

### Daws Hill Reference Group: points raised during meetings

The table below sets out points that have arisen during the Daws Hill Reference Group meetings. The points set out may have only been raised by one group member and may not reflect the collective view of the group.

Matter raised	Responsibility	By when	Comment
<b>Development components</b>			
The inclusion of facilities within the development could reduce the need to travel.	TW/LPA/BCC	To note.	
Need to develop a community with community facilities on the site.	TW/LPA/BCC	To note.	
Layout needs to minimise the impact on the surrounding countryside.	TW/LPA.	Assessment through the pre-application process	
Should some of the military houses/buildings be kept?	TW/LPA	Assessment through the pre-application process	
There is a need for local shops, doctor's surgery and a dentist.	TW/LPA	Assessment through the pre-application process	
How many dwellings will be provided?	TW/LPA. Dwelling numbers not fixed and will be determined by analysing opportunities and constraints and need to meet housing needs.	Assessment through the pre-application process	

The development should include affordable dwellings	TW/LPA. Planning policy requires affordable dwellings are provided to meet local needs.	Closed	
There is a need for houses not flats.	TW/LPA Planning policy requires a mix of housing types.	Assessment through the pre-application process.	
<b>Development constraints</b>			
When will we know about the development constraints?	TW The public exhibition and consultation in December 2011 will seek public's thoughts on these.	By March 31 <sup>st</sup> 2012.	
The development needs to be part of High Wycombe not an isolated community.	TW/LPA/BCC	Assessment through the pre-application process.	
<b>Environmental Impacts</b>			
Tree removal could increase motorway noise. How will noise be assessed? It was confirmed that noise was an issue that was being assessed.	TW/LPA A noise assessment will be needed.	Assessment through the pre-application process.	
<b>Infrastructure</b>			
What infrastructure is needed to support the development? The population arising from the development will need school places, hospital services, police services etc.	TW/WDC/BCC	Assessment through the pre-application process.	Finally resolved through a planning agreement.
Water supply – is this adequate to serve the site?	TW	Assessment	

		through the pre-application process.	
Utilities – can they supply the site?	TW	Assessment through the pre-application process.	
<b>Transportation</b>			
Need to have regard to other developments planned in the area – e.g. sports centre site, town centre master plan	TW To be assessed through Transport Assessment.	Assessment through the pre-application process.	
Traffic flows on Daws Hill Lane should be analysed	TW To be assessed through Transport Assessment.	Assessment through the pre-application process.	
Impact on roads through the AONB – don't want to see Winchbottom Lane widened and don't like the southern link road idea that was proposed some time ago.	TW To be assessed through Transport Assessment.	Assessment through the pre-application process.	
Could a shuttle bus service be provided?	TW/BCC To follow Transport Assessment.	Assessment through the pre-application process.	
Impact of construction traffic – how can this be managed?	TW/BCC To be assessed through Transport Assessment.	Assessment through the pre-application process.	

Transportation – matters arising during Scott Witchalls presentation 19 10 2011			
The town centre Masterplan suggested that queuing on Marlow Hill will back up past Daws Hill Lane. Has this been taken into account?	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
The County Council's traffic modelling has identified Daws Hill to be very congested.	BCC Modelling work being updated.	TW Transport Assessment	
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.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
There was an idea to improve the verges beside Heath End Road to enable pedestrians to use them.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
The impacts of the increased traffic from the development could be widespread and could affect junctions a long way from the site.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
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.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
The site is located in a confined area – traffic problems will radiate out.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
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.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
How will the additional number of car journeys be calculated?	TW/BCC To be set out within the Transport Assessment.	TW Transport Assessment	

The site is likely to attract commuters who will look to use the motorway and this may affect the traffic analysis.	TW/BCC To be assessed through Transport Assessment.	TW Transport Assessment	
Very few schools have effective travel plans to plan their travel.	BCC disagree. 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. Data demonstrates that school travel plans have been effective.	Closed	
The Grammar Schools have a very wide catchment and this affects travel.	TW/BCC	TW Transport Assessment	
What is the timetable for the TA process?	TW	Programme needed.	
Is the analysis only carried out after the housing numbers are known?	TW	TW Transport Assessment	
Could the motorway slip roads be used to provide access to the site from the motorway?	The Highways Agency control access onto the motorway and would be very unlikely to accept a new road junction onto the motorway.	Closed	
<b>Trees</b>			
Is there a TPO on the site?	LPA Yes there are a number of	Closed	

	individual and group orders protecting the trees. The effect of the TPOs was outlined at the second meeting.		
Are the trees beside Daws Hill Lane protected?	LPA advised that if the trees were on highway land they would not be protected because they are in public ownership. There are some area orders on land north and south of Daws Hill protecting the trees within the area of the order.	Closed	
<b>Workshops</b>			
The plan to have workshops was outlined at the fourth meeting of the Reference Group.	A number of points were raised regarding how the workshops would be organised. The Council has employed Jeff Bishop as a facilitator for the workshops.	WDC	

Updated: 16 January 2012

Web site page: <http://www.wycombe.gov.uk/council-services/planning-and-buildings/planning-news/daws-hill-area.aspx>