

## The Daws Hill Neighbourhood Plan



Supporting documentation Annex

May, 2015

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## Appendix D: Supporting and Consultation Evidence

### Content:

Ref No D/001 - Recognition of the planning process:

Ref No D/002 - Current WDC/BCC Strategy:

Ref No D/003 - Statutory Requirements:

Ref No D/004 - Response to WDC PS10 and Development Brief for Handy Cross Sports Centre site:

### Ref No D/001 - Recognition of the planning process:

#### 1. Aim

D1 With the introduction of the Localism Act during 2012 and the New Planning Policy Framework (NPPF), both of which set out the Government's Planning Policies for England, providing a framework within which local people and their community and their accountable councils can produce their own distinctive local and neighbourhood plan reflecting the needs and priorities of their Local Community.

#### 2. Purpose

D2 The purpose of the Daws Hill Neighbourhood Plan is to identify what is special to the Daws Hill area of High Wycombe and its adjoining borders. It is designed to help the community in consultation with the Local Authority to decide whether or not to produce a Neighbourhood Plan for the area in question. The Neighbourhood Development plans are to be led by an authorised local organisation such as the Daws Hill Residents' Association (DHRA), now officially recognised as the Daws Hill Neighbourhood Forum (DHNF); this means that the Neighbourhood Forum representatives can have a direct input into developing their Local Plan, using the opportunity to engage fully with their own community, within the agreed designated Neighbourhood Area and the wider community and Local Authority at the beginning of the Neighbourhood Planning process.

D3 The advantages of such a plan are that the community can take the lead in the development of their Neighbourhood Area resulting in a Statutory Document for use by Local Authority, Public Bodies, Local Householders, Local Community Groups, and any individual Developer or company, the Local Authority, Builders, Architects, Designers and Engineers wishing to build within the Neighbourhood Area.

D4 This Neighbourhood Development Plan will allow the Local Community to specify in more detail what they would expect from such a development in the form of design, social housing, preferred sites, education, economy, roads, paths, highways, and the provision of open space and public and community facilities. It also requires acknowledgement from the Highways Authority of the traffic issues within the area and a requirement to show and agree remedial actions for this and any future developments.

#### 3. Statutory Process

D5 In the first instance it is important to create a Neighbourhood Forum, of at least 21 people, all who should be resident in the Neighbourhood Area itself, one of which must be a local councillor. It must be formed to lead and coordinate the plan making process. Under the Planning Law, this will reflect the diversity, character and inclusivity of the area and should include people living or working in the area and at least one ward Councillor. It would be for the Local Authority to agree its formation.

D6 This process is followed by defining the Neighbourhood Area. It could be that the area maybe clearly defined by physical characteristics on a map such as roads, motorways, railways, site and estate

boundaries. With a statement explaining how the proposed Neighbourhood Forum meets the requirements of the Town and Country Planning Act, this has to be formally accepted by the Local Authority to become a Neighbourhood Forum

D7 Throughout this activity it is intended to identify Key Local Partners who could include:

- Local elected councillors
- Business organisations, including Chambers of Trade and Commerce
- Landowners and developers with site options
- Community development trusts and other locally-led organisations
- Not-for-profit organisations representing minority groups (e.g. elderly, disabled, young people, low income, LGBT groups and ethnic groups)
- Educational Establishments, including Universities
- Local Civic or Amenity Societies
- Residents Associations
- Owners of key sites or organisations with significant property holdings
- Community facilitators or activists
- Local Registered Social Landlords
- Housing Trusts
- Local Authority, Parish Councils, Unparished Areas
- Local media – radio, newspaper

D8 It is also important to identify within the local community such significant groupings of people such as: any elderly, young, ethnic groups, residents of different economic means and any small businesses.

#### *4. Defining the area*

D9 Defining the Neighbourhood area could be anything from: a village, town centre, housing estate, employment area, community facility or any combination of these. Recognition of business area is important and the typing too. It may well have historical bearings on the Neighbourhood Area itself.

#### *5. Submission to Local Authority*

D10 Both the Neighbourhood Forum and the Neighbourhood Core Area will need to be approved by the Local Authority. It will be necessary to provide a constitution and a full detailed map of the area. In each case detailed content will need to be provided in order that the Local Authority may make a clear judgement on the reasons for the application.

#### *6. Preparing the Neighbourhood Plan*

D11 The content of the Neighbourhood Plan must contain the following:

##### *6.1 Vision and Aims.*

- Planning Policies references
- Planning Guidance
- Proposals of the designated area
- Any site allocations of particular significance for that neighbourhood
- Sustainability for future generations

The Neighbourhood Plan will need to conform to both European planning directives and national planning law

##### *6.2 Communication Engagement & Involvement*

Neighbourhood Plans are community led therefore full communication must be demonstrated for the following reasons:

- Statutory Requirements
- Gaining support
- Understanding the neighbourhood requirements
- Identification of outcomes required
- To avoid conflict and additional cost and delay.

When publishing the Neighbourhood Plan it is important to ensure that all locally listed partners have been identified. Minutes of all meetings should be kept for public record. Any Neighbourhood Forum website must show all documentation appertaining to the processes described herein.

### *6.3 Benefits*

- The Plan will have statutory status – with greater influence
- More say on detail matters than the Local Plan
- Community led
- Influence and bearing on other Council Activities
- Allow community to be involved on detailed discussions on any development in the Neighbourhood Plan Area
- The encouragement of community projects and self build initiatives
- The ability to review the requirement or otherwise of employment, transport, housing, natural environment, retail, growth and urban design in character with existing area proposed.
- Involvement at an early stage to agree outcomes of building requirements
- The Neighbourhood Plan to be evidence based on all issues in order to show understanding and acknowledge the Local Core Strategy and new Wycombe Local Plan.

### *7. Getting the Neighbourhood Plan Adopted*

D12 There are a number of processes to go through prior to the Neighbourhood Plan being adopted; these steps are as set out in the NPPF.

D13 This includes:

- *Pre-submission* - allowing full consultation with all parties concerned on the Neighbourhood Plan
- *Final Report* - including all comments received and all supporting evidence prior to submission to the Local Authority

### *8. Submission of the Neighbourhood Plan to the Local Authority*

D14 Once the Neighbourhood Plan has got through the pre-submission stage, as above, it is then submitted to the Local Authority.

D15 The Local Authority is then responsible for publishing the Neighbourhood Plan and arranging for the Independent Examination and subsequent Referendum to take place, as set out in the NPPF.

### *9. Referendum and Adoption / Delivery.*

D16 If the Neighbourhood Plan is found to be sound, including any recommended modifications if necessary, then the Local Authority will arrange for the Referendum to take place.

D17 The Referendum will be set out in accordance with the usual electoral practice.

D18 The Referendum will only take place across and within the Neighbourhood Area. If more than 50% of those voting in the referendum vote “Yes” then the Local Authority has to adopt the Neighbourhood Plan.

D 19 On adoption it will be used to guide planning decisions in the area it covers. It should be noted that the plan is a live plan and from time to time will need to be examined to reflect on-going practices and government guidance and any changes within the local area.

TD20 The following sections of this document show the detailed make up of this Neighbourhood Plan and all consultations that have taken place to achieve the agreed and satisfactory outcome.

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### **Ref No D/002 - Current WDC/BCC Strategy:**

D21 The proposed Daws Hill Neighbourhood Area is at the centre of a WDC designated key area of change, CS 4.3, namely the M40 Gateway. The Core Strategy of the Wycombe Development Framework has identified a number of strategies to be addressed in developing this area:

- Provision of a regional coach-way/park and ride.
- Improved public transport provision linking the new hub above with the centre of the town.
- To provide a sense of “arrival” and quality in what is an important gateway into the town. This should take account of the adjoining Area of Outstanding Natural Beauty; impact on local and trunk road network utilising sustainable non-car modes of transport where appropriate.

D22 The Daws Hill area is a semi-rural suburban area characterised by substantial tree coverage and low housing densities. In line with WDC strategy, maintaining and enhancing its ambience should be a priority of new development.

D23 Because of the location of development sites close to motorway junction 4, many if not most residents are likely to be commuters seeking access by car to the M40 east and west or the A404 south. A regional coach-way hub will provide a part solution to the resulting increase in traffic flows; nevertheless this will impose significant extra pressure on what is already an overburdened road system, bringing the plan potentially into conflict with WDC Core Strategy Policy CS20, which states that development proposals:

- Be appropriately located to the strategic road network and provide satisfactory vehicular access to and from the area of development so that the convenience, safety, and free flow of traffic using public highways ... are not adversely affected
- Ensure that all vehicular traffic generated by future development does not materially increase traffic problems, for example, congestion...”

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### **Ref No D/003 - Statutory Requirements:**

D24 Compliance with Regional and local Planning Strategy:

Our Neighbourhood Plan must recognise the principles expressed in WDC’s PS8 and PS10 of the Position Statement on Housing and Land for Business issued in July 2011. However, Neighbourhood Forums (and parish councils) can use new neighbourhood planning powers to establish general planning policies for the development and use of land in a neighbourhood. These are described legally as neighbourhood development plans, and in an important change to the planning system, communities can use



neighbourhood planning to permit the development they want to see—in full or in outline—without the need for planning applications. These are neighbourhood development orders. However, proposed neighbourhood development plans or orders need to gain the approval of a majority of voters of the neighbourhood area to come into force. If these proposals pass the referendum, the local planning authority is under a legal duty to bring them into force.

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### **Ref No D/004 – WDC PS10 Development Brief for Handy Cross Sports Centre site:**

D25 The Handy Cross Sports Centre site which has planning permission and is in construction (shaded grey and numbered “2” in *Figure2*) is situated to the south west of our NA, bounded by the M40 motorway, the Handy Cross gyratory (junction 4 on the M40), the A404 Marlow Hill Road, and the Fair Ridge/The Spinney/Foxleigh residential development. DHNF responded to WDC PS10 and Development Brief for Handy Cross Sports Centre site prior to the planning permission being granted, and for completeness this is included below to demonstrate and evidence its major impact on the NA.

D26 The Daws Hill Neighbourhood Forum recognises that when the land now comprising the Handy Cross Sports Site was sold to the public authority, it had a covenant that under no circumstances could it be used for commercial purposes. This was expressly forbidden in the covenant. However, due to a technicality, Wycombe District Council’s lawyers have assured the council that they may regard this as void and proceed with large-scale commercial development of the site. The Daws Hill Neighbourhood Forum regrets this and believes that though there may be a legal justification to ignore the covenant, there is not a moral justification for this.

D27 If the council is to proceed with development of the site, then the Daws Hill Neighbourhood Forum is duty-bound to ensure that it is in keeping with the local area and not detrimental to local residents, especially those resident on the site itself and adjoining properties.

D28 We find the Position Statement, PS10, which sets out the basic requirements for the site, inconsistent and occasionally contradictory:

1. 1c proposes up to 36,000 sq. of office space (presumptuously referred to as “employment creating floorspace”). This is inconsistent with 2h and 4.36’s call for “high quality” design and provision. The high density of commercial buildings (5 office blocks, hotel, supermarket, coach station and park and ride combined with the already high pollution levels are bound to produce a low-quality development which is unlikely to attract corporate tenants and thus detrimental to the economic strategy for the district.
2. Both the 2011 planning permission and the current application are for a site so dense that there is no space left for the calls in 2k and 4.42 for a combined heat and power plant let alone the massive biomass storage required for such a plant and the frequent daily deliveries by large trucks.
3. 4.32 describes the Sports Centre site as the district’s main location for sport related activities offering a wide range of activities. But then 2b calls for a suitable replacement for the athletics track and all-weather pitch which now, because of the high-density development . The athletic track has now been transferred to Little Marlow some 2 miles away and the artificial playing pitches to the John Hampden school across the main road. Thus, it will no longer be the district’s main location for sports related activities as only the Leisure Centre will remain.
4. 4.32 also claims that the Leisure centre building, which is little more than 30 years old, is approaching the end of its economic life. This claim has been made regularly since 2004 by WDC whenever a new plan is conceived and the argument is becoming less and less believable. If this

really is the case then the building was not fit for purpose when built and the council's building procurement practices should be investigated to secure better value for taxpayer's money in the future. The proposed replacement building has a lifespan of 40-60 years but will need refurbishment after 20-30 years.

D29 PS10 also advances further dubious claims:

1. 4.41 states "redevelopment of this site provides the opportunity for the creation of a high quality landmark development symbolising a gateway to the town facing onto the A404". This is exactly what was claimed for the John North Hall development several years ago except that the buildings were described as, 'iconic'. What was actually given planning permission and built were buildings universally acclaimed as monumentally ugly giving an extremely bad impression of High Wycombe to the visitor (who has ample time to view it from the regular traffic jams on Marlow Hill). Trees were cut down to make way for a gigantic block of flats with wholly inadequate provision for parking. Clearly, WDC's Planning department's idea of a high-quality landmark development is far from that of the residents and visitors to High Wycombe.
2. 2l states that consideration should be given to the noise and air quality constraints from the motorway and surrounding roads in the design and layout of any development but this does not seem to have been taken into account. With 96,000 vehicles per day using Handy Cross, local residents must contend with the noise and pollution that this produces as well as the noise and pollution from the busy M40 motorway, heavy traffic on Marlow Hill and, not mentioned at all in PS10, the extra volume of traffic forced onto the site to relieve congestion on Daws Hill Lane and Wycombe High School. The air quality on the site is already breaching government guidelines--43ugm/m<sup>3</sup> compared to the guideline 40ugm/m<sup>3</sup> (WDC Environmental Services August 12) with half of the preliminary air measurement done in the parkland of Abbey School half a mile away.
3. 4.37 states that there are no suitable sites near the town centre for development. This is simply not the case with an eminently suitable area bordered by Desborough Avenue, Desborough Rd, West Wycombe Rd and the new bus station. The area is full of old, partially disused commercial premises which are ripe for redevelopment with excellent communications by both bus and car and within walking distance of shops, hotels businesses in Wycombe town centre.
4. 4.38 Gives no reason to move the Park n Ride from Cressex Island to Handy Cross. Thus, we can see no clear reason for the added expense and disruption of moving it from its existing location and believe it should stay where it is.
5. Supermarket: no case is made to show any demand for another supermarket in the area. Local needs are adequately served by nearby Asda and Tesco with Waitrose and Morrison a short drive away. (see WDC retail assessment unavailable).
6. Hotel: no case is made to show demand for a hotel. Local demand is easily catered for by the nearby Holiday Inn, two new hotels in Wycombe town centre and a large hotel in Marlow.
7. Medical Centre: there would appear to be a prima facie demand for a General Practitioners and dentist since the nearest service is about one mile away on Desborough Avenue and fairly inaccessible by public transport.
8. The Neighbourhood Forum regrets the net loss of green space caused by the proposed transfer of the artificial pitch to the John Hampden playing field and hopes that this can be relocated to Cressex, for example, without the loss of greenfield land.
9. Running Track: the Daws Hill Neighbourhood Forum believes that the development should not proceed until a satisfactory alternative site (now at Little Marlow) is found which is satisfactory to both the users and to the local residents of the area selected to transfer to. Any degradation of either the running track or the artificial playing field will be viewed through the prism of the



Olympic legacy and will quickly bring the Handy Cross site and Wycombe District Council into disrepute.

10. Fair Ridge access road (aka the nameless road)-- this is the only route in or out for vehicles for the 235 local homes and the Leisure Centre. With its South-East Quadrant Strategic Plan, Bucks County Council proposes to transfer school traffic, both cars and buses, from Daws Hill Lane down this road to create a drop-off point for pupils at St. Michaels. On top of this, office workers, hotel staff workers and guests, supermarket workers and customers, will all be directed down this road which is already dangerous and congested and has been the subject of a safety campaign for several years. This will not be attractive to potential tenants of the site buildings.
11. The new site should consume its own traffic. Local residential traffic must be segregated from site traffic. The only way for the site to succeed is to ensure that traffic is not held up entering the site and this can only be achieved with its own dedicated entrance from Marlow Hill.
12. Daws Hill Neighbourhood Forum would like to see a bridge walkway from the site to the centre of Handy Cross roundabout and another across to the Holiday Inn so that it is easy for site workers to walk across to the hotel and on to Asda supermarket. This would also form a complete walking path from High Wycombe town centre to Marlow using the tunnel under the M40 at Asda.

D30 Taking into account the requirements set out in PS10 and the comments above, development of the Handy Cross site should:

- Be a high-quality development by reducing the building density and retaining much of the existing green area.
- Enhance and not degrade the existing "boulevard" style entrance to High Wycombe with its central green island and tree-lined sides.
- Be configured so that pollution levels are reduced rather than increased, by reconfiguring the layout and reducing the density.
- Segregate local traffic from site traffic.

D31 To encompass the above criteria, the main commercial office blocks and bus station (which were banned under the original purchase of the land), should be moved as far away from residential property as possible, i.e. as close to Handy Cross roundabout as possible and beside the M40. The floor area of the office blocks should be reduced to 20,000sqm and only built progressively when there is a firm commitment from a tenant. The tenant could then tailor the building to suit their requirements and this would increase the attraction of the offices to potential tenants.

D32 The non-commercial services such as the Leisure Centre and the Medical centre would naturally best fit near the local residential area so long as there are no toxic fumes from the wood-burning boiler.

D33 In between these two zones, and alongside most of the frontage with Marlow Hill is ample space for parkland with a lake or pond in the centre. This would satisfy two of the main criteria for the site: the office space would truly be of high quality with a park area for employees to enjoy their lunch-hour and it would produce an outstanding entrance to the town. Studies have shown that to most people, the most impressive entrance to a town or village is a mixture of grass, trees and a water feature.

D34 This site, despite being a peninsula surrounded almost entirely by very high volumes of traffic, has the potential to be a truly distinctive and potentially award-winning, high-quality development. But only if it is designed with care and consideration for both the people who will work and live there.

## Appendix E: Supporting Documents

### Content:

Ref E/001 - Daws Hill Neighbourhood Forum TOR

Ref E/002 - Daws Hill Residents' Association - Position Statement 1 - RAF Daws Hill Site

Ref E/003 - Daws Hill Residents' Association - Position Statement 2 - Infrastructure

Ref E/004 - Road Infrastructure Analysis

### Ref E/001 - Daws Hill Neighbourhood Forum TOR

#### SECTION 1 Introduction

##### *1.1 About this document:*

E1 This document has been prepared with the help of URS/Locality; its intention is to define the Terms of Reference for the creation of a Neighbourhood Forum as defined in this document.

##### *1.2 Introduction*

E2 The Daws Hill Residents' Association (DHRA) has recently formed an ad-hoc steering group for the purpose of exploring, with others, whether it would be a positive step forward to set up a new style Neighbourhood Forum as empowered to communities by the Localism and Decentralisation Act, November 2011. This is in the context of our neighbourhood containing a number of key sites that could result in significant new developments, including hundreds of new homes being built.

E3 We believe any development on this scale needs a strong local planning context and understanding to inform any proposals brought forward by developers and that such a context could be provided by developing a new style 'Neighbourhood Plan'. This would look at the social, economic, environmental and physical future of our neighbourhood and the capacity of the local infrastructure including transport, local biodiversity and our future sustainability as a distinct neighbourhood in which we all enjoy living.

##### *1.3 Legal Requirement*

E4 The proposed forum (Daws hill Neighbourhood forum) is a relevant body for the purposes of Section 61G of the 1990 Act (Section 5 (1) (c) of the Neighbourhood planning regulations

#### SECTION 2. Location

##### *2.1 Name*

E5 The working name is Daws Hill Neighbourhood Forum (DHNF).

##### *2.2 Area of Geographical Operation*

E6 The area described as the Daws Hill 'Neighbourhood' is situated to the south eastern side of High Wycombe with a west boundary running up Marlow Hill to the M40 junction and is loosely defined as having a core area centred on Daws Hill Lane and adjoining roads and adjacent areas including Handy Cross Sports Centre, Fair Ridge, Spinney, Fair View, School Close, Wycombe Abbey School, and RAF Daws Hill. A further secondary area defining the broader neighbourhood, subject to consultation with Neighbours and Parish councils would include: Abbey Barn North, Abbey Barn South and farmland down to the woodland areas bordering: Barrowcroft Wood, Deangarden Wood and Warren Wood. This area would be bounded by following the natural ridge and the M40 motorway up to Spring Lane and the

boundary with Flackwell Heath. The area will be kept under review with any other active neighbouring forums or groups, Wycombe District Council and the local Parish Councils.

### **SECTION 3 Purpose & Objectives**

#### *3.1 Purpose*

E7 The Neighbourhood Forum is created for the express purpose of producing a 'Neighbourhood Plan' for promoting or improving the social, economic and environmental well being of the neighbourhood, individuals living or working in the neighbourhood, and others with a commitment to the Daws Hill neighbourhood.

#### *3.2.Objectives*

A. E8 To bring together all those serving or having an interest in the neighbourhood, in order to:

- a. Strengthen networking and contacts within the neighbourhood;
- b. Encourage strong joint working between development promoters or service providers and the neighbourhood;
- c. Establish and further the business of a constituted neighbourhood forum;
- d. Exchange information and views to aid decision-making (about local
- e. activities, priorities and services).

B. E9 To develop a Neighbourhood Plan in order to:

- a. Provide a strong local spatial, social, environmental and economic context for any future development proposals;
- b. Respect and enhance the existing environmental character of the area as a well-established semi-rural area in High Wycombe;
- c. Develop and implement the highest possible standards in terms of sustainable development, engagement and consultation and local public services within the neighbourhood;
- d. Set out for Buckinghamshire County Council (BCC), Wycombe District Council (WDC) and others the future spatial and infrastructure needs for a sustainable Daws Hill neighbourhood;
- e. Inform the priorities for the distribution of financial resources arising from the Community Infrastructure Levy (CIL), Section 106, New Homes Bonus and any other relevant funding pots;
- f. Encourage and maintain delivery of any adopted Neighbourhood Plan or development order(s);
- g. Co-ordinate the involvement and response of the neighbourhood into any 'higher' level planning documents relevant to the neighbourhood and to ensure compatibility between the Neighbourhood Plan and other local plans, including those of neighbouring areas;
- h. Working with others to maintain and improve open spaces, the public realm, sports, play and youth facilities in the neighbourhood;
- i. Working with others to maintain, protect and improve woodland, trees and shrubs and rights of way through the neighbourhood;
- j. Further any other aspects of the neighbourhood's social, economic and environmental well-being.

C. E10 To work constructively with others to develop and maintain a strong fit between the service needs of the neighbourhood and spatial planning in order to:

- a. Maintain and improve the economic vitality of the community and the employability of its residents;
- b. Promote synergy between neighbourhood service planning and spatial planning, particularly with regard to educational, health and environmental services.

## Daws Hill Residents' Association – January 2012

The RAF Daws Hill site which has planning permission and is in construction (shaded grey and numbered "1" in *Figure2*) is situated on the eastern edge of our NA, bounded to the north west by the grounds of Wycombe Abbey School; to the north by Warren Wood and Deangarden Wood; to the east by Abbey Barn South; to the west by the Abbey Park estate and to the south by Daws Hill Lane. The site still retains all the mature trees including Scottish pines and a wonderful clump of copper beech. The Daws Hill Residents Association (DHRA) prepared a Position Statement on this development prior to planning permission being granted, and for completeness this is included below to demonstrate and evidence its major impact on the NA.

Daws Hill Residents' Association (DHRA) represents the 209 households comprising those in Daws Hill Lane, between Marlow Hill and the M40 bridge and the residential roads to the north and south of the Lane, including existing houses on the RAF base. The great majority of the households are subscribing members of the Association. The Association's Committee represents all areas and is committed to communicating effectively with our members. Co-opted members from adjacent residents' associations work with DHRA.

DHRA is aware that development is proposed for the former RAF Daws Hill land and that the land has very recently been sold by the Ministry of Defence (MOD) to Taylor Wimpey. Wycombe District Council have formed a local Reference Group to discuss the shaping of proposals to redevelop the land and your Association is represented on that Group, having already entered into discussions with the District Council (planning authority), County Council (highway authority) and the developers, as well as representatives of other residents' groups elsewhere whose members will be affected by any development. It is the intention of DHRA ultimately to become the nucleus of a Neighbourhood Forum, and DHRA is accordingly in liaison with other residents' associations in the Marlow Hill area of High Wycombe, and along the ridge to Flackwell Heath.

The District Council's current position is that they anticipate 500 – 550 dwellings being built at RAF Daws Hill. The developers are believed to consider the site is capable of supporting a higher number of dwellings. Both the Council and the developers have spoken of a "mixed development", comprising houses of various categories and other (as yet undefined) elements. This could comprise employment, education, sport or leisure development, or a mixture of these.

On behalf of its members and local residents, DHRA wishes to state its position clearly on the matter of future development at RAF Daws Hill, as follows:

### *Meetings and Communication*

1. DHRA will wish to be actively represented at all meetings with the developers, the County and District Councils where prospective development of RAF Daws Hill is to be discussed, as the properly constituted residents' association for the area and in the spirit of Localism.
2. DHRA acknowledges the support to date of local Councillors and will continue to communicate with our elected representatives, as well as remaining in close contact with other residents' associations in the locality.
3. DHRA will ensure that it communicates frequently and informatively to its members and local residents, via its website, press releases and local meetings.

## *The Site*

1. The site at RAF Daws Hill is very close to many of our homes but few of us have been able to walk through it. It includes a number of existing houses, other buildings including a former shop, medical centre, a chapel, a 10 pin bowling alley, the former London Central High School, and a gymnasium, together with very many trees (which we understand are protected by both collective and individual Tree Preservation Orders), sports pitches, tennis courts and open space. Additionally, the site is the home of the Headquarters of the local Air Training Corps, which is a valuable and respected group within High Wycombe which should be retained in situ. We consider that in any development, there should be a presumption that existing features of the site should be retained. We would expect the District Council to carry out a survey to see whether any historically significant buildings on the site are worthy of listing, and also to ensure that all important trees are protected by Tree Preservation Orders
2. The site is typical of land in High Wycombe as it occupies part of a hillside, and without great care on the part of the developers, new development could be obtrusively visible from many other parts of our town. We consider it essential that any new development must be sensitively designed so that it does not appear prominent or out of character and style with the surrounding area.
3. DHRA does not subscribe to the view that there should be 500 or more new dwellings on the land, in addition to “mixed development”. For reasons relating to infrastructure (primarily highways, transport and services, but also schools, medical, hospital capacities, emergency services, etc.) we consider that any development should be limited in scope and sustainable, not harming nor worsening any aspect of local infrastructure. DHRA notes with great concern that 500 dwellings is more than twice the number of houses which currently exist in the Daws Hill area, which brings inherent risk to the existing character of Daws Hill.
4. We would require to be convinced that development of anything other than detached houses and leisure / open space uses would be in keeping with the existing character of the Daws Hill area.
5. We believe that the development of the site presents an opportunity to retain and enhance the existing public footpath network, and strongly consider that all existing footpaths should be retained.
6. We are also aware that the adjacent Keep Hill Wood is a protected Local Wildlife Site, and would expect the District Council to explore whether that status should be extended into the RAF Daws Hill development site.

## *Roads and highway issues*

1. Daws Hill Lane regularly becomes seriously congested between Marlow Hill and the M40, and indeed the congestion extends at busy periods up Marlow Hill to Handy Cross, down Marlow Hill to the Town Centre, and along the lane towards Abbey Barn and Flackwell Heath. Occasional, exceptional circumstances (e.g. a road traffic accident on the M40) can result in local roads becoming rapidly gridlocked. We will oppose any development that would increase this congestion, which at current levels is unacceptable to local residents.
2. A solution to the congestion might be to “improve” Daws Hill Lane, by widening it, or by altering the various road junctions. DHRA believes that the majority of the people in our 209 households like their local environment the way it is and would not wish to see protected trees, boundaries or other characteristic features removed in order to accommodate further traffic - traffic which would in any event, even if eased locally in Daws Hill Lane, only go on to join heavily congested routes in Marlow Hill, Marlow Road, London Road etc.
3. DHRA is aware that some of the traffic congestion is a result of traffic carrying students and employees to local schools. DHRA will talk to local schools (Wycombe Abbey, St Bernard's and St

Augustine's) as they are part of our local community and will seek to work with them to find improvements to this situation.

4. Parts of Daws Hill Lane have no footpath which causes potential danger for pedestrians. DHRA would consider, alongside any new development, a proposal locally to provide new or wider footpaths with a consequent narrowing of the carriageway, within existing highway boundaries. We appreciate that this could reduce the capacity of the road, but this would have the advantage of being a safer environment for pedestrians, especially children.
5. At present RAF Daws Hill has only one entrance for vehicles - from Daws Hill Lane. DHRA considers that a single point of access would not be acceptable for any increased development and would wish to see two or more access points but not on Daws Hill Lane, taking vehicles to and from the site in different directions. Creation of additional access points would also alleviate the burden of construction traffic through the Daws Hill area over a period of potentially 5 years.

#### *Community and infrastructure*

1. DHRA is proud to represent the local community in our area and would want to see any new development become integrated with this community, reflecting the composition and character of our community. We would oppose the building of a new large "estate" with a single access and divided from our community by geography or by differences in character.
2. DHRA is aware that some aspects of infrastructure in High Wycombe are already strained, including public transport, police, hospital and health services. We would oppose any new development which is not directly coupled with real improvements to the quality of service, in the interests of both existing and new residents. At the same time we will seek to ensure that no development is permitted unless water, electricity, gas, telecommunications and broadband infrastructure is facilitated and existing supplies are not prejudiced.

#### *Alternatives to Housing Development*

DHRA has no intention of pre-judging any planning proposals which may come forward for the site, but wishes to propose a small number of possible uses which might make for good and appropriate use of the land without significantly exacerbating existing infrastructure problems. These could include:

- Retirement village
- Sports and leisure uses including playing fields for the University
- Relocation of St Bernard's and St Augustine's Schools

#### *The Future*

- DHRA will seek to persuade the developer and the authorities to have the interests of existing residents in mind in order to ensure that their amenity is not disturbed over a period of years by building and construction works in connection with the development of RAF Daws Hill.
- The Council, in its planning consultation for the area, suggested that the development of RAF Daws Hill could be coupled with development of the green field land at Abbey Barn South. DHRA is implacably opposed to development at Abbey Barn South which is not justified by any housing requirements, which would take unspoiled green-field land and which would immeasurably add to existing infrastructure problems, particularly those relating to traffic.

#### *Guiding Principles*

In summary, the guiding principles by which DHRA will judge any proposals for development at RAF Daws Hill, and which will influence our statements to the Councils and developers are:

To be acceptable to the local community, any new development:

- Will respect and enhance the character of the locality



- Will respect and reflect the heritage of High Wycombe
  - Will not exacerbate existing problems (especially those of traffic flow and volume, and pedestrian safety)
  - Will contribute positively to alleviating those existing problems and will not simply transfer those problems to another locality.
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## Ref E/003 - Position Statement 2: Infrastructure

### Daws Hill Residents' Association – February 2012

In our first Position Statement, DHRA drew attention to problems of traffic congestion at peak periods at Daws Hill Lane (DHL) and on nearby roads. There is already chronic traffic congestion in DHL at peak times. We believe that the additional traffic generated by the RAF Daws Hill development and the projected developments at Abbey Barn South and Abbey Barn North will bring the area at peak times to a standstill.<sup>1</sup>

The solution to this problem could be to divert all or some of the traffic elsewhere, except that Marlow Hill, Marlow Road and Handy Cross roundabout are already just as badly congested in peak periods, London Road is described as “chaotic”, and Abbey Barn Lane, with its steep hill and narrow bridge, is unsuitable for additional traffic.

Daws Hill Lane is increasingly used as a “rat run” for traffic trying to gain access to the M40 at either junction 3 or junction 4, and also for traffic looking for alternative routes to the Cressex Industrial Estate.

The development at Handy Cross of a commercial business, a hotel, a supermarket and a new leisure centre together with the reconfiguration of traffic circulation at the town centre will put further pressure on DHL, Marlow Hill, Marlow Road and the M40 roundabout.

There will be other major developments envisaged, such as Abbey Barn North and South, which will further increase this pressure.

The situation is already verging on the intolerable. We therefore ask that before any development of RAF Daws Hill, Abbey Barn North or Abbey Barn South is even considered, the District and County Councils should jointly commission a strategic infrastructure study of the south eastern quadrant of High Wycombe, from London Road through to Marlow Road, fully modelling existing and future traffic flows in this locality and analysing their impact in order to assess whether any further development of any type can be accommodated, and what reasonable improvements could be made without detriment to the character of the area and the quality of life of local residents.

The study should also include analysis of other infrastructure including schools' capacity and accessibility to health provision. There should be full public consultation and involvement in this study and in the analysis of the outcomes. DHRA sees no reason why the study should not be funded by the prospective developers of RAF Daws Hill, Abbey Barn South and other sites, and not from public funds, as it is the developers who wish to change the status quo.

DHRA does not consider that existing infrastructure can cope with existing pressures, let alone additional pressures, but understands that this view should ideally be professionally supported. This is why we are calling for our local authorities jointly to commission a strategic infrastructure study of the whole area, as we do not wish simply to divert our problems to another area.

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## **Ref E/004 – Road Infrastructure Analysis**

While the powers of a Neighbourhood Forum are limited in respect of transport planning, such is the gravity of this matter that the Daws Hill Residents Association prepared a Position Statement on this matter. Extracts are included for completeness and evidence below. Additionally, DHNF commissioned a report from a traffic planning expert and his conclusions are detailed in Appendix F. It is now understood that the Southern Quadrant Transport Strategy (SQTS) commissioned and endorsed by Buckinghamshire County Council is now not fit for purpose and needs serious revision.

### *Introduction*

The Daws Hill area suffers from significant traffic congestion, not only at peak times, but also at other times when traffic elsewhere in the area fails to run smoothly. If the M40 traffic becomes disrupted, the logical east / west alternative is the A40 through High Wycombe. Direct access to this is via the Marlow Hill. When this becomes congested as the town roundabouts and traffic lights slow the traffic, then Daws Hill Lane quickly becomes an alternative to travel east / west along the ridge to access the A40 via Treadaway Hill.

In the other direction, Cressex Industrial Estate traffic will use Desborough Avenue to access the A40 in the valley. With no other route options, traffic quickly crawls to a halt.

### *Daws Hill Lane*

Daws Hill Lane is a narrow country road through a residential area stretching from Marlow Hill to the M40 motorway, where it becomes Heath End Road. Where they exist, footpaths are narrow. The road is used as a rat-run for northbound traffic which has left the M40 at junction 3 and is seeking to travel to the Cressex Industrial Estate and business area. In the opposite direction, southbound traffic leaving the M40 at junction 4 travels to the Loudwater area to access the business park located under the motorway at junction 3.

At peak times stationary traffic stretches from the Marlow Hill junction to the M40 bridge, some 0.8Km. Journey times can be 15 minutes or more to clear this short stretch of road.

When schools traffic is added to the equation, school buses, parents dropping off children and parents picking up children all create major congestion. Slow and parked cars, making turns, using side roads and disrupting residents, create an interference effect on traffic which would otherwise flow more readily.

### **Pinch Point Status**

Major congestion at peak times, due to rat-running, school traffic, including buses and cars dropping off and picking up pupils. Long tailbacks, with unacceptably lengthy journey times.

### Traffic Analysis

The following is based on data available from BCC, WDC and Taylor Wimpey, as well as from our own research and estimates.

**Existing traffic movements:**

1. Peak at 600 – 800 traffic movements in each direction (east west)
2. Some 70% of all school-related trips come from the west (via Marlow Hill)
3. 200 vehicles related to school drop-off
4. 50 vehicles “dropping off” either on Daws Hill Lane or the surrounding residential roads.
5. There are 25 bus movements and many pickups or drop offs on Daws Hill Lane itself.
6. Queues of up to 1 km can develop westbound to Marlow Hill, with queues blocking back from School Lane to Marlow Hill eastbound.
7. Some 6 minutes delay in journey times east to School Lane is directly attributable to the above.
8. Some 10 minutes delay in journey times east to the Marlow Hill gyratory is directly attributable to the above.

**Future Traffic Movements:**

1. Some 350 – 450 traffic movements per day are predicted by Taylor Wimpey to arise from the development at Daws Hill.
2. This is based on a typical vehicle-usage factor, which ignores the likely profile of residents to commute long distances, as well as the unusually high measured vehicle ownership in the immediate area.
3. BCC have published a car ownership figure of 2.0 for Daws Hill (compared with 1.4 for High Wycombe and 1.1 nationally). Given the development can be regarded as an extension of Daws Hill (as the context), this same factor should be applied, modified somewhat to take account of the affordable homes content. A more realistic factor of 1.8 results in an incremental load of 1000 vehicles per day directly attributable to the development.
4. Moreover, we have resourced and conducted our own traffic survey, not of Daws Hill, but of a proxy site, close by and with evidential characteristics of relevance to the Daws Hill site. On 19 July 2012, a 1-day survey of Warren Wood community was undertaken, during both the morning and the evening rush hours. Observations of vehicle movements both into and out of the residential community were measured. The key salient findings were as follows:
  - 87 homes in the community
  - 100.7 vehicles per hour (am) representing 1.16 vehicles per home
  - 162.0 vehicles per hour (pm) representing 1.86 vehicles per home

The figure of 1.86 vehicles correlates remarkably well with the factor of 1.8 derived from the BCC data.

These high vehicle movements need to be extrapolated to the new development. With 450 - 550 homes potential, this equates to 837 - 1023 vehicles per hour, considerably more than the figure proposed by Taylor Wimpey. A minimum traffic volume of 825 vehicles arising from the site needs to be mitigated in full (or more) via improvements in traffic flow. If these improvements over-mitigate, then the current level of traffic congestion will be impacted positively, thereby improving the environment.

Other developments will also increase traffic movements. These have been assessed by BCC as part of their Southern Quadrant Transport Strategy (SQTS).

*Marlow Hill*

Marlow Hill is a dual carriageway, with two lanes each in a north south direction. The southbound two lanes flare to 4 lanes at the gyratory to aid traffic distribution in different directions. Marlow Hill has

traffic lights at the junction with Daws Hill Lane on the south (up-hill) lane. Traffic is further interrupted by traffic lights at the junction with School Close as part of the gyratory roundabout, allowing traffic to either continue south to the M40 junction 4, or travel via Marlow Road to the Cressex Industrial Estate and business area, or indeed switch directions to head north, back down the other carriageway to the town. A third set of traffic lights is located at the junction with the Sports Centre. Traffic heading for junction 4 is frequently held up by traffic turning across them into the Sports Centre itself.

At the bottom of Marlow Hill is the so-called “magic roundabout” which uses a series of mini-roundabouts to dissipate traffic around a large gyratory system, to eventually travel in any direction. This is a major source of congestion in our neighbourhood, since ongoing traffic is frequently impacted by subsequent traffic lights (e.g. at the Amersham Hill railway station junction), which causes traffic not only to become stationary on the gyratory system itself, but also in turn to back up Marlow Hill. Such queues are often back to Daws Hill Lane, occasionally to the top gyratory system and even back towards junction 4 of the M40.

Journey times can be substantial. It is not uncommon for a 1 mile journey from Daws Hill Lane to High Wycombe station to take over 30 minutes at peak times.

#### **Pinch Point Status**

This carries high volume traffic, interrupted several times by traffic lights. Congested in both directions at peak times and impacted by many other traffic issues around the town. The junction with Daws Hill Lane is particularly bad, since the Marlow Hill congestion itself prevents adequate capacity for traffic joining it, thereby making worse the congestion and journey times on the minor roads.

#### *M40 Junction 4*

This is a very busy roundabout, which connects the A404 trunk road and the M40 motorway with minor roads to Marlow Bottom and the Industrial Estate and business areas of Cressex.

The A404 road to the M4 motorway carries high volume traffic on a dual carriageway, two lanes either direction. This link road is a major commuter route, often regarded as an “outer” equivalent to the M25 London orbital motorway. Junction 4 handles the busy consequences of this.

The roundabout itself was upgraded some 3 years ago to increase lanes as well as segregate motorway and A404 traffic in all directions from the more local traffic needing to access the town and / or Cressex areas. The roundabout operates asymmetrically with respect to the A404; heading north, a dedicated lane allows traffic to flow from the A404 direct onto the M40 north; heading south, A404 traffic wanting to access the M40 south are held at the roundabout traffic lights. This is contrary to the initial plans for traffic flow and certainly different to residents’ expectations.

The traffic light system on the roundabout has recently been upgraded using the SCOOT system, intended to improve traffic flow.

Traffic flow is a delicate balance. Incidents on the roundabout, or on roads in the immediate vicinity, soon lead to gridlock. If the M40 needs to be closed for any reason, gridlock on junction 4 is a rapid certainty.

#### **Pinch Point Status**

This is one of the busiest motorway junctions in the country, understood to be working at near capacity and frequently congested. It is controlled by the Highways Authority. Its 4 lanes, serving 7 directions / routes are very sensitive and susceptible to spontaneous congestion for relatively subtle reasons, which in turn take a long time to clear and have high impact on the surrounding road structure. Incidents are

frequent since, despite good lane markings & signage, lane discipline is very poor, with many dangerous transgressions easy to observe.

### *M40 Junction 3 (a & b)*

Junction 3 to the southeast is a limited junction allowing north-off and south-on access only. This asymmetrical layout of motorway junctions results in substantial congestion at junction 4, which must handle the north-on and south-off traffic not available at junction 3.

The net result is an artificial increase in traffic volumes on local roads between junction 3 and junction 4. "Rat-runs" inevitably develop, which bring peak-time congestion to many roads and junctions.

Historically, it was envisioned that a Service Area may be positioned just south of junction 4 allowing north-on and south-off accesses and the motorway junction was provisioned in the construction. The opportunity exists to exploit this structure and link into local roads. This would "complete" junction 3 as two separate sub-junctions. Such an investment would fundamentally benefit the entire area by changing the traffic dynamics. However, depending on how the ingress / egress traffic might be handled at the new junction, other traffic and congestion issues may arise. This needs to be modelled to ensure the outcomes are acceptable.

### *Heath End Road*

This road connects with Daws Hill Lane at the M40 bridge and continues outside the neighbourhood to Flackwell Heath. The road is a country lane, with several other minor roads leading off it: Winchbottom Lane, Abbey Barn Lane, Spring Lane, before reaching the built-up area of Flackwell Heath.

Since this road runs east west along the ridge, rather than in the valley, it has become a popular rat-run which avoids the typical congestion of the A40 London Road.

Once in Flackwell Heath village, motorists use Treadaway Hill to access the A40 in the valley and hence junction 3 of the M40, prompting the rat-run itself.

Flackwell Heath, as a quiet village, is ill-equipped to handle such traffic. Any development which risks increasing traffic along Heath End Road is unacceptable.

### *Winchbottom Lane*

This minor road off Heath End Road runs north south from the ridge to the Thames Valley near Little Marlow. As such, it provides a tempting rat-run for motorists looking to avoid congestion on other roads. The road itself is very narrow, essentially a single-track road with passing places. As a country lane, without substantial investment to widen and improve, it is unsuitable for any significant traffic. It is situated in an area of Outstanding Natural Beauty.

### *Abbey Barn Lane*

This minor road runs north south from the ridge to the A40 in the valley. As such, it can be used (like Treadaway Hill) to link to the higher and lower east-west roads. The junction of Abbey Barn Lane and Heath End Road was upgraded in 2011, improving the Abbey Barn Lane exit to Heath End Road by expanding it to two lanes, complete with a central bollard to segregate traffic.

However, although the road surface is in good condition, the Lane is both steep and narrow, and towards the bottom, incorporates a narrow bridge, which is (almost) single track with priority signage.

The road partially bounds the eastern edge of the secondary area of our designated neighbourhood.

### *Spring Lane*

This is another narrow lane which is extremely steep and cuts north from Heath End Road, past the newly-developed Flackwell Heath Technical College, then under the M40 to Wycombe Marsh. Again, the A40 London Road can be reached, so Spring Lane is yet another rat-run.



## Appendix F: Planning Considerations

Planning decisions are guided by policies referred to when planning applications are made. The planning considerations below provide additional evidence to our proposed policies:-

### Content:

Ref F/001 - Employment

Ref F/002 - Water recycling

Ref F/003 - Transport

Ref F/004 - Transport Vision for High Wycombe

### Ref F/001 - Employment

In the 21<sup>st</sup> century, increasing numbers of working-age people are increasingly dissatisfied with time and money spent commuting, the stress associated with this lifestyle and a decreasing enjoyment of a formal working environment. Financial issues dominate, with workers facing shrinking pensions, earned only after working longer and retiring later. This all contrives to a perceived decline in quality of life. Consequently, they seek a stress free lifestyle, coupled with resolution of financial worries by generating residual incomes and financial freedom and independence

Many people are now choosing a new lifestyle around their home and family. There is growing evidence that home working is increasing as workers aspire to avoid commuting, to operate autonomously, to work independently.

Position Statement 8 (PS8) produced by Wycombe District Council, states that at least 6,000 sq. m of small-scale office and other use business units should be provisioned on the Daws Hill development as part of the mixed-use neighbourhood centre. Up to half of this provision could be provided in the form of live/work units.

The implication of this is that residents will be able to work from home, establishing and running home-based businesses. In reality, this translates primarily into the use of Internet services to operate a commercial concern. Broadband services to each home will satisfy this demand. Current technology supports the provision of high capacity fibre-based services to homes, with ample performance to support work-from-home aspirations.

For residents who live in High Wycombe, but commute to work, the logical destinations are:

- High Wycombe itself
- Local centres (Maidenhead, Slough, Reading, Heathrow)
- More distant locations (London, Oxford)

Taylor Wimpey via their agent DPP have identified in their document Response to Policy PS8 of the Position Statement on Housing and Land for Business Reference: 12261-1/R0002csw a number of observations.

Over the decade prior to 2004 Wycombe lacked a clear strategy with regard its economic vision and image. It states that planning and development should be used to build on Wycombe's strengths but a balance should be sought between further growth in the SME sector and a suitable proportion of high profile knowledge intensive inward investment opportunities. The long-term aim is to have a diverse economy with both large and small enterprises so that the local economy can withstand external shocks.

The strategy to achieve the aim:

- Significantly increase the amount of high quality employment land opportunities in order to accommodate the preferred economic strategy (i.e. knowledge intensive employers and less SME) to encourage the diversification of the employment sectors so that Wycombe can attract good quality employers.
- Land policies should be less restrictive so that B class uses can be accommodated along with other uses e.g. crèches, shops, and leisure facilities, but as ancillary to the main 'B' use.
- A significant amount of existing employment land will require redevelopment/upgrading over the period up to 2026.

Dedicated employment areas should be identified and retained for employment uses, SME locations should be accommodated in locations where there are industrial units and similar uses, close to residential areas – obviously amenity issues will need to be taken into consideration.

The employment land needs up to 2016 will focus on increasing the supply of high quality sites and premises through the process of regeneration, redevelopment and intensification. It will be important to monitor fresh sites which may be needed to meet the economic vision in the medium to long term; however, this should not require net additions to the stock of land recorded in 2004.

Cressex Business Park is identified as the most important industrial locations in Buckinghamshire. However, there are significant access constraints and many of the buildings are of poor quality.

The Inspector in examination of the Local Plan (2004) was of the view that there was already sufficient employment land supply and therefore there was no need for additional employment land to be identified within the Local Plan (2004).

The report highlights what the key indicators for employment uses were in 2004:

- Strategic links with London, by rail and road
- Close to M40 (and M4 interchange)
- Above average weekly earnings (national and Thames Valley)
- Knowledge based production activities (aerospace, electrical machinery)
- Knowledge based service activities (telecommunications R&D)
- New business generation is lower than competitors (south east and Milton Keynes, Wokingham, Oxford) but higher than national average
- Low unemployment rate and indices of deprivation
- Continued importance of traditional industrial uses in local economy
- Second largest employment District in the Western Corridor

In 2001 70% of people commuted to work by car. Congestion is a recognised problem in Wycombe. More people commute out than commute in to Wycombe for work, although only 4% commute out for work, which is significant lower than neighbouring Districts i.e. Maidenhead is 20% and Reading is 27%.

The ageing population in Wycombe is, in the long term, expected to lead to a decrease in the need for land for employment. And the population projections have been decreased following housing growth forecasts (this may have changed in Core Strategy).

The Wycombe economy can become stronger and more diversified without a substantial increase in employment land.

In 2004 property professionals reported that there was a high demand for good quality office buildings between 300-1,000 sq. ft. They said that in deciding on office accommodation the important factors were location, good car parking, clean and good access to the road network.

The report identified gaps in the supply of employment land:

- Bespoke, freelance properties for owner occupiers;
- Strategic modern facilities for inward investors;
- Small flexible affordable units for start-up businesses;
- Large scale distribution space close to the M40;

At the time, the 2004 report stated that there was potentially 161,000 sqm excess of industrial space and 'easily enough office space to accommodate modest demand for additional office space' (housing constrained scenario); this is what the South East Plan and local plan have envisaged.

However, in the market led scenario, i.e. where occupiers demands are met, losses of industrial land need to be restricted and the oversupply is est. 40,000sqm. In the Bucks Economic Prospects Study (2003) RGP state that there is only a qualitative rather than quantitative need for additional employment floor space. Therefore replacement is recommended to upgrade existing stock.

The Core Strategy Policy CS11 reflects this and it doesn't quantify how much land will be developed for new employment uses it focuses primarily on the redevelopment and regeneration of existing spaces and small amount of new development sites.

10.16 of the report states that whilst scattered sites may be suitable for some employment types, others e.g. office uses need allocated sites wherein there is a group of employment uses which provide positive site identity/image to be established.

80% of stock was either 'Very good' or 'good' condition although Atkins says that this reflects the economic structure and occupier requirements within the local economy. In future occupiers are probably going to expect higher quality developments. Moreover, 40% of units were developed in the last 20 years; however, a relatively high proportion of accommodation is over 50yrs old, which is a legacy of the industrial past.

The report identifies 1500 employment premises over 208 sites, overall 74% of sites have less than 10% vacancy rates but over 40 sites have 50% of units vacant. Overall vacancy rate is 18% (this fig. includes undeveloped land within the cartilage of sites) but the report states that in some circumstances this will decrease when the market improves but in others it is evidence of the quality, poor location of the commercial premises that may render it obsolete.

The Annual Monitoring Report 2009/2010 provides more up to date information on the economic situation within Wycombe; in addition, appendix 3 of the technical appendices concentrates on the economy.

The AMR shows that unemployment within the district has more than doubled between 2008 and 2009 and is up to 2.8%, although it remains below regional and national average and has since declined to 2.3% (October 2010).

There has been a loss in office, industry workshops and warehouses floor space and an increase in retail and education space. There has been an increased take up of light industrial and warehouse units.

The Sainsbury's development in High Wycombe town centre resulted in a loss of offices (4,640m<sup>2</sup>) and D2 (953m<sup>2</sup>) uses.

There was a loss of 6,793m<sup>2</sup> of office space within High Wycombe between 2009 and 2010, a significant amount of this is a result of the Sainsbury's development and as such should not be seen as a trend.

All employment uses lost floor space apart from B8 which increased by 1,799m<sup>2</sup>. B2 has the largest loss of 11,906 (reflects the decline in manufacturing).

Wycombe has a consistently higher economic activity rate when compared regionally and nationally with 82% of the population being economically active.

While it can be tempting to invest in new, modern work units, with the latest specifications, this should not be at the cost of ignoring existing work units currently empty and unexploited.

Proposals for 36,000 sqm of office space (with car parking) at Handy Cross and 6,000 sqm of small scale office and other business use at RAF Daws Hill appear to be imbalanced, when compared to substantial vacant units at Cressex Business Park and 1,000,000 sq. ft. of under-used office space across 20 blocks in Globe Park, only some 2 miles away.

DHNF can see no need for the development of further business space in the area.

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### Ref F/002 - Water recycling

The Wycombe District Development plan identifies the following, with which DHNF agrees:

- Thames Water is the main water undertaker within the district. Future service provision is planned through 5 Year Business Plans, Water Resources Plan and Sludge Strategy. Service provision is driven by regulatory drivers, housing growth, and existing deficiencies and economic and climate change.
- Veolia Water Central is the other water undertaker within Wycombe district and they cover around 7% of the district. They have not identified any infrastructure requirements towards the operation of their service.
- Thames Water has identified that the wastewater network is close to capacity. An extensive study is required to determine the most appropriate wastewater network strategic solution is required to serve future growth.
- Funding has been made available for network investigations and upgrades for period 2010-2015. The study will provide a cost estimate of any proposed works. Any works could potentially be delivered 2016 to 2021 and will need to be phased to ensure the strategic network solution coincides with growth. The proposed study will also establish the potential level of phasing or trigger points.

Specific proposal to improve water efficiency follow:

- Collect (harvest) rainwater from the gutters of each house, store it at a high level in each house and use this, gravity-fed, to flush toilets.
- Grey water recycling from baths, showers, basins, washing machines, dishwashers, etc. to flush toilets.
- Septic tanks for each house or group of houses so that rainwater remains on site where it naturally belongs.
- Water metering to be installed in all properties to encourage recognition of water as a valuable commodity.
- Reduce waste rather than restrict use e.g. automatic leak detection; water efficient WC's; flow restrictors and aerators on showers and taps; waterless urinals.

## Ref F/003 - Transport

### *General*

The extract below from the Buchanan report of 2009 gives a good background to the transport position and the planning considerations for our Neighbourhood Plan area and High Wycombe.

### *Connectivity*

High Wycombe is situated at the intersection of a number of important routes including the A404 and the A4010. The town is also served by the M40 motorway to the south and the A40, which runs east west through the town. The other main road route is the A4128, which runs north from the town centre through the Hughenden Valley to Great Missenden.

The main strategic east-west road link is the M40 which gives access to London to the east and Oxford and Birmingham to the west. There is heavy reliance on Junction 4 (Handy Cross) for strategic and local movements as Junction 3 at Loudwater only has access/ egress from the east. Within the town centre the A40 (London Road, east-west) meets the A404 (Marlow Hill, north-south) at the Abbey Way Gyratory.

Because of the geographical location of the town, its topography and historic development, strategic highway infrastructure is restricted to a few major strategic routes, which are inevitably congested, as they serve both local and sub-regional traffic.

High Wycombe is well serviced by public transport with a rail network, regular trains to London Marylebone and a journey time in the region of 40 minutes. Proposals to establish an inter-urban coachway adjacent to the Handy Cross Junction is now at the planning stage and will further enhance strategic access to the town.

The new bus station at Eden Shopping Centre has been recently completed. This provides a bus interchange with excellent waiting facilities for passengers at the northern end of the retail centre with direct access onto the retail circuit within the centre.

### *Overview*

High Wycombe suffers from high levels of congestion which has been partially addressed through enhancement to the Handy Cross Junction, the proposed Inter-Urban Coachway, the improved Park and Ride and redevelopment of the railway station. The climate change agenda and national transport policy will reinforce the need to provide a range of modes of transport through the town to address congestion and environmental quality.

Other reports, such as the Strategic highway network and highway modelling report of 2007 by Halcrow, describe our Neighbourhood Area as having the following constraints and obstacles:

#### **i. Walking and cycling**

Although central High Wycombe is only a short distance from the study area (a maximum of 2 kilometres) there are a number of obstacles to overcome if the development proposals are to effectively promote walking and cycling:

- The topography is challenging, as the sites are located beyond a ridge and significant gradients separate them from the town centre.

- Private grounds (Wycombe Abbey School and Carrington Estates owning the woodland) prevent access along the shortest routes to the centre.
- There is scope, however, to negotiate new rights of way for walking and cycling as part of the development.
- Footway and cycle provision along Daws Hill Lane and Abbey Barn Lane is poor and improvements will be required.

The main east-west cycle route in High Wycombe runs along Kingsmead Road and Bassetsbury Lane, north of the study area. Levels and access permitting, there will be a number of options to tap into this facility from both the RAF Daws Hill and Abbey Barn sites. New north-south routes should also be explored to ensure the town centre and rail station are accessible by bike, where feasible.

## ii. Local access issues

The key transport issues that will need to be considered in taking forward development on the Daws Hill and Abbey Barn sites are therefore:

- The capacity of the Daws Hill Road / A404 junction.
- The alignment / carriageway width on Abbey Barn Lane and the need for improvement at its Northern End.
- The capacity of the Handy Cross junction.

Further background on the type of journey made in and through the Neighbourhood Planning area and the predicted growth over the next 10 years can be found in the Southern Quadrant Transport Strategy of 2012.

Car ownership is relatively high, and work journeys are predominantly by private car. The proportion of work journeys made by foot are relatively high (10%), but less than 1% of work journeys are made by bike.

Journeys made in this area of High Wycombe are a complex mix of longer distance trips and shorter distance commuter trips (including many associated with Cressex Business Park).

About 20% of traffic on the A404 and the A4010 are longer distance (i.e. traffic travelling through High Wycombe to the Thames Valley).

Another important journey type in this area is the school run. There are a large number of school bus movements with almost 50% of all school journeys by public transport, and 30% by car.

Traffic congestion is a feature in this area, with delays on the A4010 and A404 affecting trips on connecting routes.

According to Government forecasts of population and job growth, traffic is predicted to increase in High Wycombe by 17% by 2022. This is based on growth projections that consider planning data (changes in population and employment) and trend-based socio-economic changes (e.g. car ownership levels).

Traffic congestion affects journey times and delays public transport services. School run trips are also affected by congestion, but in some areas these journeys increase delay for general traffic. Any further development that results in unmitigated traffic growth in the southern quadrant would worsen congestion.



## Ref F/004 - Transport Vision for High Wycombe

The Community Plan vision for Wycombe District is of an area that is economically strong and a good place to live, work or visit. Our strategy for High Wycombe is to support urban renaissance, to achieve sustainable communities and sustainable growth in areas that are, or can be, well integrated with the town. In terms of transport this means promoting sustainable transport alternatives to improve access to jobs, homes and services, and in particular to improve access between local and regional hubs and major development opportunities.

The following is a selection of the statements from the Vision which are applicable to our plan:

- Keeping traffic moving
- Managing travel demand and minimising traffic growth
- Maximising travel capacity on key corridors

High Wycombe town centre is at the heart of this vision and has a central role as part of a strong and vibrant economy that is attractive, people-friendly and accessible to everyone. This not only requires an innovative vision for the town centre, described by the Masterplan, but also a clear transport strategy to support such major improvements

Equally important to achieving the vision and meeting our objectives is the accompanying package of transport measures that not only manages traffic and travel demand across the town, but also enhances access.

Long stay parking at edge of town sites supported by enhanced public transport services including frequent and efficient north-south cross-town park and ride services that reduce the need to travel by car to the centre and across town. These are envisaged as bus based services for the foreseeable future but the opportunities for other more innovative options in the longer term will be considered.

Creation of a transport hub close to the M40 on the south side of High Wycombe, “Wycombe M40 Gateway”, to provide a local interchange for journeys within High Wycombe (to the town centre and new rail station) and a regional interchange for inter-urban journeys, including to the Thames Valley, Heathrow, London and the Aylesbury/ Milton Keynes growth area.

Investment in the major radial transport corridors to improve traffic and travel capacity, supported by the phased introduction of Urban Traffic Management and Control systems and incorporating bus priority measures.

Improving the quality and reliability of the urban and inter-urban bus network to make public transport a reliable and attractive alternative for people, who live, work or travel in High Wycombe.

Introduction of traffic management and control measures to discourage displaced traffic from using residential or inappropriate areas and enhance the quality of the local street scene.

Creation of an attractive and continuous network for pedestrians and cyclists that provides links between and within communities, including reuse of the High Wycombe Bourne End former railway alignment where practicable, whilst safeguarding its possible role as a public transport corridor.

Expansion of the Wycombe Special Parking Area to the whole of the District to enable better enforcement of parking controls, improved management of traffic and improvements to the quality of the local environment.

The Inspector’s report on the Core Strategy which is binding on the Council to comply with, included the following items: -

*M40 Gateway, High Wycombe:*

- Support for the Council's "appropriate spatial vision" for the area.
- Need to secure all possible synergies between development of the Abbey Barn/Daws Hill areas and other sites near the motorway junction at Handy Cross.
- Sports Centre site flagged as a "highly prominent site" and it is "vital to make the most of this landmark site".

*SQTS Summary*

The package of measures for Daws Hill in the Southern Quadrant Transport Strategy is proposing the following options:

- A new dedicated 'western' school drop off area accessed via the Sports Centre junction which separates background traffic from school traffic movements, hence minimising vehicular delay.
- Improved junction performance with better managed traffic and reduced queues on Daws Hill Lane, with other nearby junctions including the Sports Centre upgraded and operating within capacity.
- Provision of a new route for pedestrians, cyclists, school buses and public transport services with improved frequencies, providing wider benefits for travellers from Flackwell Heath and Bourne End.

An additional 'eastern' school drop off point to accommodate journeys from the east.

Widened footways and additional foot and cycleway connections to Wycombe Marsh to transfer traffic to more sustainable modes.

The junction of Marlow Hill/Daws Hill Lane will be improved by increasing the capacity of the left turn, with linked signal timings to smooth traffic flow.

Options to accommodate higher traffic volumes generated by other developments exist including the potential to open the right turn from Daws Hill Lane, and an additional lane on egress towards Cressex to reduce queuing on Marlow Hill and reduce congestion at the Marlow Hill / Marlow Road gyratory.

The SQTS is silent on the traffic impact at Flackwell Heath

## Appendix G: Traffic Infrastructure

While the powers of a Neighbourhood Forum are limited in respect of transport planning, such is the gravity of this matter, DHNF commissioned a report from a Traffic Planning expert and his conclusions are detailed and evidenced in the various points below :-

### 1 Introduction

To the extent that they affect the residents of our Neighbourhood Area, we give our observations and recommendations on the infrastructure arising from nearby major developments, on traffic congestion and planning.

### 2 Our Vision

We envisage an efficient transport and infrastructure environment where ongoing developments and improvements contribute to an improving quality of life for our community.

### 3 Our Objectives

This section divides into specific targets of what we want to achieve via our plan as well as what we want to avoid happening to ensure our vision can be delivered.

### 4 Our Aim

#### 4.1 Neighbourhood Area:

- Ensure that the authorities develop a credible strategic Highways and Transport Plan for the whole of the neighbourhood, logically and consistently positioned in the context of the wider geography of the Southern Sector of High Wycombe;
- Ensure that each development or improvement delivers positive incremental traffic movement benefits to our community.
- Oppose any initiative which increases congestion without adequate mitigation;
- Ensure that, wherever possible, the current traffic congestion, pinch points and issues are progressively improved;
- Ensure that no development or initiative is approved or undertaken without credible and compelling evidence that traffic movements in our community will benefit. No development or initiative should have experimental status;
- Work with schools to encourage them to take responsibility for the traffic problems they create and to provide on-site solutions to alleviate congestion.
- Ensure that all incremental traffic arising from the development and the associated congestion is fully mitigated by road and junction improvements, and that unless and until full

#### 4.2 Surrounding Environs

- Consideration must be given to current and future levels of pollution. It is understood that the current level of NO<sub>2</sub> pollution in the Handy Cross area already exceeds the current permitted Air Quality Objective levels (of 40 micrograms per cubic metre). In 2010, this was measured at 42.8 µg/m<sup>3</sup> and rising. Any development here will bring increased traffic levels and a worsening of pollution levels in a residential area. Mitigation proposals need to be both credible and viable;
- Developments undertaken in the Daws Hill neighbourhood should not adversely impact on the areas outside our neighbourhood. It is unacceptable for us to simply push infrastructure problems to other neighbourhoods;

- We wish to maintain the 'look and feel' of the neighbourhood—including trees, boundaries and other characteristic features—as it is today;
- We wish to avoid severe detriment to the larger community as a result of any of the developments discussed in this Plan.

## 5 Our Strategy

- To work within the framework of the NPPF to define and refine our requirements of our neighbourhood;
- To communicate our plans to Buckinghamshire County Council and Wycombe District Council for inclusion into their wider strategies and plans, and
- To share information and reports we have with them to influence and shape planning and developments in our Neighbourhood Area.

## 6 Background

Because of the land-locked nature of our Neighbourhood Area, we propose a series of incremental improvements to improve the infrastructure in our Neighbourhood Area. Rather than try to specify these improvements ourselves, we look to the statutory highways authority, Buckinghamshire County Council Place Services, to propose properly modelled, evaluated, scrutinized, and funded sustainable improvements.

BCC adopted Southern Quadrant Transport Strategy (SQTS) in December 2012. Whilst promoted as a comprehensive solution to the infrastructure challenges in the area, it is a strategic document and as such, unsuitable for determining local planning applications.

DHNF employed Alan Lewis to review the SQTS and make recommendations on improving it and proposing additional transport initiatives to address its shortfalls. The Consultant's report (Daws Hill, High Wycombe Transport Strategy Review 7 September 2012: Alan Lewis, I Eng. FIHIE CMILT, Associate Director, WSP Development and Transportation) is available separately. Our recommendations, based on Alan's conclusions are outlined in our proposals.

## 7 Proposals

### 7.1 The Local Transport Plan (LTP)

The LTP adopts a logical approach to tackling travel demand in High Wycombe, adopting a holistic approach to transport. With complimentary land-use, infrastructure and transport service decisions the approach can deliver an acceptable solution for the long-term.

### 7.2 The Major Scheme Business Case (MSBC)

The MSBC appears to be marginal and unlikely to deliver long-term success without further 'pump priming' funding. The viability of the Handy Cross Park & Ride is very unlikely to be sustained beyond the medium-term if supporting measures are not delivered. Unless complementary measures are developed within 2-3 years of opening it is equally unlikely that coach operators will serve the site and the potential of the coachway to deliver mode shift will rapidly diminish.

### 7.3 Southern Quadrant Transport Strategy (SQTS)

SQTS purports to have considered alternative options, including variations of improvements at Marlow Hill. These have not been presented in any detail to inform a fair comparison of the options.

SQTS identifies improvements to the A404 / Daws Hill Lane junction incorporating an increased flare on the approach to the existing left-turn only signal. This should enhance the proportion of 'green-time'

offered to A404 traffic and generally improve capacity at this junction. It is unclear if the full capacity of this flare can be realised as the junction visibility splay at the adjacent Daws Hill Lane / Marlow Hill junction is already poor and would be set back further as part of the works.

- We agree with the widening of Marlow Hill south (uphill) between the junctions with Daws Hill Lane and School Close. A third Lane, widening to the existing 4 lanes at the summit, will improve the traffic volume flow and help mitigate some of the increased traffic volume emerging from Daws Hill Lane.
- A substantial portion of the traffic flowing south up Marlow Hill exits onto Marlow Road for access to the Cressex business area, the balance either pursuing the A404 to Handy Cross or turning north and heading back down the hill. With two lanes entering the gyratory from Marlow Hill, the current single lane pinch point of Marlow Road (at Wycombe High School for Girls) largely cancels the benefits of the improved flow. However, once past the school, Marlow Road widens to two lanes southbound up to the mini-roundabout with Desborough Avenue. It is recommended to widen Marlow Road at the school to have two lanes southbound continuously from the gyratory to Desborough Avenue.
- We support the upgrading of Marlow Road/ Desborough Avenue junction to increase capacity provided it is advantageous to buses.

#### **7.4 School Pick up and Drop Off**

Proposals to enhance safe routes to school and reduce on-street parking close to the school are outlined in the SQTS. Evidence in some studies suggests that increasing number of car-based trips occur for escort education beyond 500m from the home. The escalation of demand is apparent when one considers the return walking journey of nearly 1km. However, the re-siting of parking is only practical if regular parking enforcement is maintained. SQTS offers no evidence that such steps will be taken. Parking limitations and enforcement must be both vigilant and frequent.

SQTS recognises the existing network constraints of the A404 Marlow Hill gyratory, and Daws Hill Lane junction, see below. Alan Lewis has identified an alternative based on the following:

- Improvements are already proposed on the northbound approach to the A404 / Marlow Hill junction. It may be possible to widen the carriageway into the central reserve and thereby accommodate forecast flows whilst delivering the (pre-signal) bus priority incorporated into Coachway proposals, as well as delivering pedestrian / cycle crossings.
- The A404 carriageway offers a right-turning lane into Daws Hill Lane. This carriageway could be reallocated to widen the A404 southbound from this junction to 3-lanes, effectively delivering a lane gain from Daws Hill Lane and offering sufficient weaving length at 40mph between this junction and Marlow Hill (shown in red).
- The right-turn into Daws Hill Lane can be grade separated (north to east, one way) using school land to the west, delivering an additional / alternative pedestrian / cycle crossing, and making best use of the topography in this area (shown in yellow). This will involve:
- Turning the junction into a simple left-in / left-out junction, closing the central reserve and improving safety in the form of a compact grade separated junction;
- The loss of the existing bus lay-by, but this facility could be re-provided within the landscaped area of the school grounds;
- The loss of some trees at this boundary but subject to replanting within the informal open space within the southwest quadrant of the school;
- A better school drop-off / pick-up facility, which will reduce disruption to network traffic primarily on Marlow Road. We consider that such an arrangement would help redistribute traffic from the A404 corridor to the north improving traffic flows and delay, there would be

modest adverse impacts on Daws Hill Lane, and the bridge earthworks would help form part of a noise barrier for residential areas to the east.

## **Figure 2: Daws Hill Lane / Marlow Hill proposal**

### **7.5 Park and Ride**

To enhance the potential of the Park and Ride (P&R) and deliver a more viable bus service:

- Signal / pedestrian / cycle crossing could be introduced at Wordsworth Road junction thereby 'gating' traffic flows at the edge of the town centre. This would reduce community severance and could support a parallel bus route to the A404 corridor.
- With the above pre-signal crossing it may be practical to use the northbound grade separated route and a bus / cycle route via Tennyson Road, with less tree loss than the area near Daws Lea, thereby achieving northbound bus priority past much of the traffic on the corridor.
- Subject to network constraints elsewhere it may be practical to permit buses to operate through Wycombe Hospital, turning left into Barracks Road. In collaboration with the Hospital's Travel Plan it should be possible to intercept car trips to the hospital and transfer these to bus journeys, whilst potentially enhancing journey time reliability for bus services into the town centre.
- Consideration should be given to more onerous parking restrictions and better enforcement arrangements. Together with an escalation of parking charges above inflation and the hypothecation of these increases the combined changes on generalised cost of travel into the town centre could support P&R services into the future.

### **7.6 Daws Hill Lane (DHL)**

DHL should not be widened: We believe this will deliver no material benefit, and doing so would place existing trees at risk or be at the expense of pavements. We recommend that footways be provided on both sides of Daws Hill Lane.

Extreme topography and traffic levels on Daws Hill Lane, together with a lack of width of the road and pavements, make the provision of cycle lane here unsafe.

We do recommend that an improved footpaths/pavements and the provision of a cycle path between the Handy Cross hub and Flackwell Heath—but not along DHL—be considered. This should encourage the use of bicycles from the new RAF Daws Hill site as well as other residential areas off Daws Hill Lane.

### **7.7 Daws Hill site traffic:**

Traffic leaving the RAF site should not overly-impede traffic flowing along Daws Hill Lane. Nor should exiting site traffic via a roundabout have ongoing priority over Daws Hill Lane traffic. We propose that any roundabout, however elongated, should be marked with yellow boxes to ensure Daws Hill Lane traffic retains priority via traffic gaps. Alternatively, signage advising "merge in turn" could be exploited (although this can be difficult to enact). It is further recommend that induction sensors are laid at the time of construction to allow traffic lights to be installed to control peak-flow traffic.

### **7.8 Handy Cross (Junction 4)**

BCC should consider the provision of box junctions or Keep Clear markings at access and egress points on the roundabout at Junction 4 of M40 (Handy Cross). These should be enforced with the aid of cameras if necessary.

- Improved lane markings and signage should also be installed to improve the flow of traffic.
- Upgrade the junction of the A404 south with the M40 (J4) to allow direct flow onto the M40 south, rather than holding traffic at the traffic lights. This is consistent with the provision of a similar facility allowing the A404 north to flow directly onto the M40 north.

- Also on the roundabout at Junction 4, improved lane markings and signage should be installed to reduce lane transgressions and the resulting incidents and congestion. Lane discipline could be enforced by selective use of on-road low-profile kerbing to dissuade vehicles from unacceptable and dangerous lane changes.

### **7.9 Daws Lea bus route:**

We do not agree with the proposed Daws Lea link to the Handy Cross Hub, since it will be detrimental for many reasons, including: air and noise pollution; the impact on quality of living there; the safety of children and nursing home residents; the compulsory purchase of residential property; and the removal of a bus service from Daws Hill Lane residents closer to Marlow Hill.

We maintain that the better solution to improve traffic flows on Daws Hill Lane and promote public transport is to move the current school drop off arrangements for cars and buses from Daws Hill Lane and Marlow Hill to Handy Cross Hub; to provide improved (and where necessary, new) pedestrian routes from Handy Cross Hub to John Hampden, Wycombe High School for Girls, and St Michael's for school children, and to implement controlled parking on the roads leading off Daws Hill Lane and Fair Ridge/The Spinney/Foxleigh.

### **7.10 Southern school access/drop off point:**

We support the creation of a fully dedicated southern school access immediately adjacent to the M40 at the Handy Cross Sports Centre site currently used by the Highways depot, including noise abatement measures. In conjunction with a financially viable public transport services to and from the Southern Quadrant, this will allow easy access to the new development proposed at the Handy Cross hub and enable pupils to access the school buses in very close proximity to the schools.

The provision of two dedicated bus routes: one to Cressex Island/John Lewis etc. as offered by the current Park and Ride service, and the second a dedicated Park and Ride service from Handy Cross Hub to the town centre. This recommendation substantiates our view that the Daws Lea bus route is unnecessary.

### **7.11 Improve Signage**

We recommend that signage be provided on Cressex Business Park to indicate the pedestrian routes to reach bus stops across the area.

### **7.12 Traffic Lights**

We support the proposal to synchronise traffic lights at the junctions of Marlow Hill with Daws Hill Lane, School Close and the Handy Cross Sports Centre entrance to other traffic signals across High Wycombe town and on surrounding roads leading to / from Junction 4.

### **7.13 Handy Cross Access**

We recommend that the existing access at Handy Cross Sports Centre (un-named road) should only be made available to traffic for Fair Ridge residents and the new Leisure Centre. Traffic for the remainder of the site should use the middle and other access points.

These separate access points need to complement the western school drop off points at John Hampden and Wycombe High School for Girls to mitigate against an unacceptable level of traffic for the Cressex side of Marlow Hill residents and similarly for Daws Hill residents, mitigate against unacceptable levels of delay getting into and out of the Fair Ridge/The Spinney/Foxleigh development, and mitigate against increased noise and air pollution.



#### **7.14 The traffic calming measures:**

The speed limit on Daws Hill Lane should be 20mph with flashing signals linked to the during school day start and end periods. Outside of these times, the speed limit should be 30pmh. Traffic calming measures other than speed cushions should be implemented.

#### **7.15 Daws Hill Lane School Crossing**

We support the upgrading of the school crossing in Daws Hill Lane to be a signalised crossing with appropriate road markings. This will ensure that pupil crossings are “batched” to disciplined times and avoid traffic being interrupted ad hoc.

#### **7.16 Abbey Barn and Heath End junction**

We support the construction of a roundabout at the junction of Abbey Barn Lane and Heath End Road. It is clear that Abbey Barn Lane traffic will increase considerably and the existing simple T-junction will be unable to cope. Because of the topography and need for adequate sighting, we recommend that Abbey Barn Lane is re-routed slightly and the new roundabout is constructed at the junction with Winchbottom Lane (where the junction used to be).

#### **7.17 RAF Daws Hill School drop off point**

The school drop-off point on the RAF Daws Hill site must be completed with the first phase of housing and brought into use as soon as possible. We agree it should be as near the schools as possible to encourage use and must be introduced with the parking measures described elsewhere.

#### **7.18 Wycombe Special Parking Area (CPZ)**

We recommend the expansion of the Wycombe Special Parking Area (CPZ) to include Fair Ridge/The Spinney and the roads off Daws Hill Lane, to enable better enforcement of parking controls, improved management of traffic and improvements to the quality of the local environment, and ensure that the parking facilities provided at Handy Cross Sports Centre development meet the requirements of each of the uses at Handy Cross site. The CPZ schemes should be at no cost and no detriment to residents in the aforementioned roads.

#### **7.19 RAF Daws Hill WDC Development Brief**

The proposals below are taken from the WDC document RAF Daws Hill High Wycombe Development Brief, which itself builds on WDC’s PS8 (on RAF Daws Hill) Policy Statement and is consistent with them.

DHNF support:

- A high quality and frequent (15 minute) bus service and associated infrastructure, including bus priority measures, linking the site to the town centre should be provided. This should include provision of a direct public transport link with bus priority and high quality cycling/walking routes to the planned Handy Cross Hub (High Wycombe Regional Coachway Park and Ride).
- Provision of new cycle routes, new and improved footways, appropriate road safety and access improvements along Daws Hill Lane connecting to existing infrastructure.
- Maintain and enhance rights of way network to the surrounding countryside/ woodland, including retention of main north/south right of way through the site, and provision of sensitively designed woodland walk (Deangarden Wood).

#### **7.20 Proposed M40 Junction 3a**

We urge BCC to seek funding to support and facilitate a road network to the proposed Junction 3a. The new junction will support economic growth and business by securing better motorway access. It may also relieve traffic in Flackwell Heath, Little Marlow, Bourne End, Wooburn and Wooburn Green, and will reduce traffic on London Road and Daws Hill Lane as well as any future development along Heath End Road.

### **7.21 New Road Bus Layby**

The A4010, John Hall Way intersects Cressex Road and becomes New Road at a roundabout intersection. On New Road heading north, a bus stop is sited some 50m from the roundabout. Buses picking up and setting down passengers here cause immediate tailbacks back to the roundabout, which rapidly becomes blocked at peak times, impeding the flow in all directions. It is recommended to create a bus lay-by stop to accommodate stationary buses without impacting traffic flow.

### **7.22 HGV Signage to Cressex Business Park**

The County Council to provide clear signage for HGV routes into Cressex Business Park via Turnpike Road and Cressex Link Road / John Hall Way, following consultation with businesses on the Business Park that generate HGV movements.

### **7.23 Cressex Road and Cressex Link Road left turn**

We endorse the SQTS proposal for a left turn at the junction of Cressex Link Road and Cressex Road and a left turn at the junction of Cressex Road with Coronation Road.

## Appendix H: Matters We Seek to Influence

There are matters of great local concern that legally are outside the scope of a Neighbourhood Plan. Nonetheless DHNF can use its influence when discussing development proposals with Planning Officers and Development Managers at the Local Planning Authorities. For completeness DHNF will continue to lobby on behalf of local residents on the following matters.

### 1 Transport Infrastructure

The Daws Hill area suffers from significant traffic congestion, not only at peak times, but also at other times when traffic elsewhere in the area fails to run smoothly. If the M40 traffic becomes disrupted, the preferred east/west alternatives are primarily the A40 through High Wycombe and Daws Hill Lane. North/south access is via Marlow Hill (to Handy Cross for junction 4) and Treadaway Hill, Flackwell Heath (for junction 3).

When the A40 becomes congested as the town roundabouts and traffic lights slow the traffic, then Daws Hill Lane (a) quickly becomes an alternative to travel east/west along the ridge to access the A40 via Treadaway Hill, and (b) congested.

According to our independent traffic and infrastructure report, the majority of the major highways in our area are at or over 85% of capacity already—without the developments at Handy Cross Sports Centre, RAF Daws Hill and elsewhere.

We shall continue to press for all measures to reduce the current volume of traffic using Daws Hill Lane, or as a minimum to ensure that the position is not worsened. Remedial measures include the provision of improved public transport, the provision of off-street parking at bus hubs to take existing traffic off the road, and controlled parking zones to prevent danger and congestion associated with “school runs”.

As Daws Hill Lane is not itself the cause of traffic congestion, but the victim of it, we shall resist any attempt to widen the road, which inevitably would destroy the character of the area. Similarly we shall resist any attempt to open up bus routes along unsuitable residential roads, such as Daws Lea.

We are aware of the current debate concerning street furniture, street lighting and traffic lights. We shall seek to remove all unnecessary street furniture in the plan Area, to resist the turning off of streetlights where there is a risk of increased danger or crime, and to support the safe switching off of traffic lights during quiet times to minimise delays and pollution.

To minimise traffic delays caused by roadworks, we shall liaise with utility companies to seek to maximise the use of service ducts within footpaths and pavements, or other means of making carriageway openings unnecessary.

### 2 Other Infrastructure Deficiencies

During discussions with residents, concern was expressed repeatedly about the following deficiencies in local infrastructure:

- Lack of medical facilities, including a pharmacy.
- Lack of low-rise housing for elderly residents.
- Lack of sheltered housing for elderly residents.
- Lack of nursery/play-school facilities.

We shall seek to influence planning decisions to remedy these identified shortcomings.

### **3 Sustainable Development**

One of the underlying conditions of a Neighbourhood Plan (or Neighbourhood Order or Community Right to Build Order) should be that it contributes to the achievement of sustainable development. The Government's approach to sustainable development is set out in the National Planning Policy Framework. At its core, it is about enabling growth to cater for the needs of current generations, but ensuring that growth doesn't mean worse lives for future generations. Our Plan seeks also to incorporate ecological development.

All new development within DHNF should seek to achieve high standards of sustainable, low carbon development and, in particular, to ensure that the design, construction and day-to-day operation of buildings has sought to reduce the long-term use of fossil fuels, for example through higher levels of insulation, the provision of suitable public transport, cycle lanes and pavements, and of electrical charging points for vehicles.

Additionally, our Plan seeks to promote the efficient use of natural resources, the re-use and recycling of existing materials and resources, and the production and consumption of renewable energy. Examples include grey water recycling, an anaerobic digester to process green waste produced on site to generate heat and light, solar panels/arrays and wind turbines, and linking this low and zero carbon energy into the new and existing buildings.

Finally, our plan seeks to adopt best practice in flood mitigation through measures such as sustainable urban drainage—which incorporates features such as green roofs, permeable roads and surfaces in car parks and so forth.

### **4 Heritage**

In recognition of any historical significance within the Neighbourhood Area, our Plan seeks to arrange a local consultation exercise, to map and note areas of local cultural importance—noting levels of perceived importance to local people—from which we would create a series of themes in the area associated with this history. From these themes and the perceived importance—and from National and Local policy and guidance—we will create specific policies relating to heritage buildings/structures, and new build in context.

### **5 AONB and Green Belt**

Many aspects of our Neighbourhood Plan are touched by- and informed by the need to value, protect and respect the Chilterns AONB which borders our Neighbourhood Area.

Additionally, we recognise the importance of Green Belt land adjacent to our Neighbourhood Area, the purpose of which is to keep a clear green space between individual communities. We shall resist any attempt to develop this Green Belt land for any purpose, be it residential, commercial, transport or any other form of infrastructure.

### **6 Other Community Groups**

We are aware that many other communities in the Wycombe District Council area are experiencing similar problems to ourselves. We will seek to identify and work with such groups where there is a perceived mutual benefit.