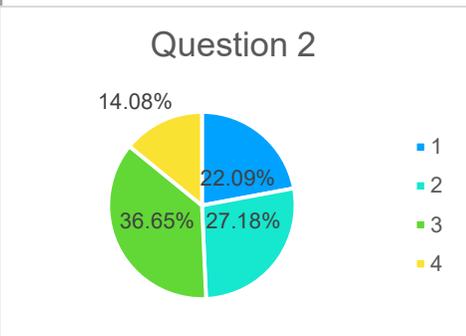


Response	If you think some development of Green Belt land should be considered, please say what type of development and whereabouts within the Parish	Final Result				Total
		Blanks	Yes	No	Other	
		91	112	151	58	412
		22.09%	27.18%	36.65%	14.08%	100.00%
1	Development should always include infrastructure, doctors, schools etc					
2	The Community Hospital in Widcroft Road - LOST, poor decision. Some homes there/social housing under occupied and large gardens					
6	Area off Church Road next to alley (Iver Heath).					
9	Old gravel pits along Pinewood Road or along Wood Lane. Langley Park Road.					
10	Iver Station car park					
11	No - green belt should not be built on at all - otherwise there was no point in designating it as such.					
13	On the outskirts of Iver, along Pinewood Road.					
19	Not at all leave protected.					
20	A little of existing green belt land could be tastefully and carefully used. Perhaps for development of a few more shops.					
22	Some green belt south of Iver Village alongside the railway could be usefully released for a new relief road.					
25	Green belt should remain.					
26	Due to constant heavy traffic iver could benefit from a relief road away from the high street.					
29	Minimal if at all					
31	2/3 bedroom houses south of Richings Park					
36	No development on Green Belt land					
37	no greenbelt land should be considered until all brownfields sites have been exhausted					
38	Yes - I don not have enough information to answer					
41	No development should be considered. Utilise brown sites first.					
47	Green belt should remain green belt and brown belt developed.					
50	No, none should be considered					
51	Back gardens and formally brownfield land, all greenfield land					
52	only limited expansion into greenbelt - still maintaining majority					
55	No, the Village is being ruined enough!					
56	Only for housing - no commercial. Between Iver and Richings Park is best option I have seen so far.					
58	Off Wood Lane there are large gardens, which some houses would consider selling part of their land. Luxury flats/apartments would be good.					
59	Yes. On land away from already crowded developments but not in regular productive use.					
60	Any brown field site should be considered. The large housing plan to the South of Iver could be considered.					
61	No development					
65	The only sort of development we would welcome and support is a secondary school					



66	It would be good to see some of Gams' field 50% used for car park space for St Margaret's Church (GM Sands). I agree with my wife's view, but no more than 20% (MJS Sands).
68	Development of the green belt should only be used for a by pass for Iver Village.
69	Green belt I thought meant green belt. Not for huge estates and definitely not for industrial areas.
70	Homes and facilities ie shop, school, park, library, South of Iver and Middle. Option II is only the council plan not the wishes/views of residents.
71	Maybe small sections of scruffy/untended land.
72	Not in Iver Heath
73	The area to the right of St Margaret's Church bounded by Church Road and the Slough road.
75	No green belt should be considered. Iver Heath is called it because we have a heath
77	No. Green belt protection is there for an important reason.
78	Housing - shared ownership for families. Not flats!
83	leave this area alone to retain its beauty and peace
84	No development of Green belt. Improved utilization of Brown field sites instead.
85	We need a relief road to take heavy lorries away from High Street in Iver.
86	If government policy DICTATES that developments SHOULD be imposed then options in the plan (Iver) ok! By railway; Ridgeway/Bison
90	Yes, for a by pass between the Ridgeway and Iver Station.
93	Housing at end of Grange way behind rec desperately needs access road. Better access to station, additional health centre. School. All needed (private proposal good)
98	No more. Land should be protected. Keep it as it is please.
103	Green belt needs to remain as it is - GREEN
104	I DO NOT BELIEVE GREEN BELT LAND SHOULD CONSIDERED FOR DEVELOPMENT
105	Field next to St Margarets Church Iver Heath allowed to be used as a car park for church use only
106	Potentially, but on a small scale with improved roads and ample parking. Iver roads should be improved in relation to any development.
107	Green Belt for Sports/Education not housing.
110	I THINK NONE OF GREEN BELT SHOULD BE CONSIDERED.
111	NO GREEN BELT BROWN FIELD SITES ONLY
112	I believe the development of brown field sites has merit.
113	Housing (NOT Council)
115	YES - Housing - School & Medical requirements and use of roads due to increased traffic
116	A road relief By pass to relieve HGV on Iver High Street.
117	On small area which are of no use to anybody and get fly tipped regularly
121	The y should remain as a public open space as this keeps Iver Heath a village

122	I DON'T THINK THERE SHOULD BE ANY FURTHER DEVELOPMENTS
124	ZERO DEVELOPMENT. TOO MUCH LAND LOST IN THE IVERS ALREADY.
130	Residential in unused farmland and brownfield sites.
132	Only a car park for commuters in Richings Park opposite the Old Post Office
134	NO TO DEVELOPMENT. ON GREEN BELT. WE ARE A VILLAGE NOT A TOWN.
137	Nowhere for housing - this area is much of a bottle neck for heavy traffic.
139	NO We are developed enough
143	NO - IVER HAS SUFFERED ENOUGH FROM DEVELOPMENT.
144	ALLOW DEVELOPMENTS OF EXISTING PROPERTIES WITH MINIMAL RESTRICTIONS
145	2 - 3 bedroom houses Not apartments. Along with a relief road for Iver village
147	I think that small developments in the Green Belt is the thin edge of the wedge and merely encourages further encroachment.
148	Only to help provide for affordable housing, market and social, infill development where housing already exists and the GB boundary could be rationalised. Exceptionally where historical brownfield development has occurred unlawfully and the benefit of removing the HGVs will be of benefit to Iver. These sites could be developed for mixed uses, homes and businesses that do not generate HGV traffic.
149	QUALITY HOUSING FOR LOCAL PEOPLE AWAY FROM ROAD AND MOTORWAY POLLUTION. LAND BEHIND BARNES WAY WINGROVES FARM - BILLET LANE SPORTS FIELD BETWEEN NORWOOD LANE & HOME FARM.
150	
151	No green belt land should be considered for development
152	A2. Any Green Belt development should be minimal, and only if there are very significant benefits for the local community.
153	WE DO NEED MORE HOUSING BUT CONSIDERATION MUST BE GIVEN FOR AN INCREASE IN EDUCATION FACILITIES TOO
154	Iver Heath has been over developed already. There should be plans to develop Brown Space.
155	Rearranging some areas could be acceptable to trade off areas outside of the GB with areas inside the GB. For instance, designate the Ridgeway Estate as Green Belt and reclassify some land close to the M40 as being industrial. This would remove HGV generating activities from the centre of the parish.
157	HOUSINGS, SCHOOLING.
158	No development should be considered within the Parish

159	If we call development the need for change when circumstances demand some change such as the control of traffic, such as a relief road through the Industrial area of The RidgeWay continuing across open farm land to remove the weight of traffic from our Village environment which is currently choking and ruining our area, where a simple 7.5 tonne limit would help enormously. Also the desperate need to develop a "Free" car park for the growing number of commuters which is about to increase with the arrival of Cross Rail, in the green area of adjacent land in Thorney Lane South, close to the Railway Station, with the housing developments taking place all around in West Drayton/ Yiewsley the number of commuters will no doubt double as there is no Railway parking in West Drayton and we will receive a huge increase here.
165	I do not think GreenBelt should be used
173	2. See above. If the Thorney Lane Business Park development reduces the number of office units (as currently proposed numbers will increase commuting traffic dramatically), a relief road (available for use by all) is built as a precondition for any building work, and protections are put in place to reduce volumes, calm and slow traffic through the Iver Conservation Area. I would support the development of this section of green belt only.
186	housing and car park near the railway station in Richings Park. Residents there are inundated with commuter parking on residential roads . If there were to be a charge for parking something would have to be done (like Denham Green no parking between eg.10-11am
189	None of the green belt surrounding our Parish should be considered for development.
191	There are areas where development can be considered such as the land between the canal and the railway line to the west of Thorney Lane in between Iver Village and Richings Park. This land has never served much of a purpose and some of it is brownfield. This land should be considered for housing development but also needs to include retail, education and medical facilities to cope with the increase in the population.
194	I don't think Green Belt land should be built on
196	Relief road for Iver HighStreet
200	Green Belt is Green Belt.
204	Don't want any.
206	If some housing development came with a relief road for Thorney Lane then I think that would be a good compromise. However, I don't think the number of houses built should be so high as to require any additional services or faculties such as new schools, commercial or recreational areas. The number of new houses built should be within what the current town should be able to support in order to prevent too many new houses.

210	Looking at all the options, and as much as I love the Iver Heath Fields, I think it's the only sensible option available
212	Green Belt Land should stay as it's designated - Green Belt Land
214	Some green belt areas are in very poor condition, and these may be suitable. Development should include affordable housing, and discounted housing for local people. It should be low density development, as this is a rural area.
218	I believe the green area between Iver and the railway line is of a lower quality than Iver Heath fields (trees, flowers, insect life etc). The area could be developed for affordable housing, perhaps a school and relief road to ease congestion in the Ivers (note NOT JUST IVER HIGH STREET)
219	2 + 3 bedroom houses - Not flats or apartments- as well as a relief road for Iver High Street.
222	SHOULD NOT BE DEVELOPED, PINWOOD STUDIOS HAVE ALREADY TAKEN SOME
223	Housing, small shops
225	Housing, schools, station car park, shopping facilities and HGV relief road for both Iver and Richings Park. Land between railway line and Canal. Also land south of Richings Way, land at Fourells Paddock.
229	We have already lost some green belt to Pinewood resulting in more HGV and commuter traffic, More housing would make the traffic problem worse. I oppose any new development.
231	I don't think green belt should be built on.
235	Should not be considered
238	I don't consider that any further development is required in the area. There are already enough new houses popping up between already established groups of housing.

239	<p>Within Iver Parish, development should be considered in the most sustainable locations. The most appropriate locations are within walking and cycling distance of Iver Station with its connections to London, Slough and elsewhere. Certain parcels of land currently within the Green Belt are well within walking distance of Iver station as well as other amenities. Some of these are also well contained with strong, defensible boundaries which could form a new Green Belt boundary. Sites fitting this description could be developed without harm to the purposes of the Green Belt and whilst providing new homes in a sustainable location. The parcel of land to the south of Richings Way, Richings Park, Iver (also known as Fourells Paddock) has previously been identified as part of a larger area by independent consultants ARUP as a location for a "Possible Built Area Extension". This was published in the Chiltern and South Bucks Local Plan Initial Consultation: Issues and Options 2016 as a Green Belt Strategic Option for further testing. The assessment can be found in the Buckinghamshire Green Belt Assessment Report of 7 March 2016, under RSA-31. This land has clear defensible boundaries which could act as a revised Green Belt boundary compliant with the NPPF. It offers the opportunity for high quality residential development with associated open space and a much needed children's play area.</p>
247	<p>Minor alterations to houses to improve living conditions, and no industrial development</p>
251	<p>There is an urgent requirement for smaller houses and flats (serviced for the elderly who are outgrowing their larger accommodation) and smaller/cheaper homes to suit the younger generation who are unable to afford the high prices associated with this area. The area between the Ridgeway and Iver Village is a prime location.</p>
252	<p>A station car park in Thorney Lane, Richings Park, Iver. The immediate need for car parking outweighs the need for this patch of land to remain as green belt.</p>
254	<p>I understand we have to be pragmatic but the levels of development already planned are exerting such pressure that we have very few areas that can be considered. In Iver Heath, the proposed infill at Five Points roundabout would represent a significant contribution to the housing needs of the area and is not necessarily fulfilling its original green belt purpose</p>
262	<p>Nice housing and shops, perhaps around Pinewood area.</p>
266	<p>There is enough houses squeezed into our Green Belt areas plus the roads and parking cannot handle the volume</p>
267	<p>Some housing is acceptable to us, particularly if it is attracting young professional couples and families who work in the city.</p>

268	Reading the Chiltern and South Bucks Local Plan: Green Belt Preferred Options Consultation, there seems no choice other than to give up some Green Belt Land. It then becomes a question of validly assessing and evaluating the land based on carefully selected criteria - e.g. classification of land, current usage - within a wider, more holistic, context.
269	The only green belt land that we would be happy to agree to being developed is the small parcel opposite Wellesley Avenue in Richings Park for a much-needed station car park, to alleviate the parking problems and associated traffic congestion in the village. There is already a planning application under consideration for this purpose.
270	If the land in question has already been built on (such as the new housing development on Swallow Lane by Inland Homes) which was a former garden centre then yes, there is little point in it remaining in the Green Belt (especially given that there are existing houses on nearly three sides of the land). In other areas where developments coming forward in the Green Belt leaving areas of land without clear defensible boundaries / reducing the contribution it provides to the Green Belt (such parcels of land around Pinewood Studios) then again yes this land should be carefully considered, in the context of strict control over height / impact on views in and out of the Green Belt. Any policies which support the release of land from the Green Belt need to ensure that this release is not piecemeal so that any monies to mitigate the impact of the development cannot be argued to not apply because the proposed number of new homes / commercial development falls under the required threshold. The is to ensure that a fair amount of financial compensation can be sought for impact on local infrastructure which is already severely stretched. that is (inter alia): 1) Highways and Transport - the number so cars / HGV's on the road are (what it is perceived as a pedestrian/cyclist) at dangerous levels most of the roads in Iver and Iver Health are severely congested and (outside the rush hours when vehicles are at a standstill) used as rat runs with vehicles clearly exceeding the speed limits in force to get to the M25/M40. 2) Public Transport - e.g. a regular bus service to take local residents from
274	No development of Green Belt Land should be considered
276	The only situation I would consider justified would be very small parcels of land that could be "infilled" without removing boundaries and without destroying any rare trees or dislodging wildlife with a small number of dwellings which would not impact on traffic, pollution, waterways, schools and hospitals which are already under considerable strain in our area.
278	I do not believe any of the Green Belt should be considered.

280	Bypass to the south of the High Street. The commercial area near the station should be used as it already has a road. Extending this road to Mansion Lane or another suitable location will mean the HGVs do not need to pass by the historic High Street. Development to the area around the station should be made to make pedestrian access easier. Currently they have to walk around the bridge and the road to the station is not particularly safe.
281	I don't want to see development on Green Belt unless for the use of the community and certainly for flats!
285	Certain areas of green belt are less deserving of protection than others eg land between St Margaret's Church & British Legion, land between The Parkway & Pinewood Road (both Iver Heath) and land adjacent to the railway in Riching Park. LEAVE IVER HEATH FIELDS
287	the David Wilson Homes scheme at Wingrove Farm should be implemented without delay so as to provide a relief road to the village
288	I'm not sure why and how you could justify more development, especially as the current infrastructure is not fit for purpose to support this and also impacts the quality of life which is already being impacted by ongoing developments
291	I think as Dominic Grieve originally promised that only infill pockets of greenbelt should be used for building. This would prevent the sprawl and the loss of the settlement shape and would retain the feel of the villages. There are small pockets of Greenbelt all over the Ivers that if built upon sympathetically and in keeping with the area could provide adequate housing. I am against any big developments because the infrastructure is not there and so the Richings Park garden village near the railway station in my mind will only lead to more congestion and litter in the area.
293	If it is a valid proposal, however the wider infrastructure of the village should always be taken into account.
298	Limited development for housing and social amenities should be allowed.
300	No, rebuild on existing sites or change some of the empty office space in Slough/Uxbridge...
301	Farm land adjacent to Mansion Lane going towards Richings Park. This could be part built on with housing, shops and a new school and also create a new park area so keeping some of the green belt
304	housing should replace some industrial sites.
306	The only thing green belt land should be used for is a car park for Iver Station if there is no other option. At the moment we must be the only station that has parking around all our streets which get clogged up with people driving to Iver to park their cars and get on the train.
311	possibly a small amount on land used for allotments

316	Development on what could be considered brown field sites - areas that have been already developed in a way such as the land north of iver railway station and south of the canal in Richings park / iver, where a large industrial site has grown up causing real traffic problems in and around the local villages. This should be redeveloped into housing/ shops/ satellite medical centre and a secondary school which is a real need for the children of the Iver's. There is no need for a new primary school as any expansion of houses in this land can be accommodated in expanding the existing four schools in the area. A new primary school could put those schools at risk which is not good for community cohesion. There is also no easy access for pupils to get to this site as it is a longish walk from iver village and there is no public transport.
317	Pinewood is a prime area for development. Its has space and good road connections.
318	No, I believe strongly Green Belt land should not be developed.
319	Do not agree with Building on green belt land.
320	Housing, a small amount of infrastructure and associated amenities for the new housing should be considered close to Iver Village with a requirement for the High Street to be improved/regenerated.
323	Too much of the Green Belt has been lost already. We cannot afford to lose anymore.
324	If bypass was viable to reduce HGV traffic in the village, then I would support some development. That said, it should be kept to a minimum.

326	<p>Housing for the young and schools for the next generation. Land at Thorney Business park and Fourells Paddock, Richings Way, Iver. The land at Thorney Business Park will reduce the HGV traffic. Where there is open countryside, it should be protected. However, there is a need for housing and supporting facilities for the community, hence, green belt boundaries will and should be modification to meet the needs of the community. SBDC Inner Green Belt Review Methodology, paragraph 4.1 states: http://www.southbucks.gov.uk/media/8228/Inner-Green-Belt-Review-Methodology-April-2016-/pdf/FINAL_IGR_Methodology_April_2016.pdf This review will focus on the detailed Green Belt boundaries around settlements within Chiltern and South Bucks Districts. It has been noted that there may be anomalies in the Green Belt boundary where, for example, the boundary line does not follow an existing feature or bisects a residential curtilage. These anomalies may have arisen as a result of errors made when the boundary was originally set, or as a result of development having already taken place outside of the boundary or boundary feature changes. In addition, improvements to mapping technology may also mean that there are situations where the exact boundary of the Green Belt is uncertain on the ground or due to policy area mapping inconsistencies. The current green belt boundary straddle the curtilage of the dwelling at Fourells Paddock. Furthermore, the land on the west</p>
328	Only to allow for secondary school not residential
329	No green belt development
331	NO DEVELOPMENT ON GREEN BELT LAND
334	Green belt should not be reduced, it was nominated to be green belt for a very valid reason.
337	Land at Fourells Paddock Richings Way Iver should be given permission to build accommodation for younger due access to Iver station in relation to commute
338	Land at Fourells Paddock, Richings Way, Iver should be allowed to have starter homes built upon for young people as it is close to Iver station for easy access into London.
340	Land at fourells paddock richings way iver should be allowed to be built on to develop houses in order for young couples getting on the ladder for the first time, also with easy access to iver station
343	The Chiltern and South Bucks Green Belt Preferred Options consultation (Oct- Dec 2016) proposed option 12: Area West of Iver Heath. The consultation suggested that the site could deliver 360 new homes. The A4007 Slough Road and the Pinewood Road provide clear, permanent defensible boundaries to the land. I believe that this land should be identified for residential development of 360 dwellings (including some affordable housing) in line with the Council's consultation Plan.

344	If we must consider giving up some of our green belt, then the fields between Pinewood Road and Slough Road could be a possibility. I have, however, strong reservations about the added traffic on our already very busy and stretched roads.
347	I do agree that building some affordable housing would be beneficial for some local young people however large housing estates would be an eyesore
351	No, a significant amount has been lost to Pinewood Studios. Local traffic has increased to the detriment of local residents, the local roads would be unable to cope with additional housing.
353	No development on Green belt land
356	SBDC transport survey for the Ivers has identified 3 routes for a relief road for Iver. One is the same as the plan by David Wilson Homes to the south of Iver Village. This is a good site, expanding the village but still leaving green buffer zones between the villages. It is also deliverable in a reasonable time scale.
357	Only as a last resort.
361	green belt should remain, but we are going to have give something and we need it to be where we gain, the infrastructure can be put in and there are not many places that can happen, one potential area is the land between Iver and the railway - which could pay for a road to relieve the High Street, housing with a mix of discounted houses for local residents, possibly a secondary school, and additional medical facilities
365	Yes, some areas where there are no houses currently i.e between Ridgeway estate and railway
366	Housing close to Iver village so the high street can be regenerated
367	I am not sure where the Green Belt land is outside Iver Heath. There may be potential for development of land that is not Green Belt and otherwise under-utilised e.g. the land between Slough Road and Church Road at the Crooked Billet roundabout
370	A decision to develop an area of the Green Belt should be truly exceptional and should be made locally; not at the whim of a Secretary of State. It is an irreversible decision and should be made recognising that it will affect the lives of generations to come. We should be mindful of the assets we have and not destroy them. The Green Belt is now so limited (and threatened by proposed developments such as the third runway at Heathrow Airport) that only those areas which have had permitted development should be considered. In considering those, an honest appraisal of the pros and cons must be undertaken. In my view, of the areas within the Parish currently under consideration, that currently occupied by the Thorney Business Park is an acceptable candidate. Development of areas in Iver Heath and to the east of Thorney Lane North would involve encroachment on Green Belt that would have significant negative impacts on habitats, traffic flows and other aspects of infrastructure.

372	i don't know of the whereabouts of green belt areas but if you are referring to the land which slough are trying to steal as you go from Richings Park to Langley, depending what you want to build there and how much of the land gets built on but maybe suitable for houses. The land by the entrance of the Bison estate in Richings Park seems to have nothing on it and maybe it would be good for housing and make the area feel safer if you walk down that road from Iver Station to Iver. Don't think the land opposite the old Iver Post Office should be turned into a car park for the station, maybe sort out the road outside station!!
373	Developing on green belt lands should never happen. But hey. We're sell outs round these parts
374	It needs to be sustainable within walking distance of our local stations, therefore richings park, or Langley park Road, or Thorney Lane.
375	The housing should be sited close to Iver Village to enable the high street to be regenerated.
376	I would only consider the use of green belt land if it enhances the area brings local jobs and not commuter based jobs. And if the correct infa sructure was in place
378	Yes More houses needed but balance still required Not sure which areas
385	Bison site only
390	None apart from new green sports facilities/parks. North of Iver station is perfect for park/recreational use.
392	Think building a park or areas for the local children and parents to take their babies would benefit in these areas. Using these spaces for fairs or other events would bring in people from other areas i.e. food market etc.
393	I AM OPPOSED TO ANY DEVELOPMENT OF GREEN BELT WITHIN THE IVERS AREA, AS I FEEL THERE IS INSUFFICIENT AREA TO MAINTAIN DIVERSION BETWEEN COMMUNITIES.
396	I am happy to consider green belt development to help resolve the following issues: 1. Commuter parking in Richings Park 2. A relief road for HGVs 3. Avoid SBC ingressing on our community i.e. if we don't develop there, they will.
400	Any development should be limited and provide some benefit to the community. An example would be the provision of a relief road and/or station car park for Richings Park/Iver Village so that current blight from lorry traffic is alleviated. Another issue that could be funded by any development is a full bus service to Iver railway station to help reduce car journeys and give Richings Park residents a means of reaching Uxbridge or Heathrow by public transport.

407	Given the Government's pressure to build houses, it could be acceptable to sacrifice a small amount of Green Belt land within proposals for new housing on "brown-field" sites, with some component of mixed development to the extent that additional housing necessitates some commercial or related development
409	New secondary school or relief road, not a land grab from a duffest county/ bourough who should be developing their own brown field sites.
415	Infill type development only particularly on the industrial areas that are poorly located due to the nature of road and rail links
416	There are pockets of land in and around The Ivers, currently privately owned which could be developed without impacting on the larger green spaces. For example, the land behind The North Star public house, 83, 85 and 91A Thorney Mill Road, currently subject to green belt regulations, would provide a significant space for the development of family housing with gardens, in keeping with surrounding properties and with no encroachment on to the Country Park opposite if the regulations were to be lifted. The land is almost equidistant between Iver Station and West Drayton Station thereby providing good transport links. Currently most development within this end of The Ivers occurs within Richings Park where green belt restrictions do not apply and consequently, extra large homes are being built which are not affordable for average families.
417	Yes, walking distance from the station. Some of the Land south of Richings Way, between Old Slade Land and M25. This is all walking distance from the station.
423	It is not within the scope of a Neighbourhood Plan to be able to review Green Belt boundaries and/or remove land from the Green Belt. This work needs to be undertaken via the Local Plan process. However, outside of the development plan process, development can be permitted in the Green Belt where very special circumstances exist.
431	I'm a supporter of the Gams' Field Project proposal for Iver Heath. It creates much needed specialist accommodation for those with Dementia, and re-generates a piece of neglected green belt with no public access into a potentially healthy public open space. Certain space less deserving of being considered Green Belt (such as the field behind Martindale) conditional on open space and carbon offset within the development.
433	School & playground
435	I do not support giving up any Green Belt land for development - especially industrial.
438	No development on Green Belt
440	No. It is not necessary to use it. There are many other options.

446	Q2 Yes. Given the infrastructure in Iver and Iver Heath is already at breaking point. A small amount of affordable housing for the younger generation of existing families should be allowed for but with restrictions that should be covenanted into the sale so that the advantage of affordable housing should be passed on to the next owner and not turned into an investment.
448	No, we have enough development proposals already.
451	I don't think any green belt land should be developed
455	I don't think it should be considered, but if it was inevitable then I would ask for it to be more in Iver Heath Fields.
457	I think there should not be any development in Green Belt Land
458	No i do not think it should
459	Brownfield sites should be considered before any Greenfield sites. The fact that brownfield sites are less attractive to developers as they have to decontaminate the land should not be an issue.
460	I don't think Green Belt land should be developed.
463	The land between Langley Park Road and Ridgeway could be considered for development.
464	There is an overwhelming need for a relief road through Iver Village to remove the heavy lorries from the High Street and in particular past the village schools. Funding for such a road could only be made on the back of housing development as it will not be funded by government. The land most obvious for a relief road is that as proposed by David Wilson Homes joining Thorney Lane with Langley Park Road, by passing the village.
465	The areas hidden away from the main road, for example some of the industrial estates, could be developed to meet the needs of the local community. As much as we need to preserve the green belt, it also needs to be invested in to make the area more accessible for bike riding and walks. The canal and certain pathways, for example between Iver and Langley train station, could be more user friendly. I also believe that developing the area opposite Richings Park for a car park for Iver train station is ok. But it's essential that the needs of the village are taken into account re parking restrictions, as it's getting worse every day.
466	Brownfill sites could be considered
468	Green belt areas that are already used for industrial uses such as Link Park/Thorney Sidings and Court Lane should be allocated for future re-development for non-industrial HGV generating uses such as offices or data centres.
469	I don't think there should be any further development until a suitable solution is proposed for the filtering of traffic through the Ivers. Especially the HGVs which should not be going through the High Street or through North Park.

472	Greenbelt development should be restricted to new housing and public services only. Areas between Iver/Iver Heath & the motorway could be developed and land between Iver Village & Ritching Park (Iver Station). The Green Belt between Iver / Ritching Park and Langley should be maintained.
475	I'm not sure if it's green belt but there appears to be a fair amount of what can only be described as scrub land which might prove acceptable for housing development
477	None should be considered.
478	Any new developments should keep in line with the existing nature of the area. My real concern is a vast number of multi tenanted flats popping up in the area. Developments should benefit the existing community with traffic relief and bus routes.
479	Iver heath
480	Some can be considered for very individual cases. Green belt should be developed to provide mass housing sites for adjoining councils housing needs
483	Some residential development should be allowed + infrastructure projects. Wherever possible these should be on brownfield sites
485	If it ever was to be developed it should be with low density housing and property styles fitting in with the local area
486	Secondary school to service the area would be ideal or a park.
488	Firstly those sites and uses likley to be carried forward in the Draft Local Plan; but with strong Development Briefs for those viable sites so that the process for development in plan-led by the local community rather than developers. In this way other sites could also be considered
491	There shouldn't be any development of the green belt, as this is what makes the area the Ivers.. If anything is to be considered as a minimum - it browns belt.
492	Home for the young first time buyer, Walking distance to Iver station. Council should allow building on Fourells Paddock, Richings Way. It is walking distance and can build nice houses for the young.
493	Affordable homes for the young, near Iver station. Land at Fourells Paddock, Richings Ways is surrounded by houses and should be used to build affordable homes for the young.
494	Land at Fourells Paddock, Richings Way is surrounded by dwelling, it does not serve any green belt purpose and should be used for homes for the young.
495	Land at Fourells Paddock, Richings Way. The land is surrounded by houses and it is walking distance to Iver station.
496	Yes, land at Fourells Paddock, Richings Way is surrounded by houses and it is ideal land for affordable homes for the young. It is also walking distance to Iver station and will not generate car trips to the station.

497	Yes, we need to release green belt land walking distance from Iver station. It should build affordable homes for the young. Land at Fourells Paddock, Richings Way, it is surrounded by houses already and is walking distance from Iver station.
498	No, we should be looking to regenerate the local brown belt and areas where under utilisation exists
504	Land between M25 and Iver Station for car parking
509	Back exit to Ridgeway & Bisons
514	Houses & Relief Road south of Iver High Street
515	land south of Iver High Street - relief road and houses
516	Housing south of the High Street with a relief road close by so the High Street can be regenerated
519	If you can't build houses in walking distance of a new train station into London where can you build them?
523	Not enough info known to say
531	No. I do not think that some development of Green Belt land should be considered. This should only ever be a ;ast resort. There are plenty of other options in brownfield sites.
533	No. Greenbelt land should stay as such. Too much traffic and congestion already in the area will not take any more traffic.
534	NO, THERE COMES A POINT OUR AREA IS 'FULL' Our need for housing does not trump wildlifes need.
535	I do not think any of the Green Belt should be developed
536	NO development on Green Belt land whatsoever
538	No. Brownfield first
539	No I don't, I support the Green Belt policy
540	No development - green belt policies must remain!!
547	Some areas are less deserving of Protection. Field next to I Heath Church ideal for Housing.
553	Answer Brownfield sites only
560	Answer No development of green belt
561	Answer Housing south of the High Street with a relief road close by so the High Street can be regenerated
562	Answer On brownfield sites
565	Answer Unused land between Iver Station and the Ridgeway Industrial Estate
568	Answer Brownfield sites - ex Bison works and Ridgeway Estate
570	Answer None whatsoever
572	Answer Not for housing.Maybe play area or more leisure areas
573	Answer Some reasonable development where infrastructure and access permit and no intrusion or industrial development in sensitive land
576	Answer Area south of Iver High Street including a relief road so that regeneration of Iver High Street is possible. New housing development
577	Answer None should be considered
578	Answer The land between Swallow Street and Wood Lane with access from Wood Lane
579	Answer Relief road & housing on the land south of Iver village

580	No. John Major's Conservative Government had the correct policy - build only on brown field sites.
585	some housing development