

Person asking	To whom	question	response
a) Tim Veale of Bisham and Cookham ward	Councillor Coppinger	Why has Lower Mount Farm greenbelt been included in the plan and the farm itself not been considered instead as this is already used for industrial purposes?	The plan has to be based on evidence, this includes requirements to meet the Borough's need for housing, employment and other uses. The proposed allocation site (AL37) was assessed as making only a moderate contribution to green belt purposes. The farm itself provides important employment floor space.
b) Andrew Hill of Boyn Hill ward	Councillor Coppinger,	Paragraph 3.4.6 notes access to hospitals and GP's is often "...a cause for concern in public consultations". Yet the revised plan adds 100+ residences on King Edward & St Marks Hospital sites. With thousands of new residents planned for, and a move away from cars, why is RBWM promoting a plan that reduces the best accessible land for hospital expansion?	<p>The PCT and CCG are responsible for planning for healthcare needs. The Council has worked closely with both organisations in the development of the BLP.</p> <p>The PCT/CCG has provided the following information in reply to your question:</p> <p>For St Marks:  'The part disposal of site will allow the current Health &amp; Social Care activity to be reconfigured and expanded, therefore creating additional jobs in line with the national increase of care.  It is planned to retain and expand the current Health &amp; Care activity on a retained part of the site, serving the community, providing jobs and releasing space to reinvest in fit of purpose modern healthcare facilities</p> <p>For King Edward:  'The part disposal of site will allow the current Health &amp; Social Care activity to be reconfigured and expanded, therefore creating additional jobs in line with the national increase of care.  The service transformation plans should mean that health and social care services are considerably enhanced'</p>
c) Lisa Hughes of Furze Platt ward	Councillor Coppinger	BLP Policy HO2(1c) suggests 5% of homes on larger developments should be Accessible and Adaptable. This only provides around 400 homes vs the	We recognise the point, could I please encourage you to respond to the consultation with the evidence that you have so it can be considered.

		<p>forecast of 32,000 disabled residents, not nearly enough! What data sources and methodology were used to develop this policy and fulfil RBWM's duty to assess and plan for the housing needs of residents with disabilities?</p>	<p>I agree that we want a flexible housing stock that will help meet the wide range of accommodation needs including being accessible, adaptable and age friendly supporting the changing needs of individuals and families at different stages of life.</p> <p>The policy expects that a proportion of new housing should meet the higher accessibility standards of Requirement M4(2) of the Building Regulations on sites of over 20 units having regard to townscape, design and amenity. Provision to meet the higher wheelchair user standards M4(3) will be encouraged where it is practicable and viable to do so. The balance is that development has to be viable otherwise it will not come forward. The viability work highlighted a risk to development if the policy seeks to achieve higher proportions.</p>
<p>d) Edward Farish of Bisham and Cookham ward</p>	<p>Councillor Coppinger</p>	<p>How does the council plan to accommodate 270 more vehicles, additional traffic, when entry to Cookham at Ferry Lane and Maidenhead Road, both have single one way give way roads under a railway bridge, over the Thames River? Presently, parking in Cookham High Road is almost impossible, due to weekday commuters parking in the village from Marlow and Bourne End.</p>	<p>A strategic transport assessment accompanies the BLP which considers a reasonable worst case of the potential transport impacts on the highway network across the borough as a result of the development in the local plan as well as development taking place in neighbouring authorities. The assessment shows for Cookham that whilst there will be some increase in traffic, the key junctions are expected to still operate within an acceptable level of service.</p> <p>The BLP encourages the use of sustainable modes of transport, such as walking, cycling and using public transport. Great Western Railway is at an advanced stage of developing a scheme to improve the points at Bourne End. When implemented, this will enable two trains per hour between Marlow and Maidenhead without the need for Marlow passengers to change trains at Bourne End as they do now. This will make the branch line service more attractive for commuters and will help to reduce pressure on parking in Cookham Rise.</p>

			The scheme has already secured funding from the Buckinghamshire Local Enterprise Partnership and has provisionally secured additional funds from Thames Valley Berkshire LEP subject to production of a satisfactory business case.
e) Liz Kwantes of Bisham and Cookham ward	Councillor Coppinger	I understand that the Plan includes a plan to build houses close to the Strande in Cookham. I understood this area is in the flood plain, are you planning to build houses in the flood plain?	The plan includes an allocation for residential development east of Strande Park. Only a very small proportion of the site (6.4%) is affected by flooding and none of the site is in the functional floodplain. All 20 dwellings would need to be built in the areas of the site at lowest risk of flooding.
f) Liz Kwantes of Bisham and Cookham	Councillor Coppinger	The site of the old gas works off Whyteladyes Lane is also the site of an arboretum of 40 native British trees given to Cookham by British Gas. Is it planned to keep these trees? They are actually planted around the edge of the site. The arboretum was opened by Timmy Mallett along with executives of British Gas.	Thank you for bringing the presence of this important biodiversity asset to our attention. I would encourage you to respond to the consultation. The policy for this allocation (AL36) requires the developer to retain mature trees and hedgerows on the site where possible. It does not specifically require this arboretum to be retained.
g) Jan Stannard of St Mary's Ward	Councillor Coppinger	Our Borough has lost species like water voles and turtle doves. Others like yellowhammers are at risk of local extinction. The lack of any Borough-wide approach to the support of species population growth is a serious oversight arising from the notable absence of a Biodiversity Action Plan. Can the Council explain how Borough-wide action will be taken to cover this?	The Council's firm intention is to address biodiversity as an urgent priority, although no decisions have yet been made on the precise mechanisms for achieving this. A Cross Party Climate Change Group has been established. This group will develop the corporate policy that will address climate change issues in the Borough. However this is progressed, we will be working closely with the relevant interest groups in order to benchmark what our biodiversity looks like now, and what we want it to look like in the future, water voles and turtle doves included.
h) Debora	Councillor Coppinger	Mitigation for net biodiversity gain on individual development sites may	The proposed revisions to the BLP include a greater emphasis on protecting and enhancing biodiversity.

h Mason of Riverside ward		produce an insufficient variety of habitats which would have an impact upon species, and this would only become apparent with strategic oversight. Where in the Plan is the Borough-wise monitoring of mitigation habitats?	Development proposals will be required to avoid the loss of biodiversity and to identify where there are opportunities for biodiversity to be improved. The plan includes a monitoring framework, including amount of priority habitat lost and gained and also percentage of development with biodiversity net gain. The level of detail being requested is not proportionate for a high level land use plan.
i) Debora h Mason of Riverside ward	Councillor Coppinger  (query this is for Cllr Clark)	Why, in modelling transport times to hospitals, are no figures given for sustainable transport options: bus, bike, walk? Given a move to sustainable transport is part of the overall plan strategy?"	The council has an adopted Local Transport Plan which has as one of its objectives to improve access to key local services through sustainable modes. All the main hospitals in the area, including Heatherwood, St Marks, King Edward VII and Wexham Park, are well served by buses, but there are some particular journeys that do not have a direct service, such as Maidenhead to Heatherwood. We also have the People to Places service and several voluntary transport services that do hospital runs, and the South Central Ambulance Service provides non-emergency ambulance transport. Walking and cycling are less relevant for patient transport, but may be relevant to staff travel. The hospitals are all served by footways and have good crossings on main roads. Cycle networks are less well developed, but RBWM is committed to delivering the Cycling Action Plan, including a number of improvements that would improve access to hospitals.
j) Fiona Hewer of Bisham and Cookham ward	Councillor Coppinger	This Plan proposes only piecemeal mitigation of harm to biodiversity for its' approximately 300 hectares of new development on greenfield sites, and does not plan strategically for the cumulative impact on biodiversity. Will the Council agree to create a new	The Council's firm intention is to address biodiversity as an urgent priority, although no decisions have yet been made on the precise mechanisms for achieving this. A Cross Party Climate Change Group has been established. This group will develop the corporate policy that will address climate change issues in the Borough. As this work is at an early stage, it is too soon to commit to the provision of a nature reserve.

		nature reserve to fill this strategic gap in provision?	<p>There is about 200 hectares of new development proposed on greenfield sites in the proposed changes and a greater emphasis on protecting and enhancing biodiversity. Every site allocation, including the many that are not greenfield, will need to bring forward biodiversity improvements – Policy QP2.</p> <p>The Council is proposing 3 sites that are specifically being allocated for green infrastructure and managed for biodiversity enhancement, as well as other functions. Outside of the plan making process, and further demonstrating its commitment to biodiversity, the Council has recently introduced Battlemead Common into the public domain and it is to be managed for biodiversity, amongst other functions.</p>
k) Sarah Bowden of Boyn Hill ward	Councillor Coppinger	To the best of my knowledge, the Sustainability Appraisal was made available to the public and Councillors late on Friday evening (18th of October), only three working days before this meeting. Could you please advise us if this report has, as recommended by the Local Government Association, been integral to the plan making process?	I can confirm that sustainability appraisal is an iterative process and the work has been integral to plan making. The accompanying SA report to the proposed changes could only be finalised once all of the other work is completed and the proposed changes also finalised: the report documenting the work was uploaded on Friday.
l) Harriet Fleming of Bisham and Cookham ward	Councillor Stimson	The BLP states Climate Change is “inevitable”. It focuses on adaption leaving developers responsible for proposing piecemeal mitigation measures. The trend to 2033 each person will generate 86kg, equivalent to the average man’s weight, per week of CO2 and with this plan you will not keep the climate change	<p>The proposed changes to the BLP include a much greater emphasis on climate change mitigation and adaptation. Along with other corporate initiatives, the BLP as amended will help to deliver the Council’s climate change emergency declaration.</p> <p>A Cross Party Climate Change Group has been established. This group will develop the corporate policy that will address climate change issues in the Borough.</p>

		emergency commitment. The plan does not acknowledge nor address this, why?	
m) Rachel Cook of Boyn Hill ward	Councillor Coppinger	Where does the Borough Local Plan ensure that developer mitigations are sustainable, e.gg that wildflower areas don't fail after a few years, trees die or ponds silt up?	The BLP as amended contains a more detailed and demanding set of requirements for development proposals, including the provision of green and blue infrastructure. At the planning application stage, conditions can be attached to ensure that these measures are maintained in the longer term.
n) Katherine Price of Bisham and Cookham ward	Councillor Coppinger	270 homes are planned for Cookham and 750 are planned for the Hedsor site Bourne End. What is the exact infrastructure plan for Cookham to support up to 2,000 extra cars locally, specifically at The Pound, Cookham Bridge and Maidenhead Road railway bridge, which are all single lane or close to?	A strategic transport assessment accompanies the BLP which considers a reasonable worst case of the potential transport impacts on the highway network across the borough as a result of the development in the local plan as well as development taking place in neighbouring authorities. The assessment shows for Cookham that whilst there will be some increase in traffic, the key junctions are expected to still operate within an acceptable level of service. The BLP encourages the use of sustainable modes of transport, such as walking, cycling and using public transport.
o) Katherine Price of Bisham and Cookham ward	Councillor Coppinger	Our Cookham schools are all full, so what is the exact provision for primary school places within the Cookham Rise catchment where all the housing is planned for? In addition, how many extra school places are planned for Furze Platt Seniors?	Children's Services carried out an assessment of the likely impact of the Borough Local Plan on demand for school places. The housing planned for the Bisham and Cookham area could result in a maximum additional demand of 22 children at Reception. Whilst the three Cookham primary schools are currently full, many children attending the schools (about 36%) live outside the Cookham villages. There is, therefore, capacity within those schools to accommodate the additional demand through the normal operation of the school admissions rules. The Infrastructure Delivery Plan sets out proposed expansion plans that would accommodate additional demand across the whole Borough. In addition, the Council is currently carrying out more detailed feasibility work to identify the potential for

			expansion at all 60 (state) schools in the borough. The outcome of this will be reported to Cabinet in early 2020. Furze Platt Senior School has recently been expanded by 60 places per year group.
p) Holly Milburn of Bisham and Cookham ward	Councillor Coppinger	Given the passage of time since the last consultation on the Plan, please confirm that the six week consultation period (2019) will allow/take into account representations from residents regarding the entire Plan for submission to the Inspector and not just the more recent proposed changes (letters dated 26 July and 7 October 2019 from Ms Jackson and Ms Phillips respectively)?	The forthcoming consultation, if approved by Council, will allow residents and others to comment on the proposed changes to the plan. Through the Examination process the Inspector will consider the BLP in its entirety and will take previous representations made into account.
q) Holly Milburn of Bisham and Cookham ward	Councillor Coppinger	We remain concerned about the Plan's lack of up to date information/evidence relating to delivery, viability (effectiveness) and consistency with national policy. Councils are encouraged in government guidance to conduct a self-assessment relating to "soundness". If one has been undertaken, will it be made publicly available; if one has not been completed, what is the justification for this?	At each stage of plan making a viability assessment has been completed and published on the Council website. New evidence has been prepared to inform the work requested by the Inspector. This is published on our website. Soundness of the plan, including consistency with national policy, is now a matter for the Inspector appointed to examine the plan and is the purpose of the examination stage.
R) Adam Bermange of Boyn Hill ward	Councillor Coppinger	The National Planning Policy Framework states; "The preparation and review of all policies should be underpinned by relevant and up-to-date evidence...." Could the Lead	The Council's firm intention is to address biodiversity as an urgent priority, although no decisions have yet been made on the precise mechanisms for achieving this. However this is progressed, we will be working closely with community and environmental groups in order to benchmark what our

		<p>Member please explain, in the absence of a Biodiversity Action Plan, what evidence the Borough has used to form the basis of conserving and enhancing biodiversity in the Borough Local Plan incorporating current Proposed Changes?</p>	<p>biodiversity looks like now, and what we want it to look like in the future.</p> <p>In developing the policies on Nature Conservation, the council has used national guidance and planning practice, extensive information held on our GIS system and in-house expert advice, as well as consulting Natural England and the Environment Agency.</p> <p>The NPPF requires the production of an adequate and proportionate evidence base to underpin Local Plans. A Biodiversity Action Plan (BAP) is not an essential evidence document for the BLP.</p>
<p>s) Adam Bermange of Boyn Hill ward</p>	<p>Councillor Coppinger</p>	<p>Would the Lead Member please explain why Historic Environment Policy HE3 has been removed as part of the Proposed Changes and can he state whether the Council remains committed to bringing forward a Borough-wide Local List of Non-Designated Heritage Assets?</p>	<p>Policy HE3 is proposed to be deleted as HE1 has been amended to incorporate the requirement to conserve and enhance non designated as well as designated heritage assets. The Council does not have the capacity and resources to produce a Borough wide local list at this time. However, a borough wide Heritage Strategy using Government funding is to be prepared shortly. This will include wide engagement with many stakeholders.</p>
<p>t) Kate Veale of Bisham and Cookham ward</p>	<p>Councillor Coppinger</p>	<p>What infrastructure actions will be guaranteed for Cookham / Cookham Rise's future to cope with increased traffic?</p>	<p>A strategic transport assessment accompanies the BLP which considers a reasonable worst case of the potential transport impacts on the highway network across the borough as a result of the development in the local plan as well as development taking place in neighbouring authorities. The assessment shows for Cookham that whilst there will be some increase in traffic and delays, the key junctions are expected to still operate within an acceptable level of service. The BLP encourages the use of sustainable modes of transport, such as walking, cycling and using public transport.</p> <p>Detailed mitigation of the traffic impacts for the proposed allocations in Cookham will be dealt with at the planning application stage.</p>



<p>u) Paul Strzelecki of Bisham and Cookham ward</p>	<p>Councillor Coppinger</p>	<p>Two years ago, I represented the BLP was 'unsound' regarding site allocations placing 260, now 270, 90% greenbelt homes in Cookham. Still not addressed, the BLPRV remains 'unsound' in justification let alone breaching related 'duty to cooperate' "grounds. Will you agree and remove these allocations?</p>	<p>As I have explained the plan is evidence led: the site selection process which the Council has now undertaken in response to a request from the Inspector is a robust and independent process which properly considers flood risk and sequential selection of sites. The resulting proposed allocations are considered to represent a sound approach. The two Green Belt sites (AL37 and AL38) make a moderate and low contribution to Green Belt purposes respectively. Please note that 270 dwellings on sites in Cookham represents only 3% of the total number of dwellings allocated in the plan, which is in accordance with the Spatial Strategy. I suggest that your view is a matter which you might wish to raise through the consultation, if this is agreed by Council.</p>
<p>v) Paul Strzelecki of Bisham and Cookham ward</p>	<p>Councillor Clark, (pass to Cllr Coppinger)</p>	<p>There is a 2175 dwelling (15%) over identification to target (16435v14260) not present in the original BLP, leading to unknown Borough spatial deployment results. Has a range of viable road and infrastructure scenarios been developed to validate various combinations of optional site developments and if so, why was that report not made available? If not, why not?</p>	<p>In the proposed plan we have undertaken to meet in full our identified housing need. There are also enhanced quality of place policies in the plan, it is a challenge to meet both requirements over the plan period. It is better to have a buffer rather than a shortfall in potential housing delivery. The sites selected meet the criteria set out in the site selection methodology. The impacts of this scale of development have been considered through a variety of evidence studies, including transport modelling, with detailed modelling of certain junctions which need modifying to cope with the increased traffic generated, water quality impacts, SA and SEA, sequential and where needed exception testing for flooding, impacts on a variety of infrastructure including schools. The viability report tests a series of typologies and different underlying assumptions.</p>
<p>w) Callista Gormally of Bisham and Cookham ward</p>	<p>Councillor Coppinger</p>	<p>Are the 20 proposed residential units on Strande Lane going to be mobile homes or houses?</p>	<p>The Land east of Strande Park was a BLPSV allocation and, following the site review, has been confirmed again as a sound allocation site. The plan is concerned with proposed site allocations: any proposals would need to be the subject of a planning</p>

			application in future – in terms of mobile homes or dwellings there is no distinction in the term ‘units’ ... this is a level of detail which is not a matter for plan making.
x) Callista Gormally of Bisham and Cookham ward,	Councillor Coppinger	Development proposals for land on the east side of Strande Park have not been successful previously, why has it been this time?	Land to the east of Strande Park was a proposed allocation in the submission version of the plan which was approved by this Council in June 2017 for submission to the Secretary of State. Following the review of site allocations, there is no change to this part of the plan proposed at this stage: so it will be for the Inspector to consider it through the Examination Process.
y) Ann Taylor of Clewer and Dedworth West ward	Councillor Coppinger	Given the permanent state of gridlock on the A308 at peak times and other, how can the Borough justify conceding that a further 1000 vehicles or more could pour onto this road from a single location, i.e. HA11(L21, 22), Green Belt land on the edge of Windsor, with the resultant catastrophic effects, particularly on air quality from stationary traffic?	A strategic transport assessment accompanies the BLP which considers a reasonable worst case of the potential transport impacts on the highway network across the borough as well as development taking place in neighbouring authorities. This has identified some strategic interventions along the A308 to support the development associated with the local plan.
z) Ann Taylor of Clewer and Dedworth West	Councillor Coppinger	The Borough has £90,000 to fund an A308 traffic study, which is fundamental in ensuring the soundness of decisions regarding site selection. When completed, will the results of this study be taken into account in this respect? West Windsor is already an Air Quality Management Area as is Holyport/M4 area?	The proposed A308 study will build on the work of the BLP and seek to identify a preferred package of measures to support a wide range of objectives that go beyond just mitigating the impacts of development. Through the study there will be wide engagement with key stakeholders and the outcomes are expected to be incorporated into the council’s Infrastructure Delivery Plan. The A308 corridor study does not relate to site selection and that was not its purpose or intent.
aa) Julia Greens of Bisham and Cookham ward	Councillor Coppinger	To allow the planned “Growth for Education”, can the Council please detail their intentions of how this can be achieved without the additional use of further virgin or loss of School	Children's Services carried out an assessment of the likely impact of the Borough Local Plan on demand for school places. The housing planned for the Bisham and Cookham area could result in a maximum additional demand of 22 children at Reception.

		sports grounds. In particularly in Cookham, school expansion is most likely to have to result in expanding into and over Alfred Manor Recreation Ground?	The Infrastructure Delivery Plan sets out proposed expansion plans that would accommodate additional demand across the whole Borough. In addition, the Council is currently carrying out more detailed feasibility work to identify the potential for expansion at all 60 (state) schools in the borough. The outcome of this will be reported to Cabinet in early 2020.
bb) Julia Greens of Bisham and Cookham ward	Councillor Coppinger	With a clear directive insisting absolutely everything is done to use previously developed land and avoid the use of Greenbelt and virgin land how can the RBWM justify including land at Lower Mount Farm and Strand Park, both in a high flood risk areas with a natural spring above that once built on prevents future natural drainage through virgin soil?	In order to deliver the housing to meet the identified housing need the BLP seeks to provide the correct balance between limited Green Belt release and using previously developed land. Lower Mount Farm is completely in flood zone 1 (low risk) and only a very small proportion (2%) of the land east of Strand Park site is in a high risk flood zone.
cc) Katherine Else representing European Property Ventures	Councillor Coppinger	Why were the advantages of 'Site HA41 North of Churchmead School' not considered through the Exception Test given its ability to contribute to the School facilities, highly sustainable location and the provision of a link road that would avoid Datchet town centre congestion?	In accordance with the housing site selection methodology explained in the Housing Topic Paper, sites with less than 50% in flood zone 1 were rejected as being not suitable for allocation. Nearly all of this site is within Flood Zone 2 (68%) or Flood Zone 3a (32%) with less than 1% in flood zone 1.
dd) Katherine Else representing European Property Ventures	Councillor Coppinger	Why did the Council not consider engaging with us to remove higher risk Flood Zone areas from residential analysis of Site HA41, so areas affected by higher flood risk could be used for open space, employment given the mixed-use allocation?	The Environment Agency has expressed concerns in relation to flood risk on this site and informally indicated that it supports the removal of the site as an allocation. Under the terms of the Statement of Common Ground agreed with the Environment Agency in October 2018, the Council is using the latest <u>published</u> data for the BLP.

