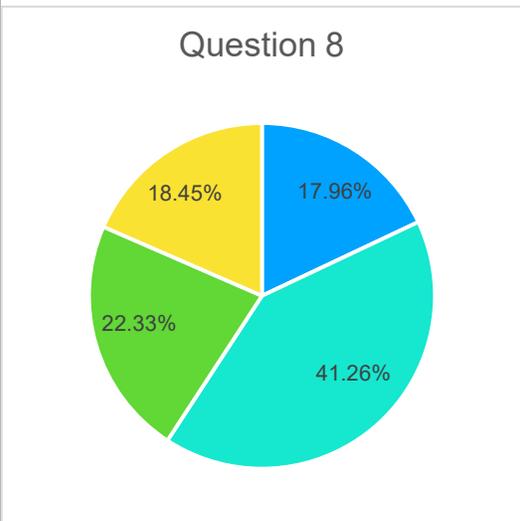


Response ID	Would you support planning policies to require new residential development to provide green spaces free from car parking?	Final Result				412
		Blanks	Yes	No	Other	
		74	170	92	76	100.00%
1	not sure as transport is not great in Iver Heath	17.96%	41.26%	22.33%	18.45%	
18	No I would not support this. But if houses had no front gardens and all hard standing, cars can be kept off the road					
20	How can you have new homes with no parking? I can never park outside my home outside school - parking for residents needs to be identified.					
21	No, because there is no infrastructure to support further development					
24	Yes, provided not Green Belt.					
25	I do not support any planning policies.					
26	Yes. It is imperative to the aesthetics of our neighbourhood.					
29	Yes, if minimal					
30	We would not support any new residential developments. The area is already over crowded.					
35	I'm not supporting new residential development as there's too much traffic already.					
36	New houses do not have enough parking spaces. Many roads are jammed packed with cars so ambulances and fire engines cant get through					
37	Possibly					
39	No more buildings					
45	No development					
50	no - Iver/Richings Park already suffers with congestion					
52	with most households having 2 + cars I find this difficult to envisage					
56	Car parking for residents is essential otherwise they will park elsewhere in the neighbourhood but green spaces should be a requirement.					
60	Of all the people I talk to, parking is the biggest gripe. Too many cars. I can't see how you can do it.					
62	All new developments should have designated car parking in addition to green spaces.					
70	Any development would require adequate car spaces. The problem remains heavy traffic, and too much industrial vehicles.					
76	No more development. Too much traffic already!					
77	Yes I would support such a policy.					
78	Yes, as long as we have safe cycle routes to green spaces.					
80	No will not support planning policies for residential development.					



90	No. Provisions for parking should be underground.
91	No. New houses must have parking for at least 2 cars
93	No. We need car parks, the car parks should be free.
97	Yes, if brown site.
98	Green spaces.
99	How big are the spaces compared to built up space
102	Yes - New developments should provide car free open spaces
104	NO WHERE DO THEY PARK? OUTSIDE MY HOME
109	Is this practical.
111	HOW CAN YOU BUILD RESIDENTIAL AREAS WITH OUT PARKING SPACES
112	Assume this means Front garden space & open areas. Car parking is essential.
113	Not really
115	No - Provide area to accommodate cars and yet have a sense of space.
116	Yes, residential development is acceptable provided reflecting the existing character of Iver village, however Car Parks should not be allowed, as it will bring more traffic to High Street where already suffer so much 24/7. Enough is Enough.
119	No more residential development with or without car parking
121	Yes with a combination of both
126	I DO NOT SUPPORT ANY PLANNING POLICIES FOR DEVELOPMENT.
130	All new building should have car parking.
134	NO SUPPORT FOR BUILDINGS.
136	NO - DUE TO POOR PUBLIC TRANSPORT, CARS ARE A NECESSARY FACT OF LIFE IN THIS AREA. IT'S A BY - PASS THAT IS NEEDED
139	I would not support planning policies - full stop
143	NO CARS WILL SIMPLY PARK ELSEWHERE CAUSING PROBLEMS FOR OTHERS
145	Yes good to have mixed areas & areas for children to play.
147	I would support such policies. Many recent developments have intensified the problems of car parking. For example the roads in the Trewarden estate are very narrow and many vehicles park on the grass verges. This is also a problem in Swallow Street and Swallowdale.
148	Yes. Free from and protected from parking.
149	NOT NECESSARY IF HOMES HAVE OWN GARDENS AND OFF STREET PARKING.

<b>151</b>	No. The cars would just be parked around all the surrounding area making it very unsightly.
<b>153</b>	THERE WILL ALWAYS BE A NEED FOR CAR PARKING WITH NEW DEVELOPMENTS. LIMITATION NEEDS TO BE BANNED ON GREEN SPACES
<b>158</b>	I would support a planning policy that would require new residential development to provide a green space free from parking as I feel that this would be within the current local character of the area
<b>159</b>	What New residential developments? answer YES of course green spaces free from car parking to see the result drive through richings park on Sunday afternoon before the plague of the communtors arrive on Monday Morning that is what should be design proposal.
<b>161</b>	I don't support any new residential developments where it means losing open green space. Once it's gone it can never be reclaimed. No more residential developments or what makes Iver what it is will disappear.
<b>165</b>	I am sure whatever objections we have will be overruled so we would need plenty of green spaces and car parking. Parking anywhere in Iver is already a nightmare.
<b>173</b>	Of course. We live in a semi rural village that should retain its character. And not be tarmacked over - like the proposed car park to the east of Thorney lane south. A poor opportunistic proposal, which serves nothing except to exploit green belt and local commuters.
<b>180</b>	Provided the area has an upgrade of local transport
<b>186</b>	we need car parking areas. You can not expect most to use a bicycle, public transport or walk. My family have gardening businesses so that would not work for us , we need our vehicles for work and close to home to load . Better facilities required in the green spaces we have

189	No - the Council can not afford to cut the green areas we have around the Parish at the moment. The whole grass cutting service is a fiasco ..... For instance in Swallow Street - Slough Road end, there is not enough car parking spaces for the maisonettes. Whereas on the opposite side are grass verges that people now park on. The verges only get 3 cuts a year if we are lucky so look an eyesore most of the Spring/Summer. We need more car parking spaces on new residential developments - most households have two cars and with our younger generation living at home until they are nearly 30/35 in some cases the household has 4 cars.
191	Yes but there has to be really strong public transport and cycle routes to provide alternatives to car use. How will non car users access supermarkets, schools, health facilities, leisure and employment without using cars and roads? The infrastructure has to come first in order to tempt residents to be 'car-free'.
200	If there is no parking at the open spaces, then people will park anywhere to walk, see, play whatever they are doing. This will create more parking problems in the area.
202	No. Car parks are a necessity so that open spaces and be accessed by all. Not just those who live nearby.
204	Wouldn't support any more residential development than we already have.
210	Car parking is always going to be an issue, but where possible I agree with the above
212	Yes - provided there were alternative areas for parking that fitted within the character of Iver
218	Sounds like a good idea - but where is the space supposed to come from. It is hard enough to find a place to put cars - not helped in that the garages in Swallowdale are no longer being rented out - no doubt they will be built on at some stage - meanwhile car and van break ins are far too common and virtually no Police presence as a deterrant.
219	Yes, good idea to include mixed areas and areas for children to play safely.
225	The question is not clear, does this mean that the green space should be reachable by walking, then yes, developments should have space for families to take their children to play.

<b>238</b>	I would not support planning of new residential developments in or around Iver. There is simply not enough space in a village community. The village and its history should be preserved.
<b>239</b>	South Buckinghamshire District Council development management policy will already adequately cover the provision of green space in new development.
<b>242</b>	I do not support any additional, new residential development.
<b>247</b>	Yes - though it is pointless building homes with no car parking, it just pushes cars onto verges and other parking spots.
<b>251</b>	No, but limited car parking should be provided e.g. 1 or 2 numbered spaces per unit. Unfortunately public transport in the Iver area is abysmal, so people have to rely on cars.
<b>256</b>	absolutely not. we do not have the infrastructure to support more development, and therefore residents and their vehicles
<b>267</b>	Not important to us.
<b>268</b>	Poorly worded question. My support would depend on the individual planning policy as a whole and how it fitted into the wider context rather than supporting anything and everything that said it would provide 'green spaces free from car parking'.
<b>269</b>	In principle this sounds like a good idea, but not sure how it would work in practice.
<b>270</b>	yes - it is needed to ensure that new development is in keeping with the character of the Ivers and maintained (as far as possible with all the HGV / car traffic in the area) a 'village feel'.
<b>275</b>	Ironic, you are considering forcing any new development on green spaces to have green spaces! Any new development MUST have adequate parking for ALL its residents
<b>276</b>	Yes, if a brown field site was being developed then this should include the creation of green spaces
<b>278</b>	I believe you need car parking spaces in any new residential development. Otherwise you will have people parking all over.
<b>280</b>	Yes, we should avoid focusing solely on cars and car parking.

<b>281</b>	No. The reason for that is the poor public transport and dreadful roads, The bus service has improved recently but you can only go to Uxbridge or Slough on a long bus route (for the distance). The trains do not run on Sundays and the roads are not suitable for too much additional housing. If you live in the Ivers you need a car.
<b>287</b>	No particular opinion on this one
<b>288</b>	No - you are just encouraging more traffic to the area, whereby it cannot already handle the existing load. I take this question as Pinewood Studios does not have enough parking, hence lets now bulldoze some additional land to provide additional parking How would this additional car parking benefit existing residents?
<b>292</b>	Not necessarily. Railway station parking needs to be addressed.
<b>300</b>	Parking spaces should be incorporated to minimise on-road parking, but also create green/open spaces - don't cram so many houses into each plot
<b>301</b>	Not really....most families have a car so where would they park? Unless this was 'underground parking which you couldn't do with housing
<b>307</b>	I think some extra car parking is required possible near Iver High street
<b>308</b>	some spaces for parking are essential.
<b>316</b>	Only if transport links were improved!
<b>317</b>	Potentially but the impact of the new homes and additional cars needs to be considered. Already there is a major parking issue in Richings Park and commuters travelling from Iver station. This is causing major issues for local residents in Richings Park. Parking is a major issue and will continue to be.
<b>318</b>	I do not support new residential development on land designated green belt
<b>319</b>	No, unless public transport is priced reasonably, it is unreasonable to not provide car parking spaces.
<b>320</b>	Much as that would be nice, this area is quite remote from the facilities that people expect now and to be able to get to work so parking is necessary and should be carefully considered to not detract from the quality of the neighbourhood, to provide a safe environment for residents.
<b>326</b>	All new developments should provide some space for residents to take their children to play.
<b>334</b>	With the number of families with two and more cars how can you provide for green spaces without cars. Where will people park?

<b>343</b>	There should not be a specific policy requiring green spaces free from car parking. Instead policy should require new residential development to provide new areas of open space in accordance with the District Councils open space standards.
<b>351</b>	No, people have cars and if they cannot park in or near to their property they will park the nearest convenient place. Convenient for them, not the general public.
<b>353</b>	I would not support development of any kind.
<b>355</b>	If we are forced to develop then yes but green spaces need to be more than grass , they require grass and habitat
<b>356</b>	Nice idea but realistically the car is a necessity for the next few decades. look at the parking problems now on many roads because the car is not catered for or was not a problem when the roads and houses were built. proper thought must be given to the car in any development.
<b>357</b>	That would be good.
<b>358</b>	This seems like a roundabout question in trying to get support for new residential development. Since I've said I'm not in favour of new development, this question is not applicable.
<b>361</b>	UK development policies are often crap when it comes to including green areas, and not just open grass areas as that is worth less, development should include appropriate tree planting and areas of wild flowers - including allowances for bird and bat nesting areas within the properties being built
<b>366</b>	No people need to park.
<b>367</b>	Whilst it would be nice, it is completely unrealistic to restrict car parking. People seem unprepared to walk even a short distance from their car to their homes. Currently people in parts of Trewarden park on the pavement, restricting pedestrian access. Experimental design such as in Langley with the fronts of houses facing a shared green space (e.g. those off Parlaunt Road) seem to have backfired as observation suggests that people park their cars at the back using a service road and go in and out using the service road.

<b>370</b>	Planning policy needs to be realistic in terms of car ownership. Steps to encourage alternative means of transport are laudable and should be included in any development proposal, but use of personal vehicles is here to stay. Inadequate provision for off-street parking results in obstruction of roads and footpaths by parked vehicles. Given that land use is the constraint, my suggestion would be that all properties (including houses) should have underground parking. This works well in Germany. The high water table may present construction challenges but these should not be insurmountable.
<b>372</b>	residential areas = cars = parking spaces so how will that be possible??? Also residential areas = families = children = schools and you shut down The Ivers secondary school 31 August 1989
<b>374</b>	No, where this has been tried (Linden Close) the residents haven't reduced the number of cars they own they just park in surround streets.
<b>375</b>	no people need to park
<b>387</b>	Perhaps, provided the development used brownfield sites or replaced Industrial zones.
<b>388</b>	No. I do not support more housing but do approve of green spaces
<b>389</b>	No development
<b>390</b>	Yes - but They absolutely need parking!
<b>392</b>	Yes, free from car parking keep green encourages less pollution in the area.
<b>393</b>	NO, THIS WOULD ADD TO THE SPRAWL OF THE ESTATE, AND ENCOURAGE FOULING. IN THE IVERS SETTINGS, I WOULD PREFER TO SEE ANY NEW HOUSING KEPT TO THE SMALLEST AREA POSSIBLE AND THE NEW RESIDENTS TAKE ADVANTAGE OF EXISTING OPEN AREAS, THUS CONSOLIDATING THAT AREAS USEFULNESS.
<b>396</b>	Yes, a communal area for families to congregate is hugely important
<b>398</b>	Provision of green spaces must be in addition to parking spaces, not in lieu of parking. Residential buildings in this area need to have access to a minimum of 2 car parking spaces plus visitors areas. People can not only rely on public transport in this area - this is not central London. Further as a family area, the children grow up and they will start work etc and need their own cars. As a result many of the properties will have more than one car. Car parking MUST be provided

<b>402</b>	Yes, but provision must also be made for sufficient parking. Local houseing developments have little dedicated parking and therefore the streets are full of cars. I would suspect that if an emergency were to occur a fire engine or ambulance would not be able to reach those in need.
<b>407</b>	I believe that planning policies should ensure that new residential development provides car parking space sufficient to meet present and likely future needs (as well as addressing any issues of increased traffic flows on the road network). It seems to me that this is more necessary than providing additional green spaces - provided that overall the amount of green space is maintained at current levels.
<b>409</b>	No their is no space or places to park
<b>415</b>	If there has to be a plan to develop in this area it should be truly green
<b>416</b>	No, this is idealistic but unrealistic.
<b>431</b>	Yes. Strict application of section 106 agreements should be used.
<b>435</b>	Strange question. Car parking is a problem in the area - so why are you asking if we want to make it worse? I would not support such policies - provision of appropriate infrastructure - including roads and car parking is an essential part of ALL development.
<b>436</b>	Possibly as in richings park people are parking there cars all along the street to get to the train station and that is getting really bad now
<b>438</b>	No as this would add to the parking problems we already face
<b>443</b>	Dwpendwnt on locality
<b>446</b>	Q8 Yes, daft question really, anyone living in a rural area needs cars at some time and therefore parking for their cars (maybe under the property) but ALSO Large planting in green spaces of native trees.
<b>448</b>	No. Planning policies need to accommodate parking. Otherwise people will park on the roads, like they already do in Bathurst Walk and surrounding roads. Most households have at least one car now. This would make life even worse. Best to leave the green spaces alone in the first place.
<b>455</b>	Depends on the spaces and how large they are. I'm more concerned with the new residential development when it already feels very built up; especially Richings Park.

<b>458</b>	No!! Mainly because car parking will be found by those residents elsewhere in the surrounding area.
<b>459</b>	Yes it is important for children to have somewhere to play safely.
<b>460</b>	Yes but it is also important that adequate car parking facilities are provided. Lack of suitable parking around the Ivers is already a problem.
<b>465</b>	I don't understand the question.
<b>466</b>	There should be adequate parking, and reasonable green spaces
<b>468</b>	This is an essential part of any new development - and needs to cover the need for them to be adequately maintained so that they are not a drain on the public purse.
<b>469</b>	Yes, but only if relief road was part of the plan
<b>472</b>	No, Iver is not that sort of village. If the Green Belt is maintained there's plenty of green space available.
<b>479</b>	definitely not especially as there are decent bus services especially for the elderly in richings park. It creates additional pressure on already congested off street parking
<b>482</b>	I'm sorry, I don't understand this question but as the Richings Park president I'm aware that there is great need for parking
<b>483</b>	Yes providing sufficient car parking was also included
<b>486</b>	Yes as long as parking is accommodated.
<b>488</b>	Yes - use S106 and Compulsory Purchase Orders to this end
<b>491</b>	Development needs to be in keeping with the character of the area. Its' not just green space that is affected.. Matters such as current infrastructure need to seriously be considered.. Examples being sewerage systems, roads, utilities.. it needs to be based on real facts, not desktop exercises..
<b>500</b>	Yes but insufficient car parking spaces have become a feature of most new builds, everyone wants a car whether they use it daily or not
<b>511</b>	New residential development should only occur outside of existing green space.
<b>516</b>	No people need to park as some households have up to 4 cars
<b>517</b>	I would support provision of green spaces free from parking but not necessarily any residential development just because green space is planned in,

<b>519</b>	I think its important that all new developments provide sufficient car parking. If green space can be provided in addition that's good. But parking is more important in this area at the moment.
<b>523</b>	If you permit residential development most people/families have at least 2 cars so this is impractical!
<b>527</b>	Development should be on brownfield sites so no green spaces are lost.
<b>531</b>	Yes. If you mean by that, that each premises would still have a 'parking space' but that 'green space' would also be provided, like a village green for example.
<b>533</b>	No developments
<b>534</b>	NO. PROVIDING NO SPACES PUSHES THE PARKING ISSUE ON TO NEIGHBOURING ROADS.Cause issues for visitors and trades people. Public transport not good enough.
<b>535</b>	I'm not sure what that means!
<b>537</b>	Green spaces should always be provided but people need to park as well or they will park else where blocking other residents roads
<b>539</b>	Not sure if this is realistic
<b>548</b>	No new developments
<b>557</b>	Depends where the development is
<b>560</b>	Answer Only if new residential development is on brownfield sites
<b>561</b>	Answer No. People need to park as virtually every household has at least one car and many have up to four or five
<b>565</b>	Answer No, just well planned with green areas
<b>568</b>	Answer Yes. Also need to encourage transport links - bus service to link railway station - developers to pay towards providing support for services
<b>572</b>	Answer Not on green belt land
<b>576</b>	Answer No. Car parking is essential these days as all households have at least one, if not more cars etc
<b>577</b>	Answer I would not support new residential development
<b>580</b>	Yes but that would not overturn the mass environmental destruction of the last 25 years of people concreting or paving over once well kept front gardens.
<b>584</b>	As long as the houses have adequate parking for 2 cars each then a central park is good too