

**Minutes of the Special Meeting of Iver Parish Council
held on 23rd April 2009
at the Parish Council Committee Room 63 Chequers Orchard, Iver SL0 9NJ**

Present: Julian Wilson (chairman), Jeanette Watkins, Malcolm Bradford, Carol Gibson, Pat Leech, Pat Roberts, Bill Lidgate, Sylvia Lidgate, Alan Oxley, Claire Mowat, Ruth Vigor-Hedderly

1. **Public Participation.** There were 2 members of the public present:

Dudley Mills of Kebbell Homes: He stated that Kebbell Homes want to work with the community.

There is an opportunity to provide a relief road. The benefits are: environmental – HGV lorries taken off existing roads; traffic calming measures; pedestrianise the High Street; mixed residential development; affordable housing for young, old etc.; create open space; provide new cycleway to station/Crossrail station; bus service improvements; commercial improvements in village.

The other member of the public asked about the straw poll held at the end of the public meeting on 20th April and the chairman said that it was not conclusive but that there were 24 votes for the proposal to release Green Belt for a relief road and 17 against out of about 68 people in attendance.

2. **Apologies** for absence were received from: Ravi Gidar, Damon Clark

3. **Disclosure of interest** in items on the agenda – there were none.

4. **Core Strategy response: The Parish Council resolved to make the following comments to the District Council:**

- a. Having had a public meeting and the Parish Council having considered their response it is quite apparent that there is an overwhelming need for some method to be found to relieve traffic in Iver and Richings Park. The current proposals, by referring to changes at Court Lane, will not achieve that result as although certain HGVs would be removed from the roads, the bulk of HGV traffic does not emanate from Court Lane today.

If the Crossrail scheme is brought into effect there will be a large amount of work undertaken on the railway line between Thorney Lane and Market Lane/Mansion Lane at the Chequers Bridge. It is conceivable that an access road will be provided along the course of the railway and that road could serve as the relief road for traffic from the Ridge Way, Court Lane, Bardons to link up to the M4/M25 once Crossrail has finished using it for construction traffic. However, if that scheme does not go ahead a road to take HGVs away from Iver High Street and North Park/Richings Way is considered by the Parish Council to be essential to the future of Iver Parish.

Whilst the District Council does not consider that the traffic issue is significant enough to demand an alternative route for HGVs to the motorway network, the public meeting held by the Parish Council (attended by a significant number of people) was of the view that the problem would not get any easier in the future and therefore providing an alternative route was essential.

- b. The Parish Council agrees with the selection of Court Lane as a strategic site for redevelopment and would wish to see redevelopment that improves the area overall, reduces traffic movements and enhances the quality of this area, which is Green Belt.
- c. The Core Strategy refers to the regeneration of Iver High Street. In order to achieve that the view of the Parish Council and the public is to remove the main shopping area to a position that is off the High Street and incorporates car parking. In addition improved public transport must be incorporated into those plans. Any regeneration will not happen unless funds are available to purchase premises adjacent to Iver High Street to provide a shopping plaza and a parking area. There is a potential to move industrial/employment sites from the

High Street to the Ridgeway or Thorney Business Park. That would leave space for the parking/shopping area.

- d. A significant proportion of local people work at Heathrow but it is noticeable that there is no direct public transport link from Iver to Heathrow. Such a link would relieve traffic in Iver.
- e. Whilst there has been a focus on Iver and Richings Park in the Core Strategy the potential of significant expansion on Green Belt by Pinewood Studios should not be ignored in the current strategy. It is noted that the strategy does not anticipate development on Green Belt land, however there is a potential that the Pinewood proposal would be considered to be in the national interest. If that were to be the case there need to be alternative strategies in place to relieve the population of Iver Heath, which would be greatly affected by the proposed project. For example, the road network that has been referred to by Project Pinewood as suitable is considered by the population of Iver Heath to be totally unsuitable on roads that are already over used throughout the working day. The Parish Council would like it to be confirmed that there will be no Green Belt development in Iver Heath.
- f. The Parish Council would be totally opposed to development on Iver Heath Fields whether or not the Pinewood Project went ahead.
- g. The Parish Council's preferred scenario was scenario 2 with elements of scenario 1. The Parish Council would be totally opposed to incorporating any elements of scenarios 3 and 4.
- h. Appendix 5: The Parish Council is opposed to all of the proposed development on Green Belt in Iver Parish that is included in Appendix 5.
- i. Section 106 and the Community Infrastructure Levy should always be considered in any development. The Parish Council would like to see that the return from S106 and Community Infrastructure Levy should be utilised for improvements and regeneration in the Parish of Iver generally and not just restricted to the area around the development.

The Meeting closed at 9.15 pm

Signed (chairman)

Date