

RAF Daws Hill Development Brief

Adopted December 2012

Appendix

Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the brief

RAF Daws Hill Development Brief Appendix 1

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This document contains a detailed summary of comments that were raised in the consultation along with responses and specific amendments that have been made to the Adopted Brief December 2012.

For more information regarding the changes to the brief please see the report for the cabinet dated 10th September 2012, which is available on our website at

<http://councillors.wycombe.gov.uk/ieListDocuments.aspx?CId=118&MId=4644&Ver=4>

Abbreviations used in this Appendix

CS Core Strategy

DHDB Daws Hill Development Brief

NPPF National Planning Policy Framework

SQTS Southern Quadrant Transport Strategy

TW Taylor Wimpey

This document also contains a summary of amendments made to take account of the recently adopted Southern Quadrant Transport Strategy published by Buckinghamshire County Council on page 61.

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Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the Brief

Detailed Summary of issues raised during the consultation

These comments are organised according to the section in the brief that they relate. Text in bold type highlights what changes will be made to the brief.

Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.1	The Site itself	
i)	Impact of traffic congestion in area/ M40 J4 not mentioned	Sections 4.1 and 4.3 will be amended to incorporate more clearly the impact of congestion on the site and the M40 J4.
ii)	Detailed comments on main issues wording regarding tree cover and inward looking nature of the site	Some text changes made to 4.1 The Site Main Issues to reflect the comments
iii)	Priority to retain existing trees should be higher especially along the boundaries	Add comment to responses regarding retaining boundary trees
iv)	Disagree with removal of existing fences and opening up of views into site along Daws Hill Lane due to urbanizing effect on character	We believe that the fences currently adversely affect the character of Daws Hill Lane and should be removed. Existing retained trees will filter views into the site from Daws Hill Lane to help minimise any impact on existing character from the new development. Change not recommended.
v)	Demolition of existing buildings questioned on sustainability grounds	That is a matter for the developer we cannot require that buildings be retained unless for conservation or historic reasons. The section on sustainability will be amended to include recycling of existing building materials and short term reuse of buildings until they are needed for redevelopment.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.1	The Site itself (<i>continued</i>)	
vi)	Impact of development upon adjacent existing residential areas is not recognized fully (character; inadequate buffer zones)	The boundary with existing residential areas will be protected through longer rear gardens and new tree planting to bolster the existing tree belt. Framework plan in 6.1 to be amended to allow for extra tree planting and longer rear gardens backing onto existing dwellings.
vii)	Noise impact not adequately presented in figure 4.1.4 – noise barrier is needed	Understand that TW are investigating the feasibility of a noise barrier. Figure 4.1,4 will be updated to reflect latest survey information
viii)	Detailed comments/ clarifications on figures 4.1.2; 4.1.3 & 4.1.4	Figures will be updated/ amended to reflect comments made

Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.2	Context	
i)	Error in Grade II registered Wycombe Abbey Historic Parkland boundary – north west corner of site should be included. Include need to conserve; enhance it and its setting.	This omission will be corrected in the text and in figure 4.2.2
ii)	Proximity to Chilterns AONB not fully considered	Will add requirement to consider the impact on the Chilterns AONB to the text
iii)	Local centre too large (inadequate infrastructure/ impact upon residents) or not needed (residents don't want it/ impact on town centre)	See responses to comments made on section 5; 6 and 7.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.2	Context (<i>continued</i>)	
iv)	Local centre should be sited to the front but far enough back to keep existing vegetation to maintain character of Daws Hill Lane	Agree with this statement and the framework plan has been amended to accommodate this principle. Amend framework plan to keep existing vegetation along Daws Hill Lane.
v)	Housing density not included in issues and responses	Housing density is only one aspect of character. It is included in figure 4.2.1 and in the first key response. Brief already acknowledges the point.
vi)	Reduce density to reflect existing residential development	We maintain the view that character is not entirely driven by residential density and it is therefore possible to respond positively to the existing character without necessarily replicating the same density. The framework plan has been amended to include a lower density more spacious residential character of around 20-25 dph along Daws Hill Lane and the boundary with the existing dwellings to respond better to the existing character
vii)	Inclusion of existing density in figure 4.2.1 unnecessary due to H8 policy for a minimum 30dph	Density is one aspect of character which is why it is included in figure 4.2.1. Change not recommended.
viii)	Detailed comments on terms and density calculations in figure 4.2.1	Agree that as the wooded avenue along Daws Hill Lane is a landscape feature however as it is within private gardens it has been included in density calculations. Change not recommended.
ix)	Impact upon existing residents not recognized or addressed sufficiently	Impacts upon residents are included in section 4.1 and through visual impact assessments required in this section. Brief already acknowledges the point.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.2	Context (<i>continued</i>)	
x)	Context analysis should cover a wider area as site has strategic importance	Area identified on figure 4.2.1 is quite distinct and defined by existing major roads and landscape features and that was the reasoning behind not including a wider analysis here. Change not recommended.
xi)	Delete references to historic parkland structure as previous development on this site and neighbouring areas have reduced its significance.	As noted in the brief some of the historic structure is still evident albeit in a fragmented state. The intention of the brief is not to reinstate the park structure but to use the remnant that is left as a design opportunity if appropriate. This will be made clearer in the brief to avoid misunderstanding.

Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.3	Connections	
i)	Parents drop off and commuter generated congestion is bigger issue than school buses	The draft SQTs acknowledges and seeks to address both matters relating to the congestion associated with the school drop-off. Change not recommended.
ii)	Route from proposed drop off to school unsafe; schools should provide adequate drop off themselves	The detail of the route has yet to be finalised. When this is prepared it will be assessed and checked to ensure that it will be safe and appropriate. The schools are limited by their own landownership and location in what they can achieve by themselves which is why a wider solution needs to be found to the problem.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.3	Connections <i>(continued)</i>	
iii)	Congestion is being moved elsewhere	The southern quadrant transport strategy covers a much wider area than just the immediate vicinity of the RAF Daws Hill Site and has been developed to ensure that these proposals do not just simply lead to the congestion moving elsewhere.
iv)	Congestion point in main issues should give reasons for the congestion	The reasons for the congestion are given in the SQTS. The brief will be amended to add a further reference to this document
v)	Any transport solutions should not compromise environment/ ecology/ security or privacy of residents	Agree with this statement and that is what the brief and SQTS is aiming to achieve. Brief already acknowledges the point.
vi)	SQTS inadequate/ no satisfactory transport solution devised	This comment will be assessed by the County Council in respect of the SQTS. Change not recommended.
vii)	Fixing congestion/ Adoption of SQTS prerequisite to any development	The Development Brief will incorporate the relevant measures in the final SQTS once published. We believe that the measures contained in the strategy will help resolve the congestion issues in the area over the long term.
viii)	Strategy should consider wider impacts including those on M40 J 4.	This aspect is covered through the SQTS. The brief will be amended to flag up the need to consider the impact upon the M40 J4 of any proposals
ix)	Connections to AONB to not be detrimental to purposes of AONB	We believe that the proposed enhanced footpath connections to the AONB will further the public enjoyment of the AONB while conserving its scenic beauty and wildlife interest Change not recommended.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.3	Connections <i>(continued)</i>	
x)	Existing footpath network works	Agree up to a point, but opportunities should be taken to improve the connectivity and increase attractiveness of walking and cycling where this is feasible.
xi)	Be more realistic because of topography regarding walking and cycling	The DHDB identifies and recognises that some routes are less attractive than others due to topography. However, the site is on a plateau together with schools, shops, a sports centre and employment areas all accessible without going up or downhill. Walking and cycling are real options that should be enhanced. The wording in the key responses will be amended to reflect this and the benefits of walking and cycling provision more clearly.
xii)	A comprehensive approach covering RAF Daws Hill and Abbey Barn South would bring significant infrastructure benefits	An overriding case to develop both sites at the same time was not proven when this was last considered in 2010. Change not recommended.
xiii)	Correction to site boundary on Figure 4.3.2	Figure 4.3.2 will be corrected

Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.4	Land Use	
i)	Local centre should be located at the centre of the site rather than Daws Hill Lane	The local centre to be viable needs to be visible and easily accessible to not just the new development but to the existing community and people travelling along Daws Hill Lane. Locating the local centre in the centre of the new development will not achieve this. Change not recommended.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.4	Land Use <i>(continued)</i>	
ii)	Contradiction of retaining tree lined character of Daws Hill Lane and locating the Local centre there to provide visibility to passing trade	We recognise there is a tension here between the two responses but we believe that a sensitively and appropriately scaled local centre can be located there while retaining the essential character of the Lane. The brief will be amended to make this clearer. It will be reduced in scale from 1.6 to 0.8 hectares and designated within a “village centre”
iii)	New development should follow existing density to reflect character and not overload infrastructure	See response to comment for 4.2 (vi) and 7.8.
iv)	Retain existing entrance and add just one further access for the drop off only	Noted, the exact detail of the entrances will not be finalised until Taylor Wimpey submit their application. Early technical work suggests that the existing access is not suitable or positioned in the best place to accommodate the anticipated traffic movements in and out of the site. Change not recommended.
v)	Reword drop off point to say at the northern boundary with Daws Hill Lane	Amend the wording so it is clearer
vi)	School should be provided early on	BCC Education have reviewed the situation and recommend that a primary school be provided on completion of 350 homes or 4 years after commencement whichever is the earlier. The brief will be updated to provide an approach to the provision of infrastructure including schools. If the development results in roughly 500 new dwellings the 350 trigger would appear to be appropriate.

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.4	Land Use (<i>continued</i>)	
vii)	School should be located next to drop off point	The drop off point shown is for the two catholic schools rather than the new primary school that will serve the new development. It is anticipated that most pupils will be able to walk to the new school. Will amend the brief so it is clear that this drop off is for the two existing schools.
viii)	Extra care/ elderly person housing should be a requirement	We do not believe that this type of use should be a requirement, but it is included in the brief as an option if the developer wishes to include it (see section 7.1). Change not recommended.
ix)	Infrastructure capacity should be included in this section	Agreed, this section will be amended to include references to infrastructure
x)	Mixed use development not wanted or necessary– additional traffic impacts/ scale and impact of business development	Job creation and growth is a key issue for the district. The planning authority is seeking further specialist advice on the viability of the location for business development. See main cabinet report. The brief will include design guidelines for the business area to ensure it will not impact character of the area in an adverse way.
xi)	Support mixed use as can reduce car use	Noted. Brief already acknowledges the point.
xii)	Disagree with connections to Abbey Barn South	As Abbey Barn South may come forward in the future it makes sense to ensure that the design of this development allows for connections with it to ensure a joined up and integrated community. Change not recommended

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Section 4: Analysis of the Site and its context:		
Ref	Issue	Response
4.4	Land Use (<i>continued</i>)	
xiii)	Restrict all building to two storey	<p>There is no reason to restrict the development to two storeys only. There are existing buildings that are significantly higher than two residential storeys on the site and the impact of these has not been identified as an issue. Visual impact assessments will be made when Taylor Wimpey submit their proposals to ensure that the scale of their proposals is appropriate and does not adversely impact existing wider views.</p> <p>This requirement to be clarified in section 6.4.2 of the brief which deals with landscape impact.</p>
xiv)	Support early consideration of open space provision	<p>Noted.</p> <p>Change not recommended but point noted</p>
xv)	Need for more flexibility in interpretation of character	<p>The phrase “reflect and respond to the character of the area” used in the brief does allow flexibility in response.</p> <p>Brief already acknowledges the point.</p>
xvi)	Existing trees should only be considered a constraint where they are appropriate for retention within a housing development site	See response made in 6.4 ii)

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob1	Heart for Daws Hill	
i)	Objection to this objective as no demand for a heart for Daws Hill from existing residents	The local centre is provided not just for the needs of existing residents, but also to meet the needs of the new residents of the development and future potential development at Abbey Barn South. Text to be amended to make that clearer.
ii)	Question if needed due to proximity to town centre; Handy Cross	The role of the local centre is to provide for local needs in a location that is readily accessible by foot to reduce car journeys and provide more convenience for existing and new residents. Text to be amended to make that clearer.

Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob2	Reconnecting the site	
i)	Opposed to any new connections that would impact privacy; security; health; or use of private space	Agree with this statement (please see later amendments to the framework plan in section 6)
ii)	Need to include need to conserve/ enhance Grade II parkland and setting	The wording will be amended to include this aspect
iii)	Term ancient woodland wrongly used	This reference will be omitted

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob3	Daws Hill Lane character	
i)	Strongly support	Noted
ii)	Conflict between this objective and proposed location of commercial areas and local centre	We recognise there is a tension here between the two objectives but we believe that a sensitively and appropriately scaled local centre can be located there while retaining the essential character of the Lane. The brief will also include design guidelines for the business area and local centre to ensure they will be in keeping with the character of the area.
iii)	Character described only seen on western side; on eastern side houses back onto Lane or are not visible	Agree in part with this statement, but although the house orientation may be different, the spatial character on both sides is the same and it makes sense in urban design terms to front development rather than back development onto Daws Hill lane. Change not recommended.
iv)	Word “arcadian is confusing”	The objective will be reworded to make the meaning clearer.

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob4	Address congestion & drop off	
i)	Expand to address wider issue of congestion in the area and improving access for local businesses	The wider aspects are covered through the SQTS. Change not recommended.
ii)	Strengthen so resolution of congestion is a requirement	The SQTS provides a strategy for dealing with the travel demands in this area having regard to new development. Paragraph 32 of the NPPF states that development should only be prevented on transport grounds where the residual cumulative impacts of development are <u>severe</u> . There is no requirement for development to resolve existing congestion. Change not recommended.
iii)	Need to mitigate impacts on M40 J4	That aspect is contained in other parts of the brief and SQTS. Brief already acknowledges the point.
iv)	Current proposals for Catholic schools misguided – better solutions exist	Alternative solutions have been proposed in response to the draft SQTS. These will be assessed to inform the revised SQTS. This objective does not specify how the drop off for the schools should be resolved so better proposals if found would still meet this objective.
v)	RAF Daws Hill is a catalyst only in its need to deal with its own impact on the highway network	The brief and SQTS take a more holistic view that this development in conjunction with other proposals in the area should contribute to addressing the wider transport issues in the area. Change not recommended.
vi)	Include reference to Southern Quadrant Transport Strategy	Agreed will include a reference in the text

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob5	High Quality and sustainable	
i)	Objective is valid	Noted
ii)	Include no negative impact on neighbouring areas	This aspect is covered partly in other objectives and by definition a high quality scheme would need to take account of existing residential areas. Brief already acknowledges the point.
iii)	Clarify what sustainable means	Sustainability is defined through the whole policy approach to the site defined within this document and within national and local polices (like for example Core Strategy Policy CS1). Brief already acknowledges the point.
iv)	Define density precisely	Please refer to responses made in section 4.2. A specific density is not considered to be a prerequisite to achieving high quality design. Change not recommended
v)	Disagree with use of word "urban"	The word urban to be omitted from the objective text

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
Ob6	Integrate with Abbey Barn South	
i)	Concerns with integrating road infrastructure	It is important that the two sites have an integrated road structure to facilitate for example potential future bus routes. This link would not become the primary vehicular access for Abbey Barn South which would most likely be from Abbey Barn Lane. Change not recommended
ii)	Conflicts with third objective regarding character of Daws Hill Lane	We disagree that this objective does conflict as Abbey Barn South land does not directly face Daws Hill Lane Brief already acknowledges the point.
iii)	Conflicts with second objective to be a gateway to the AONB	This depends upon how and to what extent Abbey Barn South is developed. A key aim of any such development in the future would be that it would not adversely impact the AONB. Change not recommended
iv)	ABS should be a recreational area only	In the short to medium term before Abbey Barn South is released for housing it would be beneficial for the area to be made available for informal recreation and the brief does encourage this in section 6.1. Brief already acknowledges the point.
v)	It is not possible for this site to fully integrate – reword objective to promote possible integration	There are challenges to fully integrate a future site which has not yet been designed, but this site should ensure that this aim is not prejudiced or frustrated by the layout adopted and how, for example, the common boundary with Abbey Barn South is treated. The objective will be reworded to make this clearer.

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Section 5 Redevelopment Objectives		
Ref	Issue	Response
	Additional objectives	
i)	Minimising impact on ecology and environment	This aspect is covered in objectives 2/ 3 & 5 Brief already acknowledges the point.
ii)	Sustainable construction	This aspect is covered in objective 5 Brief already acknowledges the point.
iii)	Improvement of quality of travel to work or every day business	This is covered in objective 4 Brief already acknowledges the point.
iv)	Objectives should be mutually dependent to be sustainable	Agree that the objectives do work together to achieve a sustainable development. Brief already acknowledges the point.
v)	More parking provision	Please refer to responses in section 6 regarding parking Further amendment recommended to brief to increase car parking standard..
vi)	Clearly define density	Please refer to response in Ob5 iv) Change not recommended

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.1	Spatial arrangement - Transport	
i)	<p>Against Daws Lea bus route –</p> <ul style="list-style-type: none"> - Air pollution - Noise pollution - Safety of children and nursing home residents - Narrow Road - Gradient impassable in icy conditions - Attract other road users - Impact on quality of life - Cost of providing the route - Bus service diverted from Daws Hill Lane - Little information in brief or SQTS about this or study of its impact 	<p>The County Council is considering all the concerns and comments received to inform any revisions to the SQTS including assessing alternative options to the proposed bus route via Daws Lea.</p> <p>There is a need to avoid duplicating the SQTS within the DHDB (the two documents need to be consistent but do not need to overlap) so it is proposed to omit the Daws Lea link from the Masterplan in the brief. A decision on the Daws Lea link proposal and/ or potential alternative options will be made through the SQTS.</p> <p>Amend the Masterplan for the brief to omit the Daws Lea link.</p>
ii)	<p>Welcome new route to Handy Cross Hub, to be of benefit school drop off and parking for schools must be provided. This development should provide the drop off.</p>	<p>Support noted.</p>
iii)	<p>Against school drop off at Highways Agency depot due to traffic impact upon Fair Ridge and the Spinney</p>	<p>This is a matter for the SQTS. The County Council is aware of the concerns regarding the access arrangements to the proposed development at Handy Cross via the junction or HA depots upon the residents in the locality. The County Council is seeking to address these concerns in consultation with the applicant of the sports centre development through detailed design considerations. The County Council is also considering alternative options to the Daws Lea bus route.</p> <p>A matter for the SQTS.</p>

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.1	Spatial arrangement – Transport <i>(continued)</i>	
iv)	Separate business; school and residential traffic at Handy Cross so residents are not disproportionately affected	This is a matter for the SQTS. The County Council is aware of the concerns regarding the access arrangements to the proposed development at Handy Cross via the junction or HA depots upon the residents in the locality. The County Council is seeking to address these concerns in consultation with the applicant of the sports centre development through detailed design considerations. A matter for the SQTS.
v)	Measures needed to manage overflow of parking from Handy Cross to adjacent residential areas	This is a matter for the SQTS. These matters are being considered by the County Council as part of the proposed development at Handy Cross Hub. A matter for the SQTS.
vi)	Many entry /exit points will impede traffic flow along Daws Hill Lane	The Masterplan for the DHDB identifies at least three access points. This would be acceptable in principle in terms of highway design. Change not recommended
vii)	Figure 6.1.2 does not show bus penetration into site as per section 7.7.5	Figure 6.1.2/3/4 will be amended to show potential bus route into the site
viii)	Remove potential footpath links to north and west due to impact on security of existing rear gardens; and as on private land	The links shown behind Wallingford Gardens will be omitted from the plans

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.1	Spatial arrangement - Business use	
ix)	Against business units <ul style="list-style-type: none"> - need is unproven - increase in traffic - sited close to AONB - better sites at Handy Cross - current oversupply - little support outside WDC - conflict with residential use - unattractive so close to site entrance 	Job creation and growth is a key issue for the district. The planning authority has obtained specialist advice on the viability of the location for business development and it is considered that an employment component should remain albeit smaller than proposed. Amend brief to reduce size of employment component.
x)	Business should be smaller in scale and located in the local centre	See above. Locating the employment component in the same location as the local centre would be consistent with the brief. Amend brief to reduce size of employment component.
xi)	Business area should be open space	There would be no justification for increasing the amount of open space as this is linked to the needs arising from the development. There would be no justification for relocating the open space that is proposed as a central location is considered to be the most appropriate. Change not recommended
xii)	Business area located nearer the centre of the site not fronting Daws Hill Lane	Locating the business area beside the lane will provide the advantage that the site can be separately accessed from Daws Hill Lane. It can also be located at the noisiest part of the site. Change not recommended
xiii)	Business area location shown not good or logical	The specialist advice received confirms that the employment location shown on the Masterplan is sensible. Change not recommended

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.1	Spatial arrangement - Business use (<i>continued</i>)	
xiv)	Balance business at Handy Cross with primarily residential at RAF Daws Hill.	This is already recognised by the brief. RAF Daws Hill will be primarily residential. Brief already acknowledges the point.
6.1	Spatial arrangement – Local Centre	
xv)	Retail units would impact town centre	The impact would be minimal because of the scale and nature of the retail units proposed. Change not recommended
xvi)	Local centre design should prevent parking or waiting on Daws Hill Lane	Agreed, section 6.5 will be amended to reflect this.
xvii)	Local centre in centre of site	See response made to comment 4.4 i) (repeated below) The local centre to be viable needs to be visible and easily accessible to not just the new development but to the existing community and people travelling through Daws Hill Lane. Locating the local centre in the centre of the new development will not achieve this. Change not recommended.
xviii)	Explain apparent conflict between maintaining character of Daws Hill Lane and locating centre and business units along the frontage	See response to comment 4.4 ii)

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.1	Spatial arrangement - Residential	
xix)	Density unacceptable as much higher than existing areas will impact existing character	See response to comment 4.2 vi) We maintain the view that character is not entirely driven by residential density and it is therefore possible to respond positively to the existing character without necessarily replicating the same density. Change not recommended.
xx)	Increase density in northern part of site	The density was reduced in this area to respond to the sensitive wooded edge and the setting of the grade II historic park. The boundaries shown on the plan are though intended to be indicative and high level. More local changes in intensity of development would not be contrary to the brief subject to the detail of the design and to meet other design considerations contained in the brief. Brief to be amended to remove the different density zones.
xxi)	Sandford Gardens buffer zone of lower density housing not deep enough	The plan is indicative and the density areas shown are supposed to be broad brush. This issue will be subject to detailed design to ensure that the amenity of existing residents is maintained. The boundary with existing residential areas will be protected through longer rear gardens and new tree planting to bolster the existing tree belt. Framework plan in 6.1 to be amended to allow for extra tree planting and longer rear gardens backing onto existing dwellings.
6.1	Spatial arrangement – Green Issues	

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
xxii)	Open space retained woodland along northern boundary welcomed to reduce impact on Grade II historic parkland	Noted.
xxiii)	Support for approach to green infrastructure being multifunctional, respecting existing character and threading through and connecting urban to rural	Noted.
xxiv)	Area for allotments not identified	This was not specially located on the plan as it would be subject to the detailed design and layout of the site. However the requirement for allotments is made clear in section 7.6 and this will be referenced on the plan.
xxv)	Sports provision should be located more centrally	The sports provision was located here to allow future integration with Abbey Barn South. It also reduces the potential conflict between residential amenity and noise/ disturbance from the use of the sports pitches and would result in a smaller loss of trees. The brief will include a plan showing walking distances to demonstrate that the sports area is accessible to the community.
xxvi)	Conflict between objective to be a gateway to Chilterns AONB and expansion of ABS	See response to section 5 Ob6 iii)
6.1	Spatial arrangement – Layout	

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
xxvii)	Interim state of access route to ABS resulting in dead end. Amend plans to allow greater flexibility	Detailed layout can ensure that there is a turning facility or loop to the end of the road. The route shown is indicative but the principle of a connection route through to Abbey Barn South is important to ensure that the two sites work together and form an integrated joined up neighbourhood. Change not recommended.
xxviii)	Location of access route shown not possible – need to follow existing crossing over footpath.	This is a matter for negotiation through the pre-application process. The brief will include an option showing how the site could be developed if the existing crossing is retained. .
xxix)	Alternative framework plan submitted by Taylor Wimpey with business area omitted and sports centre located more centrally and less direct vehicular route through site	This plan is reproduced at the end of this report. No changes are proposed to the brief as a result of this alternative plan. Where the differences are points of principle (e.g. whether there should be business development at the site) they are dealt with in this appendix. Where they are points of detail they can be discussed with TW through the pre-application process. The DHDB is not meant to be prescriptive – there may be other ways of arranging the land uses at the site which meet the development objectives and provide for an acceptable form of development.
xxx)	Agree with locations of uses	Noted

Section 6 The Brief for redevelopment		
Ref	Issue	Response

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.2	Design Principles - Parking	
	Please note the references to parking standards are included in 6.3	
i)	Parking needs careful design and landscape	Noted Brief already acknowledges the point.
ii)	Consider underground parking	This approach would not be viable financially at the low development densities envisaged for this site. Change not recommended.
iii)	Against on street parking or parking in lots behind or in front of dwellings	Some on street parking is beneficial as it is readily accessible for visitors and allows sharing of parking spaces by residents. We agree that large areas of parking to the front or the rear in “lots” are undesirable and this is already discouraged in the brief in this section. Change not recommended.
iv)	Advocate a more balanced approach to parking provision that does not just use rear parking courts as a last resort	We take this approach as experience with past developments has demonstrated that rear parking is least liked by residents and they will instead park at the front whether there is adequate space or not. Brief already acknowledges the point.
v)	The minimum garage size should be 3.5 x 7m to accommodate medium to large family cars	Agree The brief will be amended to increase the garage size to 3.5 x 7m.
6.2	Design Principles – footpaths and cycle routes	
vi)	Agree with inclusion of cycle routes and footpaths and cycle storage	Noted

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.2	Design Principles – Scale & impact	
vii)	2 storeys maximum	See response to section 4.4 xiii) There are existing buildings that are significantly higher than two storeys on the site and these have not been identified as an issue. Visual impact assessments will be made when Taylor Wimpey submit their proposals to ensure that the scale of their proposals is appropriate and does not adversely impact existing wider views. We will clarify this requirement in section 6.4.2 of the brief which deals with landscape impact.
viii)	Views from Chilterns AONB should be considered	Visual impact assessments will be made when Taylor Wimpey submit their proposals to ensure that the scale of their proposals is appropriate and does not adversely impact existing wider views. We will clarify this requirement in section 6.4.2 of the brief which deals with landscape impact.
ix)	Depth of buffer zones to sensitive boundaries not defined	See response to section 6.1 xxi)
6.2	Design Principles – Drainage	
x)	Concern of impact of increased hard standing upon water runoff towards existing lower lying residential areas	This will be covered through the detailed design of the scheme using sustainable urban drainage principles as per section 6.7 Change not recommended.

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.2	Design Principles – Phasing	
xi)	Gradually develop site over many years advocated	The site will likely be phased over a number of years as has been seen on other similar sized developments like Wycombe Marsh for example. However it is not considered appropriate to control phasing to such a degree as advocated in this comment Change not recommended.
6.2	Design Principles – Waste	
xii)	Clearer guidance on waste and recycling storage needed	This will be provided in section 7.10
6.2	Design Principles - application	
xiii)	Principles shown should be guidance only and applied flexibly	With every policy there is an element of flexibility when it is applied to a specific proposal. But this guidance follows accepted urban design principles and it will be expected that the scheme follows it unless there is a compelling reason not to. Change not recommended.

Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.2.5	Affordable housing	
i)	Support dispersal of affordable housing across the site	Noted The brief will be amended in section 6.2.5 to make this a requirement
ii)	Support but not if detrimental to higher value housing	Noted

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.2.5	Affordable housing <i>(continued)</i>	
iii)	Poor location for affordable housing	CS Policy 13 requires housing developments of this size to include affordable housing. Change not recommended.
iv)	Include retirement homes within 30% figure	CS Policy 13 requires development to meet the identified housing needs of the community. There is no indentified need for specific elderly housing provision distinct from overall housing need. Change not recommended.
v)	Group housing in smaller numbers rather than fully dispersed	Noted, this brief will set the principle of distributing the affordable housing in small groups rather than in one location. The detail of the provision to be dealt with through the pre application discussions with the developer Change not recommended
vi)	Registered providers prefer groups of 20-30	Noted, this brief will set the principle of distributing the affordable housing in small groups rather than in one location. The detail of the provision to be dealt with through the pre application discussions with the developer
vii)	Affordable housing to be indistinguishable from other dwellings	Noted. The brief will be amended section 6.2.5 to make this a requirement

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.3	Local parking standards	
	Please note references to parking layout issues are included in 6.2	
i)	Parking standards included inadequate	Noted. The parking standards in the brief will be amended to reflect census projections and be based on habitable rooms rather than bedrooms. This results in a slight increase in provision over the standards proposed in the consultation draft. It is considered that this represents a different approach to car parking from that used in the past and will ensure that adequate car parking is provided at the site.
ii)	Two parking spaces per dwelling as a minimum not including visitors	See response above 6.3 i)
iii)	At least two parking spaces off street per dwelling with two or more bedrooms	See response above 6.3 i)
iv)	Standards should cater for more than what is adequate	See response above 6.3 i)
v)	Adequate parking needed off street to ensure emergency services access	See response above 6.3 i)
vi)	Parking standards too low from experience of existing residential areas and challenging topography	See response above 6.3 i)

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.3	Local parking standards <i>(continued)</i>	
vii)	Parking standards should be as adopted in Local Plan	Local plan policy was based a previous national policy to use maximum standards. A county wide review into parking standards is currently underway but will not be finalised in time for this development. With the move encouraging a local approach it is felt that this provides an opportunity to tailor the parking standards for this site to ensure that adequate parking is provided. Change not recommended.
viii)	Parking should not be overprovided as would have a negative impact on M40 J4	Research suggests car ownership is not directly affected by parking provision but by the size of household (see DCLG research)
ix)	Adoption of minimum standards will lead to confusion and misunderstanding	We believe this will bring clarity to the issue and ensure that an adequate level of parking will be provided. Change not recommended
x)	Brief should mention role parking supply has on reducing or managing travel by car	See response made above 6.3 viii)
6.3	Local parking standards - impacts	
xi)	Concern that school drop off and commercial area parking will spill over into other areas	Noted. Consideration for enforcement and ensuring that adequate direct provision is made for these parking demands should ensure this does not happen. It is considered that provision of parking for these uses to the maximum standard set out in the Local Plan as detailed in the draft brief will achieve this. Change not recommended

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.4	Trees and Green Infrastructure – Tree retention	
i)	Emphasis of importance of trees and green infrastructure	Noted and agree that these elements are vital. Brief already acknowledges the point.
ii)	Retain all trees minimising any loss	This aim which we support in principle has to be balanced against the benefits of the new development and getting the right layout for the site. This section will be reviewed and updated to ensure it is clear and that there is a priority to retain existing trees and to clarify in what cases and for what reasons it may be judged appropriate to remove existing trees. For example: <ul style="list-style-type: none"> • Need to provide accesses onto Daws Hill Lane • Need to provide a sensible road system within the site • Demolitions • Land level alterations • Pitch and school playing field provision • Need for a sensible housing/employment layout. • Drainage/service requirements • Poor health or condition of the trees.
iii)	Disagree with qualification that any loss of trees should be balanced against the benefits of the scheme	See response made above 6.4 ii)
iv)	Rewording to place greater emphasis on protecting existing trees	See response made above 6.4 ii)

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.4	Trees and Green Infrastructure – Tree retention <i>(continued)</i>	
v)	Reduce density to reduce impact upon trees	The impact of the development on existing trees will be a prime consideration. Brief already acknowledges the point. The framework plan will identify broader tree groups and suggest that they can be retained as incidental open space.
vi)	Protect American species that have link to the past use of the site	Agree this is a good idea and will add to the brief that where appropriate trees that link to the past use of the site should be retained whether this be the former military use or the former parkland to Daws Hill House.
vii)	Removal of trees needs a detailed justification and replacement planting	Agreed, the brief includes this as does Local Plan Policy G11 Brief already acknowledges the point.
viii)	Balance is needed as this is a development site. Retention of low quality trees can be counterproductive. Key trees should be retained following guidance in BS.	See response made above 6.4 ii)
ix)	Planting woodland on Abbey Barn South to compensate for trees lost on this site	This land is outside the control of the developer so we could not reasonably require the planting of woodland here. The brief does though expect the developer to compensate for any trees lost through the planting of new trees on land which they do control. Beyond the scope of the brief.

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.4	Trees and Green Infrastructure - benefits	
x)	Benefits of trees to reduce traffic noise and improve air quality	Agree. These benefits will be included in the brief.
6.4	Trees and Green Infrastructure - visual impact	
xi)	More consideration of views and impact on AONB needed	Visual impact is a key consideration and the developer will be required to submit visual impact assessments to investigate this issue. More detail on the requirements regarding visual impact will be added to the brief.
xii)	Take account of exposed position of site – visual impact of tree loss	See response made above 6.4 xi)
6.4	Trees and Green Infrastructure - Impact on surrounding woodlands	
xiii)	Retention of trees and woodlands important for surrounding areas (Daws Hill Lane/ Keep Hill Wood)	Agree which is why we have included a buffer zone of 20metres to protect existing woodland. Brief already acknowledges the point.
xiv)	Biodiversity gains important	Agreed. The wildlife advice note which is referenced in the brief includes this aim. The brief will be amended to outline further how this development should contribute to biodiversity

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.4	Trees and Green Infrastructure - Impact on surrounding woodlands <i>(continued)</i>	
xv)	Considered recreational damage by local residents to woodlands that could take place	The buffer zone mentioned in the brief will help with this and any proposal will need to include an assessment of the impact upon ecology. Our wildlife advice note which is referred to in the brief outlines the requirements. Brief already acknowledges the point.
xvi)	Adopt a garden suburb approach	Although a garden suburb approach is not being advocated, many of the design ideas in the brief are consistent with garden suburb design principles.

Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.5	Local Centre Principles	
i)	Concern with visual impact on Daws Hill Lane	See response to comment 4.4 ii)
ii)	As for local residents only does not need to be visible to passing traffic, could be sited away from Daws Hill Lane	See response made to comment 4.4 i) (repeated below) The local centre to be viable needs to be visible and easily accessible to not just the new development but to the existing community and people travelling through Daws Hill Lane. Locating the local centre in the centre of the new development will not achieve this. Change not recommended
iii)	Design and landscaping key to acceptability	Noted this is included in the brief. Brief already acknowledges the point.

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.5	Local Centre Principles <i>(continued)</i>	
iv)	Two storey limit – either commercial with residential or office above	See response to section 4.4 xiii) There are existing buildings that are significantly higher than two storeys on the site and these have not been identified as an issue. Visual impact assessments will be made when Taylor Wimpey submit their proposals to ensure that the scale of their proposals is appropriate and does not adversely impact existing wider views. We will clarify this requirement in section 6.4.2 of the brief which deals with landscape impact.
v)	Question that current and planned community need a local centre. Existing local centres in Flackwell Heath and Cressex meet need	See response to comment 5Ob1ii) The role of the local centre is to provide for local needs in a location that is readily accessible by foot to reduce car journeys and provide more convenience for existing and new residents. Will amend the text to make that clearer.
vi)	Retail units could impact town centre	See response to comment 6.1 xv) The impact would be minimal because of the scale and nature of the retail units proposed. Change not recommended
vii)	Retail should include supermarket chain	Noted. The brief does include for a convenience store in section 7.4 that could be operated by one of the main supermarket chains. Brief already acknowledges the point.
viii)	Opposed to fast food outlet; betting shop or pub	Noted. Any proposal for such a use would be subject to usual planning considerations. Change not recommended

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.5	Local Centre Principles <i>(continued)</i>	
ix)	Agree that should be accessible by all modes of transport	Noted. Brief already acknowledges the point.
x)	Need for adequate parking facilities	The proposed car parking standards will provide adequate parking. Brief already acknowledges the point.
xi)	Local centre not necessarily the best place for an equipped play space.	We consider that as the local centre will become the focus of public activity that an equipped play space could fit well as has been the case on a number of existing local centres. However the brief does not list this as a requirement as their may be compelling reason in this case not to provide one here. Change not recommended

Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.6	Site Access	
i)	Option 2 was preferred most followed by Option 3	Noted. We will include a set of design principles for the site access partly based on the preferences expressed in the consultation.
ii)	Highest priority to make school drop off and walking route to school as safe as possible without road crossings	Agreed. This section will be revised to include this aim
iii)	Other priorities: maintain tree lined character of Daws Hill Lane & Daws Hill Lane accessible from both ways & Site drop off away from existing dwellings	We will include a set of design principles for the site access as mentioned above.

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.6	Site Access (<i>continued</i>)	
iv)	Current site access should remain	Current site access position and configuration is not suitable as a main access to the site, but it may be retained as a secondary access. Change not recommended
v)	Assessment needed through Design and Access Statement and Traffic Assessment	Agree and this will be carried out as part of the pre-application process with the developer. The brief will though include a set of design principles to guide this process
vi)	Alternative proposal as variation on option 3 submitted by TW	See response to 6.6 i)
vii)	Alternative proposal suggested using Daws Hill Lane as bus only route	See response to 6.6 i)
viii)	Local centre at Daws Hill Lane frontage may conflict with statement that a bold entrance statement is not appropriate.	This depends on how the local centre is designed and what level of highway standard is adopted. The use of Manual for Streets principles as advocated in the brief and supported by the highway authority will enable flexibility and help to ensure that the highway does not dominate the character of this area. Change not recommended

Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.7	Sustainability	
i)	Support for 15% carbon reduction target	Noted
ii)	Build to carbon zero principles	This is the long term aim and the progressive % reduction targets will help achieve this Change not recommended

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.7	Sustainability (<i>continued</i>)	
iii)	Use of CHP should not be prescriptive but an option	We consider that CHP is viable and appropriate for this site. The developer will need to clearly demonstrate that it is not viable if they do not want to provide CHP. This will be made clear in the brief
iv)	CHP not appropriate – low density of housing and visual impact of chimney	See response to comment 6.7iii) There are options of CHP where a large chimney is not needed e.g. gas fired CHP This will be made clear in the brief
v)	Solar (PV thermal) should be an option	The provision of solar thermal/ PV should be included in the energy supply mix for individual dwellings. As prices of technology go down and efficiency increases, these could contribute considerably to carbon reduction. The brief will be amended to include Solar thermal/PV
vi)	Green roofs to promote diversity	The brief already encourages Green Roofs. Green roofs do promote biodiversity and are energy efficient. A minimum number of green roofs, where appropriate in this development would support green infrastructure. Brief already acknowledges the point.
vii)	Support Suds and grey water	Noted

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.7	Sustainability (<i>continued</i>)	
viii)	Grey water not appropriate – maintenance issues	There may be maintenance issues for grey water recycling but these would be down to the householder. At the very least there should be water efficiency measures over and above current building regulations (to Code for sustainable homes level 3) because whilst the water companies state that increased demand is not an issue, the environmental impact of meeting that demand is extremely negative, whether the supply comes from within this district or outside of it. The brief will be amended to include water efficiency measures (to Code for sustainable homes level 3) as well as grey water recycling.
ix)	Recharging points for electric vehicles	There are electric car recharging points in the Easton Street car park. Installation of recharging points in all major developments would assist in the development of a district wide and national network. The requirement for electric charging points will be added to the brief

Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.8	Noise and Air Quality	
i)	Brief needs updating to reflect noise requirements since PPG24 was deleted	Agreed the brief will be updated in accordance with recommendations from Environmental Health
ii)	New noise survey undertaken by TW means Fig 4.1.4 needs updating	Noted. Figure 4.1.4 will be updated with new noise survey information.

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Section 6 The Brief for redevelopment		
Ref	Issue	Response
6.8	Noise and Air Quality <i>(continued)</i>	
iii)	Noise levels from M40 far worse in adverse weather conditions- noise mitigation needed. Low noise surfacing/ acoustic barriers.	Noted Understand that the developer is likely to install a noise barrier and that low noise surfacing for the M40 is being considered.
iv)	Refer to emerging policy to extend AQMA to up to 60m from M40	Noted – brief will be updated and implications discussed with Environmental Services.
v)	Concerns about impact of CHP on AQMA	Noted – CHP is likely to be gas fired which will have less of an impact upon the AQMA than biomass CHP Change not recommended
vi)	Surveys indicate that there are no air quality constraints for the site	Noted – see response to comment 6.8 iv)
vii)	Concern over noise and air quality impacts of proposed business area	These would be controlled through the design and layout of the business units and through specific planning constraints. The type and scale of business development proposed would not generate these impacts. (see responses to business element of the brief in section 6.1) Change not recommended
viii)	Impact of increased noise and air pollution resulting from development and SQTS on existing residents should be assessed	Noted. These impacts will be assessed through the planning application process. Change not recommended
ix)	Ground contamination desktop survey needed	Noted. This requirement will be added to the brief in this section

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Section 7 Activity and land uses		
Ref	Issue	Response
7.1	Residential	
i)	Density too high <ul style="list-style-type: none"> • Should reflect existing density/ character • Will not allow sufficient parking • Visual impact from valley 	See responses to comment 4.2 vi) regarding density See responses to comments in section 6.3 regarding parking See response to comment 6.4 xi) regarding visual impact
ii)	Remove requirement for a minimum of 30dph. H8 not relevant as based on previous governments policy	Policy H8 proposes a minimum density of 30dph. The policy applies to the Daws Hill site. It is proposed to qualify this in the brief by stating that the minimum density applies to the net developable area (i.e. the aggregated areas for development that are not constrained by trees) . Amend brief.
iii)	Alternative maximum densities of 15; 20 and 30 dph suggested	See response to comment 4.2 vi)
iv)	Level of housing to be limited by <ul style="list-style-type: none"> • retention of existing trees • infrastructure (transport/ utilities) 	This is the approach set out in the brief within the limits of current national and local policy and the needs to balance these issues against the benefits and need to provide new housing within the district. Brief already acknowledges the point.
v)	Include a range of 450 -550	See main cabinet report. We feel that a setting a specific range would be counterproductive as this would become the focus rather than designing a scheme that is appropriate and fitting for the site. Amendments to brief to clarify our approach

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Section 7 Activity and land uses		
Ref	Issue	Response
7.1	Residential (<i>continued</i>)	
vi)	Upper limit should be set in the brief (e.g. 300)	See response to comment 4.2 vi) The brief has been amended to include an expectation that the total number of dwellings will not exceed 500 taking into account the constraints on the site.
vii)	Make elderly provision a requirement	Core Strategy Policy CS13 requires development to meet the identified housing needs of the community. There is no indentified need for specific elderly housing provision distinct from overall housing need. Change not recommended
viii)	No flats	We expect that the dwellings will be provided predominantly as houses due to the character and location of the site. However to restrict the development to houses only would be too prescriptive, there may be situations where flats can be provided successfully on the site and this would help to provide a balanced community which is in accordance with Local Plan policy Change not recommended.
ix)	Why have recommendations from workshop 2 not been carried forward in the brief?	See appendix 1 of the consultation draft version of the brief which includes a summary of the outcomes from the two workshops and how they have been reflected in the brief. Brief already acknowledges the workshop outputs.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.1	Residential (<i>continued</i>)	
x)	Questions on ability of utilities to cope with development (water)	Any development is required to demonstrate that the infrastructure is sufficient to cope with the demands of the development and if necessary provide new infrastructure to make up any shortfall. The developer would have to include proposals to do this within their application. The brief will be amended to make this aspect clearer.
xi)	Restriction on height to 2-3 storeys (below the tree line)	See response to section 4.4 xiii) There are existing buildings that are significantly higher than two storeys on the site and these have not been identified as an issue. Visual impact assessments will be made when Taylor Wimpey submit their proposals to ensure that the scale of their proposals is appropriate and does not adversely impact existing wider views. We will clarify this requirement in section 6.4.2 of the brief which deals with landscape impact.
xii)	Retain existing dwellings	That is a matter for the developer we cannot require that buildings be retained unless for conservation or historic reasons. Change not recommended.
xiii)	Question mix of affordable housing	The mix of affordable housing is in accordance with our development plan polices which the brief must adhere to. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.1	Residential (<i>continued</i>)	
xiv)	100% of houses to lifetimes homes standard	We believe this would be unnecessarily restrictive. Change not recommended.
xv)		
xvi)	Include provision for viability testing	Viability testing is included as part of the pre-application and application process for any application that is submitted. Change not recommended.
xvii)	Include proviso that there will be no further development on Abbey Barn South	As Abbey Barn South is a reserve housing site this is not possible through this brief. This could only be considered as part of a district wide strategic assessment of reserve housing sites. Beyond the scope of the brief.
xviii)	Call for a retirement village on the site	See response to comment 7.1 vii)
xix)	Question whether 15% of affordable dwellings should be provided as 4 or more bed 6-8 person dwellings.	This requirement comes from the existing policy for the District set out in the Developer Contributions SPD. Change not recommended

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Section 7 Activity and land uses		
Ref	Issue	Response
7.2	Business	
i)	<p>Questions on need for business area based on:</p> <ul style="list-style-type: none"> • residential close by • impact on character • over supply/ vacant units e.g. cressex • increase in traffic • minimal employment from local area • proximity to Handy Cross and ABS • constraints on access • not supported by residents • not supported by developer • impact on town centre 	<p>There is a need to plan for job growth in the district. The advice received from a local agent confirms that the site would be a viable site for small business development. The Highway Authority has confirmed that the access is not unduly constrained for a small element of business. A development could be designed and laid out in a way that does not adversely impact upon the character of the area or upon residential amenity.</p>
ii)	<p>Questions on siting of business area due to proximity to AONB</p>	<p>We do not consider that siting the business use as shown in the brief need impact on the AONB. Visual assessments will be carried out during the application process to confirm this.</p> <p>To help clarify the type and form of business use that would be appropriate here the brief will be amended to include a set of design principles for the business use area in 6.2</p>
iii)	<p>Questions on whether quantity of business use is appropriate</p>	<p>The advice received from a local agent is that the amount of development should be reduced from 6000 sq. m./ to 4340 sq. m. and that the use class should be widened to include small scale B8 uses so it offers appropriate flexibility from a business occupier point of view.</p> <p>Amend the brief regarding the amount of floorspace/site are and use class of the development.</p>

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Section 7 Activity and land uses		
Ref	Issue	Response
7.2	Business (<i>continued</i>)	
iv)	Advocate cautious organic approach to match new jobs with new homes rather than active push for business	A trigger would be included to specify the point in the development process that the employment development would be provided.
v)	Low key business uses only that do not generate significant traffic or heavy vehicles	It is envisaged that the development would be attractive for small business development and it is proposed that controls would reinforce this. A larger scale office developer is more likely to be attracted to the Handy Cross sports centre site. Small scale units will be proposed. The text of the brief also needs to refer to controls on the size of units/amalgamation to retain units of a smaller size/compatible with context.
vi)	LSH report states business use needs upgrade in existing access route – this should not go forward without this	Any development would need to be the subject of a transport impact study that would assess the existing situation and where necessary set out appropriate highway/ accessibility upgrades. The brief identifies the need for junction improvements at Daws Hill Lane/Marlow Hill.
vii)	Site business on ABS rather than Daws Hill	The specialist advice is that the Daws Hill site would be a good location for small business development.
viii)	Substitute business with EMI (Elderly mentally infirm) units	There is a need for small business development and the specialist advice is that the site would be a good location for such development.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.2	Business (<i>continued</i>)	
ix)	Concern that B1 could turn into B8	<p>There are permitted development rights for small units under 235 sq. m. to move between the B1 and B8 use classes. The specialist advice is that small B8 uses should be actively encouraged. The site is unlikely to be attractive to a large scale B8 user and this is not what is envisaged for the site.</p> <p>The text of the brief needs to refer to controls on the size of units/amalgamation to retain units of a smaller size/compatible with context.</p>
x)	Support for business as reduces car use and impact on M40 J4	Noted

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Section 7 Activity and land uses		
Ref	Issue	Response
7.3	Education facilities	
i)	Insufficient secondary places to cope with demand from new development	BCC Education have reviewed the situation and confirmed that there is scope to increase capacity at existing schools to meet the extra demand from this development. The developer will be required to make financial contributions towards this extra provision.
ii)	Primary school provided too late – impacts on traffic and existing primary schools	BCC Education have reviewed the situation and recommend that a primary school be provided on completion of 350 homes or 4 years after commencement whichever is the earlier. The brief will be updated to reflect this requirement.
iii)	Traffic impacts of travel to secondary schools made worse as the local schools are selective	Noted the SQTS has taken account of this aspect.
iv)	Primary school located next to proposed drop off	See response to consultation 4.4 vii) The drop off point shown is for the two catholic schools rather than the new primary school that will serve the new development. It is anticipated that most pupils will be able to walk to the new school. Will amend the brief so it is clear that this drop off is for the two existing schools.
v)	Funding needed while primary school numbers build up	Noted. BCC Education will have taken this into account in their advice.
vi)	Support for approach taken, reduces impact on M40 J4	Noted

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Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the Brief

Section 7 Activity and land uses		
Ref	Issue	Response
7.4	Local facilities	
	<i>Comments on design of local centre included in 6.5</i>	
i)	Support for the following: <ul style="list-style-type: none"> • Surgery/ pharmacy • Newsagent/ corner shop/ local supermarket/ post office • Coffee shop • Cash point • Pub restaurant • Police facility • Hairdressers 	Noted, the brief allows for the possibility of this range of uses being provided at the local centre if they are viable and appropriate. Brief already acknowledges the point.
ii)	Opposition to: <ul style="list-style-type: none"> • Fast food; • off licence; • betting shop • Pub restaurants • Major store 	See response to comment 6.5 viii) Noted. Any proposal for such a use would be subject to usual planning considerations. Change not recommended.
iii)	Not needed as adequate facilities in Flackwell Heath	See response to comment 5Ob1ii) The role of the local centre is to provide for local needs in a location that is readily accessible by foot to reduce car journeys and provide more convenience for existing and new residents. Will amend the text to make that clearer.
iv)	Legal agreement needed to ensure developer provides these facilities	The brief will be amended to clarify which facilities are essential (and these will be secured by legal agreement or conditions) and which additional facilities would be acceptable.
v)	Concern regarding impact of deliveries to new facilities	The centre would be designed to ensure the location of the service yard would not directly affect residents. Conditions could also be placed on the delivery times if appropriate. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.5	Community Facility	
i)	Support for the following: <ul style="list-style-type: none"> • Meeting room 250/ 200 • Multi use community centre • Nursery • Youth facilities • Elderly facilities • Surgery • Small scale entertainment venue • Indoor sports • Air Cadets 	Noted, the exact form and scale and design of the community centre and the uses it could contain will be considered as part of the planning application. The brief already includes for these types of uses. Brief already acknowledges the point.
ii)	Should be encouraging use of existing facilities elsewhere	The role of the community facility is to provide for local needs in a location that is readily accessible by foot to reduce car journeys and provide more convenience for existing and new residents. This should not impact existing facilities. Change not recommended.
iii)	Question whether Adult Learning should be a particular requirement to be included in the design of the community facility building.	The community facility will be designed as a multi functional building as set out in the brief. The main requirement is that the building be multi functional. Such a building could accommodate some types of adult learning course. Amend the brief to state that Adult Learning is an activity that could take place within the community building but not that the building should be designed and constructed as an Adult Learning facility.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.6	Open Space	
i)	Support if preserves and enhances existing parkland trees	Noted. Some of the sports uses e.g. football pitches could require the felling of some existing trees to be accommodated depending upon the location. The brief framework plan has located these uses in an area where this would make the least impact. Change not recommended.
ii)	Support for the following: <ul style="list-style-type: none"> • Child and teenage woodland themed play areas • Green space available for community events • Green corridors/ fingers for biodiversity • Play areas in residential areas with adequate buffers zones • Native street trees • Football; cricket; hockey; • Outdoor exercise equipment • Woodland walks • BMX facilities • Nature trails • Picnic areas 	Noted. The brief already includes for these types of uses. Brief already acknowledges the point.
iii)	Manage open space for historic interest as well as ecological potential	Agreed. The brief will be amended to encourage this where appropriate.
iv)	Clarification needed on how future population is calculated to generate open space requirement– suggest 2.5 per dwelling	The general approach is included in Appendix 3 of the developer contributions SPD. A reference to this will be included in this section

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Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the Brief

Section 7 Activity and land uses		
Ref	Issue	Response
7.6	Open Space <i>(continued)</i>	
v)	The open space should comprise one pitch and overprovision of park/ semi natural green space due to adequacy of existing facilities	This provision of pitch and overprovision of park/ semi natural green space would need to all be in one location to bring flexibility in terms of future use and functional / maintenance benefits and allow future expansion if Abbey Barn South is developed. The location shown on the brief's framework plan achieves this. Change not recommended.
vi)	Allotments should be deleted as not shown on fig 4.1.6	Specific provision of allotments was not shown on the plan as this is one of a number of open space uses that could be provided. Whether allotments are provided will be a matter for further discussion during the application. It would be premature to delete them now. Change not recommended.
vii)	No sports facilities that attract spectators	The facilities proposed are for general recreational use rather than for spectator sport. Although there may be some informal watching of games played etc but it is not envisaged that this would be of a level that would cause nuisance. Brief already acknowledges the point.
viii)	Use allotments and pitches to mitigate noise from other facilities	These uses could be located in areas where noise is too high for other uses such as residential but they would not in themselves offer any mitigation effect for the noise. The brief has located business use on the noisiest part of the site – the building form can be designed as to help screen the noise from the rest of the site. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.6	Open Space (<i>continued</i>)	
ix)	Suggestion of circular walk around the site	Noted – the brief does include for a range of footpath connections. The brief will be amended to ensure that these are designed for recreational walking as well as for access to facilities.
x)	No specific open space provision should be made for employees working on the site	The brief reflects current policy contained within the Developer Contributions SPD and the emerging DSA that open space should be provided not only for residents but also for employees. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures	
	<i>Please refer to the response to the consultation on the SQTS for a more detailed response to the issues raised here</i>	
i)	Enhancements to junctions insufficient	The brief includes a range of measures that include but are not limited to junction enhancements. Change not recommended.
ii)	Forecasts are underestimates	The forecasts are made using the most recent traffic data available and include allowances for future traffic growth following best practice guidelines This is a matter for the SQTS.
iii)	Cycling and to a lesser extent walking has a minimal impact because of hilly terrain	The east - west routes are not so affected by topography and could provide attractive alternatives to the car for a variety of journeys (e.g. linking to Handy Cross, shops and schools). The north – south routes are affected by topography. The brief will be amended to make this distinction clearer
iv)	Credibility of travel plans questioned	Travel plans can make a positive difference to choices made regarding mode of travel. Although it is recognised that there is a limit to what they can achieve they can make a contribution and so have been included as one of a raft of measures. Change not recommended.
v)	Question footpath and cycle routes through the woods – more detail needed and concerns over damage to woodlands	More detail will be provided through the application by the developer for any such proposal. Considerations such as the impact upon the woodland would be taken into account in any decisions that are subsequently made. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures <i>(continued)</i>	
vi)	Not just about the school drop off.	Agreed, the measures included in the brief and the SQTS are intended to address both the school drop off issue and the wider issue of traffic congestion associated with a range of strategic developments. Change not recommended.
vii)	As no obvious solution to traffic problems limit traffic generation by limiting number of dwellings	This approach would go against the recent national planning policy which states that <i>“Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.”</i> Change not recommended.
viii)	Suggest part of site used as a park and ride to Cressex	Alternative solutions to provide a replacement Park and Ride scheme are being considered by the County Council to inform the final SQTS. Change not recommended.
ix)	Bus lanes cause nuisance and don't reduce car use	The brief does not include measures for any bus lanes on existing roads. Change not recommended.
x)	Support for inclusion of M40 J3 & 4 in transport assessment.	Noted
xi)	Explicit requirements needed for RAF Daws Hill to deliver: <ul style="list-style-type: none"> • East and west school drop off • Direct bus/ cycle/ pedestrian links to Handy Cross Hub • Improvements to Marlow Hill Daws Hill Lane junction 	The brief and SQTS include the measures mentioned. The exact details will be worked out through the application process and traffic assessment work. The drop off needs to be of sufficient size to address the likely car drop off/pick up demand for the catholic schools arising from traffic from the east. Amend brief.

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Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the Brief

Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures <i>(continued)</i>	
xii)	Objections to Daws Lea proposal	Alternative solutions to the Daws Lea bus route have been proposed in response to the draft SQTS. These will be assessed by the County Council to inform the final SQTS.
xiii)	Questions on deliverability of Daws Lea proposal	The County Council consider that the proposals set out in the draft SQTS are deliverable. The County Council will consider this comment in preparing the final SQTS.
xiv)	Suggestion of one way Daws Lea route with return using Daws Hill Lane	The County Council is considering all comments and alternative options submitted in response to the draft SQTS. The County Council needs to consider whether this option would contribute to delivering the high quality frequent and direct bus service to Handy Cross Hub.
xv)	Support for school drop off on site but with parking restrictions on surrounding residential streets	Support welcomed. Parking restrictions are included in the brief and SQTS proposals

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Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures <i>(continued)</i>	
xvi)	Objections to western school drop off due to traffic impacts	<p>The County Council is aware of the concerns regarding the access arrangements to the proposed development at Handy Cross via the junction or HA depots upon the residents in the locality. The County Council is seeking to address these concerns in consultation with the applicant of the sports centre development through detailed design considerations. The western school drop-off is considered to be an essential solution to mitigate the existing impacts associated with the school drop-off.</p> <p>The text in the brief should be amended so that the western school drop off does not necessarily need to be located off the sports centre access road (there are other places close to the sports centre that it could be located).</p> <p>Amend the brief</p>
xvii)	Dedicated access needed for Fair Ridge/ Spinney estate	<p>This issue will be considered through the SQTS and the existing planning application for development at Handy Cross Hub.</p> <p>This is a matter for the SQTS.</p>
xviii)	Suggestion for pedestrian crossing to sports centre site	<p>Noted. The County Council is considering the highways design proposals for the proposed sports centre development.</p>
xix)	Suggestion of alternative link running alongside M40	<p>Alternative solutions to the Daws Lea bus route have been proposed in response to the draft SQTS. These will be assessed by the County Council to inform the final SQTS.</p> <p>This is a matter for the SQTS.</p>

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Summary of comments made during the Public Consultation June – July 2012 with responses and modifications made to the Brief

Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures <i>(continued)</i>	
xx)	Exclude any improvements that would affect rural character of Winchbottom Lane	Specific proposals such as the provision of passing places would be assessed for their impact upon the character of the lane before a decision could be made upon their implementation. This is a matter for the SQTS.
xxi)	Improved bus frequencies essential	Noted The brief does require a high quality and frequent bus service
xxii)	Support for new M40 J3A urgently needed	Noted The draft SQTS seeks to promote the delivery of J3a. The County Council has bid for funding from the Highways Agency for this scheme as part of the HA's Pinch Point Programme. This is a matter for the SQTS.
xxiii)	Support for footpath improvements and cycle lanes between Handy Cross Hub and Flackwell Heath	Support welcomed.
xxiv)	Call for more radical long term solutions to traffic problem	The SQTS includes a number of long term solutions and quite radical measures such as the M40 Junction 3A proposal. This is a matter for the SQTS.
xxv)	SQTS should be agreed before RAF Daws Hill	It is planned that the SQTS will be adopted soon after the brief. The two documents will be fully consistent with each other.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.7	Transport measures <i>(continued)</i>	
xxvi)	Consideration of construction traffic impacts	This will be considered as part of the traffic assessment of the proposal when the application is submitted. On site recycling of building materials is encouraged in the brief which will help to reduce the level of construction traffic. The brief will be amended to clarify this issue.
xxvii)	Phasing of transport measures needs to be set out	Agreed that more phasing information is needed in the brief. The brief will be amended to include phasing.
xxviii)	Need to include in section 7.7.2 costings and funding sources for proposed improvements	The County Council will consider the publication of this material in preparing the final SQTs. This is a matter for the SQTs.

Section 7 Activity and land uses		
Ref	Issue	Response
7.8	Services/ utilities	
i)	Concerns regarding drainage capacity	The developer will need to ensure that there is sufficient drainage capacity to serve the new development and include proposals for upgrades where necessary as part of their planning application. This requirement will be clarified in the brief
ii)	Concerns regarding lack of provision of doctors surgery	Health planning decisions are beyond the remit of the Council. The NHS has been consulted and has not required this. If required this would be within the range of acceptable but not essential uses provided in the local centre. Change not recommended.

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Section 7 Activity and land uses		
Ref	Issue	Response
7.8	Services/ utilities <i>(continued)</i>	
iii)	Is broadband capacity sufficient – should bring in fibre optic broadband	Consideration of this issue will be added to the brief. The developer will need to undertake this research as part of their planning application.
iv)	Call for more research into capacity of services / utilities	Agreed. The developer will need to undertake this research as part of their planning application. This requirement will be clarified in the brief
v)	Support for approach taken	Noted

Section 7 Activity and land uses		
Ref	Issue	Response
	Other issues	
i)	Impact on existing residents from demolition of the current buildings	This issue will be considered as part of the planning application. Change not recommended.
ii)	Preservation of bunker?	Proposals regarding its preservation are currently being discussed between the landowner and English Heritage. This though is not within the site area covered by the brief. Beyond the scope of the brief.
iii)	Concerns that insufficient information has been supplied to enable communities to assess the brief and SQTS	The website has a whole raft of background information that has informed both the brief and the SQTS. Any reasonable requests for information have been actioned where resources allow.

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Alternative framework plan presented by Taylor Wimpey as part of their comments on the Brief:

RAF Daws Hill, High Wycombe

Development Brief

RAF Daws Hill Development Brief Framework Plan



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The main differences between this alternative framework plan to that contained in the development brief and our Responses to them are detailed below:

- Business use omitted - see responses in section 6.1 ix) to xiv) and xxix)
- Sports area relocated to the centre of the site – see responses in section 6.1 xxii) to xxv) and xxix)
- Main vehicular route is not as direct and crosses the north south footpath at the existing crossing point – see responses in section 6.1 xxvii) to xxix)
- Changes to extent of local centre – see responses in section 6.1 xv) to xviii) and xxix)

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Summary of changes made to take account of the recently adopted Southern Quadrant Transport Strategy:

1. References to the Southern Quadrant strategy have been updated to reflect its now adopted status
2. Section 7.7 Transport Measures has been amended to reflect the changes made to the SQTS since the draft for consultation June 2012:
 - Section 7.7.1 revised to identify school and drop off points more precisely.
 - Section 7.7.2 additional point added to secure the retention or addition of appropriate vehicular speed management measures and parking controls to support safe travel in the area.
 - Section 7.7.3 wording revised to include a bus link to Handy Cross Hub and change the direct public transport link from bus priority to bus only.
 - Section 7.7.4 wording revised to omit provision of cycle lanes along Daws Hill Lane and include provision of new and improved footways where there is room to accommodate them with retention of existing trees.
 - Section 7.7.4 wording revised to include the provision of crossing facilities.

Other updates since the Public Consultation Draft:

1. Figure 4.2.4 Ecology has been updated to reflect the recently updated and resurveyed Ancient Woodland Inventory which now includes woodlands under 2Ha in size.