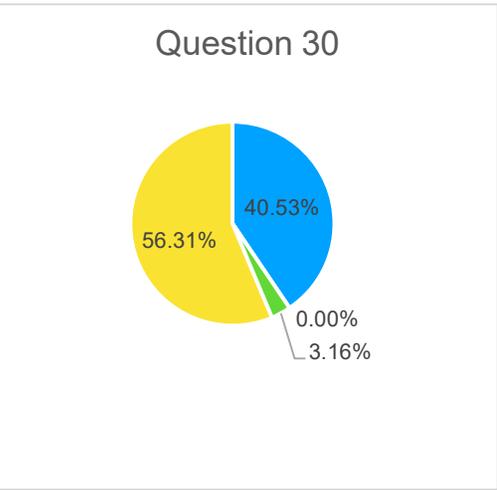


30

| Response ID | What type of redevelopment of these sites would you support? | Final Result | | | | 412 |
|-------------|--|--------------|-------|-------|--------|---------|
| | | Blanks | Yes | No | Other | |
| | | 167 | 0 | 13 | 232 | 100.00% |
| 1 | Roads | 40.53% | 0.00% | 3.16% | 56.31% | |
| 4 | Back to fields | | | | | |
| 6 | Housing. | | | | | |
| 7 | Housing and open spaces, with infrastructure, Dr's, schools, community halls etc., | | | | | |
| 13 | Housing | | | | | |
| 14 | None | | | | | |
| 17 | Without being presented with options, cannot comment | | | | | |
| 18 | No sites alongside the motorway to be used for housing, only industrial | | | | | |
| 19 | New Housing. | | | | | |
| 22 | Residential or very light industrial, small business use. | | | | | |
| 23 | I am currently out of touch with industrial sites in Iver but I agree that it would be good to have these sites used productively for the benefit of local residents/community. | | | | | |
| 24 | Housing. Anything else would involve more HGVs. | | | | | |
| 25 | Nature sites, back to green belt. | | | | | |
| 26 | Would be nice to have some redeveloped for commercial use - jump in, cinema, bowling, swimming - something nice for the area to use and attract others. Without this they remain areas that don't benefit The Ivers. | | | | | |
| 29 | Industrial or small housing units. | | | | | |
| 30 | Create more open spaces. | | | | | |
| 31 | Housing | | | | | |
| 38 | We all need work | | | | | |
| 43 | Use for the support of Pinewood Studios. | | | | | |
| 45 | Don't know | | | | | |
| 46 | Domestic. | | | | | |
| 47 | Housing. | | | | | |
| 56 | Housing and community facilities - doctors surgery, not shops as this will increase traffic and require parking facilities. | | | | | |
| 61 | None, leave them as they are. They provide jobs in the area | | | | | |
| 65 | Replace the industrial with residential - do away with a lot of HGV's | | | | | |
| 66 | Possibly new build housing. | | | | | |
| 68 | Housing. | | | | | |
| 69 | Family housing (not mansions), bungalows. | | | | | |
| 70 | Review of type of commercial property. Passage of traffic, parking to use shops - in layby outside residential property. | | | | | |
| 72 | No comment | | | | | |
| 73 | Small scale business units. | | | | | |
| 74 | I wouldn't. | | | | | |
| 79 | None. Already over-developed. | | | | | |
| 80 | Houses ONLY not flats | | | | | |
| 85 | Houses, relief road, some shops, doctors, school. | | | | | |



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| 86 | One should take traffic (heavy) AWAY from Iver Village N/S route, do NOT close Chequers Bridge PLEASE!!! |
| 87 | Modernisation |
| 97 | Housing for sale not rent. With sufficient parking on any of these sites to preserve green belt. |
| 98 | Parks and out door activites. |
| 106 | Housing on small sacle including small shops and green areas. |
| 107 | Small businesses/new businesses, small manufcturing - to encourage work. |
| 112 | Mixed use. Housing, Office, retail and School/nursery. |
| 114 | SMALL ESTATE NO HIGH RISE FLATS |
| 115 | With decent communications these will follow |
| 116 | Only Offices, retail and housing - something residents of Iver can actually benefit |
| 118 | HOUSING |
| 119 | Leisure facilities Recreational facilities Alimited number of houses in keeping with the local area. |
| 121 | Housing and Ccommercial/retail |
| 124 | SUSTAINABLE WITH ZERO HEAVY VEHICLE USE. |
| 126 | HOUSING OR , MORE IMPORTANTLY , A SECONDARY SCHOOL. |
| 130 | Mixed use, Residential. |
| 132 | Bison site could be re-developed for good mixed housing - incl Parking |
| 133 | CLOSE THONEY LANE IND ESTATE (RESON AS OVER) CLOSE RIDGEWAY TRADING ESTATE - TOTALLY UNSUITABLE LOCATION FOR TRAFIC VOLS. |
| 134 | NO COMMENT. STOP LORRIES USING OUR ROADS. |
| 136 | COURT LANE - HOUSING ON A SMALL SCALE, THE AREA IS NOW UNDER USED YARDS & A ENVIROMENTAL PROBLEM. |
| 143 | Low Cost Housing if we must have additional housing in the Ivers. |
| 146 | DEVELOP A SPORTS COMPLEX |
| 147 | Redeveloped for housing or business parks that would not generate HGVs. |
| 148 | See answer to 29. In each case there needs to be a comprehensive plan so that sites in multiple ownership are not developed piecemeal. There would be room in some cases for mixed uses, office, light industry/technical and some homes or other facilities e.g. health centre, recreation both formal and informal. Improved public transport must be part of the package as well as routes for walking and cycling within The Ivers and connecting with stations. |
| 153 | HOUSING IF LAND IS SAFE. |
| 154 | Housing |
| 155 | Housing, hotels and parking |
| 156 | SMALL AMOUNT OF HOUSING |

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| 157 | WE WOULD LIKE SOME HOUSING, SOME SHOPS ECT. BUT MORE THINGS FOR THE CHILDREN IN THE AREAS. |
| 159 | You have already answered brown field Housing !! |
| 161 | Industrial to shopping and housing. |
| 165 | Housing |
| 173 | As above. Whichever development 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 | New secondary school swimming pool housing and shops |
| 189 | Housing |
| 191 | Any except heavy industrial or logistical. |
| 194 | Housing and mixed retails outlets, plus medical facilities to stop the Ivers medical practises being inundated. |
| 196 | Houses gym school |
| 200 | Residential. |
| 202 | I have no preference. |
| 204 | Something with properly affordable homes for young residents of Iver, including flats, maisonettes, studios. Restrictions on private landlords buying to rent out, percentage of homes should be reserved for Iver residents. Part rent/part buy schemes to help Iver youngsters get a foot on the property ladder. Good secondary school provision. |
| 206 | Residential only, with maybe a couple of small local shops only. Nothing unnecessary for the housing built. |
| 210 | Residential. Noone would want to live there now, but clear the businesses out and redevelop |
| 212 | A mix of housing and retail. |
| 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. |
| 218 | Residential/shops |
| 219 | Don't know |
| 222 | AFFORDABLE HOUSING. |
| 231 | I would support as I have said regulations on who moves into these units as it is residential and to save our village and Iver to become how it used to be, a lovely clean peaceful community. |
| 238 | They should remain as industrial sites, which are always needed |
| 250 | Parking near Iver station is vital, particularly when CrossRail opens. There is far too little parking available. |
| 251 | Smaller, lighter industrial units to reduce the volume of 28 tonne + lorries. |
| 252 | See above. |
| 254 | Residential and community facilities |
| 256 | turn them into parks |

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| 259 | Nothing involving a big lorry! |
| 260 | housing |
| 265 | Houses if they maintain the character of the area and include sufficient parking. Creation of community facilities such as local shops and youth facilities. |
| 266 | None only to stop the heavy vehicles spoiling our village and roads |
| 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. |
| 269 | Residential Commercial development that does not increase pollution or traffic; or require HGV usage. |
| 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 | Extension of industry. |
| 276 | Small community housing, social housing, self contained so that they do not impact significantly on existing services |
| 280 | Removal to increase traffic infrastructure, more parks etc. |
| 285 | Housing, schools, doctors |
| 287 | This is never going to happen so I have no comment |
| 288 | Community centre Sports facilities |
| 289 | Housing |
| 291 | Tasteful affordable housing with ample parking and green space. No high rise flats. |
| 300 | Essential housing but with amenities to support more people |
| 301 | Housing with all that entails i.e. shops, schools |
| 304 | housing |
| 306 | A change of usage from Transport to perhaps offices. |
| 311 | presumably affordable housing for local people |
| 316 | Housing |
| 318 | Small business (ie not the type of businesses that generate massive HGV movements n our local roads) Some residential Return to greenfield open space |
| 319 | Housing or return to agriculture. |
| 320 | A reduced amount of residential would be acceptable. Industrial or commercial would only be acceptable if the locations are very close to the main arterial roads and there are no small residential areas that have to be passed through to reach them. |

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| 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 | Shops and apartments |
| 331 | HOUSING, SCHOOLS AND DOCTORS. |
| 333 | Affordable Homes. |
| 334 | Housing/Offices very light Industry only with a relief road. |
| 337 | Residential or commercial |
| 343 | I would support the redevelopment of the KES Packaging site on Church Road for residential use |
| 344 | Possibly housing, community shops maybe a new secondary school |
| 347 | Already answered |
| 351 | No comment. |
| 353 | None |
| 355 | A mix of quality housing where the emphasis is on recreating park area. This does not mean cramming as many houses into the space as possible. We don't want to replace truck congestion with cars. |
| 356 | As above |
| 357 | Housing. |
| 358 | Offices. |
| 361 | mixed development, but mainly housing which must include social housing - as long as the conservatives stop giving it away with discounts ! |
| 366 | Station car park at Thorney Business Park Plus no more than 200 houses. |
| 368 | Residential and retail. |
| 369 | Shopping and housing |
| 370 | Mixed housing and office/R&D facilities. Station car park. A secondary school. |
| 373 | All at Iver |
| 374 | Housing to meet our requirements |
| 375 | Some housing/say 200 homes/ on Thorney Business Park |
| 378 | Flats/ houses |
| 387 | Housing and any low impact development. Certainly not department stores |
| 388 | Don't know |
| 389 | I'd like to see them turned into green open spaces |
| 392 | Maybe a hotel spa or office space |
| 393 | I THINK THORNEY BUSINESS PARK SHOULD BE CHANGED FROM INDUSTRIAL USE TO HOUSING, WITH AN IMPROVEMENT TO NORTH PARK AND RICHINGS WAY PAID FOR BY THE DEVELOPERS. |

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| 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. |
| 398 | To become areas for businesses that DO NOT rely on HGV is required. Occasional deliveries are fine. More offices / light business |
| 400 | I would support housing or more office space. |
| 402 | Thorney Business Park - developed for housing and station parking Ridgeway trading estate - HGV businesses discouraged, encourage more light industry |
| 405 | HOUSES |
| 407 | If the Government continues to impose draconian targets for house-building, it would seem that using one or more of these sites for housing would fulfil more requirements than using the sites for commercial (or mixed) development. If, however, a guiding principle is to reduce road traffic (and specifically HGVs), it is essential to ensure that any increase in vehicular traffic resulting from the redevelopment does not outweigh the benefits. |
| 409 | Relief road |
| 415 | Small buisnesses with light cars and vans only |
| 416 | Housing and community development with appropriate services and community facilities. |
| 417 | Office and retail. |
| 435 | Residential or commercial. |
| 446 | Q30 Housing |
| 451 | Housing |
| 453 | Community services such as a library or a recreational park. |
| 458 | schools family homes relief road park |
| 459 | Housing/Mixed Use |
| 460 | I would support housing and community facilities. |
| 463 | Conversion of industrial sites into residential |
| 464 | Further businesses |
| 465 | Residential, quality housing |
| 466 | Convert Thorney Business Park to housing. And provide a relief road to Mansion Lane. |
| 467 | Business ventures |
| 468 | See Q29 |
| 469 | Housing / community projects.... |
| 471 | Affordable housing for local people, if the industrial sites are vacant. |
| 472 | Housing and public services. |

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| 475 | Needs to be a combination of both industrial and housing to make better use of the land. |
| 477 | Housing. |
| 485 | Please see answer to 30, car park and even potential low density housing. |
| 486 | Those that have less hgv vehicles entering the village. |
| 488 | East side of Thorney Lane for Mixed Commercial and Residential Use in confirmity with Development Briefs published at pre-app stage |
| 489 | Housing and community facilities. |
| 490 | Smaller businesses |
| 491 | redevelopment would need to be in keeping with the character of the area. |
| 498 | Residential |
| 500 | I am open to suggestions |
| 505 | This should be the subject of community consultation led by expert (not like this questionnaire) |
| 506 | Affordable Housing |
| 507 | housing and green spaces |
| 509 | Housing |
| 514 | more jobs for local people |
| 515 | Industrial |
| 516 | some housing on Thorney Business Park |
| 522 | Secondary school |
| 527 | Family 3/4 bedroom housing and elderly care homes |
| 528 | Housing |
| 536 | Sports centre - recreational areas - cycle trails - footpaths - bypass - housing - small secondary school |
| 537 | Some housing, amenities, parks |
| 538 | Only within their existing boundaries |
| 540 | Leave as is |
| 544 | Limited Housing and high Tech business facilities, and schools/medical. |
| 547 | Housing |
| 554 | Housing if adequate infrastructure |
| 556 | Community facilities |
| 559 | As stated above - redevelop with housing |
| 560 | Answer Housing |
| 561 | Answer Some housing, say 200 homes on Thorney Business Park |
| 562 | Answer Both industry and flats, Norway style |
| 563 | Answer Derelict warehouses to be rebuilt as workshops, offices or housing |
| 565 | Answer Clear for much needed new housing (Thorney sidings, Thorney Business Park) |
| 567 | Answer Green Belt |
| 568 | Answer For Housing |
| 570 | Answer No comment |
| 573 | Answer Small units for cottage industries with higher educational apprenticeships and technical youth support |

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| 574 | Answer I would suggest using money that would be spent buying the Police Station be used to move the car repair site in the village to one of the industrial sites thus providing space for a car park and public conv. |
| 575 | Answer Hotels/malls/restaurants |
| 576 | Answer Small scale redevelopment of Thorney Business Park |
| 578 | Answer residential |
| 580 | As far as The Ridgeway is concerned you have been talking about a road from the west end of it to the Langley Park Road/West Lane roundabout for over thirty years. So pedestrianise Iver High Street to it's former glory. |