



Summary Report on the 2016 Neighbourhood Development Plan Survey

Prepared by: IDA Consulting Limited on behalf of
Winkfield Neighbourhood Development Plan Steering Group
February 2017

Winkfield NDP Survey 2016

Introduction and objectives:	Page 3
Summary	4
Methodology and respondent profile:	13
Main findings:	
- Design and character	17
- Housing	20
- Community	27
- Business/Employment	30
- Green infrastructure/Environment	31
- Highways/Parking/Traffic	34
- General comments	37

1. Introduction and Objectives:

The Winkfield Neighbourhood Plan is being written by residents of the community and the Parish Council to help influence how the Parish evolves over the next twenty years. Once adopted, the Winkfield Neighbourhood Plan will be used in determining planning applications, as it will form part of Bracknell Forest Council's statutory planning documents.

To shape the proposals that will be contained in the plan, the NDP group designed a survey questionnaire to gather opinions from households in the Parish, with the objective of providing a robust basis as input to help:

1. Prioritise the needs of the community
2. Build the Neighbourhood Development Plan
3. Serve as a 'lobbying tool' to resolve issues
4. Gather evidence for Council and Community Planning

The survey was conducted during November 2016. By the survey close date 1,413 valid responses had been received: 541 online and 872 on paper. The survey respondent base is broadly representative of the Parish overall according to available census data, except that younger people may be slightly under-represented, which is typical of consultation surveys. Where opinions vary by age group, this needs to be kept in mind when interpreting the findings.

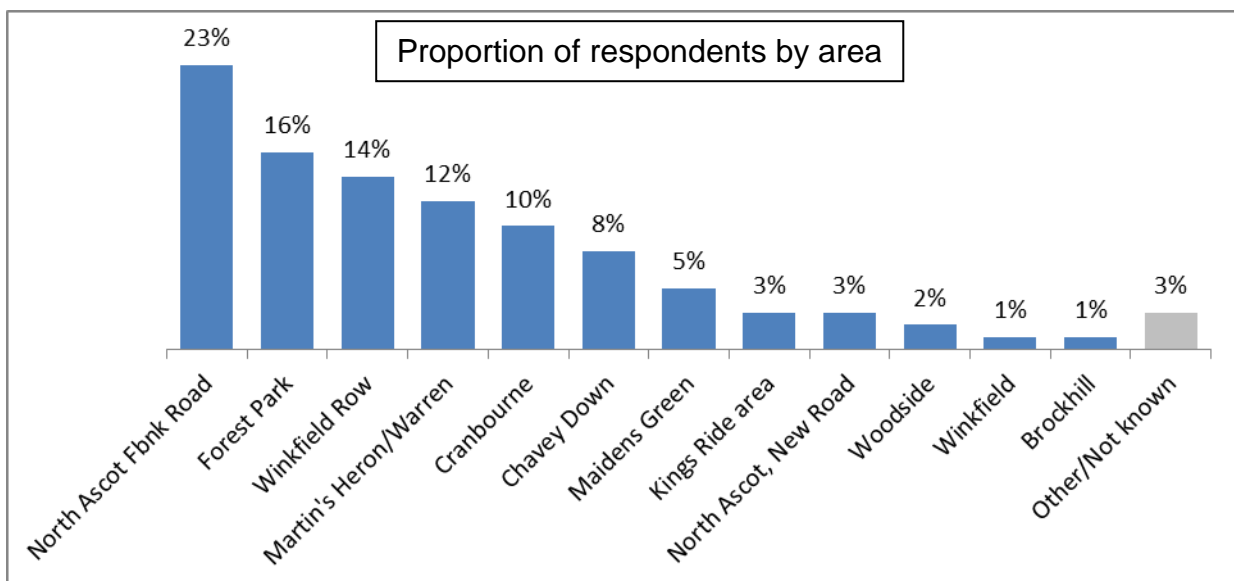
This report summarises the main survey findings, which in tabular form have been analysed in full, cross-profiled by online/paper, community area, homeowner/rental, gender, age group, ethnicity, employment status, presence of children, the use of key facilities, and time lived in the Parish. The tabulations analyse every question in the questionnaire, on an anonymous basis, showing aggregated numbers giving each answer and percentages based on all answering each question. Where questions have free-text answers, all the answers have been read and taken into account when preparing this report. The analysis is done in accordance with the MRS Code of Conduct on respondent anonymity, and under the rules of the Data Protection Act.

2. Executive Summary:

The survey provides a good representation of the views of the people in Winkfield. One survey questionnaire was delivered to each household in the Parish, so it is likely that most survey responses will be one per household, but some households may have done more than one since an online option of the survey was also available. The response rate is 21% of households, or 11% of adults, which provide robust overall 95% confidence limits of c. $\pm 3\%$ points.

However, since no accurate figures for age profile are available for Winkfield Parish, we have had to project from the Bracknell Forest Council census data by ward, although the areas do not correspond exactly. From this the indications are that, as often happens in these surveys, the younger (under 66) age groups are slightly under-represented in the responding sample – correspondingly, the 66+ age group is slightly over-represented here. The answers to some of the survey questions do vary by age group, so we will comment when that occurs.

Nearly a quarter (23%) of the survey respondents are from North Ascot Fernbank Road area, 16% are from Forest Park, 14% are from Winkfield Row, and 12% are from Martin's Heron and The Warren.



1. Design and character

The five aspects which have the most positive impact in contributing to the character of the area are seen (in order) as:

- Easy access to natural woodland and open spaces (77% said **very** positive)
- Mature trees, hedgerows and shrubs (71%)
- A rural feel (67%)
- Outside garden space, front and rear of properties (62%)
- Off street parking (56%)

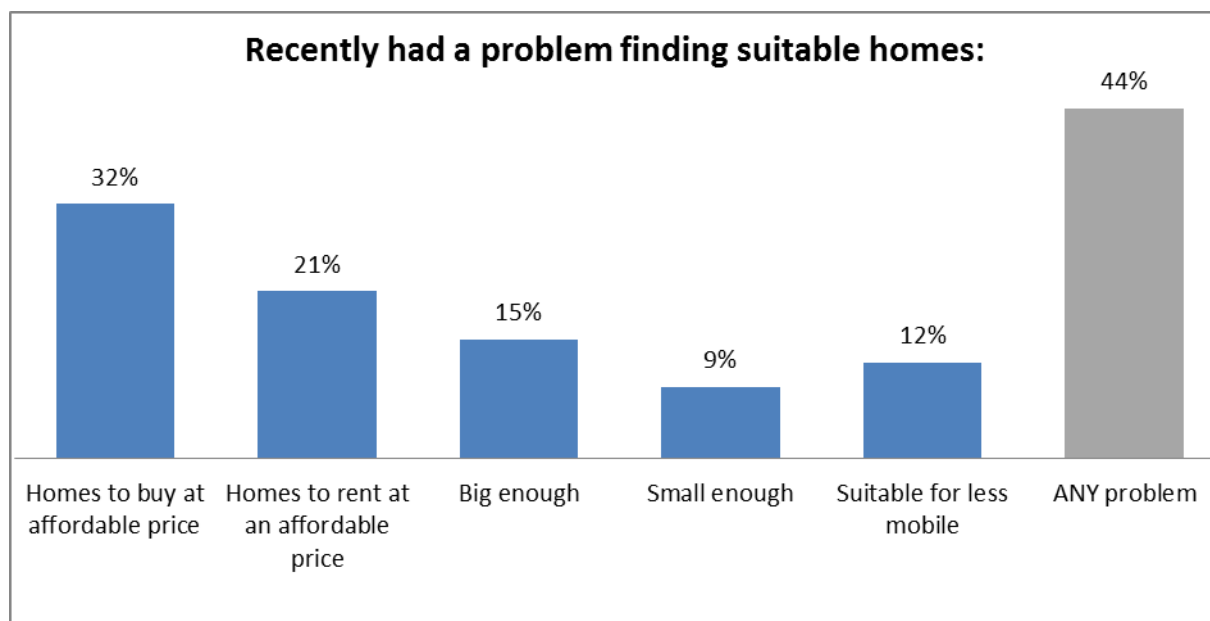
Most other aspects are still seen as having a positive contribution, apart from on street grass verge and pavement parking – two thirds feel this detracts from the character of the area. A third feel that ‘innovative and modern style buildings’ and ‘gated communities’ detract from the character of the area.

In respect of garages and storage, the strong overall majority - 79% - agree that the building of garages and garage conversions requires careful management in a specific policy for Winkfield Parish. In free-text several comment that most households do not use their garages for parking cars, something which is borne out by other surveys. Similarly, most residents - 85% of respondents - agree that extensions require careful specific policy management.

Parks and open spaces, churches and pubs were the most frequently mentioned ‘landmarks’ which should be considered for inclusion as character assets for the area. A full listing has been provided, but the most often mentioned specifically were Lily Hill Park, Savernake Park, South Hill Park, Swinley Forest, Englemere Pond, and Locks Ride. Looking at buildings, St Mary’s Church Winkfield is very often mentioned, as are pubs (especially The Foresters, The Royal Hunt and The Old Hatchet) and then Ascot Priory and Carnation Hall. All the sites mentioned are listed in page 30 of the analysis tabulations.

2. Housing

There is a problem in Winkfield Parish with matching housing with the needs of residents. Many (44% overall – based on all respondents) report that they or a family member have recently had difficulties finding suitable accommodation in Winkfield Parish, particularly homes to buy or rent at an affordable price.

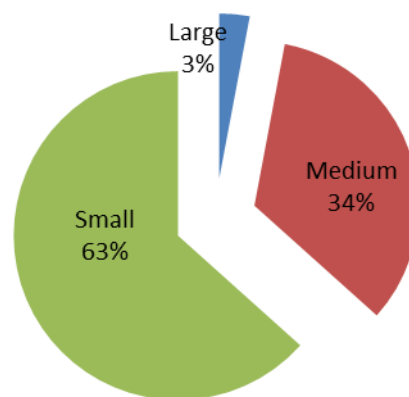


Asked what **type** of housing they feel is most needed over the next 20 years for their family and friends, starter homes, smaller housing and specialist accommodation for the elderly are the most often mentioned sectors. Relatively few feel the need for luxury housing or houses with 5+ bedrooms, and very few want to see flats more than 3 storeys high. Naturally, these responses vary somewhat by age.

Starter homes	56%	Private rented	23%
Specialist housing - older people	52%	Social rented	23%
2-3 bed house	46%	Flat (less than 3 storeys high)	21%
Warden assisted retirement housing	44%	Self-build plots	20%
Bungalows/single storey	41%	Homes with office/workshop space	17%
Smaller retirement housing	39%	Affordable social rented housing	17%
Homes to buy	38%	Shared ownership	17%
3-4 bed house	37%	Open market purchase	16%
Residential care	36%	Affordable social open market housing	16%
Eco-friendly	36%	Self-build	16%
1-2 bed house	32%	5+ bed house	13%
Nursing care	31%	Open market renting	10%
Low cost housing	30%	Luxury housing (£1m plus)	8%
Community housing	26%	Flat (more than 3 storeys high)	3%
Retirement village	26%		

There is a very strong preference for any developments to be in smaller units – fewer than 10 homes. Nearly two thirds express this preference overall, although levels do vary by area: residents of Winkfield and Chavey Down are the most likely to select smaller developments.

Developments most appropriate:



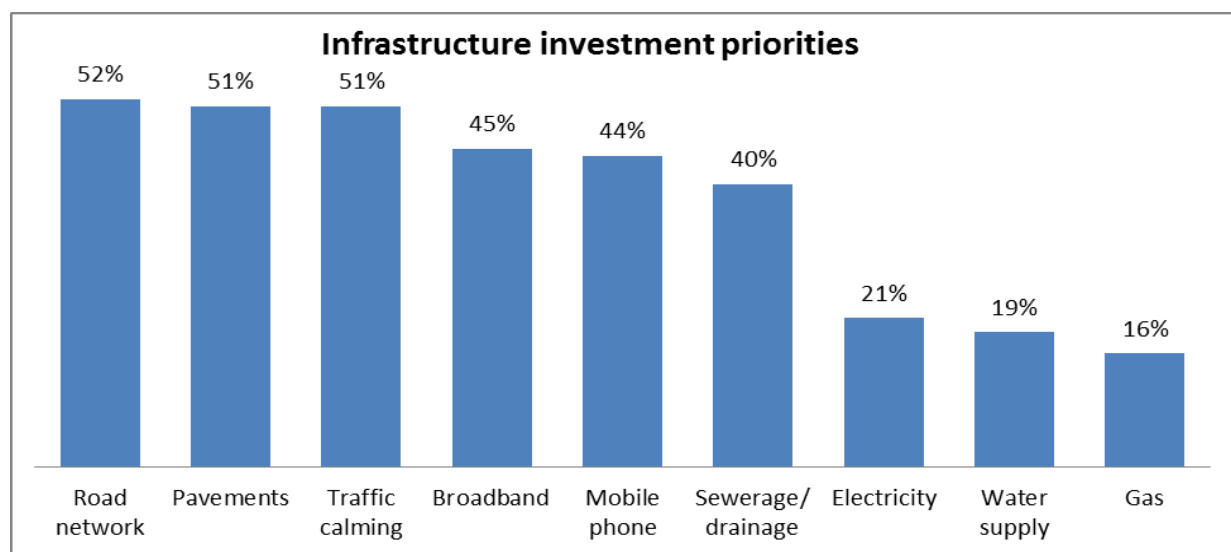
Residents feel that additional housing will put considerable pressure on all types of local infrastructure. Asked if pressure from infill developments to date has been “intolerable”, 72% agreed, 41% agreed strongly. Additional facilities should be built into the Neighbourhood Plan, to be located in Winkfield Parish:

- 89% agree that additional GP facilities should be provided
- 68% agree that additional schools are required
- 66% agree that additional childcare services should be provided

Considering current infrastructure services, water, electricity and gas are thought to be good, but people are less sure about sewerage/drainage, with 14% of all respondents feeling this is poor.

Other services are generally considered to be ‘acceptable’, although rather more say ‘poor’ than ‘good’. 38% feel that mobile phone connectivity is poor. Opinions are divided on traffic calming, but twice as many say that it is ‘poor’ than say ‘good’.

Priorities for investment in infrastructure reflect these opinions in part. The road network, traffic calming and pavements are seen as the main priorities for investment.



51% of respondents feel that there is a problem with car parking in Winkfield Parish, particularly on-street parking and at the station. 58% agree that policies in the NDP should protect and enhance the station and that additional parking is required.

The survey seeks to establish the opinions of residents in respect of how important they feel it is to keep individual housing areas physically separate. There is broad agreement that housing areas should remain separate from each other, protected by green and open space to maintain the identity of individual settlements. Naturally these opinions vary significantly by area of residence, but overall separation is seen as being most important for Winkfield and Winkfield Row (46% say this is 'essential' and a further 22% say it is 'important'), and less important for Brockhill, the Kings Ride area, Forest Park, and Martin's Heron and The Warren. Thinking about Winkfield Parish in 15 years' time, residents would most importantly like to see it described as 'safe' (mentioned by 70% overall as one of the 3 most important things for the future), 'rural' (53%), 'tranquil' (41%), 'attractive' (41%), and 'friendly' (36%). Exact priorities on this concept vary by age, with younger age groups giving a higher (than older age groups) priority to the area being seen to be friendly (after 'safe') and 'affordable', whilst the older age groups become more concerned with maintaining a rural and traditional environment.

Community facilities

In order of importance, nearly all (96%) say that a pharmacy is important, whilst just over three quarters feel that their actual access to a pharmacy is good – the largest gap between importance and satisfaction with actual access is in respect of a pharmacy.

Facility	% 'Important'	% 'Good access'
Pharmacy	96%	78%
Post Office	92%	76%
Recreational green outdoor spaces	91%	83%
General stores / newsagents	89%	83%
Children's equipped play area	80%	76%
Library	70%	60%

Satisfaction with the accessibility of facilities varies by area, largely due to the proximity of facilities to where people live. As a facility, pubs and cafes/restaurants were not listed, but many comment in free text that they are important, and just over a third say they use these facilities frequently (and a further half use them occasionally).

Based on people who answer each location:

Where you like to meet other people:	<u>Frequently</u>	<u>Occasionally</u>	<u>Never</u>
Play/recreation/sporting grounds	29%	40%	31%
Public House/Restaurant/Hotel	35%	52%	13%
Cafes/Coffee Shops	36%	50%	14%
Garden Centres	26%	51%	23%
Library	9%	25%	66%
Place of Worship	17%	22%	61%

In terms of awareness of and satisfaction with community facilities, two thirds agree that library provision and community halls currently meet their needs. Residents are much less sure about the provision of youth facilities such as youth clubs and activities in the area – 21% overall feel that their needs are met, although this rises to 32% among people with children in the household, who frequently make open comment about a lack of youth facilities.

There is scope for improving opportunities to meet other people in the community. Just over half (54%) overall feel that they have enough opportunity to meet others, whilst 10% disagree and 36% say that the opportunities could be improved. People in the Cranbourne and North Ascot Fernbank Road areas are the least likely to feel that there are enough opportunities to meet with other people from their community. When asked what could be done to improve opportunities to meet, in open text many mention a lack of pubs, cafes and restaurants and a lack of organised events in the area – or at least a lack of publicity about / awareness of local events.

3. Business/Employment

Asked what sort of business activity people think should be encouraged within the Parish, more than three quarters of those answering suggested pubs, cafes and restaurants – continuing the theme about places to meet.

Just under half feel that retail, service trades and agriculture/horticulture/food production should each be encouraged. Just over 40% see home working, equestrian related businesses and hotels/tourism/leisure as things which should be supported.

To encourage start-up businesses in Winkfield Parish, potential business owners would most importantly want to see an improvement in broadband (two thirds of those answering the question mention this) and mobile phone services (58%). Improved transport links and having a supply of suitable premises to rent within Winkfield Parish would also be important. Access to communal office facilities would be useful for some – mentioned by 31%. A few comment that since this is a residential area they would not like to see too many businesses developed, certainly not large businesses or retail chains.

4. Green infrastructure/Environment

Not surprisingly, nearly everyone (97%) agrees that in Winkfield Parish, local green spaces (e.g. Locks Ride Recreation and Sports Ground and Long Hill Park) must be retained for healthy recreation. A strong majority (81%) also agree that Winkfield Parish needs improved safe off-road bicycle routes to surrounding areas/towns and 79% agree that there is a need to improve the quality and connectivity of local footpaths.

Most residents overall would support the adoption of the 2006 proposal from Bracknell Forest Council for a local gap so that Bracknell and Ascot would remain separated by a green strip of land stretching from Winkfield Row to Martin's Heron to prevent Bracknell merging with Ascot – 88% agree, including 71% agreeing strongly.

More than half (54%) disagree strongly with a proposition that development should be allowed in the Green Belt – a feeling most strongly felt among those aged over 65, slightly less so among those aged under 50.

There is quite good support for provision for more allotments within the Parish: 53% agree, although not strongly. 39% are unsure, just 8% disagree.

5. Highways/Parking/Traffic

This aspect is of significant concern for most residents in Winkfield Parish. The majority of respondents, 51%, agree with the proposition that there is a car parking problem in Winkfield Parish, particularly in two respects:

- On-street or pavement parking, with many complaining in open comments about poor and inconsiderate (or even dangerous) parking in residential roads. As mentioned earlier, most feel that this detracts from the character of the area.
- Parking at Martin's Heron station. Two thirds feel that the Neighbourhood Plan should include policies that protect and enhance the station, and nearly as many, 58%, agree that it requires significant parking development. In open comments many state the need for additional parking at the station, with some adding a suggestion for incorporating use of the nearby Tesco car park.

Most (80%) residents agree that Bracknell Forest Council should take a far more strategic and complete approach to the highways problems of the Parish.

The survey confirms concerns about new housing developments exacerbating problems with the local road network. More than three quarters agree that plans should be made for major highway infrastructure improvements. These concerns vary somewhat by area (highest in Brockhill, Martin's Heron and The Warren, Woodside and North Ascot, lowest (but still higher than two thirds) in Winkfield, Cranbourne, and Kings Ride area) but are consistent among age groups.

Most (two thirds of those expressing an opinion either way) feel that there is insufficient public transport within Winkfield Parish.

A small majority, 53%, agree that roads in the Parish are well maintained, although a substantial minority (a third overall) disagree.

Residents are concerned that there are junctions in the Parish that are not safe and need to be improved: two thirds overall agree that this is the case.

The subject of traffic calming divides opinion in the Parish, with the balance being a feeling that more is needed: 52% overall agree, whilst 30% disagree, with concern differing widely by community. A desire for more traffic calming is stated most often in Brockhill, Maidens Green, North Ascot New Road, Chavey Down, and Winkfield. Disagreement is highest in Forest Park and the Kings Ride area.

6. General

Respondents were asked for any final spontaneous comments about the Winkfield Neighbourhood Development Plan or how they would like to see development handled in their area. This is a free-text question and comments vary widely. The answers have been grouped and analysed, but the main things which come out simply support what has been covered in the main body of the survey: concerns about managing new housing developments carefully, maintaining the rural aspect of the area and green spaces, about traffic, speeding and parking, and a need to improve infrastructure services. People's concerns vary somewhat in detail by community and age group:

- Preserving the character and green nature of the Parish including open spaces, mentioned especially by the younger age groups and particularly by residents of Winkfield, Woodside, and Winkfield Row, much less so by those living in the North Ascot or Kings Ride areas.
- Housing (management of developments) is mentioned most often in Winkfield, Winkfield Row, and Cranbourne, and least often in Woodside, Forest Park, and the Kings Ride area, quite evenly across all age groups.
- Traffic (numbers and speeding) is mentioned most often in Woodside, Winkfield and Martin's Heron and The Warren, and least often in the Kings Ride area and those in North Ascot New Road. Those aged under 30 are significantly less likely to be concerned about traffic issues than are other age groups.
- Infrastructure concerns are mentioned fairly evenly across age groups, but are far more prevalent among residents of North Ascot New Road, Martin's Heron and The Warren, and Woodside.
- Parking problems are raised at this final point quite evenly across all age groups, and in most areas although especially by people in Martin's Heron and The Warren.

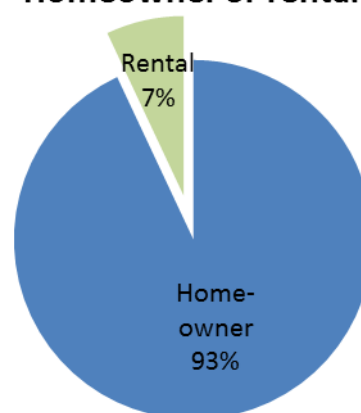
3. Methodology and Respondent Profile:

A questionnaire was designed by the Neighbourhood Planning Group, with advice from the independent research agency IDA. It was delivered by hand to every household in the Parish, with further promotion (including an online option) on the PC and NDP Twitter feed, Facebook page, websites and on banners placed around the Parish. Every adult had an opportunity to participate.

Against a census population of 6,600 households and an adult population of circa 15,000 and after removing 3 out-of-area responses, the survey generated answers from 1,413 respondents, providing overall 95% confidence limits of c. $\pm 3\%$ points, so the survey sample overall is considered to be reasonably representative of the population and thus provides a robust measure of the opinions of the Parish residents overall.

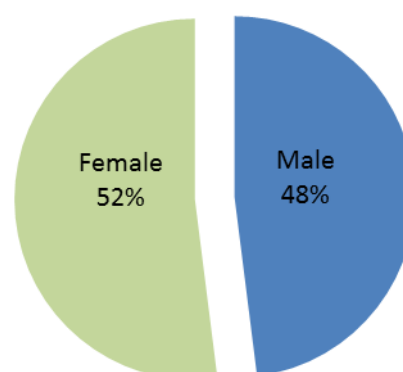
Most (93% overall) of the survey respondents are homeowners, whilst 7% rent their property. The proportion who rent is highest (14%) in Forest Park and lowest (4%) in Maidens Green. People who are new to the area are far more likely to rent than are those who have lived in Winkfield for more than a year: 18% of people who said they had recently moved, and 14% of those in residence for 1-5 years, say they rent their home.

Homeowner or rental

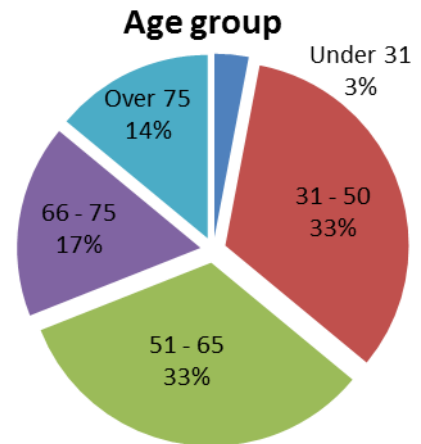


The proportion of survey respondents by gender is reasonably even overall; the highest proportion of male respondents are in the Maidens Green and Kings Ride areas. Among those who rent, 64% are female.

Gender



Nearly a third of respondents are aged over 65, an average age of c.56 – this may well reflect the actual age profile of the Parish overall. Forest Park respondents have the youngest age profile. The answers to some of the survey questions do vary by age group, so it is important to know how representative the survey sample is of the Parish population. Since no accurate figures for age groups are available for Winkfield Parish, we have had to project from the Bracknell Forest Council census data by ward, although the areas do not correspond exactly. From this the indications are that, as often happens in these surveys, the younger (under 66) age groups are slightly under-represented in the responding sample – correspondingly, the 66+ age group is slightly over-represented. In the survey sample 31% are over 65, 69% are aged 18 to 65. Note: the Bracknell Forest Council census stats have a slightly different age split: 18 to 64, 65+ and the ward overlap is not exact. Examples (estimates):



<u>Age group</u>	<u>Survey:</u>	<u>Winkfield & Cranbourne</u>	<u>Harman's Water</u>	<u>Ascot</u>	<u>Average of three</u>
18-65	69%	71%	85%	78%	79%
66 and above	31%	29%	15%	22%	21%

Ethnicity: 96% say they are white, with 2% Asian and 2% 'Other'.

Working status: 60% of respondents say they are working, split 75% full time and 25% part time. 35% are retired. Among those who are employed, most (78%) use a car or van to get to work, 13% use the train, 5% walk, 4% cycle. 10% work mostly from home.

Children at home: 72% say they have no children in the household. Of those households with any children, half have two children, just under half have one child.

Time lived in Winkfield Parish: just over half (53%) say they have lived in Winkfield Parish for more than 15 years. 20% say under 6 years.

Facilities used: the strong majority of respondents say they use footpaths (88% overall) and open spaces (78%) in Winkfield, although ‘facilities used’ varies significantly by community

Footpaths: highest in Brockhill (100%), Martins Heron and The Warren (92%), Maidens Green (91%), and Forest Park (90%), lowest in Winkfield (75%) and Kings Ride area (76%)

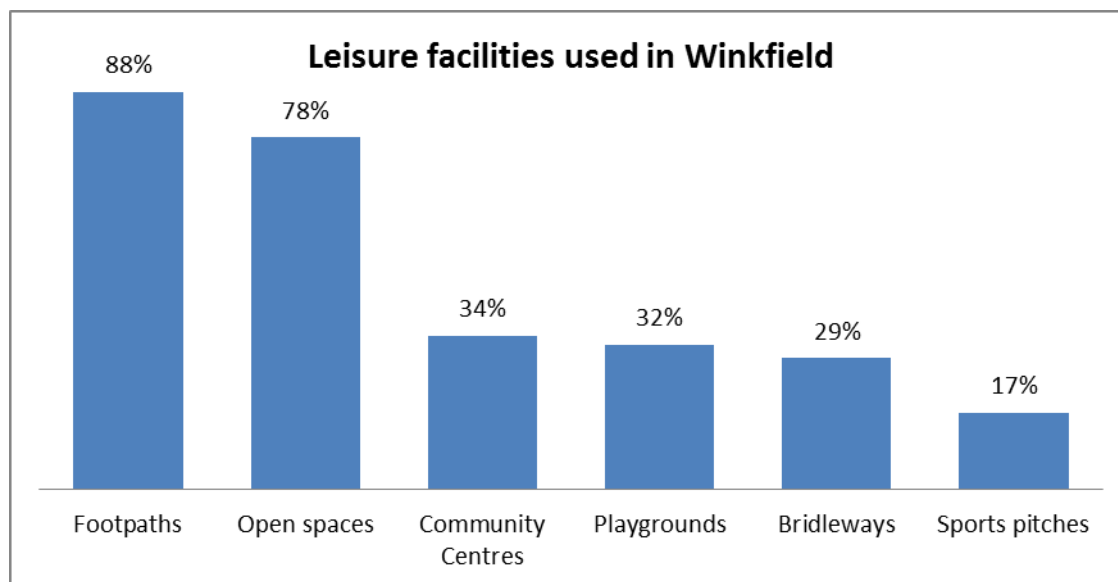
Open spaces: highest in Chavey Down and North Ascot New Road (both 89%), lowest in Woodside (67%) and Maidens Green and Winkfield (both 69%)

Community centres: highest in Winkfield Row (48%), the North Ascot Fernbank Road area and Forest Park (both 37%), lowest in Brockhill (14%), Kings Ride area (16%) and Winkfield (19%)

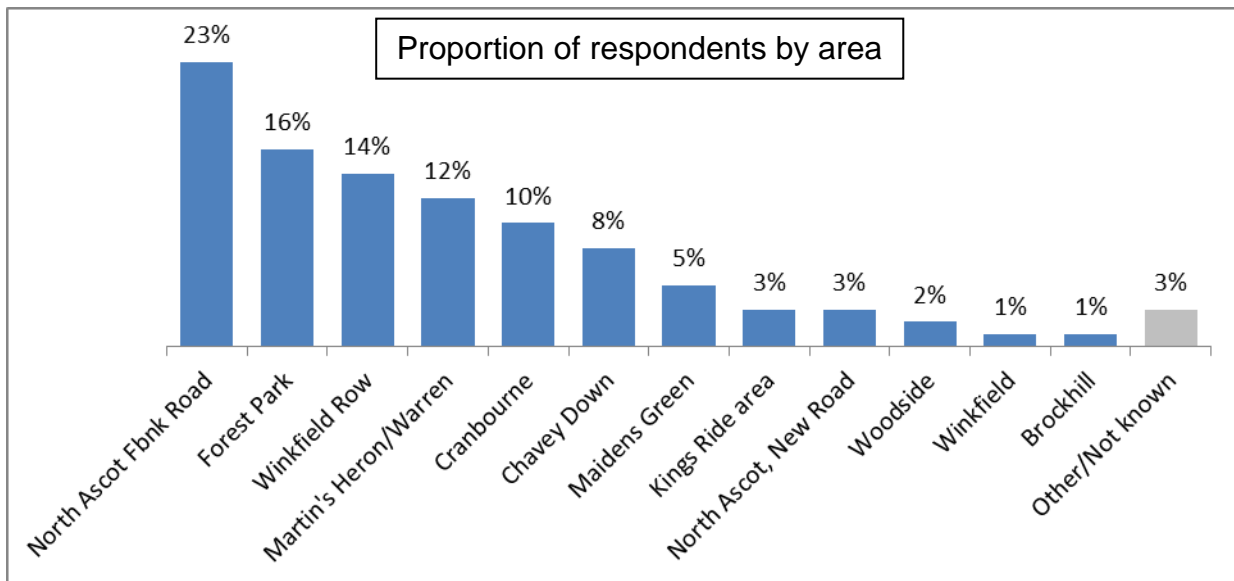
Playgrounds: highest in Chavey Down (43%) and North Ascot New Road (42%), lowest in Winkfield (19%), Maidens Green (16%), and Brockhill (21%)

Bridleways: highest in Brockhill and Winkfield (both 50%), Woodside and Maidens Green (both 38%) lowest in Forest Park (but still at 22%)

Sports pitches: highest in Winkfield Row (25%), Chavey Down (23%) and Kings Ride area (22%), lowest in Woodside (0%), Brockhill (7%), Forest Park (9%), and Cranbourne (10%)



Nearly a quarter (23%) of the survey respondents are from North Ascot Fernbank Road area, 16% are from Forest Park, 14% are from Winkfield Row and 12% are from Martin's Heron and The Warren. The survey has a single respondent from Cheapside – to preserve anonymity their responses are not shown separately but are included with the group 'Other/not known'. Because of the diverse nature of the populations by area, people's responses and preferences sometimes vary depending on their home location. Where this is so the report points out the differences.



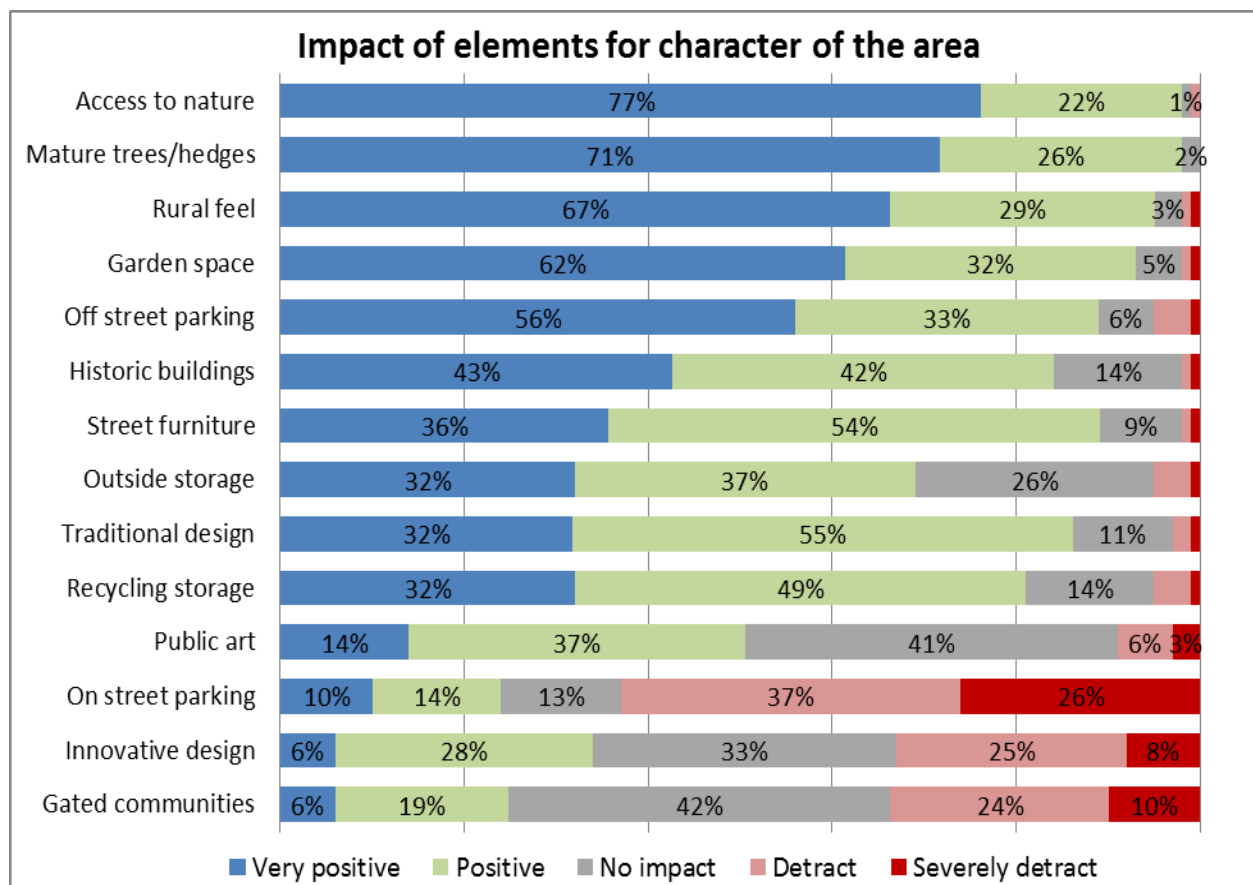
5. Main findings:

5.1 Design and character

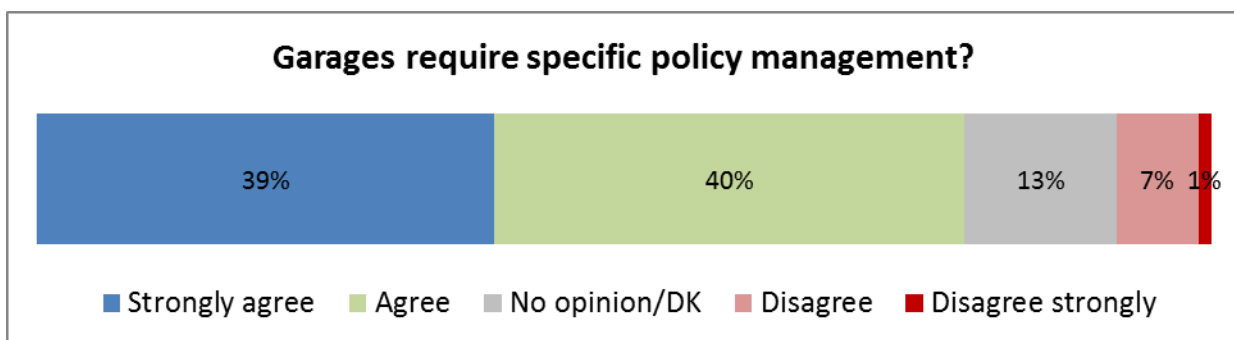
Overall, the five elements which have the most positive impact in contributing to the character of the area are perceived (in order) as:

- Easy access to natural woodland and open spaces (77% said **very** positive)
- Mature trees, hedgerows and shrubs (71%)
- A rural feel (67%)
- Outside garden space, front and rear of properties (62%)
- Off street parking (56%)

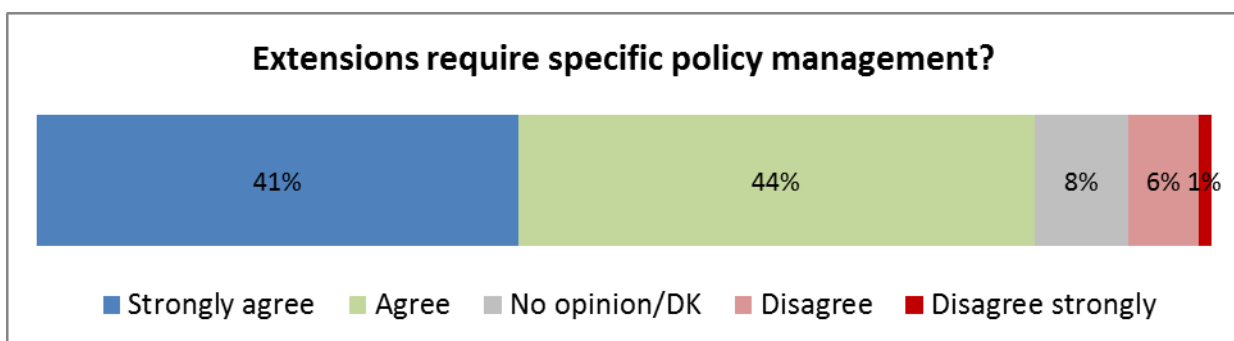
Most other aspects are still seen as having a positive contribution, apart from on street grass verge and pavement parking – two thirds feel this detracts from the character of the area and it is mentioned frequently in spontaneous comments about parking problems later in the survey. Traditional housing design, well-designed street furniture, protecting historic buildings, and recycling storage are also considered strong net contributors to the character of the area. A third feel that ‘innovative and modern style buildings’ and ‘gated communities’ detract from the character of the area.



In respect of garages and storage, the strong overall majority - 79% - agree that the building of garages and garage conversions requires careful management in a specific policy for Winkfield Parish. In free-text several comment that most households do not use their garages for parking cars, something which is borne out by other national surveys. There are three reasons given: the space is needed for storage, people are lazy, and garages are often too small for modern cars. Given the possible survey sample age skew it should be noted that this opinion is significantly more strongly held among the older age groups, but even allowing for that it is clear that the majority would agree with the proposition as put, across all communities.



Similarly, most residents - 85% of respondents overall - agree that extensions require careful specific policy management in Winkfield Parish. Disagreement is highest in the Kings Ride area. Again, the older the respondent the more likely they are to agree with the proposal.



Respondents were asked to list what (up to) 4 significant landmarks they would like to see covered by the Winkfield NDP as character assets of the area. Parks and open spaces, followed by churches and then pubs, were the most frequently mentioned 'landmarks' which should be considered for inclusion. 47% gave no suggestions. Two thirds of those answering mention parks and open spaces (in general, or specific areas such as Lily Hill Park, Swinley Forest, Savernake Park, The Priory, Locks Ride). Local churches – mostly St Mary's – were mentioned by 31% of people giving any

suggestions. Pubs (especially The Foresters, The Royal Hunt, The White Hart and The Old Hatchet) were suggested as assets by just over a quarter – reflecting many comments in free-text by people feeling that too many have been lost, they are viewed as a valuable community resource. Other character assets proposed by several residents include The Ascot Priory (mentioned by 10% of those answering), and various community meeting places or halls, including Carnation Hall and the British Legion. Some were outside of the area particularly Ascot Racecourse, Legoland, Windsor Park and the Look Out.

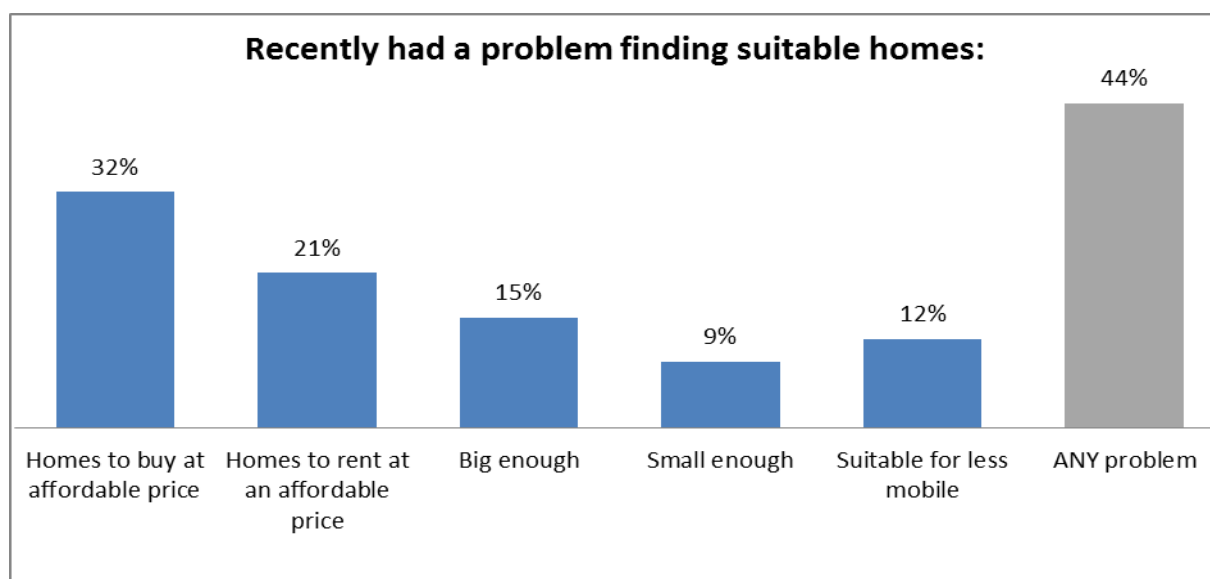
Asked for spontaneous comment on the subject of ‘Design and Character’, continuity (rather than change) was the stand-out point made – by more than a third of those making any spontaneous comment:

In keeping with existing style(s)/character, sympathetic, traditional	36%
Retain open spaces / green / rural feel	21%
Density – not too dense, spaces between houses, hedges	20%
Comments about parking/garages	14%
Not too many house, not over-development	9%
Comments about extensions	8%
Do need more of some/certain housing types	7%
Not high rise / flats	5%
Have a mixture/variety of housing	4%
Other answers (including. restrict in-filling, maintenance of hedges/shrubs, Foresters Pub and British Legion)	22%

5.2 Housing

A recent BFC report suggests that 635 newly built houses are required in the BFC area every year up to 2036. <http://www.bracknell-forest.gov.uk/five-year-housing-supply.pdf>

Many (44% overall, based on all respondents) in this survey report that they or a family member have recently had difficulties finding suitable accommodation in Winkfield Parish, particularly homes to buy or rent at an affordable price. Finding homes which are large enough is seen to be slightly more of a problem than finding smaller homes. It should be noted that there may be some double-counting in these figures: if two or more family members have reported the same problem, but the figure is still high. The problem finding suitable accommodation appears to be fairly consistent across age groups, although slightly worse among those aged under 30. Residents of Forest Park, North Ascot (both) and Martin's Heron and The Warren are the most likely to report problems, whilst those in Brockhill, Kings Ride area and Maidens Green are much less likely to have had a problem recently.



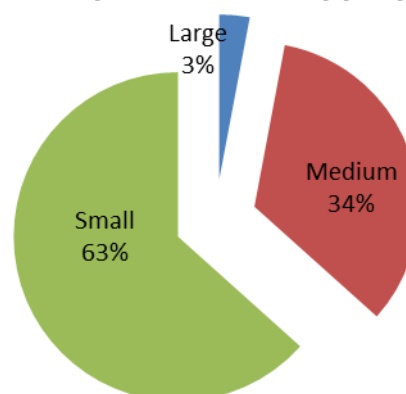
Asked what **type** of housing they feel is most needed over the next 20 years for their family and friends, smaller housing and accommodation for the elderly are the most often mentioned sectors. Starter homes and specialist housing for older people are most notably seen as being required, homes to buy rather than rent, and smaller and more affordable houses. Relatively few feel the need for luxury housing or houses with 5+ bedrooms, and very few want to see flats more than 3 storeys high. Naturally, these responses vary somewhat by age and community, although the need for starter homes is mentioned by most respondents from all age levels.

Q: For you and your family and friends in Winkfield, what type of housing do you think is most needed over the next 20 years?

Starter homes	56%	Private rented	23%
Specialist housing - older people	52%	Social rented	23%
2-3 bed house	46%	Flat (less than 3 storeys high)	21%
Warden assisted retirement housing	44%	Self-build plots	20%
Bungalows/single storey	41%	Homes with office/workshop space	17%
Smaller retirement housing	39%	Affordable social rented housing	17%
Homes to buy	38%	Shared ownership	17%
3-4 bed house	37%	Open market purchase	16%
Residential care	36%	Affordable social open market housing	16%
Eco-friendly	36%	Self-build	16%
1-2 bed house	32%	5+ bed house	13%
Nursing care	31%	Open market renting	10%
Low cost housing	30%	Luxury housing (£1m plus)	8%
Community housing	26%	Flat (more than 3 storeys high)	3%
Retirement village	26%		

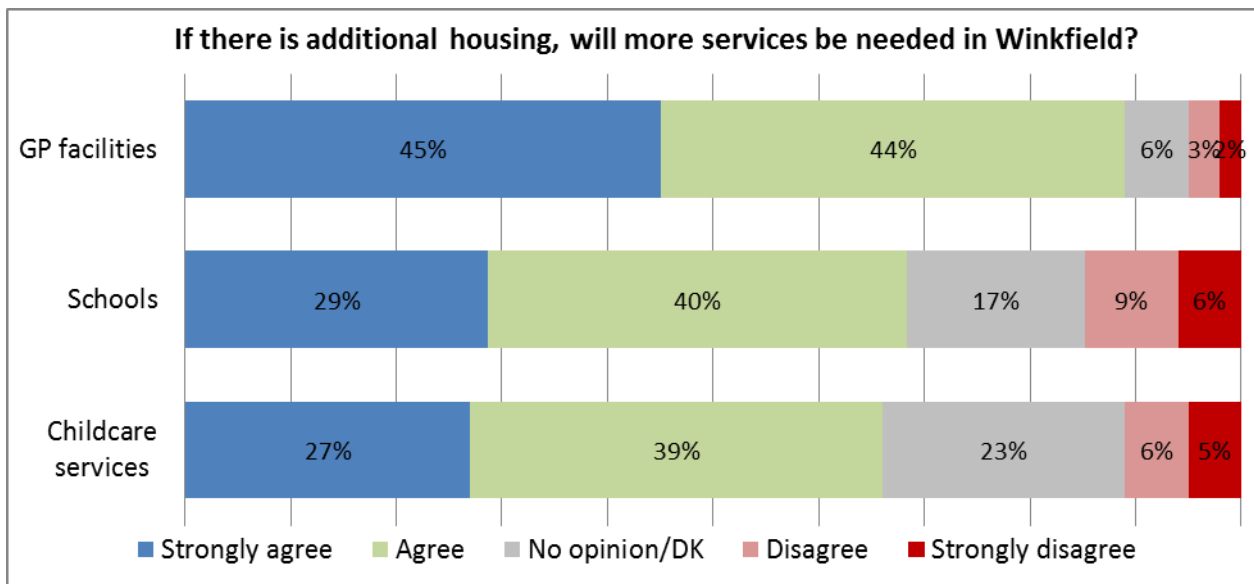
There is a very strong preference for any developments to be in smaller units – fewer than 10 homes. Fairly evenly by age group, nearly two thirds overall express this preference, although levels do vary by area. Residents of Winkfield and Chavey Down are the most likely to select a preference for smaller developments, which is the strong preference in every community other than among people in Forest Park, where although 31% say they would prefer small, 57% would prefer medium developments.

Developments most appropriate:

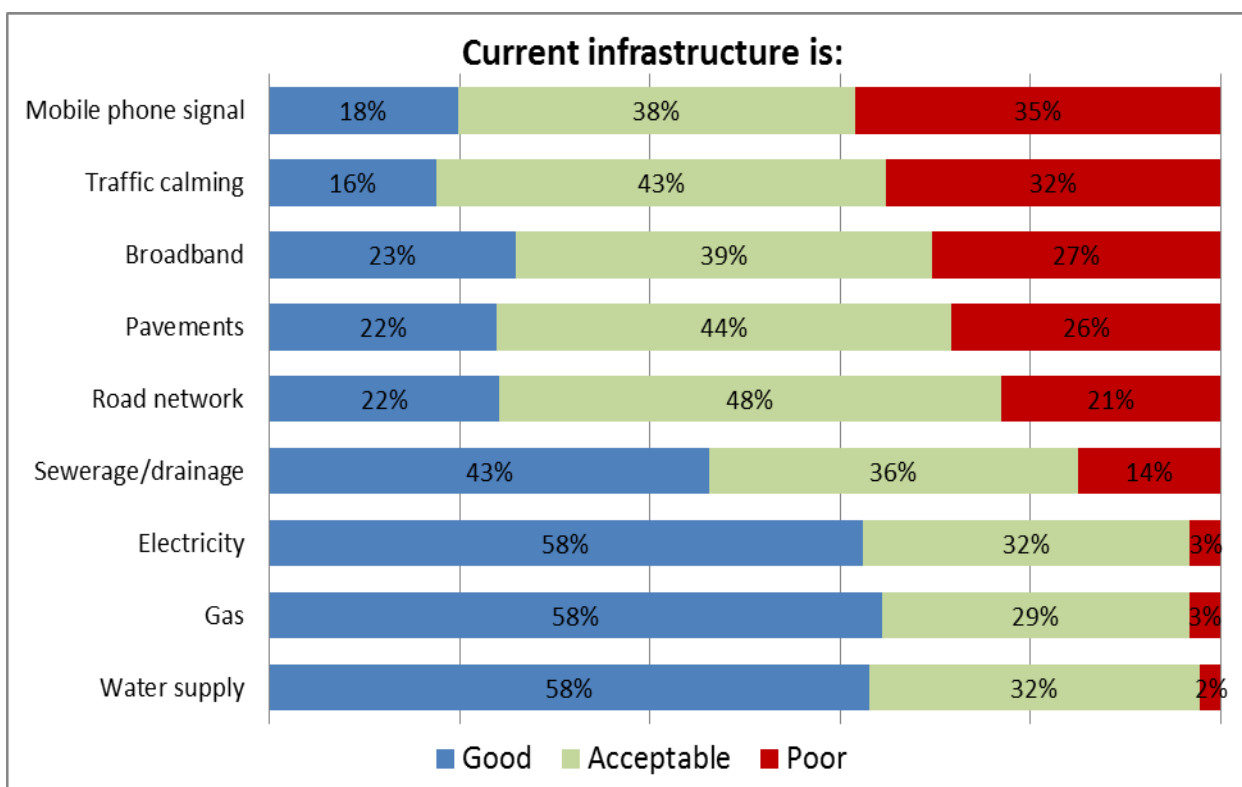


Residents feel that additional housing would put considerable pressure on all types of local infrastructure and services. Asked if pressure from infill developments to date has been “intolerable”, 72% agreed, 41% agreed strongly. 8% disagree. Additional facilities should be built into the Neighbourhood Plan, to be located in Winkfield Parish:

- 89% agree that additional GP facilities should be provided
- 68% agree that additional schools are required (79% of those with any children)
- 66% agree that additional childcare services should be provided



Considering current infrastructure services in their area, water, electricity and gas are thought to be good, but people are less sure about sewerage/drainage, with 14% of all respondents feeling this is poor. Other services are generally considered to be 'acceptable', although rather more say 'poor' than 'good'. 35% feel that mobile phone connectivity is poor – the worst areas are Woodside (where 73% say it is poor), Kings Ride area (66% poor), Cranbourne (57%) and North Ascot New Road (55%). Opinions are divided on traffic calming, but twice as many say that it is 'poor' than say 'good'.



A few made supporting comments about infrastructure – such as:

“Pavements along Winkfield Rd , N Ascot are in a terrible state. The banks are encroaching on the pavements as well”

“Winkfield Row is missing a local shop or petrol station in walking distance...NO more houses or development is needed as it will lose the rural feel and become cluttered and the schools are already over crowded! mobile phone connectivity is appalling in Winkfield Row.”

“Huge issue with the traffic in Priory Road, speed, volume and crossroads lights! Lights at XRs are very dangerous and have informed BFBC on numerous occasions regarding the situations we encounter on a daily basis. There have been fatalities in the past and numerous accidents. The main road cannot sustain the volume of traffic it now has to deal with! Fernbank Road is also similar situation but the Xrds add to the problem whereas Fernbank road is a T junction. Gridlock occurs whenever an issue on the M3!”

“Additional street lighting especially in accident hot spots”

“Put in place better policed road markings and stop commercial vehicles parking on residential roads / It makes our area look like an industrial estate and is currently very poor”

Priorities for investment in infrastructure reflect these opinions in part. The road network, traffic calming and pavements, are seen as the main priorities for investment. A quarter of all respondents overall, and 28% of those who answered the question about priorities, made the road network their first priority, including more than a third (36%) of those aged over 75. There is considerable variation on this by area: residents of Forest Park (43% of those answering the question make the road network their top priority), Martin's Heron and The Warren (38%), and North Ascot Fernbank Road area (34%) are the most likely to make the road network their top priority - much more so than those elsewhere. Pavements are particularly seen to be a priority in Chavey Down, Kings Ride area, Forest Park, Winkfield and North Ascot Fernbank Road area. Residents of Brockhill, Maidens Green, Winkfield, and Chavey Down are more likely than others to feel that traffic calming should be a priority for infrastructure spending.

	<u>1st priority</u>	<u>2nd priority</u>	<u>3rd priority</u>	<u>Any top 3</u>
Road network	25%	16%	11%	52%
Pavements	21%	18%	12%	51%
Traffic calming	22%	16%	13%	51%
Broadband	17%	15%	13%	45%
Mobile phone connectivity	14%	17%	13%	44%
Sewerage/drainage	19%	10%	11%	40%
Electricity	7%	7%	7%	21%
Water supply	7%	7%	5%	19%
Gas	6%	5%	5%	16%

Other verbatim comments are added by several people (10% overall) on the subject of infrastructure priorities, such as these examples:

“Properly developed cycle ways and not just a lot of pavement“

“Sporting activities”

“Erase on-road parking”

“Regular clearance of debris and rubbish dumped on roadsides and hedges”

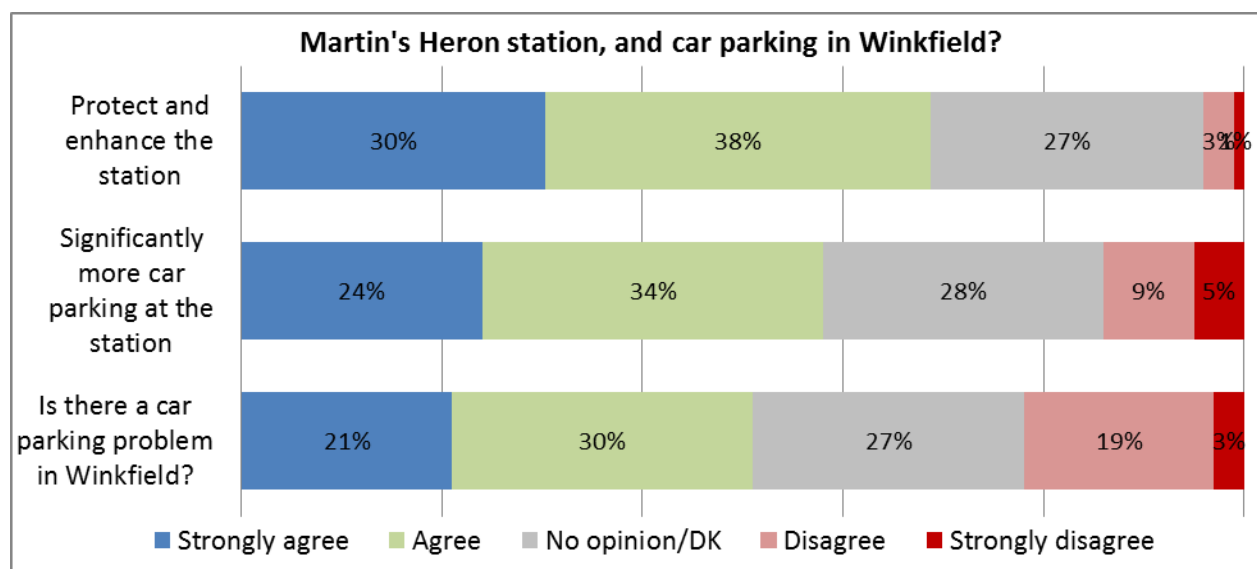
“Sort out pot holes and sinking drain covers”

“Removal of those traffic calming obstructions that present a danger to vehicles and pedestrians”

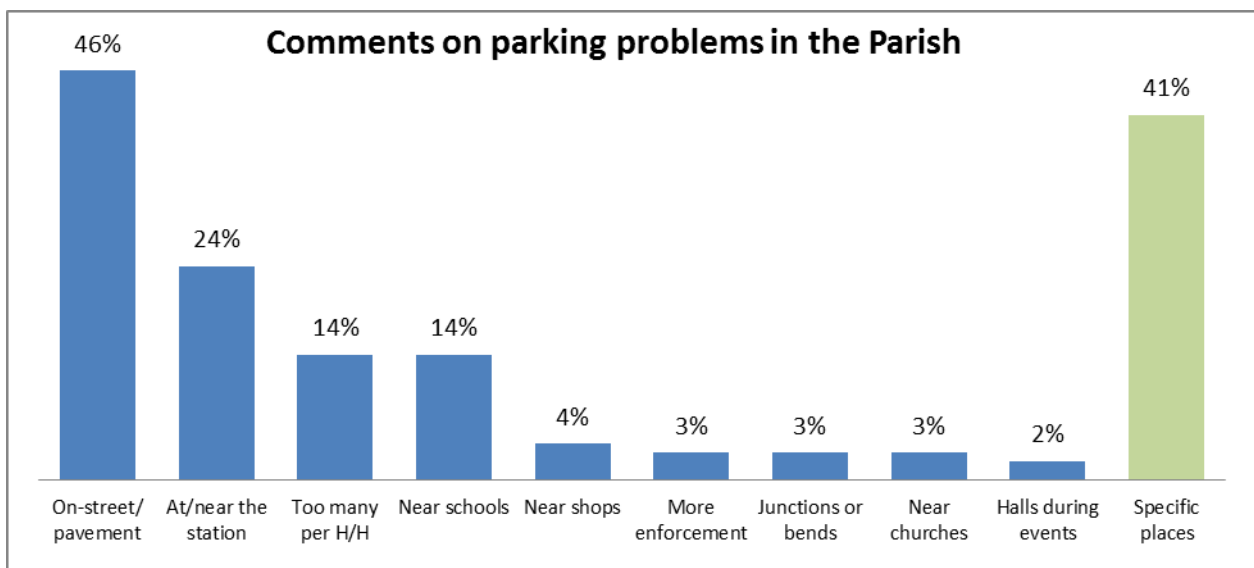
“Need to provide parking for Martins Heron Station so the local roads are not clogged with train commuters every weekday. We also have to put up with the early morning noise!!”

The issue of car parking in the Parish may be included in the NDP, particularly in respect of Martin’s Heron railway station, so the survey seeks to establish the opinions of residents on the subject.

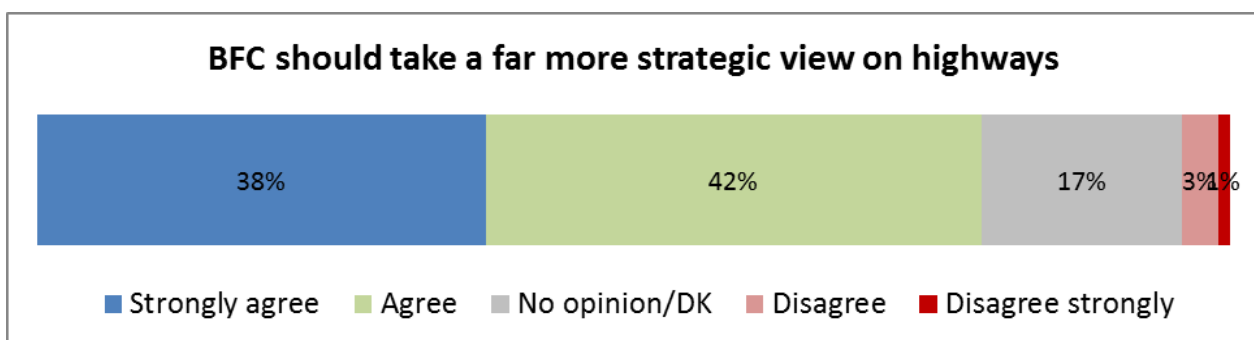
- More than two thirds (68%) agree with the proposition that the NDP should include policies that protect and enhance the station, a quarter are unsure
- Overall, 58% agree that there should be significantly more parking in the vicinity of the station. 14% disagree, particularly those in Martin’s Heron and the Warren and Forest Park. In Martin’s Heron and the Warren itself opinion is divided: a third disagree, but the majority, 60% agree more parking is needed.
- Just over half of respondents overall feel that there is a parking problem in Winkfield Parish – a quarter are unsure, 22% disagree. This varies significantly by area: residents of Martin’s Heron and The Warren, Chavey Down and North Ascot New Road are far more likely to feel that there is a parking problem in Winkfield Parish than are residents of the Winkfield or Kings Ride areas.



Those who expressed a view that there is a parking problem in Winkfield Parish were asked to describe the problem in their own words. The greatest concern is in respect of on-street/verge/pavement parking, mentioned by nearly half (46%) of those answering, often including a comment about the dangers of being forced to walk in roads or the problems caused for traffic flow. Many gave answers which relate to specific places or roads, most notably Fernbank Road area, Chavey Down, North Road, Church Road, Lovell Road, New Road, and Carnation Drive. A quarter specifically mention commuter parking at or near the station. Others make reference to houses having too few off-road parking spaces for the numbers of cars (or people who do not use their available spaces off-road), parking near bends or junctions, schools or shops, churches or community halls or pubs, and a need for more/better parking laws, yellow lines and enforcement.



The Winkfield NDP Steering Group would like to see BFC take a far more strategic and complete approach to the highways problems of the Parish. This is strongly supported: 80% of residents agree. 17% have no opinion or do not know.



The survey seeks to establish the opinions of residents in respect of how important they feel it is to keep individual housing areas physically separate. There is broad agreement that housing areas should remain separate from each other, protected by green and open space to maintain the identity of individual settlements. Naturally these opinions vary significantly by area of residence, but overall separation is seen as being most important for Winkfield and Winkfield Row (46% of those expressing an opinion say this is 'essential' and a further 22% say it is 'important'), and less important for Brockhill, the Kings Ride area (Kings Ride, Prince Consort Drive, Prince Albert Drive and Englemere), Forest Park, and Martin's Heron and The Warren.

Thinking about Winkfield Parish in 15 years' time, residents would most importantly like to see it described as 'safe' (mentioned by 70% overall as one of the 3 most important things for the future), 'rural' (53%), 'tranquil' (41%), 'attractive' (41%), and 'friendly' (36%). Exact priorities on this concept vary by age, with younger age groups giving a higher (than older age groups) priority to the area being seen to be friendly (after 'safe') and 'affordable', whilst the older age groups become more concerned with maintaining a rural and traditional environment.

In free-comment about housing, respondents explain more about wanting to retain the area's existing character and space, and ensure the infrastructure is enhanced.

Must be in-keeping, in character, green spaces, density	22%
Retain green spaces, separate communities/settlements, no in-fill	17%
Need to improve infrastructure (roads, utilities, doctors, schools) and facilities (shops, community resources, cafes, pubs etc.)	17%
Mention of traffic (and pollution) or road problems	15%
No more housing	14%
Need more less expensive (more affordable) housing	14%
Not too many, no overdevelopment, no huge developments	11%

There is broad recognition among most respondents of a need for more houses, although not in large developments or with too many flats, and using any and all alternatives before greenbelt land. As one respondent put it:

"The lack of housing in Winkfield means properties are prohibitively expensive which makes it extremely difficult for residents, and the families of residents to get onto the housing ladder, or move to a larger property if needed. Consideration also needs to be given to those people who may wish to move to the area but don't currently have a voice. If the area is to benefit from improved facilities and infrastructure, to the benefit of residents then significant levels of additional housing will need to drive that. The future success of the local economy will depend upon such growth.. This will need to be carefully planned, to ensure the most important elements of existing communities are allowed for in the area's growth. Rather than focussing on how we can minimise change, which will often be the starting position when new housing is proposed, the focus should be on how we can manage the growth needed to best serve Winkfield Parish, Bracknell District and help address the national housing crisis. A significant number of new houses will need to be introduced to the parish in order to address this."

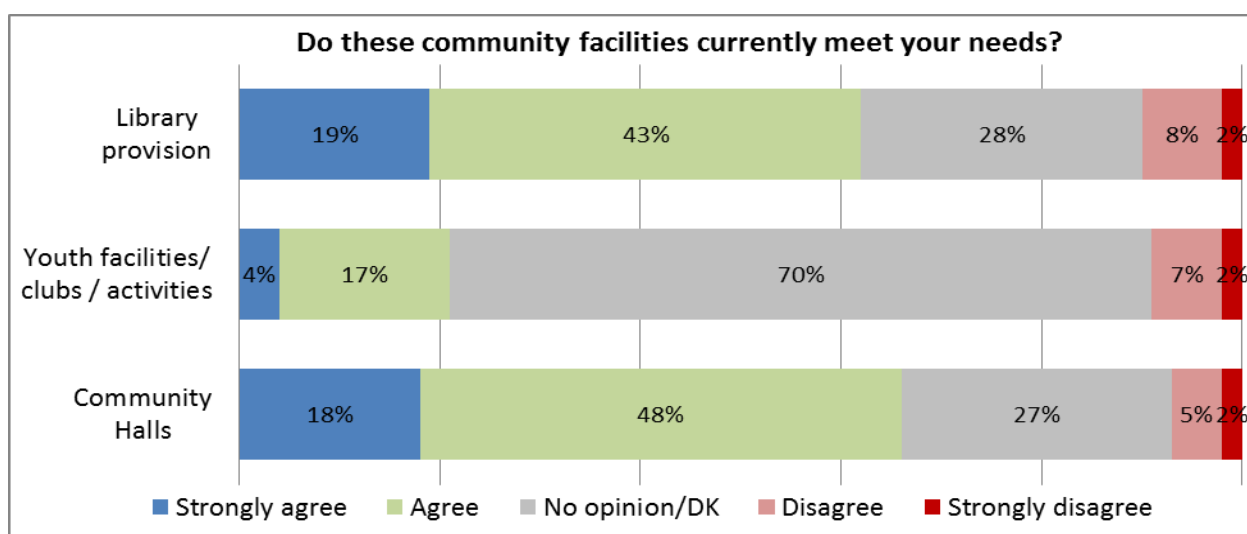
5.3 Community

In order of importance, nearly all say that a pharmacy is important, whilst just over three quarters feel that their actual access to a pharmacy is good – the largest gap between importance and satisfaction with actual access is in respect of a pharmacy.

Facility	% 'Important'	% 'Good access'
Pharmacy	96%	78%
Post Office	92%	76%
Recreational green outdoor spaces	91%	83%
General stores / newsagents	89%	83%
Children's equipped play area	80%	76%
Library	70%	60%

Satisfaction with the accessibility of facilities varies by area, largely due to the proximity of facilities to where people live. As a facility, pubs and cafes/restaurants were not listed, but many comment in free text that they are important, and just over a third say they use these facilities frequently (and a further half use them occasionally).

With considerable variation by area, there is broad overall satisfaction with current provisions for library services and community halls, although in free comment many mention that both could be improved. In respect of Youth Facilities, most do not have an opinion. Among households with children more are satisfied (32%) than not (17%) with the provision of Youth Facilities in the area.



On all three aspects, satisfaction with local facilities varies considerably by community:

- Library provision – satisfaction is highest in North Ascot Fernbank Road area, Winkfield, and the Kings Ride area, and lowest in Cranbourne.
- Youth Facilities – satisfaction is highest in Winkfield, Forest Park, and Winkfield Row, and lowest in Cranbourne, Maidens Green, Brockhill, and New Road area.
- Community Halls - satisfaction is highest in Winkfield Row, Forest Park, and Chavey Down, and lowest in the Kings Ride area and Cranbourne.

The reasons given for dissatisfaction with these three local community facilities varied.

For libraries, poor/difficult opening hours were cited (mentioned by 28% of those answering). Nearly a quarter, 23% of those answering, feel that there are not sufficient halls, or not enough variety (of size and facilities). 22% say that there are 'no' or too few things to do by way of youth facilities. The same number state that distance is an issue, travelling, being unable to reach locations without a car. Example comments:

"I think libraries are outdated and a waste of public money."

"Have to travel by car to reach any"

"There don't seem to be many adult education/fitness activities available in North Ascot"

"There are none of these local to my home except for a 'commercially operated' Community Centre that singularly fails to service the needs of local residents."

"We have lots of halls in Winkfield and surrounding parishes for hire but they are all too similar and need to be differentiated more ie halls that host table tennis and nursery schools require lots of storage but very different size spaces. more thought into the big picture needed"

"The halls in the area are either far too small, or are fully booked in the daytime - and have virtually no parking anyway. we really need a new modern centre with at least one large hall and a big easily accessible carpark. "

There is scope for improving opportunities to meet other people in the community. Just over half (54%) overall feel that they have enough opportunity to meet others, whilst 10% disagree and just over a third (36%) say that the opportunities could be improved – highest in the Woodside (45%) and North Ascot New Road (47%) areas, lowest in the Kings Ride area (24%). Asked what could be done to improve opportunities to meet, in open text many mention a lack of pubs, cafes and restaurants and other venues, and a lack of organised events in the area (more, and more variety) – or at least a lack of publicity about / awareness of events. Some example comments:

"With no facilities at all, there is only the Community Centre where this is possible and this is hardly ever available as it is almost constantly booked by commercial enterprises."

"Could benefit by establishing a supported residents association."

"It's as much personal motivation as it is the responsibility of WPC or BFC to create opportunities to meet people. Suggest that the freebie newspaper be used prominently to promote meeting opportunities around interests such as history, geology, table tennis etc."

"We need a local Pub. They have all been knocked down for housing!"

"I moved to Bracknell 13 months ago and commute into London every day. Opportunities to meet more local people during the weekends would be hugely appreciated!"

"It would be wonderful to have a gastro pub in the area that we could walk to. The Royal Foresters Arms has been boarded up for over a year now and it would be wonderful to see that converted into a family friendly pub like The Windmill or The Cricketers."

"There is no sense of community anymore - it's all too "NIMBY" and insular. Give people a reason to talk, get to know each other. Let's revive the old ways where people would talk and get to know each other."

"More provision needed to accommodate the needs of the community such as a coffee shop in the library."

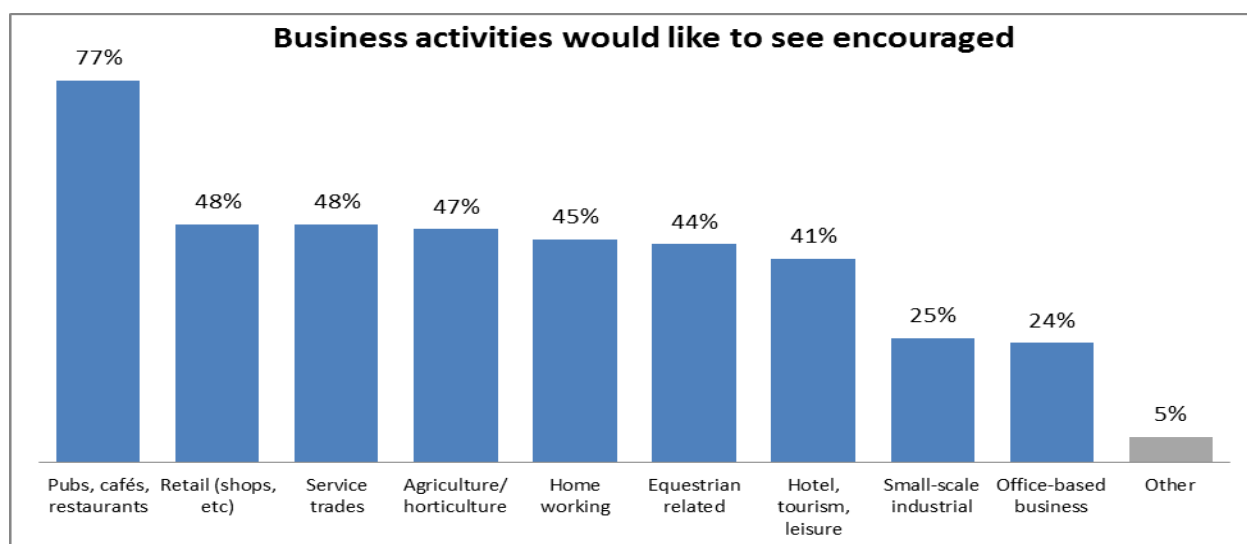
"No community spaces / No community shops within walking distance / Volume of traffic and speed of traffic makes walking on the pavements feel unsafe, especially for children and old people"

People in Winkfield Parish use a range of venues to meet with others in the community, especially pubs and restaurants, and cafes and coffee shops, although they comment on a need for more such venues. Based on people who answer for each location:

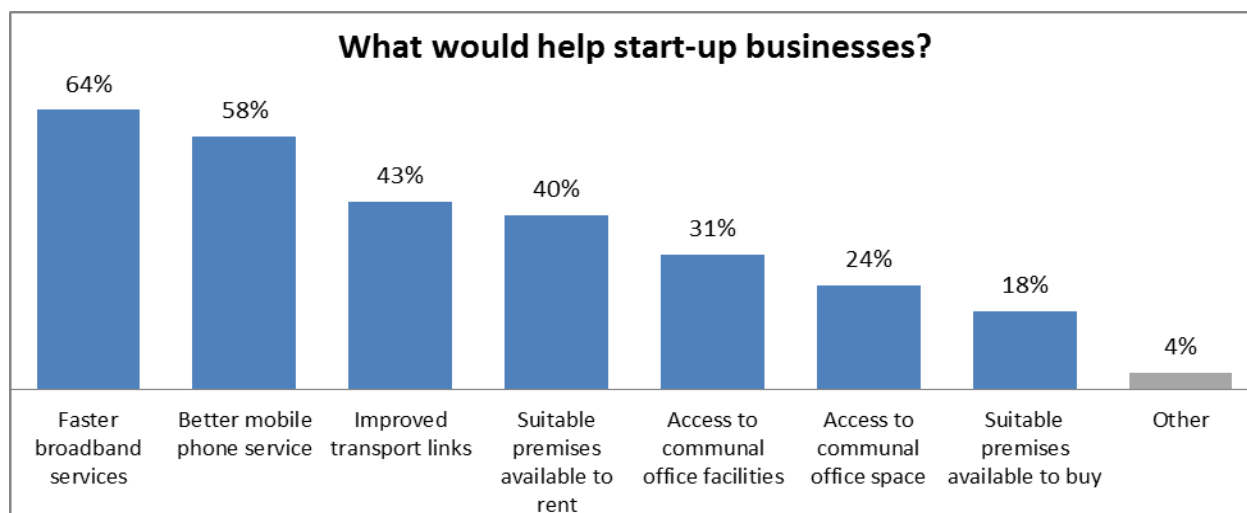
Where you like to meet other people:	<u>Frequently</u>	<u>Occasionally</u>	<u>Never</u>
Play/recreation/sporting grounds	29%	40%	31%
Public House/Restaurant/Hotel	35%	52%	13%
Cafes/Coffee Shops	36%	50%	14%
Garden Centres	26%	51%	23%
Library	9%	25%	66%
Place of Worship	17%	22%	61%

5.4 Business/Employment

Asked what sort of business activity people think should be encouraged within the Parish over the next 20 years, more than three quarters of those answering suggested pubs, cafes and restaurants – continuing the theme about places to meet. Just under half feel that retail, service trades, and agriculture/horticulture/food production should each be encouraged. Just over 40% see home working, equestrian related businesses, and hotels/tourism/leisure as things which should be supported.

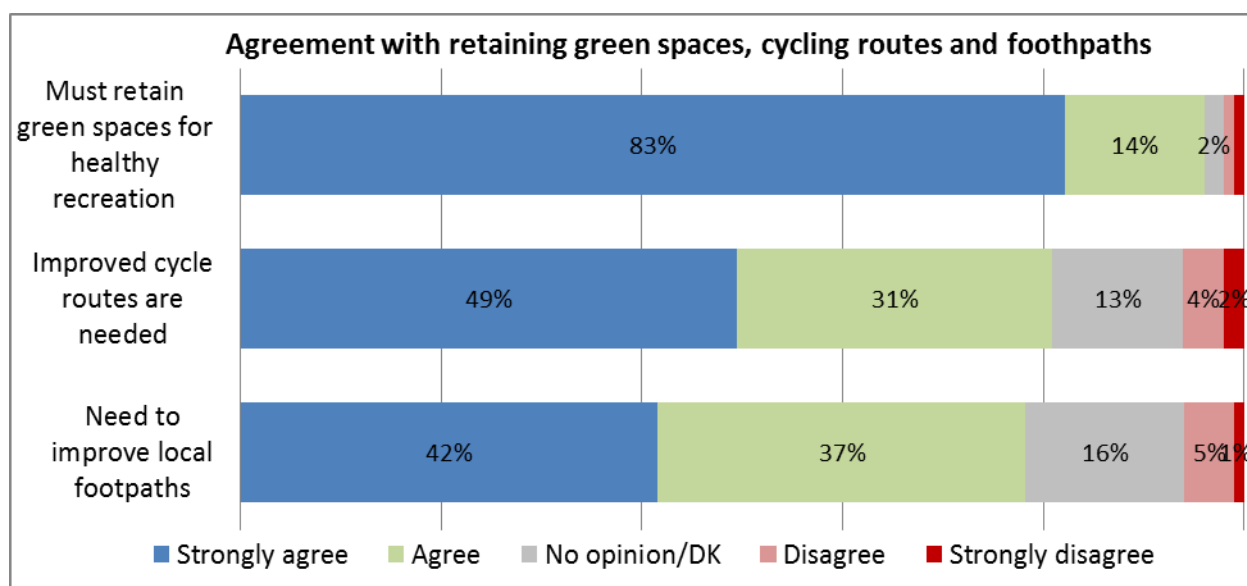


To encourage start-up businesses in Winkfield Parish, potential business owners would most importantly want to see an improvement in broadband (64% of those answering the question mention this) and mobile phone services (58%). Improved transport links to other places and having a supply of suitable premises to rent within Winkfield Parish would also be important. Access to local communal office facilities would be useful for some – 31%. A few people commented in free comment that since this is a residential area they would not like to see too many businesses developed, certainly not large businesses or retail chains.

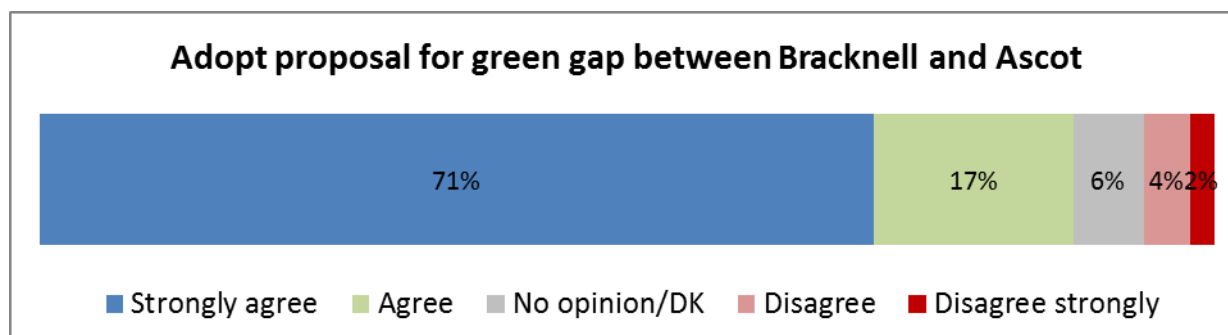


5.5 Green Infrastructure/Environment

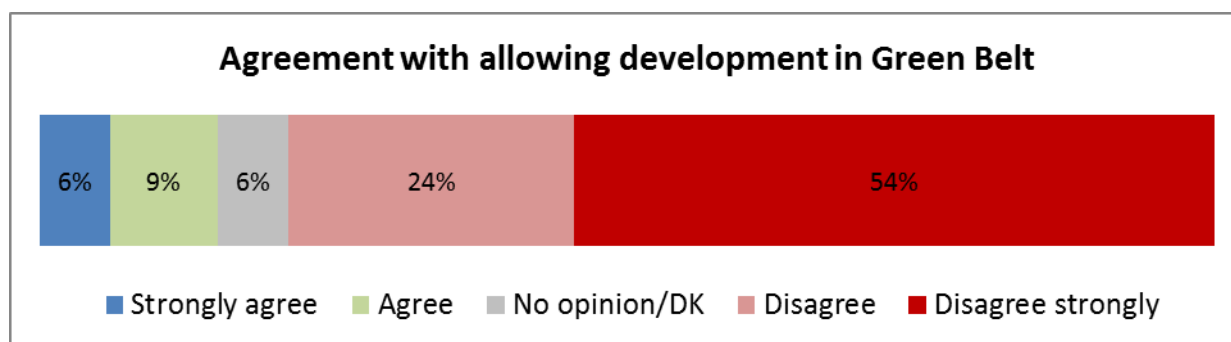
Nearly everyone (97%) agrees that local green spaces (e.g. Locks Ride Recreation and Sports Ground and Long Hill Park) must be retained for healthy recreation. A strong majority (81%) also agree that Winkfield Parish needs improved safe off-road bicycle routes to surrounding areas/towns, and 79% agree that there is a need to improve the quality and connectivity of local footpaths. Agreement in respect of cycle routes and footpaths is strong across all age groups, although slightly lower among those aged under 30. Cycle route improvements get most support among residents of Brockhill, Woodside, and the North Ascot New Road area. Improvements to footpaths get the highest support from residents of Brockhill, Maidens Green, Winkfield, Cranbourne, and the North Ascot New Road area.



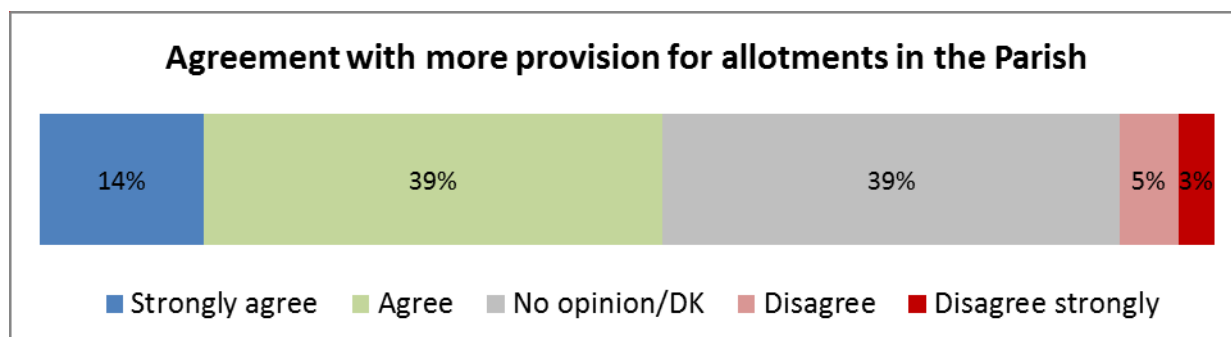
A strong majority (88%) of residents overall would support the adoption of the 2006 proposal from Bracknell Forest Council for a local gap so that Bracknell and Ascot would remain separated by a green strip of land stretching from Winkfield Row to Martin's Heron to prevent Bracknell merging with Ascot – 88% agree, including 71% agreeing strongly.



More than half (54%) of respondents overall disagree strongly with the proposition that development should be allowed in the Green Belt – a feeling most strongly felt among those aged over 65, slightly less so among those aged under 50. In free comment, most confirm that they oppose development on Green Belt land, certainly wanting to use any brown-field sites or re-builds first, although some are pragmatic.



There is quite good support in theory for the provision of more allotments within the Parish: 53% agree with the proposition that there should be more provision for allotments within the Parish, although not strongly. 39% are unsure, just 8% disagree, several commenting that allotments are not the best use of funds or space. No single community stands out as expressing a strong desire for more allotments; residents of North Ascot New Road area are the most likely to agree that there should be more provision – 60% agree – although there is not a high level of people disagreeing. However, the survey does not ask whether or not residents would actually use allotments more if they were available.



In free text comment on green/infrastructure/environment issues, most comments (43% of those making any comment, 6% of all respondents) relate to the preservation of the green belt, open spaces, fields and woods. In particular, many (14% of those making any comment) mention a desire to retain space between settlements. Several comment that building on green belt land may be inevitable, although all other options should be explored and utilised first. If it is inevitable then this should be explained clearly.

Comments on green/infrastructure/environment (%s based on all making a comment):

Green belt – important to protect green spaces, fields, woods	43%
Pragmatic views on housing – there is a need so have to compromise	16%
Gaps – retain space between settlements	14%
Forests/woods/trees – need to protect	11%
Resistance to any/many more houses	10%
Use brownfield or infill or derelict buildings before green	9%
Cycle paths should be encouraged/improved	5%
Need better supporting infrastructure	3%
Other answers (e.g. allotments, recycling, maintenance of verges, shrubs)	28%

Some indicative examples of spontaneous verbatim comment in this section are:

“The green belt areas around large towns and cities where created to control urban growth, nothing has changed so why ignore them now when they are most needed.”

“I work in Maidenhead. I would love to cycle to work, but it is too dangerous on the roads. The cycle paths in Bracknell are good, but nothing links to other towns”

“What is the point in having a Green Belt if you build in it?”

“This is key to this Parish / local areas - it encourages a wide range of benefits: health, exercise, leisure, eco-facilities and clubs, respiration, etc. “

“Whilst I strongly disagree with the principle of building on the green belt, there is a need to be realistic given that housing needs to be built and there is a shortage of available and suitable land. I would be in favour of the neighbourhood plan at least considering whether any green belt sites could be released for housing, what would be the conditions attached to that release.”

“Green belt is not sacrosanct - some development should be allowed to avoid new development taking place further away requiring people to commute further and causing more congestion.”

“The green spaces we have are so hugely beneficial it would be shameful & ultimately foolish to lose any for short term gain..”

“Use brownfield sites. Improve broadband and mobile signal”

“Need to keep as many green spaces as possible. Re-cycle unused buildings, maybe build a few 2-3 storey flats, small developments.”

“Better use of brown belt areas / Protection of green belt and more allotments for residents and schools to use”

“Protect all green belt / Stop flailing hedgehogs and use cutters instead”

“Mixed cycle and pedestrian ways”

5.6 Highways/Parking/Traffic

This aspect is of significant concern for most residents in Winkfield Parish. A small majority, 51% of respondents, agree with the proposition that there is a car parking problem in Winkfield Parish, particularly in two respects:

- On-street or pavement parking, with many complaining in open comments about poor and inconsiderate (or even dangerous) parking in residential roads. As mentioned earlier, most feel that this detracts from the character of the area.
- Parking at Martin's Heron station. Two thirds agree that the Neighbourhood Plan should include policies that protect and enhance the station, and 58% say they would be in favour of significant parking development. In open comments many state the need for additional parking at the station, possibly using part of the Tesco car park nearby, considered by some to be under-utilised.

As indicated earlier, most (80%) residents agree that Bracknell Forest Council should take a far more strategic and complete approach to the Parish highways problems.

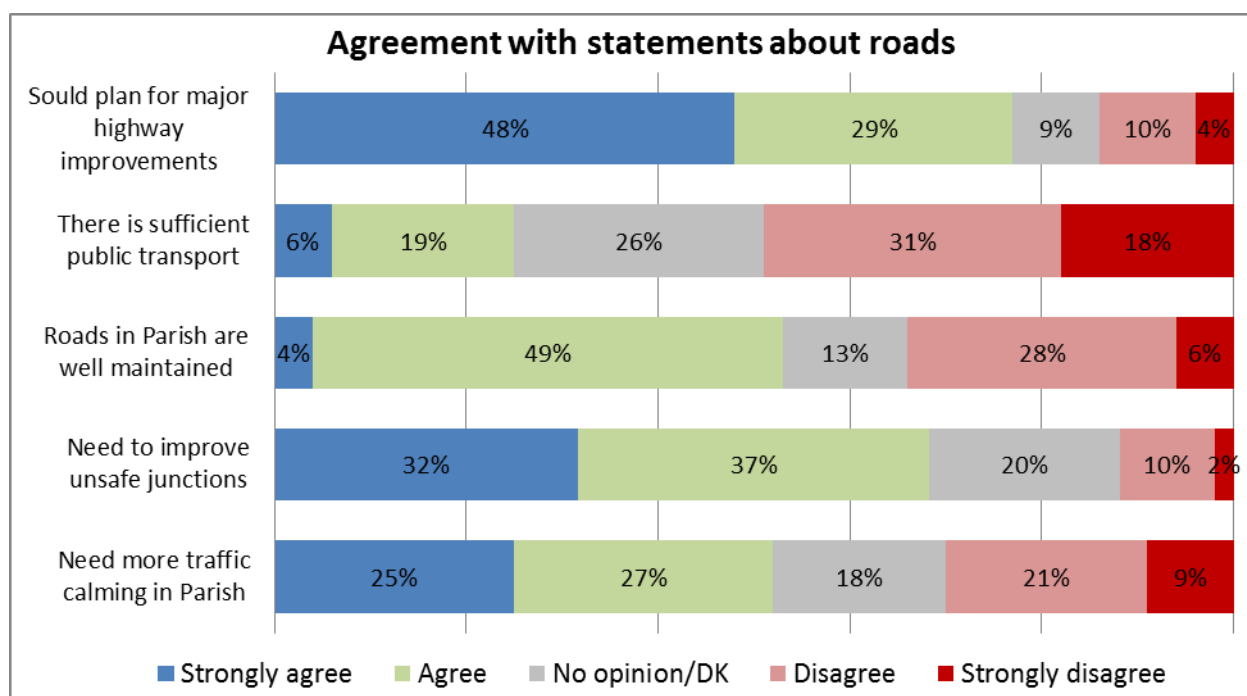
The survey confirms concerns about new housing developments exacerbating problems with the local road network. Most, 77% overall, agree that plans should be made for major highway infrastructure improvements. These concerns vary somewhat by area (highest in Brockhill, Martin's Heron and The Warren, Woodside and North Ascot, lowest (but still higher than two thirds) in Winkfield, Cranbourne, and the Kings Ride area) but are consistent among age groups.

Most (two thirds of those expressing an opinion either way) feel that there is insufficient public transport within Winkfield Parish.

A small majority (53%) agree that roads in the Parish are well maintained, although a substantial minority (a third overall) disagree.

Residents are concerned that there are junctions in the Parish that are not safe and need to be improved: two thirds overall agree that this is the case, particularly residents of Brockhill, Woodside, Maidens Green and North Ascot New Road area.

The subject of traffic calming divides opinion in the Parish, with the balance being a feeling that more is needed: 52% overall agree, whilst 30% disagree, with concern differing widely by community. A desire for **more** traffic calming is stated most often in Brockhill, Maidens Green, North Ascot New Road area, and Winkfield. Disagreement is highest in the Forest Park and Kings Ride areas.



Although the majority (58% overall) feel that the local road network should be a priority for infrastructure investment, several point out that having more and better roads will simply encourage more traffic, so a balance needs to be achieved.

Many (nearly a third) of the open comments in this section refer to specific junctions or locations. It is suggested that one or two people with local knowledge review these comments to try to establish common themes and the locations mentioned most often.

Junctions/lights/bends/bridges – dangerous, need improving	31%
Comments about speeding problems and calming/restrictions	24%
Parking – on-street/pavement/verge, obstructs traffic	20%
Traffic – heavy, will increase, congestion	17%
Enforcement – need more, for both speeding and parking	16%
Roads and pavements – need improvement/maintenance	14%
Public transport should be improved – bus and train	11%
Rat-runs/short-cuts, increase traffic in residential roads	5%
Cycle paths / routes – more, more safety	5%
Parking – at the station – need (much) more	3%
Parking – schools, inconsiderate, block drives	3%
Co-ordinate road works/utilities	3%
Other answers	16%

Speeding is also clearly seen to be a serious issue by many residents – this should be reviewed by location and discussed with the police and residents in the area. In other villages an effective approach is a community speed watch, using both fixed and mobile electronic speed detection signs. These also provide accurate measures of the problem and progress in solving it, but do require local volunteers.

Traffic calming is identified in several locations as an important need, but there are different and opposing views expressed on calming methods, although rather more are in favour of humps (for example) than are against them. Again, this should be looked at on a location by location basis with advice from BFC Highways and the local police and Neighbourhood Action Groups.

A few example verbatim comments on Highways/Parking/Traffic:

“Fernbank Road and London Road junction is horrendous / It needs a camera or something to stop light jumping / Also the same at the next junction by the Foresters”

“No more houses would mean no more traffic / Simple”

“If more attention was paid to hugely overgrown trees and hedges covering road signs and verges that are supposed to be growth free in order to give line of sight to driver / Also, allowing builders to go up to the edge of the road often makes junctions more dangerous / These are both cheap to cure”

“Provision of more off road parking is needed / Remove unused grass verges and create parking lay-bys”

“Roads are already under pressure / Road improvements should consider taking traffic away from residential areas / It's a major concern that the major highway infrastructure improvements are totally opposing the character and feel of the area”

“Traffic speed controlled by physical calming measures works and is adequate / However, the almost blanket 30mph restrictions is in some places unnecessarily restrictive in places like Locks Ride, North Street and sections of Forest Road / This causes people to be frustrated and break the law / Could be 30mph to 40mph derestricted / On street parking is a growing problem”

“Traffic calming measures that only get considered if death occurs is not an acceptable determination of need / One life is too many, especially if it can be avoided”

“Maidens Green crossroads is an extremely dangerous junction / The attempts to improve this junction appear to have had no effect whatsoever / More fatalities will happen at this junction”

“The junction of Mill Ride and Fernbank Road is dangerous / The pavement has been brought out too far / A high vehicle parked too close leaves one turning into Mill Ride completely blind / Fernbank Road and New Road are a nightmare / The mini roundabouts are dangerous and the parking places makes it dangerous”

“Junction of Bracknell Road and Winkfield Lane is in urgent need of improvement - accidents happen too frequently”

“Parish needs traffic calming that works and doesn't introduce road rage”

General comments

The final question asks if people have any further comments about the Winkfield Neighbourhood Development Plan or how they would like to see development managed in their area. This 'open' question generates a wide range of answers and does not reveal any new subject areas in significant numbers. Rather, it provides some indication of people's priorities – what they are most concerned about, although less than a third actually make any comment at this stage.

Of those respondents making a spontaneous comment:

- 39% mention the need to preserve the natural rural feel of the area, open spaces, greenbelt, fields, trees.
- 38% were about housing: keeping the existing character and style, managing developments carefully, accepting that some are needed, especially at the less expensive end of the price scale for local younger and older people. 10% said "None – no additional houses".
- 24% were about traffic: numbers, congestion, speeding, traffic calming
- 19% express concerns about the need to improve the infrastructure and a further 13% mention a need for more local facilities such as halls, pubs, cafes, small local shops to improve the 'community'.
- 10% were about parking issues, especially existing on-street/verge/pavement parking and seeking assurances that any new houses will have sufficient off-road parking
- 6% mention a need for improved public transport
- 2% mention the issue of extensions and/or converting garages, with roughly half against (pointing out that converting garages adds to the on-street parking problem) and half in favour (pointing out that most use garages for general storage and that most garages are not large enough for modern cars)

2% mention concerns about pavements in the Parish, mostly that some maintenance is required or that hedges need to be cut back. Just over 2% express concerns about a need to clear up dog mess. Some mention a need for more/better cycle paths, or worries about aircraft noise and the Heathrow expansion.

Several also express gratitude for being asked - conducting the consultation - whilst a few mention that a map of the Parish boundaries would have been useful.

Some fairly typical examples of 'general' comments made are:

"I think the 3 most important points to me regarding the area are, the need to improve the road infrastructure, the need to maintain green space and the need to address parking issues in residential areas"

"More housing is inevitable - and we accept this fact. We strongly urge that any development is appropriate to the local environment both in size and design. Over development and/or inappropriate development, if allowed, would eventually spoil the local environment. Facilities and services need to keep pace with the demands of the growing population, so that Winkfield Parish remains a desirable place to live - safe roads, green space, good schools, health services and varied opportunities for recreational activities for all ages."

"Disappointing to see some 'vested interest' questions here - green belt, isolated small villages (which are grossly under populated at a time when the southern parish is crammed full) and Martin's Heron station - when this NP is supposed to represent everybody in the Parish!"

"I'd like to see any development very carefully managed / We are lucky to have an area characterised by green open spaces and woodland / We should try and preserve that wherever possible / There can be no greater impact on the environment that to tear up green spaces and replace them with concrete / Let's look at the number of homes needed and place them around our existing hubs like Ascot, by utilising brown field sites first to produce high density, quality housing"

"The roadside parking in North Street is dangerous / The pavements and ditches both need clearing / The drains on both sides of the road are blocked / The overall appearance of the area is a disgrace"

"Future housing development must be supported with improved infrastructure / Winkfield is not suitable for further large residential developments / However, suitable infill and small developments will assist to supply new housing, but this should be for lower costs developments such as affordable housing to rent or for first time buyers"

"Winkfield Parish needs to maintain its identity and build on its strengths / there needs to be a balance of property types and affordable housing for the next generation / Infrastructure needs to keep pace with housing development"

"There are conflicting pressures on keeping the character of the area and proving better facilities without overburdening local services and infrastructure such as roads, schools etc."

"This is the first time I have heard of Winkfield NDP and I am glad to see that they are actively working for the area. I would like to see more information about what you do and what successes you have had. I will check your web site, but for those without access to the internet or those who do not know how, some feedback in the Winkfield Parish news or other local publications would be great."

"I love the rural quality of Winkfield and wish this to be maintained. I think cycle paths could be improved/added to, and that local convenience stores and cafes should be encouraged. I think we need to keep as much of our green space and woods as possible."

"Winkfield is a lovely place to live however the infrastructure is at breaking point. The trains into London are packed and you cannot get a seat from Martins Heron. The roads are at a standstill during rush hours. The ease to build extensions especially on garages of link detached houses is a major concern and is having an impact on the look and feel. Finally I cannot remember the last time I saw a police man in the parish."

"Residents should be allowed for extensions and garage conversions within reasonable limits."

"I would like to know more about the influence that Winfield Parish Council has on Bracknell Forest development Planning. Also I hear a lot about the Chavey Down association. they are a vocal group. I would like to know who is entitled to join, the exact boundary of what constitutes Chavey Down, what their articles of association are and why Winkfield Parish Council seems to take so much notice of a group that only represents just a small community."

“The parish needs more litter bins / The schools should start teaching children to protect the environment by picking litter in public area and a generation will grow that will always keep the environment clean and tidy / The playgrounds should be locked after a certain time each day in order to prevent adults and teen-aged people where they drink alcohol and smoke marijuana in areas where small children will be playing the next day / I regularly find smashed bottles and empty cannabis bags in the playgrounds / I have a 5 year old daughter / Thank you for asking and reading these things”

