

**Daws Hill Area Reference Group
Minutes Monday 17th October 2011
Committee Room 1 WDC Council Offices Queen Victoria Road High Wycombe
6.00 pm**

Gill Gowing Chairman	Arthur Winning DHRA
Richard White WDC	Simon Peacock DHRA
Chris Steuart WDC	Alan van der Pant DHRA
Cllr John Savage WDC	John Moore FFSA Residents Association
Cllr Trevor Snaith WDC	Ken Tyson SCRAL
Cllr Paula Lee WDC/Horca	David Onslow Chepping Wycombe PC
	Richard Mash Little Marlow PC
	Martin Lawrence FHRA

For Taylor Wimpey (TW)

Andrew Sturla	Geoff Armstrong DPP
David Peycke	Scott Witchalls PBA
Bill Luck	

1. Minutes and matters arising (in absence of TW)

- Under item 8 need to add that traffic flows on Daws Hill Lane should be reviewed.
- GG reported that we would reserve a part of every agenda to discuss matters in absence of TW – the aim of this would be to draw out any issues
- RW circulated the sections of the PPA relating to community engagement. Sought comment outside of the meeting (send to Richard_white@wycombe.gov.uk).
- Housing figures. CJS stated that the 550 figure that was stated at the last meeting by WDC and TW is a figure the Council uses for assessing its 5 year supply of housing land. The actual number of dwellings to be provided could be greater or lesser than this figure – it has no status as a ceiling for a target for the development. The amount of development that would be accommodated would be derived from analysing the opportunities the site offers and the constraints to development at the site.
- The need for a mix of affordable housing was raised and the meeting was advised that the Developer Contributions SPD October 2011 will contain a policy relating to mix.

Taylor Wimpey joined the meeting and had no matters arising from the minutes.

2 Introductions

3 Scope and range of work for the Transport Assessment (TW) and

4 Scope for a school traffic assessment/review (TW)

Scott Witchalls gave a powerpoint presentation outlining TWs initial thoughts on scoping the Transport Assessment (TA) for the development. The slides of the power point presentation are attached to the minutes. During the presentation members of the Reference Group asked questions and made comments. The following were raised by the Reference Group:

- The Daws Hill area already has a transport problem and the provision of further houses will add to this.

- The schools add to the traffic in the area at certain times but is the effect of parent parking to pick up and drop of children taken into account in the TA.
- The town centre Masterplan suggested that queuing on Marlow Hill will back up past Daws Hill Lane. Has this been taken into account?
- The County Council's traffic modelling has identified Daws Hill to be very congested.
- How can the cycle link between the site and Flackwell Heath be improved? The road is narrow and traffic speeds (60mph) are fast making it dangerous for cyclists and pedestrians.
- There was an idea to improve the verges beside Heath End Road to enable pedestrians to use them.
- The impacts of the increased traffic from the development could be widespread and could affect junctions a long way from the site.
- The Chapel Road/ Straight Bit/ Swains Lane/Heath End Road mini roundabout junction is unsafe due to traffic speeds and so is the Treadaway Hill/Boundary Road/Kingsmead Road/Station Road junction.
- The site is located in a confined area – traffic problems will radiate out.
- The Wycombe Marsh development and Daws Hill development will both place additional traffic onto Abbey Barn Road which will become a rat run. The southbound traffic will go onto Winchbottom Lane.
- How will the additional number of car journeys be calculated?
- The site is likely to attract commuters who will look to use the motorway and this may affect the traffic analysis.
- Very few schools have effective travel plans to plan their travel.
- The Grammar Schools have a very wide catchment and this affects travel. Could the motorway slip roads be used to provide access to the site from the motorway?
- What is the timetable for the TA process?
- Is the analysis only carried out after the housing numbers are known?

TW were awaiting the Highway Authority to report back on traffic modelling. The Highway Authority are moving from their existing model to a more refined traffic model. The scope of the Traffic Assessment has yet to be agreed with BCC. All assumptions will be made explicit. TW envisage having the outline transport strategy by end of January. A point that TW made a number of times was that if the community saw it as a priority the development might mitigate a current traffic issue even if the development itself had little impact on that issue.

5 Range and location of existing uses in surrounding and how that influences proposed range of uses (TW)

Geoff Armstrong outlined the survey that is taking place into nearby facilities. TW accept that they need to provide a local centre – the extent and location will be subject to debate. Assessing the existing facilities in the area to see if they can serve the development. Looking at where there are gaps to local facilities – can these facilities be provided at Daws Hill. Looking at retail, community, office, open space/sports facilities. The following issues were raised by the Reference Group:

- Due to the topography of the area it will be difficult for the development to link with the town centre.
- There are conflicting requirements – the development needs to integrate well with the town but is likely to be attractive to out-commuters due to proximity to motorway.

GG asked when we may hear about the constraints. GA said that these would be included within the public exhibition at the end of November and they will be ready to report on these in mid November.

6 Consultation programme-next steps (TW)

TW will be meeting with community representatives and are drawing a list together of organisations to speak to. TW will share their list at the next Reference Group meeting. The aim is for TW to have had sufficient community consultation to fully understand the issues.

7 The TPO on the site – the protection it offers (TW/WDC)

CS outlined the types of tree preservation orders present at the site and explained how they operate. TPOs offer trees good protection but as the ideas about the development develop it may be that there is agreement for some trees to be removed in the interest of the quality of the development. TW are carrying out a tree survey. This will identify the quality of the trees and help inform future decisions on trees. The following points were raised by the Reference Group:

- Are the trees beside Daws Hill lane protected? Advised that if the trees were on highway land they would not be protected because they are in public ownership. RW would check position in respect of trees in private ownership.
- How can replacement trees be protected? Advised that new trees can be subject to TPOs and that a landscaping condition is usual and this includes replacement of those that fail for five years.
- Tree removal could increase motorway noise. How will noise be assessed? It was confirmed that noise was an issue that was being assessed.

8 Schedule for future meetings

TW wish to have a meeting in mid-November for the group to see the material proposed for the exhibition at the end of the month. See end of agenda.

9 Berkeley Homes – when we meet with them

CS to see if Berkeley Homes would attend to the next meeting to provide a position statement in respect of Abbey Barn South.

CS tabled a plan of the Daws Hill/Abbey Barn area with a request that Reference Group members take a look at the Abbey Barn South site at their own convenience and use the rights of way network to look back to the Daws Hill site to consider impacts.

10 Any other business

- Is the impact of lorries and other construction traffic taken into account? How will lorries be routed? TW said that they would produce a construction traffic management plan and would consult local residents on it.
- Is there sufficient capacity within local schools for the children from the development? RW advised that discussions were taking place with BCC on this.

- Will the capacity of local hospitals be considered? The health authorities would need to consider their needs but this matter would not be covered in any planning agreement.
- Would the development affect the Accident and Emergency service?

Next meetings:

Monday 21st November 6.00pm Council Chamber WDC offices

Monday 9th January 6.00pm Committee Room 1 WDC offices