



Local Development Framework

Options Consultation: Report of Consultation (Detailed Responses)
(June 2009)



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Purpose of this document

1 Purpose of this document

This document provides a summary of responses to the Local Development Framework Options Paper which was subject to consultation in March-May 2009. This summary of responses should therefore be read in conjunction with the Options Paper together with the LDF Options Paper: Report of Consultation.

2 Responses to Question 1

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Responses to Question 1

Key Issues and Challenges

Question 1

Do you agree that the key issues and challenges identified above accurately reflect those facing the Royal Borough?

Table 2.1 Question 1

Response	Respondent ID	Name
Yes	CLLR1	Derek John Wilson
We broadly agree with the list of key issues and challenges identified in Section 3. However, as stated in our overview, we have concerns about the lack of commitment to undertaking a review of the Green Belt and the identification of land outside of existing settlement boundaries for development, for housing, for economic, and other essential development. Significant weight must be attributed to the physical constraints, and not policy constraints, within the Borough which clearly indicate that a green belt review is not an option, but a necessity.	COO001	Chartered Institute of Marketing
We broadly agree with the list of key issues and challenges identified in Section 3. However, as stated in our overview, we have concerns about the lack of commitment to undertaking a review of the Green Belt and the identification of land outside of existing settlement boundaries for development, for housing, for economic, and other essential development. Significant weight must be attributed to the physical constraints, and not policy constraints, within the Borough which clearly indicate that a green belt review is not an option, but a necessity.	COO002	Copas Farms
We broadly agree with the list of key issues and challenges in section 3. 'White Land' within settlements such as Cookham must be viewed favourably in this context in order to meet these challenges.	COO003	Copas Farms / Copas Partnership
Broadly agree with the list of key issues identified by Section 3. However we have concerns about the lack of commitment to undertaking a review of the Green Belt and the identification of land outside of existing settlement boundaries for development, housing, economic and other essential development.. Significant weight must be attributed to the physical constraints, and not policy constraints, within the Borough which clearly indicate that a Green Belt review is not an option but a necessity.	DEVSO1	Land Aspirations
It is important to not only accommodate the needs of an ageing population but also to secure a better choice and mix of housing overall, in particular for family housing to off set the heavy bias towards apartment and flatted developments.	DEVSO3	European Property Ventures
The South East Plan housing figure is a minimum and leaves the Borough Council a clear obligation to exceed it where possible. Also the SEP indicates that the LDF plan period must be extended to 2031 in terms of identifying appropriate housing capacity. This together with the need for a Green Belt boundary review should be reflected upon in this section.		

Responses to Question 1

Response	Respondent ID	Name
No argument with the choices and general drift of the issues and challenges	DEVSO4	Wardour Lodge Estates Ltd
Bearing in mind the Inspectors Report on the previous Core Strategy, it is considered that a key challenge with regard to "protecting local character and distinctiveness" is to undertake a review of the Green Belt boundaries and this should be referred to.	DEVSO5	Lancaster Plc
Reference to the need to ensure an adequate supply of affordable housing should also be made.		
Yes. Various points summarised: Demographics - need to plan for a greater number of smaller households. Housing - need mix of new housing, including large private market properties that create the ability to trade up from smaller dwellings (releases more affordable housing onto the market). Local character and distinctiveness - increasing housing densities in Sunninghill would put its character and uniqueness at risk, so need to release some green belt land around the edges. Infrastructure - new development should pay for improvements via Section 106 Agreements. Issue of school capacity in Sunninghill. Biodiversity - Need to protect SPA while allowing some housing. Best way is through Section 106 Agreements.	DEVSO6	Quartermaine
Yes. Various points summarised: Demographics - need to plan for a greater number of smaller households. Housing - need mix of new housing, including large private market properties that create the ability to trade up from smaller dwellings (releases more affordable housing onto the market). Local character and distinctiveness - increasing housing densities in Old Windsor would put its character and uniqueness at risk, so need to release some green belt land around the edges. Infrastructure - new development should pay for improvements via Section 106 Agreements. Biodiversity - Need to allow some housing while protecting against flooding - client's site would allow this.	DEVSO7	Mr Sines

Responses to Question 1

Response	Respondent ID	Name
Broadly agree and welcome inclusion of climate change as a challenge. Need to encourage developments that are less dependent on oil.	LAG1	Maidenhead and District Friends of the Earth
Yes in general. More could be stated on the diversity of the character of the borough, with 2 major urban centres surrounded by countryside with different challenges.	LAG2	Community Council for Berkshire
Yes	LAG5	Maidenhead Riverside Organisation
No. Do not agree with 'demographic changes'. Cookham Health Check 2008 recorded 998 people under the age of 16 in the three Cookhams, representing 18% of the population compared with the national average of 15.9%. The LDF should take account of this.	LAG7	Cookham Society
The 'Local Character and Distinctiveness' section fails to give sufficient weight to the challenges facing the countryside - notably those in the SHLAA. Add a further bullet point: 'Outside the towns of Windsor and Maidenhead the other settlements in the Royal Borough have been protected by Green Belt, which needs to be maintained, to prevent built up areas from merging into one another and to safeguard the countryside from encroachment, thereby maintaining the principles of the Green Belt.'		
Add issue of Peak Oil. Need to encourage developments that reduce our dependence on oil.	LAG8	Transition Town Maidenhead
Yes. Add 'Inappropriate development within the Green Belt'.	LAG9	SPAE
No	LDO9	Not given
The country is not short of housing stock - issues with people buying to let pricing out first time buyers. Would like to know what affordable housing entails, and will people who purchase at affordable rates then be able to sell on at market prices?	LDO782	A. Morgan
With consecutive governments reducing the locations where people can work and replaced them with housing - where will the population then go to work?		
Yes	LDO1206	C Scott-Hopkins
Yes	LDO1293	Richard Davenport
Yes	LDO1295	N Craker
Yes	LDO1539	R. P Dulson

Responses to Question 1

Response	Respondent ID	Name
No comment	LDO1593	T J Wade
Agree	LDO2022	James Cotter
The economic downturn will change the number of households in the borough. These estimates will affect the need for housing which has been overestimated. I agree that the need to protect the character of the borough, protect the bio diversity and the environment are paramount.	LDO2023	Stewart Segal
I disagree with the amount of housing required, the number of houses required is far too high and with the current economic downturn the figure has been vastly over estimated. I agree with other key issues and challenges.	LDO2024	Catherine Tyne
Disagree. Amount of housing required has been over estimated, the current recession will reduce the number of houses required further.	LDO2025	Matthew Tyne
We broadly agree with the list of key issues and challenges identified in Section 3. However, as stated in our overview, we have concerns about the lack of commitment to undertaking a review of the Green Belt and the identification of land outside of existing settlement boundaries for development, for housing, for economic, and other essential development	MAI002	Summerleaze
Yes especially in relation to housing. The requirement to deliver 346 dwellings per annum during the plan period will require the identification and allocation of significant areas to meet these targets. In accordance with planning policy at all levels, the focus should be on re-using urban brownfield land in areas of good accessibility.	MAI006	Boyne Valley Property Company Ltd
No we do not accept that the key issues and challenges accurately reflect those facing the Borough, noting in particular the omission of any reference to the need to undertake a Green Belt Review as a fundamental part of the Core Strategy.	MAI007	Mrs Thomas & Mr McElhinney
The Key issues and challenges section suggests that there is greater potential / capacity to provide for further growth at Maidenhead as opposed to providing growth at Windsor. In particular, options to provide for growth to the south of Maidenhead by means of an urban extension following a Green Belt review, and this provide an opportunity for a park and ride scheme could serve to reduce traffic flows/congestion and improve air quality within the town.		
The spatial portrait fails to identify a settlement hierarchy which is essential in planning for a sustainable pattern of growth. This matter was considered at the previous Core Strategy Examination.		
The key issues must identify the sustainability advantages of Maidenhead in setting out the spatial distribution for growth.		
The respondent does not agree that the key issues and challenges reflect those facing the Borough. The issues of housing affordability for the younger sector of the population is not identified. The document does not convey the importance of tourism and this topic should be given greater prominence. Small scale releases from the Green Belt should be considered	MAI008	Holiday Inn

Responses to Question 1

Response	Respondent ID	Name
<ul style="list-style-type: none"> - A key issue for Maidenhead town centre is the demolition or refurbishment of the obsolete and out of date offices. - The provision of modern attractive space for employees is considered crucial to employers who seek to attract the best qualified staff to retain them. 	MAI011	Derreb Ltd
<p>The options paper does not adequately address the full range of issues and challenges facing the Royal Borough. The following should be additionally identified.</p> <p>Housing</p> <ul style="list-style-type: none"> - This should confirm the total scale of requirement in the plan period and that this is a minimum requirement that should be exceeded. - The scale of the shortfall in land supply to achieve the minimum housing requirement should be identified. The levels shown in paragraph 2.37 should be subject to a rigorous analysis to show that they are deliverable/developable. - The present challenges facing the development industry should be acknowledged as well as recognition of the implications that this will have on the supply of new homes. <p>The economy</p> <ul style="list-style-type: none"> - The wording of this section is wholly at odds with the real world situation given the present recession. A clear strategy is required to show how the Council intends to assist the recovery of the local economy. The wording sounds complacent in the face of the economic challenge. The identification of suitable sites to attract potential investors should be included. - There is a need to identify the likely scale of land supply requirements in the plan period. <p>Sustainability</p> <ul style="list-style-type: none"> - Given the emphasis placed on this at national and regional levels this should be addressed as a key issue. This might usefully confirm that the achievement of sustainable development is the principal objective of the Core Strategy and that the challenges the Royal Borough faces will be addressed in an aim to ensure that this is achieved. <p>Green Belt</p> <ul style="list-style-type: none"> - The need for a Green Belt review was identified in the Core Strategy Inspector's Report. The "exceptional circumstances" that justify such a review still persist and have been made more pressing by the increased requirement for housing. 	MAI012	White Waltham Airfield Ltd

Responses to Question 1

Response	Respondent ID	Name
<p>Yes, particularly the statement that to provide sufficient land to accommodate the housing allocation for the Borough in the South East Plan, will require some hard choices about how to accommodate this development.</p> <p>Summary:</p> <p>Re. "protecting local character and distinctiveness", PROM's vision for Maidenhead town centre identifies a lack of clear image or identity for the town centre. Thus one may need to be created using innovative design solutions. Offices are an appropriate use for town centres.</p>	MAI015	Rayner Brothers Trust
<p>The majority of key issues and challenges are identified in the paper. However, the need to review the Green Belt boundary should be included. The previous Core Strategy Inspector has already made clear that there were "very special circumstances" necessary to justify a Green Belt review. This need to review supports PPS1's requirement to "plan positively to accommodate identified needs."</p>	MAI017	CBRE SPUK II (No.7) Ltd
<p>Yes, and new information published by DCLG since the LDF options consultation underlines the Council's expectation that the number of households is likely to increase at a greater rate than previously predicted. Between 2006 - 2031 the SE region is forecast to have the largest absolute increase of 28% or 39,000.</p> <p>This suggests additional land should be identified to meet housing requirements across all sectors.</p>	MAI018	Kennet Properties Ltd
<p>Our client broadly supports the initial findings of the DPD and the key issues and challenges. Windsor has been identified as possessing strong historical and environmental qualities with the area being a major shopping and leisure destination. Our client supports this vision by recommending a stronger emphasis on the importance of leisure on offer along the River Thames. Our clients support Aim 5 particularly with regard to enhancing the enjoyment of the River Thames and its tributaries.</p>	MAI019	Neil Burgess
<p>ING Real Estate Development (ING RED) support the description of the retail position of the Royal Borough as set out in paragraph 2.14. It will however, be necessary to make significant improvements to Maidenhead town centre to ensure its competitiveness with other centres. We believe this can be achieved through significant new development within Maidenhead town centre which significantly improves the retail offer available. We accept that there is a need to provide housing within the Royal Borough, but this should be provided in locations and with a mix and tenure appropriate to that location whilst being mindful of the character of development being proposed. A requirement to provide housing as part of a mixed use development should be determined on a case by case basis taking into account other benefits delivered by each development. Development should be concentrated on sites within town centres that are easily accessed by public transport. ING RED recognise that there is a need to improve and develop public transport to meet the development needs within the Royal Borough, however, given its rural population it is vital to ensure sufficient car parking is provided as part of new development. It will be important to balance the quantum of such car parking with the need to improve the environmental quality within the town centres.</p>	MAI021	MDL Developments Ltd.
	MAI023	ING Real Estate Developments

Responses to Question 1

Response	Respondent ID	Name
Generally yes, but insufficient attention paid to upgrading Maidenhead Town Centre retail facilities. We need a large recognised store to attract other retailers. We need to refocus on keeping the High Street attractive.	PAR1	Hurley Parish Council
Yes	PAR2	Horton Parish Council
Yes	PAR3	David Burfitt
Demographic Changes -Don't agree that the number of households will continue to rise at a much higher rate than overall increase in population. Younger people will not be able to afford to buy property and increasing costs of elderly care will encourage the elderly to stay at home with their families longer. Housing - 2.27 and 6.2 are at odds with each other. The Economy - need to maintain high level of employment in area. Retail - Do not agree that retail in Maidenhead is adequate. Need improved parking and major / business complex at the top end of the High Street. Tourism - the plan is too late to have any impact on the 2012 Olympics. Infrastructure - Agree that all infrastructure must be in place before development takes place but this is in direct conflict with RSS.	PAR4	Bray Parish Council
Yes	PAR5	Wraybury Parish Council
Yes. Add 'Inappropriate development within the Green Belt'.	PAR8	Sunninghill & Ascot Parish Council
Yes. Add 'Inappropriate development within the Green Belt'.	PAR9	Sunningdale Parish Council
Yes. It is recognised that difficult choices will have to be made to meet the requirements of the South East Plan, however this should be able to be done without detrimentally affecting the existing natural and built environment.	RES4	D. Smith Esq.
Yes	RES8	Jill Powell
Yes	RES9	Walters
Yes	RES10	David Parker
Yes	RES11	Peter O'Kill

Responses to Question 1

Response	Respondent ID	Name
The CS would be strengthened by a reference to the borough's situation within the Western Corridor and Blackwater Valley sub-region as identified in Policy SP1 of the Proposed Changes to the South East Plan.	STAT3	South East England Partnership Board
SEEDA welcomes the key issues and challenges economy section recognising the need to 'maintain and strengthen the economy and to ensure the protection of local infrastructure and the environment'.	STAT4	SEEDA
Paragraph 2.32	STAT6	The Environment Agency
The Maidenhead, Windsor and Eton Flood Alleviation Scheme does not just include the Jubilee River, a number of other defences are also incorporated as a part of that scheme.		
Recommend that the Council make note that the Jubilee is a part of the scheme rather than implying it is the sole element of the MWEFAS.		
Welcome the mention of the River Thames as an amenity feature. Appropriate account is taken of fluvial flooding. A mention of surface water flooding and the importance of managing this in respect of climate change should be added. Surface water management is also an annex within PPS25 and the core strategy should take the opportunity to expand upon this.		
Paragraph 3.1		
Note mention of climate change, but disappointed to not see flooding covered as a separate topic. Fluvial and Surface Water flooding would continue to occur regardless of climate change. Note that under climate change, account is taken of the fact that development should be limited in areas at risk of flooding and that what development does occur needs to be sustainable. However, this should be covered under the separate heading of flooding.		
Concerned that the single message of flooding will become lost in all topics that climate change considers. A mention of protecting the floodplain from inappropriate development could also be made.		
Would strongly suggest addressing flooding and surface water as a separate key issue and then addressing at the end of that section that climate change predictions will also have to be considered in relation to flooding issues.		
Paragraphs 2.33-2.34		
Welcome mention of the importance of biodiversity. However, missed the fact that the River Thames Corridor, the Jubilee River and a number of other watercourses also provide key habitat and networks for biodiversity. A note of this should be included as these valuable habitats are not afforded the same protection as designated sites. Furthermore, PPS9, Paragraph 12, notes the requirements for these networks of habitat to be maintained.		

Responses to Question 1

Response	Respondent ID	Name
<p>In addressing the issue of Biodiversity in Paragraph 3.1, would welcome and promote the inclusion of a statement regarding adequate protection of a wildlife corridor adjacent to the major watercourses within the Borough and appropriate green infrastructure.</p> <p>Water quality should also be included. The Borough has a large number of water bodies and the Water Framework Directive is key European legislation which seeks to have all these water bodies at good ecological status or better by 2027. Water quality standards are central to achieving the requirements of this Directive. Moreover, the high number of public water supply abstractions within your borough also makes water quality a central issue. The SPA sites are also dependent upon water quality. Considering this, water quality should be introduced as a topic and a key issue for the borough in Paragraph 3.1.</p> <p>A further factor which promotes the inclusion of a water quality mention is that of groundwater quality and protection. Northern and eastern parts of the Borough are underlain by River Terrace Gravels and/or the Upper Chalk, which are geological formations that provide groundwater that is used to supply public drinking water. These are known as Principal Aquifers. Related to this is the designation of Source Protection Zones in areas where this groundwater and the public supplies are at risk from pollution. Critically, key areas of regeneration and development are likely to be within these high risk areas, which include the urban areas of Windsor and Maidenhead. In addition, these areas also have a history of industry which means that there is significant potential for contamination to be present that could impact upon groundwater used for human consumption. This may act as a constraint to development, particularly in the highly sensitive Inner Source Protection Zones where the issues surrounding site clean up will need to be considered within the development time-frame.</p> <p>Some forms of development will be inappropriate in these zones. In relation to infrastructure we agree with both views put forward.</p>	STAT7	Natural England
<p>Section 2</p> <p>Section is commended for covering key environmental issues and constraints in the Borough including reference to TBH SPA.</p> <p>Note that this section refers the reader to the Revised Scoping Report (para 2.2) developed as part of the SA process and are pleased to note that this document has taken key environmental plans and programmes into account such as the TBH Draft Interim Strategic Delivery Plan (2007) and Biodiversity Action Plans for Berkshire and RBWM. The document also makes specific reference to NE advice regarding the proximity of residential developments to the SPA (para 2.34) which have been reiterated in the recently published TBH SPA Delivery Framework (Feb 2009).</p>		

Responses to Question 1

Response	Respondent ID	Name
<p>This latter document should however be specifically referenced within the CS and SA due to the importance of the advice it provides. Reiterate that RBWM must continue to take these documents and any documents subsequently published, into account throughout the LDF process so as to afford suitable protection to the TBH SPA and other designated sites within and adjacent to the borough.</p>		
<p>Key Issues and Challenges</p>		
<p>There is no mention of the TBH SPA within this section and NE would expect to see it specifically included as a key issue for the Borough.</p>		
<p>NE recommends the reader to refer to the TBH Delivery Framework for further info for the SPA.</p>		
<p>NE commends the inclusion of landscape considerations and protection of biodiversity, but would like to see the inclusion of the protection and enhancement of existing open spaces and Green Infrastructure especially given the potential housing densities alluded to to meet housing allocation targets.</p>		
<p>Wish to see the inclusion of 'historic' (as per section 2) and recognition that the issue is not just about character but also about protection and enhancement of the assets themselves based upon an understanding of their value and in some cases the risk to their survival. By way of comparison, the sub-heading dealing with biodiversity refers to the hierarchy of designations and that enhancements should be part of the consideration.</p>	STAT8	English Heritage
<p>Welcome that the provision of infrastructure has been identified as one of the key issues and challenges facing the Royal Borough. However, concerned that the text only refers to waste, water and transport infrastructure.</p> <p>TVP refers to the Community Strategy and 'safer and stronger communities'. Thus in order to comply with the Community Strategy it is essential that the creation of safer and stronger communities is included as one of the key issues facing RBWM. The text should therefore be amended to include the Police as a key infrastructure provider and recognise the impact and pressure that the proposed growth will have on TVP.</p>	STAT10	Thames Valley Police Authority
<p>Amend figure 2.7 to provide more clarity on the location and nature of individual designations (refer to para 5 of PPS9).</p>	STAT11	RSPB
<p>Consider that Ascot is a key brownfield site suitable for delivering a significant level of housing. Agree that new development should encourage more sustainable modes of transport and that travel patterns are managed effectively. Also, new development should not adversely affect the environment and buildings should be designed and constructed to reduce the consumption of non renewable resources and promote the use of renewable resources, where possible.</p>	STAT16	National Grid Property Holdings Limited
<p>Thames Water welcome the reference to 'infrastructure' as a key issue. Further detail on the importance of water and sewerage infrastructure is made in relation to Question 9 on infrastructure.</p>	STAT17	Thames Water Utilities Ltd

Responses to Question 1

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Response	Respondent ID	Name
<p>Under housing on page 15, no mention is made of the Secured by Design standard. The Home Office and the Housing Corporation (who regulates Registered Social Landlords (RSLs) in England and invests in the new housing that they provide), request all affordable housing to achieve the Secured By Design (SBD) Award. Therefore the affordable housing is built to an acceptable level of security within the SBD criteria, whilst the private dwellings often do not have this high standard of security. This is contrary to the inclusive planning policies of the new planning policy statements and good practice guidance in documents such as 'By Design:</p> <p>Urban design in the planning system' - "To promote social inclusion, in well-designed places social housing is not distinguishable from private housing by its design, nor is it banished to the least attractive site", which require that affordable and open market dwellings should not be distinguishable from each other. All occupants, no matter what their tenure, have an equal right to adequate security and it is the policy of Thames Valley Police not to discriminate against any section of the community on the basis of their housing type. For information the Association of British Insurers support the Secured By Design Award and in 2006 bought out a booklet titled Securing the Nation, which is available on the web from: http://www.abi.org.uk/securingthenation/ This booklet explains why they support the Secured By Design award. Can the Secured by Design standard be mentioned such as? The council recognise the Secured by Design standard and recommend it this, as it is shown that this standard helps to reduce crime.</p> <p>On page 16 under Retail, mention is made about town centres and encouraging a 24 hour economy. Does this mean the evening alcohol fuelled economy? I have listed some items below that maybe of interest for the regeneration of Maidenhead town centre, etc. Galleries, cinemas, bowling alleys, fitness clubs, meeting rooms, community centres and even the opening times of community facilities such as libraries, council offices, citizen's advice bureaux etc. can all help create acronychal activity, linking the daytime and evening economies and keeping a balance of differing age and cultural groups within the town centre. This will have a marked benefit on perceptions of the town as place for leisure and entertainment as an evening destination. PPS 6 says: para 2.19 - It is essential that town centres provide a high quality and safe environment if they are to remain attractive and competitive. Well designed public spaces and buildings, which are fit for purpose, comfortable, safe [9], attractive, accessible and durable, are key elements which can improve the health, vitality and economic potential of a town centre. Policies for the design of development for main town centre uses, regardless of location, and for development in town centres, should promote high quality and inclusive design, in order to improve the character and quality of the area in which such development is located and the way it functions. At footnote 9 it says: Local authorities must have regard to their duties under Section 17 of the Crime and Disorder Act 1998, which requires them to exercise their functions with due regard to their likely effect on, and the need to prevent, crime and disorder. However, care must be taken to protect residential amenity.</p> <p>To quote from 'Safer Places' – "However concentrations of bars and clubs are usually best sighted away from residential areas". And from a Home Office Action Plan document 'Tackling alcohol related crime, disorder and nuisance' – Alcohol misuse contributes significantly to crime levels, through alcohol specific offences, for example being drunk and disorderly in public, offences against the licensing laws, ... or offences committed under the influence of alcohol: it has been estimated that 40% of violent crime; 78% of assaults and 88% of criminal damage cases are</p>	STAT25	Thames Valley Police Crime Prevention Design

Responses to Question 1

Response	Respondent ID	Name
<p>committed while the offender is under the influence of alcohol. Alcohol is often consumed by offenders and victims prior to the offence being committed, and it is inextricably linked to disorder around licensed premises. In addition, fear of alcohol related violence or intimidation may well mean that large numbers of people avoid city centres on weekend evenings"</p> <p>To quote from 'House of Commons. ODPM: Housing Planning, Local Government and the Regions Committee. - The evening economy and the Urban Renaissance, twelfth report of session 2002-03. HC 396-1' - "if the urban renaissance is to repopulate city centres, residential amenity should be protected by all reasonable measures. A good night out for some should not destroy a good night's sleep for others. Conversely those living in city centres must appreciate they are living in mixed use areas and appreciate the limits of the planning and licensing process".</p> <p>To quote from 'House of Commons. ODPM: Housing Planning, Local Government and the Regions Committee. - The evening economy and the Urban Renaissance, twelfth report of session 2002-03. HC 396-1' - "Generation an urban renaissance, the key is dependant upon creation of a mixed use area. The key therefore is controlling the mix; no one type must dominate. Elsewhere in the world cities often have far stronger controls than we have over the number of licensed premises that can operate in a given area. In New York one cannot get a licence to open a bar within 500 feet of an existing bar; in Paris it is 250ft, with an additional cap on the number of premises in any one arrondissement. Berlin and New York also require different licences with stricter conditions for premises over 75 people. Local Authorities need to be able to use legislation to protect the character and mix of areas. We recommend local authorities conduct studies to ascertain the number of different premises an area can sustain, whilst retaining its character and remaining true to the concept of a mixed use area. Planning policy can then be used to prevent excess".</p> <p>To further quote from the 2000 Home Office Action Plan - 'Tackling alcohol related crime, disorder and nuisance' - "Research on alcohol and violent crime has consistently shown that a high proportion of violent crime (50% to 80%), including assault, rape and homicide, is committed by intoxicated persons.....Some studies have shown that alcohol consumption by young men increases the likelihood that the behaviour of others will be seen as insulting or challenging, and that alcohol increases the tendency of male drinkers to project aggression onto others and to respond to imagined hostile behaviour more aggressively as a result"</p> <p>Another problem facing Police when licensed premises close, is that often people will seek food before beginning their journey home, and thus Take-Aways can become sites of violence and anti social behaviour.</p> <p>I would therefore urge a planning policy for licensed premises in the Borough Town Centres which will include the new regeneration area, and thus save future conflict and rise again in crime. It will also be appropriate to consider Take-Aways and making sure if they are allowed to be open in the evenings and late at night, they are not all in the same area and thus become an area where large groups of people congregate and attendant problems occur. It might even be part of future planning that licensed premises contribute towards the Policing, Transport, and Cleansing of the area?</p>		

Responses to Question 1

Response	Respondent ID	Name
<p>Licensed Premises – Density / Proximity. One of the most damaging aspects of many town centre regenerations in recent years has been the dominance of ‘vertical drinking’ premises and circuit drinking. It will be critical to adhere to the policy aspirations of PPS 6 to create a wide variety of cultural, commercial and entertainment activity in the town centre and to plan assertively to avoid dominance by an alcohol driven evening economy, which creates profit for the private sector but at a resulting massive cost to the public sector. Conditions restricting the quantity of land available for A3, A4 & A5 use will need to be considered, to control the tendency for failing retail premises to be snapped up by large pub chains until parts of town centres have an disproportionately ‘alco-centric’ offer.</p> <p>“Good Practice in managing the Evening Economy and Late Night Economy” – A literature Review from an Environmental Perspective - which was published by the Office of the Deputy Prime Minister in September 2004.</p> <p>3.2 Dealing with Litter</p> <p>3.2.1 Partnership with Licensees</p> <p>The activities of businesses in the Nyhavn area of Copenhagen City Centre provides an example of successful partnership. The Nyhavn Business Association was formed to represent the traders and other businesses along the canal. One frontage adjacent to the canal had formed into an ‘entertainment strip’ with bars and restaurants, many of which opened late, till 5 a.m. and one which, because of historical precedent, had 24 hours opening. The success of the area had brought its own problems and a huge amount of waste was created. This, combined with the wooden decking which was used outside of the restaurants as a base for outdoor seating, led to a proliferation of rats. The backyards, where rubbish was normally stored, were narrow and difficult to access. New working rights legislation ensured that rubbish operatives were no longer obliged to drag heavy dustbins through narrow passageways. The Nyhavn Business Association and the Nyhavn Residents’ association thought it unacceptable to place bins on the quay and a proposal was drawn up in 1995 to re-pave the quay and to build a central suction system which would take the refuse out into lockable waste ducts 500m away, where it is more easily collected and disposed of. The Residents Association, together with the Business Association and the property owners, raised one million Kroner to do this, which was supplemented by the municipality in Temple Bar, Dublin, the trader’s association TASCQ (Traders in the Area Supporting the Cultural Quarter) formed in 1999. They agreed to contribute £200,000 a year for extra street cleaning. This includes a special bottle collection at 5 a.m., the provision of 21 extra ‘Eurobins’ (large refuse containers the size of small skips with covers) and the hosing down of the streets.</p> <p>3.2.2 Sweeping the Frontage</p> <p>The Department of Consumer Affairs in New York is currently considering a proposal to demand that major night-time entertainment venues sweep the pavement in front of their premises “within an hour of closing or before 6 am in the morning, whichever became earlier”. This suggestion is made in the context of all businesses in New York being required to sweep the pavements outside their premises up till one hour after the opening of business. Local authorities</p>		

Responses to Question 1

Response	Respondent ID	Name
<p>in Britain do have powers to require owners/occupiers of premises to keep the areas adjacent to their street frontages clean. Notices may be issued under Section 93 of the Environmental Protection Act 1990. It is, as the Government notes, 'a matter of choice' whether or not local authorities exercise this power.</p>	STAT26	Cycling Touring Club
<p>It should be made explicit that in tackling one challenge there may be a risk of negatively impacting on another. Under no circumstances should efforts to combat climate change and to mitigate its effects be compromised by efforts to meet other challenges. The challenge presented by climate change should be priority.</p>	STAT28	Berks, Bucks & Oxon Wildlife Trust (BBOWT)
<p>Disagree. Biodiversity: We are pleased to see that biodiversity is recognised as a key issue to be considered in preparation of the Royal Borough's DPDs. We welcome acknowledgement of the rich diversity of habitats and species present in international, national and local designated wildlife sites. However, we feel that the following wildlife habitats, species and features are also key issues and warrant protection:</p>		
<p>1. Habitats and species of principle importance for the conservation of biodiversity in England. These are referred to in the list made under Section 41 of the Natural Environment and Rural Communities Act 2006 (successor to the Countryside and Rights of Way Act 2000 Section 74 list) and are often referred to as BAP priority habitats and species. PPS9 requires that local planning authorities should conserve these habitats and species through policies in their plans (paragraph 11 and 16);</p>		
<p>2. Networks of natural habitats. There are features of the landscape such as hedgerows or river corridors which are important for wildlife and can link sites to allow species to move and react to changes in local conditions and therefore avoid fragmentation and isolation of habitats. PPS9 states that local planning authorities should aim to protect these networks from development through policies in their plans (paragraph 12). We welcome the reference to enhancements to international, national and local designated wildlife sites. However PPS9 makes clear that:</p>		
<p>1. Developments should build-in beneficial biodiversity features (paragraph 14) and enhancements should not therefore only relate to designated sites;</p>		
<p>2. Local Development Frameworks are expected to identify areas or sites for restoration or creation of new priority habitats (paragraph 5). The Thames Valley Environmental Record Centre were commissioned by all local authorities in Berkshire to identify areas for restoration of priority habitats based on sound, scientific evidence. Conservation Target Areas were subsequently produced and agreed by the Berkshire Nature Conservation Forum (of which the Royal Borough is a party) in January 2008. The DPDs should refer to those Conservation Target Areas as areas where enhancement works are likely to be most valuable. Details and digitised versions of these areas should already be housed with the Royal Borough but can also be obtained directly from TVERC. Natural England (Tom Butterworth/John Lister) is also very keen for Conservation Target Areas to be identified within LDFs. Infrastructure - We consider that provision for green infrastructure is another key issue that should be considered in the DPDs and should be made explicit. This would accord with the emerging Green Infrastructure Policy CC8 from the Secretary of State's Proposed Changes to the South East Plan. Climate Change - We agree that the inclusion of climate change is a key issue.</p>		

Responses to Question 1

Response	Respondent ID	Name
<p>Disagree. Although including various key issues, section 3.1 does not specifically mention Community Facilities. It is suggested that Community Facilities are a key issue that need to be considered as part of the LDF to ensure that the community is sustainable. This would be consistent with national policy. 'Diversity and Equality in Planning' Page 21, Box - "Definition of Sustainable Communities" states that: "Sustainable communities meet the diverse needs of existing and future residents, their children and other users, contribute to a high quality of life and provide opportunity and choice". Community Facilities are integral to this definition.</p>	STAT29	Windsor Congregation of Jehovah's Witnesses
<p>In terms of the delivery of the required housing numbers, the key issues and challenges do not reflect the likelihood that a green belt review will be required. This should be acknowledged in the "Housing" section of Chapter 3, and we suggest the following amendment: The Royal Borough has been set the task of delivering 346 dwellings per year during the plan period. The challenge for the council is to find land to provide this housing and will require some hard choices about how best to accommodate this development given the many constraints in the borough. It is likely that a review of the existing Green Belt boundaries will need to be undertaken in order to accommodate this required growth. A further key issue and challenge within the Royal Borough is that of education, which despite being partially considered within paragraphs 2.24 & 2.26 is omitted from the key issues and challenges section. In particular there should be reference to higher education within the Royal Borough and the need to foster and encourage a specialist knowledge base from higher education establishments, such as Imperial College London's Silwood Park Campus near Ascot, which includes the College's business park. Such a presence can have positive knock on effects for the local economy by providing jobs and also by establishing links with local businesses. Accordingly the Royal Borough should strongly support the existence and further development of higher education establishments within their administrative boundaries.</p>	STAT30	Imperial College London
<p>Environmental Context:</p> <p>The Trust would like to see the borough's incredible resource of ancient woodland and ancient trees highlighted in this section (under Biodiversity and Built and Historical Environment). Ancient woodland accounts for 2.39% of the land area in the borough and there are many ancient trees especially in the parks and countryside surrounding Windsor Forest which once reached out for miles in every direction. Then there is Windsor Great Park and Forest, which is widely recognised as one of the premier wildlife sites of Europe due to the large number of old and open-grown trees that can be found there. Ancient woodland is irreplaceable, and is our richest habitat for wildlife being home to more species of conservation concern than any other habitat (supporting some 232 species as outlined in the UK Biodiversity Action Plan, 1994).</p> <p>The South East as a region is fortunate in that it is home to 40% of England's entire ancient woodlands " this highest regional concentration in the country " and it is therefore vital that the forthcoming Core Strategy recognises this asset and ensures it provides explicit wording requiring its protection from loss. This would be in line with Government policy as stated in Planning Policy Statement 9 (PPS9) on Biodiversity and Geological Conservation: Ancient woodland is a valuable biodiversity resource both for the diversity of species and for its longevity as woodland. Once lost it cannot be recreated. Local planning authorities should identify any areas of ancient woodland in their areas that do</p>	STAT31	The Woodlands Trust

Responses to Question 1

Response	Respondent ID	Name
<p>not have statutory protection (e.g. as an SSSI). They should not grant planning permission for any developments that would result in its loss or deterioration" (PPS9, ODPM, 2005, paragraph 10). Equally, ancient trees also have a special conservation value.</p> <p>Typically they support many species of epiphytes and an important range of invertebrates and fungi. They also provide a habitat for other animals including owls, woodpeckers, other hole nesting birds and bats. Many specialist woodland species are almost wholly confined to old growth stands including more than 70 species of lichen. Old and significant individual trees are also an important part of our cultural and landscape heritage. Central Government has committed to protecting ancient trees, for example 'Keepers of time' the policy on ancient and native woodland states: "The cultural heritage associated with ancient woodland and veteran trees should be protected and conserved" (2005, p10). PPS9 also clearly states that Aged or 'veteran' trees found outside ancient woodland are also particularly valuable for biodiversity and their loss should be avoided. Planning authorities should encourage the conservation of such trees as part of development proposals (paragraph 10). Given the amount of ancient woodland and trees in the borough we feel they deserve a special mention in the "Environmental Context" section and absolute protection.</p> <p>Infrastructure: The Trust would like to see the importance of green infrastructure (GI) specifically referenced in this section since it forms part of the essential infrastructure for sustainable communities both new and old. Indeed we would expect to see a separate policy on GI in the forthcoming Core Strategy in order to conform to the forthcoming SE Plan. The Draft SE Plan currently contains the following policy on GI, Policy CC8: Green Infrastructure, which says: "Local authorities and partners should work together to plan, provide and manage connected and substantial networks of accessible multi-functional green space.</p> <p>Networks should be planned to include both existing and new green infrastructure. They should be managed with the primary aim of maintaining and improving biodiversity, but should also deliver recreational and cultural benefits and ensure that an improved and healthy environment is available for the benefit of present and future communities. The provisions of this policy apply region-wide. However, the successful designation and management of Green Infrastructure will be particularly important in areas designated as regional hubs, in areas close to sites of international ecological importance and in areas identified for significant growth (Strategic Development Areas). We anticipate that the forthcoming "SE Green Infrastructure Framework", to be published by Natural England shortly, will provide the borough with useful guidance in taking forward its plans for green infrastructure within the Core Strategy. Within any future green infrastructure strategy or section within the Core Strategy, we also strongly suggest that woodland is cited as a key element in accordance with the Government's recently published "Strategy for England's Trees Woods and Forests" (Defra, 2007). It states, as one of its key objectives, the need to include trees and woodland in plans for green infrastructure (para 25): "Creating liveable neighbourhoods, towns and cities by using trees and woodlands as part of green infrastructure which frames and connects urban and rural areas, improves the quality of place and regenerates brownfield and derelict land." It further states (para 30): "Trees and woodlands" from a country park to an urban street are a very important element of green infrastructure. Climate Change We are happy to see climate change highlighted in a separate section, however, we would be keen to see this expanded to include the impact of climate change on biodiversity and also to include the role that trees and woodland can play in helping communities</p>		

Responses to Question 1

Response	Respondent ID	Name
<p>adapt to the impacts of climate change. Climate change is the biggest threat faced by biodiversity and action to enable it to adapt will therefore be key to future delivery of Section 40 of the Natural Environment and Rural Communities Act 2004. This requires that every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of its functions, to the purpose of conserving biodiversity. Defra's Guidance for Local Authorities on Implementing the Biodiversity Duty (May 2007) specifically states that: Conservation of biodiversity is vital in our response to climate change and in the delivery of key ecosystem services such as food, flood management, pollination and provision of clean air and water. In their current state, key habitats such as ancient woodland, are simply not sustainable given their fragmented character and the immobile nature of many of their characteristic species, which are "locked in" by the surrounding environmentally hostile landscape. Adaptation is, therefore, about developing resilient natural systems that can absorb and respond to change. We therefore believe that local planning authorities should take action both to identify areas for new green space to help mitigate the effects of climate change, and also to identify new habitat creation to help semi-natural habitats and the species that rely on them to adapt in response to global warming. Action should focus on reducing negative edge effects from surrounding intensive land-use and buffering and extending existing valuable habitats such as ancient woodland. We also hope that the Core Strategy will recognise the value trees and woodland can provide in adapting to the effects of climate change. Trees can also help absorb air pollution and improve water quality. In addition, woodland can assist in control of flood run-off from unseasonably heavy rainfalls and provide shade in hot temperatures for urban environments. The University of Manchester has calculated that a mere 10% increase in the amount of green space in built-up areas would reduce urban surface temperatures by as much as 4% (Public Health News, May 2007). In the focus on mitigating climate change, it would also be good to see the role that wood fuel production and product substitution (eg timber frame house construction) can play in helping reduce energy consumption and carbon emissions. Protecting Biodiversity: The Core Strategy should be careful to avoid focusing on designated sites alone. Only 14% of the UK's ancient woodland is included within Sites of Special Scientific Interest and the remainder has no statutory protection. Yet, the Government acknowledges the importance of ancient woodland and ancient trees in PPS9 (see earlier comment). We would like biodiversity protection to look beyond designated sites as part of a landscape-scale approach to nature conservation. We would also like to see specific protection for ancient woodland and ancient trees in the Core Strategy which would be in line with Policy NRM5: Woodlands in the Draft South East Plan which states that: In the development and implementation of Local Development Documents and other strategies, local authorities and other bodies will support the implementation of the Regional Forestry and Woodland Framework, ensuring the value and character of the regions woodland are protected and enhanced. This will be achieved by:</p> <ul style="list-style-type: none"> - Protecting ancient woodland from damaging development and land uses. Despite their acknowledged biodiversity value ancient woods are still under threat, particularly from development. In a study commissioned by the Woodland Trust, 23% of organisations that responded to a questionnaire (including planning authorities, wildlife trusts, Forestry Commission and countryside campaigning bodies) were aware of ancient woods currently under threat. Development threats associated with transport and infrastructure appeared to be the most significant (31% of cases), followed by amenity and leisure developments (14%), housing (10%), and quarrying and mineral extraction (6%). The woodlands are irreplaceable they cannot be "recreated" elsewhere so their loss must be avoided at all costs. We would also like to see specific protection of ancient and mature trees in the borough given their prevalence, particularly in and around 		

Responses to Question 1

Response	Respondent ID	Name
<p>Windsor Great Park and Forest. Some councils have adopted policies protecting ancient and mature trees for example Peterborough's Local Plan states that: planning permission will not be granted for development which would adversely affect an area of ancient woodland or veteran trees (Policy LNE10a). We would like to see a similar form of wording included in the Core Strategy. For both ancient woodland and ancient trees, it is vital that the borough is aware of the existing resource. We would therefore also like to see the council update the Ancient Woodland Inventory for the borough to include wood pasture and parkland and woods under 2 ha, as well as a commitment to auditing fully the ancient tree resource as presently we only have information on sites with ten ancient trees or more. We believe that there will be other important ancient trees scattered throughout the borough which should be given protection and sympathetic management.</p>	W&M1	Royal London Mutual Insurance Society
<p>The Economy</p> <p>Reference to 'suitably managed' (para 3.1) should include consideration of the needs of business for upgraded, more flexible accommodation within existing employment areas and on previously-developed sites within or adjacent to urban areas.</p>	W&M3	Mark Carter
<p>This section raise a number of appropriate issues but distorts these by referring to remedies. That is not appropriate.</p> <p>Demographic changes should read 'population numbers'.</p> <p>Housing: Reference to commuter patterns is not necessary as this is a separate issue.</p> <p>Retail: Windsor Town Centre needs to be mentioned and supported at the current time.</p> <p>Protecting Biodiversity: Make reference to the TBH SPA.</p> <p>Travel: Third runway at Heathrow should be specifically opposed.</p>	W&M4	Shanley Homes
<p>Yes</p> <p>Agree that the key issues and challenges noted reflect those facing the Royal Borough. However, suggest the following additions:</p> <p>An Introduction to the Royal Borough</p> <p>Note the lack of reference to local churches and other faith groups in the overview of the Royal Borough. Reference is needed under 'Social Context' to faith groups.</p> <p>Key Issues and Challenges</p>	WIN1	King's Church International

Responses to Question 1

Response	Respondent ID	Name
<p>As a town develops and grows, consideration should also be given to the requirements that local churches will have in meeting the growing number of needs of members of the community. Section 3 should therefore include a separate reference to social factors which will affect the Royal Borough over the next 20 years.</p>		
<p>Agree with the key issues and challenges that are identified in the document but consider that there should be an increased emphasis on the important role that tourism plays in the borough and in turn, the Core Strategy should acknowledge the benefits and needs of existing tourism facilities.</p> <p>The document acknowledges the importance of the 2012 Olympics to the Royal Borough making "the most of the opportunity of an increase in tourist numbers" .. Increasing the length of time that visitors stay in an area is one way to "make the most of the opportunity" and to ensure the maximum benefit is achieved, the Borough should offer a good supply of additional and good quality visitor accommodation. The plan should therefore make provision for additional visitor accommodation within the Borough, particularly within the context of the upcoming Olympic Games.</p>	WIN2	Legoland Windsor Park Ltd
<p>Agree that the delivery of housing is a key issue that needs to be addressed and also a challenge that needs to be overcome. The Borough has a lack of available developable land due to constraints including Green Belt and with 27% of all properties in the Borough at risk from flooding. To meet the task of delivering 346 dwellings per year to 2026 as set out in the emerging South East Plan, then the Borough needs to deliver sufficient land to enable this housing to come forward.</p>	WIN4	Eton College
<p>The Economy</p> <p>Agree that the economy is a key issue and the maintenance of its success will be a challenge for the Borough to overcome. Centrica has played a particularly significant role towards the success of the economy over the past decade.</p> <p>The demand for employment land is evident from the RBWM ELR 2006. It is therefore important that the Borough recognises this as a key issue and include detailed policies in the Delivery and Development Principles DPD to facilitate appropriate level of land supply.</p> <p>The ability of the Borough to supply employment land depends on land constraints. For the economy to remain buoyant there needs to be a degree of flexibility with regard to development.</p> <p>Protecting Local Character and Distinctiveness Agree that the character of the Borough is such that it attracts business. In this regard, agree that the correct balance should be struck between protecting the character of the Borough whilst both encouraging new business and allowing existing business to expand to meet the changing operational requirements. On this basis, there needs to be a degree of flexibility to allow business development to be accommodated and we would support the use of an appropriate criteria based policy that allows the Council to adopt a flexible and balanced approach.</p>	WIN5	Centrica Plc

Responses to Question 1

Response	Respondent ID	Name
<p>Land Availability</p> <p>Para 2.35 cites Green Belt as a constraint that results in developable land being in short supply along with flooding and bio-diversity importance. This is misleading as Green Belt, unlike flooding and bio-diversity is a policy designation rather than a physical characteristic. This is particularly misleading given the Inspector's findings at the previous examination was that the Green Belt should be subject to review.</p> <p>Para 2.27 states that the SHLAA identifies the urban potential as being 5,500 for the plan period 2006-2026. However, initial analysis of the SHLAA figures and the sites that make them up indicate that the urban potential figure is unrealistically inflated.</p>	WIN6	Wates Developments Limited
<p>Figure 2.4 - Windsor Town Centre Boundary. Consider that the boundary of the town centre should be extended to include the secondary shopping area to the south where there is a substantial retail offer which relates to the primary retail part of the town centre.</p>	WIN7	St Congar Properties Ltd
<p>Representation made by Planning Perspectives LLP on behalf of Farmglade Limited. Yes, we agree with the issues outlined up to a point. However, these issues could be extended to ensure that all points are covered. The Housing section does recognise that the Council faces some hard choices about how best to accommodate this development given the many restraints in the Borough, but given the comments made in the remainder of the document it is clear that some Green Belt land is going to have to be released to accommodate the shortfall in housing supply. This should be recognised and addressed in the Key Issues and Challenges section. In addition, there is no reference to leisure, recreation and community facilities in this section. Clearly, these issues need to be considered for the well being and quality of life of residents in the Borough during the plan period, particularly since the potential housing sites identified in the SHLAA include a number of community and leisure facilities.</p>	WIN8	Farmglade Limited

Responses to Question 2

3 Responses to Question 2

Responses to Question 2

Overarching Vision

Question 2

Do you agree with the overarching vision outlined above and the statements relating to the different parts of the Royal Borough?

Table 3.1 Question 2

Response	Respondent ID	Name
Yes	CLLR1	Derek John Wilson
<p>Given that it is relatively general in the way in which it is worded, we support in principle the overarching vision for the LDF. However, we have concerns about the reference in paragraph 4.6 to the reuse of previously developed land before other options such as greenfield land are brought forward. As we stated in our overview, there are potential complexities involved in delivering the higher density development options within the existing urban areas (including land assembly issues and finding a market for flats when it is family housing that is required). Indeed, there is a significant shortfall between the maximum number of dwellings which could come forward on the sites currently identified in the SHLAA and the emerging SEP housing requirement. Greater attention needs to be given to the delivery of sustainable greenfield / Green Belt sites outside existing settlement boundaries. Otherwise, as envisaged by the previous Core Strategy Inspector, less sustainable sites will have to be developed instead. It is clear that in some locations these will be in sustainable locations, and close to existing facilities and infrastructure.</p> <p>Our clients support the identification of paragraph 4.11 that RBWM will seek to develop the potential of the town through its status as a sub-regional hub for transport. We have reservations about the aims identified in paragraph 4.14, since they appear to be at odds with each other. Given the years of maintaining the Green Belt and focusing development on the existing urban area we consider it will be a very difficult task for RBWM to maintain Maidenhead as a 'family-friendly' town and protecting local character at the same time as it seeks to pursue either options A or B, which are focused on directing as much flattened-development to the urban area as possible. In order to ensure that the town remains family-friendly and local character is preserved RBWM will need to make hard choices and identify land beyond its current settlement boundaries for family orientated development.</p>	COO001	Chartered Institute of Marketing
<p>Given that it is relatively general in the way in which it is worded, we support in principle the overarching vision for the LDF. However, we have concerns about the reference in paragraph 4.6 to the reuse of previously developed land before other options such as greenfield land are brought forward. As we stated in our overview, there are potential complexities involved in delivering the higher density development options within the existing urban areas (including land assembly issues and finding a market for flats when it is family housing that is required). Indeed, there is a significant shortfall between the maximum number of dwellings which could come forward on the sites currently identified in the SHLAA and the emerging SEP housing requirement.</p>	COO002	Copas Farms

Responses to Question 2

Response	Respondent ID	Name
<p>Greater attention needs to be given to the delivery of sustainable greenfield / Green Belt sites outside existing settlement boundaries. Otherwise, as envisaged by the previous Core Strategy Inspector, less sustainable sites will have to be developed instead. It is clear that in some locations these will be in sustainable locations, and close to existing facilities and infrastructure.</p> <p>Our clients support the identification of paragraph 4.11 that RBWM will seek to develop the potential of the town through its status as a sub-regional hub for transport. We have reservations about the aims identified in paragraph 4.14, since they appear to be at odds with each other. Given the years of maintaining the Green Belt and focusing development on the existing urban area we consider it will be a very difficult task for RBWM to maintain Maidenhead as a 'family-friendly' town and protecting local character at the same time as it seeks to pursue either options A or B, which are focused on directing as much flatted-development to the urban area as possible. In order to ensure that the town remains family-friendly and local character is preserved RBWM will need to make hard choices and identify land beyond its current settlement boundaries for family orientated development.</p>	COO003	Copas Farms / Copas Partnership
<p>Given that it is relatively general in the way in which it is worded, we support in principle the overarching vision for the LDF.</p> <p>However there are potential complexities involved in delivering the higher density options within existing urban areas.</p>	DEVSO1	Land Aspirations
<p>Given that it is relatively general in the way in which it is worded, we support in principle the Overarching Vision for the LDF.</p> <p>We have concerns about the reference in paragraph 4.6 to the reuse of previously developed land before other options such as greenfield land are brought forward. There are potential complexities involved in delivering the higher density development options within the existing urban areas (including land assembly issues and finding a market for flats when family housing is required). There is a significant shortfall between the maximum number of dwellings which could come forward on sites identified by the SHLAA and the emerging SEP.</p> <p>Greater attention required to the delivery of sustainable, greenfield / Green Belt sites outside existing settlement boundaries. Otherwise, as envisaged by the previous Core Strategy Inspector, less sustainable sites will have to be developed instead. In some locations these will be located in sustainable locations and close to existing facilities and infrastructure.</p> <p>Our clients support the identification in para 4.11 that RBWM will seek to develop the potential of the town through its status as a sub regional hub for transport. We have reservations about the aims identified in para 4.14 since they appear to be at odds with each other.</p>		

Responses to Question 2

Response	Respondent ID	Name
<p>Given the years of maintaining the Green Belt and focusing development on the existing urban area we consider it will difficult for RBWM to maintain Maidenhead as a "family friendly" town and protecting local character at the same time that it seeks to pursue either Options A or B which are focused on directing as much flatted development to the urban area as possible. To ensure that the town remains family friendly and local character is preserved RBWM will need to make hard choices and identify land beyond its current settlement boundaries.</p>	DEVSO3	European Property Ventures
<p>Our comments are limited to Datchet. Para 4.23 states that Datchet's role as a local centre will continue to be protected and adds that the physical and visual impact of vehicles will be improved to create a more pleasant village environment. We support these aims but do not consider that they are reflected by the rest of the document.</p> <p>The paragraph also comments that Datchet may experience residential infilling but adds that this will be limited due to the floodplain. Whilst Maidenhead / Windsor are the prime settlements there is a role for other smaller settlements to accommodate more modest levels of development. The vision is a missed opportunity to assist with accommodating overall housing requirements. It ignores the potential which European Property Ventures has identified to overcome flooding constraints as part of a co-ordinated development strategy for the land which it controls north of Slough Road, Datchet.</p>	DEVSO4	Wardour Lodge Estates Ltd
<p>It is hard to make a one vision fits all case for the Borough as it is not particularly homogenous and although Maidenhead is the administrative centre and largest town it is not the Borough's hub.</p> <p>The overarching vision, together with the various parts of the Borough are so bland that no objection can be made. More specific detail might have been advantageous.</p> <p>Whilst the reuse of suitable land is totally supported, to the extent to which this can be undertaken depends to a large extent on the review of the Green Belt boundaries. This is particularly relevant as given the number of existing sites which could be redeveloped were they not located within the Green Belt where current policies prohibit this.</p>	DEVSO5	Lancaster Plc
<p>Yes, but have some concerns. Summarised:</p> <p>How can objectives in 4.6 work in practice?</p> <p>Better to accept some release of green belt now rather than keep putting it off. More difficult in current climate to assemble and develop brownfield sites.</p> <p>Currently developers will not build flats, and building at higher density could harm the character and appearance of areas like Sunninghill.</p> <p>Welcome 4.27 (Sunninghill to remain predominately residential and its centre protected). Question how the London Road / Church Lane junction and its views can be protected and enhanced in practice.</p>	DEVSO6	Quartermaine

Responses to Question 2

Response	Respondent ID	Name
<p>Yes, but have some concerns. Summarised:</p> <p>How can objectives in 4.6 work in practice?</p> <p>Better to accept some release of green belt now rather than keep putting it off. More difficult in current climate to assemble and develop brownfield sites.</p> <p>Currently developers will not build flats, and building at higher density could harm the character and appearance of areas like Old Windsor.</p> <p>Welcome 4.24 (protect role of Old Windsor as a local centre). As much land in this area is subject to flooding, need to release land on the edge if Old Windsor is to help to meet housing targets.</p> <p>Broadly agree but add the following statement: "In view of the twin issues of Climate Change and Peak Oil, the Council will work with all interested community groups, businesses and individuals to prioritise the meeting of energy, food and transport needs from local resources".</p> <p>They make no reference to sustainable rural communities. No mention of Hurley, Bray and Bisham. This completely overlooks the needs of these communities.</p> <p>Yes. Further observations:</p> <p>Ascot (para. 4.26): Unclear as to what is or will be the "new development associated with Ascot Authority" and how it will enhance the character of the High Street. More detail needed. We also consider reference to the existence of Heatherwood Hospital and the now active Ascot Business Park is needed and that your vision statement should include consideration of the creation of a conservation area in South Ascot</p> <p>Sunninghill (para. 4.27): Vision statement should include consideration of a conservation area in Sunninghill (see SPAE's response to the Townscape Character Assessment exercise - dated 8th October 2008. Vision statement should also consider protection from contraction/development of the Green Belt wedge which separates the built areas of Sunninghill and Ascot/South Ascot.</p> <p>Sunningdale (para. 4.28): Should be reference to protecting and enhancing views from the south and west towards Holy Trinity Church, Sunningdale, from the south and east towards Sunningdale Park and from the south and west towards Cowarth Park.</p>	DEVS07	Mr Sines
	LAG1	Maidenhead and District Friends of the Earth
	LAG2	Community Council for Berkshire
	LAG9	SPAE
No	LDO0009	Not given
Yes - no mention of WStL assumes no intention to develop there.	LDO1206	C Scott-Hopkins
Yes	LDO1293	Richard Davenport

Responses to Question 2

Response	Respondent ID	Name
Yes	LDO1295	N Craker
Yes	LDO1539	R. P Dulson
Mostly Sunningdale is already saturated	LDO1593	T J Wade
Agree	LDO2022	James Cotter
Agree	LDO2024	Catherine Tyne
Given that it is relatively general in the way in which it is worded, we support in principle the overarching vision for the LDF. However, we have concerns about the reference in paragraph 4.6 to the reuse of previously developed land before other options such as greenfield land are brought forward. As we stated in our overview, there are potential complexities involved in delivering the higher density development options within the existing urban areas (including land assembly issues and finding a market for flats when it is family housing that is required). Indeed, there is a significant shortfall between the maximum number of dwellings which could come forward on the sites currently identified in the SHLAA and the emerging SEP housing requirement. Greater attention needs to be given to the delivery of sustainable greenfield / Green Belt sites outside existing settlement boundaries. Otherwise, as envisaged by the previous Core Strategy Inspector, less sustainable sites will have to be developed instead. Summerleaze supports the identification in Paragraph 4.11 that RBWM will seek to develop the potential of the town through its status as a sub-regional hub for transport. To this end Summerleaze has identified the potential for a new railway station on land at Spencer's Farm which could increase patronage on the railway line north of Maidenhead. This could form an integral part of the Summerleaze plans for the development of 500 dwellings in this location. Our clients support the identification of paragraph 4.11 that RBWM will seek to develop the potential of the town through its status as a sub-regional hub for transport. We have reservations about the aims identified in paragraph 4.14, since they appear to be at odds with each other. Given the years of maintaining the Green Belt and focusing development on the existing urban area we consider it will be a very difficult task for RBWM to maintain Maidenhead as a 'family-friendly' town and protecting local character at the same time as it seeks to pursue either options A or B, which are focused on directing as much flattened-development to the urban area as possible. In order to ensure that the town remains family-friendly and local character is preserved RBWM will need to make hard choices and identify land beyond its current settlement boundaries for family orientated development.	MAI002	Summerleaze
Yes. Paragraph 4.14 confirms that, in Maidenhead, new homes will be directed to sustainable locations which have good access to local services, employment and schools. Boyn Valley Industrial estate meets these criteria.	MAI006	Boyne Valley Property Company Ltd

Responses to Question 2

Response	Respondent ID	Name
<p>The vision should be amended to include reference to the need for the overarching spatial strategy to be underpinned by a review of the Green Belt at Maidenhead.No. The vision fails to identify the need to provide for a sustainable urban extension(s) at Maidenhead by means of a Green Belt review. Separate submissions are attached.</p> <p>The provision of a park and ride as part of a mixed use development to the south of Maidenhead would help to alleviate the acknowledged high levels of vehicle movements to the south of the town.</p> <p>We do not accept that there is merit in pursuing an urban intensification approach at Maidenhead (paragraph 4.13) to the detriment of providing for well planned urban extensions. A sustainable urban extension can help provide the right mix of housing that meets the needs of the population.</p>	MAI007	Mrs Thomas & Mr McElhinney
<p>It is suggested that the overarching vision requires changes. Maidenhead should be the primary focus for all forms of development. Vision should omit reference to specifics such as maximising the reuse of suitable land. 4.6 should make reference to PPS3 policy to achieve a wide choice of high quality homes, widen opportunities for home ownership, improve affordability and create mixed communities.</p>	MAI008	Holiday Inn
<p>Support the Visions for Maidenhead which seeks to rejuvenate the town centre and improve its accessibility by concentrating development within it.</p>	MAI009	Rowan Asset Management
<p>The overarching vision fails to properly represent the role that Maidenhead will have in the overall vision for the Royal Borough. This should be remedied by the inclusion that it is the most sustainable settlement and therefore should be the principal focus for development.</p> <p>The principal role of Maidenhead as the location of new development should be clearly stated in the vision, including the release of land from the Green Belt to achieve strategic land releases.</p>	MAI012	White Waltham Airfield Ltd
<p>Our client agrees that the buoyant economy should be maintained and promoted as a prime location for business, with economic development being focused primarily in the main commercial and employment areas of Maidenhead and Windsor, making better uses of land.</p> <p>We agree with aim 3. We broadly agree with the promotion of town centres as principle locations for office, retail and leisure development. The aim should also include reference to upgrading and intensifying employment areas to provide more flexible accommodation for business needs.</p>	MAI014	Royal Mutual Insurance Society
<p>Yes, mostly. However a large part of the Borough is rural and the vision seeks to have a section relating to these areas, which should set out how the Council will seek to ensure that the needs of agriculture and the rural economy are met, including the need for farm diversification.</p>	MAI015	Rayner Brothers Trust

Responses to Question 2

Response	Respondent ID	Name
<p>Another omission is that the Council's open space study indicates that currently there is a deficit of public open space in the Borough of 44.72ha against the recommended local standard. By 2026 there will be a need for 187.37ha if the recommended local standard is to be met. The provision of open space is a significant issue and should be addressed within the vision.</p>	MAI017	CBRE SPUK II (No.7) Ltd
<p>Second para of the overarching vision should read "It will be a place where the unique character, history and setting is respected in providing a strong economy where the Borough is promoted as a prime location for business, and meeting the needs and expectations of residents, visitors and those who work in the Borough. Development will be carefully planned, maximising and giving priority to the re-use of previously developed land in sustainable locations within towns and villages and making efficient use of this land."</p> <p>Economic growth should not be "controlled" (4.71), instead should be monitored to ensure a sustainable balance between jobs and labour.</p> <p>Support 4.10 - 4.14 (statements about Maidenhead).</p> <p>New office development should be referred to in 4.13.</p>	MAI018	Kennet Properties Ltd
<p>- The statement and vision need to reflect the numerous and substantial development pressures within the Royal Borough and on Maidenhead in particular, and the instructions of the previous Core Strategy Inspector.</p> <p>- The statement needs to recognise that there are insufficient sites within Maidenhead's urban area to deliver these aims and therefore appropriate land will need to be released from the Green Belt without compromising its purpose to meet these requirements. Balancing these competing needs will be essential to the deliverability of the Core Strategy. Key sites within the town should also be identified within the emerging strategy as they will be essential to the delivery of its "vision".</p> <p>- The final sentence of the vision should therefore read:- "A carefully planned and balanced approach to development will be necessary, maximising the re-use of suitable land within the towns and villages".</p>	MAI019	Neil Burgess
<p>Agree that the principal focus of new development should be Maidenhead but this should extend to Maidenhead and its nearby secondary centres where there are good public transport connections and other services to link to the main town. Local centres can play an important part in the way they can provide for the day to day needs of local people and thus reduce movement and pressure on the main town centre.</p> <p>Our client feels that the overall strategic direction of the Core Strategy closely relates to the vision and future objectives for the Royal Borough. Key to this vision is the importance of leisure facilities that play a strategic role in the development of the area which continue to be a major attraction. There is room for the importance of these services and continuation of their uses to be further emphasised as a key tourist attraction for the Royal Borough.</p>	MAI021	MDL Developments Ltd.

Responses to Question 2

Response	Respondent ID	Name
<p>ING RED recognises that travel around and across the Royal Borough is particularly important. Centres of growth should not only provide for improvements to public transport but should also seek to facilitate appropriate levels of car parking to support new development envisaged within Maidenhead town centre. This also seeks to avoid isolating those travelling from parts of the Borough who are not well served by public transport. We support the creation of a public transport interchange at Maidenhead railway station and welcome the stimulus this will provide to the town centre revitalisation. It is important that this is designed to improve access to the town centre and provide sufficient pedestrian and cycle linkages. We agree that the development of key town centre sites within Maidenhead should seek to create an attractive and stimulating environment. Development should seek to create vitality through a mix of uses including retail, civic, business, commercial, leisure and residential. This can be provided through a regeneration initiative focused on identified town centre sites. New homes should be directed to sustainable locations.</p> <p>The character and mix of housing should be appropriate to its location. The Council should not seek a standard mix of units on all sites throughout the Borough.</p>	MAI023	ING Real Estate Developments
Not enough attention paid to the outlying villages (Hurley, Bisham, Knowl Hill, Littlewick Green, Pinkneys Green etc.)	PAR1	Hurley Parish Council
Yes	PAR2	Horton Parish Council
Yes but only the larger villages in the rural areas have been mentioned. Smaller villages e.g. Hurley have no mention.	PAR3	David Burfitt
Vision is too vague and could refer to anywhere in UK. Bray Parish and villages Would like to see these included.	PAR4	Bray Parish Council
Good to see the statement in 4.6. missing.		
Yes	PAR5	Wraysbury Parish Council
Fail to recognise the unique heritage of Cookham and value to residents and visitors as a semi-rural community.	PAR6	Cookham Parish Council
Yes. Further observations: <p>Ascot (para. 4.26): Unclear as to what is or will be the "new development associated with Ascot Authority" and how it will enhance the character of the High Street. More detail needed. We also consider reference to the existence of Heatherwood Hospital and the now active Ascot Business Park is needed and that your vision statement should include consideration of the creation of a conservation area in South Ascot</p> <p>Sunninghill (para. 4.27): Vision statement should include consideration of a conservation area in Sunninghill (see SPAE's response to the Townscape Character Assessment exercise - dated 8th October 2008. Vision statement should also consider protection from contraction/development of the Green Belt wedge which separates the built areas of Sunninghill and Ascot/South Ascot.</p>	PAR8	Sunninghill & Ascot Parish Council

Responses to Question 2

Response	Respondent ID	Name
Sunningdale (para. 4.28): Should be reference to protecting and enhancing views from the south and west towards Holy Trinity Church, Sunningdale, from the south and east towards Sunningdale Park and from the south and west towards Cowarth Park.		
Yes. Further observations:	PAR9	Sunningdale Parish Council
Ascot (para. 4.26): Unclear as to what is or will be the "new development associated with Ascot Authority" and how it will enhance the character of the High Street. More detail needed. We also consider reference to the existence of Heatherwood Hospital and the now active Ascot Business Park is needed and that your vision statement should include consideration of the creation of a conservation area in South Ascot		
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Sunningdale (para. 4.28): Should be reference to protecting and enhancing views from the south and west towards Holy Trinity Church, Sunningdale, from the south and east towards Sunningdale Park and from the south and west towards Cowarth Park.		
Yes. Support for Maidenhead as the central focus and most sustainable location for new development and that this can be a driver for the rejuvenation of the town.	RES4	D Smith Esq.
Yes	RES8	Jill Poweell
Yes	RES9	Walters
Yes	RES10	David Parker
Yes	RES11	Peter O'Kill
SEEDA supports the overarching vision, specifically the references to life long learning, a strong economy and meeting the needs of residents, visitors and those who work in the borough.	STAT4	SEEDA
Para 4.7 refers to "Growth will be controlled to ensure a sustainable balance between the supply of jobs and local labour supply so that the economy does not overheat or result in excessive commuting into or out of the local area". The HIA supports this in principle as this would be in line with national policy as set out in PPG13. It is recommended that consideration is given to providing the right type of jobs for local residents and the right type of housing that will be attractive and affordable for the majority of workers in the Borough. This will help to reduce commuting into and out of the borough and the resultant impact of development on the SRN.	STAT 5	The Highways Agency

Responses to Question 2

Response	Respondent ID	Name
<p>Para 4.20 states that new development in Windsor will be "directed to locations which have good access to local services, employment and schools". It is recommended that development should also be directed towards locations with good access to non-car modes of travel. This will help to reduce dependence on the private car and may therefore help efforts to reduce the impacts of development on the SRN in line with DfT Circular 02/2007.</p>	STAT6	The Environment Agency
<p>Paragraph 4.4 Need to refer to maintaining a high quality natural environment or protecting the current natural environment in the vision. EA does not expect every environmental topic to be covered within the vision statement. However, would at least expect an overarching vision to incorporate a vision to 'maintain and improve the natural environment'.</p>		
<p>Paragraph 4.5 This paragraph seems to expand on the natural environment, but is difficult to see on what basis – as the vision statement does not mention it. Overall Paragraph 4.5 is good. Water Quality should be included however.</p>		
<p>The intention of Paragraph 4.5 seems to be to maintain and improve the natural environment as well as mitigating the effects of climate change. This should be stated.</p>		
<p>Agree that there has to be a risk-based approach to development and flood risk and PPS25 acknowledges this. However, saying the Borough shall be risk-based does not imply that the Council will reduce flood risk. Suggest that the final words of this paragraph are re-written to say:</p>		
<p>.....adopting a risk-based approach to development in order to achieve a long term reduction in flood risk.</p>		
<p>Development Locations</p>		
<p>Some comments in relation to the areas are very strong, yet for other locations they are not.</p>		
<p>Paragraph 4.14 Support paragraph.</p>		
<p>Paragraph 4.16 Account is taken of flood risk. Add 'to sustainable locations' between the words limited and mainly.</p>		
<p>Paragraph 4.19 Support. However, add that development in Windsor will be constrained by the floodplain.</p>		
<p>Paragraph 4.23, 4.24, 4.25</p>		
<p>Appreciate that the location of these towns in the floodplain will enable only limited residential development. However, there may be sustainable locations for residential development and therefore suggest that comments to Paragraph 4.16 are incorporated in to each of these.</p>		

Responses to Question 2

Response	Respondent ID	Name
<p>It is mentioned that the seven mile area through which the Jubilee River flows is restrictive for a number of reasons from development. However a public benefit has been obtained from the introduction of the Jubilee River. It provides seven miles of Country Park which is a recreation facility for the people of Maidenhead and Windsor and other towns. It would help if this benefit could be given greater acknowledgement.</p> <p>Statements on more local settlements are generally good. Better mention could be made of reducing flood risk in the long term in some of the smaller settlements and recommend this is taken forward. The aims and goals surrounding development in those towns should take a broad account of reducing flood risk and improving biodiversity.</p> <p>The importance of greening linkages to the River Thames is noted and take this as maintaining a buffer zone. This requirement should be added to Windsor, Old Windsor and Datchet so that the emphasis of a green river corridor can be maintained.</p>		
<p>Vision</p> <p>Welcome the coordination of the document's vision statement with that of the existing community strategy and the emerging Sustainable Community Strategy.</p> <p>Para 4.4</p> <p>In 'Environmental Quality in Spatial Planning', a multi-agency guidance document, it is recommended that the vision is at the forefront of the Core Strategy and shapes all aspects of it. NE commends RBWM for an overarching vision that clearly makes links between the need to be guided by sustainable development principles, however recommend that the overarching vision is expanded to include reference to protecting and enhancing the Borough's natural environment, as well as protecting the character of the borough and providing for a stronger economy.</p> <p>Para 4.5-4.28</p> <p>Within the local specific spatial visions, there needs to be more reference to aims to protect and enhance the natural environment and provide and promote GI opportunities within the borough eg provision of open spaces, green corridors, access to nature and flood management.</p>	STAT7	Natural England
<p>Para 4.2</p> <p>Wish to see the reference to natural, built and historic environment as not all the historic environment is 'built' or 'natural'</p> <p>Para 4.7</p>	STAT8	English Heritage

Responses to Question 2

Response	Respondent ID	Name
<p>Welcome the reference in the vision statement to meeting development needs without harming distinctive character or environmental sustainability. Note and welcome the various references to the area's historic connection with the River Thames and draw the Council's attention to Draft South East Plan (Proposed Changes) Policy C7 'The River Thames Corridor'.</p>		
<p>Vision</p> <p>Vision and objectives should reflect the relevant sport related objectives within the community strategy for the borough.</p> <p>Welcomes the fact that a number of the Community Strategy objectives have been adopted as the basis for the Core Strategy's spatial vision. However, disappointed that there is no mention within the supporting text to the vision the importance of access to, and participation in, sport and active recreation.</p>	STAT9	Sport England
<p>Agree with the Council's overarching vision for the LDF in particular the reference to providing a safe and healthy environment. However, concerned that the supporting text does not refer to the Police as a key infrastructure provider.</p> <p>Recommend that a paragraph similar to 4.9 is inserted in relation to TVP.</p>	STAT10	Thames Valley Police Authority
<p>PCT supports the objective identified at para 4.9.</p>	STAT13	Berkshire East Primary Care Trust
<p>Support the vision that Sunninghill should remain primarily residential with its village centre and retail facilities protected and enhanced</p>	STAT16	National Grid Property Holdings Limited
<p>On page 18, under Vision & Objectives, para 4.2 I am pleased to see as one of the bullet points, "Creating Safe environments and reducing the fear of crime". A quick public realm checklist as below shows some of the various issues that help make Safe Environments:</p> <ul style="list-style-type: none"> • Lighting • CCTV (Public realm and private provision – integrated / compatible). • Help points (information and emergency links to control room). • Active edges (of surrounding building to create natural surveillance) • Design of corners on buildings overlooking public space to facilitate good surveillance. • Anticipated footfalls (in respect of self policing / crowding out the criminal / eyes on the street) 	STAT25	Thames Valley Police Crime Prevention Design

Responses to Question 2

Response	Respondent ID	Name
<ul style="list-style-type: none"> • Surfaces (anti-graffiti on vertical, anti-skateboarding on horizontals) • Safe entrances from public space into private dwellings (i.e. not up alleys, behind bins stores etc.) • Public toilet provision • Glazing – ALL glass adjacent to public movement / access to be safe and secure. (Not the same thing under the glazing Regs.) • Safe routes into car parks. • Safe car parking. • Safe places to wait for public transport / taxis etc. • Adequate provision for bus stops, taxi ranks – integrated with movement areas but not conflicting. • Safety / robustness of public art (not to become objects of derision, climbing frames etc.) • Safety / design / advisability of water features • Status of public realm. (public right of way? private but open to public, subject to private security patrols, covered by street drinking byelaws etc.) • Design of doorways, entrances & fire escapes onto public realm – avoidance of recesses, litter traps, public nuisance. • Areas where street café furniture may be located. (Safe obstruction of surveillance, CCTV etc.) • Design of street furniture, seating, shelters. (Safe, robust, fire retardant, not obstructing camera vision etc.) • Location of street furniture / seating. (not located at pinch points or where gathered groups may intimidate movement) • Design of landscaping. Appropriate trees / plants, avoid loose cobbles / missiles / weapons. • Safe non/return bins for cans / bottle disposal. • Litter collection, graffiti removal. 		

Responses to Question 2

Response	Respondent ID	Name
<ul style="list-style-type: none"> • Signage. • Traffic regulation – pedestrianisation – emergency vehicle access. • Good integration with surrounding access / egress routes. • Not encouraging / allowing movement / permeability into proximate private areas, service yards etc.. • Counter terrorist resilience. • Retail security. • Communication (town centre radio links / pagers etc. for messaging, emergency alerts). • Provision of public telephones. • Location of ATMs. (on frontages – not up side streets / alleys). • Density / proximity of licensed premises. • Location, capacity, opening times of takeaway premises. • Location, opening times / siting of temporary / mobile food outlets. • Location of major leisure / cultural venues, (cinemas, theatres, etc.) <p>On page 19, Under Maidenhead at para 4.11 mention is made of the Maidenhead Railway Station transport interchange.</p> <p>Without being alarmist but because of the terrorist threat to UK infrastructure, then I would recommend an early consultation with the Thames Valley Police Counter Terrorism Security Adviser, for when plans are formulated, so any advice can be easily incorporated.</p> <p>If there are car parks built for use of the public then I would ask that these achieve the Safer Parking Award. The Safer Parking scheme is an initiative primarily aimed at the management of criminal behaviour within the parking environment, and hence requires owners / operators to adopt an active management strategy to ensure there is minimal occurrence of crime. It is also a scheme which can be assessed by every car park operator (Council & Private operator), in the UK in that few parking facilities can be described as 'secure' but all can be made safer. The purpose of the Safer Parking Scheme is to:</p> <ul style="list-style-type: none"> • Reduce crime & the fear of crime within parking facilities 		

Responses to Question 2

Response	Respondent ID	Name
<ul style="list-style-type: none"> ● Provide guidance to owners, operators & developers of parking facilities ● Raise awareness to the general public ● Provide a design framework for Architects and developers. <p>Parking facilities that have achieved the award mean the parking operator has in place measures that help to deter criminal activity and anti-social behaviour, thereby doing everything they can to prevent crime and reduce the fear of crime in their parking area. For customers, using the Park Mark Safer parking facility means that the area has been vetted by the Police and has measures in place in order to create a safe environment. There is also a web site at: www.parkmark.co.uk where customers can search for such approved sites nationally. To help raise awareness of the scheme with the public, a sign has been designed to create a positive image that is instantly recognisable for members of public looking for a car park with a safe environment. All parking facilities approved under the scheme are able to display the "Park Mark" sign at these facilities and are encouraged to do so. For Park Mark – Safer Parking the web site is: http://www.britishparking.co.uk/index.php?path=2.64 Items that are dealt with are:</p> <ol style="list-style-type: none"> 1. Management and maintenance. 2. On operational parking facilities existing crime statistics 3. Boundary treatments and perimeters 4. Vehicle access and egress 5. Pedestrian access and egress 6. Parking areas 7. Surveillance 8. Lighting 9. Signage Any public car park must be safe to encourage its use by members of the public. 	STAT26	Cycling Touring Club
<p>CTC supports the overarching vision but in respect of 4.8 would like to see 'transport links' clarified to ensure that this means support for and promotion of the sustainable transport modes of public transport, cycling and walking. The majority of the smaller settlements listed are within reasonable cycling distance of the larger settlements.</p>		

Responses to Question 2

Response	Respondent ID	Name
As archaeological advisors to RBWM, we are pleased to see the unique heritage and historic environment of the borough given due emphasis in this overarching vision. In addition to the legally designated sites noted in previous sections there are many hundreds of archaeological sites noted on the Berkshire Sites and Monuments Record that form part of this unique heritage and should be considered during the planning process, in line with national planning policy guidance. We are happy to advise on this issue at any time.	STAT27	Berkshire Archaeology
Agree. We welcome reference to protection and enhancement of biodiversity within the Vision (paragraph 4.5) and the importance of the River Thames and other waterways for biodiversity (paragraphs 4.14 and 4.19). We support maximising the re-use of previously developed land as noted at paragraph 4.6 however we would prefer to see reference to previously developed land as brownfield land can, in some cases, have significant wildlife value. This is supported by the revision of the list of UK BAP priority habitats (i.e. the Natural Environment and Rural Communities Act 2006 Section 41 list) to include Open Mosaic Habitats on Previously Developed Land (also known as brownfield or Post Industrial Sites).	STAT28	Berks, Bucks & Oxon Wildlife Trust (BBOWT)
Disagree. The list of key objectives and actions from the Community Strategy in section 4.2 does not make mention of places of worship. These could be mentioned with the reference to "Enhancing community learning" or as a separate point. Including reference to places of worship is consistent with national policy. PPS1 at page 8 states that: "Plan policies should: ...take into account the needs of all the community, including particular requirements relating to... religion...."	STAT29	Windsor Congregation of Jehovah's Witnesses
We believe the overarching vision for the LDF broadly sets a sound platform on which to base the emerging policy framework. However there is a naivety in the assertion that virtually all development will be able to be accommodated on previously developed land, particularly given the housing requirements which have been imposed on the Royal Borough by the emerging Regional Spatial Strategy and the current economic climate. Accordingly the second paragraph of the overarching strategy should be amended as follows: It will be a place where the unique character, history and setting is respected in providing a strong economy and meeting the needs and expectations of residents, visitors and those who work in the borough. Development will be carefully planned, and where possible will maximise the re-use of suitable land within towns and villages. In terms of the statements relating to different parts of the borough we suggest that the following addition should be made to the Sunninghill statement: 4.27 Sunninghill will continue to be primarily a residential settlement and its village centre with its range of retail and community facilities will continue to be protected and enhanced. Its historic gateway (London Road/Church Lane Junction), and key views (including to the Church of St Michael and All Angels; and westerly views to Ascot) will be enhanced. The further enhancement of Imperial College London's Silwood Park Campus, as a significant higher education presence, student residential, and employment location, will be supported.	STAT30	Imperial College London

Responses to Question 2

Response	Respondent ID	Name
Agree that the Royal Borough's buoyant economy should be maintained and promoted as a prime location for business, with economic development being focused primarily in the main commercial and employment areas of Maidenhead and Windsor, making better use of land.	W&M1	Royal London Mutual Insurance Society
Repetition of gateways and views are too detailed to form part of the vision.	W&M3	Mark Caretr
Windsor: Retail development should be mentioned, enhanced and protected.		
Eton Wick: Growth may be employment related as well as residential.		
Sunningdale: Include how the TBH SPA should be dealt with.		
Yes	W&M4	Shanley Homes
Agree	W&M5	CALA Homes
Yes, however, section 4.2 needs to refer to local churches or faith groups. Suggest the following bullet point: "Developing new and enhancing existing facilities for local churches and faith groups in their service to the local community."	WIN1	King's Church International
The tourism sector is highly competitive and an individual attraction needs to continually improve and enhance its facilities to attract guests. Without investment, tourism facilities generally experience lower guest numbers and often decline. This will in turn have economic impacts on the local area. Suggest that the long-term vision for the Borough should acknowledge more clearly the economic benefits of existing tourism facilities and the need to improve and enhance these facilities. Tourism is a sector of the economy that can help diversify the economic base of the Borough.	WIN2	Legoland Windsor Park Ltd
Given the importance of tourism and the various benefits it provides, the Core Strategy should place a greater emphasis on the retention, enhancement and expansion of existing tourist attractions, subject to the need to balance the requirements to take into account other aspects of the area and local environment.		
In terms of Windsor, specifically in relation to its popularity as a leisure destination, ALP agree new development, to include new facilities at existing attractions, should be provided to improve and enhance the buoyancy of the local economy. This should not be focused solely in the town centre, but be delivered in areas where development can enhance visitor draw in the wider Windsor area.	WIN3	Arena Leisure PLC (Windsor Racecourse)
Agree with the Royal Borough being a place guided by the principles of sustainable communities. Also agree with it being a place where the unique character, history and setting is respected in providing a strong economy and meeting the needs and expectations of residents, visitors and those who work in the Borough.	WIN4	Eton College
Note para 4.6, however the overarching vision does not refer to the potential for residential development on brownfield sites or the potential for such schemes to enhance the historic character of settlements such as Eton		

Responses to Question 2

Response	Respondent ID	Name
<p>Para 4.21: Eton</p> <p>Emphasise that there are brownfield sites in Eton which offer redevelopment potential. The statement fails to recognise the potential of these sites which could contribute towards addressing the key issues and challenges whilst making a significant contribution towards realising the vision and objectives.</p>		
<p>Overarching Vision</p> <p>Support the promotion of the Royal Borough as a place guided by the principles of sustainable communities. Support the acknowledgement that the Borough is a place where the unique character, history and setting is respected in providing a strong economy and meeting the needs and exceptions of residents, visitors and those who work in the Borough.</p> <p>Agree with para 4.7.</p> <p>Regarding para 4.18, relating specifically to Windsor, agree that Windsor should play a significant role in facilitating employment development. The town has good transportation links and existing infrastructure to support such development.</p>	WIN5	Centrica Plc
<p>Para 4.7 (Vision)</p> <p>Agree that Windsor and Maidenhead should be the prime locations for new business, disagree that economic development should be focused primarily in the main commercial and employment areas. Believe that business growth provided through the optimisation and/or redevelopment of existing office sites, which may or may not be located in the town centre/employment areas, also present a great opportunity for new business growth. Provided these other sites meet the tests of PPS6 there is no reason why they cannot be developed, and each site should be tested on an individual basis. Otherwise these sites are at risk of being lost for housing.</p> <p>Para should be amended to include reference to 'and other appropriate existing employment sites' in the second sentence after Maidenhead and Windsor</p>	WIN7	St Congar Properties Ltd
<p>Subject to our comments in relation to Paragraph 4.6 above, we do agree with the overarching vision outlined in Section 4 of the Options Paper. We would however suggest that the implication that it may take until 2026 for Windsor and Maidenhead to become a "safe and healthy environment" casts the current state of the Borough in an unjustifiably gloomy light!</p>	WIN8	Farmglade Ltd

Responses to Question 3

4 Responses to Question 3

Responses to Question 3

Objectives and Aims

Question 3

Do you agree with the aims and objectives outlined above? Would they address the stated issues and challenges, and deliver the vision?

Table 4.1 Question 3

Response	Respondent ID	Name
Yes	CLLR1	Derek John Wilson
<p>Aim 1: We support the majority of this aim but strongly disagree with the inclusion of the references to locating the majority of development in existing settlements and maximising the use of previously developed land. The third bullet point presupposes that all PDL and land in existing settlements is more sustainable than land immediately adjoining settlements, even if it is greenfield rather than brownfield. Indeed, the third bullet point is not directly related to matters of design and construction and should not, therefore, be covered under this aim in any case.</p> <p>Aim 2: We support the principle of this aim. However, we note that the SEP housing requirement is expressed as a minimum and, therefore, a higher level should be tested. We would therefore suggest (as we have in relation to other LDF consultation exercise being undertaken in the South East) that a figure 15% higher than the minimum be tested in order to examine whether a step-change in housing provision can be made in sustainable locations. An up to date Strategic Market Housing Assessment is required in order to ensure an appropriate mix of dwellings is provided, and we note that previous work indicates that it is family homes that are sought within the Borough.</p> <p>Aim 3: We support the principle of this aim subject to the caveat that options for economic development beyond existing settlement boundaries are tested as part of an immediate review of the green belt. The potential for economic development in such locations could go hand-in-hand with residential development.</p> <p>Aim 4: We support the principle of this aim.</p> <p>Aim 5: We support the principle of this aim. However, we strongly object to the prominence of and continued reference to the maintenance of the Green Belt. Whilst we do not wish to see the wholesale changes to the green belt we do consider there to be an urgent need to review the current boundaries to assess all potential options to deliver sustainable growth to meet long-term development needs and to identify robust and defensible boundaries. The inclusion of this first bullet point, as drafted, appears to set RBWM against pursuing a flexible approach to meeting its development requirements and could cause the Core Strategy to be, once more, found unsound.</p>	COO001	Chartered Institute of Marketing

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 6: We support the principle of this aim.</p> <p>Aim 1: We support the majority of this aim but strongly disagree with the inclusion of the references to locating the majority of development in existing settlements and maximising the use of previously developed land. The third bullet point presupposes that all PDL and land in existing settlements is more sustainable than land immediately adjoining settlements, even if it is greenfield rather than brownfield. Indeed, the third bullet point is not directly related to matters of design and construction and should not, therefore, be covered under this aim in any case.</p> <p>Aim 2: We support the principle of this aim. However, we note that the SEP housing requirement is expressed as a minimum and, therefore, a higher level should be tested. We would therefore suggest (as we have in relation to other LDF consultation exercise being undertaken in the South East) that a figure 15% higher than the minimum be tested in order to examine whether a step-change in housing provision can be made in sustainable locations. An up to date Strategic Market Housing Assessment is required in order to ensure an appropriate mix of dwellings is provided, and we note that previous work indicates that it is family homes that are sought within the Borough.</p> <p>Aim 3: We support the principle of this aim subject to the caveat that options for economic development beyond existing settlement boundaries are tested as part of an immediate review of the green belt. The potential for economic development in such locations could go hand-in-hand with residential development.</p> <p>Aim 4: We support the principle of this aim.</p> <p>Aim 5: We support the principle of this aim. However, we strongly object to the prominence of and continued reference to the maintenance of the Green Belt. Whilst we do not wish to see the wholesale changes to the green belt we do consider there to be an urgent need to review the current boundaries to assess all potential options to deliver sustainable growth to meet long-term development needs and to identify robust and defensible boundaries. The inclusion of this first bullet point, as drafted, appears to set RBWM against pursuing a flexible approach to meeting its development requirements and could cause the Core Strategy to be, once more, found unsound.</p> <p>Aim 6: We support the principle of this aim.</p>	COO002	Copas Farms
<p>Aim 1: We support the majority of this aim, but consider that larger settlements such as Cookham must be included as a source of development potential, noting their sustainability credentials. It is clearly not possible for Maidenhead and Windsor alone to accommodate the development needs in the Borough.</p>	COO003	Copas Farms / Copas Partnership

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 2: We support the principle of this aim. However, we note that the SEP housing requirement is expressed as a minimum and, therefore, a higher level should be tested. We would therefore suggest (as we have in relation to other LDF consultation exercises being undertaken in the South East) that a figure 15% higher than the minimum be tested in order to examine whether a step-change in housing provision can be made in sustainable locations. An up to date Strategic Market Housing Assessment is required in order to ensure an appropriate mix of dwellings is provided, and we note that previous work indicates that it is family homes that are sought within the Borough.</p> <p>Aim 3: We support the principle of this aim. The potential for economic development in such locations could go hand- in-hand with residential development.</p> <p>Aim 4: We support the principle of this aim.</p> <p>Aim 5: We support the principle of this aim. However, we strongly object to the prominence of and continued reference to the maintenance of the Green Belt. Whilst we do not wish to see the wholesale changes to the green belt we do consider there to be an urgent need to review the current boundaries to assess all potential options to deliver sustainable growth to meet long-term development needs and to identify robust and defensible boundaries. The inclusion of this first bullet point, as drafted, appears to set RBWM against pursuing a flexible approach to meeting its development requirements and could cause the Core Strategy to be, once more, found unsound.</p> <p>Aim 6: We support the principle of this aim.</p>		
<p>Aim 1: support the majority of this aim but strongly disagree with the inclusion of references to locating the majority in existing settlements and maximising the use of PDL. This assumes that all PDL and land in existing settlements is more sustainable than land immediately adjoining settlements even if it is greenfield rather than brownfield.</p> <p>The third bullet is not directly related to matters of design & construction and should not be covered under this aim.</p> <p>Aim2: We support the principle of this aim, however we note that the SEP housing requirement is expressed as a minimum and therefore a higher figure should be tested. We suggest that a figure 15% higher than the minimum be tested in order to examine whether a step change in housing provision can be made in sustainable locations. An up to date Strategic Market Housing Assessment is required in order to ensure an appropriate mix of dwellings is provided. We note that previous work indicates that it is family homes that are sought within the Borough.</p>	DEVSO1	Land Aspirations

Responses to Question 3

Response	Respondent ID	Name
<p>AIM3: We support the principle of this aim subject to the caveat that options for economic development beyond existing settlement boundaries are tested as part of an immediate review of the Green Belt. The potential for economic development in such locations could go hand in hand with residential development.</p> <p>AIM4: we support the principle of this aim</p> <p>AIM 5: We support the principle of this aim, but strongly object to the prominence of and continued reference to the maintenance of the Green Belt. Whilst we do not wish to see wholesale changes to the Green Belt we do consider there to be an urgent need to review the current boundaries to assess all potential options to deliver sustainable growth to meet long term development needs and identify robust and defensible boundaries.</p> <p>AIM 6: we support the principle of this aim.</p>		
They all sound very worthy.	DEVSO4	Wardour Lodge Estates Ltd
Aim 5 fails to recognise (as suggested by the previous Core Strategy Inspector) there needs to be a review of the Green Belt boundaries so as to facilitate the necessary growth within the Borough. It should be explored whether greater flexibility for the redevelopment of existing developed sites in the Green Belt could be facilitated without conflict with government guidance. My clients site (Honda Car Dealership - Station Road, Ascot) is within the Green Belt and has outdated facilities which no longer adequately serve the function required. It is sites such as these that the Council should give consideration to removing from the Green Belt to facilitate the development of more suitable and sustainable development which would also enhance the appearance of the locality. The incorporation of built up areas within the Green Belt will over time lessen the attractiveness of the Green Belt as redevelopment and alterations necessary to meet current requirements cannot be undertaken.	DEVSO5	Lancaster Plc
Yes in general. Concerns summarised:	DEVSO6	Quartermaine
Aim 1 must say to locate the majority of land within settlements and maximise PDL "within the context of protecting the essential character and appearance of these areas".		
Aim 2 must be linked to green belt boundaries and confirm that Council will formally review GB boundaries at an early stage of its LDF.		
Aim 2 must make reference to market demand being important, as well as to meeting community needs.		
Yes in general. Concerns summarised:	DEVSO7	Mr Sines

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 1 must say to locate the majority of land within settlements and maximise PDL "within the context of protecting the essential character and appearance of these areas".</p> <p>Aim 2 must be linked to green belt boundaries and confirm that Council will formally review GB boundaries at an early stage of its LDF.</p> <p>Aim 2 must make reference to market demand being important, as well as to meeting community needs.</p>	LAG1	Maidenhead and District Friends of the Earth
<p>Change the last point of Aim 3 to read: "Ensuring that local agriculture and horticulture continues to play a pivotal role in the rural economy of the Royal Borough through increased diversification through alternative growing practices, community supported agriculture, community allotments, farm sales and farm based leisure services.</p> <p>Change the last bullet point of Aim 5 to read: "Ensuring new development is of high quality that meets the highest rating of the Government's Code for Sustainable Homes and protects and enhances the character of the Royal Borough.</p>	LAG2	Community Council for Berkshire
<p>These completely overlook the needs of the more rural communities in the borough. Need a specific mention of the potential for Rural Exception Site development to meet the needs of local people in these areas under Aims 2 and 4.</p>	LAG5	Maidenhead Riverside Organisation
<p>Yes. Note that by far the biggest issue is the regeneration of Maidenhead Town Centre.</p> <p>No. Aim 5 should be amended to show that there are five purposes for Green Belts as set out in PPG2, para 1.5.</p> <p>It is not sufficient to protect the Green Belt from 'inappropriate' forms of development. In many areas the Green Belt is becoming degraded due to an accreditation of small scale development. It seems that the Royal Borough is more interested in promoting the activities of farmers (Aim 3, bullet 5) than preserving the quality of the landscape.</p> <p>A further bullet point should be added: 'Maintaining the separate identity and distinctive character of the borough's communities'. This accords with saved Policy DP7 of the Berkshire Structure Plan. The Royal Borough should signal its commitment to the separation of the Cookhams from Maidenhead in this manner.</p> <p>Aim 6 appears to be illogical and lacking in clarity.</p>	LAG7	Cookham Society

Responses to Question 3

Response	Respondent ID	Name
Change the last bullet point of Aim 3 to read: 'Ensuring that local agriculture and horticulture continues to play a pivotal role in the rural economy of the Royal Borough through increased diversification through alternative growing practices, community supported agriculture, the growth of a local food economy, farm sales and farm based leisure services.	LAG8	Transition Town Maidenhead
Change the last bullet point of Aim 5 to read: 'Ensuring new development is of high quality that meets the Government's Code for Sustainable Homes to level five rating and protects and enhances the character of the Royal Borough.		
Yes. Also add (Aim 7): 'To ensure that infrastructure improvements keep pace with development.'	LAG9	SPAE
No	LDO9	Not given
Yes	LDO1206	C Scott-Hopkins
Yes	LDO1293	Richard Davenport
Yes, although a flexible approach to green belt boundaries may be needed if this provides most sustainable solutions for development location.	LDO1295	N Craker
Broadly, yes.	LDO1539	R. P Dulson
Mostly	LDO1593	T J Wade
I agree with aims 3 - 6 but not 1 and 2 - these should be a product of success in 3 - 6 not foisted on the area before the others to meet government targets!	LDO2022	James Cotter
I particularly agree with the protection of the environment through the maintenance of the Green Belt throughout the Borough.	LDO2023	Stewart Segal
Agree	LDO2024	Catherine Tyne
Aim 1: We support the majority of this aim but strongly disagree with the inclusion of the references to locating the majority of development in existing settlements and maximising the use of previously developed land. The third bullet point presupposes that all PDL and land in existing settlements is more sustainable than land immediately adjoining settlements, even if it is greenfield rather than brownfield. Indeed, the third bullet point is not directly related to matters of design and construction and should not, therefore, be covered under this aim in any case.	MAI002	Summerleaze

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 2: We support the principle of this aim. However, we note that the SEP housing requirement is expressed as a minimum and, therefore, a higher level should be tested. We would therefore suggest (as we have in relation to other LDF consultation exercises being undertaken in the South East) that a figure 15% higher than the minimum be tested in order to examine whether a step-change in housing provision can be made in sustainable locations.</p> <p>Aim 3: We support the principle of this aim subject to the caveat that options for economic development beyond existing settlement boundaries are tested as part of an immediate review of the green belt. The potential for economic development in such locations could go hand-in-hand with residential development. We also support the promotion of sport (including recreation) and refer to Summerleaze's vision of providing recreation facilities at North Maidenhead to serve the needs of the community).</p> <p>Aim 4: We support the principle of this aim. We also support the promotion of sport and recreation, which is consistent with Summerleaze's vision of providing recreation and leisure facilities at North Maidenhead.</p> <p>Aim 6: We support the principle of this aim.</p> <p>Aim 5: We support the principle of this aim. However, we strongly object to the prominence of and continued reference to the maintenance of the Green Belt. Whilst we do not wish to see the wholesale changes to the green belt we do consider there to be an urgent need to review the current boundaries to assess all potential options to deliver sustainable growth to meet long-term development needs and to identify robust and defensible boundaries. The inclusion of this first bullet point, as drafted, appears to set RBWM against pursuing a flexible approach to meeting its development requirements and could cause the Core Strategy to be, once more, found unsound.</p>		
<p>Yes. Aim 2 requires the strategic housing requirement to be met.</p> <p>An additional 'sub-aim' should confirm that, in seeking to meet this aim, urban brownfield land in suitable locations should be identified and allocated for residential / mixed-use redevelopment.</p>	MAI006	Boyne Valley Property Company Ltd
<p>No, on the basis that they will fail to respond to the key issues and challenges we have set out in response to questions 1 and 2 above.</p> <p>Aim 2 should be amended to include reference to the need to deliver an appropriate level and mix/type of housing (including affordable) which is to be identified by following a review of the Green Belt at Maidenhead.</p> <p>Aim 4 should be amended in accordance with our comments to Aim 2.</p>	MAI007	Mrs Thomas & Mr McElhinney

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 6 should be amended with the inclusion of text to explore the opportunities to provide for a park and ride scheme to the south of Maidenhead town centre where this could help to reduce vehicle movements and provide for sustainable linkages to the town centre, connecting with the rail interchange.</p> <p>Yes except:</p> <p>Document should reference the evidence base for demand for affordable housing.</p> <p>Aim 5 repeats national policy, is unnecessary and detracts from the purpose of the document, i.e. to engage with local people to formulate planning policy.</p> <p>Support is given to the objective of pursuing mixed use environment within Maidenhead Town centre, including encouraging residential uses, which will minimise the need to travel.</p> <p>However, whilst retail activities should be the focus of the town centre the Core Strategy should provide flexibility to encourage the alternative non-retail use of vacant and underused retail and non-retail sites.</p> <p>This flexibility will help to support a number of other aims and objectives by ensuring that vacant and underused premises are not left to deteriorate.</p>	MAI008	Holiday Inn
<p>Aim 1: - The fourth bullet point conveys much of the meaning of Policy CS1 as contained in the Core Strategy document in 2006.</p> <p>The Inspector made specific recommendations in relation to Policy CS1 to allow development on the edge of key settlements (much of which is located within the Green Belt) where this is fully justified. The wording should be amended in the fourth bullet to replace "in" with the word "at". This would achieve a degree of flexibility that is required to meet the development requirements in the most sustainable manner.</p> <p>Aim 2: - Bullet point 1 should be amended so that it identifies the RSS strategic housing allocations to be exceeded and not just "met."</p> <p>- The proportion of affordable housing required at any new development should be addressed as a separate bullet point, which acknowledges the relevant tests required to assess the level of affordable housing provision of each site.</p> <p>Aim 3: - Bullet point 3 should acknowledge that in addition to the role of town centres, additional allocations of land for employment are required to meet the economic requirements of the Borough.</p> <p>Most likely to require the release of peripheral sites around the edge of the main centres.</p>	MAI009	Rowan Asset Management
	MAI012	White Waltham Airfield Ltd

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 4: Bullet points 6 and 7 are appropriate objectives, but the Council needs to acknowledge the limitations of resources that are available to achieve these objectives. For example it is not appropriate for the burden for achieving these objectives to fall solely on developers of new proposals as this will have an adverse effect on viability and potentially reduce the ability to deliver development.</p> <p>Aim 5: - The requirement for the Green Belt to be reviewed should be explicitly acknowledged in order to achieve the appropriate supply of land to meet development requirements.</p>		
<p>Rayner Brothers support the objectives of "ensuring that local agriculture and horticulture continues to play a pivotal role in the rural economy...." and "protecting and promoting village and local centres consistent with their scale and function".</p> <p>They also support the objective of meeting the strategic housing requirement, although this could conflict with the objective relating to protecting the Green Belt from inappropriate development. The SHLAA indicates that insufficient land has been identified from the sites examined so far. The Green Belt boundaries were identified 25 years ago and given the need for more housing land to be identified, it is considered that now is the time for them to be reviewed.</p> <p>Agree in principle with the objective of "locating the majority of development in existing settlements, maximising the use of previously developed land" provided that it doesn't result in town cramming. It is better to have some greenfield developments and use the development to obtain improvements to environmental quality in the vicinity.</p>	MAI015	Rayner Brothers Trust
<p>Aim 1 should be amended - ""encouraging" to replace "giving priority to".</p> <p>Aim 3 should not preclude the development of key individual TC sites. Economic growth should be "monitored" to provide a balance between jobs and labour, not "carefully controlled".</p>	MAI017	CBRE SPUK II (No.7) Ltd
<p>-The emerging strategy will need to use the findings of the forthcoming Green Belt review to identify potential sites and a criteria-based policy to assess the release of these sites from the Green Belt to ensure the role and purpose of the Green Belt is not undermined.</p> <p>-This would be the most justified and effective approach in light of the existing evidence base and when considered against the alternative of high density development, which in any event is still likely to require the release of some Green Belt land. Without such as policy there will be no realistic prospect of the Vision being delivered and the strategy would therefore be unsound.</p>	MAI018	Kennet Properties Ltd

Responses to Question 3

Response	Respondent ID	Name
<p>-Given that the Council is committed to identifying 50-60ha of additional land to be brought forward as Green Belt then at least 50-60ha of Green Belt is expected to be released for development if the Council are considering a "net loss".</p> <p>-The first bullet in Aim 5 should therefore read: "Maintaining the purpose of the Green Belt through the application of a criteria-based policy approach to the assessment of Green Belt releases".</p> <p>This will ensure that only the most appropriate sites are released from the Green Belt.</p>		
<p>Generally yes, but provided the Core Strategy Inspector's previous recommendations are taken fully into account, especially paras 11.1 - 11.15 (green belt). A flexible approach should be applied to the delivery of housing so that some certainty can be provided that the requisite numbers will be achieved.</p>	MAI019	Neil Burgess
<p>ING RED agrees with the aims identified to regenerate the local economy including the holistic and sustainable rejuvenation of Maidenhead town centre. This rejuvenation should be delivered in tandem with the aim to improve transport and connectivity to transport. New development should be located within existing centres on previously developed land where sites are well served by public transport. ING RED agree with the sustainable aim of reducing the need to travel, however, car parking provision, or alterations to provision within a town, should have regard to the levels of existing provision and future planned development. Car parking provision should not be reduced to the extent that it would jeopardise the attractiveness and regeneration of town centres or to the detriment of those individuals who cannot easily access public transport.</p>	MAI023	ING Real Estate Developments
Yes	PAR1	Hurley Parish Council
Yes	PAR2	Wraysbury Parish Council
Yes especially with respect to Green Belt.	PAR3	David Burfitt
Aims are better and more comprehensive than the issues and challenges. Huge list - need to prioritise.	PAR4	Bray Parish Council
Aim 5: Caring for the built environment could be enhanced by ensuring that density of new developments are appropriate to the local area. Aim 6: Needs to be expanded in the light of vision and objective 4.11 (Maidenhead as sub-regional transport hub).		
Yes	PAR5	Horton Parish Council
Yes. Also add (Aim 7): 'To ensure that infrastructure improvements keep pace with development.'	PAR8	Sunninghill and Ascot Parish Council
Yes. Also add (Aim 7): 'To ensure that infrastructure improvements keep pace with development.'	PAR9	Sunningdale Parish Council

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 1: Support this aim and recognise the importance of promoting low carbon and energy and water efficient developments.</p> <p>Aim 2: Support for the Council meeting its strategic housing requirements.</p> <p>Aim 3: Support this aim following the recognition of Maidenhead and Windsor as key centres, as discussed in the Issues and Challenges section.</p> <p>Aim 4: Support.</p> <p>Aim 5: Whilst the intrinsic openness of the Green Belt should be maintained, some areas of the Green Belt will be required for development. Inappropriate development should be avoided only where the development would detrimentally impact on the wider openness of the countryside.</p> <p>Aim 6: Support.</p>	RES4	D. Smith Esq.
Yes	RES8	Jill Powell
Yes	RES9	Mrs Walters
Yes to Q1.	RES10	David Parker
Q2 - as so often, the delivery falls short of the vision.		
Yes	RES11	Peter O'Kill
<p>SEEDA welcomes the Objectives specifically those that seek to</p> <ul style="list-style-type: none"> - promote energy and water conservation including the appropriate production and use of renewable energy (complements Targets 11 & 12 of the RES) - ensuring that the provision of housing types and tenures, including affordable housing, key worker housing... meets the identified needs of the community (com elements Target 9 of the RES) - providing the best educational opportunities for all individuals and to develop their aptitude and abilities and up skill the local workforce (complements Target 6 of the RES). - reducing the need to travel by ensuring new development takes place in locations with good accessibility... (complements Target 8 of the RES). 	STAT4	SEEDA

Responses to Question 3

Response	Respondent ID	Name
<p>Whilst SEEDA welcomes aim 3 seeking to 'maintain a buoyant and broad-based economy', concerned with the reference to 'carefully controlling' the growth in employment-generating development'. This appears to be seeking to constrain economic growth in the borough which contradicts the RES definition of Smart Growth which now forms the basis of Policy RE5 of the South East Plan. However it is noted that the ELR and employment sections of the document indicate that employment land will be allocated to meet forecast demand.</p> <p>Consider that it would be useful for Aim 3 to recognise the need to achieve Smart economic growth in the borough - this will complement the RES and Policy RE5 of the South East Plan.</p>		
<p>HA supports Aim 6. In addition it is recommended that the plan should seek to allocate major development sites close to major public transport hubs - for example close to Maidenhead station and should seek to improve access to such hubs by all modes. This would help to maximise the benefits of the station improvements and the delivery of Crossrail scheme. This approach would help to increase use of public transport, reduce dependence on the private car and consequently reduce impacts on the SRN in line with DfT Circular 02/2007.</p>	STAT5	The Highways Agency
<p>The aims as they stand do not take full account of PPS25, PPS23 or the Water Framework Directive. Simple inclusions and rewording could resolve this:</p>	STAT6	The Environment Agency
<p>Flood Risk.</p>		
<p>Aim 1: adding 'Promote sustainable urban drainage systems' will greatly improve this aim in terms of water quality and flood risk.</p>		
<p>There has been no mention here of flood risk in aim 1. The intensification of urban areas not only can increase fluvial flood risk – where it lies within the floodplain, but also the risk of surface water flooding. An increase in hardstanding is of concern and there should be careful consideration of surface water, and a strong emphasis on SUDs.</p>		
<p>A sequential approach in respect of flood risk should always be used and this should be added to Aim 1.</p>		
<p>Aim 5: adding 'and natural floodplain' would vastly improve the first bullet point of this aim.</p>		
<p>A specific mention to water quality should be considered in one of the aims. However, it is difficult to suggest which. Water quality is also intrinsically linked in policy to PPS23, PPS9 and the Water Framework Directive. Suggest that a bullet point is added in the most appropriate aim that the Council sees fit which states something along the lines of:</p>		
<p>- Maintaining and improving water quality for the built and natural environment by preventing development which would have a negative impact upon this.</p>		

Responses to Question 3

Response	Respondent ID	Name
<p>Water resources are covered by promoting efficient use of resources in Aim 1 which is welcome. Flood risk reduction bullet in Aim 4 is strong and the EA also welcomes all current bullets in Aim 5.</p> <p>The inclusion of a number of the bullet points within the aims needs more support from an improved vision statement which takes adequate account of the natural environment. Comments in relation to Paragraph 4.4 above should therefore be considered.</p>		
<p>Yes, commends the objectives and the good coverage of issues relating to the natural environment. However would like to see some additions or amendments that should be taken into account:</p> <p>Aim 1: NE recognises that locating the majority of development on previously developed land can help to promote the sustainable location of development by using vacant or derelict brownfield land in favour of greenfield land. However, would like RBWM to recognise that some brownfield land can be of higher biodiversity value than some greenfield land and as such suitable protection should be afforded to such sites or their use should be carefully managed to ensure their biodiversity value and potential are realised and enhanced.</p> <p>Aim 4: Commends the recognition of the value of recreation to developing social cohesion and healthy lifestyles. However reference should be made to the need to create, protect and enhance GI that can contribute towards improving the health of the Borough through providing vital links between residential areas, open spaces and the countryside to facilitate enjoyment of these areas, through the use of green corridors and networks.</p> <p>Aim 5: NE recognises that 83% of the Borough is within the GB which results in a number of particular constraints for development. Also recognise that GB policies have been effective in containing urban areas but it is also important to recognise that their protection can increase pressure for development on more environmentally sensitive sites (including brownfield sites). This consideration should feature in any review of Green Belt boundaries in the Borough.</p> <p>NE recommends that any reference to GB within aims, objectives and policies in the LDF takes into account the need for the GB to reflect twenty first century circumstances and deliver the most sustainable and positive benefits for the natural environment and people's enjoyment of it. Para 1.10 of the document states that during the consideration of the previously withdrawn CS, the Inspector considered that a review of Green Belt land could be supported. This review could also be used to review the environmental quality of current land in the Green Belt to come to a view as to whether any of it could be replaced by land of a higher environmental quality elsewhere in the Borough.</p> <p>In addition NW is aware of work currently being undertaken by RBWM to inform a townscape character assessment and recommends that protection of the townscape and landscape of RBWM are included in the 5th bullet of Aim 5.</p>	STAT7	Natural England

Responses to Question 3

Response	Respondent ID	Name
Aim 5. Recommend that the first bullet point refers to 'maintaining the purposes of the Green Belt. Aim 5 should also include reference to the 'historic' environment.	STAT8	English Heritage
Objectives - Aim 3: Notes and supports aim.	STAT9	Sport England
Aim 4: Welcomes the principle of this aim, however concerned regarding the reference to the 'informal enjoyment of the countryside and open spaces'. Whilst supporting the principle of this wording, it should not be taken as discouraging the legitimate use of the countryside for appropriate formal sporting activities. Overall, disappointed that the promotion of access to and participation in, sport and active recreation is not mentioned in the supporting text to the vision.		
Aim 4: Welcome the inclusion of this aim, however have a number of comments relating to the bullet points that describe how the aim will be realised: - Bullet point 1: changing demographics will also have an impact on policing. In order to develop a safe community it is essential that the Police are recognised as a key infrastructure provider in the same way as the LEA and PCT. The text should therefore be amended to include a reference to policing. - Bullet point 3: In order to meet these objectives it would be necessary for all new developments to meet Secured by Design principles both in terms of layout and building design. - Bullet point 7: Reference should be made to the Police as a key infrastructure provider.	STAT10	Thames Valley Police Authority
Broadly support the aim to focus the majority of development in existing settlements in the Royal Borough with a focus on directing future housing in the Maidenhead (and to a lesser extent) Windsor areas. However any net increase in housing development within the Sunninghill, Sunningdale and Ascot area (within 5km of the SPA) will lead to additional pressure on the TBH SPA which must be mitigated. Draw the Council's attention to the Draft South East Plan Policy NRM6 - TBH which instructs local planning authorities to try to direct all new housing development away from the zone of influence.	STAT11	RSPB
Aim 4 - PCT supports the reference at the first bullet point to the council responding positively to changing demographics and the impacts on healthcare.	STAT13	Berkshire East Primary Care Trust
Support the objective that "the need for new homes will be met through maximising the re-use of previously developed land before other options such as greenfield land are brought forward."	STAT16	National Grid Property Limited
Support the use of previously developed land. It is important to note that this will be more costly to develop than sequentially less preferable green field sites. Important that economic viability is a thread which runs through policy governing the reuse of brownfield sites (particularly contaminated land).		

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 1, says about promoting sustainable design and construction. However all too frequently the carbon cost of crime is ignored, and it is important to design out crime to reduce this carbon cost.</p> <p>Hence again I would promote the Secured by Design standard in the built form, as mentioned in my reply to Q.1. Based on statistics for England and Wales the cost to the environment in CO2 emissions caused by crime, (police vehicle movements attending scene and forensic examination/ window or door boarded up with timber/ then manufacture and installation of replacement glass, window, door/ if arrest made then costs of vehicle movements, courts, prison, etc.).</p> <p>Key points are:</p> <ul style="list-style-type: none"> • Reported crime equates to 5.5 million tonnes CO2 per year estimated • British Crime Survey statistics of unrecorded crime increase this to 6 million tonnes CO2 per year. • 6 million tonnes is 1% of UK CO2 output. Contrast this with the total annual CO2 output of Austria 77m, Belarus 61m and Bangladesh 36m tonnes • The CO2 produced by UK crime is greater than the entire output of many emerging world economies, including Ecuador, Zambia and Armenia. • 1 tree growing for 100 years absorbs one tonne of CO2. • Metropolitan Police vehicles travel 66 million miles a year. <p>This research by Profs Pease & Farrell was conducted in 2008 into the impact of crime on the environment and CO2 emissions. Not included are all car journeys taken for fear of trouble on public transport, all house moves made because of crime suffered or perceived, and all premature demolition of sound housing due to high crime levels (caused by poor layout and quality of housing).</p> <p>Earlier Home Office supported research by Dr. Armitage had shown that Secured by Design reduced burglary by over 50%; a figure mirrored in other surveys round the country.</p> <p>Aim 3 says about regenerating the local economy. I would like to see at the end of the second bullet point mention made: "and safe for all users."</p> <p>Aim 4, I am pleased with the 3rd bullet point that says, "Avoid development which would put people or property at risk from crime and anti-social behaviour and encourage forms of development which would enhance community safety and health."</p>	STAT25	Thames Valley Police Crime Prevention Design

Responses to Question 3

Response	Respondent ID	Name
In respect of Aim 6 we are generally supportive but think that it should be recognised that providing adequately for all modes of transport may not be feasible and choices will have to be made.	STAT26	Cycling Touring Club
To help meet the challenge presented by climate change promotion of sustainable transport modes will have to be given priority.		
In particular, protection of the built environment will play a large part in retaining the unique character of the borough. This would include buried archaeological remains which can inform on the development of towns and villages and provide context for standing remains such as historic buildings.	STAT27	Berkshire Archaeology
Disagree. In light of our response to Question 1, BBOWT considers that Aim 5 dealing with the natural environment should go further; it should also reflect Policy NRM5 of the emerging South East Plan which requires a net gain in biodiversity. We suggest the following: "Protecting and enhancing the natural environment including landscapes and biodiversity, ensuring a net gain in biodiversity, and protection of designated wildlife sites, habitats and species of principle importance for nature conservation and features of the landscape that are important to biodiversity".	STAT28	Berks, Bucks and Oxon Wildlife trust
We would like to see a caveat to address ecological issues that could be associated with some previously developed land in Aim 1. For example, it could read "maximising the use of previously developed land except where there are material ecological considerations".		
Disagree. Paragraph 4.30, Aim 4, makes reference to "the timely provision of appropriate... facilities". For the avoidance of doubt, it is suggested that the wording is changed to specifically state "community facilities". A further suggestion to enhance the described aim is the inclusion of wording such as; "It is necessary that the provision of these facilities keeps pace with new development and rectifies current deficiencies".	STAT29	Windsor Congregation of Jehovah's Witnesses
In terms of Aim 3, being to regenerate the local economy, this is considered too restrictive and the third paragraph should be amended to support the expansion and enhancement of suitably located existing employment sites, as follows: Maintaining a buoyant and broad-based economy through a number of measures (including protecting suitable industrial and warehouse floorspace across the borough) whilst supporting the growth and enhancement of suitably located existing employment sites in order to maintain a sustainable balance between jobs and local labour. The education provision of Aim 4 should be amended to specifically recognise the importance of higher education provision within the Royal Borough, as follows: Providing the best educational opportunities for all individuals and to develop their aptitude and abilities to help upskill the local workforce, whilst also supporting the growth and enhancement of existing higher education provision.	STAT30	Imperial College London
Aim 4 We are pleased to see recognition for people's need to be able to access green spaces. The provision of high quality green spaces, and specifically woodland, close to where people live is fully supported by the Trust and should also form a key part of any forthcoming GI section within the Core Strategy. In order to help local authorities achieve greater access, the Trust has developed a Woodland Access Standard that	STAT31	The Woodlands Trust

Responses to Question 3

Response	Respondent ID	Name
<p>recommends: "that no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size that there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round-trip) of people's homes. For the RB of Windsor & Maidenhead the table below shows the results of applying this Woodland Access Standard to the area plus comparison to the neighbouring Wokingham. Table 1: Accessibility to Woodland in RB Windsor & Maidenhead and Wokingham using the Woodland Trust Woodland Access Standard RB Windsor & Maidenhead Wokingham Accessible woods % population with access to 2ha+ wood within 500m 5.89 8.31 % population with access to 20ha+ wood within 4km 60.15 40.22 Inaccessible woods % extra population with access to 2ha+ wood within 500m if existing woods opened 34.67 57.73 % extra population with access to 20ha+ wood within 4km if existing woods opened 37.54 51.11 Woodland creation % population requiring new woodland creation for access to a 2ha+ wood within 500m 59.44 33.96 % population requiring new woodland creation for access to a 20ha+ wood within 4km 2.31 8.66 Minimum area of new woodland required for 2ha+ woods within 500m (ha) 164 191 Minimum area of new woodland required for 20ha+ woods within 4km (ha) 20 20 The results show that the residents of Windsor & Maidenhead have less access to small woodland near to where they live than those living in Wokingham and it illustrates the need to for woodland creation in the area in order to meet the minimum Woodland Access Standard. These targets are contained in the Woodland Trust's "Space for People" report which is the first UK-wide assessment of any form of green space and, while the targets may seem challenging, they represent the result of detailed analysis.</p> <p>The data is available in both map and numerical form and the full "Space for People" report can be found at www.woodlandtrust.org.uk/publications. There is clearly a case for woodland creation in and around the borough so we would like to see the Core Strategy promote the need for woodlands and perhaps look to new housing development as a means of helping to fund this. The need for Core Strategies to consider woodland creation is also supported in Policy NRM7: Woodlands in the draft SE Plan. It states that: "In the development and implementation of Local Development Documents and other strategies, local authorities and other bodies will support the implementation of the Regional Forestry and Woodland Framework, ensuring the value and character of the region's woodland are protected and enhanced. This will be achieved by: ii. promoting the effective management, and where appropriate, extension and creation of new woodland areas including, in association with areas of major development, where this helps to restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, helps mitigate climate change, and contributes to floodplain management.</p>	W&M1	Royal London Mutual Insurance Society
<p>Aim 3. Agree that a buoyant and broad-based economy should be maintained. Broadly agree with the promotion of town centres as principal locations for office, retail and leisure development, however, the aim should also include reference to upgrading and intensifying existing employment areas to provide more flexible accommodation for business needs.</p>		

Responses to Question 3

Response	Respondent ID	Name
<p>Sainsbury's wish to emphasise that that policies in relation to retail development should reflect the policy tests set out in PPS6, with regard to scale, the sequential approach and, at development plan level, need. Such policies should be based on an up-to-date evidence base. In particular the DPD refers to retail growth being focused in Windsor and Maidenhead town centres (page 24), but ignores the potential for development to be located elsewhere in the Borough in response to local needs and circumstances.</p> <p>Sainsbury's would urge that this policy stance be reconsidered through the later stages of the DPD so that future retail development can be properly judged in accordance with local circumstances and the framework provided in PPS6, rather than pre-empt that framework as is potentially the case with the policy as drafted.</p>	W&M2	Sainsbury's Supermarkets
<p>Aim 1: should refer to flooding not 4. Aim 3: Employment generating development does not need to be carefully controlled.</p> <p>Aim 5: Should make reference to "following a review of Green Belt" and the TBH SPA should be referred to.</p> <p>Aim 6: Encourage walking, cycling and especially bus transport.</p>	W&M3	Mark Carter
<p>Although a flexible approach to Green Belt boundaries may be needed if this provides most sustainable solutions for development location.</p>	W&M4	Shanley Homes
<p>Agree</p> <p>Aim 1: Yes</p> <p>Aim 2: Yes</p> <p>Aim 3: Yes</p> <p>Aim 4: Yes but reference should be made to local churches or faith groups in creating socially cohesive communities. The necessary emphasis on providing more houses should not obscure an even greater basic need of the community to develop 'homes' where people and families can live in harmony and security. Recommend the following wording:</p> <p>"Supporting/encouraging local churches and other faith groups in their work of meeting the spiritual, relational, emotional and practical needs of residents of the Royal Borough.</p> <p>Promoting the provision of community services by these groups. Working with local churches and other faith groups in helping them respond positively to the changing demographics and needs of the community."</p> <p>Aim 5: Yes</p>	W&M5 WIN1	CALA Homes King's Church International

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 6: Yes</p> <p>Aim 1: Supports the principle of sustainable development and construction techniques and recognise the importance and the wider implications of a commitment to reducing climate change through the planning system. However, this has to be considered in the context of the specific site and land use that can impact the reasonable works that can be undertaken. The plan should reflect these variations.</p> <p>Aim 3</p> <p>Welcome the recognition of Legoland's role in contributing to the local economy and in particular the importance of "making the most of its assets and major visitor attractions".</p> <p>Aim 5</p> <p>Fully acknowledge the importance of caring for the natural and the built environment. The plan document should however acknowledge the provisions in PPG2 that allow for inappropriate development in the Green Belt, where very special circumstances can be demonstrated. This is particularly important considering the need for continued investment to prevent decline.</p> <p>Agree with the aim of promoting the Borough as a distinct destination, given its major assets which include the Racecourse. In supporting new leisure and tourism facilities at existing attractions, this will ensure the combined viability of those attractions, thereby supporting the local economy.</p> <p>Aim 6</p> <p>This should be expanded to read "Reducing the need to travel by ensuring new development takes place in locations with good accessibility, or as part of developments where there is potential for linked trips.</p> <p>Aim 1: Emphasise that there are brownfield sites within locations such as Eton which offer redevelopment potential. As such the potential of these sites is promoted as being recognised and encouraged in the LDF. This would accord with Aim 1.</p> <p>Aim 2: Support aim</p> <p>Aim 3: Agree in principle with this aim but the Royal Borough should not safeguard those sites which are clearly obsolescent for their purpose. If these obsolescent sites are safeguarded at the expense of these sites being allowed to come forward for alternative redevelopment, such as housing, this will exacerbate the challenges that the Royal Borough faces in meeting other development needs. This includes the challenge of accommodating 346 net additional dwellings per annum from 2006 to 2026.</p>	WIN2	Legoland Windsor Park Ltd
	WIN3	Area Leisure PLC (Windsor Racecourse)
	WIN4	Eton College

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 4: Agree with the need to reduce flood risk but do not support the approach outlined in the document as it will not best deliver the Royal Borough's vision and aims. Rather than limit the amount of available land to come forward for development, an alternative, more pragmatic approach is promoted. It is sometimes not possible to locate all new development in the lowest flood risk areas for numerous reasons. It should also be noted that in many cases mitigation measures can be used to reduce flood risk and flood damage to people and property. There therefore needs to be some flexibility to enable some scope for development in these areas. Specifically, the College promotes that development should be allowed, provided that it is within acceptable risk tolerances. There are brownfield sites in areas at risk from flooding that could be redeveloped, subject to demonstrating how flood risk will be managed both now and taking into account climate. These redevelopments would then provide wider sustainability benefits to the community and also contribute towards maximising the re-use of previously developed land.</p>		
<p>Aim 3: To achieve Aim 3, it is stated that the Royal Borough will seek to maintain a buoyant and broad-based economy through a number of measures (including the protection of suitable industrial and warehouse floorspace across the Borough) whilst carefully controlling the growth in employment-generating development in order to maintain a sustainable balance between jobs and local labour.</p> <p>Support this aim but believe that it should be extended to protect all employment sites particularly office floorspace. This would then provide more support towards retaining important businesses that are significant employers. This is fundamental to meeting the overarching vision.</p> <p>Aim 4: Agree with the need to reduce flood risk we do not support the approach outlined in Aim 4 as it suggests a prohibitive rather than pragmatic approach. This approach is therefore inconsistent with the overarching vision for the Borough.</p> <p>Aim 5: Agree in principle that the Green Belt should be protected, but believe that for the Borough to achieve its vision this objective needs to be more pragmatic. In consideration of the fact that 83% of the Borough is designated Green Belt then growth will continue to be constrained unless there is either a release of Green Belt land for development or a more flexible approach.</p> <p>Consequently the Core Strategy and Delivery and Development Principles DPD should provide clear and concise guidance on how this trade off should work in practice and should reconcile the conflict between promoting growth and protecting the natural environment. The absence of clear and concise guidance will make it very difficult for the Borough to develop the vision and meet its development needs, particularly those to satisfy employment land.</p> <p>As such, this aim does not support the vision and therefore we do not support it.</p>	WIN5	Centrica Plc

Responses to Question 3

Response	Respondent ID	Name
<p>Aim 6: Support the 'ideal world' scenario expressed in Aim 6, it is less achievable in practice to ensure that all new development takes place in locations with good accessibility to jobs, shops and local services and facilities by walking, cycling and public transport and ensuring that adequate provision is made for all modes of travel.</p> <p>The document acknowledges some of the existing constraints on development locations associated with flood risk and the Green Belt. To add these constraints in the way expressed by Aim 6 would seek only to further restrict the availability of suitable land supply capable of meeting the wider development objectives for the Borough.</p> <p>Therefore encourage the Council to review and amend Aim 6 in order that it better reflects the intentions of Draft PPS4 (para 18).</p>		
<p>Aim 3, Second bullet point: Do not believe that the principal location for new office development should be within town centres. To meet the demand for new high quality large floorplate office floorspace in Windsor it will be necessary to locate some new office floorspace beyond the town centre. This is because Windsor Town Centre does not have the space to accommodate large floorplate offices.</p> <p>Furthermore, there may be other existing employment sites which are suitable for intensification or redevelopment for offices but which are located outside of the town centre boundary. In order to meet the need for new office floorspace within appropriate locations, the wording should be amended to allow more flexibility. Insert 'and other appropriate existing employment sites' into the Aim.</p>	WIN7	St Congar Properties Ltd
<p>Overall, we do agree with the aims outlined in this section, but only with the amendments suggested in our comments relating to Aim 1 and Aim 5. The Green Belt issue needs to be more directly addressed if the Royal Borough is to effectively meet its aims and objectives.</p>	WIN8	Farmglade Ltd

Responses to Question 4

5 Responses to Question 4

Responses to Question 4

Strategic Options: Common Features to All Options

Question 4

Do you agree with the general approach outlined under Common Features to All Options?

Table 5.1 Question 4

Response	Respondent ID	Name
Yes	CLLR1	Derek John Wilson
We support a number of the common features to all options, but we do have fundamental concerns regarding RBWM's continued policy of protecting the current boundaries of the Green Belt. We are firmly of the opinion that RBWM must review these boundaries if it is to identify the most sustainable portfolio of development options and allocations to meet its long-term development requirements.	COO001	Chartered Institute of Marketing
The second bullet clearly shows that RBWM clearly intend to protect the boundary of the Green Belt. No allowance is made for a review of the designated area.		
What is more concerning is that RBWM intends to add more land to the Green Belt, albeit that some of the sites identified will result in the correction of inconsistencies in the current boundaries. This approach of adding land and not considering the development opportunities within the Green Belt are diametrically opposed to the previous inspectors comments.		
The decision of RBWM to publish its draft Green Belt Boundary Study before it has concluded the Core Strategy and SHLAA processes could seriously prejudice the LDF process. Until such time as it is known whether land outside settlement boundaries is required for development RBWM should refrain from adopting this study. Otherwise, the appropriate timing of release of such potential sites for housing or other development could be needlessly restrained by RBWM's prior decision to propose them for inclusion in the Green Belt.		
We have real concerns that the existing urban areas have the capacity to accommodate the levels of growth required to meet long-term requirements and to develop the type of development that is actually required in the most sustainable locations.		
We support a number of the common features to all options, but we do have fundamental concerns regarding RBWM's continued policy of protecting the current boundaries of the Green Belt. We are firmly of the opinion that RBWM must review these boundaries if it is to identify the most sustainable portfolio of development options and allocations to meet its long-term development requirements.	COO002	Copas Farms

Responses to Question 4

Response	Respondent ID	Name
<p>The second bullet clearly shows that RBWM clearly intend to protect the boundary of the Green Belt. No allowance is made for a review of the designated area.</p> <p>What is more concerning is that RBWM intends to add more land to the Green Belt, albeit that some of the sites identified will result in the correction of inconsistencies in the current boundaries. This approach of adding land and not considering the development opportunities within the Green Belt are diametrically opposed to the previous inspectors comments.</p> <p>The decision of RBWM to publish its draft Green Belt Boundary Study before it has concluded the Core Strategy and SHLAA processes could seriously prejudice the LDF process. Until such time as it is known whether land outside settlement boundaries is required for development RBWM should refrain from adopting this study. Otherwise, the appropriate timing of release of such potential sites for housing or other development could be needlessly restrained by RBWM's prior decision to propose them for inclusion in the Green Belt.</p> <p>We have real concerns that the existing urban areas have the capacity to accommodate the levels of growth required to meet long-term requirements and to develop the type of development that is actually required in the most sustainable locations.</p>	COO003	Copas Farms / Copas Partnership
<p>We support a number of the common features to all options, but we do have fundamental concerns regarding RBWM's continued policy of protecting the current boundaries of the Green Belt. We are firmly of the opinion that RBWM must review these boundaries if it is to identify the most sustainable portfolio of development options and allocations to meet its long-term development requirements.</p> <p>The second bullet clearly shows that RBWM clearly intend to protect the boundary of the Green Belt. No allowance is made for a review of the designated area.</p> <p>What is more concerning is that RBWM intends to add more land to the Green Belt, albeit that some of the sites identified will result in the correction of inconsistencies in the current boundaries. This approach of adding land and not considering the development opportunities within the Green Belt are diametrically opposed to the previous inspectors comments. We are pleased to note that there is no intention of including the Poundfield site in the Green Belt, therefore it should be included in the SHLAA.</p> <p>We have real concerns that the existing urban areas have the capacity to accommodate the levels of growth required to meet long-term requirements and to develop the type of development that is actually required in the most sustainable locations.</p>	DEVSO1	Land Aspirations
<p>Whilst we support the common features to all options we do fundamental concerns relating to the continued policy of protecting current Green Belt boundaries. We are firmly of the opinion that RBWM must review its Green Belt boundaries if it is to identify the most sustainable portfolio of development options and allocations.</p>		

Responses to Question 4

Response	Respondent ID	Name
<p>More concerning is the proposal to add to the Green Belt, albeit that some sites identified will result in the correction of inconsistencies in current boundaries. We have real concerns that the existing urban areas do not have the capacity to accommodate the levels of growth required in ways which would deliver the type of development in ways which would deliver the type of development needed in the most sustainable locations.</p>		
<p>We accept and support the strategy of urban focus arising from the South East Plan. Generally new development will be focused according to a settlements role and function. We accept the principle of continuing protection of the Green Belt, however this must be made subject to the outcome of a review which is inevitable requirement if adequate provision is to be made for future development.</p>	DEVSO3	European Property Ventures
<p>Support the 4th bullet point which identifies the importance of maintaining an appropriate supply of industrial and warehouse floorspace in order to deliver diversity of employment. Do not consider that this is necessarily consistent with the third bullet point which states that employment growth would generally be focused within existing employment and commercial areas. There is a need to investigate the potential for mixed use developments.</p>		
<p>It is premature to state that the majority of housing will be delivered in Maidenhead / Windsor. The section fails to make reference to a review of the Green Belt boundary.</p>		
<p>The final bullet point states that "development at risk of flooding will be avoided for its own sake and for the sake of elsewhere". This does not accord with PPS25 which refers to the sequential test for the development of housing in vulnerable areas. It is also out of step with the proposed development management policy on the subject.</p>		
<p>No I do not agree with the general approach if it really is as set out in this section of the paper. It seems Maidenhead orientated and contradictory. On one hand the options paper lists the Green Belt as a constraint on the supply of land and on the other it talks (under Environmental features) of creating and protecting new Green Belt land - where would it come from? Green Belt covers 83% of the Borough but no mention is made of the rights of those who live and work there</p>	DEVSO4	Wardour Lodge Estates Ltd
<p>The strategic options fail to consider the implications of a review of the existing Green Belt boundaries. This is an omission, pointed out by the previous Inspector, that might undermine the emerging Core Strategy.</p> <p>It is surprising that a Green Belt analysis has not yet been published yet a Green Belt Boundary study has. It is surprising that rather than releasing already built up land from within the Green Belt to allow the redevelopment of outdated and unattractive buildings, it is proposed that the Green Belt be extended. Extending the Green Belt without undertaking a full appraisal of all land currently in the Green Belt and making this publicly available goes contrary to the recommendations made in the Inspectors report. Further pursuits of this route may make the Core Strategy unsound.</p>	DEVSO5	Lancaster Plc

Responses to Question 4

Response	Respondent ID	Name
Concern over contradiction between "some green belt land may need to be released for housing" and "continuing protection of the green belt". This is not acceptable if it results in higher densities and over development in Sunninghill.	DEVS06	Quartermaine
A common feature which is missing but which must be added to this section is a formal review of the boundaries of the green belt in the near future, and within the next 5 years.	DEVS07	Mr Sines
Summary		
Concern over contradiction between "some green belt land may need to be released for housing" and "continuing protection of the green belt". This is not acceptable if it results in higher densities and over development in Old Windsor.		
A common feature which is missing but which must be added to this section is a formal review of the boundaries of the green belt in the near future, and within the next 5 years.		
Broadly agree.	LAG1	Maidenhead and District Friends of the Earth
The overview section refers to 'countryside areas' strictly in terms of protection of the Green Belt. The borough does have rural communities with real needs despite their outward affluence.	LAG2	Community Council for Berkshire
Yes	LAG5	Maidenhead Riverside Organisation
No. In view of the close proximity of the settlements in the borough, there is little justification for a rural exceptions policy.	LAG7	Cookham Society
Environmental Features' section is wholly insufficient. As drafted this would give licence to any development that is not 'inappropriate' as defined in PPG2.		
Broadly agree.	LAG8	Transition Town Maidenhead
Yes	LAG9	SPAE
No	LDO9	Not given
Yes	LDO1206	C Scott-Hopkins

Responses to Question 4

Response	Respondent ID	Name
Yes	LDO1293	Richard Davenport
Yes, but same caveat as for Q3	LDO1295	N Craker
Broadly, yes	LDO1539	R. P Dulson
Mostly	LDO1593	T J Wade
Greenbelt should be just that	LDO2022	James Cotter
I disagree that most development should be focused on Maidenhead. Development should be evenly focused across the Borough. I agree that the Green Belt should be protected but disagree that new Green Belt areas should be created. Improvements to public transport should be made particularly in association with the new Crossrail which will generate more traffic around the hub.	LDO2023	Stewart Segal
I do not agree that any exceptions to restrictions on new housing in the greenbelt should be made. The greenbelt should be completely protected.	LDO2024	Catherine Tyne
We support a number of the common features to all options, but we do have fundamental concerns regarding RBWM's continued policy of protecting the current boundaries of the Green Belt. We are firmly of the opinion that RBWM must review these boundaries if it is to identify the most sustainable portfolio of development options and allocations to meet its long-term development requirements.	MAI002	Summerleaze
The second bullet clearly shows that RBWM clearly intend to protect the boundary of the Green Belt. No allowance is made for a review of the designated area.		
What is more concerning is that RBWM intends to add more land to the Green Belt, albeit that some of the sites identified will result in the correction of inconsistencies in the current boundaries. This approach of adding land and not considering the development opportunities within the Green Belt are diametrically opposed to the previous inspectors comments.		
The decision of RBWM to publish its draft Green Belt Boundary Study before it has concluded the Core Strategy and SHLAA processes could seriously prejudice the LDF process. Until such time as it is known whether land outside settlement boundaries is required for development RBWM should refrain from adopting this study. Otherwise, the appropriate timing of release of such potential sites for housing or other development could be needlessly restrained by RBWM's prior decision to propose them for inclusion in the Green Belt. One such example being Location MA4 in this study will be required for access to Spencer's Farm which could cause problems to the development and therefore reduce the potential for investment in Sport and recreation as part of the development proposals.		

Responses to Question 4

Response	Respondent ID	Name
<p>We have real concerns that the existing urban areas have the capacity to accommodate the levels of growth required to meet long-term requirements and to develop the type of development that is actually required in the most sustainable locations.</p> <p>Yes. New housing should be focused within existing settlements, with the majority of new housing to be delivered in Maidenhead.</p>	MAI006	Boyne Valley Property Company Ltd
<p>We support the role envisaged for Maidenhead in terms of its continued role and position as the key business location in the Thames Valley and the Borough's primary business location.</p> <p>However, the options should seek to maximise this potential through an improved correlation between employment opportunity and housing choice. We believe this is best achieved through a sustainable urban extension. We do not believe that this development proposed to be provided in Maidenhead can be met within the urban areas alone and that a green belt boundary review should be undertaken.</p> <p>The identification of 60 hectares of Green Belt land would suggest that up to 60 hectares of land could be removed from the Green Belt as presently defined (such as to the south of Maidenhead between the A308(M) and the M4) with no net loss of Green Belt land.</p>	MAI007	Mrs Thomas & Mr McElhinney
<p>No</p> <p>Document makes statements of fact rather than setting out options.</p> <p>Options for housing will become clearer when there is an evidence base on land availability.</p> <p>"Strategic options" title is misleading because the strategic framework has already been set by national and regional policy.</p> <p>Statements relating to the need to resist development of land outside settlements are only part of the issue.</p> <p>5.5 is supported.</p> <p>5.8 requires greater explanation - if land is released from the green belt its development will no longer be inappropriate. Development on the edge of Maidenhead, close to existing schools and facilities is likely to be a more sustainable form of development than using a number of small sites in the town centre.</p>	MAI008	Holiday Inn
<p>Questions the usefulness of identifying the common features of the options.</p> <p>Argue for a Maidenhead-focused development strategy that includes a review of the Green Belt at Maidenhead.</p>	MAI012	White Waltham Airfield Ltd

Responses to Question 4

Response	Respondent ID	Name
<p>The following should be added to those already identified:</p> <p>Overview - The focus on town centres alone is not appropriate as it will not achieve the required levels of land supply for new development</p> <ul style="list-style-type: none"> Continuing protection of Green Belt in its totality is not an option and instead the requirement for a review of the Green Belt boundaries at Maidenhead should be identified as a common feature of all options. <p>Economic Features: - Maidenhead's role should be identified as the principal business location reflecting its actual position.</p> <p>Housing Features: - The requirement for Green Belt review should be acknowledged</p>		
<p>Disagree with the approach to the Green Belt as set out in para 5.9. Whilst we have no objection to the identification of additional areas for inclusion in the Green Belt this must be balanced by a review looking at potential areas for exclusion. This was clearly the view of the previous Inspector.</p> <p>Rayner Brothers consider that a suitable location for an urban extension at Maidenhead consists of land between Maidenhead and Burchetts Green. This has been put forward for consideration under the SHLAA.</p> <p>The Council's approach to development in the Green Belt also needs to be reviewed. For example the limit of 300m² for change of use to business is unduly restrictive. It is also an obstacle to the restoration of important historic buildings.</p>	MAI015	Rayner Brothers Trust
<p>Welcome references to economic development and office provision.</p> <p>Last bullet point of Environmental Features should be amended to "Development at risk of flooding will be avoided for its own sake and for the sake of elsewhere in circumstances where the flood risk cannot be satisfactorily mitigated against."</p> <p>5.13 should have "having regard to the scale of development proposed" added to the end.</p>	MAI017	CBRE SPUK II (No.7) Ltd
<ul style="list-style-type: none"> Generally agree 	MAI018	Kennet Properties Ltd

Responses to Question 4

Response	Respondent ID	Name
<ul style="list-style-type: none"> Maidenhead will need to improve its competitiveness as a shopping, leisure and employment destination A common feature to all options will be the need for sites in close proximity to Maidenhead Town Centre to help deliver the housing, retail and employment requirements for the town or unlock existing town centre sites by accommodating their uses. <p>We therefore propose the following wording:</p> <p>"Within Maidenhead, retail growth will underpin rejuvenation of the town centre and be located where it would support existing core shopping facilities. Sites in close proximity to the centre may offer the opportunity to accommodate existing town centre uses and unlock key sites with in the town centre".</p> <p>More generally: "Building and activities within the Green Belt will be tightly controlled through the application of a criteria-based policy for the release of such land to ensure such loss would not undermine the role and purpose of the Green Belt in the royal Borough".</p>	MAI019	Neil Burgess
<p>The Overview and Housing features do not seem to adequately reflect the Core Strategy Inspector's desire for a review of green belt boundaries. There is a suggestion here that nothing will really change from the Council's previous approach. Of course the green belt as a policy tool should be maintained but the overview should recognise that some existing green belt may have to be released in order that the Council can robustly respond to the development requirements placed on it.</p> <p>As a result in the increase in housing numbers it is no longer possible for the Council in order to deliver the required 15 year housing supply to continue to allow development solely within the towns and villages. Green Field sites need to be identified as part of the LDF process.</p>	MAI020	Messrs Rockwall & Lutman
<p>Maidenhead should continue to develop its position as a key location by encouraging high quality office floorspace within the town centre. Retail growth will be required to underpin rejuvenation of the town centre and should be well related to the existing core shopping facilities. It will be important that any retail development should complement existing shopping facilities. Action is required to stop the decline of the town centre and ensure its long term competitiveness. Linkages to public transport should be improved and any opportunity to fully integrate Crossrail and the town centre should be taken to bring about the town centres rejuvenation. The town centres within the Borough are the most sustainable location for development and it is therefore appropriate that development be concentrated here to relieve pressure to develop the Green Belt.</p>	MAI023	ING Real Estate Developments
<p>Why no mention of the waterways connection to Maidenhead Town Centre?</p>	PAR1	Hurley Parish Council
<p>Yes</p>	PAR2	Horton Parish Council

Responses to Question 4

Response	Respondent ID	Name
Yes especially with the exception for rural housing - where there is a proven need.	PAR3	David Burfitt
Could make it easier to read if same headings are used as in Vision and Objectives. Agree with tightly controlling building and activities in Green Belt. Not sure what "inappropriate" forms of development in Green Belt means. Needs to be more specific.	PAR4	Bray Parish Council
Yes	PAR5	Wraysbury Parish Council
Yes	PAR8	Sunninghill & Ascot Parish Council
Yes	PAR9	Sunningdale Parish Council
Yes. Agree that Maidenhead should play a central role in accommodating the majority of the housing and employment development, as set out in the South East Plan.	RES4	D. Smith Esq
Options only appear to focus on Maidenhead. Options suggest building more flats and offices and building on green belt, when what is needed is quality shops.	RES7	Rita Bryant
Yes	RES8	Jill Powell
No comments	RES9	Mrs Walters
Yes	RES10	David Parker
Yes	RES11	Peter O'Kill
Economy The Core strategy could refer to the definition of Smart Growth as set out in Policy RE5 of the Proposed Changes to the Draft South East Plan and set out what achieving Smart Growth in the borough requires in terms of the six key principles: employment; enterprise; innovation and creativity; skills; competition; and investment in infrastructure (refer to para 21.12 of the Proposed Changes. To promote Smart Growth and help reduce future transport demands, proposed submission policies should actively encourage the development of communications technology infrastructure in accordance with Policies RE5 and T6 of the Proposed Changes. The Assembly is currently preparing an economy LDF guide which will provide further guidance on key South East Plan economy policies/ principles such as Smart Growth and how they can be effectively delivered through the LDF process.	STAT3	South East England Partnership Board
Housing		

Responses to Question 4

Response	Respondent ID	Name
<p>Welcome Objective Aim 2 which ensures the identification of housing land to meet the requirements of Policy H1 and WCB3 of the Proposed Changes. Expect the submission Core Strategy to include this commitment and to set out the housing requirement within policy wording. The Core Strategy's approach to affordable housing should reflect Policy H3 of the Proposed Changes which seeks an overall regional target that 25% of all new housing should be social rented accommodation and that 10% other forms of affordable housing. The Core Strategy should expand upon Policy H6 of the Proposed Changes and indicate how the need to make better use of the existing housing stock to help meet housing needs and to promote urban renaissance will be addressed and how the housing needs of older people will be met to reflect Policy CC5. The Core Strategy will need to set out a criteria based policy for the location of sites for gypsies and travellers. It is important that the Core Strategy is flexible enough to accommodate the outcomes from the South East Plan partial review relating to gypsies and travellers.</p>		
<p>Environment</p>		
<p>The Core Strategy should include targets on renewable energy and carbon dioxide reduction and policies on building design (as suggested in Policy CC4 and para 5.10 of the Draft South East Plan). The Core Strategy should also address the need to provide and manage networks of multi-functioning green spaces to reflect Policy CC8 of the Proposed Changes.</p>		
<p>Expect the Core Strategy to include a policy drawing on Policy NRM6 and the SPA Delivery Framework.</p>		
<p>The Assembly is currently preparing LDF guides on climate change and green infrastructure which will provide further guidance. These should be available in May 2009.</p>		
<p>Yes</p>	STAT6	The Environment Agency
<p>Agree that the features described are common to all options. However, there are a couple of opportunities within these features and in particular, if options that require more greenbelt land are taken up, the Council will undoubtedly require greater protection of over development in other green belt areas.</p>		
<p>Argue that an Environmental feature should be added to include the prudent and efficient use of natural resources to mitigate the impacts of climate change. This is noted in previous sections and the theme should be carried through. A water quality element could be considered in this section too.</p>		
<p>While not a criticism of this section there is a dual opportunity emerging within Section 5 to designate greenbelt land in areas which are at high risk of flooding, where it would serve a joint purpose of preventing urban sprawl. As two of the main centres happen to lie upon the River and are at high risk of flooding, developing greenbelt land along the floodplain could have double benefit where it would serve to protect urban sprawl.</p>		
<p>Common Features to all Options</p>	STAT7	Natural England

Responses to Question 4

Response	Respondent ID	Name
<p>This section states that a common feature to all options is the need to protect the Green Belt and focus development outside of this designation. Refer to previous comments regarding a strategic review of Green Belt and note that this should take into consideration the potentially greater biodiversity value of sites outside of the Green Belt compared to sites currently under this designation. Refer to comment for Core Strategy objective Aim 5 for more information.</p> <p>Another common feature which should be taken into account is the benefits of urban extensions which have the potential to increase the accessibility of the rural-urban fringe, contribute to the health, wealth and well-being of urban and rural communities, underpin more sustainable living, and strengthen biodiversity in both towns and countryside. Appropriate measures to facilitate the creation and enhancement of green networks and corridors can be adopted within urban extensions, which are key components of GI.</p> <p>Commends the inclusion within the Environmental Factors section of the need to protect and enhance important natural assets and the need for high quality design respecting local character. Although, this latter point could be extended to be in keeping with the local townscape character.</p>		
<p>Agree with approach of concentrating development at the existing settlements within the Borough. However, the growth proposed will place additional pressure on TVP. To maintain current levels of policing, a proportionate increase in Police infrastructure will need to be delivered to meet the needs of the new population arising from planned development, regardless of the location of the new development. In the absence of other sources of funding, the Police would be seeking contributions from developers towards the capital costs of maintaining current levels of policing to serve an enlarged population</p>	STAT10	Thames Valley Police Authority
<p>Support the continued strategy of urban development and renaissance by encouraging mixed use development in town centres and maintaining the general settlement pattern of development of the borough through focusing new development according to the settlement's role and function.</p> <p>Note that Maidenhead and, to a lesser extent, Windsor will deliver the majority of the housing. The paper should however show the importance of other identified centres in delivering the housing targets.</p> <p>Support the option to provide more affordable housing. On some brownfield sites (such as former gas sites) however, development costs may be higher which could limit the ability to offer planning obligations such as affordable housing. The plan should recognise that there will be circumstances in which a prescriptive approach to overall affordable housing percentage and tenure mix will not be appropriate (see PPG3, para. 29). The affordable requirement on individual sites should be based on an up to date housing needs survey and should have regard to a range of issues such as overall scheme viability and the availability of grant funding.</p>	STAT16	National Grid Property Holdings Limited
Green Belt	STAT17	Thames Water Utilities

Responses to Question 4

Response	Respondent ID	Name
<p>Sewage and water treatment works by their nature are frequently located on the periphery of urban areas or in rural locations away from developed or residential areas and fall within tracts of land identified as Green Belt.</p> <p>A key sustainability objective for the new Local Development Framework will be for new development to be coordinated with the infrastructure it demands. It will be inevitable that some of this new water/ sewerage infrastructure will need to be located in the Green Belt where the existing facilities exist and it is considered essential that this is recognised in the Core Strategy and a policy drafted which allows essential utilities development in the Green Belt.</p>	STAT25	Thames Valley Police Crime Prevention Design
<p>High densities and sustainable locations sometimes mean that a developer builds with little to no provision for car parking by residents or their visitors, so they can fit more units in. However the reality, when there is little to no parking provision, people still own vehicles and have to park them somewhere. That somewhere can then be in surrounding roads, causing obstruction, and exposing such vehicles to a higher potential of crime, unless their safe parking is planned into the development. The residential area to the south of Windsor Town centre was built before the car was invented and therefore there is no provision for parking cars other than limited on street parking. In spite of it being in a very sustainable location with good public transport connections, every dwelling has at least one car and this causes huge problems for the council (who control the on street parking), with too many cars trying to park in not enough spaces. It will be important to get parking provision right, so it does not spoil and dominate the street scene.</p>	STAT26	Cycling Touring Club
<p>CTC supports the policy of focusing development in the Borough's main urban centres where jobs, shops and services are accessible by sustainable transport modes.</p>	STAT27	Berkshire Archaeology
<p>We support the view that protection of the historic environment should be a common feature to all suggested options</p>	STAT28	Berks, Bucks and Oxon Wildlife Trust
<p>We support bullet point 4 of the Environmental Features.</p>	STAT30	Imperial College London
<p>We object to the general approach under Common Features to All Options, as there continues to be a lack of recognition that green belt boundaries will need to be reviewed in order to identify an appropriate number of deliverable sites for housing development, albeit the same applies to education and employment provision. Whilst it is agreed that brownfield development should be given priority, it is an unreasonable assumption that existing built-up areas will have sufficient capacity to incorporate the 6920 new homes required by 2026 through the South East Plan. This strategy would also lead to similar problems in terms of soundness which faced the original Core Strategy. Accordingly some flexibility in the general approach to protect green belt land should be introduced to recognise this position, as follows: Overview Respect and maintain the general settlement pattern of the Royal Borough and the countryside areas between them, through focusing new development according to the settlement's role and function, and where possible continuing the protection of the Green Belt. Housing Features Housing will be focused towards existing settlements and where possible outside the Green Belt, at a level appropriate to the</p>		

Responses to Question 4

Response	Respondent ID	Name
<p>role and function and in locations where they can access key services and employment. The majority of housing but not all will be delivered in the Maidenhead, and to a lesser extent Windsor, areas. Environmental Features Building and activities within the Green Belt will be tightly controlled to ensure against inappropriate forms of development, with the exception of major developed sites in the Green Belt. Wherever possible protect existing Green Belt land. Paragraph 5.9 identifies the advice given through national and regional planning policy for local authorities to holistically review Green Belt boundaries, including the consideration of whether additional land should be available. The paragraph contradicts itself, illustrating that the Council is not prepared to take a realistic view on the need to review Green Belt boundaries, and continues to give an over reliance on brownfield development without sufficient evidential basis. The policy of prioritising the re-use of urban land is supported, but must be accompanied with the recognition that there is insufficient capacity within the existing settlements to accommodate the required additional development, and that some Greenfield development will be required, realistically involving the amendment of Green Belt boundaries to some edge of settlement areas.</p>	W&M1	Royal London Mutual Insurance Society
<p>Note continuing strategy of urban focus and urban renaissance by encouraging mixed use developments in town centres and other areas that offer opportunity to access key services and employment in balance with a high quality built environment.</p>		
<p>Regarding economic features, agree that Maidenhead should continue to develop its position as a key business location in the Thames Valley and the Royal Borough's primary business location. In addition, agree that employment growth should in general be focused within existing employment and commercial areas.</p>		
<p>Sainsbury's wish to emphasise that that policies in relation to retail development should reflect the policy tests set out in PPS6, with regard to scale, the sequential approach and, at development plan level, need. Such policies should be based on an up-to-date evidence base. In particular the DPD refers to retail growth being focused in Windsor and Maidenhead town centres (page 24), but ignores the potential for development to be located elsewhere in the Borough in response to local needs and circumstances Sainsbury's would urge that this policy stance be reconsidered through the later stages of the DPD so that future retail development can be properly judged in accordance with local circumstances and the framework provided in PPS6, rather than pre-empt that framework as is potentially the case with the policy as drafted.</p>	W&M2	Sainsbury's Supermarket
<p>Green Belt can only be protected once it has been established that the requisite amount of development can be accommodated in the urban areas and the Green Belt boundaries have been reviewed. This failing is repeated throughout this section under various headings.</p>	W&M3	Mark Carter
<p>Employment growth cannot be confirmed as being only on existing sites until it has been reviewed. New allocations may be needed. Shopping parades should be protected. Housing should be provided in Ascot, Sunninghill and Sunningdale. Development in areas liable to flood should be controlled under PPS25 not avoided altogether.</p>		
<p>Yes but with some caveat as the answer for Q3.</p>	W&M4	Shanley Homes

Responses to Question 4

Response	Respondent ID	Name
Disagree. We have two concerns with the housing features: (1). While it is accepted that previously developed land is prioritised, vacant or derelict sites are rare and such opportunities are themselves contentious and in recent years have been developed at too high densities. It is time for a comprehensive review of the green belt to enable the Borough's housing provision to be met, in appropriate locations and with the right type of homes. (2) While Maidenhead and Windsor are the Borough's principal towns, there are other settlements, notably Sunningdale/Sunninghill/ Ascot in the south east which are also sustainable in their own right and should be identified as such in a more refined settlement hierarchy that focuses development in these locations too.	W&M5	CALA Homes
Yes	WIN1	King's Church International
ALP agree with the general approach in terms of Windsor continuing to be one of the country's most popular tourist destinations. This reflects the identification of the town and its surrounds as a Priority Area for Tourism in the South East Plan. On this basis, it should be stated at this part of the document that maintaining the quality of the visitor experience would be achieved by supporting and encouraging the retention of and further development of existing tourism and recreational facilities in the Borough.	WIN3	Arena Leisure PLC (Windsor Racecourse)
Economic Features	WIN4	Eton College
Do not agree with bullet point 4 regarding diversity of employment on the basis that obsolescent sites should not be safeguarded. Instead there should be some flexibility to allow these sites to come forward for alternative development to meet the other development needs of the Royal Borough such as housing.		
As a feature common to all options, the safeguarding of these sites would limit the supply of land throughout the Royal Borough, which might otherwise be utilised to meet the vision and objectives. Consequently, this would not be an efficient use of land and would continue to restrict the availability of land for redevelopment.		
Housing Features		
Do not agree with 1st bullet point regarding the focus for housing development. Eton is promoted as a location for the delivery of housing alongside Maidenhead and Windsor. Reiterate that there is redevelopment potential within Eton that could contribute towards the supply of housing and in so doing towards meeting the royal borough's regional housing targets.		
Environmental Features		
Do not agree with bullet points 1 and 6 as these features do not provide any flexibility for example for development that is within acceptable risk tolerances. Given that 83% of the Borough is GB and with many properties at risk of some level of flooding, the proposed approach of tightly controlling building and activities within the GB and avoiding		

Responses to Question 4

Response	Respondent ID	Name
<p>all development at risk of flooding will not serve to assist the Royal Borough to meet its vision and objectives, in particular the need for homes. There therefore needs to be some flexibility to enable scope for development in these areas.</p> <p>Economic Features</p> <p>Agree with the approach that employment growth should be focused within existing employment and commercial areas. The buoyancy of the local economy is driven by existing employers and it should be noted that employment growth will require a certain degree of expansion to help meet the vision of a strong economy.</p> <p>Therefore detailed policies within the Delivery and Development Principles DPD should facilitate the expansion of existing employment areas and their adjacent sites.</p> <p>Environmental Features</p> <p>Do not agree with bullet point 1, 2 & 6 these do not provide any flexibility for example development that is within acceptable risk tolerances. With a great proportion of land in RBWM designated as Green Belt, the creation and protection of new Green Belt will only serve to exacerbate the lack of developable land.</p> <p>Taking the over precautionary approach of avoiding all development at risk of flooding will not serve to assist the Royal Borough to meet its vision and objectives, in particular its status as prime location for business.</p> <p>Consequently there needs to be flexibility to ensure that development sites are risk assessed on their own merits, taking into account appropriate mitigation measures as appropriate to ensure greater scope for development in these areas. It is neither helpful nor conducive to the Council's commitment for continued economic growth to adopt such a prohibitive approach.</p>	WIN5	Centrica Plc
<p>Economic Features</p> <p>The Council is placing undue emphasis on developing Maidenhead as a key business location over Windsor and this is also reflected later in the document at paras 5.5 and 5.11. Whilst acknowledge that Maidenhead has become a popular office location, Savills research indicates that there is a significant demand for new office floorspace within Windsor. Windsor is an attractive office location and this is acknowledged with the Council's ELR which states that whilst Windsor is less practical in traffic terms, it is valued for its heritage/ lifestyle factors including the river, quality retailing, prestigious image and historic built environment and these are all things which will attract high quality new office occupiers. Furthermore, the ELR promotes higher density, office-orientated employment uses within Windsor.</p>	WIN7	St Congar Properties Ltd

Responses to Question 4

Response	Respondent ID	Name
<p>Whilst Maidenhead will remain an attractive place for new office development, it does not mean that it will be able to meet all future demand for offices. Research undertaken by Savills has shown that the annual average take-up of Grade A space for Windsor is 5,300 sqm. Currently availability is only 700sqm and as the existing stock in Windsor ages and becomes less attractive/ more obsolete, office occupiers will be forced to look elsewhere.</p>	WIN8	Farmglade Ltd
<p>We do agree with the general approach but only if our comments made in relation to paragraph 5.2 are taken into account. The Green Belt position needs to be accepted and addressed in the most appropriate manner to help meet the shortfall in housing requirements.</p> <p>Para 5.2: We disagree with the second bullet point under the "Overview" heading in the blue text box. The words, "except where the release of such land is necessary to provide sufficient housing" should be added to the end of the first bullet point. In addition, the first bullet point under the heading "Housing Features" should also be amended. A new sentence which reads, "In circumstances where additional housing land is required,</p> <p>Green Belt release will be necessary with priority being given to previously developed sites" should be added to the end of the first bullet point. Under the heading "Environmental Features", a new form of wording needs to be added to the end of the first bullet point which should state "(once necessary housing land has been released)". Overall, this section does not appear to accept the position set out by the Inspector at the previous Core Strategy Examination in Public. The Royal Borough does not appear to be "grasping the nettle" with the difficult subject of the Green Belt and the potential release of land to meet housing targets and the shortfall in the Borough. The above suggested changes would help to redress this balance.</p>	WIN9	D J Squire & Co Ltd
<p>We consider that whilst the importance of the Green Belt is recognised it is also important that there is a policy in place to allow for small adjustments to the boundaries of these areas can be made in line with Structure Plan Policy and the draft South East Plan.</p> <p>The client has previously pursued an objection to remove their site from the Green Belt. This was supported by the Inspector at the previous examination. The Council chose not to accept the Inspector's recommendation without advancing any further points not previously submitted to the Inspector.</p>		

Responses to Question 9

6 Responses to Question 9

Responses to Question 9

Infrastructure Requirement and Capacity

Question 5

Are you aware of any services, facilities or other infrastructure that would be needed or require improvement to support new homes and employment? (Please provide details including the affected area.)

Table 6.1 Question 9 (Part 1)

Response	Respondent ID	Name
Improve road layout to increase circulation.	CLLR1	Derek John Wilson
Wherever possible we should develop on existing brownfield land; protection of our green belt is sacrosanct; In Maidenhead we have far too sprawling a retail offering. Large sections of the peripheral retail should be demolished and redeveloped into tasteful urban living to stimulate the town and have sustainable work and transport links.	CLLR2	Simon Dudley
Any development of our client's site would provide appropriate supporting infrastructure.	COO001	Chartered Institute of Marketing
Any development of our client's site would provide appropriate supporting infrastructure.	COO002	Copas Farms
Any development of our client's site would provide appropriate supporting infrastructure.	COO003	Copas Farms / Copas Partnership
It is considered that any development of our clients site would provide appropriate supporting infrastructure.	DEVSO1	Land Aspirations
In the context of our analysis of the situation at Datchet, it is important to consider the potential of new development to assist in meeting the vision set out in para 4.23 of the document. We examine the way that these objectives can be assisted through the release of land at Slough Road / Riding Court Road in the Statement accompanying our representations.	DEVSO3	European Property Ventures
Ascot, South Ascot, Sunninghill and Sunningdale would, in my opinion, benefit from a merger. If would give the conurbation more political viability and lessen the present straggle which includes a considerable amount of wasteland.	DEVSO4	Wardour Lodge Estates Limited
No	DEVSO5	Lancaster Plc
None specifically created by developing client's site. Previous concerns expressed about school capacity in Sunninghill.	DEVSO6	Quartermaine
None specifically created by developing client's site.	DEVSO7	Mr Sines

Responses to Question 9

Response	Respondent ID	Name
Reduced business rates for small, local firms in order to provide more jobs and services locally.	LAG1	Maidenhead and District Friends of the Earth
No.	LAG2	Community Council for Berkshire
A robust public transport strategy and an extended parking policy.	LAG3	Windsor and Eton Society
We are running out of space to provide new infrastructure and it is difficult to see how sufficient resources will be raised to improve existing infrastructure. There is a point (which may have already been reached) beyond which long term sustainability cannot be achieved.	LAG4	Clewer Manor Area Profile
Road network needs improving, notably the A4 bottleneck on entering and leaving the town.	LAG5	Maidenhead Riverside Organisation
Substantial improvement in rail services. Need ongoing commitment from Network rail to invest in the infrastructure of the branch line specifically. Cross Rail's arrival should not herald the decrease or diminishment of any current commuter services as a minimum.	LAG7	Cookham Society
Localising the Royal Borough's economy is paramount to its future development. A local food economy is key to that development. Building community cohesion, building resilience, reducing CO emissions, enhancing food security, health, wellbeing, the environment, social inclusion and education. Adapting to seasonal consumption and promoting organic production. The Borough should provide facilities that will act as a stimulus for local economy.	LAG8	Transition Town Maidenhead
Improve school capacity, local medical services and transport.	LAG9	SPAE
Roads, roads and more roads - improve the system please. Maidenhead is frequently gridlocked, especially at peak times and at times of maintenance work eg gas and water repairs.	LDO1	E Greenhalgh
Much closer integration of bus and train services which at present hardly relate to each other. With Crossrail on the horizon this is increasingly urgent.	LDO2	R Crawley
Create business friendly zones that would be designed to attract service industries to the area. Some incentives could include lower business rates, fast digital highway, training support and advice and guidance for employers.	LDO108	Peter van Zwaneberg
Medical services would need to be improved if the population was increased, particularly access to NHS dentists. Availability of school places should also be considered	LDO1074	Donna Fitzgerald
Schools, community centres, functioning hospital.	LDO 1365	Jonathan Smith
Sewerage and drainage	LDO 440	John Boxer

Responses to Question 9

Response	Respondent ID	Name
The roads in general are badly maintained. Unless policy changes, further problems will be incurred.	LDO 474	Not given
The A4 is already overloaded and getting in and out of Maidenhead during rush hour is bad, so why do we need more development?	LDO14	Not given
Improve local transport and make it financially beneficial to all users. Help for local independent shops eg rental discounts on premises. "Make one pub the hub" Prince of Wales quote.	LDO15	Ray Williams
Schools, dentist, GP's, Midwives, care for the elderly, hospital beds, parks, improved roads, improved shops (department store). Small 1 bed retirement bungalows thus releasing many larger houses from elderly widows.	LDO17	B Humm
Schools; Leisure facilities; Additional Policing measures to mitigate deterioration in quality of life; Priority is to maintain standards. Balance is quite good at the moment and are all inter-related.	LDO141	Not given
Travel anywhere	LDO144	T Roberts
1) Extension of the public transport system	LDO146	Margaret Manley
2) Schools on the outskirts of town to reduce traffic through town centres		
3) School buses (as used in America) to reduce the use of cars on the road and the chaos outside schools morning and afternoon.		
Keeping building to the town centres would utilise existing infrastructure and services	LDO147	Not given
Transport would need a major overhaul.	LDO148	Not given
Focus bus transportation on community facilities and shopping centres / St Marks site. Concessions only to those who need them and cut community charges if possible.	LDO149	G Duncan Johnston
Any new homes / employment will require a huge improvement to Maidenhead town centre. Pay and display is a disaster as you some times the ticket runs out before you have finished. There are too many phone shops. The library and Magnet are a credit to the Council - improve other areas to match and Maidenhead could be great again.	LDO152	Helen Giles
The usual ones mentioned are roads, schools and healthcare. Public transport seems critical to control traffic. Parking is a significant issue in older centres. Parked cars often obstructing footpaths. Green Spaces for residents is essential.	LDO0156	Not Given
Yes.	LDO157	Not given
Better bus services and more regular to and from rail station, supermarkets etc car parking.	LDO161	M Hetherington
Roads, amenity areas and green spaces, flood defence	LDO162	Mike Moss
Parking - Maidenhead & Windsor Peak traffic flow A308 Fifield Road / A308 junction	LDO163	J T McIntosh
Small shops needed in rural areas ie post office etc. School	LDO165	M Lisle

Responses to Question 9

Response	Respondent ID	Name
Parking in Windsor town centre	LDO166	Not given
Increase in public car parking particularly around rail stations - this should be free to discourage parking in residential areas.	LDO167	A Yule
Schools, improved roads. Ideally a railway line that linked Maidenhead, Windsor and Ascot. At the moment the Borough seems very fragmented - if this could be improved it would make the population more mobile.	LDO168	Barbara Hart
Ascot has no leisure facilities for daytime exercise or swimming (Charters school is only available in the evenings)	LDO170	A Bourne
Transport and road capacities, hospitals and day centres close to residential areas which do not require journeys of more than 1 mile. Utilise the many urban brown field sites or sites available or in disrepair.	LDO171	Ian Barclay
Park and ride, trains, buses	LDO174	S Boyer
Public transport in this area is poor	LDO175	L Thompson
Areas of Ascot have been steadily developed over the last 20 - 30 years without parallel improvements in infrastructure (roads, services) at the same rate.	LDO176	I Oldcorn
Better transport network with greater frequency of bus services	LDO177	Not given
Maidenhead - train links to Reading and London need improving car parking - maidenhead & Windsor	LDO179	Not given
Transport	LDO183	P Howard
Better public transport	LDO184	K Peachey
Better shopping and a decent market		
Maidenhead Road / Windsor Road needs more public transport and road improvement. Windsor needs a motorway bypass from M4 to M3.	LDO185	A Bowles
Schools, hospitals, doctors, transport, police, shopping stores.	LDO186	R J Webb
Health, school and roads to allow for extra people	LDO187	S Khan
Transport, extended schools, sewage.	LDO1000	David Penfold
Schools, doctors, hospitals, recreation areas and halls and improved bus services.	LDO1003	T.E. and M.G Skelton
Better walking, cycling and public transport facilities.	LDO1004	B.J. Williams
Need more manufacturing jobs not offices.	LDO1007	Not given
Water supply, sewerage, power supply, provision of roads, transport, police and emergency services.	LDO1008	Robert Ellison

Responses to Question 9

Response	Respondent ID	Name
No comments made	LDO101	M Ashfield
Improved public transport system.	LDO1010	Keith Cecil Youldon
Car parking in Windsor. Park and Ride.	LDO1011	F.J. Long
A hospital near to the centre of town - Wexham Park too far out. An empty factory in or near Slough trading estate or A4 would be perfect even if only for A&E.	LDO1012	P. Hulett
Youth clubs and facilities for teenagers to get them off the streets. Provide them with things to do, like skateboarding parks, and it will be money well spent.	LDO1013	Valerie Yvonne Gardner
Health centres. No more downgrading of the facilities at Heatherwood.	LDO1015	David W Edmunds
Public transport is not as good as other areas e.g. Slough. All options would need an improvement in road layouts such as more roundabouts and increased cost of road maintenance. Option C means more cost in terms of new schools and health centres.	LDO1016	Jennifer Zulyt
Roads, rail / bus connections, shops, banks / cashpoints, post office, pharmacy, water, power.	LDO1017	Not given
Summary: public transport.	LDO1018	Not given
More schools, dentists for Maidenhead. More health centres.	LDO102	Lorraine Woolrich
Town centre is dated and tired. Retail offer is poor, unit sizes are unsuitable for modern retailers. High Street needs realigning on an axis with the cinema and Waitrose. Any redevelopment of the town centre would allow for residential (mostly apartments) above and therefore family housing could be developed on infill sites outside the immediate town centre.	LDO1020	Gareth Evans
Local hospital (not Wexham Park or Heatherwood). Reinstate railway to High Wycombe	LDO1021	B Plank
Offices that remain empty for long periods should be converted or replaced by housing. No more office building.		
Community facilities e.g. schools, surgeries, playgrounds, shops, public transport, preferably at the same time (and not years after!)	LDO1023	D R Waters
Healthcare, roads, incentives for people to use buses.	LDO1024	Jill Telfer
NHS, education, transport,	LDO1025	E D Hooper
Improved bus services	LDO1026	Thomas G Collison

Responses to Question 9

Response	Respondent ID	Name
Public transport, roads, schools, hospitals, police, fire, boring stuff that you guys worry about. Good luck.	LDO1027	Phillip Barnes
Roads, parking, water, drainage.	LDO1029	Not given
Endeavour to ensure that there is adequate parking for cars (at a reasonable charge - nursing staff etc FREE) and public transport; hospital, station and town centre.	LDO103	A R Tull
Plan car parking and integrate public transport links. Medical centre.	LDO1030	Not given
Public transport.	LDO1032	Not given
Public transport in outlying areas, NHS dentists, transport between the 3 existing hospitals.	LDO1033	Not given
Refuse and effluent disposal. Transport.	LDO1034	Eric Hearne
Transport infrastructure, especially alternatives to cars and encouraging cycling.	LDO1036	W Suttie
Better transport facilities especially in remote areas e.g. Cookham Dean, Holyport. Replacement of old drainage systems.	LDO1037	S Kay
The usual - water, power, telecommunications, schools, public transport.	LDO104	Paul Green
All services.	LDO1040	Not given
Town centre roads and parking. Bus, shops, post office. Pavements in poor condition.	LDO1041	Not given
Continuing education (poor since closure of E Berks College)		
Water, public transport, parking, police station opening hours. Crossrail - we believe it should terminate at Taplow and that fast trains to and from London should be reintroduced.	LDO1044	M Du Cane
Recreation areas for children. More use of York Stream and associated waterways.	LDO1045	E Gallagher
Better transport links.	LDO1046	Alan Legg
More smaller buses to eliminate the need for people to drive to work. More school buses to stop the school run.		
Public transport, low carbon energy supply.	LDO1048	A Amorelli
Key worker housing schemes bring professionals into the area.	LDO1049	Michael Gazdecki
Transport - improve roads Public transport - increase required	LDO105	Robert Brown
Summary: public transport.	LDO1050	Not given
Summary:	LDO1051	R Mills-O'Brien

Responses to Question 9

Response	Respondent ID	Name
New schools. Need more options (i.e. greater choice of schools)		
Need to build car parking near railways, even using a field or two and make it double storey so as to get maximum parking within height of a villa.	LDO1052	Margaret Tulloch
Technology - make Maidenhead town a specialist technology town relevant and forward thinking - good shops - good bars - but an experience. We need to think outside the box.	LDO1055	Rajiv Kapur
Community spaces. Trees and green areas. Policing, planning of decentralised areas and social facilities.	LDO1056	Nick Mallett
Adequate roads, sewerage, water, schools, medical facilities and transport.	LDO1058	D.N & F. Maynard
No comments given	LDO106	R Clark
Improve public transport.	LDO1061	John Webster
Building in and around existing housing and employment areas, concentrate the local bus services and leads to more buses running shorter routes. In my village every household has to have at least 2 cars as there is not enough people to justify a frequent bus service. The moral is to build employment areas and housing in or adjacent to existing town or in entirely new town self sufficient in facilities (50,000?)	LDO1062	Not given
No.	LDO1064	G. Roberts
In many areas the services need replacing, or at least updating. Local transport, railways and roads are adequate.	LDO1065	David John Allcock
Rapid closure of local pubs, post offices and shops needs to be noted in planning new development	LDO1068	Not given
No comments given	LDO107	Not given
Summary: Schools (inc. Oldfield School), roads (A308M,	LDO1075	Chris Fisher
Maidenhead Bridge / A4 / town centre), St Mark's Hospital. Don't build on flood plain. Time building to fit in with Crossrail.		
An alternative route for traffic entering the town centre (non-A4).	LDO1076	Not given
Parking availability is important even if buses are available. Use trading estate, business car parks at weekends if practicable and without security issues. Remodel some older estates so that after work they are not just dumps but have a pleasant environment.	LDO1078	Not given
Better infrastructure and local services e.g. better roads to reduce local traffic and a better rail service to London.	LDO1082	Not given
More car parking for residents. Improved traffic flow (less roadworks at key points)	LDO1084	J Carter
Roads / transport, doctors, leisure (parks, swimming pools).	LDO1085	Not given

Responses to Question 9

Response	Respondent ID	Name
Summary: community facilities including churches. Particular reference to Kings Church International having to hire venues and request for the plan to include reference to helping the church find a new property.	LDO1089	Wesley Richards
Major improvements in public transport. Cheap car parking	LDO109	Doris Chapman MBE
Summary: danger of flooding existing dwellings if new Winifred Slinn development happens.	LDO1090	
Pedestrian routes should be included, linked to a better organised public transport system.	LDO1091	David Spencer
Schools, doctors, dentists, post office, transport links.	LDO1093	Not given
Cycle ways.	LDO1094	Roy Fabey
Every new major area should have access to: school, shop, pub, David Humphreys public transport, post office, grassland, play area.	LDO1097	David Humphreys
Cycle lanes.	LDO1098	Michelle Spur
Summary: fire station (Windsor), public transport.	LDO1099	A Wilkes
Review one way systems in / around town centre as there is too much congestion especially with road works. Re-consider park and ride or hopper busses with cheaper or subsidised fares.	LDO11	James Redgrave
Roads, traffic light all along the A30 intersection that already are the site of many accidents.	LDO110	J Southwell
Summary: utilities (gas, electric, water, communications); drainage; roads; schools, shopping areas.	LDO1100	Paul Chivers
Education.	LDO1105	Kim Maisey
Better road access	LDO1107	Mr Hatch
Long comment unrelated to infrastructure	LDO1108	I Thompson
No comments given	LDO111	Nigel Pullin
Summary: development should be coordinated with adjoining boroughs. Possible infrastructure issue if A404 becomes part of a London orbital road.	LDO1110	R Penny
Summary: church needs help from RBWM in finding accommodation.	LDO1111	Mike Maton
Summary: Facilities for churches (King's Church).	LDO1113	Not given
Enhanced school, hospital, transport, roads provision. Methods to improve traffic flow and transport links. Working out how to divert traffic for Legoland away from the Windsor relief road and Imperial Road.	LDO1115	John McCavert
Homes - at least 2 off road parking spaces per house. Employment - underground parking.	LDO1117	C Harrison

Responses to Question 9

Response	Respondent ID	Name
Shops, schools, park and ride, parking, doctors.	LDO1118	G Warner
Good road links.	LDO112	Christopher Davies
Badhells Pit - bus service, school, pre-school, playground.	LDO1123	Not given
Summary: schools, hospitals, roads, public transport, dentists concern about impact of Crossrail.	LDO1125	Not given
Summary: public transport to reduce car use (area between Maidenhead and Cookham).	LDO1127	A R Burden
Summary: schools, traffic systems, doctors, dentists, hospital.	LDO1128	G Hague
More schools	LDO113	Not given
Gas, electric, water.	LDO1131	Not given
Water	LDO1133	B R Easton
Summary: better buses and trains, bigger medical centre in Cookham. Cookham bypass.	LDO1135	Marie-Anne Yendell
Transport; free car parking for residents, improved bus timetables, improved traffic flows, new hospital, possible addition of schools.	LDO1136	Andrew Sprules
Improved medical and dental services. Road and pavement maintenance. Water supply	LDO1137	Margaret Wood
Facilities for churches (King's Church International) inc. help with finding a site.	LDO1138	Julie Samantha Bristow
Maidenhead: decent shopping centre and improved railway station.	LDO1139	Mark Pagdin
Churches inc. helping King's Church International find a site.	LDO1140	Steven Bristow
Roads, bus, train Protect green belt and historic areas. Clearing waste	LDO1143	Eaton
Hospitals.	LDO1145	Mr Stewart
Roads, paths, waste collection.	Ido1144	Not given
Affordable car parking.	LDO1146	Christopher & Janet Smith
A road system that keeps traffic flowing, particularly at peak periods. Adequate mains drainage to minimise the risk of flooding. Shops.	LDO1147	Not given
Roads, schools, gardens, open space, parking	LDO1148	Fiona Masterman-Smith

Responses to Question 9

Response	Respondent ID	Name
Improved public transport - bus services - rail services at reduced cost. Retention of green belt if possible increase of footpaths and dog-walking facilities.	LDO1149	P Laughton
No comments made	LDO115	Alan Kinrade
Summary: more bus routes, safe cycle routes.	LDO1150	Judith Curry
Summary: roads, doctors, hospitals. Rent, rates and parking charges too high.	LDO1153	John & Rose Towers
Cycle paths away from roads and pavements	LDO1154	L J Rutland
Roads, drainage, sewerage, schools, hospital.	LDO1155	R Spiller
Water, sewage, gas, electricity, communications, roads, parking.	LDO1157	H Stokes
Schools, doctors, libraries.	LDO1158	Jo Wilson
Summary: upgrade Heatherwood hospital	LDO1159	G Plant
No comments given	LDO116	K. Borrett
Summary: rural post offices, transport inc. buses	LDO1162	Not given
Summary: schools at a local level, ICT infrastructure.	LDO1164	Laura Regazzacci
Make better use of redundant sites.	LDO1165	Gordon Slinn
Hospitals, schools, police, fire, public transport	LDO1167	M Gaffney
All services and facilities that create a community	LDO1168	Not given
Drainage, lower speed limits	LDO1169	Roderick Ball
Additional long term parking in Sunninghill - away from the village centre. Use / lease land from the Parish Council? Ensure the local senior schools, 1 in Cheapside, 1 in Sunninghill, to absorb future demand without the need to ferry children outside the local area	LDO117	Not given
Subsidised public transport, A&E unit in Maidenhead.	LDO1173	Christine Aspey
Shops, restaurant and culture centre, fast trains to London, affordable town centre parking, residential parking scheme.	LDO1174	Stephen Green
Schools - priority given to long standing Borough residents	LDO1176	Julian Brockman
Improve bus services Improve road maintenance. Improve security and surveillance infrastructure, particularly in near town centre, underpasses etc.	LDO1177	G Carter

Responses to Question 9

Response	Respondent ID	Name
Summary: urban realm is important, better pedestrian connections between town centre and railway station / the north, more attractive High Street.	LDO1178	Daniel McKeagney
Summary: roads, transport, hospital (Maidenhead).	LDO1179	L Finch
Extra buses and trains especially in the Ascot areas	LDO118	Bridget Hignette
Local A&E hospital. More train stops / stations. Good sized parks with good recreation facilities for all ages.	LDO1180	Not given
Windsor fire station.	LDO1181	Michael Crowe
Summary: buses, cycle routes	LDO1184	Susanna Jones
Summary: dedicated cycle paths separated from traffic.	LDO1186	Dominic Manley
Access to Maidenhead station needs improving (bus, cycle, pedestrian).	LDO1187	Ann Redgrave
Summary: paths, cycle paths, avoid more underpasses (dislike them).	LDO1188	Not given
Roads, schools, higher education, doctors, sewerage, water.	LDO1189	K Ahmed
Depending where roads maybe required	LDO119	C Coles
Schools, hospitals, doctors, dentists, community centres, roads, affordable parking, leisure facilities.	LDO1190	Rosemary Gosling
Evening bus services	LDO1194	R Weingarth
Car parking.	LDO1195	C M Towler
Churches (Kings Church).	LDO1196	Nigel Williams
Public transport, especially trains.	LDO1198	James Welsh
Shops, nursery, playground, schools, cheap buses integrated with trains, independent living accommodation for old people reopen railway to High Wycombe.	LDO1199	C E Bowman
No comments	LDO12	Not given
Roads: regardless of high / moderate / low density growth any growth means the road system (already jammed on the A4 at peak times) will need similar growth.	LDO120	Not given
Completion of southern relief road. Increase car parking, underground in new developments.	LDO1201	J E FJ Leeord
Schools, doctors, hospitals, food shops, space, clubs, parks, physical fitness, games for teenagers, car parking, gardens, cycle tracks, leisure centres, police.	LDO1202	S Lee
Parking, public transport, electricity	LDO1203	Sheila White
Long answer with no specific points	LDO1208	K Williams

Responses to Question 9

Response	Respondent ID	Name
Better rail links Greener transport Must be prepared to maintain the village appeal.	LDO121	S Davidson
Ring roads, access for pedestrians	LDO1211	Not given
Trains, buses, health, traffic infrastructure.	LDO1212	Paul Reid
Shops, Maidenhead bridge, roads	LDO1214	Rita Bryant
Roads in villages need greater capacity	LDO1215	Gerald A W Bryant
Maidenhead town centre has ample facilities if employment, by utilising empty office blocks, and houses, like in the Sainsbury's development, are planned together.	LDO1217	Allan Fraser
Roads, parking, cycle tracks, medical and dental services, rural buses	LDO1218	D Ackland
Roads, parking	LDO1219	Not given
No comments given	LDO122	Kyle Andrews
Doctors, hospitals, dentists, transport, roads, shops, recreational facilities, schools.	LDO1220	Christopher Smith
Buses.	LDO1221	A M Bake
Transport, social services, education, medical services.	LDO1222	Alan Burton
Parking.	LDO1223	Ernest Addicott
Public transport, schools. Drainage, gas, parking, roads, pedestrian access.	LDO1224	William Stewart
Drainage, gas, parking, roads, pedestrian access	LDO1225	William Stewart
Schools, sewerage, street lighting, hospitals, doctors, buses.	LDO1226	Kim McHarg
No comments made	LDO123	L F Beck
Maidenhead: transport infrastructure largely in place already	LDO131	F. Preuss
Police	LDO1232	J E Nash
Leisure facilities, parking, buses (more than 1 per hour), water pressure police.	LDO1233	Not given
Roads, schools. hospital	LDO1235	Antony Butterwick
Roads and railway station if build on White Waltham airfield.	LDO1237	D. Tubb
Churches (King's Church).	LDO1238	Jennifer Bristow
Churches (Kings Church) - even if it means allowing some green belt development.	LDO1239	Lucy Bristow

Responses to Question 9

Response	Respondent ID	Name
See answer to Question 6. At least two more crossings under railways need improving and within the town centre the "wriggles" necessitated by the existing road pattern eliminated. Consider an "inner relief road" perhaps one way anti clockwise to enable passengers on buses to get on and alight on the right side of the road.	LDO124 M	F Robotham
NHS, sewerage, water, parking, rubbish and waste	LDO1241	Not given
Drains, sewerage.	LDO1242	Jef Warner
Churches (Kings Church).	LDO1243	Sam Bristow
Summary: regular bus service circulating Maidenhead town centre.	LDO1244	Not given
Cycle lanes / paths.	LDO1245	Chris Mitchell
Utilities, shops, buses, primary schools, health centre in new developments.	LDO1246	Not given
Buses, road junctions, road safety	LDO1247	Not given
Doctors, schools, decent shopping centre, hospitals, social services, a second refuse tip.	LDO1249	Anne Seagrove
No comments made	LDO125	Grover Gaffer
Some upgrading of roads may be necessary to cope with the resultant increase in traffic.	LDO1250	Andrew Davies
Roads, public transport.	LDO1250	E Mezulianik
Public transport (new hub at Maidenhead railway station) and health (develop St Marks hospital).	LDO1252	Tim Bassaud-Cooke
Doctors, road safety.	LDO1253	Harry Burd
Roads, drains, utilities, emergency services, health centres.	LDO1254	Wheal
Roads in Windsor	LDO1257	Helen Price
Traffic management, parking, schools, doctors, hospitals, nursing homes, public transport, local leisure facilities / areas for teenagers.	LDO1258	Christine Polley
Improve leisure centre.	LDO1259	B Carroll
Improved bus service, so that garages would not be needed for new homes. There seems to be empty accommodation over shops in the high Street which could be utilized. Bus service around town.	LDO126	Not given
Transport, leisure facilities	LDO1260	Susan M Vallance
Better local bus services. Looking to the future and Crossrail, more office development and flats etc (as at present) is correct. Retail development should be limited - we have too many retail outlets now. The stream (waterway) idea is an excellent project and should proceed.	LDO1263	David Thomas White

Responses to Question 9

Response	Respondent ID	Name
Schools and parking (North Town)	LDO1265	Mr Rowland
Park and ride for Windsor (sensible and workable, not the present hotch potch of ideas).	LDO1266	Ralph Rengger
Summary: remove Riverside station and develop the site; stop commuters parking in Springfield Road; parking at new homes and businesses.	LDO1267	I Wyate
Summary: reconsider role of Heatherwood; keep primary schools small.	LDO1269	Not given
Again it depends on the industries the area wants to attract. If blue chip companies continue to move into the area then the need to retrain the existing population to meet the requirements of these companies as well as attracting new skills to the area is important. The loss of major education colleges in the area has to be addressed.	LDO127	Stephen Watson
Hospital and high schools (Windsor).	LDO1272	Not given
Schools, parking, road / rail infrastructure, cycle paths.	LDO1273	M Gay
Yes, but where would they all go?	LDO1274	Leslie Grout
Schools, parking for employment	LDO1275	Not given
Choosing options (1) above depends on infrastructure, especially schooling and parking for employment.	LDO1275	Not given
Summary: churches (Kings Church International)	LDO1276	Naomi Giddings
Roads, medical services, schools.	LDO1277	Angela Cockman
Roads, car parking, train services, hospitals, schools, water supply, refuse disposal, fuel supply etc are already unable to cope. It is not necessary to build more homes or create more employment.	LDO128	P Bryett
Affordable public transport links.	LDO1280	David Brunt
Transport (to work and to school).	LDO1282	Not given
Summary: hospitals; walking and cycling; children's attitude to society; self help groups.	LDO1283	G R Eagle
Buses (Old Windsor)	LDO1284	S Johnson
Public transport (Windsor to Heathrow, Slough, London) Summary: roads in Maidenhead; complete relief road.	LDO1287	Alan Kitley
Public transport	LDO1289	J J Grant
New train station (s) in surrounding area of Maidenhead. Take opportunity to extend cycle lanes	LDO129	Not given
Schools, health, transport	LDO1290	K Holland
Community centres.	LDO1291	Katie Easthill
Clubs for teenagers and young people	LDO1292	Liz Smith

Responses to Question 9

Response	Respondent ID	Name
Summary: road access to town centres.	LDO1293	Richard Davenport
Better public transport or employers' transport to get people to work.	LDO1298	Mr Sharma
The road systems and transport systems in general are inadequate. Any development has to include significant improvements.	LDO13	M Cooper
No comments made	LDO130	J Fitzgerald
Department store and specialised retail outlets in Maidenhead town centre.	LDO1300	D J White
Schools, buses	LDO1303	
Drains (Sunningdale).	LDO1304	Helen Knight
Water / sanitation, parking, schools, areas of employment (local to reduce traffic).	LDO1305	M E Marple
Bath Road (A4) at Maidenhead Bridge.	LDO1307	Mavis Gregson
All locks on Thames to have hydro electric power generation free of charge.	LDO1309	
More availability of public transport. Public services to be enhanced; schools; libraries; playing fields; roads to be properly maintained.	LDO131	Not given
Efficient, frequent and reliable public transport, cycle lanes separate from traffic.	LDO1311	Mats Olsson
Roads in villages, new river crossing, schools, NHS dentists, doctors.	LDO1312	Owen
Schools, health facilities, affordable public transport, measures to discourage car use.	LDO1313	K Tudge
Utilities (water, sewage, power), schools, health, buses, police, congestion relief.	LDO1314	G Pidduck
Churches (Kings Church International).	LDO1318	James Richards
Churches (Kings Church International)	LDO1319	Nadia Kanouche
More regular bus services between all areas.	LDO132	M F Jackson
Buses, hospitals (St Marks is most crucial for Maidenhead).	LDO1321	H R Marshall
Roads into Maidenhead town centre, river crossing.	LDO1322	Not given
More light engineering.	LDO1323	Not given
Buses to support the improved rail links that Crossrail will bring Bigger hospital than St Marks.	LDO1326	Not given
Roads, especially A4 Maidenhead to Slough (Bridge Road / Oldfield Road junction mentioned).	LDO1327	K Spedding

Responses to Question 9

Response	Respondent ID	Name
Avoid flood areas, larger number of smaller sites would put less strain on facilities.	LDO1328	Paul E Packman
Primary schools	LDO1329	M G Edsall
Schools, doctors surgeries are at breaking point around Sunningdale. Traffic numbers are not good. It was never intended to be a town. Sewerage is under pressure because of new homes. New homes have been allowed without upgrading services.	LDO133	Harrison
Avoid flood plains. Shops, buses, trains, clubs, rooms for night and day classes, sports facilities, schools, medical centres, electricity, gas, water, cable TV.	LDO1331	Not given
Public transport / park and ride (Oxford seems to have solved both these issues).	LDO1332	Priscilla Ellis
Not given	LDO1334	Paul Southgate
Strengthen public transportation, putting slow [?] first. Ensure urban development is well served by a choice of alternatives to the car.	LDO1335	Ian Dubbin
All services all overloaded now	LDO1336	Paul Bowker
No specific comments but growth will require utilities, schools, open public space. With a 100 year time frame it is vital that low-lying land is avoided -build on higher ground!	LDO1337	Not given
If some areas are re-used where possible the infrastructures will already be installed and perhaps only be in need of re-modernisation. A great financial consideration particularly at present. Why ruin Maidenhead!! Because it has National Trust Land?	LDO1340	A Graveney-Vere
As noted above, additional food stores in West Windsor.	LDO1342	Denise Parry
Additional food stores in West Windsor	LDO1343	CR Williams
Better access between Maidenhead and Windsor i.e. rail, tram, bus.	LDO1344	Philip Lee
Good public transport links, particularly to Maidenhead railway station.	LDO1346	David Nicholas
A good bus service i.e. extensive network and frequent would have a major impact in reducing the use of private cars.	LDO1347	George Midgley
Hospital, medical services, dentists, schools (primary and secondary), employment sites.	LDO1349	Audrey Parsons
There is an obsession with building flats on any available land. The result has been to decimate the character of the community.	LDO135	Not given
My church is looking for a property in RBWM (Kings Church International). We would love the Council's help in anyway.	LDO1350	Tom Bramley
Better public transport. NHS Doctors and dentists, community centre. Play areas for young children. These facilities would be needed if there is new building on green belt.	LDO1351	Pauline Gillett

Responses to Question 9

Response	Respondent ID	Name
Transport links.	LDO1352	M V Sexton
In the rural areas where small variety housing could be built in redundant farm buildings. The public transportation service is extremely poor. We need to build Maidenhead up. Keep employment in the town. It is important to ensure that parking is readily available for those coming in from the 83% green belt areas..	LDO1353	Not given
Employment should be kept in Maidenhead to rejuvenate the town however, parking places should be free for all employees - and further restricted time parking for those who have a limited business in the town.	LDO1354	Not given
Hope the Council can help the church to implement facilities in the future for the church.	LDO1355	Richard Williams
Water: More reservoirs needed as we can't keep tapping into present supplies.	LDO1358	Jack Neal
Town and commuter parking need major overhaul - parking in side roads must be stopped even the emergency services are now having a great difficulty because of inconsideration of people free parking and travelling on the trains.	LDO1359	Not given
Greater speed and traffic control on rural roads and if there is an increase in residential and business traffic in the Borough.	LDO136	Alastair Child
Not given	LDO1360	M. Barratt
Not given	LDO1361	Simon Bird
Infrastructure - roads, services etc. The roads are currently congested, especially at key points such as bridges and routes to the motorway. Public transport to allow people to access work, recreation without using a car.	LDO1362	Margaret Carlyle
Medical facilities.		
Schools.		
Any planning for additional housing has to go hand in hand with planning and providing additional facilities and infrastructure. In Cookham over the last 10 years additions have gone without any expenditure on infrastructure. Roads are getting congested, lack of parking etc. Utilities are overstretched - burnt oak for example.	LDO1363	E M Groenweg
Furze Platt area - congestion around the traffic lights is already a problem. Re. Railway bridge over the Maidenhead Road is a danger spot. Also Spencers Bridge in Gardner Road is now hazardous.	LDO1364	Eileen Price
The road system should be opened from Stafferton Way through to Forleaze Rd. This would help cut the traffic around the town.	LDO1366	T A Carvil
Not given	LDO1367	D. Stove
Difficult to answer without detail of development planned. Roads and bus services will be relevant, wherever the development.	LDO1368	Brian Battye

Responses to Question 9

Response	Respondent ID	Name
All health facilities	LDO137	Christine Harvey
Off road cycle routes, or dedicated bus/cycle routes to Maidenhead transport hub. High speed rail links to other centres, Slough, Reading, Bracknell. Bus route improvements to Bracknell and Ascot.	LDO1370	W Kearsey
Important to have really good - CHEAP - road/rail services - and essential (particularly Maidenhead area where you already have them) - well designed, safe community and park areas and maximum use of river as a leisure facility.	LDO1371	Richard Wheeler
More schools, I know of several long term residents having difficulty in getting children into the most convenient school. Also, the bus services are still not appropriately organised	LDO1372	William Barnett
Switchback Road North would not be able to accommodate the traffic increase generated by the development of land for housing on Cannon Court Farm and Lower Mount Farm. In particular the single passage under the railway bridge would create significant congestion.	LDO1373	Hassan Mansir
Roads - many of the smaller roads around Maidenhead aren't in first class condition and are too small to support heavier traffic loads.	LDO1375	Penny Meredith
Services - Maidenhead has little to offer as a retail centre. Not given	LDO1376	Sue Belcher
Better cycle routes to reduce road congestion and support more sustainable healthier community. Better cycle parking facilities.	LDO1378	Ian Knight
No mention of Thames flood plan areas - they're marked "areas liable to flood" on 2 areas / sites - as possible housing are in the flood plain - according to the SHLAA. No development in the flood plain - positively none!	LDO1381	H A McKerlie
As mentioned above, improved road junctions and layouts Improved drainage. New schools.	LDO1382	P A Shiner
Car parking - Cookham is already congested.	LDO1383	J Nash
Encourage use of site buses that shuttle between sites and town similar to Nortel. A bus station at Bray - a redeveloped site where Maidenhead football club is - rehouse club to site in Stafferton Way or use that site as a bus station and the defunct park and ride site.	LDO1385	Alan Perkins
All the development in Cox Green and Woodlands in the 1970's was done without proper enhancement of the road network. There is still only one clear route out to Maidenhead, the other having single file traffic controlled by traffic lights.	LDO1386	Not given
New school or increased capacity at existing schools	LDO1387	Not given
If we continue to develop this area and the south of England we will grind to a halt on the roads. We have enough facilities and utilities if we do not keep increasing the number of people who live here.	LDO1388	Paul Lodon
Parking areas (more needed); Drainage; Education - more school places; Medical facilities; Local roads are inadequate for more traffic	LDO1389	Kenneth Banks

Responses to Question 9

Response	Respondent ID	Name
Better cycle paths	LDO1390	G Spencer
Better road system on the Horton Road to and from the airport.	LDO1391	Not given
Endeavour to build in keeping with the area. Avoid glass buildings i.e. offices. Badly designed protects such as Sainsburys - will be pulled down within 20/40 years. Common sense should prevail to attract investors not design ego	LDO1393	Robert L. Elliott
I don't understand the question and doubt if anyone else does either!	LDO1395	C.N. West
Self evident.	LDO1397	Bob Hellman
Traffic calming and flow, parking. If people can get into town easily with public transport they will. How about a "deliver" your shopping to your home service. Make more sports and leisure facilities in existing town and green spaces.	LDO1399	Caroline Wagstaff
Pressure on schools. Roads & public transport capacity is already overstretched.	LDO1400	P. Hudson
Adequate infrastructure in terms of access to shops and facilities; reasonable level of public transport to limit use of private vehicles and for elderly etc.	LDO1401	Not given
Schools; Health care facilities (eg GP surgeries)	LDO1402	Adrian Young
Roads or a much better reliable bus service.	LDO1404	Mrs James
Drainage; Schools; Local Shops; Transport	LDO1405	Adam Hollis
For Option A: Road and parking issues are important but there should be one vehicle. Policy for dwelling in towns where transport public is much easier than rural areas. Water supply is a big issue as is flooding.	LDO1407	Paul Lock
Sewage disposal; Medical facilities.	LDO1408	Not given
See above re one way streets to and from town centre. Park and ride to north & south of town.	LDO1409	Pat Lakovic
Regenerate small local shopping areas that service local communities by provision of grants, rent / rate subsidies.		
Litter pick up it is not good now with more people it can only get worse (Shoppenhangers Rd or Holiday Inn around station). Buses more in number and new routes especially between homes and centres of employment.	LDO1410	Not given
It is important for this plan to include any references for facilities for local churches.	LDO1413	Margaret Hughes
In rural areas mains drainage, gas cut often not supplies (e.g. Burchetts Green).	LDO1416	Not given
Shops; medical services; religious; Department stores; Schools; Community centres	LDO1417	Not given
Focus should be on providing adequate Health and Public services for existing residents. Get that in place before "flooding" in more people who contribute nothing.	LDO1422	Not given

Responses to Question 9

Response	Respondent ID	Name
All services would need to be improved to provide adequate needs. Those in existence are already over stretched at current needs. Roads and drainage are a must if further development takes place.	LDO1424	Dennis Cannon
More police	LDO1426	Not given
In Maidenhead we have a lack of schools roads and parking are poor. Some council services do not exist any more, all the new have that have been built in the last 3 year no more services, or improvement have been made.	LDO1429	Philip Harris
In some of the older areas eg Sunninghill, the current services are only just coping with increased developments any more will require larger drains, more electricity / gas / water.	LDO143	David Johnston
1. Improved public transport services	LDO1431	C. Wallis-King
2. Review of post office closures		
3. Upgrade to facilities at St Marks Hospital		
4. Update of risks of flooding and the resources available to react to an emergency.		
Useful and regular bus services. Encourage retailers to take up vacant units.	LDO1432	Trudy Haigh
Better affordable public transport.	LDO1433	F. Dimillo
Better affordable public transport.	LDO1434	M. Dimillo
1. Parking	LDO1435	C.J.W. Gutch
2. Entry into Maidenhead (Bridge)		
3. Improved crossings over Thames (additional to Sonning, Henley, Maidenhead).		
Planners seem often not to consider facilities for local churches. I believe this is important in meeting the needs of the local population, especially as it grown. Our own church is looking to expand and build and is growing fast, we would be grateful for planning which would be sympathetic.	LDO1436	Daphne Thompson
Need export focused employment and opportunities first before new homes. Current infrastructure in S.E. England cannot support more people e.g. M4, M40, M25 saturated at rush hour and train services to London from Maidenhead standing room only on many trains. Too many pupils in classes - no more building.	LDO1438	Alastair Kent
Current need for a primary school near Boulton's Local area - Oldfield is over subscribed and there is no other school within walking distance.	LDO1442	Not given
Better, affordable public transport ; Town centre creche facilities for small companies - provided by the Council	LDO1443	Not given

Responses to Question 9

Response	Respondent ID	Name
Parking - both residential and other (eg visitors, shoppers); Road improvements (traffic flow, potholes, traffic lights); More frequent litter collection	LDO1444	Mr & Mrs Heybourne
public transport link between Sunninghill and Maidenhead; Enforcement of speed limits and general improvement of parking.	LDO1445	Unreadable
Important for the plan to include references for facilities for local churches. They are important to meet the needs of local residents. Kings Church International has rented premises for many years and is actively looking for appropriate property. Can the Council help with this	LDO1446	Miss Enslin
Doctors; Schools	LDO1447	Not given
Reasonable public transport and bike lanes a must for any development.	LDO1452	C Anderson
M4, M40, A404, A308 Town centre; Railways; Flood prevention; Water & drainage	LDO1453	D Wang
Construction of Crossrail. Are there not enough empty office blocks in Maidenhead	LDO1454	Mrs Mcgrath
Better bus routes. Parking facilities	LDO1458	C White
Shops, road, sewerage etc	LDO1459	Sally Merrick
Local road network cannot cope with current rush hour. How would it cope with increased traffic?	LDO1461	J Nowell
Less intrusion / roads / infrastructure. More countryside	LDO1464	Not given
There is already a great need for a church building in the area - more houses in the area would make this more necessary still.	LDO1465	Paul Colsell
Roads hardly adequate	LDO1469	Not given
The town centre is drab and uninteresting and needs a department store. No more ugly developments like Sainsbury's	LDO1470	Not given
Sewers, schools, transport	LDO1471	Unreadable
All services overloaded in this immediate area	LDO1472	J M Creevy
GP service	LDO1473	T Bray
Better town centre facilities, schools, leisure services	LDO1474	Not given
Schools - both primary and secondary. GP surgeries and NHS medical services such as dentists. Appropriate control of traffic, social facilities for children and young people, social facilities for the elderly, improvements to public transport and telecoms infrastructure	LDO1477	Kelli Dickenson
1. The A4 Thames River crossing bottleneck would have to be sorted out in the population was to be further increased.	LDO1480	M.F. Cooke
2. Consideration should be given to a new rail station in Western Maidenhead combined with employment location.		

Responses to Question 9

Response	Respondent ID	Name
3. But without means of funding this is all "Pie in the Sky", and we risk piecemeal, poor quality, developments, poorly located.		
Extending the provision of School transport would ease much of the transport congestion across the local authority.	LDO1481	Not given
Trams - go to Holland see how to do the job properly.	LDO1482	David Pickles
A new river crossing West of Windsor.	LDO1483	Not given
Traffic congestion, roadside / pavement parking, doctors surgeries appointment delays etc. have all worsened considerably in the last 5-10 years. These issues all need attention if Maidenhead wants to remain an attractive place to live.	LDO1485	Not given
Improved public transport to some villages, including Cookham Dean. Park & ride on outskirts of Maidenhead.	LDO1486	Not given
Roads, doctors, dentists - everywhere where over 50 new dwellings built. Road improvements would be needed from all such developments to town centres, preferably upgraded for speeds of up to 40-50mph.	LDO1487	Michael Hedges
Hurley still has no gas supply	LDO1488	K H Lowry
There are several empty office blocks within the RBWM. Why can they not be used for residential use?	LDO1489	Not given
Access to Maidenhead from the East needs serious consideration. There is, at present, a golden opportunity to build an additional bridge beside the existing Maidenhead bridge whilst the Skindles site is not yet developed. The planned developments at Kings Acre and Badnells Tip will increase the cars by about 1000. How are they to gain access?		
Careful attention to the road infrastructure has to be paramount (either in building new, or widening existing).	LDO1491	James J MacFarlane
Important to look at parking issues, access roads and traffic congestion. The need to retain green areas / parks for communal use. Public transport trains / buses and cycle paths.	LDO1492	Richard Lynch
Better, safer cycle routes. Special safe areas in town to lock up bikes. Better easier access to bus timetables / routes.	LDO1493	Keri Johnson
A casualty unit.	LDO1494	Not given
I believe that any new development should be integral with the existing community. New building design should be sympathetic to existing architecture and adequate recreational and relaxation areas should be within easy reach on foot. Subterranean car parking is essential for housing units.	LDO1495	Adrian Stabbins
Badnells Pit Site: All unplanned expenditure on decontamination, consolidation and all necessary infrastructure services would be expected to be shared by developer and authorising government department and not by local council tax payer.	LDO1496	J F Spickett

Responses to Question 9

Response	Respondent ID	Name
Roads are already unable to cope with existing traffic in rush hours and around schools. There is no consistent approach - there has been no work to improve capacity within development at Oldfield Road/A4 but Sainsburys has had unnecessary traffic lights installed causing additional congestion. Facilities for cyclists are pathetic and there is still no useful interchange for public transport.	LDO1502	Ian Williamson
How does reducing the A4 from 3 lanes to 2 at the Castle Hill roundabout increase traffic flow and therefore reduce CO2 emissions?	LDO1503	Not given
Possibly greater emphasis placed on the physical separation of pedestrian and vehicular traffic and greater use of defined crossing places, especially at significant junctions but sub surface pedestrian access-ways is to be depreciated as this tends to imperil the law-abiding citizen.	LDO1505	Melvin Cooper
Public transport and easy access to car parks.	LDO1511	Hatty Davies
Transport, trained people with new technology related to renewable energy issues.	LDO1512	KAF Klinker
Reduced houses and offices etc does not require any changes to the infrastructure.	LDO1513	C Garret
Parking facilities as bus services are poor they do not attract enough people to make them viable and people are not going to stop using their cars.	LDO1514	Christine Gadd
A medical centre to replace the present Doctors surgery. Possible expansion of the primary school.	LDO1515	Miss Bagga
All roads in Maidenhead and surrounding areas are in an awful state. Congestion in this area is bad, especially at rush hour and the school run. More schools are needed, more playgrounds.	LDO1516	Margaret Martin
Drainage in North Ascot does not seem adequate. There has been a lot of surface flooding in recent years. The phone lines at the end of the Ascot exchange are very poor due to the distance from the exchange. We can only get .5mb broadband. This is unacceptable and will become a real problem in the future.	LDO1517	HMV Gray
jobs, schools, utilities, all generally	LDO1521	Jane Love
taking Maidenhead as an example I think Transport links are good, but shopping is poor. People need many reasons to live/work in an area - an attractive town centre housing / station / shops / sports centre / cinema and local offices and council buildings are all walkable distance to each other but The shopping centres lets the town down.	LDO1523	ME Lewington
If large scale development takes place all the above mentioned would be needed.	LDO1525	Not given
Attention given to parking - make use of office space / car parks especially at weekends	LDO1526	SP Berry
All the utilities will be needed	LDO1529	Barry Martin
Infant schools accepting rising 5's	LDO1531	B L Langham
Provide adequate health and educational facilities and recreational activity.		

Responses to Question 9

Response	Respondent ID	Name
Water drainage, sewage disposal; Environmentally friendly transport links - eco buses; Permeable surfaces encouraged to assist natural drainage; Increased policing by foot patrols & Primary education provision	LDO1534	Not given
Domiciliary care and support. Youth services in the widest sense to tempt people away from seemingly increasing number of bars and nightclubs.	LDO1535	H Mc Adam
Utilise land next to the centre. This is land, flood plane land, that has been delayed yet again due to unsuitability. Development can be initiated by pile driving the land with timber driving into the earth, this is not a dream but a reality. Inspect such achievements in Thailand where factories of high load capacity have been operating this technique in areas around Bangkok	LDO1536	Philip Malden
Transport is the main concern. An inner ring should be considered, connecting Stafferton Way to Bray Road, better junctions Oldfield Road to A4 into North Town and then west and South through Courthouse Road, towards Shoppenhangers this would de congest the Maidenhead centre bypasses.	LDO1537	Neil Garner
Water, schools, hospitals	LDO1539	R. P Dulson
All services, facilities and basic infrastructure would be necessary to support the new homes and employment, but the new rates would and should cover all of this	LDO1540	Christine Robinson
Yes, more schools, doctors surgeries etc, hospitals, local shops, public transport.	LDO1541	L A Buttle
All infrastructure is required. Prefer no further development.	LDO1542	Not given
Better Public transport; Local shops and post offices; Cycle routes	LDO1543	Joanne Barnes
More houses, more people = more services (more roads, more maintenance, more utility digging... oh dear). Why not encourage cycling and walking to school and work with better cycle lane provision (crap currently) and more pedestrianised areas. Less driving / parking areas and more park and ride. Now is the time.	LDO1545	Andrew Slater
Higher density means services, facilities exist in these areas, e.g. roads, buses, shops, etc.	LDO1546	R Dunnings
When building new developments do put in open spaces and play areas, not just dormitories. Back it up with improved infrastructure. Water / drainage / waste disposal / roads.	LDO1549	Colin Coombs
No, none! Leave us alone! Immigration should be stopped, development should be focused in Mid-Wales, a village hall would be nice.	LDO1550	K Hopkins
Better and more extensive bus services and public transport facilities.	LDO1551	Not given
All new homes / employment outside the town would need high speed Internet connections to flourish in the 21st century.	LDO1552	John Collins
Homes: need better public transport infrastructure and links to connect bus services to stations. A station servicing Cox Green / White Waltham. Better bus services to town centre. What about an efficient park and ride scheme?	LDO1555	Anthony Fry

Responses to Question 9

Response	Respondent ID	Name
Employment: Better shops require a vastly improved town centre. Shops would create some employment but jobs in big numbers will be created by more businesses moving into the area. Good transport links are vital.		
Roads - already congested.	LDO1556	Not given
More bus services	LDO1557	Charles L. Higgins
The above affordable housing suggestion needs almost no additional infrastructure and could help service this "peninsula community".	LDO1558	N Davis
Eton Wick is poorly served by public transport. Commuting is not a financially viable option.	LDO1560	G I Francis
Transport, Community facilities, shops	LDO1561	A Hull
Roads, drains, speeding up Internet access	LDO1562	Not given
Health services generally. In particular accident and emergency, dental and substance abuse / alcohol and drugs	LDO1564	Not given
Water, schools, hospitals	LDO1569	Bob Dulson
Doctors / dentists hospitals. More schools / libraries / social services. Improvements to roads / public transport / street lighting. Electricity / water supply	LDO1570	J Hazell
Ensure sufficient car parking spaces	LDO1571	Not given
Roads & transport facilities. Integration of rail and bus services used to enable service providers (water, electricity, gas, sewerage) to have the capacity to absorb the extra demands.	LDO1573	Michael Feasey
Schools may need expanding or new ones created particularly at primary level so children are close to their own neighbourhood. Play areas close to childrens' homes (ie not on the wrong side of the road) should be available especially if high density housing is used.	LDO1574	Not given
Traffic congestion resulting from more cars	LDO1575	Rosemary Bailey
Roads, schools, health and social services.	LDO1576	Not given
More road and facilities to enforce speed restrictions in built up areas. More post offices and letter boxes. More doctors surgeries	LDO1577	John Trinick
Services, facilities and infrastructure generally do not exist outside the larger settlements, so any number more than a few houses could not be supported by development on any scale. For example public transport; drainage etc.	LDO1578	G.A. Robson Brown
Old Windsor's public spaces are very sad - do the council own any land in the area which could provide some attractive facilities for young and old.	LDO1580	Linda Viltazzi
Better leisure provision and public transport.	LDO1582	Pamela Naylor

Responses to Question 9

Response	Respondent ID	Name
Water / Sewer / Electricity / Gas / Road / Telecoms / Public Transport	LDO1583	Andy Hamford
Sewage, rainwater run off, roads	LDO1585	R. Kellaway
Wraybury area - more public transport more policing.	LDO1586	Not given
Anything to cut Peak hour traffic congestion improved bus services. Support for smaller shops / business	LDO1589	R.N. Smith & R.P. Smith
Sunningdale: the road and rail system is already saturated thus prohibiting further developments. Any development in the area would reduce its attractiveness.	LDO1593	T J Wade
Roads, policing, shops, schools	LDO1594	Not given
Yes, or at least the lack of them and the Council's inability to match reality with needs ie sudden change in bus routes.	LDO1596	Angela Cassidy
Cycle lanes and the bike racks to lock bikes to all new buildings should have parking for at least one car per household if not 2. Office buildings should have integrated parking.	LDO1597	Kate Snell
Improved rail facilities. If the high speed link from Maidenhead to London is built it needs to stop at Slough and make provision for people in the surrounding areas to get to Slough & Maidenhead stations by public transport. This may mean increasing the frequency of trains from Slough to Windsor.	LDO1598	Not given
I think it is important for the plan to include references for facilities for local churches as this is necessary for meeting the needs of the local residents and is necessary to support a growing population. I am a member of Kings Church International which has rented various properties across the borough. It is actively looking for property which will be affected by this policy. I hope that RBWM will be able to assist the Church in any way by helping with the planning process, granting planning permission to build suitable premises and to permit the change of use of existing buildings or facilities. This may require building on the edge of Windsor or Maidenhead, but would be a valuable resource for the whole community.	LDO1599	Colin Woodbridge
More car parking at train stations and town centres. Better retail offerings	LDO1601	Not given
All services, facilities and infrastructure would need to be upgraded in my area if new employment and new homes were built.	LDO1602	Sylvia Hull
In North Maidenhead, many road junctions struggle to cope with existing peak traffic flows & would be totally impossible if any large scale development of Cannon Court or Mount Farm were to be permitted.	LDO1603	Mrs L Rackley
Facilities for local churches with growing populations within Windsor. It is important that the facilities meet the needs of local residents.	LDO1605	Mike Simpson
Schools, doctors, improved facilities at St Marks Hospital, SEWERS, hospital transport	LDO1606	DF Parr
ROADS! Traffic already serious problem. Parking. Include cycle routes to enable greater access to train stations	LDO1609	Diana Tombs

Responses to Question 9

Response	Respondent ID	Name
Better public transport links throughout the borough. A Park & Ride service based upon under-used land adjacent to the relief road. NO increase in parking within Windsor town centre due to roads already beyond capacity at peak times. Remove traffic lights at Clewer Hill / St Leonards Road junction which is a current disaster.	LDO1610	Paul Ayres
roads, schools, surgeries	LDO1611	Joanne Boyd-Kidd
Already Oversubscribed schools Ascot-need more. Windsor schools unavailable to Ascot children as the system is different. Oversubscribed health services Ascot GP/dentist - need more. Overrun hospitals, our local General Hospital at Wexham Park is inaccessible without private transport from Ascot It is a disgrace that as the main hospital for a town the size of Slough and extends as far as Bracknell - and Windsor, Ascot and Maidenhead in between. Every contact my family has had with the hospital (and Heatherwood) has been with a wait longer than the so called target waiting time - there are too many people trying to use the fixed amount of resources. Roads cant cope with the volume of traffic but where do you build more without further denigrating the quality of life? Two other major comments: 1. In terms of major infrastructure the one notable exception to your consultation is Cross Rail. It would be helpful to have the implications of this spelt out as it will inevitably have a major impact on Maidenhead and one assumes the surrounding area. 2. It is my opinion that the whole policy / issue of forcing extra housing onto the South East of England to satisfy the 'need' for housing and continue the economic development of the region has been turned on its head by the current recession. The future prosperity of this COUNTRY will not be driven by the hot housing of growth in any one area (the city bubble will not return as before!) but the wider national distribution of investment, employment and ultimately prosperity and quality of life for all.	LDO1613	Roger Bailey
I assume schools, medical centres, dentists	LDO1614	S Stabler
The whole of the road system is designed to obstruct traffic rather than as an end-to-end "free-flow" system. Development has mostly been allowed without corresponding improvements in overall infrastructure. Not only do we mostly have roads little different to the 1950s, but they have been made narrower and slower despite the increase in traffic. Safety improvements such as right turn lanes, poorly designed traffic lights, traffic bollards, cycle lanes have been designed as cheaply as possible to reduce traffic flow rather than improve the width or road junctions with proper roundabouts or lanes. This poor planning is affecting business efficiency and everyone's lives in the borough (and country generally). There are many instances of this, but three examples are:- 1) Lack of bypass. Why is there still no route from A4 to A308 via Oldfield Road and Stafferton Way? Stafferton Way would need some widening, but this would relieve a lot of traffic in the centre of Maidenhead. 2) The speed bumps on Wootton Way which are dangerous, obstructive and cause excessive vehicle wear without any benefit, and disadvantage local businesses. Speed restriction could be achieved easier by cameras and signs. 3) the junction of B4447 and Ray Mill Road. Traffic on B4447 Cookham Road has been obstructed for over 20 years because the road is too narrow at the junction and there is no proper right turn lane. The speed bumps on Ray Mill Road should be removed and replaced with a safety sign or camera.	LDO1618	Mr JP Rogers
I am a member of King's Church International and we are hiring a school hall for our services. We are looking for a building and would like the council to note this and help in any way possible. The church is growing and does a lot of work with young people and needs facilities for this work.	LDO1620	Orla Rangaswami

Responses to Question 9

Response	Respondent ID	Name
Railway links from Maidenhead to Paddington and from Windsor & Eton Riverside to Waterloo both need to be improved. Both towns should benefit from their close proximity to London as well as the local economy.	LDO1624	James Woolf
As a member of Kings Church Windsor I would like to see provision for a building in the near future. We meet at Windsor Boy's school and have contributed greatly to the community over the years: Running Youth Clubs (Challengers at Windsor Youth Centre previously and currently Kids Klub at Haymill Burnham with Children bused in from Windsor, Holyport & Maidenhead) also a hostel for the homeless, a Mother & Toddler group, a support group for pensioners as well as running 2 church services in Windsor every week and over 80 bible study groups weekly across the whole age range from 8 years to old age.	LDO1625	Dr KL Simpson
Such a high density as suggested would require several schools, Doctor's surgeries, A hospital, roads and a transport system. The impact of this, let alone the houses themselves, would overwhelm an area of outstanding beauty and amenity.	LDO1626	Leslie W Orriss
Roads and parking in town centres, to enable residents in outlying areas to get into town! Coordinated bus and rail, and park& ride would help. Adequate roads and parking where new housing is built.	LDO1627	Alan Jay
The area is in need of a large building facility to support the work of King's Church International, a 600+ Member congregation currently renting in Windsor Boys School	LDO1632	Phil Wade
Maintain and improve services on the Cookham railway; improve bus services, in particular the reliability of the timetable and frequency of services. DO NOT 'improve' local or country roads - this merely encourages the use of cars, increases speeds on clear stretches and puts more pressure on congestion points.	LDO1633	Mr C J Baker
Continual improvement of public transport, buses and local rail routes.	LDO1634	Joe Dening
Yes, Cookham bridge would need to be re-designed/ re-built. It already cannot cope with the volume of traffic. Pollution is horrendous when traffic is static. Traffic lights act as a cork. You would have to make it two-way again and get rid of lights. Append current bridge with a new footway etc...	LDO1635	Not given
Yes I am aware that there will be the need for shops, schools, medical centres public transport etc	LDO1636	Mrs Y.L. Raymond
Realistic studies will show, the local transport infrastructure is already at saturation point during commuting hours. Unless dramatic road & public transport expansion is included with the LDF, out of town development will be unworkable. Additionally, I am given to understand that existing local medical, education & leisure facilities would not be able to cope with a large population increase in the area. With regard to potential housing development locations, consideration should be given to redeveloping, for housing use, some of the many thousands of square feet of long term unoccupied commercial premises in the area.	LDO1637	David Hutchins
Better rail transportation between Maidenhead and London particularly during the daytime.	LDO1638	Alexandra Wood
Road / Access infrastructure re: Cookham Rise schooling; Regarding Cookham: green belt possible development	LDO1640	Mr Ceri Hughes

Responses to Question 9

Response	Respondent ID	Name
A) A very local hospital with good facilities. (B) Encouragement for good quality small businesses (other than cheap shops) in Maidenhead town centre to encourage more wealthy shoppers into the town - which was the case when Maidenhead was a prosperous town in the 1950s and '60s. (C) A good department store.	LDO1643	Not given
If hundreds or even thousands of new homes are built in and around Cookham, this will have a severe impact on local roads, which cannot be widened. Bus and train services would need to be greatly increased. New schools, shops and leisure facilities would need to be built. All in all, it would be a nightmare and is likely to meet massive local opposition.	LDO1644	Susan Mahoney
we'd need more services if houses are to be built here - all sorts (fire, police, ambulance, roads, etc, etc).	LDO1647	Not given
Schools, doctors and shops	LDO1648	Not given
New Maidenhead homes and places of employment would need: New, possibly underground, car parks. More water for when there is a drought, better drains for when flooding occurs. St Marks Hospital to have an A&E department. (Not just MIU.)	LDO1649	Mrs Joan Burrow-Newton
I am a member of Kings Church International (KCI) and a local resident. I feel it is very important that the RBWM development plan considers and accommodates facilities for local churches necessary to support a growing population. KCI is currently looking to find a suitable property in the RBWM, and I ask that the council assist the church in any way possible and helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1650	Giovanni Tala
drainage and sewerage, secondary schools where growth is substantial, facilities for young people.	LDO1651	Mr C Price
As a member of King's Church International and a local resident I would like to make you aware that King's Church International currently has no property of its own and it meets at Windsor Boys' School for Sunday meetings. The church is actively looking for a suitable property in the Royal Borough and I would ask that the Council assists the church with its search in any way possible - in particular, helping with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1652	Elizabeth McDonnell
Any expansion of public services goes against all principals of saving the environment	LDO1653	Brian Stanley
New homes should be provided in existing populated areas where services already exist.	LDO1657	Not given
Provision of NHS Dental services needs to be improved	LDO1658	Mr Brian McCracken
Cookham area: Local road network improvement to allow free flow of traffic especially peak hours over Cookham bridge creating gridlock, Local train station parking insufficient with proposed housing increase for commuters.	LDO1659	Sean McDonnell

Responses to Question 9

Response	Respondent ID	Name
Medical services, police, fire, ambulance, water sewage, power, roads and railways - none of these are available without significant upgrade. This comment applies to the whole principle of the development plans, bit in particular to the area between Maidenhead and Cookham. Development in Cookham itself must be avoided at all costs to protect its character as a village.	LDO1661	Evans
Roads, schools, doctors surgeries, increased rail services	LDO1663	Scott McDonnell
Inevitably any large housing developments in Cookham and the surrounding area will have an impact on existing services, infrastructure etc. Cookham is a village at the present time.	LDO1667	K Appleyard
Schools, Water, waste, transport, roads, river crossings, rights of way and cycle paths all need to be improved substantially from the current status.	LDO6169	Not given
Roads are congested now particularly in the Maidenhead river bridge area. It would also have an effect on already stretched health facilities and schools.	LDO1670	Sylvia Clarke
Parking facilities along residential roads for homes without driveways	LDO1671	James hamilton
The Pound in Cookham is too narrow at the moment for the amount of traffic and poses a significant problem for pedestrians - especially those with pushchairs or walking with small children. Further development and an increase in traffic will cause greater problems.	LDO1673	Rachel Harding
roads and services such as drainage will need to be considered in Cookham	LDO1678	Not given
Yes, of course, but it depends on the area. I expect your planners to be fully aware of these issues already.	LDO1680	J H Spurr
Road infrastructure would need to improve significantly if large number of houses are placed in single locations.	LDO1684	Tracy Isacke
A growing local population will need a greater provision of pastoral services and places of worship. The local plan should include explicit reference to local churches. As the senior pastor of one of the largest local churches in the RBWM - King's Church International with more than 600 members - I would like to note that we are currently seeking a suitable building/s/ property which will provide us with a fixed address for public worship services and other church related activities, including the provision of pastoral services. We currently hire the Windsor Boys' School hall on a Sunday morning for two services and other local facilities for other uses. We would be grateful if the Council could assist us in anyway - from helping us find a suitable place to helping us with planning permission should the need arise - from granting planning permission to build a suitable facility to change of use to existing buildings to use of Greenbelt if required.	LDO1685	Wes Richards
For Maidenhead, all infrastructure services, medical, schools, traffic etc	LDO1686	Mr Bryan Staples
A complete overhaul of the infrastructure is needed already. Witness the regular gridlocks on the road systems today.	LDO1687	Nick Poulton
Many improvements would be required, additional out of town parking (park and ride) south of the railway line. Re-introduction of drainage inspection and renewal, both for underground piped systems and open gullies. Recent events have shown that flash flooding is on the increase in this Borough, poorly maintained drainage systems contribute to the problem and misery suffered by the victims of this type of preventable disaster.	LDO1688	Iain H. Wallace

Responses to Question 9

Response	Respondent ID	Name
Sustainable transport options likely to be very important in the timescale of this plan and its successor. NOTE that LDF and LTP require more integration than is visible so far!	LDO1691	J H Ashford
I believe it is important for the plan to include references for facilities for local churches. This is necessary both to meet the needs of local residents and to support a growing population. As a local resident and a member of King's Church International I know that the church is actively looking to find a suitable property in the RBWM and request that the council assists Kings Church International in any way possible, including help with any future planning process; granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1696	Anne Louise Goodison
There is no public transport at all in Cookham Dean, nor any local shops. The roads are narrow and cannot possibly cope with a further influx of traffic. Further housing in this green belt area would lead to problems, especially traffic issues.	LDO1698	J Driver
As a local resident I feel it is important for the plan to include references for facilities for local churches. I feel this is necessary to meet the needs of local residents and to support a growing population. As a member of King's Church International, currently meeting at The Windsor Boys' School on Sundays, I would point out that King's Church International is actively looking to find a suitable property in the Royal Borough and the Church would be grateful for any help from the Council; in particular, helping with any future planning process; granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1699	Katharine McDonnell
Greenbelt area between Cookham and Maidenhead: No schools, doctors surgeries within sensible walking distance. Commuting bridge bottlenecks at Cookham, on A4 and restrictions on railway bridge over Gardner Rd.	LDO1701	David Yates
The supply of water to cope with increased demand is crucial. Increased traffic and pollution seems inevitable and will require vigilant control. Demands on medical, social services and education have to be considered in advance. Crime may well escalate and need to be countered.	LDO1702	John Lloyd Parry
Roads, Schools, Doctors, A & E units, Mains Drainage, Telephone exchanges, Gas and Electrical supply, public transport, Post offices, banks, shops, car parks, Parks, Libraries and community buildings,	LDO1704	Joseph Keith Hull
Roads and Schools. Also we should try to make the new homes as energy efficient and least wasteful of resources as possible	LDO1705	Not given
As a member of King's Church International (KCI) and a local resident I feel it is very important that the RBWM development plan considers and accommodates facilities for local churches necessary to support a growing population. As KCI is actively looking to find a suitable property in the RBWM I would ask that the council assist the church in any way possible and helps with any future planning process; granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1706	Simon Goodison
Much better rail transport links to London. Trains during the day take far too long and used to be much quicker before First Group took over the franchise.	LDO1707	David Cuin-Wood

Responses to Question 9

Response	Respondent ID	Name
It would be less expensive to provide extra services if new housing is concentrated in existing populated areas - bus services, schooling etc.	LDO1708	Not given
I believe it is important for the plan to include references to facilities for local churches especially ones such as the church I attend which has more than 200 RBWM residents. We currently do not have our own building (have been hiring various venues in RBWM on Sundays since 1989) and are actively seeking a suitable property within RBWM. I would be very grateful if the council could assist churches such as ours with any future planning processes.	LDO1709	Jacqui Simpson
the proposed developments would require new infrastructure in terms of roads and schools for Cookham. The current infrastructure would not be able to bear the load.	LDO1710	Tony Willis
The school run needs to be stopped	LDO1711	Not given
Schools would need to be able to accommodate extra pupils and hospitals would need to be able to deal with extra patients without waiting list growing unacceptably	LDO1712	Mrs J Kelly
Parking bus services	LDO1713	Maggie Halpin
the existing sewerage infrastructure would need to be scrutinised very closely to ensure adequate capacity to avoid sewage flooding in low lying areas due to system overload say at peak times and during times of heavy rainfall etc. Also road and rail systems would need to be able to cope with increased traffic and in case of roads in Cookham these already congested. All other services, facilities and infrastructure would also need to be capable of handling increased load of the system.	LDO1714	Robert Erskine
Flood relief is of paramount importance	LDO1716	Judith Crossley
I do not support the development of new homes except in areas already dedicated to urbanisation. The loss of countryside is a tragedy which will never be recovered.	LDO1719	Dr Ian Garrard
Development invariably stresses existing infrastructures, which are, themselves (to the extent they are adequate at all) then subject to updating that, in turn, is used (by projection) to justify more development, which repeats the problem. THIS IS A DEFUNCT WAY OF ADDRESSING THE FUTURE, AND IS THEREFORE NO SOLUTION TO THE MICRO AND MACRO CHALLENGES THAT RBWM SHOULD BY NOW BE RESPONSIBLE ENOUGH TO ACKNOWLEDGE. PERCEIVED NEEDS CAN NO LONGER SIMPLY BE MET IN TRANSPARENTLY REPACKAGED AND FRANKLY SELF-DEFEATING WAYS. INVISIBLE, UNBURDENSOME AND SUSTAINABLE INFRASTRUCTURES ARE DESIRABLE AND SHOULD ADDRESS ONLY CURRENT INADEQUACIES IN THE BOROUGH. LAND DEVELOPMENT--OTHER THAN IN EXISTING URBAN CENTRES --IS UNACCEPTABLE.	LDO1722	YEOMAN
My local church needs a new building. It currently hires a school and is looking for its own facility. Can the council help in any way?	LDO1723	Isaac Rangaswami

Responses to Question 9

Response	Respondent ID	Name
There must be provision for facilities for local churches, which are vital to an increasing population and which bring essential benefits to local communities such as clubs for children and teenagers, a meeting-place for the elderly, mother-and-toddler groups etc: all so important to local residents. I would hope that the council would assist local churches in every way possible, whatever the outcome of this consultation.	LDO1727	Ms Paula Lavender
As a resident of RBWM, I feel that there should be consideration for local Church facilities in the area of RBWM. I am a member of Kings Church International and since 1989, the church has been renting facilities seeing that the church continue to outgrow existing facilities. There are 200 RBWM members in the church and membership continue to grow.	LDO1729	Melody Erasmus
Vital that public infrastructure links in conjunction with new development continue to be looked at.	LDO173	Colin Chisholm
Schools. Maidenhead's secondary schools are already oversubscribe by 3 to 1.	LDO1730	Beverley Shields
Obviously all infrastructure would need to be expanded but in practice probably would not be done sufficiently so, in my cynical view, we would probably all suffer depleted services.	LDO1731	Not given
As a member of King's Church International (KCI) and a resident of the RBWM, I feel it is very important that the RBWM development plan considers and accommodates facilities for local churches. This is necessary both to support a growing population and to meet the needs of local residents. KCI has used many different facilities in the RBWM for many years, renting schools, community centres and other facilities for its meetings. KCI is actively looking to find a suitable property in the RBWM and I ask that the council assist the church in any and every way possible. I request council help with any future planning process: with the granting of planning permission to build suitable facilities; permission to change the use of existing buildings or facilities; granting Green belt development if necessary.	LDO1732	Mr Michael Airey
It is important to plan to include facilities for local churches necessary to meet the needs of local residents and support a growing population. As a local resident & member of Kings Church International we are actively looking to find suitable property in the RBWM and I would request that you assist the church in any way possible. In addition I would request that you help the church with any future planning processes, planning permission, permitting change of use of existing buildings or facilities and granting Green Belt development if necessary.	LDO1735	C Humphrey
King's Church International is a growing church or 600+ members who have been renting facilities like Windsor Boys School for many years. As most of it's members are in the affected area, their needs should be considered, as the church is actively seeking land to build on.	LDO1736	Jacqui Wade
At peak periods our roads are over-used. The policy proposed by Government will lead to gridlock.	LDO1737	Derek Miller
I am a member of King's Church International. Since 1989, KCI has been hiring facilities in the RBWM area to accommodate a church of round about 700 people (200 of those being residents of RBWM). I am a resident of RBWM and I feel that as the area develops and the population grows, the RBWM development plan needs to include plans for facilities for a ever growing local church as well. KCI has been actively looking for permanent facilities for a number of years now.	LDO1739	Johannes Erasmu

Responses to Question 9

Response	Respondent ID	Name
I am a member of King's Church International (KCI) and a local resident. I feel it is very important that the RBWM development plan considers and accommodates facilities for local churches necessary to support a growing population. As KCI is actively looking to find a suitable property in the RBWM I would ask that the council assist the church in any way possible and helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green Belt development if necessary.	LDO1741	Catherine Lavender
In the Cookham areas roads and the bridge over the river are already inadequate for the current traffic levels. More housing will aggravate an already poor situation. In addition no major road developments should occur otherwise the unique character of the locality will be destroyed. Are so many new houses really needed? Would there be the extra employment, especially at a time of recession such as now?	LDO1743	Christopher Smyth
No. I hope that if building is within the current Urban Land the expense of installing infrastructure services will be minimised	LDO1744	Not given
With empty factories and offices in Maidenhead, it's not infrastructure that's required. It's insensitive to attract employers to the area I would have thought. For example, lower rates and rents.	LDO1745	Not given
I belong to a local church which has difficulty finding properties to house all its activities: Sunday services, children and youth clubs, senior citizen events etc. This illustrates the importance, with any new development in the borough, of allocating adequate land for community facilities.	LDO1746	Paul Webb
Area between Cookham and Maidenhead - already a big battle for schools so additional schools or significant additional capacity. Also, additional roads as currently only single lane of traffic under railway bridge.	LDO1749	Marie Taylor
I have only answered Q3 as I have because there was no other option. We do not need any building outside the existing settlement. Maidenhead is big enough and the greenbelt is far too valuable. But nor do I wish to see the character of Maidenhead spoilt by cramped developments on people's back gardens. The bottom line is that we do not have the room for lots of new development.	LDO1750	Jill Oseman
North Maidenhead Furze Platt/ Cookham will need much better bus services as the recent fiasco with the number 6 service demonstrates. Cookham Bridge and the railway bridge on Switchback Road North are significant choke points that would need to be addressed. Re-engineering the road network of Maidenhead town centre should be a high priority. The massive queues that build up on the A4 during rush hour will only be exacerbated by adding more housing.	LDO1751	Mark Bowler
well - roads would need improving, as would drainage, water, etc.	LDO1756	Thomas Lee
All services and facilities will need improving. Schools, hospital (A & E provision), dentists and GPs, shops, parking, water pressure, electricity, roads, facilities in the town such as leisure centre etc.	LDO1758	S Knowles
With growing population, houses and employment moving outside the town we would need to include the facilities for local churches. I am part of King's Church, a growing Christian church which has been looking to find a suitable venue for several years. We have been renting a number of places but it is getting more and more difficult as the attendees	LDO1759	Mrs Giustino

Responses to Question 9

Response	Respondent ID	Name
are steadily increasing. We have the best children services I have ever come across and it would be brilliant to see all these children have better facilities. I am very much hoping the Council will include and allow in its planning spaces for this type of buildings and facilities.	LDO1760	Chris Hopper
General comment, the provision of services and facilities for new developments is an employment opportunity in it's own right. So rather than making another satellite development similar to Wokingham's Lower Early development which simply places greater demands on nearby Reading's infrastructure - why not build more prestigious development with a substantial shopping & entertainment centre - making the need to develop a benefit to maidenhead rather than a burden on resources.	LDO1761	Crouch
supermarkets and shops with ample car parking	LDO1767	Rachel Baker
Transport links. If new housing is planned in any scale for Cookham and Bourne End, the trains and bus service needs to be drastically improved, especially at peak times. Already the 7.33 from Cookham is listed in the top 10 most crowded commuter trains in the country	LDO1768	Donita Hosegood
Relating to Cookham; Policing the additional vandalism burglary and anti-social behaviour; New roads (notably the Pound is virtually impassable, and the Railway bridge is too low for lorries); Traffic calming; Car Parking - currently abysmal; Flood Defences; Upgrade telephone / broadband infrastructure which is less than 60kb/second at my address; amenities for young people; Upgrade to bus service - one an hour if your lucky; Parking for Rail commuters; Parking restrictions and yellow lines everywhere; Clamping and traffic wardens; Protection for existing wildlife - recently established Kite colony.	LDO1770	Joanne Pallot
My church, King's Church International, which is one of the largest churches in the Borough and is continuing to grow, is in need of its own building. Many people in the Borough are members of this church and we hope many will continue to benefit from its work. We need help from yourselves to help locate a building, or build a suitable one, and with any necessary planning permission.	LDO1771	Robert Anwyl-Hughes
Improved transport to town centres, better quality telecommunications, more reliable electricity supply in country areas and mandatory connection of cess pits to the sewerage system, free of charge to householders, to eradicate bowser collections.	LDO1772	Not given
Cycle tracks, bus services, local shops	LDO1773	Stephen Buckland
A larger hospital with A&E 24/7 coverage and larger inpatient and outpatient services. G.P. coverage would need increasing. More local school with secondary school in Cookham. Road network improvements Local train improvement; Bus network improvements and extensions; Nursery provision; Youth provision (youth clubs etc); Provision for older people increase.	LDO1775	Jon Richards
Schools, transport	LDO1776	Shaun Butler
Roads and schools	LDO1777	Not given
Improved rail connections to London and Heathrow from Windsor.		

Responses to Question 9

Response	Respondent ID	Name
Cycleways / car parking / road calming or measures to reduce car ownership.	LDO1778	John Mellor
The use of small residential developments on the edges of the current villages and settlements would require little extra infrastructure as village schools are generally under subscribed and bus routes already serve these villages. (I am thinking of Bray, Oakley Green, Fifield and Holyport here.) All these villages have appropriate fields adjacent to the population centre. The current populations of those villages that do not have many facilities (such as Oakley Green, Bray and Fifield) seem to have no problem travelling to those that do (Holyport and Dedworth in particular.	LDO1779	Peter Janikoun
Greenbelt areas would require additional roads, drainage, schools, hospitals etc.All would blight the already diminishing areas of natural beauty in our Borough.	LDO1782	Stan Chandler
What services? What facilities? What infrastructure? All of these need to be addressed BEFORE any final decisions are taken.	LDO1783	Not given
Medical facilities, schools and road improvements need attention regardless of which option is selected.	LDO1784	Malcolm Mitchell
A proper hospital in Maidenhead A HIGH QUALITY shopping centre with small individual privately owned shops. Also some department stores	LDO1785	Louisa Knight
The roads currently servicing the Cookhams are already inadequate and poorly maintained. Further development in the area would exacerbate the situation.	LDO1786	D K Jones
It is most important to ensure that adequate footpaths and cycleways are provided to link any new developments with existing facilities.The land West of Switchback Road North should not be developed as it is essential to maintain a green 'belt' between Maidenhead and Cookham. Any such development will result in large new farm buildings on the undeveloped land so that in turn can be developed in future.	LDO1787	Tony Stanford
Green belt areas DO NOT have the right services, facilities and infrastructure to support significant increase in new home	LDO1790	Nicola Hughes
As a local resident I believe it is important for the plan to include references for facilities for local churches. This is necessary in meeting the needs of local residents & necessary to support a growing population.Our church, King's Church International has rented various facilities in the RBWM for many years and is actively looking for an appropriate property or properties in the borough, which will be affected by this policy.As a member of the church and a local resident I wanted to: Request that the council assists the church in any way possible. Request that the council helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities.	LDO1791	JP Rangaswami
The major service we can provide is flooding protection - this militates against building in any part of a flooding Zone 3 area.	LDO1792	Bill Perry
As a member of King's Church International, I would like to indicate our need for a church building. We would readily welcome help from the Council with planning permission and finding a building.	LDO1793	Kevin Wingfield

Responses to Question 9

Response	Respondent ID	Name
No because the roads are the main problem and these are established village lanes that cannot be changed.	LDO1795	Claire Phillipot
Better bus service and an A&E hospital	LDO1796	Tristan Liverpool
Before bringing in more people we need better roads, a hospital and more doctors and schools. For more employment we need shops with lower rents and incentives to industry to come to this area. Our towns like many others is dying because the rents and rates charged for shops is to high to allow small businesses to open and trade.	LDO1797	Mrs R Towers
The area is in need of a large church building to support the continued growth of King's Church International who currently rent in Windsor Boys School and are 600+ members.	LDO1798	Jacqui Shadrache
My local church, King's Church International is looking for a church building. We also need facilities for young people. Can the council help them with this project?	LDO1800	Simon Williams
new homes and employment away from urban centres should be dependent upon state-of-the art green transport system.	LDO1805	Peter Harland-Jones
The road infrastructure in the Maidenhead to Cookham area is not capable of sustaining thousands of new homes. At this point the road network is in such a poor state of repair that it cannot serve the existing traffic.	LDO1806	Mike Mather
King's Church International is actively looking to find a suitable property in the RBWM. Please assist the church in any way possible. Please help with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1807	Joshua John Goodison
To ensure new park/recreation areas are also created within new builds is important to try to keep a balanced neighbourhood.	LDO1810	C Marz
I am a member of King's Church. We are a large church in the borough. We contribute actively to the community (eg a homeless project, Kidz Klub). I would appreciate help to find us the property we need.	LDO1811	Guy McDonnell
There is a need to stop prioritising cars over pedestrians. People who don't drive are becoming increasingly confined to their own immediate residential areas because of poor maintenance of footpaths and pavements, illegal obstruction of pavements by cars and other hazards, inadequate or absent pedestrian crossing points over busy roads, dog fouling and dogs off leads, and numerous other issues which all have the effect of discouraging walking and increasing car use. This situation is not sustainable and needs to be reversed.	LDO1812	Ms G Hickman
doctors (waiting time for appointment unacceptable at the moment) hospital A&E (the nearest being Wexham is always full and people are using A&E for non emergency because they cannot get regular doctor appointment) transport.	LDO1813	Brian Erodotou
All the services provided by local and central government would be affected by any major increase in population.	LDO1815	John Harris
It is clear that any development in Cookham, particularly in Cookham Rise would have a dangerous and detrimental effect on the level of traffic, pedestrians, child safety, utility supply, wildlife and the pleasant environment which surrounds the village. One simple example is the fact that we currently have a power cut on average once per week. Increased	LDO1816	Chris Jones

Responses to Question 9

Response	Respondent ID	Name
development is unsustainable and these plans will help destroy a semi-rural location which can never be regained. There are 100's of thousands of unoccupied property in the UK - it is time we had a UK wide policy and not an intensive S.East one.		
Public Transport. Cycle routes	LDO1818	A Brown
The area is in need of a large church building to support the continued growth of King's Church International who currently rent in Windsor Boys School and are 600+ members.	LDO1819	Amy Shadrache
Roads - especially access to M4 and M3	LDO182	J Marwood
Cookham is a small village. To build a new development of this kind you would need to redevelop main roads, then giving way to it becoming a thorough fayre for heavy duty traffic	LDO1821	Not given
I think that we really need land to be set aside for church buildings. Many social issues and problems associated with isolation in growing communities could be eased and supported if active community centres like the church could be at the centre of new developments.	LDO1822	Clare Theobalds
hospitals, Doctors and Dentists...etc	LDO1825	Dale Miller
Existing roads are inadequate for any significant increase in population.. particularly junctions. Parking space adjacent to shops would also be under pressure. Schools would need expansion.	LDO1826	Tim Pearce
not specifically but any development has impact on local infrastructure such as roads, schools, parking, non-vehicle accessibility (e.g. cycling, walking), public transportation (e.g. bus, train services)	LDO1828	Art Miliner
Yes most - depending on the type of development. If even only a part of the land in the proposed SHLAA were to be built on, there would need to be significant road and public transport improvements - which would themselves have a severe detrimental effect on the local environment.	LDO1829	Patrick Blake
As a member of King's Church International (KCI) and a local Windsor resident, I believe it is very important that the RBWM development plan considers and accommodates facilities for local churches necessary to support a growing population. Our church (KCI) is actively looking to find a suitable property in the RBWM, and I would ask that the council pro-actively assist the church in any way possible with this, and helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1830	David Lavender
Relating to Cookham; Policing the additional vandalism burglary and anti-social behaviour; New roads (notably the Pound is virtually impassable, and the Railway bridge is too low for lorries); Traffic calming; Car Parking - currently abysmal; Flood Defences; Upgrade telephone/broadband infrastructure which is less than 60kb/second at my address; amenities for young people; Upgrade to bus service - one an hour if your lucky; Parking for Rail commuters; Parking restrictions and yellow lines everywhere; Clamping and traffic wardens; Protection for existing wildlife - recently established Kite colony.	LDO1831	Mrs Rita Hosegood

Responses to Question 9

Response	Respondent ID	Name
public transport, roads, council services	LDO1832	B King
Public transport, school places, medical facilities, public order policing etc. - Cannon Court Farm/Lower Mount Farm area.	LDO1833	Not given
Better trains and buses everywhere.	LDO1836	Nicholas Warner
Need better connection to railway station throughout Maidenhead to reduce road congestion & demand on parking	LDO1837	Not given
better transport facilities ie local bus services, more and cheaper car parking, St. Marks Hospital enlarged. Better town centre shopping facilities attracted (by cheaper rates perhaps?)	LDO1839	B. Renwick
Local roads are in pretty poor condition all across the borough but some routes such as from White Waltham through Woodlands Park to Cox Green would need to be improved if the mooted development in White Waltham goes ahead.	LDO1842	Not given
travel bottle necks. Another river crossing would be good. A by pass east of Datchet connecting Old Windsor and the motorway would be good. Windsor is very difficult in rush hour. Generally improving transport esp. train. Healthcare remains an issue	LDO1843	A J Macaulay
Sewage, water, electricity supply, broadband, telephone lines, roads, medical, chemists, dental, schools, churches, mosques. Cookham has increased in size by over 50% since I have lived there and the infra structure has not been improved to keep pace.	LDO1844	Liz Kwantes
Schools, sewerage and transport; all areas which are already near breaking point in Cookham.	LDO1845	Richard James
Obviously more people will put extra pressures on the education, health, and transport systems, and if we are to generate a well balanced society, improved and enlarged sports and entertainment facilities together with a town centre capable of providing for a diverse community will be necessary. Access into and out of Maidenhead is already at breaking point. Does this redevelopment include a new bridge(s)?	LDO1847	Not given
Shops, parking space,	LDO1849	Not given
The area is in need of a site to support the needs of the fast growing Windsor based King's Church International (600+ Members), who are actively looking for a facility and have been renting for years in various locations.	LDO1851	Knolly Shadrache
As a local resident I believe it is important for the plan to include references for facilities for local churches. This is necessary in meeting the needs of local residents & necessary to support a growing population. Our church, King's Church International has rented various facilities in the RBWM for many years and is actively looking for an appropriate property or properties in the borough, which will be affected by this policy. As a member of the church and a local resident I wanted to: Request that the council assists the church in any way possible. Request that the council helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities.	LDO1852	Shane Rangaswami
1) Technology...especially broadband services.	LDO1853	Rohit Sagar

Responses to Question 9

Response	Respondent ID	Name
2) The enabling of new developments to be made truly future proof must be well thought out, let us not make mistakes others have made.		
It is important that the plan include references for facilities for local churches which are also growing and in need of larger sites. I am a member of Kings Church International, based in Windsor, which is currently looking for a suitable, large property in the RBWM. It would be much appreciated if the council assists with any future planning requests and in finding a suitable property. The church is committed to the area and serving the needs of local residents, both those in the church and those outside of it.	LDO1854	Tara Scott-Lee
As a member of King's Church International, I would like to indicate our need for a church building. We would readily welcome help from the Council with planning permission and finding a building.	LDO1855	Sue Wingfield
Inter-urban public transport links, such as Crossrail, should supply connectivity between new urban development areas.	LDO1856	R Lambeth
Improved community facilities, i.e Youth clubs, recreation grounds, health centre, church, schools, community centres	LDO1857	Not given
The local roads in Cookham Dean are already poor	LDO1858	JDM(Mike) Smith
Improved public Transport services (esp longer hours and higher frequency for buses: urgent regeneration of Maidenhead Town Centre for better quality shopping	LDO1859	Not given
Don't understand this question - surely infrastructure improvements are specific to each development.	LDO1861	Jacqui Edwards
Any development needs to fully consider the following as being essential when substantial amounts of new housing is being developed: Roads Schools Medical facilities (including care for the elderly) Law Enforcement Utilities (Power Water Drainage and waste disposal) Environmental impact Sports & Entertainment	LDO1862	John Chappell

Responses to Question 9

Response	Respondent ID	Name
For the number of homes that are expected to be built, I feel that there would not be ample facilities for education and healthcare. As well as the impact on the surrounding traffic patterns.	LDO1863	Caroline Turner
In White Waltham - Mains gas. Regular bus service. Road improvements. Schooling. There are no shops.	LDO1864	C Thompson
Any development has to be sustainable both to the existing community within which the development is built and to the occupiers of the new development. Any such development should have a full Environmental and Social Impact Assessments to ascertain whether any benefit outweighs the negative impacts such development would bring. Any such development should include all the services that the new occupiers will require. It is not reasonable to build a large development and then outsource services such as schooling / GP's etc to the existing surrounding communities. As professional planners you will also no doubt realise that building a multitude of houses in itself does not create jobs - the most likely outcome of development which is not sustainable is a sink estate where there are no jobs such that either the residents need to commute or where unemployment is high.	LDO1865	Jonathan Foord
As a local resident: It is important for the plan to include references for facilities for local churches:- necessary in meeting the needs of local residents- necessary to support a growing population King Church International (my local Church) has rented various facilities in the RBWM for many years and is actively looking for an appropriate property or properties in the borough, which will be affected by this policy. As a member of the church and a local resident: Note that Kings Church International is actively looking to find a suitable property in the RBWM. Please request that the council assists the church in any way possible. Request that the council helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1866	Adesola Odufuwa
In particular the area White Waltham /Cox Green route from Bracknell. The present transport problems - due to new school in Cannon Lane and new office blocks at Foundation Park with increased parking - will be adversely affected. These roads are already severely congested during rush hour/school hours. There would be pressure on local schools, GP surgeries, local hospital etc.	LDO1867	Not given

Responses to Question 9

Response	Respondent ID	Name
New schools would be required, the local primary schools are overflowing. 35 pupils in a year 3 class is not acceptable in the 21st century in a developed country, yet that is already the case in Cookham. The sewers also would need upgrading, they regularly overflow already. There would need to be a huge investment in public transport. The train system already struggles to cope & the buses are laughable in their frequency & reliability.	LDO1872	Charlotte Serpell
It is important for the plan to include provision better facilities for local churches, schools and road transport which are essential in meeting the needs of a growing population. I feel the role of schools and churches in the community is underplayed. These are the hubs of our society and everything should be done to in providing the infrastructure that helps rather than hinders their development. I feel that the traffic caused by Legoland is intolerable, especially when combined with Ascot/ Windsor racing. In my mind planning has not kept pace with the problem and a more radical solution are needed to fastrack these visitors away from Windsor.	LDO1873	David Hunter
The roads are in a terrible condition and have been for several years, increased traffic would add to this problem.	LDO1874	Not given
At present capacity our health services are oversubscribed, new housing would necessitate new schools etc, can the utilities cope with more development?, would the likelihood of flooding rise?	LDO1875	Not given

Table 6.2 Question 9 (continued) (Part 2)

Response	Respondent ID	Name
The Cookham villages would suffer even more traffic issues if building of new houses affects that area	LDO1876	Andrew Hayter
Railways need dramatic investment - trains are unacceptably overcrowded. Rolling stock filthy and old.	LDO1877	Mrs Barbara Wood
Schools, shopping facilities, transport links, general infrastructure (water, telephone etc)	LDO1878	
I think that we really need land to be set aside for church buildings. Many social issues and problems associated with isolation in growing communities could be eased and supported if active community centres like the church could be at the centre of new developments.	LDO1882	Frankie Theobalds
In Cookham there are already major traffic the area of The Pound, which would worsen in the case of increased housing or businesses.	LDO1883	Mr R. Fielding
New roads would be required resulting in even more traffic and congestion which will effect the environment	LDO1885	Barrie Taylor
Roads esp. junctions. Parking adjacent to shops. Schools.	LDO1886	Tim Pearce
Development on large sites should be supported by local retail and leisure facilities.	LDO1887	Tony Howe
Roads, traffic flow at junctions and large roundabout. Noise alleviation (traffic)	LDO189	R Butler

Responses to Question 9

Response	Respondent ID	Name
Better and more roads and traffic control as traffic is already at saturation level in Cookham, Cookham Rise and Cookham Dean.	LDO1891	Jennifer Rotbart
roads, rail, public transport - all are no where near good enough to cope with any new development within the Cookhams	LDO1892	James Cotter
There are always the requirement for services & facilities but these should be efficiently used. For example Bus Services should be far more frequent and in off peak times the use of Microbuses should be considered. Transport is vital to ensure that people can get around without the need for motor cars.	LDO1893	Mark & Karen Chapman
Availability of mobile doctors surgeries to get doctors to the local people rather than getting sick people to a permanent surgery.		
No	LDO1896	
Doctors, traffic control	LDO1897	
Later rail services to and from Windsor & London via Slough. Better traffic flows. Might require (heaven forbid) another road to shift through traffic away from the Windsor relief road - Goslar Way Imperial Rd bottleneck.	LDO1898	Mr C. J. Ivers
No comments	LDO19	Rober Riddell
No comments made	LDO190	Not given
As a member of Kings Church International (KCI) and a resident of the RBWM, I feel it is very important that the RBWM development plan considers and accommodates facilities for local churches. This is necessary both to support a growing population and to meet the needs of local residents.KCI has used many different facilities in the RBWM for many years, renting schools, community centres and other facilities for its meetings.KCI is actively looking to find a suitable property in the RBWM and I ask that the council assist the church in any and every way possible. I request council help with any future planning process: with the granting of planning permission to build suitable facilities; permission to change the use of existing buildings or facilities; granting Green belt development if necessary.	LDO1900	Miss Natasha Lavender
what about supporting the homes that already exist with the skills required as above. by creating more life skill jobs.	LDO1902	Martin Allen
With the increase of new homes, better road infrastructure is required - especially with the already dramatic increase of new homes in the river area (Badnells Pit and Bridge Road).	LDO1903	Sara Garrett

Responses to Question 9

Response	Respondent ID	Name
Yes - in any area that might be selected. Road, drainage & sewage, parking, transport (Road & Rail). Education (nursery, infant, secondary schools plus other further education colleges). Doctors, Dentist & other health services. Hospital including A&E services	LDO1904	Mrs C. Spurr
Cookham Bridge could not handle significant vehicular increase. Sutton Road is already dangerous, with increased speeds & school traffic; further domestic traffic would be detrimental, even fatal. There aren't enough car parking spaces or pavements already. Further houses would drive additional traffic & this would need to be considered, never mind the traffic through the high street and School Lane, already too tight & dangerous, particularly within school commuting hours. More houses would mean more school places & local schools are already over subscribed. Additional classes would increase the traffic in already tight and dangerous conditions. Losing the boundaries of Cookham to create a further suburb of Maidenhead would lose significant income to the area as tourist numbers would reduce.	LDO1905	Helen Mason
In Cookham Dean in particular, there would be a desperate need of main drainage where the majority of households are using a septic tank system of waste disposal.	LDO1906	Bruce Ripley
I attend King's Church International along with many residents in the borough (200+). They've been renting schools for years and need a permanent home to help with the excellent work they do	LDO1908	Stephen Wade
Road Networks and parking	LDO1909	Roger Groeneweg
No comments made	LDO191	Anne Ness
The roads in Cookham are small, rural and not suitable for increased numbers of traffic. The schools in Cookham are small and we are already concerned about the number of children currently crammed into our son's class at Holy Trinity Yr3 (36).	LDO1911	Cathy Salter
Please help King's Church International find their own building. They are currently hiring Windsor Boys school.	LDO1913	Claire Williams
There seems to be no mention of church growth in either town. I myself attend King's Church International sited in Windsor Boy's School and we are outgrowing our building for services and we are hoping to have our own building in the near future, it would be great to see these needs included in your plans.	LDO1914	Kirsten Adams
Any development needs to fully consider the following as being essential when substantial amounts of new housing is being developed: Roads utilities, water, sewage and power Schools Employment Health, hospitals and local care Impact on environment. Law enforcement and order	LDO1915	Jane Chappell
The area around the Cookhams has problems with drainage (area around Burnt Oak and Station Hill) and roads. The roads are narrow and dangerous and there is already more traffic than the roads were designed for. Quarry Wood Road and the corner of Hockett Lane and Winter Hill Road.	LDO1917	Mrs Randolph

Responses to Question 9

Response	Respondent ID	Name
Cannon Court Farm. The development for housing of this land would need new and larger roads. In particular the railway bridge on the road between Cookham & Maidenhead would need widening. Also Cannon Court Rd and Maiders Lane are too small to handle increased traffic	LDO1918	Dennis Orchard
Faster and more frequent train services to London to ease overcrowded trains. More buses between Maidenhead and Windsor (backed with local publicity to encourage use) Local emergency clinic to remain open for accident / emergencies at weekends.	LDO192	Herjit Mehat
Not aware	LDO1921	
Speaking for Maidenhead where I live particularly, my comments above are relevant, but one of the most pressing needs of development would be to restructure the road network through Maidenhead and its relationship to local traffic movement into residential and employment areas.	LDO1924	Dr Rod Morrod
Rail Services need to be improved for commuters from Maidenhead and Marlow branch line	LDO1927	
all services that people use, doctors, schools are not big enough for increased children, roads are too narrow, traffic has already increased enormously, play grounds, footpaths would be needed, more shops etc etc, etc, the list goes on and on.	LDO1928	Mrs D Davenport
Fifield and surrounding areas subject to flooding.	LDO1929	R J Ball
Borough planning department isn't a help to small developers. Only bigger sites and developers get the benefit.	LDO193	Ajay Modhwadia
Public transport, roads, schools, leisure and sport facilities, council facilities (ie rubbish removal and disposal, policing fire and ambulance services), hospitals, water supplies and treatment plants, flood risk if appropriate	LDO1932	Mrs A Fitzjohn
no	LDO1933	
fast rail services	LDO1934	
Properly thought out road planning to avoid too much congestion and improved public transport.	LDO1935	Mrs C. Lever
Would like to see facilities and infrastructure in the town for local churches and community projects that will meet the needs of the local residents and support a growing population. Also as a member of King's Church International would really like to see the church acquiring property as we have been renting property in RBWM for many years now. I would like the council to do all that it can to help in this matter whether it would be help finding an appropriate site or help with issues of planning and site development.	LDO1936	Vasti Richards

Responses to Question 9

Response	Respondent ID	Name
In Cookham the facilities such as schools and doctors are already over-stretched, traffic problems are also apparent. A development of the size being proposed will completely swamp current facilities and would require new schools and support facilities for such a massive population increase. I believe this would be unsustainable without destroying the very essence of the environment we have chosen to live in	LDO1937	Alan Day
Allotments - at present there is a three waiting list for allotments in parts of the borough. To reduce food miles, be healthy and be more sustainable people should be given the opportunity to grow their own food.	LDO1938	
No comments made	LDO194	Not given
Some schools across the Borough have capacity pressures would need to be addressed if major development occurred nearby.	LDO1940	
ROADS BOTH WITHIN AND AROUND MAIDENHEAD, WINDSOR AND ASCOT AS DURING "RUSH" HOUR I.E. BETWEEN 7.30 AM AND 9.00 AM THERE IS MOST DAYS OFTEN TAIL BACKS MAKING A 15MIN JOURNEY TAKE UP TO 45 MINS.	LDO1941	
Schools (primary and secondary), improved sewerage and drainage systems, NHS dentists, doctors surgery, off-road parking for every new house to reflect multiple car ownership, increased train service between Cookham and Maidenhead, sports facilities (tennis clubs etc.) for youths. Additionally, question 3 suggests that development will occur regardless of the views of the residents of this borough; why is there no option for comment or 'no further development at all in the green belt'?	LDO1942	Mrs Price
The negative impact of increased traffic on already narrow & congested roads would be severe. The increased population would cause strain on all local amenities, schools, medical services etc. Cookham is currently a village how would it cope!!	LDO1943	Paula Linegar
Generally, schools and medical services in the Maidenhead area are already very stretched, provision for extra classrooms, surgeries, etc must be considered	LDO1944	
Roads; services e.g. water/sewage; transport; schools.	LDO1948	
In high population areas of the Borough the infrastructure is more or less at full capacity like - Windsor town centre, Larchfield area, Cox Green & North of the A4	LDO1949	Steve Anderson
No comments made	LDO195	Not given
I am a member of Kings Church International. We currently hold our services in Windsor Boys School. Due to a continual increase in congregation size, we are currently looking for a new building or an area of land to build a new facility and would really appreciate any support in this from the Borough Planning Department	LDO1951	Ilona Albrecht

Responses to Question 9

Response	Respondent ID	Name
(I may have sent a paper copy in already). Help King's Church International find a building. I attend their services at the Windsor Boys's School and they need a building for their activities.	LDO1954	Betty Woosnam
Kings Church International is actively looking to find a suitable property in the RBWM. Please assist the church with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.	LDO1956	Hannah Louise Goodison
no	LDO1958	
More low cost housing is needed, along with good bus services to take people to work, to the shops, health centres etc	LDO1961	Anne Martin
Cookham services already stretched to limited - proposals for increased housing around the cookham area would require massive provision of new services	LDO1962	Gavin Hall
The objective of any development should be to minimize the use of private cars requiring local shops and an efficient public transport system	LDO1964 D	Cornwell
Apart from the motorways the whole borough road infrastructure is badly in need of maintenance and upgrading	LDO1965	Richard Warner (Mr.)
Schooling is already overstretched in rural areas, especially primary education.	LDO1966	
Cookham Village: (1) better flood defences and drainage (2) new and wider bridge over the Thames (3) bigger roads to provide access (4) comprehensive public transport (1 bus per hour is the current facility and only in daytime).(5) a broader range of village shops and medical facilities I think that only #1 above could be realistically achieved without radically and changing the characteristics of Cookham Village	LDO1967	John Wagstaffe
Cookham- all existing services are at breaking point already: transport, utilities, shops, Doctors and Dentists, chemists, roads and parking etc	LDO1968	Mrs R Baumer
Road, public transport links, schools, hospitals etc are all necessary as these are already under pressure in many areas access the Borough	LDO197	Peter Deason
My responses are in general. As indicated by my comment under 1 specific improvements would be required for different areas.	LDO1970	Hilary Garland
Yes, Cookham bridge would HAVE to be re-designed, strengthened, road made two-way again, get rid of traffic lights, & append a new footpath on outside of current bridge.	LDO1972	
Improvement in transport infrastructure for Maidenhead	LDO1974	Carol Austen
Area subject to flooding in Fifield and surrounding areas.	LDO1976	Rod Ball

Responses to Question 9

Response	Respondent ID	Name
As a local resident, I think there is a significant need to consider the requirements of churches in the plans for future development. Churches not only give valuable services to their members but they support the rest of the community around them in numerous ways. I am a member of King's Church International, a large, growing church based in Windsor. Having rented many premises in RBWM, including Windsor Boys' School for the last few years, KCI is currently actively searching for suitable premises or land to purchase. I would ask that the planning department & council bears this in mind and assists KCI in any future planning applications to secure the best facilities for it's RBWM resident members.	LDO1977	Sam Churchill
Better transport to satellite communities	LDO1978	Greg Holmes
Much better, cheaper & far more efficient transport links.	LDO1979	Mrs. Z. Havercroft
Schools and medical facilities	LDO198	Yvonne Clements
Roads, schools, hospitals, GP surgeries, shops, transport links/systems, provision of adequate utilities. All of these will be needed if development takes place on any new site.	LDO1980	Adrian Day
We are members of a large church which meets in Windsor at least once a week, but does not have its own building. Having our own facility would better serve our congregation and could also be used to serve community projects during the week. We would grateful that future planning decisions bear this need in mind.	LDO1984	
Improved public transport. Transport links. Schooling and health services	LDO1985	
water, sewage, telephone exchanges,	LDO1986	Catherine Jane Kidd
Roads, more regard to flood plains	LDO1987	
roads, public transport, schools .i am not sure why we need more homes and employment when there seem to be offices , shops and half built flats all over maidenhead	LDO1988	S Page
1) Preserve local shops providing for every day needs 2) Relieve traffic bottlenecks 3) Provide adequate parking within new developments 4) Improve bus services for travel to work	LDO1989	Mr. G.M.Gledhill
New Roads, GP surgeries, a dedicated maidenhead hospital with an A & E department. Shops people want. Decent roads in and out of Maidenhead.	LDO199	ML Fsbird
All development will need to have schools and infrastructure provided alongside. 18 May 2009	LDO1990	
As a local resident I think it is important for the plan to include references for facilities for local churches which meet the pastoral needs of residents. This is particularly necessary to support a growing population.As a member of Kings Church International, which meets at the Windsor Boys' School, the church is actively looking to find a	LDO1991	Wiliana Richards

Responses to Question 9

Response	Respondent ID	Name
<p>suitable property in the RBWM. Can the Council help them in any way? Can the council help with any planning process - planning permission to build suitable buildings; allowing the change of use of existing buildings or facilities; allowing Green belt development if necessary.</p>	LDO1993	David Townsend
<p>As a member of Kings Church International (KCI) and a local resident I feel it is very important that the RBWM development plan accommodates facilities for local churches necessary to support a growing population. As KCI is actively looking to find a suitable property in the RBWM I would ask that the council assist the church in any way possible and helps with any future planning process: granting planning permission to build suitable facilities; permitting the change of use of existing buildings or facilities; granting Green belt development if necessary.</p>	LDO1994	Amanda Grice
<p>Utility supplies, street lighting additional reservoir. We live in Malders Lane, have no mains drainage, no lighting and the existing electricity and telecommunications network are all in need of updating.</p>	LDO1996	
<p>Schools Hospital local to Maidenhead, develop St Marks Doctors surgery adequate inexpensive transport</p>	LDO1997	
<p>Schools and traffic</p>	LDO1998 A	Gibbins
<p>New roads, rail links, hospitals, health facilities, waste disposal units shops offices, public buildings.</p>	LDO1990	R. Morgan
<p>A hospital, resurfacing of all local roads which are in a poor condition at present particularly the A4 at Knowle Hill. This is a main arterial road and is in a terrible condition.</p>	LDO20	Not given
<p>Improved through traffic management</p>	LDO200	C J Elsey
<p>Recreational facilities ie sport Road development Rail connections Schools Public areas such as parks</p>	LDO2000	Not given
<p>No comments made</p>	LDO2001	Simon Newman
<p>See answer to question 6</p>	LDO2002	Not given
<p>Reversal of the closure of post offices. Improved local bus services with all buses suited to roll on / roll off wheelchair access or other disabled users.</p>	LDO2004	Shelley Ackland Snow
<p>Schools / hospital facilities / doctors. Good infrastructure. Reduced car parking. Free park and ride - look at the eye sore that is in Stafferton Way.</p>	LDO2008	Geoff Long
<p>Summary: public transport (town centre to residential areas); police.</p>	LDO201	J Simms
<p>Public transport Services</p>	LDO2010	
<p>Roads giving easy access to motorway i.e. sufficient flow of cars at peak times, not forming a single point of failure. Similar access across railway line and rivers.</p>		

Responses to Question 9

Response	Respondent ID	Name
Summary Distribute housing growth equally across the Borough hence will need local services like post office, libraries, shops, pubs.	LDO2011	Richard Jones
Public transport.	LDO2013	Dominic Hurst
Schools; parking; play areas	LDO2014	
Improved public transport e.g. Maidenhead to Windsor Improved retail choice and diversity e.g. Maidenhead town centre.	LDO2015	
Only you know if there are enough schools, doctors surgeries, hospitals.	LDO2016	Charles Pinian
No need for employment in Windsor until shops are occupied. Stop free parking in residential streets and make workers use park and ride.	LDO2019	J M lawton
Anywhere in or near Ascot would need: Schools / Doctors surgery	LDO202 W	J Dowling
Gas supply is limited.	LDO2020	G L Beers
If you built in the Cookham area - the roads are already clogged - the bridge would need to be widened equally the pass under the railway bridge. the high street given a by pass and school lane closed to traffic. Cookham (town, rise and dean) just could not support large new developments.	LDO2022	James Cotter
The main requirement is an improvement to public transport. The public transport services serving the main hubs are poor and this will be particularly required with the new Crossrail. Parking around the station must be improved as part of that work. Additional traffic around Cookham must be avoided as there are narrow and single roads even on the main roads ie the railway and road bridge over he Thames.	LDO2023	Stewart Segal
Better bus services at commuter times / all times.	LDO2027	Not given
Don't build anymore offices in Maidenhead.	LDO204	John Waller
More Schools, play areas, recreation areas. Road, rail and bus infrastructure	LDO206	G R Webb
No	LDO207	Dennis Huntley
Improvement in train service (frequency) to stop overcrowding	LDO210	Simon Purkiss
Buses, Roads.	LDO211	Bell
Country roads are used as cut throughs - need to be examined / improved due to additional traffic.	LDO212	Hugh Williams

Responses to Question 9

Response	Respondent ID	Name
Doctors, dentist, shops, Hospital, car parking and increased congestion at junctions. Car parking on pavements conflicts with pedestrians	LDO213	G Rainsborough
Existing parade of shops in all small areas within the borough needs to be updated. Windsor & Maidenhead and Ascot will stand out as excellent shopping and working centres to cater for the Borough's population.	LDO214	S Abraham
More school places, better health services	LDO215	D Moss

Table 6.3 Question 9 (Part 3)

Response	Respondent ID	Name
Traffic build up on Copenhagen Road and Station traffic lights needs improvement and the lane markings for Braywick roundabout. The conjunction affects local residents and forces traffic via Bray Village. More new housing has gone in at Copenhagen and Windsor Road. Both are key access routes to the M4.	LDO216	Not given
Hospitals, school, doctors, police numbers.	LDO217	S Mcnair
Sale of empty shops in the town centre and the bad state of repair of the roads.	LDO218	E Langley
Make sure there are sufficient places for schools and hospitals.	LDO219	Not given
In view of the constant threats of limiting water usage, I would like to feel that detailed consideration is given to future supplies for increased houses and the changes in usage within those houses. Also a government policy on energy and especially electricity - concerns me to know if generation will be adequate in the future.	LDO22	S Ward
No	LDO222	Not given
Improved traffic management	LDO223	Not given
If in Sunninghill, then public transport, parking and cheaper housing would be required.	LDO224	Not given
Bus services in Ascot are appalling, Schools are already under pressure. More cycle routes and better control of traffic speed around schools	LDO226	H Mcardle
Population is ageing - so care for the elderly, hospitals. The infrastructure, water, sewerage etc cannot cope with an increase in population. Although birth rates are down and over 60's are up.	LDO228	Robert Butler
Education and health discussion with local school governors / hospital staff	LDO229	Frank Adams
The road network cannot cope at present and would need to be addressed as a priority.	LDO23	Michael Walker
Transport needs to be well thought out. Improvement works just seems to move the problem.	LDO230	Robert Lander

Responses to Question 9

Response	Respondent ID	Name
Schools / leisure & sports facilities	LDO231	N Cassar
Parking in Windsor. Generally better rail, bus and public transport links. Also GP surgeries need to be considered or build new ones? How about developing the derelict buildings in Slough?	LDO232	L Hieatt-Smith
Need to undertake a multi discipline mapping of school capacity, GP locations, community shops etc so that new homes can be integrated into existing community structures within the Royal Borough.	LDO233	Mike Moss
Roads, Schools, medical services, flooding (both surface and river), public transport.	LDO234	M Garrigan
Free resident car parking in the town centre. More outdoor seating especially in shopping areas. Make hospital car park free to patients and visitors. Reduce Council expenses.	LDO235	T P Hart
National Health Services - doctors appointments need to be made at least in advance. Where are the NHS dentists?	LDO236	Not given
Obviously any new development would need proper infrastructure support	LDO237	Georgia Shriane
Parking etc but do not develop. Spend on improving existing facilities parks / roads	LDO238	M Tyler
You have approved development in the Cannon Lane / Cox Green area and have not improved access so now we have more rush hour congestion. You pay NO attention to planning objections generally. We feel that such developments are a "done deal" before the consultation.	LDO24	Ian Silcock
Car parking in Maidenhead is at a premium - if Maidenhead town centre is rejuvenated could car parking be incorporated into this development. Would bus services need to be improved for non car owners if there are any of these.	LDO241	David Burdett
It is not natural to live in a large housing estate with no shops / cafes etc where you have to drive to go anywhere or do anything. Build villages with mandatory business / pub / café / shop buildings included.	LDO242	Rachel Smith
Parking improvement in schools, fire services, public services, bus services, refuse collection (Windsor areas generally)	LDO243	E Johnson
More buses	LDO245	Margaret Chadwick
Reopen the rail link between Maidenhead and High Wycombe as without a car the towns are inaccessible to each other both for work and pleasure	LDO246	G Edwards
Adding lots of 2-3 storey flats where houses were increases congestion and land for car parking is usually not available. It also puts pressure on schools - class sizes of 33 +. What is needed in increased capacity in schools and all new flats to have underground parking planned from the start.	LDO247	Keith Chitwick

Responses to Question 9

Response	Respondent ID	Name
Need for new bus routes	LDO248	Anthony Vann
In Waltham St Lawrence: School places water supplies public transport drainage / flood prevention health services roads	LDO249	John Birkett
This town seems to have been the subject of many consultations and nothing seems to happen. The town used to be a vibrant place - "Jewel of the Thames" no more.	LDO25	Barbara Page
Please refer to Maidenhead Advertiser dates 12/03/09 2009 pages 8-9 (NB Article titles "Gravel baron reveals lifelong north town vision" - copy attached to paper options response)	LDO250	Misbahud Bin
Not enough parks. Our local shopping centres are great support them. More green ways - less green belt.	LDO251	Not given
Schools, public transport particularly bus services which are inadequate. Trains are too expensive.	LDO252	H Allenby
Bring back the bus service along Maidenhead Road	LDO253	Wendy Sammes
More cycle facilities either separated from other traffic or as more appropriate road layouts. More and better public transport. This would all be borough wide. Anything to get people out of private cars.	LDO254	Philip Allott
Social clubs for children	LDO255	Andrew White
Replacement of water mains	LDO257	M Bayley
Ensure that roadside and other ditches are dug out and operate as drainage to stop periodic flooding Ensure all petrol and oil interceptor traps are regularly inspected and cleaned Insist that the Environment Agency digs out marsh ditch, Maidenhead ditch and York Stream as the Jubilee River planning permission required.		

Responses to Question 9

Response	Respondent ID	Name
Specifically no without a lot more information. I suspect it would be easier to enhance the existing facilities of towns rather than starting from scratch at various other locations.	LDO258	John Owen
Doctors, dentists, schools, pharmacies, post offices, small local shops, bakers, grocers, newsagents. No national chains.	LDO259	Z Smith
All - Eton Wick	LDO261	John Rowsell
Light industrial and business parks.	LDO265	Brian Weavers
I think roads will require more attention - already they are extremely busy. I think Maidenhead town centre is missing a department store of some kind such as House of Fraser (as in Reading).	LDO27	Helen Muscat
New schools, more doctors and dentists, better parking facilities in the town centres. Plus increased transport and cycle paths.	LDO274	David Norris
More public transport in out laying areas	LDO275	Evelyn Dunn
A complete overhaul of the foul drainage system which is nearing capacity. Other utilities may be in need of improvement	LDO276	Peter Hughes
Transport provision	LDO278	H Hussain
Schools		
Some roads may need to be closed to vehicles		
Improved medical care.		
All of the services - don't ruin the area.	LDO279	A Brunning
The town centre (Maidenhead) is already clogged with people and traffic at peak times. Even the pavements are inadequate for the volume of people from the station. Wexham and Heatherwood hospitals are already over stretched with patients and their visitors. More crossing points needed for river, railway and motorway.	LDO280	Not given
Transport telecommunications	LDO281	Not given

Responses to Question 9

Response	Respondent ID	Name
Hospital in Maidenhead		
Care for the elderly		
Sport		
education (higher and further)		
flood control		
roads	LDO282	Philip Edgar
water drainage		
electricity		
gas		
If Option A is chosen there is already a reasonable infrastructure wherever this may be carried out. We need people to be able to use or walk to work / schools and shops. Out of town shopping centres or working areas have too greater carbon footprint.	LDO283	G Hepsworth
Concern about high business rates and how this influences the number of empty shop units.		
There should also be more variety in types of housing built - particularly smaller units.		
More schools, roads, water and sewerage services and more pressure on social services and more costs to the existing rate payer. Critically a continued degradation of our environment	LDO284	James Naylor
Parking, roads, bus or train routes, shops	LDO285	Not given
Expand at a steady level and not to develop too quickly.	LDO287	J Hurcombe - Blight
Improved public transport	LDO288	S Wright
Road systems (eg between Maidenhead and Windsor) also A4.	LDO289	P Myers
Public transport		
car parks		

Responses to Question 9

Response	Respondent ID	Name
Bigger shopping centre		
Given recent developments and the strain on infrastructure I feel that all services and facilities / infrastructure would need significant improvements. For example New Road and Kennel Ride (Ascot) are like race tracks due to all the new housing.	LDO290	Helen Kirkby
Not aware - but important to ensure schools / doctors / shops / play areas satisfactory	LDO293	Not given
Direct access to A404 from Vanwall Business Park. Grant licenses for food outlets and shops in existing business parks, eg Foundation Park, Vanwall, MOP etc	LDO294	Harry Bodenhofer
Develop business parks including some infrastructure (food /leisure)		
Underground parking beneath the houses or place of employment. In London some car parks go down 10 floors!!	LDO297	Mark Hilleard
Cycle path from Sunningdale station to Charters and from Charters to Ascot station and from the Ascot station to Heatherwood hospital - on one of the paths.	LDO298	Not Given
More public transport for commuters to key employment areas such as Heathrow. The current public transport to the airport is pitiful.	LDO299	Justin Radford
Suitable for all ages and family groups.	LDO3	Karen Gwillian
Improved car parking and public transport in Maidenhead	LDO30	K Stringer
No, I assume as much public transport as required. Anything thought about monorail or train transport ABOVE motorways	LDO300	D Painter
A better public transport system especially buses and more policing to prevent vandalism and litter. Maidenhead has anti-litter wardens - none have appeared in Sunninghill so far.	LDO301	Mary Simpson
We require better services as follows: Hospitals, post office, better use high street space.	LDO303	H. J. Broome
Maidenhead needs a decent town centre and should maximise use of the river for recreation.	LDO304	Daniel Lewis
White-only communities. There are too many indians in Slough. Multi-culturalism does NOT work. Also try building like in America where they have a grid system and everyone has a detached house.	LDO306	Not given
Yes. Realise it would be very difficult on all services etc. To cover all areas. Also local bus services.	LDO307	Raymond Boyer
Depends on numbers involved. Existing road systems and motorways overloaded at peak times.	LDO308	Not Given

Responses to Question 9

Response	Respondent ID	Name
Not specifically, but sewage, waste disposal, utilities supplies, educational facilities, hospitals, law enforcement, road renewal and repair will become more overstretched.	LDO309	Not given
Improvement in rail / bus services. This is needed now and will be ready if and when cross rail comes to Maidenhead.	LDO31	Not given
No personal experience but imagine schooling and medical facilities would be key dependent upon numbers of prospective new homes.	LDO310	Elizabeth Richardson
Much better provision for broadband Internet capacity outside main towns. The area between Maidenhead, Windsor and Bracknell is very poorly served at present.	LDO311	Helen Bolt
Much better provision for broadband Internet capacity outside main towns. The area between Maidenhead, Windsor and Bracknell is very poorly served at present.	LDO312	Colin Billington
Parking.	LDO315	None given
Hospital - more houses here we should use Windsor hospital NOT Slough.		
Fire Service - Do not let cut back too much.		
Yes - and its too much, in terms of required space, and damage to countryside.	LDO316	J Grey
Public Transport	LDO317	J Scott
Good transport connecting to outside, key points of meeting eg shopping centres, health facilities, train stations. Would like to see a document for the future planning of Sunninghill High Street over the next 20 years. Currently bad traffic problems. Needs improvement starting in Cordes Hall corner.	LDO318	Not Given
Good bus services for employees and residents everywhere.	LDO321	M J Taylor
My preference of one or two large sites should provide access to schools, public transport, shops, petrol station, pubs etc. in an attempt to build a community there - rather than have it operating as a satellite to existing towns and villages.	LDO323	Alan Jones
Trains - have commuted to London for years and it is the worst ever!	LDO325	Louise Crumpton
Roads - state of roads appalling, lack of parking.		
Doctors - great people but always fully booked.		
Any services that would replace the use of cars, good bus service and train service, thus making the car less necessary.	LDO326	C H Bagnoli

Responses to Question 9

Response	Respondent ID	Name
Any new development must have parking.	LDO327	Stephen Way
Effective, frequent and desirable public transport. How about implementing the oyster card on RBWM area transport. Take back control of bus routes. Look at a carnet system that covers trains, buses, taxis and car rental...i.e. remove the need to own a car in a town, a similar scheme has run in Paris, but could work on a smaller scale.	LDO328	Andrew Young
Schools, Drs etc	LDO329	Not Given
Better facilities within Maidenhead town centre. Better transport links.	LDO331	Not Given
Road construction	LDO332	Not Given
No. New homes are not needed.	LDO333	R G Arculus
Priority should be given to improving the existing infrastructure - the local roads are in an appalling state.	LDO334	Ian Goff
Roads, local shops -When homes are built, little attention is shown to the local road. This leads to more congestion, more delays - Encourage local shops not the large supermarkets.	LDO336	Alan Reeve
Better local transport realistically priced. More affordable local housing reserved for those with proper local links. Fairer allocation of school places and free transport to and from.	LDO34	J Addiscott
Improved town centre parking inc. parking restrictions / permit parking for nearby residential areas, designated times and routes for HGV deliveries Improvements in safety to town centre access routes (subways etc.)	LDO340	Marie-Anne Leonard
Water and sewerage (very old and inadequate here) Public Transport	LDO342	R A Brown
My answer to Q3 would mean that all the usual services and facilities would be needed.	LDO343	T Heatley
Better transport. Make sure there are areas of parkland near new developments.	LDO344	E Carter
Car parking facilities (already a huge problem in Ascot) Doctors Surgery (again oversubscribed) Hospitals - nearest A and E Wexham Park! Facilities for youth.	LDO347	S Tysoe

Responses to Question 9

Response	Respondent ID	Name
Views as stated above.	LDO348	Nick Jones
No...other than planning, community meetings, with setting up more "walk-in" services of info, to help guide people for employment, in setting up employment for all above plans over areas in every category.	LDO349	Pat Burnham
Western side of Cox Green where it is felt that the roads, particularly Cannon Lane, are becoming heavily congested not only with local traffic but also through traffic. It is felt that with the refurbishment of Foundation Park offices and the move of Holyport school to this area - the problem will only get worse.	LDO35	D Thompson
Roads, schools, hospitals are just some of the things which would have to be considered, especially roads which are currently in poor repair and badly or insufficiently signed.	LDO351	Gerry Bailey
Better public transport link from Eton to Maidenhead via Eton Wick enabling people who don't have their own transport to seek employment in Maidenhead area. More police posts or stations for crime prevention in residential and business areas. Better organised parking for residents (across the area).	LDO352	P French
The road network in Windsor is appalling, with insufficient capacity to allow north-south or east-west transit.	LDO353	Phil Davies
Schools, hospitals, leisure areas etc.	LDO354	Not Given
Local GP, hospital, dentists etc. Supermarket links and public transport.	LDO355	Joanna Lewin
Site of East Berks College Maidenhead Campus likely to be developed as housing - would need improved road links.	LDO357	Nick Oliver
Please refer to Q1.	LDO358	Betty Attwood
This applies to my grandchildren, and I feel they should be able to live where they have been brought up!		
Affordable business parking with more restrictions on local street parking by time limited street parking and residents parking passes. The situation of street parking near mass employment places is becoming ridiculous. Town centre employers should buy spare capacity in spare Multi-storey car parks for staff.	LDO359	P G Davis
Bus routes, water drainage, road.	LDO36	Gaynor Steer
Extra bus routes and more cycle paths and upgrade St Marks hospital	LDO360	W R Scarratt
Improved public transport is essential. Widening the use of lorry routes to the whole borough would ensure that commercial transport is excluded from primarily residential areas. Consider supporting rail and water transport improvements to remove heavy transport from the roads.	LDO362	Not given
Form completed in consultation with other family members - white females aged 45-64 and 25-44. All three of us are in complete agreement.		

Responses to Question 9

Response	Respondent ID	Name
Re. education - we are importing too many pupils from other constituencies as it is and as funding across borders is no doubt under funded, why should we subscribe others?	LDO363	Leonard J. Darlow
1. Furze Platt school needs to be demolished and rebuilt. 2. Old brick built buildings of hospital are Dickensian and unsightly.	LDO364	A.H. Barwick
3. The path through Kidwells Park floods and is very muddy. New path is not adequate.		
We are inundated with vehicles in Windsor. It now takes 30 minutes from St Leonard's Road to the M4 in rush hour. More houses mean more cars. Need to fight to prevent this.	LDO367	A.J. Coates
Within Sunningdale there is a huge parking problem partly caused by immigrant communities using the station. Medical services and schools cannot cope with the current demand.	LDO369	K.D. Streams
Extend college facilities for further education.	LDO371	B.R. Orton
Given the already high density of traffic in the borough, much of this through traffic, I don't see how such development will not make things worse. We probably need a second relief road meaning more environmental damage.	LDO372	Hugh Barnes
Child care.	LDO373	Amir Chughtai
In Datchet only problem is traffic flow. Better management would assist. If lots of new homes: note that the doctors is already very busy.	LDO374	Paul Turnbull
Improved public transport.	LDO376	Anne Carter
New employment could be created through better management and farming of the land around Maidenhead. We don't have enough diversity of local food producers.	LDO378	Cindy Barnes
- Not enough post offices in Windsor. - Need to keep Heatherwood and improve and expand for local area. - Better transport to Ascot / Sunninghill. - Train station for Sunninghill.	LDO379	J. Fox
Car parking near railway station ie end of Stafferton Way. Better rail service to London with bicycle provision	LDO38	K. R. Beale

Responses to Question 9

Response	Respondent ID	Name
Healthcare and dental care. Bus services.	LDO380	John Richardson
Better bus services to cut down the use of the private car, or a park and ride scheme and coordination with rail services e.g. to Cookham station and vital to have bus service from Cookham station to Cookham Dean and Marlow. Train link Marlow to Wycombe and then to London via Marylebone would help ease pressure and over crowding on Cookham - Maidenhead - Paddington line which is very bad at present. Essential to cut down use of private cars given CO2 emissions and clogging up of roads by "school bus" in term time - children need to walk and cut down obesity.	LDO381	E.M. Runnacles
More public transport.	LDO383	M.V. McCallum
Good public transport system to town centre and railway stations.	LDO384	Jennifer George
Bus service at Windsor. Train service to London very slow. Chance of faster more direct train?	LDO385	Not given
We seem to have many under occupied offices (even more being built) when many businesses are conducted from small spaces (home computers etc.). Why not use the offices for homes and not lovely spaces with plants?	LDO386	M. Campbell
Windsor - Dedworth - Maidenhead Road areas not very well served by buses and little choice of supermarkets and no farm produce type shops or frequent markets. If the area population and access increased these could thrive.	LDO387	Hilary Hopper
All development is likely to need improved services (drainage, services, water) and public amenities (schools, roads, transport).	LDO389	Robin Bootle
If it has to happen, best to have it focused.		
Yes - piece meal development of housing but no new facilities.	LDO39	Malcolm Hawkes
That is certainly true in north Ascot. The catchment areas for local schools keeps shrinking.		
Schools. Parking	LDO391	A. Gallacher
It would be a good idea to reinstate the park and ride once the credit crunch is over. Rejuvenating the towns - making them more inviting, cleaner and for all ages would be a good idea. Badhells Pit, Skindles, the town centre's derelict buildings are an eyesore.	LDO393	L. Bacon
Just to name a few - prime land wasted.		
1. Hospital provision - needs expansion and facilities near to population as well as Heatherwood and Wexham Park Hospital (Park and ride system?)	LDO394	Ruth Watts Davies

Responses to Question 9

Response	Respondent ID	Name
2. Roads - much better maintenance of existing roads will be needed (Park and ride system?)		
3. Impact of Cross Rail needs full examination - it will bring people to the area more easily - impacting on leisure / Waterways / tourism.		
4. Flood plains?		
Don't build any more office blocks.	LDO395	Ian Roylance
No.	LDO396	J.G. Handley
Bus.	LDO397	Not given
Schools - class numbers.	LDO399	Not given
Changes to some roads to aid extra traffic (Castle Hill always slow in mornings, getting on to A4 slow at many places).		
Shop rents must be reviewed and incentives given otherwise Maidenhead will not be a desirable place to live	LDO4	Claire Earl
Car parking is an issue throughout with narrow service roads over 100 years old. More attention is needed to lay byes and off road parking for residents or included in new developments.	LDO40	Peter Jones
Transport very important - foot, cycle and bus.	LDO400	Not given
More parking, extra station, wider roads, better drainage. The High Street would look much more attractive if the building owners painted the outsides of their premises pastel colours.	LDO401	Dorothy Mary Field
Better more frequent bus services. Cheaper rail fares.	LDO402	Margaret Lonsborough
Too many to mention.	LDO403	Victoria Keller
- M4 congested consistently from J8/9 - 5 given existing traffic levels without additional development. - A4 Maidenhead to Slough traffic light frequency and turning along the A4 causes congestion at current levels. - Parking availability in Maidenhead - limited provision for drop in temporary parking other than major multistorey.		
Good high speed broad band services.	LDO404	David Marshall

Responses to Question 9

Response	Respondent ID	Name
It depends on how intensive the development and how large it is. Shopping is not as good as it could be even now.	LDO408	Claire Hawk
Too many homes already.	LDO409	Not given
Trains, buses, schools, shops, broadband connections.	LDO41	H Jesseman
Need more primary schools or investment to expand existing.	LDO410	A. Sturt
Roads, schools, public transport, lack of shops, river bridge.	LDO413	M. Copeland
Windsor bus service is very limited, forcing the use of cars on already congested roads. New development will make it worse.	LDO415	Stephen Holton
Shops, buses, schools, doctors, libraries, day centres.	LDO416	L. Hill
Stop closing existing hospitals and schools. Builders must be closely supervised to avoid their cutting corners (e.g. reducing amount of insulation in walls. No one wants to tear down walls to check but builders cut down on quantities specified and make extra profit).	LDO418	Andrew Hutchinson
Existing services, etc. in Maidenhead appear adequate. In any case there is not enough parking area for new ventures.	LDO419	C. Horwitz
At the risk of prolonging the "car parking debate" - ensure that public transport serves the community well and is of an affordable nature.	LDO42	Ron Parr
There is a need for a ring road to relieve the traffic around the town centre. This was proposed once before but never got completed.	LDO420	Brian Parry
Improve the frequency of bus services generally.	LDO421	D.R. Shipway
Better parking facilities, local shops in the town centre for new family housing. Development of under 5's play areas / green areas in middle of town. Close down the Honeypot and bring in /encourage family friendly chains / independent friendly community support personnel.	LDO422	Brenda Storer
Any new employment areas must have parking or an off site parking facility as no parking for workers as we already know causes problems for local residents with workers parking in local roads nearby.	LDO423	Not given
Better public transport - more regular buses in particular to and from town centres to outskirts. Better parking - lower charges and more plentiful supply. School drop off areas to ease congestion.	LDO426	James Bennett
- Plan public transport to work for where you plan to develop. - Better footpath and cycle network.	LDO427	C.W. Havers

Responses to Question 9

Response	Respondent ID	Name
<ul style="list-style-type: none"> - Stop cars parking on pavements - its as much a nuisance as cycling on pavements. - Better planning from the council. This consultation just gives one or another option, whereas a combination of all of these in the appropriate areas should be what the consultation is about. 		
Can the existing drainage system in Windsor cope with much more additional housing?	LDO429	Not given
Better shops in town centre.	LDO43	Giles Ballard
More frequent bus service		
Too many empty offices in town centre - build houses on them.		
Better public transport.	LDO430	A. Owen
Employment development needs to be supported by affordable housing and public transport.	LDO431	David Evans
Road systems are inadequate now. Sort out the infrastructure first then build houses. Do not do as Lower Earley, build and then try to sort out the roads etc.	LDO432	Roger Lavery
Better rail services to London and Heathrow.	LDO433	G. Standen
Better roads, better maintained throughout the borough.	LDO436	Not given
Schools - importance of enough places at good schools for increased population (including nursery schools).	LDO437	Linda Sykes
<ol style="list-style-type: none"> 1. Water supply - are the existing reservoirs sufficient to cope with the increased demand from new homes? Are the underground pipes big enough? 2. Sewage treatment - can the existing arrangement cope? 3. Roads are already congested - but no space to build any more? 4. Hospitals are struggling to cope with existing demand and need expansion. E.g. recent lack of beds at Wexham Park hospital. 	LDO438	Paul Jenkins
Parking, local parks, improved roads, cycle paths, public transport, policing, fire protection, health and hospital facilities and access.	LDO44	Steve Conway

Responses to Question 9

Response	Respondent ID	Name
There is a need for a safer footpath at the lower end of Harvest Hill so people can go for a nice safe walk. Also a need for help for walkers who want to walk in Bray Green area to get there in safety across Braywick dual carriageway.	LDO442	Not given
Flood prevention measures.	LDO445	C. Scott-Hopkins
Public transport. Cycle routes.	LDO446	Not given
Better transport structure in south of borough Sunningdale / Sunninghill / Ascot.	LDO447	B.A. Hilton
Smaller developments next to existing facilities encourage mixed residential building and better use of existing facilities such as schools, post offices and industrial sites.	LDO448	Not given
Copenhagen Road - increased density putting huge and smelly strain on sewers. Where is the Cross rail plan?	LDO449	Not given
Instead of this question why not ask people something people like - do you want to live in a large urban area and walk to work (town centre) - assuming public transport is available. I think people don't want to live in the centre of Maidenhead, but do want villages with services.	LDO45	Not given
I understand primary school provision for the Oldfield Ward is inadequate and will be more so once the flats at the junction of the A4 and Oldfield Road are completed.	LDO450	Darracot
The railway bridge on Maidenhead Road Whyteladies Lane junction needs to be widened. The Pound needs a bye-pass and Cookham High St - School Lane needs to be one way traffic.	LDO454	A.J. Clarke
I think Maidenhead town centre is crying out for re-development. The shopping area is going downhill and development is required to encourage new retailers (not one pound shops).	LDO457	C. Baldwin
No.	LDO458	Not given
Generally the poor state of Maidenhead town centre needs to be improved, with or without development. As a resident I never shop here and infrequently go to the town centre as it is poorly facilitated. More people would need good leisure and shopping facilities in hopefully attractive buildings - unlike the new Sainsburys.	LDO459	Joanne Sheppard
In Windsor, constant digging to repair underground services causing additional traffic jams. This needs tackling before new building.	LDO46	D Wing
Transport infrastructure - roads, rail, other. Refuse sites / waste disposal.	LDO461	Not given
Transport (especially bus services) is poor in this area already. This must be addressed.	LDO464	Not given
No.	LDO466	Not given
Schools and health services.	LDO467	P. Cooper

Responses to Question 9

Response	Respondent ID	Name
No.	LDO468	Nigel Hayward
1. Cycle paths - preferable shared pavements with pedestrians (edges of road cycle ways are too dangerous). 2. Roads through to Stafferton Way from Oldfield area would cut traffic through centre and from Moor to A4 would ease roundabout by river bridge.	LDO469	Judy Trinder
Roads, libraries, hospitals, sports facilities, police, refuse collection.	LDO47	Carolyn Lambourne
Traffic flows and parking are an issue in Windsor and needs serious consideration.	LDO470	Ian Mullins
Hospitals and schools.	LDO471	Z. George
Buses more frequent for shift workers who usually travel 4.30am for 5am starts at Heathrow.	LDO472	Andrew Bean
Transport links to local health care including hospitals - public transport needed.	LDO475	Not given
Additional road link to the M4 west of the relief road.	LDO476	J Carpenter
Ensure there is adequate parking for each resident. Too many apartment blocks do not provide enough parking and that leads to disputes.	LDO477	
Schools (all ages), roads, public transport, community centres, churches.	LDO479	M R Deaman
More houses means more of everything - infrastructure, schools, houses etc.	LDO48	M C Geary
Bus services	LDO480	N Trivedi
I don't care.	LDO481	John Peel
Not sure.	LDO482	Susan Sheridanne Smith
Doctors and dentists	LDO485	G Jones
1. Traffic - control volumes and greater enforcement. 2. Sewage and drainage.	LDO486	
1. Rail - Maidenhead services to London remain overcrowded (development such as this would attract more commuters). 2. Leisure - e.g. Magnet pool already very crowded, especially at weekends.	LDO487	Phillip Neal

Responses to Question 9

Response	Respondent ID	Name
3. Cycle paths - dedicated paths to encourage more cycling and secure cycle parking.		
Bus services, NHS facilities, schools.	LDO49	Not given
Traffic density on roads.	LDO490	Ali Tavasioglu
Free car parking in streets and car parks instead of trying to make shopping an unpleasant exercise.	LDO491	T J Wynn-Williams
Sewage and drainage services in Windsor are already inadequate for current density. The Victorian system which uses the same system for black water (sewage) and drainage needs replacing. The smell from drains during a dry spell is bad. The sewage system was not designed to cater for even current density.	LDO493	L H Balfie
Subsidised public transport as it's not good value for money - compare it to any other developed country.	LDO494	Christina Draper
Second crossing over Thames is essential with some sort of secondary A road to take the strain off Bath Road and M4. Also widen railway bridges in Cannon Lane, Norreys Drive and Highfield Lane to improve flow of traffic around and out of Cox Green.	LDO497	Brown
Schools, car parking.	LDO498	
We need to step up recycling - still too much that "can't" be recycled and is rejected. Also more projects on re-use.	LDO499	Samantha McCann
Better public transport links (much better and more publicised). Maybe a free bike system like in Paris. They also have all the buses digitally linked so you can track it on the internet and know to the minute when it will arrive.		
The continuation of Stafferton Way out to Forlease / Oldfield Roads	LDO5	F. H. Dunster
An integrated transport system whereby rail and bus and parking (long term) are easily connected.	LDO50	James Mackinson
Not enough parking facilities in Maidenhead and over zealous parking attendants are driving away the last of our customers. The queues at the post office are enormous as are waiting times at doctors and hospitals.	LDO501	
New hospitals, surgeries	LDO502	S Day
Police and fire		
Drainage facilities (sewerage etc.)		
Waste disposal		

Responses to Question 9

Response	Respondent ID	Name
Schools		
Road surfaces within the Old Windsor area are dire and a relative disgrace. However, I would like to thank you for the opportunity to comment.	LDO503	N Warwick
Schools, surgeries, fire station, shops. Not building on green belt i.e. large hotel at Legoland.	LDO504	J & A Reardon
Improved A&E provision.	LDO505	
Schools, nurseries, police, fire station, doctors, dentists.	LDO506	
Places where young people can meet in the evenings and weekends.		
Local recycling facilities.	LDO508	A Walton
Business developments forced to recycle.		
Dedicated cycle paths to give cycle access within towns.		
Improve health, leisure and educational facilities.	LDO51	Peter Bartlett
Parking - already inadequate in Windsor and surrounds.	LDO510	D Gibb
Roads - resurfacing of existing roads in RBWM required.		
Policing - Ascot station unmanned; visible policing required.		
Hospitals - overcrowded emergency departments at present.		
Schools - better ones oversubscribed by large numbers.		
Trains into London already overcrowded.		
Road maintenance, commuter parking or rail / bus services, drains, children's activity areas, shops, doctors, hospitals.	LDO511	Lizzie Herbert-Brown
Impossible to comment on this point in the absence of specific identification of areas chosen for new homes / employment.	LDO512	G H Williams

Responses to Question 9

Response	Respondent ID	Name
Do the potholes. Keep the streets clean.	LDO516	Michael Taylor
Cookham does not have the infrastructure to support further developments e.g. sewage, schools, shops, water, roads etc.	LDO518	May
New and good shops in the town centre of Maidenhead which has become an eatery dump.	LDO52	Not given
Shops, workplaces, schools, roads, health care etc.	LDO521	Bridget Wade
Provision of these would have a huge impact on a rural area development (such as Longcross*) affecting nearby villages badly.		
Towns like Maidenhead already have the larger roads in place.		
If people choose to live in villages they do not wish to see them turn into towns.		
* This is just outside the Royal Borough's boundary but the Royal Borough should be aware of this proposal because it would impact our borough.		
More parking needed for every home built - there is already too much street parking on housing estates.	LDO522	Doreen Cunningham
Bypass		
Proper cycle routes separate from roads; bus garage linked to train station; decent shopping.	LDO523	
Better and more reliable public transport system.	LDO524	T K Wood
Post offices, small grocery stores.	LDO525	Fiona Beaumont
Parking.	LDO526	Steve Hedley
Public transport.	LDO527	
Badnells Pit - additional school and healthcare services from Blackmoor Lane to fire station / A4.	LDO528	S T Parker
Completion of ring road from Oldfield Road to Stafferton Way.		
Make A4 dual carriageway from police station to bridge with left lane for local traffic and Cookham (used to work well before bollards placed on A4).		

Responses to Question 9

Response	Respondent ID	Name
Doctors, dentists, primary schools.	LDO531	A Howorth
Integrated transport hub at Maidenhead.	LDO533	
Possibility country roads.	LDO534	Barry Jafrato
Please look hard at brownfield sites as there do seem to be so many 60s blight sites that could be redeveloped.		
Doctors, midwives	LDO535	
Public transport		
Parking - more facilities while protecting residential areas		
Speeding - more children, traffic etc. on the roads and paths.		
A local hospital with full services on site to serve the south east of the Borough with good, easy transport services to get to it.	LDO536	S M Spearing
Adequate parking in new developments.	LDO537	Brian Burgess
Disabled access on public transport. Schools will, of course, be affected, as is evidenced by the continued growth of Charters School.	LDO541	Karl Christiansen
Schools, hospitals, more frequent bus services.	LDO542	E Daniel
If the government has enough funds to build the infrastructure, they should proceed to build the houses.	LDO543	Julie Sefton
Drainage and sewerage, road maintenance, Ascot, hospitals, waste collection.	LDO544	A W Panton
Schools	LDO545	C Carter
Summary: schools, employee parking.	LDO546	M Hnatiuk
Do not believe we need more houses or employment in the area.	LDO548	David Wright
Look at ways of taking away more traffic lights and put in roundabouts. They are far greener and extremely quick and efficient.	LDO549	K Barber
Roads and leisure facilities, including adult facilities ie pubs and clubs.	LDO55	Not given
Summary: roads.	LDO551	S Overall

Responses to Question 9

Response	Respondent ID	Name
Transport, schools.	LDO552	R J Morgan
Better, frequent, public transport - particularly buses from Staines to Windsor / Datchet / Wraysbury, Horton, Coinbrook.	LDO554	Patrick Monk
I would have thought Maidenhead and Windsor would be better served with residential development as there is plenty of office and business development in Slough area.	LDO558	Caroline Taylor
Sewerage facilities, possibly schools. Church	LDO566	K Watkins
Better network of public transport to Heathrow.	LDO562	
Hospitals, schools, road maintenance.	LDO564	John Winter
Roads, drainage, utilities, parking, traffic calming, surgeries, shops.	LDO565	Bruce Whitmee
Local shops, police on foot patrol, parking for new homes and shops.	LDO566	
schools, fire brigade, ambulance, hospital (Greater Bracknell).	LDO569	
Summary: car parks, roads, pavements.	LDO576	Donna Evans
New roads to include traffic calming and CCTV.	LDO578	Clifford Jones
Better public transport provision in Sunninghill. Bus service needs to have a better service extending if necessary to Bracknell and Wexham Park Hospital. If there is to be no train station at Sunninghill this would give better access to Bracknell and Reading. Also we don't want Tesco land which takes away and closes local businesses.	LDO58	R Sibley
Improved public transport.	LDO582	Stephen Simmons
New roads.	LDO583	John Labarte
Schools. Children should be able to walk or travel a very short distance to their school. Helping with community and environment.	LDO584	J Woodcock
Traffic flow on A4 and central area of Maidenhead needs to be simplified and improved. More use should be made of Taplow train station. Train fares and bus fares should be reduced to encourage use of public transport, which should be run as non-profit.	LDO585	Glenn Bishop
Do not build new - clean up and fix old. New homes in Bracknell - not filled or needed.	LDO586	
Summary:	LDO589	
Electricity / gas / water, access to medical services (as A4 and M4 are the routes to Wexham Park and are heavily used).		

Responses to Question 9

Response	Respondent ID	Name
There are too many offices in Windsor. No more should be built to protect environment and local services.	LDO59	Not given
More bus routes. Smaller, more frequent buses.	LDO590	
24 hour fire service.	LDO591	D M Moores
Sensible traffic management.	LDO592	
Adequate medical, education and policing services.		
Generate a green environment around new development with landscaping appropriate to the area and existing flora.		
Summary:	LDO594	A Dodd
Cycle routes and facilities, doctors, development of Heatherwood hospital.		
Parking is a huge issue for Datchet as is traffic levels combined with train level crossings. We come to a standstill twice daily.		
Redevelopment of town centre. Limit office building and use site for housing. How many more empty offices will blight Maidenhead?	LDO596	R Mugford
Summary: roads and parking.	LDO597	Susan Armitage
No	LDO60	Not given
Windsor - more frequent, affordable bus service.	LDO600	Malcolm Lock
Doctors, schools, hospitals.		
Sewers, roads, schools, colleges, games areas, hospitals, clinics, nurseries, community centres.	LDO602	Edward A Beard
Summary:	LDO603	Andrew Riseley
Schools, medical facilities.		
Roads can mostly take more traffic but sensible measures to expand off-street parking and allow cars to travel smoothly are necessary.		

Responses to Question 9

Response	Respondent ID	Name
Parking, access roads, ring roads.	LDO605	Kevin Bryett
Garaging and off road parking; schools with buses.	LDO607	C W Kirk
Schools, shops, doctors, dentists, health clinics.	LDO609	
The road system around this town at peak hours:	LDO61	Not given
1) Single line traffic at two rail bridges in Cox Green area		
2) The traffic chaos each day at the train station with taxi's parked everywhere in Shoppenhangers Road		
3) The co- ordination of the traffic light systems throughout this town centre.		
Doctors, hospitals, schools, parking.	LDO610	
Parks for children	LDO612	A Ruocco
Summary: roads.	LDO613	Alan Jesson
Less talk, more do.	LDO614	C A Bagshaw
Maidenhead is slowly being destroyed for lack of leadership from local and government office.		
Schools, doctors, dentists, hospitals.	LDO616	John M Povey
Any new development should be self-sufficient in parking and road links.	LDO617	Daphne Mullins
Summary:	LDO618	Richard Greed
Remove the SPA.		
Leave architecture to architects. (note: no obvious point being made unless it was general "anti planning")		
Summary:	LDO619	Peter John Chapman
Largely illegible but seems to suggest banning cars from Windsor and using electric vehicles instead.		
Everything.	LDO62	Not given

Responses to Question 9

Response	Respondent ID	Name
Sufficient schools, more hospital facilities, especially A&E departments (not just Wexham Hospital). More NHS dentists.	LDO622	Not given
The whole borough has over subscribed schools, not enough nursery places, only one acute hospital - currently vastly over-subscribed and permanent traffic jams - these should be addressed before adding to the problems.	LDO624	Not given
1. Having a recycling site in Maidenhead requires a 25 mile round trip for Ascot residents - not really environmentally friendly! 2. I am not aware of any bus services that travel through Ascot High Street. 3. Congestion is already a problem in Ascot - especially along London Road. 4. More parking required in Sunninghill High Street.	LDO625	Derek Meades
More schools and parks like 'The Lookout'. Another sports centre.	LDO626	Caroline Bird
Better rail service. Rebuild Maidenhead Town Centre.	LDO63	J Drewett
Roads are deteriorating - too narrow and many potholes. Encourage far better bus service - especially in Ascot/Sunningdale which is very poor.	LDO632	A M Robertson
Current bus services are not frequent enough or cover sufficient areas. How does all this affect Datchet?	LDO634	Anita Goddard
Supporting parks and play areas.	LDO635	M T O'Reilly
No. Why not develop bus links to Slough? Making it possible to use an already built up area? Plenty of empty buildings here.	LDO636	S Campbell
Improved public transport - Ascot.	LDO639	Paul Naldrett
All areas need access to optical broadband.	LDO64	Adrian Bryant

Responses to Question 9

Response	Respondent ID	Name
Do not allow the RBWM to supervise any projects like the disaster they done (sic) at Old Windsor recently.	LDO640	N MacRae
Not sure of the areas but I would suspect doctors' surgeries would be an important part of attracting new homes and employment.	LDO641	Mark Courage
Local transport. More car parking and reasonable charges needed.	LDO644	June Bilton-Sanderson
In the outlying villages where so much development has already taken place, the infrastructure is already overdeveloped i.e. water pipes, drainage pipes, gas and electricity.	LDO645	Vera B Woods
Improvement of existing roads including better maintenance as and when required.	LDO646	Mary Stewart
Roads are already overcrowded. Perhaps a new river crossing could relieve some pressure. I am dubious about allowing more building in the flood plain. Sewage is also a problem in some areas, with old infrastructure trying to cope.	LDO649	
Public transport. More bus services and in greater frequencies for some services.	LDO650	John W O Shaw
Apart from all the usual facilities required to support a community. I would like to raise my concern that the centre of Maidenhead is falling behind other town centres in terms of being a hub for the community. Particularly to the east of the centre the town centre could be greatly improved and linked more to the river area, as a long term strategy.	LDO652	Mark Higgins
Not clear where "the affected area" is. Not sure I understand the question apart from the obvious answer of water, utilities, sewerage, public transport.	LDO655	Lynne Peperell
Sunningdale: More efficient rail services to London. Additional parking (A30 is becoming dangerous).	LDO658	Rusty Warner
Access to/from Maidenhead town centre is abysmal during the peak hours. M4 J8/9 is regularly virtually impossible as is the Maidenhead bridge over the Thames (A4) Increased office and light industrial development in the town centre exacerbates an already dreadful situation.	LDO661	Norman Gregory
Buses, youth clubs, schools, drop in centres, colleges, doctors/ dentists.	LDO662	
Supposing the option I chose in Q3 (one or tow large sites) is followed then provision needs to be made for sufficient amenities in the area to enable less use of motor vehicles. Likewise the employment option I chose in Q4 (outside settlements) could be included in the new development.	LDO664	Andrew Cormie

Responses to Question 9

Response	Respondent ID	Name
May be issues in town centres with traffic flow especially at key junctions - this would need to be assessed. Also bus routes may need to be improved - greater frequency being an issue.	LDO665	Sally Atkins
Field behind Choseley Road that borders land from Seven Stars pub. Never seems to be used for anything.	LDO667	
Less supermarket areas and more "village" styled small shops.	LDO668	B B Marks
Condition of road surfaces.	LDO669	
Provision of doctors / dentists.		
Provision of educational facilities.		
More local hospitals. Better leisure facilities for all - old and young.	LDO67	Kim Sherman
Utilities would need to be updated to take the extra demand.	LDO670	Dordon Dron
The whole road and footpaths in Old Windsor are in a disgraceful condition apart from the parish path. Large lorries delivering direct to dwellings are the main cause of this destruction and cable laying in the case of pavements. Would money be spent on new infrastructure at the cost of these repairs?	LDO672	George Murray
Employment needs are adequate. No improvements are necessary and any "large" developments must be resisted. People came to live in this area to enjoy it - not to change it. Change is detrimental - not good.	LDO673	Richard Coldsbrough
Detailed wording along the lines of "a new social order is required".	LDO674	Bernard Saunders
Transport - bus services especially into Windsor and other adjoining towns - Slough, Ascot.	LDO676	
Yes, heard plans for bowling alley where Slough Tennis is currently. Think great to share facilities across communities etc. - encourage positive movement.	LDO677	Alison Parsons
Sewerage system would need to be improved.	LDO678	Charles Windsor
Flooding: one of the biggest problems is paved areas without independent soakaways, normally created by householders. I suggest building regs should be required over a certain area and require an independent soakaway.		
Avoid flood planning and areas liable to flood.	LDO679	

Responses to Question 9

Response	Respondent ID	Name
Although bus services have improved significantly in recent years, most services need to be more frequent. There is also a need for regular weekday bus service between Maidenhead and Reading.	LDO68	Brian Candy
This together with a concentration on housing development in town centres and perhaps improved cycle routes will remove pressure for additional car parking spaces which in any case should be resisted.		
Integrated public transport.	LDO681	P Coxhead
No.	LDO684	Simpson
Maidenhead - roads, schools, hospitals, doctors surgeries, recreation, public transport, frequent local buses.	LDO688	Elizabeth Kiddle
In fact, everything to enhance the lives of a mixed community and increased population.		
Broadband access, especially in rural areas.	LDO689	Trevor Lambert
Better public transport ie reducing carbon emissions, traffic jams etc.	LDO69	C Howell
Schools, roads, sewers, public transport, car parks.	LDO691	
Buses and local transport.	LDO692	
More cafes or restaurants.		
More council waste pickup services.		
Power (gas / electricity), water and sewerage, parking, less congestion / less pollution.	LDO696	
Would not be needed. Existing infrastructure can be used and modernised.	LDO697	Chris Sellars
Parking across the Borough is a major problem and needs to be addressed.	LDO7	Jim Stewart
My first comment is that this question must be considered in a holistic manner. For instance how often have we seen new employment areas being developed with apparently little regard for the consequential effects of increasing density of traffic and the convenience driven desire to find "rat runs" through village communities.	LDO70	Nick Middle
TRANSPORT: encouragement of affordable public transport alternatives to migrate from excessive car usage. More car free zones, 20MPH limits, cycle ways.		

Responses to Question 9

Response	Respondent ID	Name
As usual: gas, electricity, phone cables, water supply, drains, access roads and street lighting.	LDO700	Not given
Windsor and Maidenhead both have been subject to heavy development in the past 20 years. One sees more and more new housing but are the facilities able to carry the present and past increases.	LDO701	James Alan Sharpe
Traffic becomes greater and roads sometimes don't cope.		
Better bus service - later into the evening and more frequent.	LDO703	Not given
Maidenhead station - especially cross rail - much bigger car park and facilities.	LDO704	Not given
The often promised railway station for Cox Green would help access to foundation park and Westacott Way.	LDO705	Not given
Good reliable bus service, cycle lanes, underpass across A4 from Marlow Road	LDO706	Not given
no	LDO707	David Fuller
New Hospital!	LDO708	P J Thorley
More police on the beat to promote social harmony and minimise crime.	LDO709	C Dewell
Commuting projects that people could volunteer for to enhance sense of society and improve environment.		
Standard ones that should normally be provided. Nothing exceptional comes to mind.	LDO710	Sue James
Train capacity / frequency of fast services to London Maidenhead 'town centre' primary schools, more prioritisation for pedestrians and cyclists at road crossings to permit safe walk to town centre (eg Grenfell Road) and more cycle parking.	LDO713	Searle
All would need to be increased / improved	LDO714	Not given
Local bus traffic to be organised	LDO715	Ilkka Vartiainen
Direct bus to Heathrow (via M4)		
Longer term: railway via LHR		
Cycling routes e.g. Maidenhead to Cookham, Holyport and Bracknell.		
We are stretched in Ascot for schools, doctors and services generally. In the last 30 years we have turned from a village into a suburb. More crime, more traffic ; same roads.	LDO716	C A Ellis

Responses to Question 9

Response	Respondent ID	Name
STOP NOW BEFORE IT IS TOO LATE!		
More Doctors' surgeries and schools	LDO717	Not given
No	LDO719	M J Goodacre
Buses - car parks for train stations - shops - schools etc!	LDO720	Not given
Public transport (both rail and bus) and schooling (especially primary)	LDO722	Nigel Clarke
Leisure, sport, young people's interests, retail, parks and open spaces, trees and plants, libraries.	LDO725	Trevor Jones
BUS SERVICES	LDO726	Not given
Main hospitals are awkwardly located at Wexham and Ascot. Do any of our schools ever get in the top 100 list, other than those that select?	LDO728	D E Cawthorne
Maidenhead as terminus for Cross Rail is too chaotic: Reading would make much more sense as a terminus and allow major junction. Water pressure and drainage are problems in some areas.		
Improved rail connections and services	LDO729	N Kohl
At this time employment is at an all time low so new housing is not needed for jobs.	LDO73	Not given
Secondary school if development was undertaken in Cookham	LDO730	Perry Linton
Roads	LDO731	D Modant
All services / for different communities		
Damage done to nature cannot be rectified.	LDO734	Not given
The road system in and around Windsor is almost at grid lock stage. No new roads were built to cope with the added traffic in the area when Legoland was built, something needs to be done now. Changing the existing road system (traffic control) had only increased the grid lock in the area (Clewer Hill Road is now a nightmare first thing AM).	LDO736	Paul O'Brien
Flood protection	LDO739	Peter Naylor
Highway maintenance		
School provision		

Responses to Question 9

Response	Respondent ID	Name
Car parking		
Environmental issues - pollution, waste / sewage disposal,		
Improved shopping facilities	LDO740	Alan Endicott
A new bridge over the Thames at Bray to Dorney, in view of the Olympics in 2012.	LDO744	Not given
Living in Ascot I do not know what extra facilities might be need in, for example Maidenhead, but here in Ascot any further development would be quite unacceptable, the schools and Doctors' surgeries are already full, bus services anywhere are woefully inadequate and the roads too full to accept any more traffic.	LDO745	K H Scott
It is noticeable that recent developments are not supported by an improvement to the infrastructure, e.g. better roads, schools, etc. Our local roads are a disgrace and are heading towards 3rd world standards.	LDO746	John A Bence MBE
Small local shopping and amenities to complement the larger centrally located amenities. Sports / recreational facilities for all ages of young people up to and including 15, 16, 17, 18.	LDO747	Adam Hunter
No	LDO748	Claire Howell
Extra parking would be needed for existing and new growth of people.	LDO749	Gill Fountain
Proper and safer cycle lanes, not makeshift routes on existing pedestrian footpaths. Easier and cheaper parking and better enforcement for vehicle parking on paths and verges.	LDO75	C Lofty
We need more buses, more frequent trains and effective "hub and spoke" transport operations to prepare for a "car free" future.	LDO751	M J Power
Roads and public transport.	LDO751	Timothy Dawson
Definitely better shopping facilities. The town does not have any decent shops except Monsoon, Topshop, Next and Dorothy Perkins. We need some up market clothing stores, some nice delis and green grocers, and more entertainment for people over 30. Maidenhead seems to cater for 15-25 year olds, with no taste and no money to spend, while driving more affluent buyers away to Windsor and Reading.	LDO752	E Bothma
We need to invest more in our transport systems particularly rail services and stations. Roads need careful thought to keep things moving and parking which has become a major problem but is very much part of modern living must be made available if towns and communities are to adapt to changing conditions.	LDO753	Paul Charlton
They all would, surely? I think I may not have understood the question as posed - how would new homes / employment be supported without improvements to existing services, facilities and infrastructure?	LDO755	J Worsnop

Responses to Question 9

Response	Respondent ID	Name
Transport, particularly bus services - 1 an hour simply isn't enough! Maidenhead town needs some serious investment. It's falling further into decline. What we need is shops and leisure facilities. Not more flats and offices!	LDO756	Not given
Almost everything. The existing infrastructure is overstretched, particularly in every aspect of traffic.	LDO756	P R Harris
Dr's surgeries, electricity and utilities services need beefing up.	LDO759	Simon Wellings
Park and ride to reduce traffic in town.	LDO760	Not given
Create additional rail capacity by having a 4 track system. Two tracks for local stopper trains and two tracks for high speed trains, thus separating the incompatible track use of the two different types of service.		
No	LDO763	Not given
Traffic is always a concern. Consideration of existing heavy traffic areas and improvement of these routes should be factored into any growth plans.	LDO764	Alesa Goga
The Borough is way behind in provision of high-quality infrastructure for cyclists. Other towns and cities are taking this far more seriously. Cycling improves public health, reduces CO2 emissions, and makes people far more likely to meet and talk (than being in a car). This should be a central feature of the 20 year plan.	LDO765	Michael Gammage
Schools, hospitals, doctors, shops, good transport.	LDO769	Frank Zecca
Repeated granting of permission by RBWM planning authorities of houses to be demolished and replaced by blocks flats damages every facet of this Borough's infrastructure.	LDO77	Nicholas Trickey
Roads, bridges, schools, medical facilities, dentists, sewage disposal, fresh water, gas electricity, sports fields, playgrounds, sewers.	LDO770	Peter Timbrell
Whilst we need new homes they should be built in conjunction with new roads.	LDO771	Cooper
If existing services, facilities and infrastructures are adequate for current levels of occupancy and industry, and this is debatable, then surely all of them will need investment to meet with greater use.	LDO772	Not given
Schools, Roads and car parking.	LDO773	A B Burgin
Parking for off street must be fundamental when deciding planning applications. Improved and integrated bus services.	LDO774	Not given
No	LDO775	M L Ferrier
As far as Sunningdale is concerned, medical and dental services, now under much pressure, would have to be expanded.	LDO776	J F Whitfield

Responses to Question 9

Response	Respondent ID	Name
(I am a past chairman of Surrey County Council, and a past High Sheriff of Surrey)		
More public transport	LDO777	Marie King
More car parks		
More police, surgeries, social services		
Transport	LDO778	M J Holloway
Parking - Most of the Borough		
Public conveniences across most of the borough		
Links Braywick Road to the A4 via Stafferton Way.	LDO779	D Thompson
Medical centres already under pressure in Sunningdale. Car parks needed as well.	LDO78	M H Yacoub
There must be several depending on the site. (These questions are very badly worded, and over simplify difficult issues).	LDO781	Alison Crampin
Roads and traffic pressures are a continual problem. I believe that a building in existing areas will improve public transport by making it more viable thus reducing overall traffic volumes.	LDO786	Barbara Fletcher
Primary Schools are not well provided for in Sunninghill .	LDO787	Not given
Sunningdale / Ascot area.		
Local bus services are very poor.		
Repairs to existing 'A' roads.	LDO788	Not given
Frequent bus service directly to rail station from all areas.	LDO79	Not given
Improved Transport.	LDO790	J Butterworth
Improved and increased choice of schools.		
Improved shopping facilities.		

Responses to Question 9

Response	Respondent ID	Name
Improved community and youth projects.		
To support new homes and employment where? If as I believe I should be the case, the new homes and facilities for employment are provided on land within and next to existing town centres then improved investment on railways and additional (cheaper!) car parking would be useful for those travelling to work from surrounding towns.	LDO792	Lesley Monk
Need to invest more in schools and in green park playing areas.	LDO794	Jon Philpott
There is a need for either a roundabout or traffic lights at the junction of Straight Road and Church Road owing to the pedestrianisation of the shopping centre. If needed. The speed limit on Straight Rd should change from 40 to 30.	LDO797	Margaret Gilson
No	LDO798	Mary Coakley
Do not believe the utilities can cope adequately with more major development. There is not sufficient employment now - where will that come from and school places, parking and when will Maidenhead ever have a decent shopping centre.	LDO799	Not given
Completion of resurfacing of Shoppenhanger Road	LDO80	W Murfitt
Additional speed humps in Shoppenhanger Road		
Traffic is a real problem in Windsor. With Legoland and Windsor town centre improvement has to be made within the transport structure.	LDO803	Not Given
Schools	LDO804	K Roy
Encourage use of private cars.	LDO805	D T Pringle
If you make it easy and attractive for people to come into our towns by cars - they will want to come. If you continue to penalise car users you will continue to ensure the terminal decline of our towns.		
There should be the space for parks and open areas to support families and community cohesion.	LDO806	U Lad
Schools, public transport and utilities.	LDO807	Styles
To try and attract people into the town for shopping we badly need a department store / town centre rejuvenation to encourage more retail variety. Currently Slough, Windsor and Reading all have much better shopping than Maidenhead.	LDO809	Marianna James
More schools	LDO811	Not given

Responses to Question 9

Response	Respondent ID	Name
More Doctors		
More dentists		
Another hospital locally		
Improve local facilities ie. Post offices / GP Surgery etc.	LDO813	Not Given
Drains, Transport, Shops, Rubbish disposal	LDO815	Rosemary Everett
Traffic congestion is becoming a major problem, particularly since the redevelopment of the race course, now used extensively for conventions. Also because of inadequate parking facilities at Ascot and Sunningdale stations. And traffic generated by the intense concentration of schools in the area.	LDO817	James O'Sullivan
We should resist all we can in growth in an already overcrowded area. Using facilities that are already available and smartening up would be better for all.	LDO818	Not given
There is definite need for new schools in our area (or stop Bracknell Forest children attending Windsor and Maidenhead Schools!!!) When children around Ascot are being asked to go to Maidenhead schools and Bracknell Forest will not allow RBWM children to attend Bracknell Schools!!	LDO819	Brenda Bolton
Reservoirs, schools, sewerage disposal, waste disposal, parking lots.	LDO82	Not given
We seem to get a lot of power outs now since huge developments of flats. Perhaps this needs looking at.	LDO820	L Lion
Could we build the link through Stafferton Way to take pressure off town centre. This was planned years ago.		
Possibly schools need to be considered;	LDO822	Leena Mewasingh
Additional leisure facilities - so far only Magnet, somewhat limited.		
Town centre is in need of a major revamp.		
Station and parking facilities		
Possibly buses to collect and drop at station (park and bus)		
Better internet facilities, so far only one exchange located in centre of town, once one's a little bit away from it, speed drops		

Responses to Question 9

Response	Respondent ID	Name
Schools, community centres, roads, utilities	LDO823	Not given
Schools, railway.	LDO824	Andrews
Schools, Doctors, Pubs, Parking, Transport	LDO825	E Hall
I am concerned that schools may become oversubscribed. Parking is already a problem and is likely to become worse.	LDO827	David Brassington
Ageing water, sewerage and gas mains would need to be massively repaired and extended.	LDO828	Caroline Gardner
Roads! A404 in Maidenhead, M4 Roundabout, A4 Slough to Maidenhead. Parking for workers or adequate and frequent transport links.	LDO828	Not given
Schools, health, transport, facilities for older people, playing areas for children, car parking, shops, sports facilities, cinemas, libraries.	LDO83	Sheila Tovell
Better transport links eg. Regular bus services - everywhere.	LDO831	Not given
Better transport system. Eg. Regular bus services everywhere.	LDO832	Not given
1) A new link road with Stafferton Way and A4. 2) Necessity to improve road structures to accommodate new housing and business development (eg New Oldfield Road housing development needs some form of control at the junction of A4). 3) Restoration of park and ride which is going to waste at present.	LDO834	E A Lodge
Local bus services should be increased to encourage people to leave cars at home, or create park and ride sites. Bus services to the north of Maidenhead are insufficient.	LDO835	Not given
Schools Improved road schemes	LDO836	Not given
Education, health, shops, libraries, parks, sports facilities and leisure, parking.	LDO837	Not given
Access to health services, schools etc. Transport and leisure facilities.	LDO839	C Harris

Responses to Question 9

Response	Respondent ID	Name
Improvements in highways and more cycle lanes.		
Upgrading of electricity, gas and water services. Upgrading of storm and foul water drainage. Providing adequate access to avoid traffic congestion.	LDO84	John Higgins
Maidenhead desperately needs a good range of shops - not just mobile phone shops or games shops. We have no department store currently - so have to drive to Reading or Slough! Also we desperately need a permanent minor injuries unit at St. Marks hospital with better bus links, to surrounding villages.	LDO840	J Brooker
A bus service should be established for direct routes to neighbouring towns without going around all of the outlying villages. The villages should have a minibus service freeing the main bus route.	LDO842	C Cook
As previously stated a regenerated town, a much improved local transport system and more parking facilities. Although they take more land, small bungalows for older people would release more affordable family homes to re-let.	LDO843	Brenda Wilkinson
All services would have to be enlarged to cater for a larger population, that might be difficult, because of finding space in already built-up areas, but ways could be found I expect.	LDO844	Bridget Marshall
Possibly park and ride in the large towns.	LDO846	Mark Davies
Medical	LDO849	Not given
Road	LDO85	Margaret McMath
Must provide green area/playgrounds integral to new homes.	LDO850	E Juby
More public transport in areas (all) surrounding Maidenhead and Windsor	LDO852	Not given
They would all need to be improved to cope with any increase in population or employment. The area is already overcrowded. See the roads at rush hours. We have the restriction of bridges across the river.	LDO854	Not given
Obviously more rural development will require extra 'services' - but again careful planning would minimise this cost.	LDO856	Michael Peterson
Public transport development and buses, Windsor to Ascot.	LDO859	H M Farran
Better parking facilities at rural stations	LDO86	Not given
Substantial improvement in condition of highways and footpaths.		
Upgrading street lighting Metal Halide or Mercury Vapour (white) lighting better at reducing crime than orange or sodium vapour lighting.	LDO860	Tim King

Responses to Question 9

Response	Respondent ID	Name
Yes. The surface condition of our roads are comparable to third world countries. Most are like patchwork quilts and full of pot holes - like our pavements.	LDO861	A Taylor
Buses / Trains to town centres and stations. Cycle tracks / lanes and bike parking areas. Cycle and walking campaigns!	LDO862	John Martin
A new railway station in the Woodlands Park area would make that an attractive option to move to - and reduce road traffic between there and the centre of Maidenhead.	LDO864	Abraham Sharp
Improve roads, widen A4 to 3 lanes with peak hour directional mid lane (as in Reading).	LDO865	R Addison
New river crossing.		
From M4 Junction 7 Spur - Dorney - Braywick.		
Open Stafferton Way as ring road / relief road and maybe more!!		
As mentioned above, shop, PO, pub and a good bus service to neighbouring towns - the shop and bus service is good here. And the chance to purchase a house without restrictions etc.	LDO866	Mary Porter
Cinema in Windsor	LDO867	Nick Wilkinson
Roads/ utilities / Drs / Dentists / schools / parking (traffic wardens!) No consideration appears to exist when building new homes in particular on the strain on local services or the quality of life for people already there who have financially supported the area over many years.	LDO869	McGann
Bus service	LDO87	Not given
1. Completion of Crossrail	LDO873	Peter Deacon
2. Road improvements generally - the roundabout on the A404/A308 at Marlow is a particular bottleneck, now that Handycross has been improved.		
Traffic management / Parking allocations and control.	LDO878	Not given
More short term parking	LDO879	Angela Murphy
More medical surgeries		
King Edward VII Hospital parking is a nightmare even with imposed pay to park		

Responses to Question 9

Response	Respondent ID	Name
Better bus and train services. Maintenance of drain (highways drainage) and flood relief schemes, which could even need further extensions.	LDO88	G B Sales
For new employment areas, support services such as general store / shop, doctors, church, post office, pub are a must.	LDO882	Not given
Bus service on Maidenhead Road to and from town reinstated.	LDO883	Muriel Shorter
A review of roads / signals and flows - especially at key times.	LDO89	Mandy Driver
Car parking	LDO891	Michael Hulls
The state of the town centre is a handicap - rejuvenation and a strategy required. Not a minor imitation of Slough or Bracknell but similar to Marlow or Henley.	LDO893	David Wenallt Waters
if there is any more houses built in Dedworth area the bus service needs to improve as it is rubbish at the moment.	LDO894	FC Murdoch
Schools, public transport (including trains), water services, flood planning	LDO896	J Liggins
School catchment areas have to be sensible. More buses, especially from smaller centres into the main towns.	LDO898	Not given
We need things for teenagers. They currently have no provision and we are increasingly seeing curfew notices. What can we expect them to do to gain independence but with no provision.	LDO899	Paula Adams
In White Waltham the roads are already very busy. There is little scope to expand existing schools.	LDO9	Not given
Doctors, Supermarket (Waitrose gets full already)	LDO90	Ann Wilson
More water based amenities and green areas.	LDO902	John Morgan
Full time fire service in Windsor.	LDO903	Not given
More parking facility		
Sensible budgeting		
Transport improvement		
More policing		
Healthcare		

Responses to Question 9

Response	Respondent ID	Name
Buses would need to run on a more regular basis - if within striking distance of a station, proper parking facilities would be required as new homes in Berkshire usually brings in people to commute to London.	LDO904	Not given
If the building takes place on or near existing employment areas, the need for new infrastructure is far less - so money is saved.	LDO905	R Mc Guigan
Public Transport (buses) and Post Office in Waltham St Lawrence.	LDO906	Christopher King
Better roads and bus links. Faster trains to London.	LDO907	Not given
Obviously depending on the size of the new areas, you may need schools, doctors etc, as we know that a great number of schools are full to capacity. More car parking and cycle ways would be required.	LDO908	Not given
The local development framework should focus on the services ie refuse collection, street cleaning, parks and policing and not on time wasting surveys like this.	LDO909	N Parker
Schools are over subscribed - Sunningdale area Charters School - we need more schools as good as Charters to cater for the huge number of applicants.	LDO91	Eleanor Holloway
Dentists and doctors surgeries can be hard to find for new patients (Ascot area).		
The roads can be very jammed: fewer commuter journeys by keeping new developments to towns would help.		
Roads improvement particularly an inner ring road around Maidenhead.	LDO910	MH Ingrey
Improvements to sewer systems	LDO913	Kenneth Hendrie
More frequent and widespread bus routes		
Free parking in town centre to encourage more people to visit Maidenhead and increase trade, leading to increased employment or town centre shops / businesses participate in a scheme to reward promotion eg points amassed from each store where money spent, to hit threshold and for free parking.		
More water and electricity	LDO915	Jennifer White
Fire and Rescue service provision on 24/7 basis	LDO916	Michael Riches
Improvement to all types of public transport services to reduce impact on roads. Maidenhead to retain / have good access to cross rail. Make recommendations for way ahead available ASAP to the public / residents.	LDO92	Peter Cooper
Schools will come under pressure as Oldfield is with the new high density housing is on the Bath Road.	LDO920	Val Pirie

Responses to Question 9

Response	Respondent ID	Name
Woodlands Park, and Cox Green area are bounded by the mainline railway, M4 and A404(M) which effectively limits road access into and back out of our district. At peak morning times the worst part of journeys can be immediately around our area. Any developments in this area must be accompanied by improving road access / bottlenecks in places where it is necessary to cross the main line train route at Canon Lane, Highfield Lane and Norden Road, and indeed by adding crossings over the A404(M) and M4. Even increases in pedestrian access across the A404(M) would greatly assist - cutting down the need for short, circuitous road / car journeys locally. The proposed train halt for Cox Green would be a huge access improvement to public transport for the whole of Maidenhead.	LDO921	Jeanette Talbot
Support small local businesses not large supermarkets. There are almost no small good food shops in Windsor. Public transport is critical.	LDO921	Not given
More realistic bus services ie smaller buses in off peak times. Routes to include areas of employment such as Osborne Road.	LDO922	Not given
Review access to railway station	LDO923	Jack Bloomfield
All options including existing higher density population areas 1) Road and foul sewer drainage sufficient to clear foul water from dense populated areas 2) Awareness flash, river drainage flooding 3) Control restrict concrete / tarmac parking lots / driveways 4) Small local first schools. Local mid / secondary schools GP surgeries.	LDO924	G Williams
Transport / Roads Water / sewage / gas / electricity schools medical centres recreation areas Bus transport inadequate in our area	LDO925	Not given
	LDO927	Lambourn

Responses to Question 9

Response	Respondent ID	Name
Where is the affected area?	LDO928	Christine Palmer
Possibly a few integral shops and adequate schooling, transport, and street lighting and medical care.		
New hospital at ascot	LDO929	Not given
Transport - bus park and ride facilities	LDO932	Henry Abrams
Schools		
The provision of amenities and hospital services is a disgrace in the Ascot area. Sports and leisure very poor. Rubbish tips only available in Bracknell forest and Surrey heath which now require ID as being from their borough.	LDO933	R Mc Namara
More policing, hospitals, doctors surgeries, schools, better roads.	LDO935	Melanie Smith
If the decision is to build one or two large sites, it is absolutely necessary to provide the infrastructure, schools, community centres, medical and social (pubs, cafes, meeting places) facilities and employment opportunities in place before building houses. This was clearly and meticulously thought out for successful towns such as Stevenage / Milton Keynes/ Peterborough etc.	LDO936	Maureen Bergin
Train and bus services need to improve in Maidenhead eg links to High Wycombe.	LDO937	Adam Baumgart
Schools, Doctors, youth Services.	LDO938	Not given
Improved public transport between employment areas. Increased schools and local shops.	LDO939	B Finch
Particular attention given to access roads and sufficient parking - doctors surgeries being adequate for increased population. Hopefully another hospital in the area being seriously considered.	LDO94	M Mc Curley
Secure cycle parks in or near town centres. Cycle theft deters many from using this means of transport. Possibly investigate electric cycles which are "pay per use" as is the case in some	LDO940	P Barfoot
European towns and cities> Bikes lock to and plug in to "stations" with a meter.		
Bus services improved and more cycle paths	LDO941	Christine Dixon
1) Schools (entire) - I believe most RBWM schools are fully subscribed at present.	LDO942	F E Tomlin
2) Extra River crossing at Maidenhead as mentioned above.		

Responses to Question 9

Response	Respondent ID	Name
3) Bus services with particular links to crossrail prospect (complete 2016?)		
4) More discussions with adjacent Councils if South Bucks, Ramsgate etc. To improve development of river fronts and transport links.		
Parking - or at least residents permits. Don't charge the earth for it.	LDO944	F Pullam
Yes - you are crippling local schools, hospitals, doctors etc. But worst of all you are creating traffic nightmares.	LDO945	Not given
1. Sewage disposal in Cookham Dean	LDO947	Not given
2. Street Lighting in Cookham Dean		
- Schools - very important in this area as under pressure	LDO949	E Roberts
- hospitals - already very important as under pressure in this area.		
I do feel that attention should also be paid to improving public transport within the green belt area, including the provision of proper waiting areas for buses (example - along Ascot Road people need to wait on a wobbly verge in the weeds for the bus without a path to safely walk along). This would also encourage use of public transport and keep the green belt greener.	LDO957	Van der Sande
Do we have enough schools, health services and public transport - the latter needs improving.	LDO958	Jenny Griffin
Schools and improved transport links, more direct speed trains to London.	LDO959	Mark Reynolds
Improved shopping centre.		
Better bus services around Cliveden View and Furze Platt.	LDO960	Not given
Any new homes in SE England is madness. The roads are already clogged, the schools full, water scarce, trains full, motorways at a standstill some of the time and jammed at other times. Area is overpopulated.	LDO961	Not given
Extension of local services, good bus connections to railway station and town centre, and shops.	LDO962	Reg Willsher
Better bus services. Cheaper trains to match employment sectors.	LDO963	E. Lawns
Improved parking facilities at train stations. Better schools and roads.		

Responses to Question 9

Response	Respondent ID	Name
Schools - investment in existing schools and creation of new facilities. Play areas - consider German developments where in high density areas there are also play areas.	LDO965	Laura Harcup
Major overhaul of the town centre to include a focal point - suggestion is to provide and revitalise the main stream through town. - police station not accessible and area needs re-thinking.	LDO967	Stuart Wright
NHS resources - GPs and capacity of PCT services across the whole of the Borough.	LDO97	Not given
Better bus provision and improved rail network.	LDO971	E. Cornwell
Further improvement of the infrastructure of mains water and drainage / sewage.	LDO972	Not given
General improvement of Maidenhead town centre. Even before the recession, the town was becoming run down and lacking in shopping experiences that other towns offer.	LDO976	Jennifer Bartholomew
New schools and doctors.	LDO978	Not given
Update and improve public transport.	LDO979	M.A. Manley
Update, renew and enlarge local hospitals and GP services. New road planning, development and repair. Enlarge policing, fire and ambulance provision.		
Improved bus / train services to where ever development takes place.	LDO98	Not given
Existing schools may need to be extended. Park and ride facilities provided (Windsor).	LDO980	Margaret T. Lang
New or expanded schools, social housing - both for rental and affordable to buy in Windsor.	LDO981	A. Matthews
More parking. Routing traffic so that it doesn't come through Windsor, M25 - M4, M3 - M4 and vice versa.	LDO983	Paul Buckner
Road and in particular Clarence Road roundabout in Windsor.	LDO984	Herd
Have a larger hospital at St Marks.	LDO985	Paul Holway

Responses to Question 9

Response	Respondent ID	Name
Better transport, more parking, more dentists and secondary schools to cover Ascot / Windsor.	LDO986	Not given
Doctors, hospitals, schools, local transport. We cannot take any more development without more of these.	LDO987	Not given
More schools. Areas for people to relax or play safely. More education requires teachers and other employment.	LDO989	Sarah Elisor
No new land for employment.	LDO99	W Taylor
Priority should be given to attracting retailers to the High Street rather than pubs, cafes, phone shops and charity shops.	LDO990	D.J. Wells
1. Updated sports facilities. 2. A lorry and bus park. The club I am a member of has visiting teams arriving by coach and there is no place in Maidenhead to park a coach for say 6 hours. Why can't the previous park and ride car park be used for this purpose? Need to encourage visitors not turn them away.	LDO992	M. Rhymmer
Any town centre housing development should include provision for private parking on site and road improvements should be considered in tandem with proposed development of the town centre (the 'triangle etc.).	LDO994	Stephen Jackson
Hospitals, doctors, dentists, public transport, schools, roads etc.	LDO995	Not given
Public transport is far from ideal in the Cookham area. More frequent, smaller buses is an option.	LDO996	T. Sanders
Development should be within walking distance / bus service of town centre.	LDO999	Thompson
Questions based on stating that there is a need for housing / development / employment. As you have not included any support for this argument your questions are biased. If you don't develop you will not have these issues.	LDO892	Not given
ING RED are not aware of any services, facilities or other infrastructure that is required or needs to be improved to support new homes and employment within the Royal Borough.	MAI023	ING Real Estate Developments
Since the submissions to RBWM by Summerleaze in the previous SHLAA exercise, Summerleaze has now reviewed its estate portfolio. Aggregate extraction will continue on the land north of Maidenhead (known as site 2) up to 2042. Therefore this will have an effect on Summerleaze's development aspirations in the short - medium term period (to 2026). Another part of this process included considering how to best use its non-operational land or currently in the process of being worked for aggregates. This has led to the attached vision for North Maidenhead that appeared in the Maidenhead Advertiser on 12th March 2009.	MAI002	Summerleaze

Responses to Question 9

Response	Respondent ID	Name
Although at the early feasibility stages Summerleaze is committed to making the best use of its land and will consult the general public at a later date to discuss how to make best use of recreational and leisure facilities on this land. This includes work alongside key stakeholders in the area - we hope RBWM will take all of this into account when considering its options.		
An urban extension can provide the critical mass to provide for necessary supporting infrastructure and associated services.	MAI007	Thomas & McElhinney
This needs to be based on an evidence base on the capacity of infrastructure and facilities. Members of the public won't be aware of what services are at capacity or can be expanded with investment - so answers will only be based on personal experience.	MAI008	Holiday Inn
We are aware of an additional demand for open space/recreational facilities in Woodlands Park. This is provided for in the initial drawings for the White Waltham Airfield site.	MAI012	White Waltham Airfield Limited
Provision for a primary school is also shown, although this will be subject to further testing in conjunction with the LEA.		
Flood protection and alleviation measures as significant areas of the Royal Borough are in areas of moderated or high flooding potential.	MAI015	Raynor Brothers Trust
Those sites which can be delivered in the short term without the need for significant infrastructure investment should be prioritised.	MAI018	Kennet Properties Ltd
Where new infrastructure is proposed it will need to be founded upon a robust evidence base. Comprehensive research and public participation will be necessary to ensure the proposals are physically and financially viable and therefore deliverable.		
If one or two selected larger sites are released, on the edge of existing settlements, releasing land from the green belt, these would have the ability to include new local services. This would help to support secondary centres and reduce the need to travel.	MAI019	Neil Burgess
The current lack of infrastructure and the need for investment in local amenities and services is not sufficiently addressed in the paper.	MP1	Teresa May MP
Better affordable public transport links.	PAR1	Hurley Parish Council
Good public transport, cycle routes etc. More schools, youth services, medical services in rural and urban areas. Residents should not have to travel to two town centres and beyond.	PAR2	Horton Parish Council

Responses to Question 9

Response	Respondent ID	Name
Bus services improved when Prospect Park at Hurley opened.	PAR3	ING Real Estate Developments
Improved public transport services from Holyport, Fifield, Oakley Green and Bray into Windsor and Maidenhead towns. Need fast landline broadband access into communities living more than 5km from Windsor and Maidenhead telephone exchanges.	PAR4	Bray Parish Council
Cycle routes, medical facilities, open spaces for recreation, road improvements and day care for the elderly.	PAR5	Wraybury Parish Council
Improve school capacity, local medical services and transport.	PAR8	Sunninghill & Ascot Parish Council
Improve school capacity, local medical services and transport.	PAR9	Sunningdale Parish Council
If development takes place on the edge of the airfield, then sewerage, perimeter route, expanded local school in WW.	RES10	David Parker
Ascot area is at breaking point now with infrastructure (public services, transport, schools and medical facilities) designed for much smaller population.	RES11	Peter O'Kill
An assessment of existing services has yet to be undertaken as part of the promotion of individual sites e.g. North Town Moor.	RES4	D. Smith Esq.
Maidenhead Bridge; roads in Cox Green.	RES7	Rita Bryant
Broadband capacity is already limited / slow in some parts of the Borough.	RES8	Jill Powell
No comments.	RES9	Walters
Agree. The emerging South East Plan has made clear in Policy CC8 that provision of Green Infrastructure should be planned and provided for by local authorities. Green Infrastructure consists of the green areas in both urban and rural settings; it fulfils a variety of functions including provision for biodiversity and delivery of recreational and cultural objectives. Green infrastructure can include nature reserves, designated sites, recreational grounds, parks and open spaces, canals, allotments, cemeteries and many other green areas. It should provide a network of interconnected habitats to enable dispersal of species across the wider environment. Open spaces within developments should be linked to biodiversity in the wider countryside, including on designated sites, BAP priority habitats and Conservation Target Areas. Green Infrastructure also provides ecosystem services such as flood protection, microclimate control	STAT28	BBOWT

Responses to Question 9

Response	Respondent ID	Name
and filtration of air pollutants. The Royal Borough should ensure that new developments are designed to maintain existing Green Infrastructure and contribute to the provision of Green Infrastructure, for example, through delivering biodiversity enhancements.		
Disagree. The definition of local facilities and services in 5.54 should include places of worship to be consistent with national policy. PPS1 at page 8 states that: "Plan policies should: ...take into account the needs of all the community, including particular requirements relating to...religion..." A suggested additional paragraph (5.57) to assist in providing places of worship is as follows;	STAT29	Windsor Congregation of Jehovah's Witnesses
"The council will in principle regard former community/public buildings and former commercial/industrial premises located outside residential areas as the most appropriate locations for places of worship and associated community activities.		
It is important that any significant development is accompanied by infrastructure which encourages (and does not tend to discourage) the use of cycling and walking.	STAT**	
TVP is seeking to secure financial contributions towards the capital costs of new staff accommodation and vehicles required to serve the enlarged population of the borough arising as a result of new development over the Plan period. In the case of major developments, on-site provision of new Police facilities may be sought to serve new communities. Once the council decides upon their preferred strategic option for growth TVP will be able to offer clear advice to officers on the level and type of developer contributions required towards Police infrastructure to meet the needs of the proposed housing allocations.	STAT10	Thames Valley Police Authority
PCT supports para 5.54. PCT also supports the reference at para 5.55 to new development which creates a general need for additional or improved infrastructure, to address its impacts either through direct provision as part of the development scheme or through a financial contribution which can be used to make related provision in the local area.	STAT13	Berkshire East Primary Care Trust
Infrastructure A key sustainability objective for the preparation of the new Local Development Framework should be for new development to be co-ordinated with the infrastructure it demands and to take into account the capacity of existing infrastructure. Paragraph 4.8 of the new PPS12, June 2008 states: "The core strategy should be supported by evidence of what physical, social and green infrastructure is needed to enable the amount of development proposed for the area, taking account of its type and distribution. This evidence should cover who will provide the infrastructure and when it will be provided. The core strategy should draw on and in parallel influence any strategies and investment plans of the local authority or other organisations."	STAT17	Thames Water

Responses to Question 9

Response	Respondent ID	Name
<p>Paragraph 4.10 of PPS12 place goes on provide advice on the need for infrastructure to support housing growth and states: "The outcome of the infrastructure planning process should inform the core strategy and should be part of a robust evidence base. It will greatly assist the overall planning process for all participants if the agencies responsible for infrastructure delivery and the local authority producing the core strategy were to align their planning processes. Local authorities should undertake timely, effective and conclusive discussion with key infrastructure providers when preparing a core strategy."</p> <p>Paragraphs 10.8 - 10.12 of RPG9, March 2001, relate to the Water Cycle – Supply and Quality. Policy INF2 of RPG9, states that: "New development should be located and its implementation planned in such a way as to allow for sustainable provision of water services and enable timely investment in sewage treatment and discharge systems to maintain the appropriate standard of water quality...".</p> <p>Part 9 the Revised Draft South East Plan, July 2008, relates to Natural Resource Management and includes a section on Sustainable Water Resources and Water Quality Management.</p> <p>Policy NRM1 lists a number of water supply infrastructure issues which local authorities should take into account in preparing Local Development Documents including ensuring that: "direct new development to areas where adequate water supply can be guaranteed from existing and potential water supply infrastructure.</p> <p>Where this is not possible, development should be phased so that sustainable new capacity can be provided ahead of development."</p> <p>Policy NRM2 lists a number of water quality/sewerage infrastructure issues which local authorities should take into account in preparing Local Development Documents including ensuring that: "...adequate wastewater and sewerage capacity is provided to meet planned demand...".</p> <p>We are therefore surprised that despite previous representations the Consultation only makes minimal reference to water and waste water/sewerage infrastructure. The Core Strategy must make specific reference to the provision of water and sewerage infrastructure to service development. This is essential to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortage with associated low pressure water supply problems. It is also important that the satisfactory provision of water and sewerage infrastructure forms and integral part of the sustainability appraisal.</p> <p>To meet the test of "soundness" as set out in PPS12 it is essential that the LDF does clearly consider such water and sewerage infrastructure. In December 2005 The Planning Inspectorate published "Development Plans Examination – A Guide to the Process of Assessing the Soundness of Development Plan Documents". The Guide sets out a series of 'key questions and evidence requirements' at section 1.4 which aim to provide a framework for the assessment of soundness of DPDs.</p>		

Responses to Question 9

Response	Respondent ID	Name
<p>The most relevant key question under Conformity Test iv (a) is:</p> <p>“Key Question - Has adequate account been taken of the relationship between the proposals in the DPD and other requirements, such as those of utility companies and agencies providing services in the area including their future plans or strategy and any requirements for land and premises, which should be prepared in parallel?” A key source of evidence which is identified in answering this question is: “Evidence - Of particular significance, will be representations from bodies that consider that the DPD either does or does not have sufficient regard to other relevant strategies for which they are responsible”.</p> <p>There are also a couple of relevant key sources of evidence identified in answering Coherence Test number (vii). The sources of evidence are:</p> <p>“If the DPD is a Core Strategy, the following documents, amongst other evidence, may be relevant:infrastructure providers’ investment programmes and strategies; environmental programmes etc.”</p> <p>“If the DPD is an Area Action Plan, evidence may includeassessments of infrastructure.”</p> <p>The water companies’ investment programmes are based on a 5 year cycle known as the Asset Management Plan (AMP) process.</p> <p>We are currently in the AMP4 period which runs from 1st April 2005 to 31st March 2010 and does not therefore cover the whole LDF period. AMP5 will cover the period from 1st April 2010 to 31st March 2015 and we have submitted our business plan to OFWAT for approval by the end of 2009.</p> <p>As part of our five year business plan review Thames Water advise OFWAT on the funding required to accommodate growth in our networks and at all our treatment works. As a result we base our investment programmes on development plan allocations which form the clearest picture of the shape of the community (as mentioned in PPS12). We require a three to five year lead in time for provision of the extra capacity. Where a complete new water or sewage treatment works is required the lead in time can be between five to ten years. New development may therefore need to be phased to allow the prior completion of the necessary infrastructure.</p> <p>Regarding the funding of water and sewerage infrastructure, it is our understanding that Section 106 Agreements can not be required to secure water and waste water infrastructure upgrades.</p> <p>However, it is essential to ensure that such infrastructure is in place to avoid unacceptable impacts on the environment such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems.</p>		

Responses to Question 9

Response	Respondent ID	Name
<p>Water and sewerage undertakers also have limited powers under the water industry act to prevent connection ahead of infrastructure upgrades and therefore rely heavily on the planning system to ensure infrastructure is provided ahead of development either through phasing or the use of Grampian style conditions.</p> <p>It is essential that developers demonstrate that adequate capacity exists both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water & sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, then the developer needs to contact the water authority to agree what improvements are required and how they will be funded prior to any occupation of the development.</p>	STAT25	Thames Valley Police Crime Prevention Design
<p>With new developments it will be important to plan for the older youths so they do not cause anti social behaviour to local residents. MUGA and other leisure facilities for them should be provided.</p>	STAT3	SEERA
<p>Would welcome reference to the definition of infrastructure as set out within the Proposed Changes to the South East Plan (Box CC2) and to Policy CC8: Green Infrastructure, with Box CC3. The implementation strategy will need to identify what infrastructure is required to support the overall strategy, when it is required, and how it will be delivered. This will help to ensure that development and infrastructure are provided in a coordinated manner as encouraged by Policies CC7 and CO1 of the Draft South East Plan. Would support a policy in the CS on developer contributions/planning obligations.</p>	STAT4	South East England Partnership Board
<p>ICT infrastructure such as broadband connectivity is crucial to maintain the global competitiveness of the South East region. The RES identifies 100% Next Generation Broadband coverage as a Transformational action and the importance of ICT to the rural economy. In addition, Policy RE5 of the South East Plan recognises the need to ensure adequate and timely investment in ICT and other infrastructure. The Core Strategy should therefore identify ICT as a form of infrastructure required to support new homes and employment.</p> <p>Consider the role of incubation units as a facility to stimulate enterprise.</p>	STAT5	Highways Agency
<p>Refer to para 6 and 7 of the HA letter. The HA would be happy to provide advice on measures required to mitigate impacts on the SRN. However it will be essential that the transport evidence base for the Plan is completed in order for mitigation to be agreed.</p> <p>Critical infrastructure should be in place to ensure that both water supply and water treatment demands can be met. In particular, would like to see water quality taken forward as a priority to ensure the water quality requirements of the Water Framework Directive can be met. Statutory undertakers for these services will be able to advise better on capacity.</p>	STAT6	Environment Agency

Responses to Question 9

Response	Respondent ID	Name
<p>Commends the inclusion of open space in the list of local facilities that could be provided for (paragraph 5.54).</p> <p>With regards to open space provision, NE recommends that open space standards are integrated into development and infrastructure requirement decisions. NE advocates the adoption of the ANGST standards, which are currently defined and recommended for adoption in PPG17 as follows:</p> <ul style="list-style-type: none"> - every home should be within 300m of an accessible natural greenspace of at least 2ha; - at least one accessible 20ha site within 2km; - at least one accessible 100ha site within 5km; - at least one accessible 500ha site within 10km; and - the original English Nature ANGSt model also included provision of at least 1ha Local Nature Reserve/1000 population. <p>Supports the Council's commitment of the need to ensure that new development contributes towards the provision of infrastructure made necessary by that development. Sport England is aware of the Council's Planning Obligations and Developer Contributions SPD. Would expect the CS and other related DPDs to maintain and, where appropriate, develop the approach of the SPD to securing provision for both outdoor and indoor sporting provision.</p> <p>A growing population will lead to an increase in demand for places of worship, faith related activities and ministries to particular groups, eg Parent and toddlers, marriage and family</p> <p>Recycling facilities in Windsor and not in Chalvey.</p> <p>Promote the provision of extra car parking to support the needs of business in accordance with the guidance set out in the draft Planning Policy Statement 4. Note that the section that specifically relates to recognising the needs of business requires local authorities to plan for and facilitate a supply of land which will be able to cater for the differing needs of business and expected employment needs but which is flexible enough to be responsive to a changing economy or new business requirements.</p> <p>Transport links if peripheral developments.</p>	STAT7	Natural England
	STAT9	Sport England
	W&M1	Royal London Mutual Insurance Society
	W&M3	Mark Carter
	WIN5	Centrica Plc
	Y1	Danny Gomm

Responses to Question 10

7 Responses to Question 10

Responses to Question 10

Development Management Options

Question 6

Do you agree with the basic coverage and direction of the development management policies outlined above? Do you feel there are any other potential topic areas that should be included?

Table 7.1 Question 10

Response	Respondent ID	Name
Yes I agree with basic direction of policies. No there are no other topics that should be included.	CLLR1	Derek John Wilson
Housing Land Supply and Delivery: We support the inclusion of this policy but note that whereas this policy refers to the delivery of "at least" 346 dwellings per annum the Options for development and the SHLAA appear to treat the SEP housing requirement as the maximum. RBWM should seek to test a higher rate of growth	COO001	Chartered Institute of Marketing
Housing Land Supply and Delivery: We support the inclusion of this policy but note that whereas this policy refers to the delivery of "at least" 346 dwellings per annum the Options for development and the SHLAA appear to treat the SEP housing requirement as the maximum. RBWM should seek to test a higher rate of growth	COO002	Copas Farms
Housing Land Supply and Delivery: We support the inclusion of this policy but note that whereas this policy refers to the delivery of "at least" 346 dwellings per annum the Options for development and the SHLAA appear to treat the SEP housing requirement as the maximum. RBWM should seek to test a higher rate of growth	COO003	Copas Farms / Copas Partnership
Housing Land supply and Delivery: We support the inclusion of this policy but note that where as the policy refers to at least 346 dwellings per annum the options for development and SHLAA appear to treat the SEP requirement as a maximum. RBWM should test a higher rate of growth to ensure that it contributes to the delivery of a step change in housing provision.	DEVSO1	Land Aspirations
Green Belt: see comment made previously		
Sunningdale is full of dwellings - including former council houses - that were once occupied by tradesmen and workers and were regarded as affordable. I doubt if any of them fit into that bracket today. To some extent blame the Green Belt.	DEVSO4	Wardour Lodge Estates Ltd

Responses to Question 10

Response	Respondent ID	Name
The direction of Green Belt policy issues is not agreed as being the most appropriate or in accordance with PPG2. It is also considered to be counter to the previous Inspectors findings on the Core Strategy. To accommodate the required level of development it may be appropriate for certain settlements to be removed from the Green Belt of the Green Belt boundaries to be reviewed. No reference appears in the policy coverage and direction, nor in the justification section.	DEVSO5	Lancaster Plc
Broadly agree.	LAG1	Maidenhead and District Friends of the Earth
Satisfied that the interests of rural communities are met through the Rural Exception Policy and the Green Belt policy, however would like to see some genuine political commitment to support these policies.	LAG2	Community Council for Berkshire
Basic direction is about right.	LAG5	Maidenhead Riverside Organisation
Should also include: a plan monitor and manage approach to future development; the need to retain the soft edge between the Green Belt and built development in the Sunninghill, Ascot and Sunningdale areas identified as a landscape character of these areas in the Borough's Landscape Character Assessment; have regard for the potential of the Borough to produce significant levels over time of windfall development.	LAG9	SPAЕ
Policy direction agreed.	LDO1293	Richard Davenport
Yes, although the requirements for new development to fund infrastructure and affordable housing should recognise the issue of economic viability in determining the appropriate level of provision.	LDO1295	N Craker
Broadly, yes.	LDO1539	R.P. Dulson
Note that development in adjacent areas e.g. Longcross in Surrey could clash with your plans. Traffic density, access etc.	LDO1593	T J Wade
Agree.	LDO2022	James Cotter
The Borough's housing plan should be revisited in the light of changing economic circumstances.	LDO2023	Stewart Segal
No	LDO2024	Catherine Tyne
No. Infrastructure to address any large scale housing developments have not been addressed.	LDO9	Not given
ING RED agrees the coverage and direction of the development management policies outlined in this options paper. We look forward to reviewing the next stage of this process.	MAI023	ING Real Estate Development

Responses to Question 10

Response	Respondent ID	Name
<p>Housing Land Supply and Delivery: We support the inclusion of this policy but note that whereas this policy refers to the delivery of "at least" 346 dwellings per annum the Options for development and the SHLAA appear to treat the SEP housing requirement as the maximum. RBWM should seek to test a higher rate of growth. Tourism and Leisure: Whilst generally supportive of this policy we object to the link made between the development of leisure facilities in the Green Belt and the rural economy. Summerleaze's proposals for North Maidenhead albeit in the Green Belt are related to the recreation and leisure needs for the urban population. The policy should be redrafted to allow for such proposals.</p> <p>Open Spaces, Sport and Recreation: We support this policy and the opportunity it could create for Summerleaze to reuse part of its landholdings for such purposes, including the restoration of gravel workings for lakes to be used for watersports, fishing and nature conservation; the reinstatement of paths; and the creation of new footpaths to the north of Maidenhead</p> <p>Green Belt: See comments as above.</p>	MA1002	Summerleaze
<p>Overall, we broadly support the development management policy coverage and direction outlined in the Consultation Document. Notwithstanding the foregoing we consider that a number of the development management policies can be further strengthened. The Council may wish to consider the following amendments (see bold text below) to the policies:</p> <p>Sustainability: Policy Coverage and Direction: "All new development within the Borough will be expected to contribute towards achieving the aims of sustainable development. They will support the move towards creating sustainable patterns of development and distinctive communities, maximise the use of previously developed land and where greenfield, including Green Belt development is necessary, it is directed to the most sustainable locations in the Borough."</p> <p>Existing Employment Development: Policy Coverage and Direction: "To ensure a broad based economy by seeking to protect existing employment land and premises, where appropriate, and maintaining a sustainable balance between jobs and the local labour market. Support for small and medium sized enterprises will be encouraged through appropriate policies to provide suitable accommodation together with encouragement of increased diversification of the rural economy. Employment growth will be directed towards the most sustainable and accessible locations. Where greenfield, including Green Belt sites are necessary to meet RSS requirements, those identified are in the most sustainable locations in terms of access to services, amenities and public transport services."</p>	MA1004	U M Wheeler - Lillibrooke Farm

Responses to Question 10

Response	Respondent ID	Name
<p>Green Belt: Policy Coverage and Direction: "To protect the Green Belt from inappropriate development. Within the Green Belt development will only be granted in very special circumstances as set out by PPG2 (Green Belts). Detailed Green Belt policies to therefore cover:</p> <ul style="list-style-type: none"> - Development for agriculture and forestry; - Essential facilities for outdoor sport and recreation; - Limited extension, alteration or replacement of existing dwellings; - Limited affordable housing; - Limited infilling or redevelopment of identified existing major developed sites; and - The preferred locations of Green Belt development to meet the emerging South East RSS growth requirements." 		
<p>Agree with coverage. Housing related policies ought to clearly express preference for new development on urban brownfield sites in sustainable locations. Sites which are available, suitable and viable should be designated in the first tranche for redevelopment, to meet strategic housing targets.</p>	MAI006	Boyne Valley Property Company Limited
<p>The Delivery and Development Principles should enable the construction of tall buildings within the town centre (although the High Street should be limited to 3 storeys). This will encourage developers and the office occupants as it will offer a greater presence and will be more economically viable. Would like to promote a town centre policy that includes a policy identifying West Street as an area appropriate for taller buildings.</p>	MAI011	Derreb Limited
<p>No specific issues at this time. But we do request that a new policy is included setting out the need to address the need for Green Belt review.</p>	MAI012	White Waltham Airfield Ltd
<p>We agree with the other topics listed, but little detail is provided of the approach that will be adopted. It will depend on the details as to whether these proposed policies are acceptable or not.</p>	MAI015	Rayner Brothers Trust
<p>Welcome the policy coverage and direction of the proposed "Town Centre and Retail" policy.</p>	MAI017	CBRE SPUK II (No.7) Limited
<p>The thrust of policies are supported. Nevertheless, in the context of the instructions from the previous Core Strategy Inspector and the numerous and substantial development pressures facing the Borough, and the fact that all the "Development Options" accept some degree of</p>	MAI018	Kennet Properties Limited

Responses to Question 10

Response	Respondent ID	Name
Green Belt release, key to the delivery of the strategy will be the release of appropriate Green Belt sites for development. Additional wording should be applied to employment, retail and housing policies stating:		
"Development for [employment/retail/housing] purposes within the Green Belt surrounding Maidenhead will be acceptable where it supports Maidenhead's role as a Secondary Regional Centre and is in accordance with [Suggested Policy for release of land from Green Belt]."		
With the basic coverage, yes, but there is still the impression that the previous Core Strategy Inspector's comments have not been wholeheartedly embraced, particularly where he felt it is doubtful strategic land requirements can be satisfied without releasing land at present beyond settlement boundaries, and thus in the green belt. This may in turn yield a more sustainable pattern of development.	MAI019	Neil Burgess
Generally well covered	PAR1	Hurley Parish Council
Yes	PAR2	Horton Parish Council
Yes especially with respect to sustainability, energy, housing in rural areas, tourism, River Thames, Green Belt and transport.	PAR3	David Burfitt
Need to include children (how they will be educated and challenged), youths, protection of Green Belt, health and recreation, crime, a brand or unifying identity - what will make us stand out? Add the "management of natural resources".	PAR4	Bray Parish Council
Yes we agree with the above policies and feel they have been well thought out, with all topic areas covered and well researched.	PAR5	Wraybury Parish Council
Should also include: a plan monitor and manage approach to future development; the need to retain the soft edge between the Green Belt and built development in the Sunninghill, Ascot and Sunningdale areas identified as a landscape character of these areas in the Borough's Landscape Character Assessment; have regard for the potential of the Borough to produce significant levels over time of windfall development.	PAR8	Sunninghill & Ascot Parish Council
Should also include: a plan monitor and manage approach to future development; the need to retain the soft edge between the Green Belt and built development in the Sunninghill, Ascot and Sunningdale areas identified as a landscape character of these areas in the Borough's Landscape Character Assessment; have regard for the potential of the Borough to produce significant levels over time of windfall development.	PAR9	Sunningdale Parish Council
Yes to part 1, no to question 2.	RES10	David Parker
Yes.	RES11	Peter O'kill

Responses to Question 10

Response	Respondent ID	Name
Yes.	RES4	D. Smith Esq.
Yes.	RES8	Jill Powell
We feel that the policies outlined cover satisfactorily the appropriate topic areas.	STAT27	Berkshire Archaeology
We broadly agree with the basic coverage and direction of the development management policies outlined.	STAT30	Imperial College London
Agree.	STAT29	Windsor Congregation of Jehovah's Witnesses
We are generally in support and do not have further comments to add.	STAT26	Cycling Touring Club
Support the Council's inclusion of polices on safe and Accessible Environments and Infrastructure and Community. However: - a policy on safe & accessible environments would require new developments to meet best practice in terms of design, to minimise the opportunity to commit crime. Reduce the fear of crime, and discourage anti-social behaviour. In order to achieve best practice, recommend that a policy should require all new developments to meet Secured by Design principles both in terms of layout and building design. - regarding Infrastructure and Community - disappointed to note that reference is only made to ensuring that new development is supported by appropriate health and education facilities. In order to develop a sustainable and safe community it is essential that the Police are recognised as a key infrastructure provider in the same way as the LEA and PCT. The text should therefore be amended to include a reference to the provision of police facilities.	STAT10	Thames Valley Police Authority
Welcome the general recognition given to the need to protect and enhance important sites for wildlife within and adjacent to the Borough, in particular the TBH SPA. However, the requirements of the emerging South East Plan policy (NRM6) and the Delivery Framework need to be clearly reflected in the Core Strategy and other relevant DPDs. Recommend that a clear policy for the TBH be set out in the Core Strategy in line with regional planning guidance. This will also be necessary in order for the Core Strategy to satisfy the tests of the Habitat Regulations. Urge the Council to put in place a TBH mitigation and avoidance strategy (as a stand-alone SPD, DPD or other appropriate strategic planning document) at the earliest opportunity, to ensure that all new housing in the Borough within the 5km zone of influence contributes towards the protection of the SPA with immediate effect.	STAT11	RSPB

Responses to Question 10

Response	Respondent ID	Name
Community facilities: PCT supports the reference to protecting and securing new or improved facilities such as local health facilities.	STAT13	Berkshire East Primary Care Trust
Infrastructure and the Community: Supported Yes.	STAT16	National Grid Property Holdings
Infrastructure It will be essential that the Core Strategy makes reference to the provision of adequate water and sewerage infrastructure to service development to avoid unacceptable impacts on the environment (such as sewage flooding of residential and commercial property, pollution of land and watercourses plus water shortages with associated low pressure water supply problems). Therefore, if the Core Strategy is to meet the "soundness" test, then it should include the following policies and sub-text: "PROPOSED POLICY - WATER AND SEWERAGE INFRASTRUCTURE CAPACITY: Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where: 1. sufficient capacity already exists or 2. extra capacity can be provided in time to serve the development which will ensure that the environment and the amenities of local residents are not adversely affected. When there is a capacity problem and improvements in off-site infrastructure are not programmed, planning permission will only be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development." Text along the following lines should be added to the Core Strategy to support the above proposed Policy : "PROPOSED NEW POLICY SUPPORTING TEXT - The Council will seek to ensure that there is adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve all new developments. Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where there is a capacity problem and no	STAT17	Thames Water Utilities Ltd

Responses to Question 10

Response	Respondent ID	Name
<p>improvements are programmed by the water company, the Council will require the developer to fund appropriate improvements which must be completed prior to occupation of the development.”</p> <p>Furthermore, PPS12 requires that in preparing Local Development Documents, authorities should consider both the requirements of the utilities for land to enable them to meet the demands that will be placed upon them and the environmental effects of such additional uses.</p> <p>Hence, a further policy should be included in the LDF Core Strategy as follows:</p> <p>“PROPOSED NEW POLICY – Utilities Development:</p> <p>The development or expansion of water supply or waste water facilities will normally be permitted, either where needed to serve existing or proposed development in accordance with the provisions of the Development Plan, or in the interests of long term water supply and waste water management, provided that the need for such facilities outweighs any adverse land use or environmental impact that any such adverse impact is minimised.”</p> <p>Sustainable Design & Layout -</p> <p>Water Efficiency - All new dwellings should meet the water usage targets set out in code for sustainable homes code 3 rating as a minimum.</p> <p>Flood risk & water infrastructure –</p> <p>PPS25: Development and Flood Risk states at paragraph 14 that a sequential approach should be used by local planning authorities in areas to be at risk from forms of flooding other than from river and sea. Annex C lists the forms of flooding and now includes:</p> <p>“Flooding from Sewers”. Any policy in the LDF should therefore include reference to sewer flooding and an acceptance that flooding could occur away from the flood plain as a result of development where off site infrastructure is not in place ahead of development.</p> <p>It is vital infrastructure in place ahead of development if sewer flooding and low / no water pressure issues are to be avoided. It is also important not to underestimate the time required to deliver necessary infrastructure, for example:</p> <ul style="list-style-type: none"> - local network upgrades take around 18 months - sewage treatment works upgrades can take 3-5 years 		

Responses to Question 10

Response	Respondent ID	Name
<p>FFT and TLRP support the inclusion of a policy to meet the needs of Gypsy and Traveller and Travelling Showpeople communities.</p> <p>Reference is made to GOEast 2008, Planning for Gypsy and Traveller Accommodation in the East of England - EIP Panel Report and the HCA funding strategy 2009 Gypsy Sites - Granty Guidance 2009-10.</p> <p>There is a clear need for more pitches for G&T in the Borough and depending upon the result of the forthcoming EIP into the Partial Review of the RSS these range from 25-9 residential pitches. Government guidance (Circular 1/2006) is clear that core strategies should contain a criteria based policy to help allocate land for sites in a DPD and also to meet unexpected demand.</p> <p>Given that the Core Strategy is not to be completed until 2010 at the latest there is scope for considerable delay in meeting any identified needs.</p> <p>More pitches should be allocated than the minima indicated in the Draft RSS policy to cater for supply issues. Reference is made to the RTPI Good Practice Note No.4, part c, p11-12. the urgency of the need on site development is highlighted in the recently published Homes and Community Grant Guidance (January 2009), section 4.</p> <p>Residential sites should be capable of meeting the business needs of G&T who run their businesses from the same site where caravans are located. This should be catered for in any policy development.</p> <p>The policy should pay due regard to varieties of tenure needed - paralleling that for private and affordable housing.</p> <p>The Policy should lay out the mode of delivery of sites and a timetable. This parallels the council's planned approach to housing land release.</p> <p>Further attention is drawn to Site Grant Guidance (Homes and Community agency, January 2009) which encourages innovative approaches in Section 8.</p> <p>Given the high cost of land in the Borough and the extent of the Green Belt, careful consideration should be given to Green Belt exceptions to ease the development of any needed sites. The Green Belt has been identified as having the capacity to absorb limited amounts of new residential development.</p>	STAT23	Friends, families and Traveller Law Reform Project

Responses to Question 10

Response	Respondent ID	Name
<p>Under Safe & Accessible Environments, no mention is made of Secured by Design Principles. Could these be incorporated? These are available at web site: http://www.securedbydesign.com/pdfs/SBD-principles.pdf And help make for a safe environment. Perhaps reference to them would be enough? Under Residential Amenity it mentions about existing development not being harmed by new development. Does the council have an SPD regarding Housing Intensification such as Wycombe District Council, which incorporates Urban Design principles? This would help stop such harm. Under Open Spaces, Sport and Recreation it says about creating public and private open spaces and recreation facilities. As said earlier it will be important to provide for the older youth (14yrs to 18yrs) within this provision, so they do not abuse younger children's facilities or hang around in an area where it may cause annoyance to local residents. Under Sustainable transport, I am pleased to see mentioned about the establishment of safe, sustainable and integrated transport. Part of this must also include walkways and cycle routes that encourage their use, but do not make a user feel isolated. Also facilities must be fit for purpose. I use the cycle route at the side of the A308 between Windsor and Holyport, and there are stretches where two cyclists going the opposite way, when passing, have to slow down to almost a stop, so as to safely pass one another, and not push one out into the roadway. This does not help encourage its use. Under Parking Standards, it says about not encouraging use of the car. However whilst good to promote more sustainable forms of transport and reduce carbon emissions, parking of cars will still be needed, and these must be in safe areas, not isolated and hidden away, which exposes such parked vehicles to crime.</p>	STAT25	Thames Valley Police - Crime Prevention Design
<p>Yes.</p> <p>Welcome the development management options and these should be developed having regard to the policies in the Secretary of state's Proposed Changes to the Draft South East Plan and will need to draw upon the relevant sections of the RSS in developing options for addressing them.</p>	STAT3	South East England Partnership Board
<p>The outline of the policy titles seems sufficient. These are the topics that the EA consider should be covered by Local Development Framework Policy:</p> <ul style="list-style-type: none"> -Thames Character and Setting -Thames Conservation in terms of Biodiversity -Biodiversity of other important sites & Fisheries -Flooding 	STAT6	The Environment Agency

Responses to Question 10

Response	Respondent ID	Name
<ul style="list-style-type: none"> -Surface Water Management -Water Quality -Water Resources -Recreation & Navigation of the waterway. -Contaminated Land and Clean Soils (Relates to Water Quality and Human Health) -Infrastructure Provision -Climate Change <p>Thames Character and Setting,</p> <p>This is covered under 'River Thames Corridor' policy title. Pleased to see the inclusion. Consider that this policy should take account of built form adjacent to the River Thames and take the wording of Character and Setting to mean this.</p> <p>Thames Conservation in terms of Biodiversity, Biodiversity of other important sites</p> <p>Both these aspects are covered by policies titled 'River Thames Corridor' and 'The Natural Environment'. Would like to emphasise that other watercourses and water features within the borough have an important habitat role and we will seek the avoidance of development adjacent to and within those water features. If redevelopment is proposed in those areas EA will seek appropriate mitigation. In particular EA will seek to have an appropriate buffer zone maintained adjacent to all watercourses and seek to limit the provision of tall buildings adjacent to watercourses. Where development occurs in close proximity or over a watercourse, would expect appropriate mitigation to be included in respect of fish and would welcome and inclusion of a policy stating this.</p> <p>Flooding</p> <p>Policy titles 'Flood Risk and Water Infrastructure' cover most elements of flood risk. This document appears not to set broad policy and the policy coverage and direction stated is sufficient. Would add that this policy needs to take full account of surface water management when it is expanded upon and the EA will provide comment on this at that time. Would also seek that elements of current policy F1 are maintained. Furthermore, as a part of this policy would seek a preference that new development where it does occur in the floodplain, once it has been found to be acceptable, has Permitted Development rights removed. RBWM's</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>flooding Policy should take in to account the recommendations of the Catchment Flood Management Plans (CFMP's) policy units for the area. As it presently stands, the desired flooding policy does not appear to do this.</p> <p>Surface Water Management</p> <p>Surface water will have to be managed better, particularly because the impacts of climate change looks set to make this a prominent issue in urban areas. Will expect surface water to be covered by your flooding policy title. However, a number of your other policy titles could cover this, for example 'Sustainable Design and Layout', 'Sustainability', 'Climate Change', 'Built Environment and Townscape' and 'Town Centre and Retail Development'. Will comment on surface water management within these policies when the formal Core Strategy is submitted for consultation. However, its broad coverage should be within your flooding policy, mainly due to how this ties in with the Catchment Flood Management Plan</p> <p>Water Quality</p> <p>Given the reliance upon groundwater as a drinking water resource and the high biodiversity value of the fluvial river systems water quality is a critical issue in the Borough. The Water Framework Directive places a strong emphasis on water quality and the EA both have to take in to account its requirements. The development management policies do not currently directly mention this issue. Particularly in urban industrial areas within Maidenhead, which lies in a high risk groundwater protection zone, it is essential to have a policy which covers this. This can be achieved through the encouragement of development on industrial sites, particularly those in the Source Protection Zone relating to the College Avenue Pumping Station in Maidenhead. Due to the importance of water quality and its links to the draft River Basin Management Plans we feel a separate policy regarding this is now needed.</p> <p>Water Resources</p> <p>Previous comments on water quality stand with regard to water resources.</p> <p>A policy which takes account of water as an essential resource should therefore be considered. Water Quality was not highlighted as an issue in the aims section, but has been touched upon in the remainder of the document. A water quality policy should be developed to cover:</p> <ul style="list-style-type: none"> - Ensuring that redevelopment and development takes account of water quality. 		

Responses to Question 10

Response	Respondent ID	Name
<p>- That water quality of surface and groundwater is not allowed to deteriorate as a result of development.</p> <p>- That water will be managed efficiently and that new buildings will include water efficiency measures.</p> <p>- That suitable water treatment infrastructure is in place to serve as a Recreation & Navigation of the waterway.</p> <p>EA will control this through its own legislation and RBWM's policy which details the 'River Thames Corridor and 'Open Spaces, Sport and Recreation' also covers elements of this.</p> <p>Contaminated Land and Clean Soils (Relates to Water Quality and Human Health)</p> <p>Contaminated land is a material issue and is central to Planning Policy Statement 23. It is likely to be sufficiently covered in terms of water quality if our above comments are taken in to consideration. Furthermore, in sustainability terms, contaminated land could be covered by other policy topics and the EA will make note of these once it receives formal consultation on the core strategy.</p> <p>Infrastructure Provision</p> <p>Water treatment infrastructure could be covered by a water quality policy. Water supply infrastructure will need to be appropriately considered with new development.</p> <p>Climate Change</p> <p>Climate change is a central issue to a number of the topic areas. Welcome its inclusion and agree that development needs to address climate change. However, wish to see climate change also considered in each policy area.</p> <p>FINAL COMMENTS</p> <p>Overall the latter sections of this document are good and support a number of your paragraphs and aims. The document seems to have missed the requirements of the Water Framework Directive and some topic areas, relevant to planning, that are within EA remit. Would wish to see EAs recommendations above taken in to account to consider this, particularly in respect of water quality.</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>The early sections need to be stronger to support and back up the aims and development management principles covered in later chapters. Appreciate this is a consultation document, however inevitable that some paragraphs and sections will be used in the core strategy and therefore ask that these comments on specific paragraphs are taken in to account.</p> <p>EA will be seeking in particular strongly worded policies in respect of flooding, biodiversity and water quality/resources within the Borough because all three of these topics tie in to a vast area of the Borough's boundary.</p>		
<p>Sustainable Design and Layout</p> <p>Commends the incorporation of a development management policy on sustainable design and layout and particularly the reference to the need for these qualities in both new development and the refurbishment of existing housing stock. The final policy wording however could also make specific reference to the following:</p> <ul style="list-style-type: none"> - the need to use recycled and/or locally produced/sourced materials; - the need to support local craftsmen and construction companies by maintain traditional construction techniques. <p>Note the inclusion of the need for SuDS within the coverage of the flood risk and water infrastructure policy but recommends that it is also referred to here for completeness, akin to the need for built in GI and open space.</p> <p>Commends the inclusion of the lifetime homes standards within this policy outline. However, recommend that RBWM gives consideration to requiring further standards above government targets such as requiring new developments to be designed and built to level 6 of the Code for Sustainable Homes which sets out standards for energy and CO2 emissions, water, materials, surface run-off, waste, pollution, health and well being, management and ecology.</p> <p>Sustainability</p> <p>Welcome the inclusion of a policy on sustainability but the final wording of the policy must be clearer in terms of what the aims of sustainable development are and how they will be met in the borough. For example, reference could be made here to the Code for Sustainable Homes and the need for sustainable transport modes.</p> <p>Renewable Energy</p>	STAT7	Natural England

Responses to Question 10

Response	Respondent ID	Name
<p>Welcome the inclusion of a policy relating to renewable energy but recommend that the coverage of this policy is widened to also include the need to reduce energy demand and improve energy efficiency in new and existing developments as the primary driver with the generation of renewable energy a secondary element of the policy. The policy could be strengthened by setting out a target for energy efficiency based on the Code for Sustainable Homes (see above).</p>		
<p>With regards to renewable energy, the policy should promote renewable energy generation whilst seeking to work within the capacity of the landscape and natural habitats of the borough, take account of cumulative impacts on the environment and have regard to the design, scale, visual impact, intervisibility, tranquillity issues and impact on designated landscapes.</p>		
<p>Climate Change</p>		
<p>Welcome the inclusion of a policy relating to climate change as it is important that the resilience of the natural environment is increased and protected. It will be important that the final policy wording refers to both the need for adaptation and mitigation of climate change. The policy could also be strengthened by the addition of a target for CO₂ emissions reduction in the borough.</p>		
<p>The justification for this policy could also be strengthened to explicitly refer to the causes and implications of climate change. The text currently states that the precise impacts are unclear; however there is now a wealth of information and knowledge of potential impacts which should be detailed to promote the importance of this issue for the borough, particularly in respect of flooding, water resources and biodiversity which are of particular importance in the borough.</p>		
<p>Recommend that a key measure for the adaptation of climate change is to promote a reduction in habitat fragmentation and the need for the creation of connections for wildlife across the landscape to assist with the migration and adaptation of species as the climate fluctuates.</p>		
<p>Housing Land Supply and Delivery</p>		
<p>Reiterate the benefits of urban extensions which have been set out above under the 'Common Features to all Options' section.</p>		
<p>Safe and Accessible Environments</p>		
<p>Recommend that the link between health and access to open space is reiterated here as set out in our comment to Aim 4 above.</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>Flood Risk and Water Infrastructure</p> <p>Welcome reference to SuDS within the coverage of this policy. However, recommend that the final policy wording also takes into account protecting water quality and availability as these are vital for the health and protection of the borough's biodiversity and other natural systems. This should include measures to reduce the demand for water in line with the Code for Sustainable Homes; make provision for development in areas where water can be made available in ways that will make efficient use of water resources, avoid harm to the water environment; and avoid development that may lead to or exacerbate water shortages.</p> <p>With regards to flood risk, policy should seek to resist development that would rely on additional flood defence works which could adversely affect the environment, and should seek to protect naturally functioning flood plains. One of the benefits of GI is aiding sustainable flood management. The next stage of the LDF should take the findings of the SFRA review into account when these are available.</p> <p>Open Spaces, Sport and Recreation</p> <p>Welcome the inclusion of a policy specifically relating to open space and recreation. Recommend that the final policy also reflects the need to enhance open spaces of low value or quality, create additional open spaces within new and existing development (see reference to ANGST standards above), and protect open spaces from inappropriate development. This is vital in an area considering high density developments.</p> <p>Housing Density</p> <p>The wording of this policy seems to assume that a high density of housing provision is preferred. This should not be at the expense of open space provision, biodiversity, landscape, or discount the potential benefits of urban extensions.</p> <p>River Thames Corridor</p> <p>Commends this policy but would like to see specific reference to the Thames Path and its status as a National Trail. The policy should include additional detail on, for example, the need to protect the Thames Corridor and Thames Path specifically from obstructive development and non-compatible neighbouring uses. Welcome the aims to promote enjoyment of the Thames Corridor for sport and recreation and aims to protect its heritage and biodiversity.</p> <p>Thames Basin Heaths Special Protection Area</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>Welcome the inclusion of a specific policy on the Thames Basin Heaths SPA which reflects the importance of these sites within the region. The policy currently only makes reference to the need to protect the SPA from the adverse effects of development occurring within 5km. There are a number of other important issues regarding the Thames Basin Heaths that this policy should also make reference to, including; 400m zone of influence, mitigation solutions, TBH Delivery Framework. NE to not want to see everything included within the policy itself, as this would not be flexible, but specific reference needs to be made within the policy supporting text. NE draw your attention to the policies within the Bracknell Forest Borough Council and Wokingham Borough Council Core Strategies respectively.</p>		
<p>Landscape Character</p>		
<p>Welcome the inclusion of a policy on landscape character as it is vital that the diverse landscape character of the country is protected and enhanced at a local level. Commend the policy's direction which recognises the value of protecting both designated and non-designated landscapes, which is the approach taken in Planning Policy Statement 7: Sustainable Rural Areas.</p>		
<p>The CS & DDP could include a criteria based policy for landscape, defining the broad criteria that would make a proposal acceptable in landscape terms, such as sensitive design that complements and strengthens the surrounding landscape character. The RBWM's Landscape Character Assessment should also be used as the underpinning element of the landscape policy.</p>		
<p>Green Belt</p>		
<p>See 'Aim 5' comments.</p>		
<p>The Natural Environment</p>		
<p>Commend the inclusion of geological and ecological assets as separate aspects of this policy proposal, together with the recognition that all assets should be protected and enhanced not just designated sites.</p>		
<p>This policy will form one of the key policies for the protection of the borough's natural environment and as such should be as comprehensive as possible. An initial strategic policy could be established to be followed by more subject specific policies on for example, protected species, designated sites, and mitigation measures. It is important that the final policies and supporting justifications cover the following issues:</p>		

Responses to Question 10

Response	Respondent ID	Name
<ul style="list-style-type: none"> - Make specific reference to the need for the protection and enhancement of international nature conservation designations such as SPAs as part of a strategic approach to nature conservation and indicate that development affecting them will be subject to special legal procedures in the Conservation (Natural Habitats etc) Regulations. - Make specific reference to the need for the protection and enhancement of national nature conservation and geological designations such as SSSIs, giving them a high degree of protection consistent with PPS9. - Make reference to the need to protect regional and local nature conservation designations (such as County Wildlife Sites, Local Nature Reserves, SINCs and Regionally Important Geological and Geomorphological Sites) from developments which could result in significant adverse effects. Criteria could be used to justify why such developments could be permitted in exceptional circumstances. Cross boundary issues should also be taken into consideration to ensure adverse impacts on the designated sites of neighbouring boroughs does not occur. - Make reference to the need to protect biodiversity in non-designated sites, including the potential for brownfield sites to be of high biodiversity value. - Make reference to the need for adequate surveys of protected species and proposals for mitigation to be undertaken before permission is granted. - Cross refer to key biodiversity targets sets out in national, regional and local Biodiversity Action Plans. - Make it clear that mitigation and compensatory measures should be provided to minimise and offset likely adverse impacts arising from a development. <p>In making these suggestions, Natural England is mindful of the advice in PPS12 (paragraphs 4.30 – 4.33) that Development Plan Documents should not reiterate national policy guidance, but provide a local interpretation to suit local circumstances.</p> <p>Built Environment and Townscape</p> <p>Commend the inclusion of this policy and its aim to protect and preserve and enhance the built environment and townscapes.</p> <p>Sustainable Transport</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>Welcome the proposed policy on sustainable transport but recommends that the final policy wording includes more detail, such as a greater emphasis on the need to provide public transport infrastructure within developments and the potential for safeguarding redundant transport infrastructure such as rail track beds and canals for re-establishment as transport corridors and for recreational uses. In new development, priority should be given to sustainable modes of transport e.g. walking and cycling.</p>		
<p>Other Policy Suggestions</p> <p>Green Infrastructure</p> <p>Recommend that a policy is included referring to the creation, protection and enhancement of GI such as green corridors, river valleys, open space networks and other linking features in urban and rural areas. Due to the important functions a strong GI network can play for a borough (recreation, biodiversity, climate change adaptation potential, tranquility, health, well-being, and flood management etc), a GI policy should be an essential element of the Cs 7 DDP and should be clearly linked to natural environment policies.</p>		
<p>Note and welcome that the LDF will include a number of key management policies including policy on the historic environment; built environment and townscape and landscape character. EH would wish to see appropriate policy on the historic environment in both the Core Strategy and proposed Delivery and Development Principles DPD having regard to local circumstances.</p>	STAT8	English Heritage
<p>Welcomes the principle of a number of the policies presented in Section 6. However, would highlight the need for these policy areas to be founded on a robust and credible evidence base.</p>	STAT9	Sport England
<p>Yes, but other topics should be included. Whilst the policy title 'Community Facilities' mentions as an example, places of worship, the impact and influence of faith based groups is not sufficiently recognised in the rest of the consultation.</p>	WIN1	King's Church International
<p>In seeking to maintain an attractive location for business, consideration should be given to the needs of business for more flexible, upgraded accommodation, for example, through redevelopment proposals in town centre and in existing employment areas.</p>	W&M1	Royal London Mutual Insurance Society
<p>Only viable community facilities should be protected.</p>	W&M3	Mark Carter
<p>Impact on TBH SPA should be mitigated not protected altogether.</p> <p>Green Belt policy should related to the Green Belt following a review of its boundaries.</p>		

Responses to Question 10

Response	Respondent ID	Name
<p>A review of parking should relate to existing parking generation in town centres not just that arising from new development. Shops have been closing because parking has been restricted.</p> <p>Include a policy opposing third runway at Heathrow, an increase in night flights and flight paths over the town.</p> <p>Traffic speeds should be controlled as part of overall traffic management.</p> <p>Outdoor advertising should be specifically controlled. Review of cycling is needed. This could be included under Sustainable Transport with a comprehensive review of bus routes and frequencies.</p>		
<p>Although the requirements for new development to fund infrastructure and affordable housing should recognise the issue of economic viability in determining the appropriate level of provision.</p>	W&M4	Shanley Homes
<p>Sainsbury's wish to emphasise that that policies in relation to retail development should reflect the policy tests set out in PPS6, with regard to scale, the sequential approach and, at development plan level, need. Such policies should be based on an up-to-date evidence base. In particular the DPD refers to retail growth being focused in Windsor and Maidenhead town centres (page 24), but ignores the potential for development to be located elsewhere in the Borough in response to local needs and circumstances. Sainsbury's would urge that this policy stance be reconsidered through the later stages of the DPD so that future retail development can be properly judged in accordance with local circumstances and the framework provided in PPS6, rather than pre-empt that framework as is potentially the case with the policy as drafted.</p>	W&M2	Sainsbury's Supermarkets
<p>Generally, we do agree with the development management policies, with the one exception of the Green Belt section.</p>	WIN8	Farmglade Ltd
<p>Welcome the inclusion of a tourism and leisure policy and in particular the identification of a need to support the "existing heritage, tourism and leisure economy." The plan however should acknowledge more clearly the relevance of existing MDS sites and their context within the Green Belt and the local economy.</p>	WIN2	Legoland Windsor Park Ltd
<p>In terms of tourism, it is important to add an additional statement to confirm that new leisure and tourism facilities will be supported, in principle, where they are located at existing facilities. The provision to allow for new facilities will help respond to the challenge of ensuring that these existing attractions maintain high level of visitor draw to the area by maintaining</p>	WIN3	Arena Leisure PLC (Windsor Racecourse)

Responses to Question 10

Response	Respondent ID	Name
<p>a high quality visitor experience. This will not only help support the continued viability of those attractions but will also result in associated draw to other local facilities associated with tourism to support the local economy.</p> <p>Policy TM7 of the Adopted Local Plan acknowledges the need for diversification of the recreational use of Royal Windsor Racecourse for activities which are compatible within the designation as an area of Green Belt. It is therefore hoped that the Council will maintain its support for the Racecourse and that the emerging policy guidance of the Council will reflect this.</p>		
<p>Support the following policy titles and their policy coverage:</p> <ul style="list-style-type: none"> - housing land supply and delivery - housing density <p>These policies are supported because they are pragmatic with regards to promoting and generating an increase in the supply of housing land, which will maximise the amount of housing delivered through the LDF and help to make the best use of scarce land resources within the Borough.</p>	WIN4	Eton College

Other Comments Submitted

8 Other Comments Submitted

Other Comments Submitted

Other Comments

Table 8.1 Other Comments

Response	Respondent ID	Name
<p>Wherever possible we should develop on existing brownfield urban land.</p> <p>The protection of our Greenbelt is sacrosanct.</p> <p>In an urban area like the town centre of Maidenhead, we have far too sprawling a retail offering. Large sections of current peripheral retail should be demolished and developed into tasteful urban living to stimulate the town and have sustainable work and transportation links</p>	CLLR2	Simon Dudley
<p>Raises concerns about the SHLAA and that the Council's approach to this will undermine the evidence base.</p> <p>Raises concerns that the Council are not producing a holistic review of Green Belt. This will be necessary in order to be found sound.</p> <p>The physical characteristics of the Borough has not changed although there are further environmental constraints on the Borough. Therefore the extent of the Green Belt will need to be examined in order to meet the housing needs, as the physical constraints will remain.</p> <p>By not identifying specific sites in the green belt in the SHLAA, the report is flawed.</p> <p>Option A could seriously harm the character of the urban areas and destroy the character of large areas of Maidenhead and Windsor by 'town cramming'.</p> <p>Recent experience has shown that throughout the country flats are no longer what the general public or house builders want - this is supported in the Council's (outdated) housing needs assessment.</p> <p>The majority of one person households are in the southern area of the Borough. The council should be seeking to provide for family housing, particularly in the Maidenhead area, where the market for flats has reached saturation point.</p> <p>Options A and B would place a greater reliance on multiple landowners joining together to deliver sites of meaningful sizes. From experience this is difficult, and very time consuming. Therefore Options A and B are not credible long-term solutions to meet the housing requirements of the Borough.</p>	COO001	Chartered Institute of Marketing

Other Comments Submitted

Response	Respondent ID	Name
<p>If the Council wants to pursue the higher density options then it will need to demonstrate to an inspector examples of recent development within the Borough at the densities being advocated.</p> <p>Raises concerns about the SHLAA and that the Council's approach to this will undermine the evidence base.</p> <p>Raises concerns that the Council are not producing a holistic review of Green Belt. This will be necessary in order to be found sound.</p> <p>The physical characteristics of the Borough has not changed although there are further environmental constraints on the Borough. Therefore the extent of the Green Belt will need to be examined in order to meet the housing needs, as the physical constraints will remain.</p> <p>By not identifying specific sites in the green belt in the SHLAA, the report is flawed.</p> <p>Option A could seriously harm the character of the urban areas and destroy the character of large areas of Maidenhead and Windsor by 'town cramming'.</p> <p>Recent experience has shown that throughout the country flats are no longer what the general public or house builders want - this is supported in the Council's (outdated) housing needs assessment.</p> <p>The majority of one person households are in the southern area of the Borough. The council should be seeking to provide for family housing, particularly in the Maidenhead area, where the market for flats has reached saturation point.</p> <p>Options A and B would place a greater reliance on multiple land owners joining together to deliver sites of meaningful sizes. From experience this is difficult, and very time consuming. Therefore Options A and B are not credible long-term solutions to meet the housing requirements of the Borough.</p> <p>If the Council wants to pursue the higher density options then it will need to demonstrate to an inspector examples of recent development within the Borough at the densities being advocated.</p> <p>We note that Poundfield is the last area of non-green belt land standing undeveloped in Cookham and therefore it should take a high priority for housing release taking into account its sustainable location close to shops, facilities and the railway station.</p>	COO002	Copas Farms
	COO003	Copas Farms / Copas Partnership

Other Comments Submitted

Response	Respondent ID	Name
<p>We have written to you separately regarding the SHLAA and our significant concerns regarding the omission from the study, despite not being within the green belt.</p>		
<p>The land stands as white land and awaits the time when it is required to help meet development needs - now is this time. It was once allocated for housing development in the Maidenhead District Local Plan 1985 and has a considerable planning history of consideration of housing purposes. We consider that the land would make up a mix of uses, including housing (a significant amount of affordable housing) and open space.</p>		
<p>There is a long-standing set of proposals for access to the land that would provide a relief road to the north of the Pound.</p>		
<p>Raises concerns about the SHLAA and that the Council's approach to this will undermine the evidence base.</p>		
<p>Raises concerns that the Council are not producing a holistic review of Green Belt. This will be necessary in order to be found sound.</p>		
<p>The physical characteristics of the Borough has not changed although there are further environmental constraints on the Borough. Therefore the extent of the Green Belt will need to be examined in order to meet the housing needs, as the physical constraints will remain.</p>		
<p>Option A could seriously harm the character of the urban areas and destroy the character of large areas of Maidenhead and Windsor by 'town cramming'.</p>		
<p>Recent experience has shown that throughout the country flats are no longer what the general public or house builders want - this is supported in the Council's (outdated) housing needs assessment.</p>		
<p>The majority of one person households are in the southern area of the Borough. The council should be seeking to provide for family housing, particularly in the Maidenhead area, where the market for flats has reached saturation point.</p>		
<p>Options A and B would place a greater reliance on multiple land owners joining together to deliver sites of meaningful sizes. From experience this is difficult, and very time consuming. Therefore Options A and B are not credible long-term solutions to meet the housing requirements of the Borough.</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>If the Council wants to pursue the higher density options then it will need to demonstrate to an inspector examples of recent development within the Borough at the densities being advocated.</p>		
<p>My client (Charles Morris Fertilisers Limited) broadly supports the approach advocated in the "Options Consultation" documentation, but wishes to promote the medium to long term development prospects (probably, but not necessarily, mainly for leisure and / or recreation) of a site within the Royal Borough. I would therefore welcome the opportunity, at the appropriate stage to discuss with you the options for such development together with the ways in which these prospects might be taken forward.</p>	DEVS02	Charles Morris Fertilisers Ltd
<p>No argument with the choices and general drift of the issues and challenges</p>	DEVS04	Wardour Lodge Estates Ltd
<p>Summary: Housing targets will be difficult to deliver as very few Brownfield / urban sites can be brought forward in the next 5 years, hence previous assumptions about using PDL for the vast majority of housing supply will have to be revisited. Reference to a recent appeal where inspector said that housing permissions should be discounted by 30% to reflect deliverability concerns. Hence almost inevitable that some green belt land will be required. This would be a better solution than over development in settlements such as Sunninghill, which would harm the environment and landscape. Development of client's site would be in line with Option C.</p>	DEVS06	Quartermaine
<p>Summary: Housing targets will be difficult to deliver as very few Brownfield / urban sites can be brought forward in the next 5 years, hence previous assumptions about using PDL for the vast majority of housing supply will have to be revisited. Reference to a recent appeal where inspector said that housing permissions should be discounted by 30% to reflect deliverability concerns. Hence almost inevitable that some green belt land will be required. This would be a better solution than over development in settlements such as Old Windsor, which would harm the environment, historic views and landscape. Development of client's site would be in line with Option C.</p>	DEVS07	Mr Sines

Other Comments Submitted

Response	Respondent ID	Name
<p>More nursing / old age village communities are needed.</p> <p>Residential development needs to be brought back into towns. Living above shops and the use of empty office spaces needs to be fully investigated by the Council - could result in more affordable housing. There should be an embargo on new build for shops until the majority of empty shops are in use - especially in the town centres.</p> <p>Need to protect the distinctiveness and character of Windsor. Against any unnecessary demolition of historic buildings. Trees and flowers, the River Thames, public art and open space are important in Windsor.</p> <p>Would like more information on where the new Green Belt will be created.</p>	LAG3	Windsor and Eton Society
<p>Intensification of Brownfield, even with sustainable urban drainage, will continue soil desiccation and subsidence. Formal and informal open space must be preserved and enhanced and gardens need to be reclassified as Greenfield rather Brownfield to reduce overexploitation.</p>	LAG4	Clewer Manor Area Profile
<p>There has not been enough time to analyse the on-line consultation documents sufficiently to prepare a response on behalf of the Marlow Society. Please keep us on the circulation list for future LDF consultations.</p>	LAG6	Marlow Society
<p>We have an outline for Queen St and Broadway which is intended to raise the image and commercial viability of part of the town. Current document has an emphasis on creating jobs and housing close to town.</p> <p>To move forward the town centre needs to be addressed. Maidenhead has no particular identity. It is dirt and scruffy and down market. This is emphasised by the number of vacant shops. But this is not unique to Maidenhead. It is not something unique to Maidenhead.</p> <p>I think we need a regeneration plan for the whole of the town. Would we want to follow the lead of Reading (Oracle) or High Wycombe (Eden centre). Cross rail represents a great opportunity which we hope will bring investors to the town.</p>	LDO1385	Alan Perkins
<p>In general we welcome the intention to improve and enhance Maidenhead town centre. As the owners of the Nicholson Shopping Centre Irish Life wish to work closely with the Council on the strategy for this, particularly in the Maidenhead Town Centre AAP.</p>	MAI001	Irish Life Assurance PLC

Other Comments Submitted

Response	Respondent ID	Name
<p>We consider that the Core Strategy should provide some guidance as to the scale of the additional retail floor space anticipated in Maidenhead town centre. Maidenhead town centre does not function in isolation, and sits within a defined retail hierarchy. Section 3.1 explains that Maidenhead is a 'Secondary Regional Centre' in retail terms, and the Core Strategy should confirm whether it is the intention that new development in the town centre should change position. A floor space guide or limit will assist in this explanation.</p> <p>Second, we note from section 5 that the Council is only suggesting an option for Maidenhead town centre, i.e. retail growth. In turn this arises out of the commentary at paragraphs 4.10-14. Whilst this is a laudable objective that Irish Life supports in principle, the Core Strategy should also consider other options should the objective of retail growth i.e. significant new development not be achieved. For example, as a fallback position we suggest that the Core Strategy should contain a reference to maintaining and enhancing the Nicholson Centre - the town's primary shopping facility.</p> <p>Third, whilst our clients welcome the inclusion of the reference in the box at section 5.2 of any retail growth in Maidenhead being located where it can support the existing core shopping facilities, in our view this is too vague. Other non-statutory planning documents recently produced by the Council e.g. the 'Triangle site. SPD make it clear that any significant development must be well integrated with, and enhance the Nicholson's Centre. Thus the box text should be amended to specifically refer to integration with the Nicholson's centre.</p>	MAI002	Summerleaze
<ul style="list-style-type: none"> - Raises concerns about the SHLAA and that the Council's approach to this will undermine the evidence base. -Raises concerns that the Council are not producing a holistic review of Green Belt. This will be necessary in order to be found sound. - The physical characteristics of the Borough has not changed although there are further environmental constraints on the Borough. Therefore the extent of the Green Belt will need to be examined in order to meet the housing needs as the physical constraints will remain. - By not identifying specific sites in the green belt in the SHLAA, the report is flawed. - Option A could seriously harm the character of the urban areas and destroy the character of large areas of Maidenhead and Windsor by 'town cramming'. - Recent experience has shown that throughout the country flats are no longer what the general public or housebuilders want - this is supported in the Council's (outdated) housing needs 		

Other Comments Submitted

Response	Respondent ID	Name
<p>assessment.</p> <p>- The majority of one person households are in the southern area of the Borough. The council should be seeking to provide for family housing, particularly in the Maidenhead area, where the market for flats has reached saturation point.</p> <p>- Options A and B would place a greater reliance on multiple land owners joining together to deliver sites of meaningful sizes. From experience this is difficult, and very time consuming. Therefore Options A and B are not credible long-term solutions to meet the housing requirements of the Borough.</p> <p>- If the Council wants to pursue the higher density options then it will need to demonstrate to an inspector examples of recent development within the Borough at the densities being advocated.</p>	MAI004	U M Wheeler - Lillibrooke Farm
<p>This representation is to promote an area of land at Woodland Park Avenue, Cox Green, Maidenhead.</p> <p>We would like to draw the Council's attention to our client's site in the interest of securing a site-specific allocation in the LDF.</p> <p>We support the overarching vision, which will be guided by the principle of sustainable development and note paragraph 4.7 which confirms the Council's approach of making better use of land and existing infrastructure.</p> <p>It is considered that Stratstone Mini should retain its existing site designations for industry, car service/ sales and retail warehousing on the basis that this is a previously developed site and in a highly accessible location.</p> <p>Furthermore the site is considered to be suitable for other uses as a result of the aforementioned characteristics of the site. These uses include convenience retail development.</p> <p>It is therefore requested that the proposed Development Plan recognises this, and permit a site specific allocation in respect of the site for the following uses: 1) Industry; 2) Car Sales/ Service; 3) Retail Warehousing; and 4) Retail store (food retail).</p>	MAI005	Pendragon Plc.
<p>Policy in the new DPDs should reflect planning policy at all levels which seeks to direct new housing to locations which exhibit the following characteristics:</p>	MAI006	Boyne Valley Property Company Ltd

Other Comments Submitted

Response	Respondent ID	Name
<ul style="list-style-type: none"> • Urban locations; • Previously developed land; • Sites in areas of good accessibility; and • Sites close to local services and facilities. In these such locations where appropriate higher density levels should be sought. <p>This site was promoted in 2008 in the SHLAA, it is disappointing to see that this site has not been included in the SHLAA under sites over 0.25 hectares.</p>	MAI007	Mrs Thomas & Mr McElhinney
<p>The increased housing requirement in the South East Plan is to be met in part by a Green Belt review by RBWM. The supporting text to policy WCBV1 to the proposed changes to the south east plan identifies that while Green Belt policy remains central to the core strategy, its current boundaries should not be considered inviolate if the economy is to be supported and a step change in housing achieved. This is acknowledged by the Council in their assessment of land to be added to the Green Belt.</p> <p>In the absence of a Green Belt Boundary review we do not accept that the core strategy will satisfy the "soundness" tests as required by PPS12.</p>	MAI009	Rowan Asset Management
<p>This response is on behalf of Rowan Asset Management, owners of 110-114 High Street, Maidenhead.</p> <p>As well as using density the Core Strategy and AAP should ensure that other indicators for what is appropriate on a given site. These other indications include design and impact on surrounding area.</p> <p>By providing high densities in urban areas, there will be more smaller units which are more affordable than larger units.</p> <p>The situation of developers in the economic slump should be considered in the consideration of the provision and level of affordable housing with more flexible thresholds.</p>	MAI011	Derreb Ltd
<p>Derreb Limited own 88/90/90A High street and a large frontage to West Street.</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>West Street is in need of revitalisation and is an underused asset of Maidenhead Town Centre.</p> <p>There is demand for modern grade A offices in Maidenhead Town Centre - the currently empty office space is obsolete as are dated.</p> <p>Offices provided centrally to the town centre would help to increase the usage of the shops where office workers would do their shopping before work, during their lunch hour and after work, thus reducing private car journeys and benefiting the town centre.</p>	MAI013	SLAM Solutions Ltd
<p>Would like to promote a proposal for the relocation of a professional rugby club to Maidenhead. The associated development that will comprise of residential development, office employment and retail plus an 18,000 seater stadium.</p> <p>The site is on land to the west of Maidenhead between the A4 Bath Road and the London / Paddington - reading railway line. (Plan attached) The land is in the ownership of the Westacott family. Its area is approx 275 ha. The proposal will act as a focal point and catalyst for inward regeneration and rejuvenation of Maidenhead itself</p>	MAI016	Irish Life Assurance Plc.
<p>It is important that the Core Strategy sets out some perimeters for the preparation of the AAP.</p> <p>Core Strategy should provide some guidance as to the scale of the additional retail floor space anticipated in Maidenhead town centre. Maidenhead town centre does not function in isolation, and sits within a defined retail hierarchy.</p> <p>Section 3.1 explains that Maidenhead is a "Secondary Regional Centre" in retail terms, and the Core Strategy should confirm whether it is the intention that new development in the town centre should change this position. A floor space guide or limit will assist this explanation.</p> <p>We note in Section 5 that the Council is only suggesting one option for Maidenhead town centre i.e. retail growth. In turn this arises out of the commentary at paragraphs 4.10-14. Whilst this is a laudable objective that Irish Life supports in principle, the Core Strategy should also consider other options should the objective of retail growth not be achieved. There should be reference in the Core Strategy to maintaining and enhancing the Nicholson Centre as the town's primary shopping facility.</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>Whilst our client welcomes the inclusion of the reference in the box at section 5.2 of any retail growth in Maidenhead being located where it can support the existing core shopping facilities, in our view this is too vague. The text box should be amended to specifically refer to the need to properly integrate any significant new development to the existing shopping core.</p>		
<p>Welcome reference (2.12) to the Borough being a prime location for business.</p> <p>2.14 flags up potential town centre issues, which suggests a need to create a more vibrant and vital town centre for Maidenhead, including offices to increase footfall.</p> <p>Careful consideration should be given to the most appropriate places to accommodate employment floor space.</p>	MAI017	CBRE SPUK II (No.7) Ltd
<p>-Client owns the land south of Stafferton Way</p> <ul style="list-style-type: none"> - The SHLAA demonstrates that the urban areas are only capable of providing 75% of the housing requirements. - Also from review of the SHLAA only 9% of the identified supply is on allocated sites. - Without the identification of sufficient sites the Core Strategy cannot effectively manage housing releases in the Royal Borough. To most effectively respond to the future housing shortfall the Royal Borough will need to use the findings of the forthcoming Green Belt Review to provide the appropriate framework for housing delivery and manage the release of Green Belt sites for housing development. A criteria based policy to assess the release of these identified sites from the Green Belt will ensure that the role of the Green Belt is not compromised in the Borough. - We therefore promote land south of Stafferton Way already partly identified as site 47 in the SHLAA for potential development as part of Maidenhead's Town Centre Growth. The site is already affected by built development, it relates well to the built up area, is easily integrated within existing road patterns and facilities and makes effective use of existing infrastructure and available investment. The SHLAA should therefore identify the whole of the site. 	MAI018	Kennet Properties Limited
<p>Client owns an area of land 7.2ha in size accessed off Kimbers Lane and is bordered by the A404(M) to the west and the A308(M) to the south. Both roads act as defensible boundaries to the site. This is also a fairly sustainable location.</p>	MAI020	Messrs Rockwall & Lutman

Other Comments Submitted

Response	Respondent ID	Name
Our client supports the basic coverage of the development management policies particularly in respect of Rural Exception Housing; Tourism and Leisure; Existing Employment Development; River Thames Corridor and Green Belt policies.	MAI021	MDL Developments Ltd
The Royal Borough should act decisively to protect the character of the area. Agree with using fewer resources in future developments to help make the borough a more sustainable place to live work and visit. Developers should aim to add to the local environment through planting trees and plants.	MP1	Teresa May MP
Need to retain Maidenhead's position as a dynamic and important centre of commerce. The LDF should not place such stringent requirements on developers that no one will be prepared to invest in the area (especially in Maidenhead Town Centre).		
It is important to encourage local design statements - especially village design statements.		
Need to retain the identity of Cookham and a green wedge between Cookham and Maidenhead. Agree with the Cookham Society that the plan to build a sports centre and housing estate on North Moor is ill considered.		
Concerned that White Waltham airfield is being considered for large scale development. This would alter character of area.		
There is little reference in the document to the impact of Crossrail on Maidenhead		
I would like RBWM to oppose central Government plans to require the building of large numbers of new homes in the Royal Borough. We are already overcrowded. Need to move the jobs to parts of the country where the existing housing stock is underused. The first jobs which need to be moved are those under the direct control of central Government.	RES1	Bob Eagle
As the ruling party at the Council is committed to protecting Green Belt, where is the land going to be found for new development? The Development Control Panel keep on refusing applications which does not help in finding development land	RES2	M. Malhortra
On the consultation maps, the borough appears as if it is an island. There are major conurbations adjacent to the borough whose existence cannot be ignored when considering the options. This makes it an invalid consultation.	RES3	Robert Galgut
Our family is devastated to find that the field's need our house are being considered for housing development. We regularly walk the fields from Pinkney's Green towards Cookham and Cannon Court Farm. It is an activity that we undertake as a family and helps to keep us fit.	RES5	Shay Knowles

Other Comments Submitted

Response	Respondent ID	Name
<p>We do not want any more development but if this is necessary, then do as much Brownfield development as possible. High rise housing is visually more desirable in the town centre but is not desirable for families with children. The more congested the town centre becomes, the more you will need the surrounding countryside for people to escape to.</p> <p>We moved out of London to Maidenhead, as it is a small, quiet town with parking available most of the time, where we can be close to the countryside. I imagine that most inhabitants of Maidenhead feel the same.</p>		
<p>We would not be happy for development to take place on Green Belt land, such as the land to the west of Ruddleway, Dedworth. We enjoy walking along Willows Path. Nor would we be happy for an intensification of housing on our development. Semi detached houses are a valuable source of housing that should not be lost.</p>	RES6	Mike & Sally Moss
<p>Summary: Maidenhead needs more quality shops, not flats or offices. Concerns over appearance of Sainsbury's development. Previous decisions haven't taken into account road / rail / environmental constraints e.g. recent development of flats by Maidenhead Bridge.</p> <p>Concern at use of Brownfield sites (note: appears to be under the misapprehension that these have been condemned as being unsuitable for housing).</p> <p>Concern about new school in Cox Green and impact on roads - would have preferred money to be spent on old site in Holyport instead.</p>	RES7	Rita Bryant
<p>Acknowledge receipt of Core Strategy Options Consultation document and understand that it has been published for consultation in accordance with paragraphs 4.27-4.29 of PPS12.</p> <p>Upon publication at Regulation 27, please send one paper copy and one electronic copy of the DPD. Upon receipt PINS will enter into a Service Level Agreement.</p> <p>Upon Regulation 27 stage, please ensure that the specific date for submission for examination is confirmed. Ensure that a Programme Officer is in place upon submission, although strongly recommend that they are in post by Regulation 27 publication stage.</p> <p>Please note 3 publications which will prove useful</p> <ol style="list-style-type: none"> 1. The Planning Inspectorate Publication "Local Development frameworks Examining Development Plan Documents: Soundness Guidance" (July 2008). 	STAT1	Planning Inspectorate

Other Comments Submitted

Response	Respondent ID	Name
<p>2. The Planning Inspectorate publication "Examining Development Plan Documents: Procedure Guidance"</p> <p>3. The "Plan Making Manual" produced by PAS.</p>		
<p>Key concerns are:</p> <ol style="list-style-type: none"> 1. Spatial Specificity distribution and Deliverability: It is unclear as yet whether the Core strategy will be sufficiently spatial in content and clear with regards to the what, when, where who and how of delivery. 2. The Future of Rural Areas: It is not clear as yet whether the core strategy will help maintain/ improve the future sustainability of the rural areas. 3. Housing supply: It is not clear as yet whether the Council intends to and will be able to justify a case for a substantial proportion of its housing supply coming forward as windfalls. <p>A schedule is attached which sets out a number of other comments:</p> <p>Spatial Specificity, Distribution and Deliverability.</p> <p>While it is acknowledged that the Core Strategy is still evolving and some spatial work has already been completed (for example sections 2 & 3 identify various issues but at a fairly general level), one of the key tasks before submitting it will be to ensure:</p> <ol style="list-style-type: none"> a. The spatial content of the Core Strategy is clear and appropriate. For example, the current aims and objectives (eg paras 4.4 & 4.30 & table 6.1) are very general and appear to repeat national policy, rather than apply it to local circumstances) Future iterations but especially the submission Core Strategy will need to contain much more complete, detailed and place-specific visions/ objectives/ policies/ proposals/ targets. You may wish to view the emerging Core strategies in areas such as Dover, Brighton and Vale of White Horse. b. The spatial strategy should be based upon an assessment of future circumstances and needs. It should not simply be an unthinking continuation of past policy or current capacity. For example, what are the implications of Crossrail and other rail investment on the suitability of particular settlements for development? What are the implications 	STAT2	GOSE

Other Comments Submitted

Response	Respondent ID	Name
<p>of the Water Framework Directive or Habitats Directive on the location, level or type of land uses and development? What are the spatial implications of current and likely future housing need? Therefore future iterations of the document need to be clear with regards to future issues being addressed by it.</p> <p>c. The links between the plan and its implementation, monitoring and management are clear and appropriate, such that the Inspector and others will be able to clearly understand and assess the deliverability of the plan. Future iterations but especially the submission Core Strategy will need to be clear how the plan, its evidence base and its sustainability appraisal/ strategic environmental assessment/ appropriate assessment mutually reinforce each other. Therefore, there will need to be either with each policy, or in a separate section, SMART (Specific, Measurable, Agreed, Realistic, Timed) delivery details.</p> <p>d. As part of this process, for various aspects of the plan, the Council will need to ensure that its policy is based upon clear viability evidence; for example with regard to affordable housing per se, supply of infrastructure etc. Viability evidence will need to take account of both cost and timing issues.</p> <p>The future of rural areas It is not clear how the plan will affect/ help support the future sustainability of the rural areas. For example, the section 2 maps only name the main settlements. While it is right to focus development in the main towns, it is not clear how much development may be appropriate and may be delivered in the smaller settlements. For example, if numbers of dwellings are kept artificially low, they seem likely to contribute little to the task of delivering the right houses in the right locations at the right time as required by PPS3, and little to the Council's aim to increase affordable housing in rural areas.</p> <p>We are also unclear how settlements relate to each other. Given that they are not isolated islands, but rather form a mosaic of communities, how do clusters of settlements currently share facilities and services, and what potential is there to enhance this sharing in future in order to avoid villagers having to travel longer distances if all services are only maintained in the largest towns? And in what ways do the existing Royal Borough settlements relate to/ rely upon/ now or potentially in future provide services for communities beyond the district boundary? Similarly, what discussions have the Council had with service providers with regards to the known or potential means by which services will be delivered in future, for example, by mobile means/ shared premises/ electronically, that may impact on the sustainability of individual or clusters of settlements?</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>The Council will need to carefully reflect on these issues before bringing forward future iterations of the Core Strategy, responding as appropriate to the type of questions posed in the Taylor Report, and in the Government's recent response. For example, in terms of sustainability the question to ask is perhaps not whether the settlement is sustainable now, but rather whether development of a given size/ location/ form will make the settlement or cluster of settlements more or less sustainable in the future – balancing social, economic and environmental concerns.</p> <p>Housing Supply: Windfalls</p> <p>The document at para 5.19 acknowledges that one of reasons for the Inspector finding the previous Core strategy unsound was its reliance on windfalls. For the avoidance of doubt GOSE would comment as follows on the general issue of windfalls:•</p> <ul style="list-style-type: none"> • GOSE is aware that various Core Strategy Inspectors' Reports have addressed similar issues. For example, the Royal Borough of Windsor & Maidenhead Inspector found the Core Strategy unsound inter alia due to its high reliance on windfalls, while the Reading Inspector found their local case for windfalls to be robust and the Wycombe Inspector amended the plan to make it Sound. It is a basic requirement for all Core strategies to set out the distribution of development such that it will support their place shaping visions. It is clear, therefore, that the absence of an appropriately spatial and detailed housing distribution carries a strong risk of unsoundness.• • PPS3 is predicated on front-loading and certainty, i.e. identifying as early and as clearly as possible the housing supply over the plan period. That windfalls may be small sites not readily identifiable does not mean that they cannot be planned for at a strategic level. For example, historic windfall delivery rates and their geography may indicate that broad locations can be identified for future delivery (i.e. the towns/ suburbs/ villages/ clusters of villages etc where windfalls may be predicted to arise and hence be planned for/ encouraged by the Core Strategy), and then monitored and managed (particularly if the anticipated supply fails to come forward). It is not the case that the Core Strategy has to identify in detail the whole housing supply, rather it should contain the Council's commitment to doing so over the plan period and the framework to do so that will guide an appropriate portfolio of DPDs and decisions. • Government policy/ PPS3 are seeking to secure a step change in both overall housing delivery and the means of that delivery. Part of this process (first mentioned in the Communities Plan several years ago) is the requirement for Local Authorities to be 		

Other Comments Submitted

Response	Respondent ID	Name
<p>proactive in the identification and delivery of land for housing. An over reliance on windfalls would indicate passiveness not proactivity, and is likely to produce doubt not certainty!*</p> <ul style="list-style-type: none"> Housing delivery is about more than meeting the strategic requirement. It is, <i>inter alia</i>, also about meeting need such that the right amount of housing of the right type is located in the right places at the right time in a sustainable way. Councils that have a robust distribution and a commitment to delivery will be better placed to ensure the delivery (by themselves or others) of all aspects of sustainable communities, by guiding development and supporting infrastructure to particular locations. Councils that do not, risk relying on piece-meal, uncoordinated delivery dictated by other parties; or late or no delivery of needed development/ infrastructure; or the undermining of the Council's own vision/ <p>Community Plan</p> <ul style="list-style-type: none"> An over reliance on windfalls may threaten the Council's own Vision in other ways. For example, it may put pressure on sites that are needed for employment, retail or community services; or lead to a greater requirement for land beyond current settlement boundaries to be developed.* An over reliance on windfalls may also jeopardise the Council's ability to deliver a responsive and better choice and mix of housing. For example, what are the implications if the windfalls are mainly town centre or small sites or sites in remote locations, whereas the need is for family housing with gardens or affordable housing in rural villages? <p>Genuine windfalls (i.e. totally unknown and unknowable, rather than simply not ever allocated in a plan but could have been) are a finite resource. Recent increases in their delivery are likely to be due to the implementation of PPG3 that focused particularly on urban brownfield sites, and may not be repeated. Equally, stronger policy regarding the likes of floodplains or Special Protection Areas may mean that sites that may once have come forward for housing will no longer do so. Moreover, the location of potential windfalls may not match the location of need or fit with the overall strategy; and the strategy should not be dictated by the presence of windfalls. Thus past performance is not necessarily a good basis for future planning.</p> <p>The Council will need to reflect carefully on these points and any others relevant to any para 59 case before moving to submission.</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>Broadly support the overall approach set out in the document.</p> <p>Transport Evidence Base</p> <p>Evidence base should include an evaluation of the impacts of development (housing, employment and other major sites) in the preferred spatial strategy on the SRN. Ideally the evidence base would also assess the relative impacts on the SRN of the different spatial options that are being considered by the Council. This would also help to ensure that the final option selected by the council is the most appropriate strategy when considered against the reasonable alternatives and would help to ensure the Plan is in line with PPS12 paragraph 4.36 and therefore sound.</p> <p>Para 4.8 and 4.9 of PPS12 referred to. HA considers it essential that the infrastructure planning identifies measures to mitigate impacts on the SRN including costs and funding sources. It may also be important for the infrastructure planning process to identify the phasing of these mitigation measures with development - for example identify whether individual sites are dependent on the delivery on particular mitigation measures prior to the opening of the development.</p> <p>If measures are required to mitigate impacts on particular parts of the SRN, it is recommended that council should in the first instance seek to explore demand management-based mitigation, for example by improving access to public transport. Making smarter travel choices easier, and implementing measures to reduce dependence on and use of the private car. The HA would be happy to provide advice on potential mitigation measures. If highways improvements are required, in particular to the SRN, it will be important to demonstrate that these measures are only considered as a last resort after a full range of sustainable alternatives have been explored. This would be in line with national policy as set out in DfT Circular 02/2007 (para 8) and would help to ensure the plan is sound in line with para 4.52 of PPS12.</p> <p>The HA is happy to meet the Council in the near future re progress on its transport model. If the council has chosen not to commission a transport model, the HA would be happy to discuss alternative approaches to the evidence base through a transport model would be the preferred option. It is considered essential that the transport evidence base is completed well in advance of the next stage of consultation in order to allow appropriate time for mitigation measures to be identified and agreed. The HA would be happy to meet the Council to discuss the programming of the transport evidence base in relation to the different stages of consultation.</p>	<p>STAT3</p> <p>STAT5</p>	<p>South East England Partnership Board</p> <p>Highways Agency</p>

Other Comments Submitted

Response	Respondent ID	Name
<p>Require some expansion on Water Quality policy and greater elaboration on Flood Risk and Flood Risk policy to satisfy EA requirements. However, in many sections, the issue of Biodiversity is well covered. Pleased to see a continuing theme of recognising the watercourse as an amenity feature.</p> <p>The earlier sections of the document are weaker and many paragraphs would need to be made stronger if they are carried through to the issues and options and submission document. The opening paragraphs need enhancing to back up latter sections requirements.</p>	STAT6	The Environment Agency
<p>Natural England recommends that the issues discussed and agreed in the Statement of Common Ground are taken into consideration during the development of policies in this new version of the Core Strategy.</p> <p>The emerging development plan documents should aim for a net benefit to biodiversity over the Plan period and this should be reflected in all aspects of the plan from the vision to specific policies.</p>	STAT7	Natural England
<p>Section 2</p> <p>Para 2.2 - the contribution of non-designated assets needs to be recognised and some recognition of heritage assets at risk would add value to this section. EH website provides information on the heritage at risk programme.</p>	STAT8	English Heritage
<p>Attention is drawn to the Sport England Strategy (June 2008). Further Sport England guidance includes a checklist for the development of a core strategy.</p> <p>Evidence Base</p> <p>With regard to sport and active recreation this evidence base should take the form of a PPG17 compliant assessment of open space, sport and recreation provision within the Borough.</p> <p>A PPG17 assessment should be supported by associated strategies which go beyond an assessment and the setting standards of provision. The strategies should develop the assessment work to provide recommendations and priorities for improving provision in line with the wider objectives for the area, as set out in relevant plans and strategies eg sustainable community strategy. The development of such strategies will in turn provide clear infrastructure requirements for such provision which can be fed into the development of the CS and wider LDF. A checklist is provided by the consultee.</p>	STAT9	Sport England

Other Comments Submitted

Response	Respondent ID	Name
<p>Reference to the Open Space Study (2008) and Playing Pitch Strategy (2001) within the justification for the 'open spaces, sport and recreation' development management policy is noted. Given the importance of the evidence base the appropriateness and robustness of these documents should be reviewed.</p> <p>It is unclear from the consultation document whether the provision of formal indoor sports provision is covered within the Open Space Study. In addition it is not clear whether this provision will be included under the 'open space, sport and recreation' or 'community facilities' headings.</p> <p>Suggested that the Council refers to Sport England's 'Planning for Sport and Active Recreation: Objectives and Opportunities' document.</p>	STAT10	Thames Valley Police Authority
<p>Enclosed is a copy of the Guidance document produced by TVP and adopted by a number of the South East Region's Police Forces concerning the inclusion of community safety and crime/fear of crime reduction measures in LDF documents. Comments on the Options Consultation document should be read in conjunction with the TVP document.</p>	STAT11	RSPB
<p>Welcome the work that has been undertaken to date and in particular support the aim to 'protect and enhance the natural environment'</p>	STAT12	The Coal Authority
<p>No specific comments to make on the document at this stage.</p>	STAT13	Berkshire East Primary Care Trust
<p>Section 2 Support para 2.23</p>	STAT15	National Grid
<p>A list of National Grid infrastructure in the borough has been provided. Also, contact details for further advice. No comments have been received in relation to the consultation specifically.</p>	STAT18	Slough Borough Council
<p>The Planning committee considered the documents and the implications for Slough at its meeting on the 15th April 2009. It was noted at this meeting that the proposals are unlikely to directly impact on Slough and therefore there are no comments to make on RBWMs emerging LDF Options at this stage</p>	STAT20	Wokingham Borough Council
<p>The Council has no comment on any of the options or questions detailed in the document other:</p> <ul style="list-style-type: none"> RBWM will need to satisfy itself that sufficient land is identified in sustainable locations to meet the requirements of the emerging <p>South East Plan</p>		

Other Comments Submitted

Response	Respondent ID	Name
<ul style="list-style-type: none"> any review of Green Belt boundaries to accommodate growth to achieve the requirements of the emerging South East Plan should have regard to the forthcoming Inspector's Report into the Wokingham Borough Core Strategy together with national and regional policy. This will help ensure consistency of approach with neighbouring authorities. 		
<p>The MODs principle concern with respect to development in the Royal Borough is ensuring that structures particularly tall buildings do not cause and obstruction to air traffic movements at MOD aerodromes or compromise the operation of air navigational transmitter / receiver facilities located in the area. MOD height and technical safeguarding zones for the main operational base of RAF Northolt extend over RBWM.</p>	STAT24	Defence Estates
<p>I can confirm that the following sites fall outside of a statutory safeguarding zone: Cookham Rise, Maidenhead, Windsor, Old Windsor, Ascot and Sunninghill therefore the MOD has no safeguarding objections for development within this area. However in relation to Datchet this falls within the height safeguarding zone where any development exceeding 91.4m above ground level should be referred to this office for comment</p>		
<p>Royal London Mutual Insurance Society Limited are a significant landowner in RBWM:</p>	W&M1	Royal London Mutual Insurance
<p>Proposed Site 1: Minton Place, Windsor</p>		
<p>Proposed Site 2: 32 Peascod Street, Windsor</p>		
<p>Proposed Site 3: Statesmans House, Stafferton Way, Maidenhead</p>		
<p>Proposed Site 4: Former Steifel Building Site, 68 Lower Cookham Road, Whitebrook Park, Maidenhead.</p>		
<p>Proposed Site 5: Pendragon Car Dealership Site, Bath Road.</p>		
<p>Sainsbury's Supermarkets Ltd currently operates a store in Maidenhead and is considering other opportunities to invest within the Royal Borough.</p>	W&M2	Sainsbury's Supermarkets
<p>Whilst we generally support the focus of retail growth as stated in the Options Consultation, we wish to emphasise that convenience retail growth should be targeted to relevant catchment areas where need has been identified. This means that locations outside Windsor and Maidenhead town centres should be considered where appropriate. In this respect, the emerging policies should more closely reflect the guidance in PPS6.</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>General Comments</p> <p>Concerned that the consultation does not adequately recognise the importance of churches and faith groups. This is surprising given that the major political parties have made their regard for groups such as ours and of the increasing need to be involved in the development of the social fabric of society.</p> <p>Concerned that this omission can intentionally, or unintentionally discriminate against the effective functioning and growth of a faith group such as King's Church International.</p> <p>Request that RBWM takes serious recognition of the value of faith based groups such as King's Church International and help to acquire our own facilities.</p> <p>The church is actively looking for land and facilities that will enable its work to find a home and to expand in the future.</p> <p>The church is open to purchasing suitable buildings, adapting existing buildings and purchasing land which could be developed.</p> <p>Requirements</p> <ul style="list-style-type: none"> • A large hall or meeting facility (to accommodate a minimum of 1200 people plus ancillary facilities, designed in such a way as to be suitable for use on major occasions by other organisations. • Training facilities: Smaller hall (up to 300 people) which could be used for lectures, dinners, weddings, funerals etc; classrooms, which are necessary for the children's ministry, small groups and seminars. • Children & Youth sports facilities; outdoor recreational facilities; social areas. 	WIN1	King's Church International
<p>Land at Oakley Green should be identified as a strategic location for a sustainable urban extension to Windsor.</p> <p>Disappointing that very little progress has been made on the Core Strategy particularly in relation to identifying strategic locations for growth. No options are put forward for sustainable urban extensions on the edge of the major settlements.</p>	WIN6	D J Squire & Co Ltd

Other Comments Submitted

Response	Respondent ID	Name
<p>The approach does not embrace the guidance in the Secretary of State's proposed changes to the South East Plan that the housing requirement figures set out in the Plan should be treated as a minimum and that Local Planning Authorities are encouraged to test higher levels of provisions for housing through their LDDs.</p> <p>Lack of consultation on strategic locations means that the people and organisations are being expected to comment on alternatives strategies without being provided with any meaningful information on the locations that could reasonably be considered and their relative merits.</p> <p>The lack of any assessment of the quality of the Green Belt land around the major settlements (or even additional land that has apparently been identified as suitable for inclusion in the Green Belt) significantly devalues the consultation exercise. The Council has failed to take account of the previous Core Strategy Inspector's concerns that resistance to a review of the Green Belt boundaries might exacerbate pressure for development on land with poor sustainability credentials, higher levels of flood risk or that is affected by the Thames Basin Heaths SPA.</p> <p>This is particularly relevant given the inclusion in the latest version of the South East Plan (Proposed Changes) that in accordance with PPG2, all authorities in the Western Corridor and Backwater Valley sub-region will need to demonstrate via their core strategies that all necessary development can be accommodated up to and beyond the plan period without the need to revise their Green Belt boundaries. Where this is not the case they will need to consider revisions that may also include the use of existing, or designation of new safeguarded land.</p> <p>The emphasis on residential density appears to result in a lack of any cohesive alternative scenarios for the future that link the various policy strands. The consultation follows the old-style local plan topic-based approach rather than the spatial planning approach now required by government policy. Eg the lack of any linkage between economic aspirations and the type and suitable location for housing that will help achieve those aspirations.</p> <p>Similarly no strategic options are explored that link the location of new employment development with new housing.</p>	WIN7	St Congar Properties Ltd
<p>The strategy does appear to be directing the vast majority of new development, particularly office development to Maidenhead. It is understood that Maidenhead is a major town with a pool of existing office floorspace, Windsor is also a major town (as acknowledged in the RSS) and is a key business location. Research undertaken by</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>Savills has demonstrated that there is a demand for high quality ('A' grade) medium to large office floorspace in Windsor which is not currently being catered for through existing small to medium sized office units in Windsor.</p>		
<p>Savills therefore consider there is a shortage of office buildings which provide high quality efficient and flexible working environments for those companies who require medium-large office floorspace within Windsor. Savills' findings indicate that this shortage has had the following implications on Windsor's economy:</p>		
<p>Local business in Windsor</p>		
<p>Home-grown Windsor based businesses that are looking to expand are not able to be accommodated in Windsor because of a lack of available office floorspace of a sufficient size and quality; Business Migration into Windsor Large companies that want to move to Windsor are unable to be accommodated because of the lack of available high quality office floorspace of a sufficient size</p>		
<p>Skilled Labour</p>		
<p>Skilled workers within Windsor currently have to travel to places such as Slough and Maidenhead to find work because there is a lack of available employment within Windsor. This in turn encourages people to travel by car.</p>		
<p>The implication of the above is a knock on effect on Windsor's economy which is exacerbated by the current economic climate. There is therefore an excellent opportunity for Windsor to become a sustainable economic hub whilst protecting its heritage through well-designed, good quality office buildings. Encouraging the re-development and intensification of existing employment sites, particularly if they are old and in need of rejuvenation, would be a sensible and logical way of encouraging new jobs in a sustainable manner. This will not only protect the Green Belt but encourage sustainability through the provision of newer, more environmentally friendly buildings</p>		
<p>Previous Work on the Local Development Framework:</p>	WIN8	Farmglade Ltd
<p>Paragraph 1.10 Representation made by Planning Perspectives LLP on behalf of Farmglade Limited. We disagree with the phrasing in the penultimate sentence of this paragraph, which states, that the Inspector also considered that a review of Green Belt land could also be supported.</p>		

Other Comments Submitted

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<p>From our own reading of the Inspector's report, the Inspector considered that this issue was more important than the above phrase suggests. In fact, in his final report on the previous version of the Core Strategy, the Inspector stated that a Green Belt review is both appropriate and necessary in order to ensure that strategic land requirements are met.</p> <p>Land Availability:</p> <p>Paragraph 2.37 Representation made by Planning Perspectives LLP on behalf of Farmglade Limited. We agree with the last sentence of this paragraph, which recognises the need to address the shortfall in housing targets. However, we have made separate representations to the Strategic Housing Land Availability</p> <p>Assessment (SHLAA) and it is clear from our own analysis that the shortfall identified by the Royal Borough is an inaccurate reflection of the situation and in fact there is a danger that the shortfall is greater than the 1,700 dwellings identified.</p> <p>Vision:</p> <p>Paragraph 4.6 We disagree with the wording of the first line of this paragraph. The sentence states that, "The need for new homes will be met through maximising the re-use of previously developed land". We feel that "maximising" should be replaced by the word "optimising". Maximising implies that all previously developed land should be developed with the highest density scheme possible. This sends out the wrong message because it does not take into account site specific situations and it also seems to pre-judge which option should be taken, as referred to later in the document. The word "maximising" suggests that the Council feels that Option A: Higher Density Growth is the most appropriate way forward. This seems premature given that this paper is looking at the options only at this stage.</p> <p>Chapter 4: Aim 1 comments. Disagree. In the third bullet point relating to Aim 1, we believe (as per our comments in relation to Paragraph 4.6) that the word "maximising" should be replaced by the word "optimising". The word "maximising" sends out the wrong message as it pre-judges the situation and implies that Option A (higher density development) is the correct option from the outset, without taking into account the constraints or the existing characteristics of each individual site that could potentially be developed.</p> <p>Chapter 4: Aim 5 comments. Disagree. We disagree with the first bullet point in this Aim. Despite the clear need to re-assess Green Belt boundaries to allow for the shortfall in housing targets to be met (which we believe has already been inaccurately assessed and would in fact be even greater than the Options Paper and SHLAA suggest), the first bullet point instantly puts a blanket protection on the Green Belt. In our view this completely pre-judges</p>		

Other Comments Submitted

Response	Respondent ID	Name
<p>the situation. We believe that this sentence should read as follows, "Following the necessary review and adjustment to the Green Belt boundaries, the purpose of the Green Belt should be maintained, protecting it from inappropriate forms of development".</p> <p>Para 5.19:</p> <p>Paragraph 5.19 Representation made by Planning Perspectives LLP on behalf of Farmglade Limited. We agree with the Inspector's conclusions which suggest that, if additional land is required (which it clearly is), it will be necessary to look at land beyond existing settlement boundaries in the Green Belt.</p>	Y1	Danny Gomm
<p>Opposition to building within towns Pro comments. Maidenhead needs a lift as it's not very nice. Need more jobs within the town.</p> <p>Town centre needs some decent shops.</p> <p>Anti comments:</p> <p>Maidenhead is crowded already.</p> <p>Windsor is a nice place to live without changing it.</p> <p>Seem to be too many new houses and flats.</p> <p>Should build outside town with better transport links to centre.</p> <p>Support for building outside towns.</p> <p>Pro comments:</p> <p>As long as transport links are good (many responses).</p> <p>As long as housing is affordable.</p> <p>Anti comments:</p> <p>Loss of fields and countryside</p>		