceful nature of Kimblewick road and the immediate surrounding areas. Allowing the development will significantly damage the rural nature of the parish and of the Kimblewick Road area and it will also destroy its peaceful nature. The parish is a predominantly farming community and building on farmland is in contradiction to the statement above. We should be doing all that we can to protect farmland, not destroy it by building on it, especially when there are more suitable alternatives available. 3) Highway safety will be compromised: - Kimblewick Road is a single carriageway road allowing only a single car to drive along it at any given time. It is therefore completely unsuitable to propose a development that utilises Kimblewick Road as its access highway. It is stated in the plan that two car parking spaces should be provided on any development of a single bedroom dwelling and an additional parking space per additional bedroom. If an average of 3 bedrooms per house is considered, that would mean potentially 4 cars per house and 180 cars in total, plus the numerous deliveries such as Amazon/supermarket shops and the likes attempting to navigate the single-track access. This is besides the regular traffic that has seen a significant increase in recent times. This makes the proposal for a development unsuitable on access grounds, and enormously damaging to the community. It is unbelievable that the assessment provided in the reports rates the traffic impact as neutral/unmeasurable. This is simply untrue as the impact will be severely detrimental. All of the other site proposals offer significantly better access than this site, with their proposed access directly onto the B4009. - Kimblewick Road is frequently used by pedestrians walking their dogs, cyclists and horse riders. It is a popular route for cyclists who use Kimblewick Road, Stockwell Road and the B4009 as a circuit. It is also frequently used by horse riders to access the bridleways at Pollard Farm, Kimble Wick and the bridleways in the woods at Pulpit Hill which are accessed from Kimblewick road, crossing the B4009, riding through the village of Great Kimble and crossing the A4010 to reach the safety of the bridleway (see map enclosed). The Kimblewick Hunt is a strong part of the rural character and tradition of our countryside parish and their kennels are at Kimble Wick. They frequently use Kimblewick Road to Great Kimble to exercise the hounds and horses. - As a keen equestrian family living on Kimblewick Road with four horses the increase in traffic on Kimblewick Road concerns us greatly. Unfortunately, we have previously experienced frightening near misses from cars driving far too fast when we have been riding on Kimblewick Road in both directions to access the bridleways. As a victim myself of a bad traffic accident some years ago, where I and my mother were both hit by a car when riding single file with no fault of our own, we are extremely concerned for the safety of our family and all horse riders using Kimblewick Road. I strongly believe by allowing this development to go ahead the increase in the volume of traffic along Kimblewick Road would significantly put my family and horses, as well as other horse riders, pedestrians and cyclists at an increased risk of a serious accident. It is stated that the most vulnerable road users are pedestrians, particularly children, older or people with disabilities, cyclists, motorcyclists and horse riders. In the Highway code it states that 'Horse riders have a right to use the roads, and both riders and motorists are responsible for each other's safety.' The UK Highway Code states the following: Horse riders and horse-drawn vehicles. Be particularly careful of horse riders and horse-drawn vehicles especially when overtaking. Always pass wide and slowly. Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders' and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard please find the link here: <https://www.highwaycodeuk.co.uk/other-road-users.htm> Kimblewick Road is a narrow road, with hidden bends, with not enough space for cars to pass safely. This lane is access to dwellings, bridleways and footpaths and was not built for this level of traffic. Unfortunately there is a vast increase of people using it as a rat run who do not live in the houses that this road serves and with the added increase of traffic from the proposed development, it would be extremely dangerous, Kimblewick Road is just not wide enough to pass safely. We are therefore afraid that unless something is done to address the volume of traffic on this lane, that there is an accident waiting to happen. The British Horse Society published the following report from November 2010 – March 2019: That 3,737 road incidence involving horses were reported to them. 43 people died 315 horses died 73% of incidences occurred because cars passed too closely to horses 32% of riders reported road rage or abuse 31% of incidences were caused by a vehicle passing too quickly They have seen 845 incidents reported to them from 1st March 2018 – 28th February 2019 please see links below: <https://www.bhs.org.uk/our-work/safety/road-safety-week> <https://www.bhs.org.uk/our-work/safety/dead-slow> Given the number of dog walkers, horse riders and cyclists that use Kimblewick Road due to people and animals safety; it would be grossly irresponsible to allow this development to happen. From the points made in this paragraph, we would not be at all surprised if the consultants propose a survey to be conducted of the use of the road by pedestrians, horse riders and cyclists to be undertaken on a Monday in the depths of winter to ensure they get the results they are looking for. After all, at a plan consultation meeting a local Parish plan committee member was heard seeking answers from the developer's planning consultant over concerns raised by a parish resident against the development, it goes without saying that the consultant was quick to reassure the parish member of the positive answer in their favour. - Kimblewick Road is frequently used as a cut through to Aylesbury and it does not have road capacity for the increased traffic we have seen over the last few years and certainly not the added traffic generated by the potential 180 cars plus visiting vehicles created by this proposed site, which would severely impact the safety and effects on pedestrians, cyclists and equestrian users who enjoy our rural

Comments:

surroundings. The current speed limit on this road is 40mph, which is ridiculous for the size of road with its narrow width and blind bends and needs to be drastically reducing with immediate effect to avoid an accident. - Kimblewick Road is frequently used by large Articulated Lorries/HGVs joining Kimblewick Road from the B4009 by the Swan Pub and visiting a farm yard located by the Kimblewick Hunt Kennels. To quote the Government website, these lorries are 6 axle artic lorries with a maximum gross weight of 44 tonnes, please find link here: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/211948/simplified-guide-to-lorry-types-and-weights.pdf These lorries are servicing a company called 'Energy Generator Hire' who use this location to store their equipment. Link to their website is here: <https://www.energygeneratorhire.co.uk/> you will see that their website states that they are based in Aylesbury, with their registered offices in Witney, Oxfordshire. Please find a link to google maps, satellite image of the area which shows this company pinpointed at this location: <https://www.google.co.uk/maps/place/Great+and+Little+Kimble/@51.7636903,-0.8439182,502m/data=!3m1!1e3!4m5!3m4!1s0x4876f42f9f7c6595:0x50e1ca8bbc33740!8m2!3d51.7596864!4d-0.8173961> If you click on the company name on the map it gives you further details. - Currently there is a highways sign positioned on Kimblewick Road, on the bend by Rowbarts Farm, I attach a photograph for your reference, this sign reads, 'FAILED ROAD SURFACE SLOW' This confirms that the Kimblewick Road is currently not fit for purpose, with the current volume of traffic and therefore would not cope with a certain increase in traffic if site 14 was to be granted. One must also ask the council to relook at the location of 'Energy Generator Hire' and their impact of the use of enormous HGV vehicles on this narrow road which again without doubt proves Kimblewick Road is not fit for purpose. - The design principles in the pre-submission plan state that 'The scheme is accessed from Kimblewick Road using the existing field access points only.' I would like to point out that there is currently only one existing field access point. This gate way accesses the road where it is a single track highway (please see photographs included) it is also opposite a large barn, which currently is hired out to a film set company who regularly have large lorries and numerous cars that park in the field gate way while they load and unload. No proposed access onto this road at any position would be suitable. The Consultants that access would be positioned to minimise additional traffic movements and maximise safety to people and animals along Kimblewick Road. Any positioned access on Kimblewick Road would be severely detrimental to safety on this lane. Kimblewick Road is simply not big enough to take this increase in volume of traffic. 4) This land is identified by Natural England as entirely covered by Grade 2 agricultural land. This land is therefore classified as the best and most versatile agricultural land and development of the site will lead to the loss of this valuable resource. It is a well-publicised fact that given population increases, the ability to produce food to feed the growing population will rapidly diminish. It is therefore to be proposing and allowing a housing development on Prime agricultural land, especially when there are other, non-agricultural sites within the existing settlement boundaries available. The National Planning Framework advises against the development of Grade 2 Agricultural land and it should be treated as an absolute last resort which, given the number of alternative sites offered, is not the case as there are more suitable, non-agricultural, alternatives available. 5) We have grave concerns about the adverse effect the proposed development would have on the ancient hedge row boundary along Kimblewick Road. We seek reassurance that, if the proposed development is approved, future occupants of the new development would not have the right to request the removal or pruning of this ancient hedge row The hedge row concerned is a wildlife haven for birds and animals and it is essential to protect these ancient wildlife habitats. 6) If development is allowed on Prime agricultural land, unacceptable precedence will have been set for the further future loss of farmland to development. 7) The design principles in the pre-submission plan state that 'The public open space includes a new multi-use games area (level grassed area of circa 0.5 acres min) with a utilities service point to support events on the space' There was no proposed car park for the visitors of the proposed multi-use games area and for any events when we submitted our first letter of objection to site 4 in June 2019. Currently there is inadequate parking area at the Swan public house and when the pub car park is full the cars are forced to park all over the verges which causes narrowing to the road access and highway safety is compromised. In August 2017 a two-year-old boy was hit by a car crossing the B4009 outside the Swan public house, by creating a public open space on the proposed site 14 the village will be crossing the B4009 a busy road to access it. The proposed Princes Risborough relief road will direct traffic around Princes Risborough and along the B4009. This will result in greatly increased traffic volume along the road that pedestrians will be required to cross from the proposed development site. Since our letter submitted in June 2019 this has been amended to add a car park, which will not reduce the volume of traffic using Kimblewick Road. 8) The design principles in the pre-submission plan state that 'any new development will only utilise the existing access points to roadways,' The plan goes on to say, 'The scheme the council have allocated is contained within a developable area of 1.7ha and the proposal is to deliver 45 homes as per the drawings attached.' (there are no drawings attached as there are with the other proposed sites, just an artist's impression of an aerial view) It also goes on to say 'The scheme is accessed from Kimblewick Road using the existing field access points only' (there is only one) and '...buildings front onto Kimblewick Road...' There is enormous contradiction here and a significant lack of clarity in the proposal or the decisions being made. The artists impression shows multiple access points along kimblewick road which is direct contradiction to the design principles and the statements being made regarding the site in the pre-submission plan. There is one access point off Kimblewick Road to the agricultural land in question and to uphold the design principles, the proposal would have to change drastically. This development is simply not clear or justifiable and is in direct contradiction to the design principles. The Parish council cannot recommend this development as suitable when no proposer details are available and the councils' reasons for proposing this site are contradictory, unclear and do not follow their own design principles. 9) There is no detail in the proposal as to whether we will be subjected to a loss of privacy and our property be overlooked. We are concerned that we cannot comment on this to date. We wish to highlight the following from the 'Consultation Report November 2019' which strongly supports our objections to site 14: In October 2017, 116 households responded to the Neighbourhood Plan survey – approximately 23% of the Parish. See appendix 3 for detailed analysis of survey responses, however, the key findings are discussed below. Question 8, what do people like about the village? Nearly 78% of respondents thought the countryside was the most liked thing about the Parish, some also specified wildlife. 47% liked the peace and quiet. 42% listed community spirit, 31% the environment, 27% the footpaths and 16% the commuter links. Question 9, what don't people like about the village? Badly maintained roads (45%), followed closely by traffic (43%)

and no shop or other facilities (41%). Question 10, what main improvements would you like to see in the Parish? Traffic management (36%), followed by walkways/cycle paths (32%), increase in school places (28%), more amenities (27%). Question 11, what main safety and conservation factors should be taken into account? Over half of respondents were concerned that road safety should be taken account of in the Neighbourhood Plan. Additionally, 39% cited inadequate speed limits and 32% traffic calming measures. 39% wanted the preservation of specific spaces to be considered and 27% wanted specific views to be preserved. During this process the website was kept updated and updates were periodically put in the Parish Newsletter. I would also point out that Question 11 states that '27% wanted specific views to be preserved' with this in mind site 1, 10 and 17a would have the least impact on destroying views. Site 7 would be an extension of the existing row of houses along the B4009 and not destroy anyone's view from the front or rear of anyone's property. Site 1,10 and 17a would fill in and balance the village with the least impact. It is beyond comprehension that site 14 has been considered for development, it is a huge site which would destroy 'specific spaces and views' that have been voted to be preserved. Site 14 is shown on map as being the same length as Church Road which runs from the B4009 to the Railway line which is half the width of the entire existing village. it is without doubt that this development would significantly change the look and balance of the residential and the countryside within the village and can only be assumed that site 14 is being pushed as there is 'less of a voice' at this end of the village, but the facts clearly destroy any argument for the proposal of the development of site 14. We believe the proposal to contravene this guidance is to the detriment of the quality, character and amenity value of the area, as outlined in the points above. We strongly believe that if this development of site 14 was to be granted it would greatly impact the enjoyment of our surroundings, not only of our family but also that of our neighbours and other people who visit our area to enjoy the footpaths, bridleways and cycle routes that allow us all to enjoy the beautiful countryside of Great Kimble. We would be grateful if the council would take our objections into consideration when deciding this application. We would welcome the opportunity to meet with a representative of the planning department at our home to illustrate our objections at first hand. Sincerely, Matthew and Victoria Forster

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