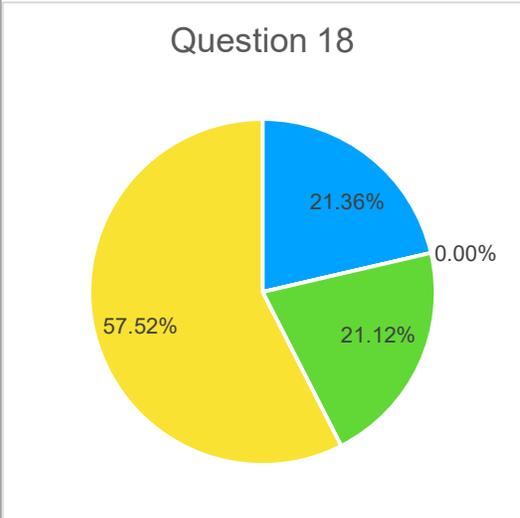


18

| Response ID | Where do you think new housing in The Ivers should be located, and why?  | Final Result |       |        |        | 412     |
|-------------|--|--------------|-------|--------|--------|---------|
|             |  | Blanks       | Yes   | No     | Other  |         |
|             |  | 88           | 0     | 87     | 237    | 100.00% |
| 1           | Nowhere. Why is new housing required if any wood lane  | 21.36%       | 0.00% | 21.12% | 57.52% |         |
| 2           | Big area – rough ground back of Leas Drive/Leacroft / Places for youth to get up to (No good)  |              |       |        |        |         |
| 4           | Bisons old site  |              |       |        |        |         |
| 5           | By Court Lane, near water treatment works. Access to railway station.  |              |       |        |        |         |
| 6           | Wingrove Farm land - proximity to rail station and provision of new relief road.   |              |       |        |        |         |
| 7           | Maybe by The Ridgeway and Iver Trading Estate. Don't take away the open spaces and fields  |              |       |        |        |         |
| 13          | Along Pinewood Road. There is low density housing and access to the road network.  |              |       |        |        |         |
| 14          | Not on green belt land.  |              |       |        |        |         |
| 17          | Iver Heath area, free from traffic build up  |              |       |        |        |         |
| 18          | At the Evreham in Swallow St, on the field beside the church, the house on the big piece of land on Bangors Rd North that is off Stag & Hounds roundabout has been empty for at least 20 years |              |       |        |        |         |
| 19          | Near Canal   |              |       |        |        |         |
| 20          | Outside of village.  |              |       |        |        |         |
| 21          | There is no infrastructure to cope with new homes in Iver  |              |       |        |        |         |
| 22          | By the railway - could be incorporated into the plans for a relief road.   |              |       |        |        |         |
| 23          | Aren't we full up enough already?!   |              |       |        |        |         |
| 24          | On existing industrial sites. Moving out the industry as this would get rid of lots of HGVs.   |              |       |        |        |         |
| 25          | I do not support anymore houses in this area.  |              |       |        |        |         |
| 26          | Difficult to say as it surely involves developing green belt. If forced then any brown land and deal must be struck for new relief road. Space between station and Iver or Mansion Lane.       |              |       |        |        |         |
| 28          | No where   |              |       |        |        |         |
| 29          | Between Iver and Richings Park 100-200 housing units is maximum. Roads and infrastructure cannot support more than this.   |              |       |        |        |         |
| 30          | There should be no more housing developments. Our infrastructure and community facilities are already stretched.   |              |       |        |        |         |
| 31          | I would say wherever there is land not used effectively i.e. south of Richings Park  |              |       |        |        |         |
| 36          | Brown land only not Green belt   |              |       |        |        |         |
| 37          | I'm not in favour of new housing in Iver, Ivers cjharm is already changing   |              |       |        |        |         |
| 38          | Pinewood, we missed a fantastic opportunity  |              |       |        |        |         |



|    |   |
|----|---|
| 41 | No new housing should be considered. The infrastructure cannot support more residents.  |
| 43 | Nowhere - as below.   |
| 44 | Richings Park with by pass  |
| 46 | On current industrial sites like The Ridgeway (Richings Park) and maybe Bangors Park Farm and Duttons Farm which are used for commercial businesses and not farms now.  |
| 47 | Using the brown field area, under the M25 off Thorney Lane. All that area could be houses. Light industry car breaks could move elsewhere.  |
| 49 | We do not need anymore housing.   |
| 51 | Where possible e.g. back gardens with side access   |
| 56 | Between Iver and Richings Park.   |
| 58 | Opposite Langley Park entrance. Less impact on traffic.   |
| 60 | The development South of Iver, appears to be the best plan.   |
| 61 | I don't think we should have any. We are villagers and not towns. The infrastructure cannot sustain more houses / people  |
| 62 | Brownfield Sites if feasible.   |
| 65 | Ridgeway Trading Estate, Thorney Trading Estate & Court Lane development  |
| 66 | In the unconsecrated part of St Margaret's churchyard (GMS). I only agree partially - access could be difficult (MJSS).   |
| 67 | Richings Park   |
| 68 | Convert industrial sites to housing.  |
| 69 | Nowhere. This is a village area.  |
| 70 | Farm land behind recreation land - Iver. By pass would be of enormous benefit to all Ivers and Richings.  |
| 71 | Only areas with good road access/improvements.  |
| 75 | Nowhere. We are full to capacity in the villages, no more facilities available to accommodate further development   |
| 76 | No more development in Iver Heath - already parking a problem - Housing opposite to us in Slough Road use our drive in as a car park!! Blocking view!!! Roads already too much traffic and in very bad repair - more development will only add to this problem. |
| 77 | Brownfield sites.   |
| 78 | Yes, Iver Heath, M25 fields adjacent. Fields by Church Road and Pinewood End.   |
| 83 | Parade of shops in Iver Heath not just the co-op  |
| 84 | See Q6 and possible brown field site development.   |
| 85 | Around a relief road. Near Iver Station.  |
| 86 | Previous options on the plan have already been submitted. How about options towards the M25 - South of St Peters?   |
| 87 | No more housing.  |

|     |  |
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| 89  | Sort out the relief road which has been proposed and around it is your new housing.  |
| 90  | OM a by pass.  |
| 91  | Brownfield sites   |
| 93  | Near station - between village and station to boost crossrail appeal. Plus add relief road.  |
| 97  | Land between Railway line and canal - British Rail land. 4 main industrial sites.  |
| 98  | If any have to be done it should be near the station.  |
| 99  | No more is required in quantity  |
| 100 | NO MORE HOUSING.   |
| 103 | I don't ! We have very little land left and any fields need to be kept as they are.  |
| 104 | BROWNFIELD   |
| 105 | Land in Thorny Lane North between railwat and canal. This land is left to waste at the moment.                                       |
| 107 | Brown Belt Land - Thorney , Ridgeway area  |
| 110 | AWAY FROM GREEN BELT AREAS   |
| 111 | DO NOT KNOW THE WHOLE AREA SO UNABLE TO ANSWER   |
| 112 | Existing brownfield land and in small developments to fill "gaps"  |
| 114 | - IS THERE ANY BROWN SITES?  |
| 115 | Join up Iver Village and Richings Park, Crooked Billet to Pinewood   |
| 116 | Around the Train Station to benefit crossrail and encourage more professionals (tax payers) to move to Iver.                         |
| 119 | There should be NO further housing in The Ivers. Both are congested enough and have expanded enough over recent years.               |
| 120 | Between R. P. & iver with Relief Road. Good access to Rail Link.   |
| 122 | I'M NOT AWARE OF ANY SITES, ENOUGH CONGESTION AS IT IS   |
| 123 | No more houses   |
| 124 | NOWHERE THERE ARE ALREADY TOO MANY HOUSES IN THE IVERS   |
| 125 | If the proposed Slough Garden Suburb is built on the Ivers Land then homes should be part of "The Ivers" House building requirement. |
| 127 | Its already planned for  |
| 128 | We do not need more housing  |
| 129 | It shouldn't you will destroy local community & life style.  |
| 130 | On the north side of the railway, on disused Bison Site - up to the canal. Local rail links must have Infra-structure.               |
| 131 | ALREADY FUL OF HOUSES  |
| 132 | Possibly on the Bison site to the Nort of the railway - use brownfield site.   |
| 133 | None -   |
| 134 | NOT Anywhere. I DO NOT WANT TO SEE IVER AND IVER HEATH BECOME A TOWN.  |

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| <b>136</b> | BROWNFIELD SITES TO RETURN SOME AREAS FROM SCRAP YARDS TO HOUSING  |
| <b>142</b> | Don't think we need new housing  |
| <b>143</b> | IVER VILLAGE & IVER HEATH ARE ALREADY OVERBUILT. ONLY OTHER AREA ARE FIELDS AROUND RICHINGS PARK WHICH WOULD BE A SHAME  |
| <b>145</b> | The relief road proposals included housing, plus Thorney Lane opposite old Post Office. Those shops are a mess.  |
| <b>146</b> | COMMUNITY LEGACY PROJECT FOR IVER HEATH, BETWEEN CHURCH AND BRITISH LEGION.  |
| <b>147</b> | In Iver village a new relief road for the High Street from Langley Park Road to Thorney Lane North would alleviate traffic problems in the village and could support housing on the Northern side and keep a green corridor between it and Richings Park but of course this would inevitably put more traffic on other village roads.  |
| <b>148</b> | There is limited space for infill housing on GB where existing housing is in GB. It should be coherent development and make best use of the available space without compromising existing homes. Creative use of underused garage sites. Some housing may be better provided by demolishing existing homes and rebuilding to modern standards. The redevelopment of Thorney Business park for mixed uses, including homes, as Crossrail will serve Iver station. |
| <b>149</b> | PLEASE REFER TO Q 6<br>DUE TO POLLUTION NO NEW HOUSING SHOULD BE PROVIDED ALONGSIDE MOTORWAY OR MAJOR ROADS IN THE AREA.   |
| <b>150</b> | CHANGE BUSINESS PARKS TO HOUSING. WOULD REMOVE HGV's FROM IVER ROADS   |
| <b>152</b> | A18. The current local infrastructure will not support any significant increase in population. A relief road by itself will not solve this problem. If the Local Plan forces the Ivers to have new housing, then it should be high density and located alongside the M4 to minimise the impact on the Parish.  |
| <b>153</b> | CLOSE TO EXISTING HOMES BUT ALLOWING SPACE FOR GARDENS. ALSO ROAD LAYOUTS NEED TO BE ALTERED   |
| <b>154</b> | Should be located on existing brownfield sites.  |
| <b>155</b> | Thorney Business Park seems eminently suitable and would remove HGV generating activities from the area.   |
| <b>156</b> | NOT ON GREEN BELT ON USED LAND ALREADY.  |

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| <b>157</b> | AWAY FROM IVER   |
| <b>159</b> | Mainly Brown field sites Market Lane ect   |
| <b>161</b> | Nowhere. There have been several new developments over the last couple of years and any more will threaten the preservation of Iver as we know and love it. Why can't we look at the area around Langley Station that is mainly industrial, offices, mechanic garages, marble factories.... Making these areas residential would be a vast improvement in highly sought after areas and would dramatically lift up the whole area in general. Apartment blocks, coffee shops, gyms etc would be much better than run down garages and office buildings.  |
| <b>165</b> | Get rid of all the little industrial estates and areas in and around Iver Village and use it for housing, also opposite the Red Lion Pub if necessary to use green land. Slough should be the place for industry, especially the transport companies, not a small village, thus elevating the heavy traffic through Iver Village and surrounding areas. There is also land at the back of Swan Lane that does impact on anything else  |
| <b>173</b> | I will support any housing development that provides a functional relief road to be built immediately at the point at which the development starts and made available for all road users including HGV traffic. The prerequisite for any housing development must include a relief road. And any relief road must be constructed in such a way that it does not increase traffic through the iver conservation area, and provide traffic calming measures here also. It would appear that the Thorney Lane business Park development could offer a workable solution, but in its current form with hundreds of office units this will no doubt increase traffic and pollution due to commuters (and residents) that are brought to the area. |
| <b>178</b> | Brownfield   |
| <b>180</b> | Around the trading estate. Brown field sites. Use the area at The Evreham Centre and build a modern school at back of the recreation field in Iver Village.  |
| <b>186</b> | answered before - Richings Park - station links  |
| <b>189</b> | Land bordering onto the Old Bison Concrete works - with adequate road system.  |
| <b>191</b> | Thorney Business Park - a poorly utilised large space, central to Iver Village and Richings Park communities. The greenbelt element could be largely retained as 'green' with the western section being developed for trade, residential and leisure use.  |
| <b>194</b> | Brownfield sites as basic infrastructures are already in place.  |

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| <b>196</b> | Trading estate  |
| <b>200</b> | On areas of land that have been identified as being in an area that can be built on and/or extended.  |
| <b>202</b> | The fields in Iver Heath.   |
| <b>204</b> | We have given up enough spaces for development.   |
| <b>206</b> | In currently under utilised areas, such as derelict pub sites to start with. Then on unused private land, such as empty fields not currently in use, before green belt is even considered.  |
| <b>210</b> | With a few exceptions, everyone is going to say "over there". The truth is they need to be built where the infrastructure allows - that means roads, schools, doctors etc. If there is nowhere already with that capacity available, then the additional schools and doctors also need to be included in the plan   |
| <b>212</b> | On the brownfield sites/ trading estates that cause the majority of village problems.   |
| <b>214</b> | The areas already identified provide a framework for possible future development.   |
| <b>218</b> | On brownfield sites - better to redevelop sites previously developed than ruin Greenbelt  |
| <b>219</b> | The two proposals for an Iver relief road did include housing. Thorney Lane South, opposite the old post office and including the shabby shops in that location.  |
| <b>223</b> | Evreham; Martindale Close, has already taken away the school option   |
| <b>225</b> | South of Richings away, on land between Old Slade Land and the M25.   |
| <b>231</b> | I think that there is enough housing in Iver village. Every housing estate that is built now has to have a per centage of social housing, this I think we do not need. Iver does not have the schools for the extra influx of children, the Iver practice you can never get an appointment in so to bring in more families in these houses just would not work. |
| <b>238</b> | Nowhere, developments will change the village status. If totally necessary they should be on the furthest outskirts so as not to impinge on current resident's outlook that they have enjoyed for many years and the reason they live in that area.   |
| <b>239</b> | Land south of Richings Way offers a sustainable location for residential development. It could accommodate approximately 60 – 100 homes. This has been previously identified by ARUP as part of a larger area as potentially suitable for development. It has identifiable permanent boundaries and is within easy walking distance of Iver Station.            |

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| <b>242</b> | There should be NO new development anywhere in the Ivers until the infrastructure is detailed. The roads are at saturation point. The doctors' surgeries are stretched to their limit. A new Primary School will be necessary. There is inadequate parking in many areas.   |
| <b>247</b> | What new housing is needed?   |
| <b>251</b> | Low density housing should be provided throughout the area. There are many areas which would benefit from low rise smaller accommodation, such areas including adjacent to: Billet lane, Mansion Lane, North of the 'proposed' Iver Ring Road, Richings Way, Langley Park Road, and Wood Lane. Each of these areas is basically scrubland, and is not used for any real purpose. However, any housing should be "affordable" homes targeted at first time buyers and the elderly - we have enough large expensive houses! |
| <b>252</b> | Land currently used by Thorney Business Park and by the Ridgeway  |
| <b>254</b> | The areas in Iver Heath adjacent to Five Points are proposed for 326 houses - these two sites are on land where infill of the green belt would have the least negative impact. I would however add that this site is not without issues due to the existing traffic issues around the immediate area and the lack of facilities to support people moving to the area.   |
| <b>256</b> | We dont have room or infrastructure to support new housing. If County want to build, theres plenty of undeveloped land in North Bucks   |
| <b>257</b> | Limited housing with sufficient infrastructure and road leading away from village.  |
| <b>259</b> | I think it is wrong to build houses without thinking about the implications this brings, Evreham school was demolished, and they built houses - great - where do the children which sort of come with the building of houses go to school - miles away. ! Result a school which has an intake of 300 children each year and the children who attend that school have to be delivered to that school by bus - madness.   |
| <b>265</b> | Brown field sites only.   |
| <b>266</b> | Nowhere there are enough properties. Just improve the roads and parking at the ones that are here   |

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| <b>268</b> | Brownfield sites as they do not impact the Green Belt. If all options of redeveloping brownfield sites have been explored and there is still a need for more land then see Preferred Option 13: Area North of Iver Station in the Chiltern and South Bucks Local Plan: Green Belt Preferred Options Consultation. If Thorney Business Park is included then the land is part developed already (brownfield); it provides part of the much needed relief road (and if projects worked together - it could provide all of the road) AND it removes an industrial site that generate a substantial amount of HGV traffic. |
| <b>269</b> | As previously stated - on the existing brownfield sites: Thorney business park, Court Lane industrial park, the Ridgeway trading estate. Reasons as already given - too much HGV traffic on roads that are unsuitable for their use, as well as air pollution, traffic congestion and noise.   |
| <b>270</b> | On previously developed /brownfield land (in and out of the Green Belt), existing industrial estates which are not appropriate in the Ivers Village location, parcels of land at Pinewood Studios and parcels of land around Iver Crossrail station and the Former Iver Lane Landfill Site, Iver Heath.  |
| <b>274</b> | Iver   |
| <b>275</b> | Individual or very small deveopments scattered throughout the Ivers.   |
| <b>276</b> | Thorney Lane industrial area should be replaced by a housing development which would remove the HGV traffic which causes so much damage as long as it was not extensive, which would then lead to a problem with insufficient services to support the additional people.... essentially I do not believe that this are can support additional development and the Government need to consider building new communities, with all services created from scratch as has happened elsewhere in the country.   |
| <b>280</b> | On a new bypass relieving pressure - especially of HGVs from the High Street. The High Street is currently incredibly dangerous to go past and cross as HGVs push their way through the tiny road. I have seen three near misses with school children this year alone due to poor traffic regulation.  |
| <b>281</b> | Whilst realising the need for new housing it should not be so extensive as to detract from the village environment and not on green belt.  |
| <b>285</b> | Brownfield sites without doubt before green belt usage. Richings Park Garden City good location provided infrastructure is provided as well  |

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| <b>287</b> | Wingrove Farm  |
| <b>288</b> | Don't think there should be any new housing.   |
| <b>289</b> | Iver heath Fields if we have to have any.  |
| <b>291</b> | I think new housing should be located on the Bison site also on the Thorney Mill road site so that it reduces the amount of HGV's on our roads. Turn these former industrial areas into housing sympathetic in design with the area.                                     |
| <b>292</b> | Some consolidation of the scattered business parks would make sense, particularly into those that have good access to the major roads. Then remaining business park space could become residential.  |
| <b>293</b> | I have no specific opinion, however road network needs to be taken into account.   |
| <b>300</b> | On existing brownfield sites - 3 stories high if necessary   |
| <b>301</b> | Land that is adjacent to Mansion Lane towards Richings Park. From what I have seen this isn't used very much and roads could easily be widened to accommodate extra traffic  |
| <b>304</b> | on industrial sites that could be relocated to ease our traffic problems 24/7 reducing heavy vehicles moving in and around all of the Ivers.   |
| <b>306</b> | I do not think we need anymore housing we do not have the schools and medical facilities or the road infrastructure for any more residents.  |
| <b>307</b> | Not really sure as I do not know any open area that could be used for this.  |
| <b>308</b> | Near the high St. it would then be sensible to create a relief road to relieve the high street.  |
| <b>311</b> | On any unused land that is currently dormant   |
| <b>316</b> | On the land between the railway station and the canal. On the land at 7 - 11 high street currently occupied by car shops. There needs to be a bus that connects the new housing with the centre of iver.   |
| <b>317</b> | Pinewood - The most open area  |
| <b>318</b> | I do not believe any development on green belt land should take place. The roads in this area are regularly gridlocked due to huge amounts of traffic. Any new housing will simply exasperate this further. What's there to like about living in a fume filled car park! |
| <b>319</b> | Brownfield sites such as the ridgeway trading estate   |
| <b>320</b> | The new housing should be just to the south of Iver High Street with a relief road combined as part of the development which will divert large traffic from travelling through the Village.  |

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| <b>324</b> | If a bypass was viable, then I would support some residential development of the Ridgeway.  |
| <b>326</b> | On Thorney Business Park and land south of Richings Way. Fourells Paddock, Richings Way. These areas do not serve Green Belt functions and can better provide mixed housing for people who work in London and walk to the station.  |
| <b>328</b> | No more housing   |
| <b>329</b> | Brownfield sites  |
| <b>330</b> | Nowhere   |
| <b>331</b> | ONLY ON BROWN FILLED SITES IN THE AREA.   |
| <b>333</b> | The Industrial Site just before Richings Park should be developed for affordable housing. This would serve two features. One being the removal of HGV's going through the Iver high street. The second, resulting in homes that would be close to Iver Rail Station.  |
| <b>334</b> | The housing development proposal by David Wilson Homes as it provides a large number of new homes with walkways to the village, other amenities and a RELIEF Road much quicker than any other proposal and it would be paid for in full by them at No Cost to IPC or SBucks.  |
| <b>337</b> | Court lane and Richings way Court lane has unused land Richings Way can help  |
| <b>338</b> | Richings Way as there is land that it is not occupied or used recreationally. It is also walking distance from the shops and the station.   |
| <b>340</b> | Court lane Richings way as easy access to station   |
| <b>343</b> | As per my answer to Q2, I consider that the new housing should be built on the land West of Iver Heath as identified in the District Council's Green Belt Preferred Options consultation. This land is available and can provide c.360 new homes in a sustainable location. Main roads that would provide a permanent, defensible Green Belt boundary border the land, and development of land would not lead to any coalescence. The land is also located within walking distance of local facilities such as the Junior School, Library and playing fields. |
| <b>344</b> | As stated before in Q2, the fields bordering on both Pinewood Road and Slough Road. Not sure about Iver or Richings park.   |
| <b>347</b> | Maybe on some of the land adjoining the recreation ground and some of the land in Mansion Lane  |
| <b>351</b> | Any development will spoil the Ivers.   |
| <b>353</b> | If it is to happen -brownfield sites only.  |
| <b>355</b> | If housing is forced upon us we should target brown field areas only  |

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| <b>356</b> | South of Iver Village, A plan already exists and is deliverable. a good mix of housing would be provided and a relief road. It would also enlarge an existing village that may make retail shops mor viable and provide new facialities to the whole village not just the new deveopment.   |
| <b>357</b> | It would make sense to locate new housing close to the cross rail station in Iver.  |
| <b>358</b> | Don't know.   |
| <b>361</b> | between Iver and the railway - this should be where we call a stop to it though, apart from any brown fill sites - we need one decent area of land released to meet our lcoal commitment to housing but make sure we get a benefit from it - better road network east/west - the rest of our local green belt should be preserved   |
| <b>364</b> | Land between Railway and Trading Estate. Convenient to Crossrail  |
| <b>365</b> | Between Ridgeway and Richings Park  |
| <b>366</b> | Just south of Iver High St so there can be a relief road as soon as possible to relieve the High St perhaps in two to three years.  |
| <b>367</b> | In small groups i.e. not massive estate type development. I know the parish council has been looking at this but use of smaller parcels of land with access to roads would seem sensible. Not withstanding ownership, the patch of land at the Crooked Billet roundabout between Slough Road and Church Road and maybe the field on the corner also the Crooked Billet roundabout between Church Road and Pinewood Road. Possibly along the A 412 towards the Denham roundabout ( could possibly use some of the Green Belt that is adjacent to the road)   |
| <b>369</b> | Close to stations i.e. Richings park or where old industrial units exist  |
| <b>370</b> | The only site of significant size that I consider suitable is the Thorney Business Park. In the long term, this would provide an opportunity to remove a large number of HGVs from local roads, provide space for a station car park, an opportunity to enhance and improve accessibility of the canal-side environment and some high-spec office or R&D facilities to encourage alternative employment opportunities. It is important that any development is sensitive to the fact that it is Green Belt and imperative that housing density is not excessive. Such a development would have a very significant impact on local infrastructure and it could not proceed without embarking on the construction of a relief road, providing additional school places (including a secondary school), medical facilities, etc. |

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| <b>372</b> | Maybe the plot of land that Slough are trying to take   |
| <b>373</b> | Iver. Because it's now run down cheap village.  |
| <b>374</b> | Thorny Lane, Langley park Road, and North Park as they are within walking distance of the Crossrail stations. Also if the ridgeway has a falling number of tennents use this land for the same reason.  |
| <b>375</b> | just south of iver high st so there can be a relief rd as soon as possible possibly in 2 yrs and will help traffic on high st. this could be constructed at no cost to the local or national taxpayer   |
| <b>378</b> | Not near mansion lane Industrial areas maybe  |
| <b>385</b> | Bison site  |
| <b>387</b> | Serve notice on the industrial estates and convert these areas to housing.  |
| <b>388</b> | Nowhere!  |
| <b>389</b> | I don't support any new housing   |
| <b>390</b> | A development that ensures a relief road away from richings park and Iver village. the only caveat is they shouldn't build ugly eye sore cheap mass housing.  |
| <b>392</b> | Pinewood Road further down there is a huge green field maybe there with parking. New homes are already located around Iver Health found places where there a wide open space and don't overpopulate the area with houses. Do not turn Iver into Southall or Langley with liars of houses or flats.                            |
| <b>393</b> | ON THE SITE OF THE THORNEY BUSINESS PARK, THORNEY LANE SOUTH.   |
| <b>396</b> | I think we should look to explore small pockets - what scares people is planning for large developments that will clearly change the makeup of their local village. Small managed developments are the way forward and they should be spread fairly across the Ivers. No one village should be developed more than any other. |
| <b>398</b> | Brown field type sites - not green belt. Environmental concerns   |
| <b>400</b> | Only brownfield sites should be used. Greenbelt must be protected unless there is a benefit to the existing community.  |
| <b>402</b> | On brownfield sites, protects the greenbelt and goes someway to reducing the excessive HGV movements through the villages   |
| <b>405</b> | I DO NOT THINK THERE SHOULD BE ANY MORE HOUSING IN THE IVERS.   |
| <b>407</b> | I support the idea of redeveloping at least one of three large HGV-generating sites within the Parish.  |
| <b>409</b> | Why it's a village  |
| <b>415</b> | On Industrial Land only   |

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| <b>416</b> | Thorney. As explained previously  |
| <b>417</b> | Near the station, this will reduce traffic.   |
| <b>429</b> | Shouldn't be any new housing  |
| <b>431</b> | On brownfield sites; Richings Park Garden City; Martindale.   |
| <b>433</b> | Redevelop existing  |
| <b>435</b> | No new housing.   |
| <b>436</b> | Iver health as there are some old buildings that can be taken down.   |
| <b>438</b> | Why do we need new housing?   |
| <b>443</b> | Around Ridgeway estate  |
| <b>446</b> | Q18 Pinewood Road both sides, Its aready built up Mansfield Farm Fields Iver side of M25 waste of space so close to motorway. Land all around 5 ways roundabout. wasted.  |
| <b>448</b> | I would look at the sites in the Ridgeway trading estate as there are large industrial units here. Using already developed spaces more effectively would be my preferred option where the quality of life of existing residents is not compromised.   |
| <b>451</b> | I don't think there is adequate space   |
| <b>455</b> | I don't think it should be, but if it has to be then it should be North of the high street where traffic and parking is not an issue.   |
| <b>458</b> | I do not know area well enough to comment.  |
| <b>459</b> | After brownfield sites have been utilised, the area next to Thorney Business Park could be looked at. It is currently a rather desolate piece of land. It would also be convenient for the railway station.   |
| <b>460</b> | I'd quite like to see the industrial estates replaced with housing estates.   |
| <b>463</b> | New housing could be located north west of Ridgeway and south of Langley Park Road. It could also alleviate HGV traffic from going along the High Street  |
| <b>464</b> | As previously stated the Land development as proposed by David Wilson Homes together with Relief Road.  |
| <b>465</b> | Industrial estate in between Richings Park and Iver.  |
| <b>466</b> | On the brownfield site, the Bisons site   |
| <b>468</b> | Thorney Business Park   |
| <b>469</b> | The Ridgeway plan looks like the most logical place – but... the plan for the relief road to Mansion Lane or Hollow Hill Lane is not sound, Any plan should include the road forming a junction where Sutton Lane meets North Park. For me, this would be the best use of the land that is un populated... If the road went in first, it could be used to bring in materials to the site, as well as offering an instant benefit to all areas of the Ivers and Langley from HGVs and traffic on rat runs. |
| <b>472</b> | Land between Iver Station and the canal, redevelop Thorney Business Park as Housing. Mansion Lane and un-used land between Iver/Iver Heath and the motorway   |

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| <b>475</b> | The old garden centre in Woodlane - the garden centre closed and doesn't appear to have been developed The area adjacent to Lossie Drive/Hollybush Lane - looks like scrub land with little or no use. Field opposite the Red Lion - again it appears to be scrub land |
| <b>477</b> | To protect green belt sites, then on brown field sites.  |
| <b>479</b> | Iver heath as it is near the motorways and away from the Industrail estates of Riching Park  |
| <b>480</b> | Don't know   |
| <b>482</b> | Possibly the fields on the left of Thorney Lane North when driving from Richins Park to Iver?  |
| <b>483</b> | Thorney Business Park, Ridgeway Trading Estate and Court Lane Estate. This would tackle the HGV problem and create additional housing without removing land from the green belt.   |
| <b>485</b> | There are a number of yards behind the shops in the high street. Maybe this is a good locations as close to primary schools and bus routes. Also easily accessible to the facilities on the high steet   |
| <b>486</b> | Iver Heath as Richings Park will become congested  |
| <b>488</b> | See Preferred Options [Local Plan Consultation] but also; Evreham and Flowerland Swallow St. Iver Heath Land to west of Iver High St [subject to S106 Highways and Open Space obligations]   |
| <b>489</b> | On derelict small areas, no big housing estates to maintain the village feel of Iver.  |
| <b>490</b> | Area on barren lad to North of Richings Park. Area would benefit by developing this rough area in a manner sympathetic to existing area.   |
| <b>491</b> | Consideration should be given to brown belt type areas.  |
| <b>492</b> | Near the railway station or walking distance to the Iver station.  |
| <b>493</b> | South of Riching Park. It will provide homes close to Iver station and will create a more balanced traffic movement between North and South. Another words, taffic from these homes will head mainly down North Park and then to A4.                                   |
| <b>494</b> | Walking distance to Inver station.   |
| <b>495</b> | At Fourells Paddock, Richings Way. It is walking distance to Iver station and we need affordable homes in the area.  |
| <b>496</b> | Land at Fourells Paddock, Richings Way. This land is already surrounded by houses and is ideal for affordable homes for the young.   |

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| <b>497</b> | Land at Fourells Paddock, Richings Way. This land is already in the village and surround by houses and close to Iver station.   |
| <b>498</b> | A general missive from a central organisation is not the best way to approach this problem. i.e. defining targets with no review of local situations etc. The whole area should be reviewed and the brown belt/in used/underutilised urban areas should be redeveloped. |
| <b>500</b> | It is as much how it is planned as to where it is located. Lots of trees, parking, play areas, schools  |
| <b>504</b> | Farmers fields behind High St to Wingroves Farm with Relief Road  |
| <b>507</b> | The fields next to Iver Station   |
| <b>508</b> | Traffiuc is dreadful now  |
| <b>509</b> | Iver Heath Fields   |
| <b>510</b> | In areas where the infrastructure is capable of supporting the residents in the new houses needs - i.e schools, roads, doctors surgeries etc.,  |
| <b>511</b> | Densifying existing developed areas as opposed to using green space.  |
| <b>512</b> | Brownfield sites between Iver Village and R. Park to remove inappropriate commercial sites  |
| <b>513</b> | Nowhere!  |
| <b>514</b> | South Of Iver High Street it would round of the village and regenerate the High Street  |
| <b>515</b> | South of Iver Village and round off village   |
| <b>516</b> | South of Iver High Street so a relief road could be put in place without major costs to taxpayers   |
| <b>517</b> | Brownfield sites  |
| <b>520</b> | The Ridgeway would be a possibility as it is on the edge of Iver Village but really the roads cannot sustain more traffic so any new housing will cause more problems.  |
| <b>523</b> | Away from current housing which is already feeling crowded. 2 or 3 big developments on Love Lane/Swallow Street already.  |
| <b>524</b> | Brown sites in Thorney Lane area. Wingrove Farm/Thames Valley Builders site/Crooked Billet.   |
| <b>525</b> | Richings Park (bottom of Old Slade Lane open area). Access to London on Crossrail.  |
| <b>526</b> | Not on green belt   |
| <b>527</b> | Develop Ridgeway and areas along Thorney Lane North   |
| <b>529</b> | There should be NO new houses   |
| <b>531</b> | I find this a 'touchy' subject and do not wish to answer.   |
| <b>532</b> | Land south of Iver village (David Wilson Homes) would provide much needed Iver Village relief road  |
| <b>533</b> | Not in Iver Heath   |
| <b>535</b> | Anywhere that is not designated Green Belt  |

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| 536 | Industrial estates between Iver village and Richings Park   |
| 540 | No new housing NO DEVELOPMENT   |
| 544 | Limited development on site of Thorney Business Park and Court Lane Business Park (Brown field) No Green belt to be developed.  |
| 547 | Brown Field Sites should be used for Housing before any Green Belt is released.   |
| 548 | None should be developed. Roads - Potholes and amenities can't cope as it is.   |
| 553 | Brownfield sites (there are two on Slough Road)   |
| 556 | Don't know but Mead House is empty! Disgusting when so many people need homes   |
| 557 | Any brownfield site e.g. closed pubs and businesses   |
| 558 | On current traveller sites as these are expanding   |
| 560 | Answer New houses should only be on brownfield sites or if a large house/garden can be developed further  |
| 561 | Answer Just south of Iver High Street so there can be a relief road as soon as possible to relieve the High Street in about four years time. This could be constructed at no cost to the local or national taxpayer |
| 562 | Answer on brownfield sites  |
| 563 | Answer Small estates on land between Thorney Lane and Langley Park Road   |
| 565 | Answer unused land between Ridgeway Estate and railway station with appropriate relief road   |
| 567 | Answer Nowhere  |
| 568 | Answer Look at brownfield sites first   |
| 569 | Answer Mansion Lane has loads of space and would not use main road through village  |
| 570 | Answer Nowhere in the Ivers   |
| 572 | Answer Not on green belt. Brownfield or disused pubs, shops   |
| 573 | Answer The fields between the canal and the village   |
| 574 | Answer No more  |
| 575 | Answer Richings Park  |
| 576 | Answer South of Iver High Street so that long overdue and much needed relief road could be provided soon at no expense to the local taxpayer  |
| 577 | Answer Thorney Lane, Swan Road  |
| 578 | Answer I do not want more housing   |
| 579 | Answer On the land south of Iver village. 1. Close to the village 2. Help to regenerate the village 3. Less use of cars, reducing pollution and congestion  |
| 580 | <b>Why does Iver need new housing? Houses aren't selling in the current market.</b>   |

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| <b>581</b> | The Parish Council Offices & Police Station could move into the vacant Bull building and the vacant site developed fo affordable housing |
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