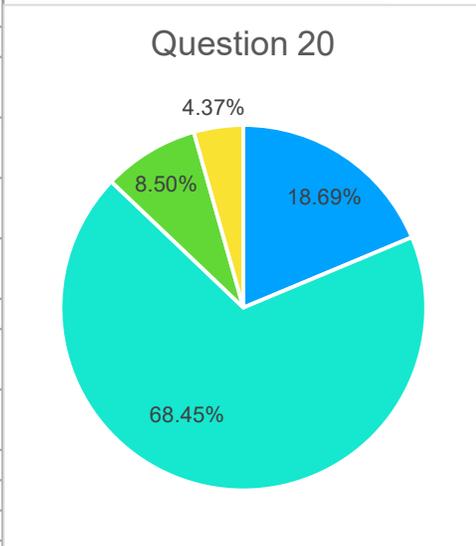


20		Final Result				
Response ID	Do you think some of the brownfield (previously developed) sites in The Ivers should be considered for residential or mixed use redevelopment in preference to building housing on greenfield land?	Blanks	Yes	No	Other	
		77	282	35	18	412
		18.69%	68.45%	8.50%	4.37%	100.00%
1	unless you want to spoil the Ivers then you need to leave and just redevelop old hats					
9	Yes most definitely especially old gravel pits.					
10	Possibly					
11	Almost anything is preferable to building on greenfield sites.					
21	No, because the Ivers cannot cope with an increase in traffic, patients at surgeries etc					
25	I do not support any further housing in this area.					
26	Yes, this would be preferable as it already meets the intended use.					
36	Mixed use. NO Greenfield land					
37	If we have to build in Iver, Brownfield sites would be better					
56	Where are these brownfield sites? Why has this not been done already?					
61	Yes should be the only consideration					
68	Yes, only to be used for housing.					
69	Yes, get rid of the trading estates in the area.					
70	Depends - do we need more commercial lorries, traffic, congestion, pollution, road safety.					
74	Anything is better than building on greenfield land.					
83	no housing development					
85	Yes, although it is good to keep some local industry.					
87	Yes. Keep greenfield land as is.					
98	Yes, if it will not disturb any of the green areas, and only if has to be done.					
112	The proposed Richings Park North development looks sensible, Can reduce lorry traffic and Station access would be improved.					
114	MAY BE BUT NEEDS CONSULTATION FIRST					
115	Where are they?					
116	I am not against residential / retail development, but others are a great concern					
117	Absolutely					
118	BROWNFIELD SITES SHOULD BE REDEVELOPED FOR RESIDENTIAL					
119	That is a possibility, Greenfield land should be avoided at all costs.					
124	IF BUILDING HAS TO TAKE PLACE, THEN YES, BROWNFIELD SITES SHOULD BE CONSIDERED FIRST.					
127	I think all brown sites should be considered long before Green Belt					
130	Yes, North of railway area.					
132	Yes. E.g. Old Bison Site					



<b>134</b>	NOT A GOOD IDEA IF CHEMICALS HAVE BEEN USED ON THE GROUDB. THESE CAN LAY DORMANT AND INFECT THE RESIDENTS. THIS HAS HAPPENED BEFORE.
<b>136</b>	COURT LANE ESTATE - THORNEY ESTATE - VEHICLE REPAIR YARD HIGH ST IVER.
<b>146</b>	ALL BROWNFIELD SITES SHOULD BE USED FIRST INSTEAD OF GREEN BELT LAND.
<b>147</b>	Yes. Especially those so called industrial estates with no planning permission that create many of the HGV problems in our Parish
<b>149</b>	YES - BUT WHERE ARE THE BROWNFIELD SITES LOCATED IN THE PARISH?
<b>152</b>	A20. Yes – Court Lane trading estate and Thorney Business Park. The industrial units on 11-17 Iver High Street (just to the west of the Co-op) do not add to the ambience of the High Street; the site could be better used for retail units or parking.
<b>153</b>	BOTH SHOULD BE CONSIDERED ENSURING THAT THERE'S SUFFICIENT PLACES TO GIVE PEOPLE PRIVACY
<b>157</b>	MIXED REDEVELOPMENT.
<b>158</b>	Whilst I don't believe that some of the brownfield sites should be considered for extra development I would have to say that these sites would be preferential to development on greenfield land.
<b>159</b>	The rear of the Ridgeway area which was once covered in cranes and building materials
<b>161</b>	No. Once this happens it's a slippery slope and irreversible. All green spaces (greenbelt, brown belt, privately owned green open spaces) is so important to keeping Iver feeling like a family friendly traditional village.
<b>165</b>	Not necessarily so
<b>173</b>	Obviously. See above. But within reason. The Ivers should only support its share of BCC housing need, and not be the dumping ground for 10,000 new homes, as such development would destroy the character and history of the Ivers beyond repair.
<b>186</b>	whilst I accept we have to meet our quota of housing, this would be worth exploring in stead of using green belt
<b>189</b>	Yes - but only for housing and it should be affordable housing sold only to the youngsters and first time buyers that have been on The Ivers electoral roll from the age of 18.
<b>200</b>	Brownfield Land would be a good use for residential development as it seems to stand around for a long time empty.
<b>206</b>	Yes, definitely and with residential development only, not superfluous shops or schools.

<b>210</b>	If you are not going to use the Everham for a school, redevelop that for housing. Most of the other "brownfield" sites are in the industrial area - noone is going to want to live down there, but that whole area is another topic.
<b>212</b>	Definitely - improve what's there. Don't destory something that partly makes it the reason to live here in the first place i.e the green belt areas
<b>214</b>	Yes, the land immediately north of Iver Station, currently being promoted by Step Properties. It offers a good solution to a very badly developed site, and their proposed relief road would, if it included and tunnel under the railway, be of benefit.
<b>225</b>	Land at Fourells Paddock.
<b>235</b>	old car show room on slough road, next to Black Horse pub.
<b>238</b>	Yes, rather than impinge on further land spoiling the outlook for current residents
<b>239</b>	Brownfield sites can contribute to the requirement for development land however they are unlikely to be able to deliver the required level of residential development on their own. Brownfield sites may be more appropriate for mixed use or commercial development. The demand for commercial land/premises is likely to increase as a result of the Elizabeth Line.
<b>247</b>	Mixed use can be very efficient in terms of travel for work etc
<b>251</b>	Yes. The reuse of land is always preferable, however the costs associated with remediating brownfield sites often outweigh the cost benefits of the planned development.
<b>254</b>	I think all brownfield sites should be identified and the District Council should be making these the first area of focus for development to provide mixed use development and residential
<b>256</b>	No, because we dont have the roads, schools etc to cope
<b>259</b>	The brownfield sites would be a better option
<b>262</b>	Yes - as long as it reflects the current style e.g. no flats
<b>268</b>	Yes. Greenfield land should always be the last alternative, to be explored only when all other options have been fully exhausted.
<b>269</b>	Yes, as per previous answers.
<b>278</b>	It would be dependent on what the site was used for previously.
<b>280</b>	Ideally residential, there is no need for new commercial space and definitely no need for industrial use. We do not need to be Hayes or Southall thanks.
<b>287</b>	I thought this was already national planning policy
<b>300</b>	Yes, old industrial land, or unwanted existing houses better designed
<b>301</b>	This would be a good idea as it has been developed before and using it we would keep our much needed greenfield land

<b>306</b>	I do not agree with any more housing developments, especially on greenfield land.
<b>308</b>	absolutely. as stated above.
<b>316</b>	Definitely yes, Get rid of industrial sites and build houses there.
<b>320</b>	I would prefer for brown field land to be used but we may need additional land to meet the required provisions. Some housing could be considered (less than 200 houses) by/on the Thorney Lane Business Park.
<b>324</b>	Yes, the Ridgeway. Brownfield sites should take priority over greenfield development.
<b>326</b>	Yes and Fourells Paddock, Richings Way.
<b>334</b>	Court Lane Indust Park only if there is a Relief Road.
<b>340</b>	Yes however if there is no public access e.g. Richings way than no
<b>343</b>	Brownfield sites should be considered for redevelopment, and could provide new homes in advance to the Local Plan amending Green Belt boundaries. They should therefore be prioritised and development on such sites welcomed. Due to the significant level of housing need in the area, brownfield land alone will not meet housing need and therefore greenfield land will also be required in addition to the brownfield sites.
<b>344</b>	Absolutely, they should be the first sites to be considered as previously built on.
<b>347</b>	Do not understand why a small village like Iver has to have an industrial site which encourages HGV'S thundering through the village. If the current industrial site was given up to providing more affordable housing this would solve two current problems.
<b>356</b>	Nice idea but the thorney business Park site has polluted land fill. It is land locked between the canal and the railway and has little prospect of providing a relief road for Iver unless some one has the money for a bridge over the canal or railway.
<b>357</b>	Yes.
<b>358</b>	Depends on location. If brownfields are along Love Lane/Swallow Street then no.
<b>361</b>	brownfield sites once no longer used for commercial use should be released for housing - BUT providing the road infrastructure can cope in the immediate area
<b>364</b>	Ridgeway Trading and Court Lane. To reduce HGV traffic
<b>366</b>	Some housing _say 200 houses_ on Thorney Business Park along with a railway station carpark.
<b>370</b>	Yes. The Ridgeway could be redeveloped to provide areas of housing and office accommodation.
<b>373</b>	Hey you're already doing it anyway. However it shouldn't be, unless it's Iver Village then who cares?

<b>374</b>	Yes, the ridgeway and surrounding estates would make ideal candidates if there tenancy is low.
<b>375</b>	some housing -say 200 homes -on thorney business park with a railway station car park
<b>392</b>	No overpopulating the area with new development will take the feeling of village lifestyle away. This will encourage local residents to move out of the area.
<b>393</b>	YES, THORNEY BUSINESS PARK.
<b>396</b>	Yes, this makes sense but large developments on Court Lane, Ridgeway, Thorney would only add pressure to the existing infrastructure. All developments should have a positive effect on the area. A relief road has been offered as a "bribe" but they need to be a proper relief road providing real benefit to the community. Not moving the problem from one part of the lvers to another. If we are going to change, then we need to change for the better. Not for something that is a bit less worse than what we have now.
<b>398</b>	Yes brownfield first - e.g. the police station could become a small development of flats (height similar to others in the village - with parking (basement and undercroft) some of the parking could be available for shoppers.
<b>409</b>	Yes brownfield development should be a priority
<b>416</b>	Not necessarily. See previous answers
<b>417</b>	Only if these are close to the station.
<b>436</b>	Yes, we should be first using all brownfield land as that land has already been used. This way we can keep our green belt
<b>446</b>	Q20 the Land in Church Road Kes Packaging and the land either side of British Legion Hall. Flowerland.
<b>448</b>	Yes. The Ridgeway Trading Estate as above Q18
<b>459</b>	Yes. There should be NO building on Green Belt land until the brownfield sites have been exhausted.
<b>463</b>	Yes, that could be one way of retaining existing greenfield
<b>464</b>	Provided that they are not contaminated by previous use or an existing business.
<b>466</b>	Yes - the old Bisons site
<b>468</b>	Thorney Business Park
<b>471</b>	Yes. If possible I think mixed use developments should be avoided Residential and business properties should where possible be on separate sites. If mixed use development is used, then there should be proper pavements / cycle tracks separated from the road.
<b>472</b>	Brownfield sites should be developed first. Only when there's no brownfield left should greenbelt be considered.
<b>475</b>	All brown field sites should be considered for redevelopment

<b>477</b>	Possibly if the areas are free from contamination.
<b>488</b>	Yes, subject to strict viability and suitability test and workign within a pre-determined Development Brief
<b>491</b>	yes, as long as its in keeping with the current character, provides benefits to current residents, and doesn't lead to forcing them out.
<b>492</b>	Where is this brownfield land?
<b>493</b>	Where is the brownfield land?
<b>494</b>	Land at Fourells Paddock, Richings Way is brownfield, and home should be built there.
<b>495</b>	Yes, Fourells Paddock, Riching Ways.
<b>496</b>	Yes, at Fourells Paddock, Richings Way.
<b>498</b>	Definitely, proposals to develop green belt have only been made due to the relative ease of implementing. Just because its easy does not make it the correct decision. The whole of the UK (not just the lvers) should be reviewed from the viewpoint of redeveloping brownfield. I have read a number of independent reports that say this will provide many years of future development opportunities.
<b>503</b>	If brownfield sites are available they should be considered before green belt land
<b>507</b>	Probably but you haven't said where the 'sites' are
<b>512</b>	Yes definitely but also needs appropriate infrastructure
<b>513</b>	Brownfield yes - greenfield no
<b>516</b>	Some housing on Thorney Business Park with a railway station carpark
<b>531</b>	Yes. Of course, brownfield sites should be used first. I would have thought that was logical and obvious. I am not entirely sure what greenfield land is? How does it compare with/differentiate from green belt?
<b>533</b>	Yes. But not if it takes any Green Belt around it
<b>534</b>	Yes, why destroy green belt needlessly - when its gone its gone!
<b>535</b>	This should always be the preferred option
<b>540</b>	I do not want any redevelopment to happen in the lvers. Our semi rural living must remain
<b>541</b>	Brownfield only
<b>560</b>	Answer Residential. No to greenfield land
<b>561</b>	Answer Some housing, say 200 homes on Thorney Business Park with a railway station car park
<b>572</b>	Answer Yes already developed. Once built on Green Belt lost forever
<b>574</b>	Answer Brownfield only
<b>576</b>	Answer Yes. Thorney Business Park should be considered for housing etc
<b>579</b>	Answer No we should keep our industrial sites in order to keep jobs