Chiltern District Council &
South Bucks District Council

Draft Iver Topic Paper

Version to Inform the Chiltern and South Bucks Local Plan (2014 – 2036)
Regulation 18 Consultation Incorporating Issues and Options

January 2016
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IVER Parish
Summary of transport plans and aspirations

Introduction

Iver Parish is made up of a number of areas including the settlements of Iver Village, Iver Heath and Richings Park, with a population in excess of 10,000. It has excellent transport links being close to the M25, M4 and M40, with rail links east-bound into London (Paddington) and west-bound towards Reading and beyond. It is also very close to Heathrow Airport. Due to the proximity of the Parish to such excellent strategic transport infrastructure, it has become a popular location for many businesses within the road freight industry.

The Government is proposing a number of major strategic transport schemes which will directly and significantly impact Iver Parish.

It has long been recognised, including in the South Bucks Core Strategy, that there is an unresolved issue with the high number of HGVs being generated by local business parks and passing through the Parish, which adversely affects the environment for local residents. This link is to a previous study prepared for the Core Strategy.

http://www.southbucks.gov.uk/CHttpHandler.ashx?id=4802&p=0. Strategic transport infrastructure schemes which are either underway or proposed in the Iver area have the potential to significantly worsen the existing position which is already causing serious problems in terms of severance, air quality, noise and road safety. The need to mitigate or reduce the impact of HGV’s is a key local issue and potentially an objective for the new Local Plan.

Some of the proposed strategic schemes could provide positive opportunities for the local area. However there will also be significant negative impacts including in the short term during construction, and it is vital that these are designed and managed appropriately in order to mitigate the impacts on the local community.

Buckinghamshire County Council, South Bucks District Council and Iver Parish Council have all been consulted on the nationally significant transport schemes to date, and have worked together to try to mitigate the impact and gain benefits, where possible, for the local area.

An overview map of the existing and proposed major schemes at the time of publication can be found on page 5 (map 1). The proposals shown on the map could be subject to change as the individual schemes progress.

Current South Bucks Core Strategy Policy

Core Policy 16 – South of Iver recognises that Court Lane, Thorney Business Park, Ridgeway Trading Estate, the Aggregate Industries site (currently vacant) and the Cape Boards site (Uxbridge within the London Borough of Hillingdon) generate a significant number of HGV movements and these vehicles have limited routing options through Iver High Street or through Richings Park. A relief road was considered as part of the preparation of the Core Strategy in 2010 but no funding was available at the time. The Aggregates Industry site together with a proposed Multi-Modal Waste transfer facility west of Thorney Business Park are both safeguarded in the adopted Minerals and Waste Local Plan (currently the subject of possible review). The focus of the policy is therefore on the three remaining sites within South Bucks. The policy seeks to support appropriate employment generating development or redevelopment with particular encouragement to be given to uses that would result in the reduction of HGV movements.

1 Source: Iver Parish Council Website (http://www.iverparishcouncil.gov.uk/NewHistory.htm)
**What has been Progressed?**

After four years this policy has made little impact on the three sites within South Bucks (there are also sites in the adjoining London Borough of Hillingdon which feed HGV’s through the Iver area due to road restrictions) and it is likely that the number of HGV’s has actually increased. In the preparation of the emerging Local Plan it is considered that this policy needs to be reassessed and alternative options considered including the provision of a relief road linked to possible development opportunities.

**Existing Local Transport Issues / Concerns**

Within the area there is already a number of transport related issues, including:

- **Ground noise** - from the airport and motorways
- **Air quality** – the M25, M4 and M40 are designated as an Air Quality Management Area (AQMA) – see Appendix 1 - but there is concern that the air quality within the Iver Parish could be worsening and work is underway to look at extending the AQMA to include the residential areas of Iver.
- **Severance and road safety issues**
- **Congestion at peak times**

The following issues have been key concerns of the local community for many years; they are included in the South Bucks Core Strategy and the 2015 Wexham and Iver Local Area Plan:

- **Volume and size of HGVs using the local roads (in particular Iver High Street)**
  - Main cause – the HGV’s are largely generated by a number of industrial sites at Ridgeway Trading Estate, Thorney Business Park and Court Lane, and also sites across the border (i.e. Cape Boards and Hydrex sites in Hillingdon). Currently some of the sites are vacant (such as Aggregate Industries and Thorney Sidings), when occupied there will be even more HGVs on the roads. The local road network in places is inherently unsuitable for HGV traffic. To the north of these business parks the HGV’s have to navigate narrow roads and Iver High Street (in part a conservation area with a number of listed buildings) before joining the A412 towards the M40 and M25 junctions. To the south they impact the Richings Park community and are prohibited by width restrictions from turning towards West Drayton via Thorney Mill Lane so have to head towards the Slough border to access the M4. The proposed nationally significant infrastructure projects in the area will inevitably exacerbate these current issues, particularly over the next 5-10 years,
  - Mitigation - there is a Core Strategy policy to reduce the number of HGV’s through seeking change of use of the current employment areas. There may be opportunity for creating new routes to divert HGVs away from the key issue areas through either new development or through the transport infrastructure proposals.

- **Parking issues**
  - Iver High Street – a parking scheme was proposed for the High Street by Buckinghamshire County Council, however not progressed due to funding issues. There are concerns over current inadequate off street parking arrangements leading to on street parking, narrowing the road space and causing difficulties for two HGVs to pass easily (causing safety and access issues).
  - Richings Park - there is no off-street car park for Iver Rail Station; therefore there is an issue of commuter parking on surrounding local roads. This will only get worse when the new Crossrail services begin in 2019, as it will make the Station even more desirable for commuters. There are initial proposals to introduce additional parking

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2 Source: Wexham & Iver Local Area Plan – August 2015 (http://www.buckssc.gov.uk/media/3358020/w-and-i-local-area-plan.pdf)
restrictions in the near future close to the station and shops; however such measures will tend to displace the parked vehicles out into the wider area rather than fully remove the problem. It will not resolve the existing commuter parking issues. Long term a new station car park is needed for when Crossrail opens in 2019.

- **Insufficient maintenance of footpaths and pavements**
  - This includes the Rights of Way Network as well as pavements.

- **Lack of public transport provision / accessibility**
  - Mainly for the young, elderly and vulnerable.
Map (1) – Major Transport and Development Proposals (Source: South Bucks District Council, July ’15)

Transport and Development Proposals in the Iver Area 2014 - 2026

Legend
- District Boundary
- M4 Widening
- Heathrow Express (HS2)
- Western Rail Access
- Crossrail
- SI FE
- Colne Valley Park

<table>
<thead>
<tr>
<th>Proposal</th>
<th>Start Date</th>
<th>End Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>M4 Widening</td>
<td>2017</td>
<td>2021</td>
</tr>
<tr>
<td>Heathrow Express (HS2)</td>
<td>2017</td>
<td>2019</td>
</tr>
<tr>
<td>Western Rail Access</td>
<td>2019</td>
<td>2023</td>
</tr>
<tr>
<td>Crossrail</td>
<td>Now</td>
<td>2019</td>
</tr>
<tr>
<td>SI FE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Colne Valley Park</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Aspirations for Local Transport Infrastructure Schemes

Whilst the proposed strategic transport infrastructure schemes are likely to make matters worse for a number of the issues outlined above (at least during construction), the Councils could seek to influence providers through their proposed investment to help bring about mitigations or possible solutions to some of the long term problems that the Iver area has had to face.

The following options and possible combination of options could be considered:

<table>
<thead>
<tr>
<th>Aspirational scheme</th>
<th>Brief description</th>
<th>Current position</th>
</tr>
</thead>
</table>
| New road for HGVs avoiding Iver High Street | Options being considered to secure a relief road and/or associated traffic management arrangements to divert HGVs away from Iver High Street (schools, facilities etc.) in order to help reduce safety issues and make the High Street (village centre) a less trafficked, more vibrant place to shop, stay and enjoy. In addition, subject to the outcome of the local plan, new road infrastructure may be needed to deliver new development and in turn development maybe required in part to help deliver infrastructure investment. | - There are a number of options being investigated for how this road might be funded (including Crossrail, Western Rail Link to Heathrow, HEX, the LEP and housing development). Nothing has been confirmed as yet, investigatory studies are underway.  
- Any new proposals would need to be assessed for wider strategic impact as well as local relief (i.e. re-routing of traffic across the whole area, access to motorways etc.)  
- Significant funding is likely to be needed from a number of sources if viable.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| HGV routing and enforcement                 | A review of current HGV restrictions in Bucks and neighbouring Authorities. Enforcement to ensure that restrictions are adhered to (i.e. ANPR cameras).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | - There are a number of restrictions (such as height and weight) in place to appropriately route HGVs. These regulations are not always adhered to.  
- There are also restrictions in neighbouring Authority areas that force increased numbers of HGVs into Bucks.  
- Options could be to explore physical road design restrictions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Iver Rail Station car park                  | The Rail Station currently has no carpark                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | - Crossrail is currently looking into an economic case for a carpark. A decision will be made on whether they will pursue this following the outcome of the report.  
- Site selection will follow. Crossrail are proposing to rebuild the existing station, which is in a poor state of repair.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Parking improvements (i.e. Richings Park)   | To deter commuter parking in the local area and allow for short-term parking for those using the shops to help boost the economy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | - BCC is currently reviewing parking in the Richings Park area.  
- This will need to be revisited for a wider parking strategy for the area if Crossrail agree to install a carpark.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Speed limits                                 | To assess whether any speed limit changes are needed (the ‘Area 6’ Speed Limit Review), particularly considering the volumes of HGVs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | - ‘Area 6’ of the Countywide Speed Limit Review project was progressed in 2006. Due to funding constraints the project was never completed.  
- There is a particular local aspiration to reduce the speed limit on Thorney Lane South. If a car park for Crossrail is installed on the eastern side of Thorney Lane South then a pedestrian crossing would be needed to access the rail station. The speed limit may need to be considered as part of this work (however does not guarantee need or funding).                                                                                                                                                                                                                                                                                        |
| Improvements to cycling / walking infrastructure | To help improve walking and cycling access across the area to key destinations (such as the rail station) to help reduce car use and improve access for leisure. | - Around £500k has been secured for a cycle route from Iver village to Iver Rail Station. The exact route is still being considered.  
- Investigatory / design work is being developed in 2015/16 with the aim of implementing the route in 2016/17. |
| --- | --- | --- |
| Public Rights of Way (PRoW) improvements | To enhance the existing Public Rights of Way network in the Iver Parish, providing improved accessibility.  
See Appendix 3 for further information, including maps. | - Richings Park – currently an aspiration. Supported by Slough Borough Council PRoW Officer. In discussions with Iver & District Countryside Association. Have put requests for the improvements into formal planning responses affecting the site.  
- Thorney – liaising with Network Rail to remove barrier and allow cycling access under the West Coast mainline. Green line is an aspiration which will progress as opportunities arise.  
- Iver Village – cycleway being progressed as an option for the Iver Village to Iver Rail Station project. Forms a footpath claim on the basis of a 20-year use. |
| Regeneration of Iver High Street | If HGVs could be effectively routed away from the High Street, it could enable the area to be regenerated, focussing on encouraging more pedestrians and boosting the local economy, making the High Street a more inviting place for people to use. | - Re-routing HGVs away from the High Street is dependent on a number of the proposals mentioned above. |

It is essential that consideration is given to the long term maintenance of any new infrastructure. Funding sought for the infrastructure should include this within the overall cost or responsibility. In addition this Draft Topic Paper is the subject of consultation alongside the Local Plan Regulation 18 and Issues and Options Consultation and so this Topic Paper will be updated in the light of consultation responses.
### Transport Schemes Summary Table

The following schemes are those either currently underway or planned:

<table>
<thead>
<tr>
<th>Planned Schemes</th>
<th>Brief description</th>
<th>Current position</th>
<th>Potential issues</th>
<th>Possible impact on aspirations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heathrow Express (HEX)</td>
<td>Langley Depot - the site is partly in Slough. This scheme is promoted by HS2 to replace an existing HEX depot owned by Heathrow Airport Ltd (also the operator of this premium train service) at Old Oak Common. The site at Old Oak Common is required for a new station for HS2.</td>
<td>There are synergies with the Western Rail Link to Heathrow but not in terms of timing as construction needs to start before WRLtH to allow the existing facility at Old Oak Common to be replaced. It is anticipated that construction will begin shortly after Royal Assent in mid 2017 and be finished by December 2019 to allow the new Crossrail services to commence. The Hybrid Bill currently includes a proposal to move the depot to North Pole (near Kensal Rise) but this solution is unacceptable to Heathrow Airport Ltd who has petitioned against it. Alternative locations have been considered but none have met the requirements. The proposal is now being processed through an Additional Provision (AP) to the HS2 Hybrid Bill (published on 14th July 2015), which will grant planning permission. Iver Parish Council, SBDC and Bucks CC have submitted petitions which will be heard either late 2015 or early 2016. Works are due to commence in mid-2017. The scheme has the potential to harm local residents during construction in terms of noise and lighting and during operation as most activity will be during the night as trains are stabled and maintained when not in use. There are also flood issues – the site is a flood plain (flood zone3) and the Horton Brook will need diverting. Realignment for Hollow Hill Lane in terms of lowering and straightening in the section between the railway and the canal will be required. This will affect the entrance to the Mansion Lane site and bring works very close to the occupiers of this site and the permanent canal boat residents. The site below the Mansion Lane site is a former landfill Gypsy and Travellers site at Mansion Lane &amp; canal boats – potential construction impacts in terms of noise, contamination impacts and, lighting from a works site immediately adjacent to the south. Long term, the impact of the HEX sidings may be limited to noise and lighting impacts due to 24/7 working. <strong>Hollow Hill Lane</strong> - The existing bridge under the railway line is too low for HGV’s to pass under and there are also 2 utility pipelines – gas and aviation fuel - which need to be protected or diverted. <strong>HGV’s</strong> - the need to reduce the number overall and deter new HGV traffic movements or provide an alternative new haul route is in line with Core Strategy policy. This is a primary objective and all the infrastructure providers have been informed of this. <strong>Construction impact</strong> - noise, lighting etc.</td>
<td>New road for HGVs – there is a possibility that a relief road could be delivered through a combination of asks from HS2 Ltd and the WRLtH scheme (diversion of Hollow Hill Lane). None of this however is guaranteed and is also likely to require other highway works and investment. Our petition ask of HS2 Ltd is to put in the relief road ahead of their scheme. However, HS2 are proposing diverting Hollow Hill Lane and WRLtH will close the road leading to wasted expense. We will encourage the two promoters to ensure the design for the HS2 Ltd scheme is compatible with WRLtH Hollow Hill Lane works. We have initially suggested linking the Thorney Business park access road over the rail line to link into North Park. Cost of long term maintenance of a new road would need to be considered / secured.</td>
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</table>
and is contaminated. Disturbance to this site may cause concern.

<table>
<thead>
<tr>
<th>M4 Smart Motorway Scheme</th>
<th>Widening the M4 between Junctions 3 and 12 to become a Smart Motorway. It will be within existing motorway boundaries and will involve converting the hard shoulder to a traffic lane to allow for extra capacity. All motorway bridges will be replaced or widened to enable the provision of the smart motorway along the whole length of the scheme. In South Bucks this will include Old Slade Lane Bridge (used as a footpath and cycleway) in Iver and three road bridges in Dorney.</th>
<th>Currently submitted as a Development Consent Order (a Nationally Significant Infrastructure Project (NSIP) determined via the Planning Inspectorate). In early July initial comments were submitted to Highways England highlighting concerns over the DCO proposals (separate submissions from BCC and SBDC). Highways England has worked with BCC to draft a Statement of Common Ground (SoCG), which will highlight where matters are agreed or not agreed, and these will then be presented to the Examining Authority (ExA). BCC and SBDC have also prepared a joint Local Impact Report, which is to be used as a means by which our existing body of local knowledge and evidence of local issues can be fully and robustly reported to the ExA. Construction is intended to last between 2017 and 2021. The bridge in Iver is proposed to be closed for a year (currently used as a walking/cycling link).</th>
<th>Closure of Old Slade Lane Bridge over M4 for a year – Colne Valley cycle route and long distance footpath will be interrupted. The Council has objected to this as has Colne Valley CIC who publicise the route. The connecting path (Bridleway IV31) to Old Slade Lane from Thorney Park will also be severed during construction. HGVs - Increase in HGVs during construction period. Construction impact - noise, lighting etc. The closure of the connecting path will mean that the link from Thorney Park and Thorney Mill Road along bridleway IV31 will be unusable during construction. Cumulative impacts as this scheme and the HEX scheme will be under construction at the same time. Improved cycling/walking infrastructure – new bridge, providing walking/cycling access.</th>
</tr>
</thead>
<tbody>
<tr>
<td>HS2 Spur</td>
<td>The Government proposed that the HS2 network should link in to Heathrow by a spur to the east of the M25. However, HS2 decided to suspend work on the spur and at the moment the future of this proposal is being considered.</td>
<td>HS2 has not yet commented since the Airports Commission recommended Heathrow for expansion. It is considered unlikely that they will recommence work on the spur. The Government has announced however, that they do not intend to build the spur as part of phase 1 or phase 2 of the HS2 scheme. Therefore it could not be constructed until approximately 2032. If it did go ahead, it would be included in the Hybrid Bill for Phase 2.</td>
<td>In the meantime there is a certain degree of blight along the planned route. None</td>
</tr>
</tbody>
</table>
Heathrow Expansion (third runway?)

The independent Airports Commission was set up in late 2012 with a brief to make recommendations which will allow the UK to maintain its position as Europe’s most important aviation hub. The commission is led by Sir Howard Davies. Around 50 schemes were submitted to the Commission, with 2 Heathrow options and 1 Gatwick option being the shortlisted finalists in summer 2014.

On July 1st 2015 the Commission published their final report stating that they recommended Heathrow for expansion. Specifically, it recommended Heathrow Airport Ltd’s proposal for the third runway to the north west of the airport.

Nevertheless, there are a number of processes which will require Government to deliver important enabling actions including granting planning consent for the development through a National Policy Statement.

BCC and SBDC will need to decide how they want to proceed in terms of working with Heathrow Airport to develop mitigation and compensation proposals. The councils may want to explore doing an initial mitigation study, for example.

One of HAL’s proposals includes a diversion of the River Colne through South Bucks.

Following the Airports Commission’s recommendation, it is now for the government to review and make a decision on a third runway at Heathrow. David Cameron has said he will not make this decision until later in 2016. If they give the green light, securing planning permission for the new runway will involve a number of phases, and a number of organisations. The primary responsibility for delivering the new runway is expected to lie with the private sector scheme promoter, Heathrow Airport Ltd through a Development Consent Order.

If the Government give the green light to Heathrow expansion, there will be a number of potentially quite significant impacts on southern Buckinghamshire:

- **Traffic/ HGVs** - expansion will lead to an increase in traffic / HGV movements in South Bucks due to both the construction works and once the third runway is operational. At present there is no detailed evidence of exactly what these impacts will be.

- **Displacement** - A number of homes and businesses would be displaced as part of the construction. Including the energy from waste plant at Colnbrook.

- **Noise** – there will be an increase in aircraft noise, impacting on local residents.

- **New Road for HGVs** - could potentially gain funding for this. Cost of long term maintenance of a new road would need to be considered / secured.

- **Improved cycling/walking infrastructure** - Heathrow have ambitious sustainable modes of travel plans. Therefore this could potentially support the aspiration for improvements between key destinations.

- **Contributions towards local aspirations or mitigation measures** - i.e. HGV routing enforcement, regeneration of Iver High Street etc.
| Western Rail Link to Heathrow | Network Rail proposes a dedicated new rail line and service from Reading, Twyford and Slough to Heathrow Airport. A new rail line will fork off the GWR between Langley and Iver and will disappear in tunnel 500m to the south alongside the west of Richings Park. It will stay in tunnel until it reaches Terminal 5 and then connect with existing Heathrow Express/Connect service to provide an alternative route to Paddington. | All spoil from the tunnelling will arise at the construction site which will be the field (Grade 1 agricultural land) to the west of Richings Park. It is intended that the spoil will be removed by train. To the north of the railway line the existing stopping services tracks will be moved to the north between Langley and Iver to enable the new WRLIH tracks to dive under the mainline tracks to head south. The new track to the north will need to be built first and will need to accommodate the HEX sidings (see above) and a freight loop. This will take up much of the field to the south of the Mansion Lane travellers site on contaminated land. Development Consent Order timing is dependent on discussions with HS2 to resolve joint issues with regard to timing. Construction is due to last between late 2019 and 2023. | Construction impacts – 24 hour working for Western Rail Access which will follow the HEX proposal; and be at the same time as the M4 widening works. Richings Park residents will be most affected and this will need to be managed. There has been a lot of publicity locally together with exhibitions etc. so all these impacts should not be a surprise. 

Closure of Hollow Hill Lane - Traffic will be diverted onto other existing routes as no alternative is being offered due to cost versus impact. Mitigation package being offered (proportionate to impact on local roads). 

New Road for HGVs – Network Rail has been asked to look at the highway implications following the closure of Hollow Hill Lane with a view to not making the existing HGV and traffic issues worse. A new bridge across the railway line is ruled out on cost grounds. Alternative mitigation will need to be provided in discussion with the highway authority. |

| Crossrail | A new rail service which will provide improved access from Iver Rail Station into London, Currently several projects either happening or under discussion. Thorney Lane South bridge replacement – this will widen the bridge allowing two HGV vehicles to pass and provide pedestrian and cycle paths. | HGVs - Increase in HGVs during construction period. Construction impact - noise, lighting etc. | New station at Iver – the accessibility concerns are the subject of ongoing discussions with Crossrail with regards to a |
including Oyster card payment facilities and direct routing to Canary Wharf.

<p>| Cycle Route – Iver to Rail Station | A safe cycle route from Iver village to Iver Rail Station in Richings Park, funded through Government's Local Growth Fund and project managed by BCC. Will also help to improve access to the schools and other destinations within | Investigating route options and land ownership (with the aim to acquire land and implement in 2016/17). | Land owners unwilling to cooperate, could lead to cost and time implications. | Improved cycling/walking infrastructure - delivery of safe cycling/walking infrastructure in the area. |</p>
<table>
<thead>
<tr>
<th><strong>Motorway Service Station</strong></th>
<th>Motorway Service Station close to Iver.</th>
<th>This has been a possibility in the past, however did not go ahead. Highways England has recently confirmed that South Bucks could be the location of new motorway service area.</th>
<th>Worth keeping a note of in case it is progressed as a serious option in future.</th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Slough International Freight Exchange (SIFE)</strong></td>
<td>Slough International Freight Exchange – This site lies immediately adjacent to the south side of the M4 and north of the A4.</td>
<td>A Public Inquiry for SIFE was resumed in September 2015. The Inspector will deliver the report to the Secretary of State in 2016. The scheme is promoted by Goodmans. It was initially requested that the Inquiry was put on hold until after the Heathrow decision was made (due to occupying the same site). If approved, this scheme will use the Colnbrook rail line to shift goods between rail and road. It would appear unlikely to proceed if Heathrow Airport Ltd proposal for a third runway proceeds as the two schemes are adjacent to each other and the proposed access from the A4 would be compromised. It also has the potential to increase HGV’s in the local area who will need to access the site. The Council objected to the original planning application submitted to Slough BC in 2010 on the basis of traffic generation adversely affecting Richings Park. The application was refused by Slough in September 2011 and subsequently appealed in March 2012. The delay in scheduling the public inquiry may have been due to the protracted decision making including appeals and High Court judgements on the Radlett aerodrome proposal which is also a strategic rail freight interchange. This site has now been granted permission.</td>
<td><strong>HGVs - Increase in HGVs across the area.</strong></td>
<td>New road for HGVs / HGV routing &amp; enforcement – could be asked to contribute against mitigation measures for the impact of additional HGVs in the local area. Cost of long term maintenance of a new road would need to be considered / secured.</td>
</tr>
</tbody>
</table>

### **Other schemes / proposals**

<p>| <strong>Housing growth</strong> | There are applications coming forward for new housing developments in the area (this will continue). | Potential permission has been granted for over 40 flats on the Ridgeway industrial estate. There is still developer interest for housing on the Green belt south of Iver. | <strong>HGVs - Increase in HGVs across the area during construction, plus increased traffic generated by new residents.</strong> | <strong>Improved cycling/walking infrastructure</strong> – would ensure safe cycling/walking infrastructure across the new developments, with additional improvements across the area. |</p>
<table>
<thead>
<tr>
<th>Heathrow Flood Storage</th>
<th>See Heathrow Airport proposals.</th>
</tr>
</thead>
</table>
| Chiltern and South Bucks Emerging Joint Local Plan (2014 – 2036) | The Joint Local Plan is currently being prepared and is at Regulation 18/Issues and Options consultation stage. 

**Development options at Iver** are being scoped and tested. The scale and location of development will be influenced by a number of factors including the potential benefits for growth close to the new Crossrail services. A Call for Sites process in 2015 has revealed significant developer interest albeit largely sites located in the Green Belt. 13 sites have been proposed in total in Iver and the Local Plan will be undertaking a Green Belt review.

Options could also involve the redevelopment of the existing Thorney Business Park which would reduce HGV traffic originating from this site in line with the Core Strategy objective.

**HGVs** - Increase in HGVs during construction periods and potential increase in HGVs following development (depending on changes of land use).

**Construction impact** - noise, lighting etc.

**Green Belt** - potential redevelopment of previously developed land or land released if appropriate for new development to help meet local needs.

**New road for HGVs** - could allow for and provide an alternative access road for HGVs.

**Car Park for Iver Rail Station** – could provide a car park for Iver Rail Station (with associated parking scheme in Richings Park).

**Improved cycling/walking infrastructure** – would ensure safe cycling/walking infrastructure across the new developments, with additional improvements across the area.

Cost of long term maintenance of any new infrastructure would need to be considered / secured.

<table>
<thead>
<tr>
<th>Specific existing development site issues</th>
<th>Cost of long term maintenance of new routes would need to be considered / secured.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Thorney Sidings (left)</td>
<td>1. Site is currently empty; however it is likely to be used for future growth plans. It is safeguarded for rail (railhead) and minerals &amp; waste.</td>
</tr>
<tr>
<td>2. Old Aggregate Industries Site (right)</td>
<td>2. As above (1&amp;2 are two sides of one site). It is currently up for rent.</td>
</tr>
<tr>
<td>4. Old Hydrex Site (Hillingdon)</td>
<td>4. Site used to store HGV hire vehicles. HGVs are forced through Bucks due to width restrictions preventing them from routing through Hillingdon.</td>
</tr>
<tr>
<td>5. Cape Board Site (Hillingdon)</td>
<td>5. Any access would need to be through BCC roads – unsuitable and would cause HGV</td>
</tr>
<tr>
<td>6. Ridgeway Trading Estate</td>
<td><strong>HGVs</strong> - Increase in HGVs during construction periods and also increase in HGVs following development.</td>
</tr>
<tr>
<td>7. Thorney Business Park</td>
<td><strong>HGV routing / enforcement</strong> – potential planning related asks though liaison with the Planning Team in Hillingdon for sites within their control.</td>
</tr>
</tbody>
</table>
| Minerals and Waste Issues | 8. Court Lane | 6. This site which generates considerable HGV's is currently the subject of a number of planning enquiries for hotel and conversion of office buildings to residential.  
7. Thorney Business Park is affected by Crossrail, HEX and WRA proposals.  
8. Has a number of vacant units which may be influenced by the Heathrow Spur proposals in the long term. |
| --- | --- | --- |
| Potential loss of site of proposed waste transfer station north of railway line due to WRA and HEX proposals on this land and interest from Cemex in working the land to the south of the railway line alongside the boundary with Slough. To be considered within the new Minerals and Waste Local Plan. | 1. Land to north of existing railway line and west of industrial estate is allocated for a multimodal waste transfer facility. Now under threat from Western Rail Link to Heathrow (WRLtH) and Hex proposals. Site nominated for allocation in the new Minerals & Waste Local Plan by landowner for use as a waste facility to use existing road access through industrial estate.  
2. Land to south of existing railway line proposed by landowner for possible nomination in new Minerals and Waste Plan. Has reserve of several million tonnes of sand/gravel, and is part owned by CEMEX. Beneath line of WRLtH. Company already has a Screening Opinion under EIA Regulations, and within Mineral Safeguarding Area. All area falls within Policy CS1 – Minerals Safeguarding (Minerals & Waste Core Strategy), which means that BCC must be notified of any planning applications for consideration. | Could impact on local area.  
None |
### Transport Schemes Timeline

The following table outlines indicative timescales for proposed transport schemes in the area. Please note that these are subject to change.

<table>
<thead>
<tr>
<th>Scheme</th>
<th>2015</th>
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<th>2016</th>
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<th>2017</th>
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<tr>
<td>Heathrow Expansion?</td>
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<td>Western Rail Link to Heathrow</td>
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<tr>
<td>Crossrail (all associated works)</td>
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</table>

**Key**
- Light blue: Investigatory / background work
- Orange: Construction

Classification: OFFICIAL
Appendix 1 - Air Quality Management Areas

...and Air Quality

Motorways - Air Quality Management Area (AQMA) already declared 100m either side of Motorways

- SBDC are monitoring Air Quality in Iver area
- 4 monitoring sites
- Parish Council has 5th monitoring device in Iver High Street
- Air Quality levels are of concern
- 2015 data awaited
1. **Richings Park**
   - Red line – cycleway connection into Richings Park
   - Blue circle - provide a bridge over the West Coast Main line

2. **Thorney**
   - Purple line - resurrect the cycleway across the West Coast Main line tunnel
   - Green line - upgrade Footpath 21 Iver to bridleway to allow cycling along the vehicular track
3. **Iver Village**
   - Yellow line:
     - Cycleway - create a cycleway on the south side of the village
     - Footpath – there is a 20-year claim in place for footpath along similar route