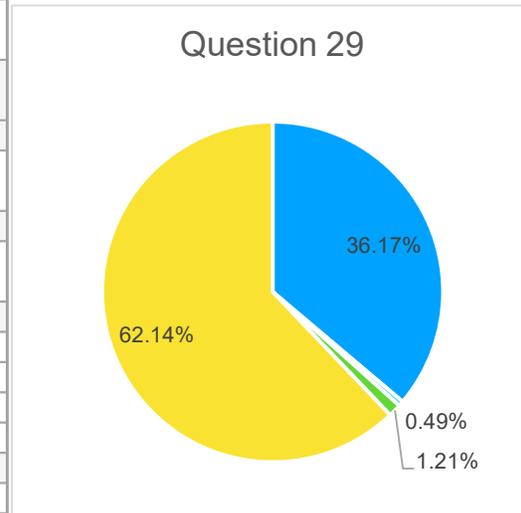


29		Final Result				
Response ID	Again with reference to a specific site or sites, do you think they should continue as industrial sites or be redeveloped?	Blanks	Yes	No	Other	
		149	2	5	256	412
		36.17%	0.49%	1.21%	62.14%	100.00%
1	A road should be built through to Iver Ridgeway from Mansion Lane					
6	Re-developed.					
7	If they aren't been used to their maximum capacity then they could be developed					
11	No comment - insufficient knowledge of them					
18	Court Lane would be better developed for industrial use only					
20	Put housing on them					
21	There should be a restriction on lorry size used at these sites					
24	All be redeveloped as housing.					
25	Redevelop back to nature. We need more green belt.					
26	Possibly redeveloped, see below.					
27	Ok as they are					
29	Stay as they are with traffic proviso.					
31	No, to be redeveloped					
37	Redeveloped into what?					
38	We all need work					
43	I think the current site to be retained.					
46	We don't know too much about some of the sites but we know the big lorries go to most of them so if they were redeveloped for housing this would hopefully remove the heavy goods traffic in the long run.					
47	Court Lane could be re-developed.					
54	The Ridgeway should be redeveloped for housing.					
56	Redevelop either The Ridgeway or Thorney Business Park. Use for residential along the canal.					
61	Continue but traffic regulators enforced					
65	redeveloped					
66	Possibly redevelop.					
68	Should be redeveloped.					
69	Again in Q28. If needs must these sites could be used for small housing developments.					
70	Restriction on access and types of industrial units. Losing the village atmosphere.					
72	No comment					
74	Continue as they are making a complete environment.					
78	Yes but different access routes.					
79	Redeveloped as mixed use.					
80	The Ridgeway to be redeveloped					
85	The Ridgeway could be part of a development with a relief road through it.					
86	Redevelop but do watch HGVs					
87	Yes the sites themselves are pretty good.					



90	Continue as industrial sites as they provide employment.
98	Redeveloped into parks. Humans are too destructive. We need to protect what we have.
100	KEEP THE RIDGEWAY AS IT IS, IT EMPLOY A LOT OF LOCALS
104	SITES (ALL) SHOULD BE REDEVELOPED AS RESIDENTIAL IF TO CONTINUE AS INDUSTRIAL NEW ROADS TO BE CONSTRUCTED TO TAKE TRAFFIC TO MOTORWAY SYSTEM
105	Continue as they are
106	Redevelop if local roads can be upgraded to support extra residents.
114	IF NOT GREEN BELT MAY NEED TO CONSIDER REDEVELOPMENT BUT NEEDS CONSULTATION
115	Provided the transport links are sorted out.
118	WITHOUT PROPER ROAD LINKS, THEY SHOULD BE MADE INTO HOUSING DEVELOPMENTS.
121	Redeveloped
122	RE-DEVELOPED OR VERY SELECTIVE ABOUT BUSINESS SECTOR
123	Redeveloped
124	REDEVELOP TO AGRICULTURAL/HORTICULTURAL USE.
126	THE RIDGEWAY COULD BE REDEVELOPED. THIS SHOULD REDUCE THE AMOUNT OF HGV's
127	redevelop them into housing
130	Cape Boards in Iver Lane should be redeveloped as residential.
131	CONTINUE AS IS
132	Bison site could be re-developed. New access roads to Ridgeway Bus. Park essential
134	NO COMMENT. STOP LORRIES USING OUR ROADS.
136	THE ABOVE SITES SHOULD BE MADE UP OF SMALLER UNITS FOR SMALL BUSINESS NO TRANSPORT COMPANIES WITH HGV's
142	Possibly. Not enough knowledge to make constructive comment.
143	As above - no specific site in mind, but one or two should be redeveloped for housing rather than using our precious Green Belt.
144	NO OBJECTION TO EITHER.

148	Thorney Business Park should be developed for housing and business uses compatible with residential and the necessary services. The Elizabeth Line at Iver station should contribute to driving that. The Ridgeway may decline as a distribution depot and a comprehensive review could lead to purpose built housing. Currently the industrial sites provide some local employment and the type of jobs will change with development. Court Lane is affected by the proximity of the water treatment works and if an alternative route becomes available for traffic, it could continue as a storage facility without expansion into GB. The canal is another limiting factor. The old Aggregate Industries site and Link Park in Thorney Mill Road must be brought under proper control in the short term and an alternative non-industrial use sought.
149	DEPENDENT ON THE BENEFITS OF THE INDUSTRIAL SITES TO THE LOCAL COMMUNITY AND EMPLOYMENT IN THE AREA.
150	REDEVELOPED WITH HOUSING
151	x
152	A29. If the companies with HGVs just re-locate to another site in the vicinity, there is little point in planning a change of use for these sites. Therefore there needs to be some guarantee that they will not do this, before planning to convert these sites to appropriate residential or other use (eg religious centres, schools, hotels, offices). Appropriate use must directly benefit the local community so a prison or a detention centre would not be desirable. Short-term car parking (up to one day) is different from long-term parking (more than one day); the former can benefit local businesses but the later only benefits the car park operators. Overnight lorry parking with drivers sleeping in their cabs has the potential to be problematic. The establishment of new industrial mini-sites must be rigorously monitored by planning enforcement otherwise they will quickly expand to being larger sites with increased HGV movements.
153	CONTINUE. IF THERE IS EXCESS LAND THIS COULD BE BUILT ON
154	No real opinion
155	All need to be redeveloped. They add very little to the local economy and create problems with their traffic
156	RE DEVELOP CURRENT FOOTPRINT NO LORRIES.
157	REDEVELOPE SOME INDUSTRIAL SITE

158	
159	No, I think the days of Industry in The Ivers is over.
161	All should be redeveloped. Industrial sites can be relocated to other areas further away from the village.
165	Be redeveloped
173	As above. Whichever provides a relief road, available to all, immediately before any housing construction starts. The developer needs to give something back to the community before taking out of it.
178	re developed with plenty of mixed housing and trees!
189	Some of them could be used more effectively for housing
191	Redevelop.
194	redeveloped
196	Redevelop
200	If they can be moved into one of the other Industrial sited and this area was then developed, that would be good.
202	I have no preference.
206	If those industrial sites are currently under utilised then they should be developed with residential housing.
210	We have allowed too much industrial development on the doorstep of what is (or at least was) a quiet rural village. There must be a way to move these sites to a more suitable location with better transport links. Traffic bound for the M4 has to use Richings Park and then the awful roundabout etc. down to the motorway. Traffic bound for the M40 has to go through Iver High Street and Wood Lane before clogging up the already overloaded roads up to the M40.
212	Redevelop
214	Some industrial sites are clearly needed in the area, but they must include provision for dealing with the HGVs, and provide better parking facilities.
222	SOME REDEVELOPED
231	They should be looked into. Still continue to trade but it should reflect that this is also a residential area and this should be taken into consideration when the units are let out and there should be time restrictions on the noise that is caused over there, also the lorries should be looked at because they are far to big for Thorney Lane North and far to big for the village . They are not wanted here by anybody, only the council to get revenue. Iver is not the place for all these large companies to move to.
235	

238	If the industrial sites are re-developed, this would add to the problem of an increase in road traffic, pollution and affect the village status of the Ivers.
251	Industrial sites are required, and Iver would seem a logical location due to good transport links. The traffic impact as a result of these sites needs urgent review and alternative solutions developed to negate the traffic problems referred to in responses 26 and 27.
252	Thorney Lane Business Park, Ridgeway and if possible Court Lane should be redeveloped - the first two for housing and Court Lane to give traffic access to the motorway.
254	As per the Local plan the sites at The Ridgeway and area N of Thorney Lane - this offer a chance to provide appropriate development in an area currently overwhelmed with industrial traffic and a disproportionate number of sites.
256	AS they are they create too many hgvs, as housing they would creat too many cars, we are already full
257	Could any of these sites be used for housing?
259	If they are not being used then they should be the first to go for the housing which we seem we have to have.
260	redevelopment would be preferable to Industrial
265	The industrial sites would not be a problem if HGVs did not cause traffic problems. Therefore, if an HGV ban is not imposed these sites should be redeveloped to create housing and community facilities.
268	Thorney Business Park should be redeveloped as per Preferred Option 13: Area North of Iver Station in the Chiltern and South Bucks Local Plan: Green Belt Preferred Options Consultation. Ridgeway should have less HGV generating business operating out of it
269	As there is a pressing need for further residential development, then it would be far better to use these sites for housing. This would alleviate the need to build on our precious green belt land, as well as taking HGVs off the road.
270	I think that they should be redeveloped for new housing led mixed use developments, which will reduce HGV's in the area and safeguard the Green Belt from pressure to develop it for housing, whilst still providing alternative retail / office space to provide employment opportunities.
275	Continue as industrial sites.

276	As per the previous answer - redevelop them, but with the impact on services to support a big increase in population planned very, very carefully.
280	All sites should be redeveloped to remove ongoing pollution and traffic issues in our village.
281	I'm OK with the current sites but would not want to see more
285	Redevelop
287	The gravel pit proposal in Richings Park should be resisted. All the district's requirement for aggregates can be provided through the railhead at Colnbrook. Millions of tonnes were provided for Terminal 5 in this way.
289	Think some should be redeveloped
291	I think that Thorney Sidings, Thorney Business park should be redeveloped tastefully
292	As above, I would like to consider, but need more info..
293	Either way, traffic infrastructure needs to be fully taken into account.
298	Thorney sidings should not be developed further unless all access is by rail only or by new roads which do not increase existing traffic levels on existing roads
300	Is there a need for industrial use? Unless strong need use for road & any essential housing (if we have to!)
301	If they aren't all being fully utilised then yes should be redeveloped and any companies located in underused ones should be offered incentives to move to one of the others
304	answer as above.
306	No more residential properties, as previously stated, just suitable industrial sites.
311	possibly be re developed
316	Redeveloped
318	I believe all of these should be closed as Industrial sites and redeveloped for smaller business and brownfield residential
319	Thorney sidings is rail connected. There is no excuse for this site to generate any HGV loads at all. If this is rigorously enforced, it could sustainably used for industry.
320	Not specifically.
324	Redevelopment should only be considered once the traffic situation has been dealt with as it would otherwise make the situation worse by adding hundreds more people (and vehicles!) to the village.
330	Redeveloped
331	REDEVELOP THE SITE
333	They should be redeveloped.

334	They should be redeveloped to ensure there is a reduction in HGVS. I cannot imagine that they create employment for many people. And any redevelopment together with a Relief Road.
337	Areas around court lane could be advantageous
340	Can be redeveloped if not in use
343	We still need industrial sites but in the right places. In addition to the above sites there are other employment sites that should be redeveloped for residential use. The KES Packaging site on Church Road is one such site that should be redeveloped for residential use. As this is a brownfield site, redevelopment could come forward in advance of the Local Plan amending Green Belt boundaries. It could therefore make an early contribution to housing delivery in the area.
344	As above
347	Use them for redevelopment of housing and community use
351	No comment.
353	Neither.
355	They should be discontinued but that doesn't mean a free for all on housing.
356	Encouraging uses that are more light industrial. they do provide employment.
358	Need industry to provide jobs for locals.
361	Thorney Sidings (Aggregate Industries/Link Park) in Thorney Mill Lane, and Court Lane, could remain
366	Yes
367	Don't know about all of them but yes, some industrial use locally.
369	Redevelop they only bring extra traffic
370	Thorney Business Park and The Ridgeway are both candidates for redevelopment.
373	Build more in Iver Village, the rec is a great spot
374	If the willets lane fields (denham roundabout) could be used as a new industrial site these sites could be redeveloped. I would suggest direct access to the motorway would be required though to mitigate traffic on the roundabout.
375	Most should remain industrial sites. South Bucks District Council allowed old offices and factories to be converted into housing on the Ridgeway Estate but the flats could not be sold.
378	Maybe one as residential not bothered which
387	All sites should be redeveloped.
388	Maybe
389	I'd like to see them turned into green open spaces

392	The only development could be offices encourage more companies to be based meaning more jobs.
393	I AM STRONGLY OF THE OPINION THAT THORNEY BUSINESS PARK ALONGSIDE THE RAILWAY LINE OFF THORNEY LANE SOUTH, SHOULD BE REDEVELOPED.
396	If the sites provide a genuine relief road solution then yes, they should be considered. However, not at the expense of so many more cars and other traffic to support any new community that our roads are more clogged up than before. Also, if the sites can be redeveloped to house a secondary school, again I would be supportive of this. But all development needs to be measured and proportional to the lvers.
400	The number of industrial sites is too great as they are clustered together. Partial redevelopment would reduce impact whilst retaining some employment in the area.
402	Thorney Business Park - developed for housing and station parking Ridgeway trading estate - HGV businesses discouraged, encourage more light industry
405	REDVELOPED
407	As indicated in previous answers, I support (albeit with some reluctance, but in recognition of the state we're in) the idea of trying to reduce the problem by converting at least one of the sites to housing. Thorney Business Park appears to be the best candidate, or the Ridgeway; but I don't know enough about the relative merits of each site.
409	Ridgeway should be used as relief
415	Redeveloped into more freindly less lorry buisneses and Cape Board site is a mad development with too many heavy plant movements
416	There is currently a non-invasive site operating next to Bardons. This seems fine. We do NOT need a concrete works.
417	Change the use of these sites to reduce HGV traffic.
435	Re-developed.
446	Q29 Redeveloded into Light industry with Q30
448	I think they could be more efficiently developed so that they retain some of their purpose in providing employment.
451	Redeveloped
453	Redeveloped
458	pisdibl redevelopment -in line with surroundings ..shops cafe...

459	Thorney Business Park could be redeveloped for housing/mixed use.
460	I would like to see the industrial sites redeveloped. This would also help to reduce the number of HGVs that need to travel through the village.
463	The industrial sites should be redeveloped into residential sites.
464	Continue as industrial.
465	They should be redeveloped for residential purposes
466	Thorney Business Park = old Bisons site. Convert to housing.
467	Not sure
468	Thorney sidings/Link Park - offices for company HQ Court Lane - office development Thorney Business Park - mixed used development Ridgeway office based usage
469	Ridgeway should be redeveloped... There are units empty in the existing sites that could accommodate these.
471	If the industrial sites are mainly occupied by businesses, then they should continue as industrial sites. It seems silly to close occupied sites and relocate the businesses in order to build residential homes. -> This would just increase traffic on the roads. If a large part of any industrial site is occupied and can be acquired and developed safely with affordable housing then this would be logical.
472	Thorney Business Park should be redeveloped into housing.
475	Industry creates jobs for local people (hopefully) and therefore must be allowed to continue if where appropriate practical.
477	If there brownfield sites then they could possibly be redeveloped for housing.
482	Again, I don't feel qualified to answer this question
483	See above
485	A car park for the station would be beneficial for the area so a potential redevelopment benefit
486	Redeveloped
488	Thorney Lane and Ridgeway Trading Estates
489	They could be redeveloped as housing in preference to industrial estates or using greenbelt land for housing.
490	As said above, Thorney is an issue in this respect. Do we have to have lorries there. Can we not use it for smaller industry?
491	Without actual draft plans to review - it would be hard to comment.. However, the redevelopment would need to be in keeping with the character of the area.
498	I think all 4 areas should be reviewed.

500	Redevelop all except Court Lane which is too near the motorway
503	Industry provides work for the village, all units should be put to good use
505	If their impact on the Ivers can be mitigated and that must include a relief road then I don't care if they stay or go. Otherwise it is time to put right the mistakes of the past and close them down.
506	Redeveloped
507	I don't mind the Industrial sites as they are, but would prefer places for people to live
508	could be an option
509	Redeveloped
511	Yes, continue as industrial or developed further as industrial.
512	
513	Needs to be looked into - i.e. will more doctors surgeries, dentists and schools be built?
514	Above sites should continue to be developed as Industrial Sites providing jobs if relief road south of the village was implemented
515	Industrial
516	most should remain industrial sites
521	Would need more info
522	Redevelopment
525	Could be reused for housing, thus reducing heavy traffic flow through Ivers and fulfilling the housing needs.
526	n/c
527	Ridgeway and Thorney Lane North area be redeveloped for residential
528	If possible at least one should be redeveloped for housing, preferably Thorney Business Park
531	Not sure. I would have thought that as their proximity to motorways is high, that any other type of development would not be practical.
532	Continue as industrial sites - Court Lane, The Ridgeway
534	I don't know enough about what they do but am aware of the jobs they provide!
535	The Ridgeway has attracted companies with huge HGVs. This should never have been allowed to happen. The estate should be redeveloped to include residential/retail/service and industrial units on a small scale so that the traffic would consist of cars and small vans or trucks which can be accommodated on existing roads
536	The Ridgeway could be used for affordable and mid-priced housing with green spaces. Keep one industrial park for the smaller businesses that are on there and close the rest

537	Redeveloped.
544	New site at Thorney to be non-HGV. Thorney siding to be business park only or limited housing. Court Lane - possibly housing Old Cape Boards site access only via Hillingdon side!
546	THE AREA WAS FORMERLY A TIP AND GRAVEL PIT OWNED AND USED BY CAPE BOARDS, IS PROBABLY ONLY SUITABLE FOR AN INDUSTRIAL SITE. IF THIS SITE WERE TO BE USED, A DIRECT LINK FROM AND TO THE SOUTH LANE OF THE M25 WOULD GIVE GOOD ACCESS FOR ALL THE HGV AND ALL ESTATE USERS TO THE M4, M40, AND M25 ELIMINATING THE NEED FOR HGV/LORRIES TO USE IVER AND ALL LOCAL ROADS
547	No Close them Down and be REDEVELOPED
553	If providing more jobs then continue - but if redundant then housing would be ideal
559	No, change them to residential areas and relocate industry to take noise, dirt and polluting HGVs away from residents.
560	Answer Continue but if empty redeveloped
561	Answer Most should remain industrial sites. SBDC allowed old offices and factories to be converted into housing on The Ridgeway Estate but the flats couldn't be sold
562	Answer They need money to modernise, whether as industrial or residential
563	Answer Continue as industrial. Provides local employment
565	Answer Take your pick! The Ridgeway is the most established estate and is most suited to remain
567	Answer Redeveloped
568	Answer If rail links to Thorney (Bison) Business Park and Thorney Mill cannot be provided to reduce HGV movements then these would be key sites to develop
573	Answer Possibly redeveloped
574	Answer They unfortunately create the bad traffic problems in the village
575	Answer Redeveloped
576	Answer Continue as industrial sites in the main. Offices and obvious factory units don't make for pleasant housing conversion
578	Answer Continue but better traffic management
579	Answer I think they should remain industrial sites to keep jobs
580	Considered to be the cause of much of the heavy traffic through Iver High Street. The Ridgeway could be redeveloped with consideration given to retention of employment.

|