

**Daws Hill Area Reference Group  
Minutes Monday 21st November 2011**

Gill Gowing Chairman	Cllr Jean Teesdale WDC
Jerry Unsworth WDC (Item 1 and 2 only)	Arthur Winning DHRA
Chris Steuart WDC	Alan van der Pant DHRA
Richard White WDC	Simon Peacock DHRA
Ian McGowan BCC	Carolyn Leonard FHRA
Rosie Brake BCC (Item 1, 2 and 3 only)	Barbara Wallis Little Marlow PC
Cllr John Savage WDC	Andrew Taylor Wycombe Society
Cllr Trevor Snaith WDC	Frank Myrtle FSF RA
Cllr Lesley Clarke WDC (Item 1 only)	Ken Tyson SCRAL

For Taylor Wimpey (TW) (Items 1a onwards)

Geoff Armstrong DPP	Bill Luck
David Peycke	Lyndsey Rigg

1. Minutes and matters arising (In absence of Taylor Wimpey)

Richard Marsh is a misspelling of Richard Mash of Little Marlow PC.

There was a discussion about how the questions recorded in the minutes would be answered (the minutes record the questions and not the answers given on the night). It was considered that it may be useful to create a list of questions with an indication of who will provide the answers and by when. TW confirmed later in the meeting that they were intending to address the questions in their transport work and were advised that planning authority would produce a schedule listing the questions/topics already asked.

There was a request from the Reference Group for officers to keep the group informed about all issues. It was noted by the group that there has been a reference to an electric bus and there have been surveyors seen in the woodland with no explanation given to who they are. Later in the meeting Taylor Wimpey confirmed that they had only heard about an electric bus idea shortly before the meeting (i.e. it is not their proposal).

There was a question raised whether Taylor Wimpey are likely to join with Berkeley to submit a joint planning application for RAF Daws Hill and Abbey Barn South. Later in the meeting Taylor Wimpey confirmed that they had no plans to join with Berkeley.

Some members of the reference group were concerned that Berkeley Homes were addressing the Reference Group in January and questioned their involvement when their site is not in the council's policy to come forward at this stage.

The Reference Group thought that Berkeley and Taylor Wimpey should not be in the room together at the next meeting.

1a Taylor Wimpey join meeting – Matters arising from the minutes TW

Taylor Wimpey had no matters arising.

2 The development process

- (a) Planning policy and housing strategy Jerry Unsworth
- (b) Regulatory authority role and planning issues and context – WDC Chris Steuart
- (c) Regulatory authority role and transport issues and context – BCC Ian McGowan

Three presentations were made (see web site for presentations).

The questions following the presentation concentrated on the highway aspects. The existing traffic conditions in the area were described and it was noted that other development (the sports centre redevelopment and the town centre Masterplan will both impact upon Marlow Hill and roads in the area. Transport for Buckinghamshire confirmed that all traffic will be included within the assessment for Daws Hill. Work to date has shown that all traffic can be accommodated on the network. The HA noted that modelling work was being updated and the group asked for a presentation to the next meeting. The HA stressed that they do not wish to withhold information. There was a request that the HA make a presentation to the next meeting regarding traffic modelling/the baseline transport situation.

Some of the Reference Group members stressed the need for public transport to help reduce single occupancy car journeys. The HA stated that bus patronage within Wycombe has recently increased by 50% in the last 5 years.

There was a question whether the demand new development places upon social infrastructure (e.g. schools) would be taken into account. The planning authority confirmed that this would be taken into account.

### 3 Daws Hill Residents Association Position Statement

Ken Tyson identified the key points in the Daws Hill Residents Association Position Statement (the full statement was appended to the agenda). He noted that the residents were looking to seek neighbourhood status (under the terms of the Localism Act).

Comments in the discussion that followed included the view that affordable housing will be needed and a view that the development should provide houses not flats.

Taylor Wimpey said that they would need time to comment properly on the position statement (they had only sent it just before the meeting) and would send comments direct to the DHRA. In terms of housing numbers this will be decided by considering the evidence base and looking at the opportunities and constraints.

The planning authority said that the statement says that the residents want to be involved in every meeting where Daws Hill is discussed and that this would not be possible; the location of a second access to the site was questioned if, as the position statement says, it should not be onto Daws Hill Lane; there were a number of detailed points that would be set out in a separate email. In terms of housing numbers it is important to note that we are not locked into any particular number of dwellings. The Reference Group, developers, planning and highway authorities should all set out to find some general principles that we can all agree to.

### 4 PPA update TW

TW and the planning authority hope to conclude the PPA by start of next week.

## 5 Consultation update and public exhibition TW

TW outlined their ideas. They will be sending about 4000 letters to local residents to invite people to their exhibition. The exhibition will take place at the Daws Hill site and the dates are:

1<sup>st</sup> December 2.00 – 8.00pm

3<sup>rd</sup> December 10 – 5.00pm

TW stated that the exhibition would focus on planning issues – there is no detailed drawing for the site layout and residents need to recognise this fact. TW said they were not convinced about the planning authority's requirements for live work units or commercial space and the exhibition will give them the opportunity to ask questions about these components. The current intention is to have a facility for the air cadets within any development proposal.

TW will publicise the event to make sure as many people as possible are aware of it.

Councillor Savage asked if there could be a WDC member seminar that should last for one hour. CS replied that we could see if there is a pre-committee slot available (these are normally 45 minute slots). TW said they would be prepared to make a presentation.

TW have been trying to meet with residents groups and other bodies (e.g. parish councils) in the area. They expressed disappointment that some groups have refused to meet them. They said that the DHRA had declined their invitation to meet. Arthur Winning stated on behalf of the DHRA that they would meet with TW.

## 6 Response to Policy Statement PS8 TW

Policy Statement PS8 can be found in the document entitled Position Statement on Housing and Land for Business July 2011 Wycombe District Council (a copy can be found on the WDC web site). PS8 sets out a detailed policy for Daws Hill. TW have made a written response to the Council on this policy.

## 7 Schedule for future meetings

Monday 9<sup>th</sup> January 6.00pm Committee Room 1 WDC offices

Monday 20<sup>th</sup> February 6.00pm Council Chamber WDC offices

## 8 Any other business

The group would like to continue to meet once a month.

### Items for next meeting

- (a) Berkeley Homes to attend the meeting to set out their thoughts on Abbey Barn South
- (b) There was a request that the HA make a presentation to the next meeting regarding traffic modelling/the baseline transport situation.
- (c) TW to outline their response to Policy PS8

## Detailed Response from Transport for Buckinghamshire to specific points raised at the October meeting of the Daws Hill Reference Group

*“Very few schools have effective travel plans to plan their travel”*

The key aim of the Sustainable Travel Team is to reduce single occupancy vehicle use in Buckinghamshire.

The Team facilitate the development, implementation and maintenance of TPS and offer a wide range of sustainable travel initiatives, campaigns and events to support travel planning.

95% of schools in Bucks have a School Travel Plan. 75% have a Level 3 STP, which is a fully approved and active travel plan.

In the High Wycombe area there are 31 schools, 20 of these have a Level 3 STP.

Schools carry out their own research to identify the issues and problems faced by children, parents, students and staff on the journey to and from school. From this information they develop aims and objectives to address these issues. These are usually concerned with reducing car use and improving safety. The schools' Action Plan details the tasks they will undertake to meet these A&O.

According to PLASC (school census data) mode of transport to school for the High Wycombe area, the travel plans have been effective. The data shows an increase in sustainable modes of transport.

	2009	2010
Car	34%	34%
Car share	4.5%	<b>5%</b>
Bus/Train	18%	<b>21%</b>
Walk	37%	<b>38%</b>
Cycle	1%	1%

Data for St Bernard's and St Augustine's is as follows:

	2009		2010	
	St Bernards	St Augustines	St Bernards	St Augustines
Car	25%	66.5%	21%	71%
Car share	5%	0	0	0
Bus	35.5%	28.5%	<b>45%</b>	24%
Walk	16%	5%	<b>25.5%</b>	6%
Cycle	0		0.5%	

Almost 1000 children and young people attend the schools' in Daws Hill Lane.

The schools promote active and sustainable travel to school and encourage families to car share. They are keen to reduce car use for the journey to school but are restricted by catchment, location and topography.

They are very popular and oversubscribed Roman Catholic Voluntary Aided schools, with a wide catchment covering the whole of Buckinghamshire. In 2009 only 18% of pupils at St Bernard's lived within the recommended 2km walking threshold. And only 3.5% within the 0.8km threshold for walking to St Augustine's.

The schools' location, in a highly sought after, residential area, at the end of a no-through road, makes it difficult to gain access to and from the schools, but they feel they have few alternatives. There are no suitable Park and Walk sites, the footways are narrow and as Daws Hill Lane is a very busy and congested road, near to the top of Marlow Hill, it is difficult to encourage cycling or walking.

The STP Working Groups at both schools are aware that the safety and congestion issues are caused by parents dropping children and young people at the respective schools. They actively promote safe and considerate driving through school newsletters and by taking part in national campaigns, such as Walk to School Week.

