



THE IVERS
PARISH COUNCIL

THE IVERS NEIGHBOURHOOD PLAN 2021 – 2040

REFERENDUM PLAN

Published by The Ivers Parish Council for referendum under
the Neighbourhood Planning (General) Regulations 2012
(as amended)

October 2022

A Guide to Reading this Plan

Of necessity, this Neighbourhood Plan is a detailed technical document. The purpose of this page is to explain the structure and help you find your way around the plan.

1. Introduction & Background

This section explains the background to this Neighbourhood Plan.

2. The Neighbourhood Area

This section details many of the features of the designated area.

3. Planning Policy Context

This rather technical section relates this Plan to the National Planning Policy Framework and the planning policies of the former South Bucks District Council, now part of the unitary authority, Buckinghamshire Council.

4. Community Views on Planning Issues

This section explains the community involvement that has taken place.

5. Vision, Objectives & Land Use Policies

This is the key section. Firstly, it provides a statement on the Neighbourhood Plan Vision and Objectives. It then details Policies which are proposed to address the issues outlined in the Foreword and in Section 4. These Policies are listed on page 5. There are Policy Maps towards the back of the plan and is be additional information in the Appendices to which the policies cross reference.

6. Implementation

This section explains how the Plan will be implemented and future development guided and managed. It should be used to suggest projects which might be supported by the Community Infrastructure Levy which the Parish Council will have some influence over. Finally, it deals with a number of issues which, although relevant, are outside the scope of a Neighbourhood Plan.

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OCTOBER 2022

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FOREWORD

The Ivers is a large parish with five distinct, historic settlement areas now merged into one parish. Central is Iver Village, to the south is the 20C development of Richings Park with the ancient hamlet of Thorney to the southeast. North is Iver Heath and west, towards Langley is the hamlet of Shreding Green.

The Ivers Neighbourhood Plan has the difficult task of uniting the separate elements to provide vibrancy and sustainability to The Ivers whilst retaining their distinctive characters, protecting the rural landscape setting so valued by residents and the essential gaps between and around the settlements. Heavy traffic from sites with long standing historic uses, poorly regulated by past planning decisions, has created an intimidating environment in the heart of the settlements, leading to severance, poor retail provision and reliance on the private car.

Our vision for this Plan is of a Parish that feels as though it is a rural Parish of villages set in the Green Belt, albeit with some key road and rail infrastructure. It should no longer be regarded as a location for strategic economic growth or for the clustering of waste management and other types of development that undermine our character and generate our HGV blight. Our plan therefore contains a series of proposals to encourage land use change that will lead to the removal of HGV generating uses.

Pursuing this objective at Thorney Business Park – one of our most problematic HGV sites – means we've had to compromise in accepting that Green Belt land needs to be developed to create a sustainable addition to Richings Park. But the land is surrounded by development and only helped keep the gap between Richings Park and Iver, which our policy maintains. Everywhere else, our goal has been to bolster the protection of our Green Belt that surrounds our villages and to fully recognise the contribution made to the character of The Ivers made by its many and varied historic buildings.

It is anticipated that our Neighbourhood Plan will lead to other follow-on work such as Local Distinctiveness design guidance, Village Design Statements and Sustainable Transport initiatives. The response from the community over the many years that we have been working on it has been excellent and The Ivers Neighbourhood Planning Group has endeavoured to capture all feedback as evidence to support policies in the Plan that satisfy required planning tests and are legally enforceable.

The people that live here are passionate about their villages and their rural surroundings and want to retain the inherent charm, character, vitality and setting whilst accepting some development will be needed to accomplish this. I believe that this Neighbourhood Plan, that has required sometimes difficult decisions to be made, will ensure that the community of The Ivers will be able to contribute in a significant way into how the area evolves into the future. I thank the volunteers who have worked on the Neighbourhood Planning Groups to develop and encourage this Plan to evolve. I would especially like to thank the communities of Iver, Iver Heath, Richings Park, Thorney and Shreding Green for your support.

Councillor Ciaran Beary, Chair, The Ivers Neighbourhood Planning Committee

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1. INTRODUCTION & BACKGROUND

1.1 The Ivers Parish Council has prepared this Neighbourhood Plan for the area designated by the former local planning authority, South Bucks District Council (now Buckinghamshire Council ('Bucks Council')), on 18 November 2016. The plan has followed the process set out in the Neighbourhood Planning (General) Regulations of 2012 (as amended).

1.2 The designated area coincides with the Parish boundary (see Plan A overleaf) and includes all three distinct settlements in the Parish – Iver Heath, Iver Village and Richings Park.

1.3 The purpose of the Neighbourhood Plan is to set out a series of planning policies that will be used to determine planning applications in the area in the period from 2021 to 2040. The Plan will form part of the development plan for the Parish, alongside policies of the adopted South Bucks Local Plan 1999 and the adopted South Bucks Core Strategy 2011. The Local Plan and Core Strategy policies will eventually be replaced by the first Bucks Local Plan, which it is currently anticipated will also run to 2040.

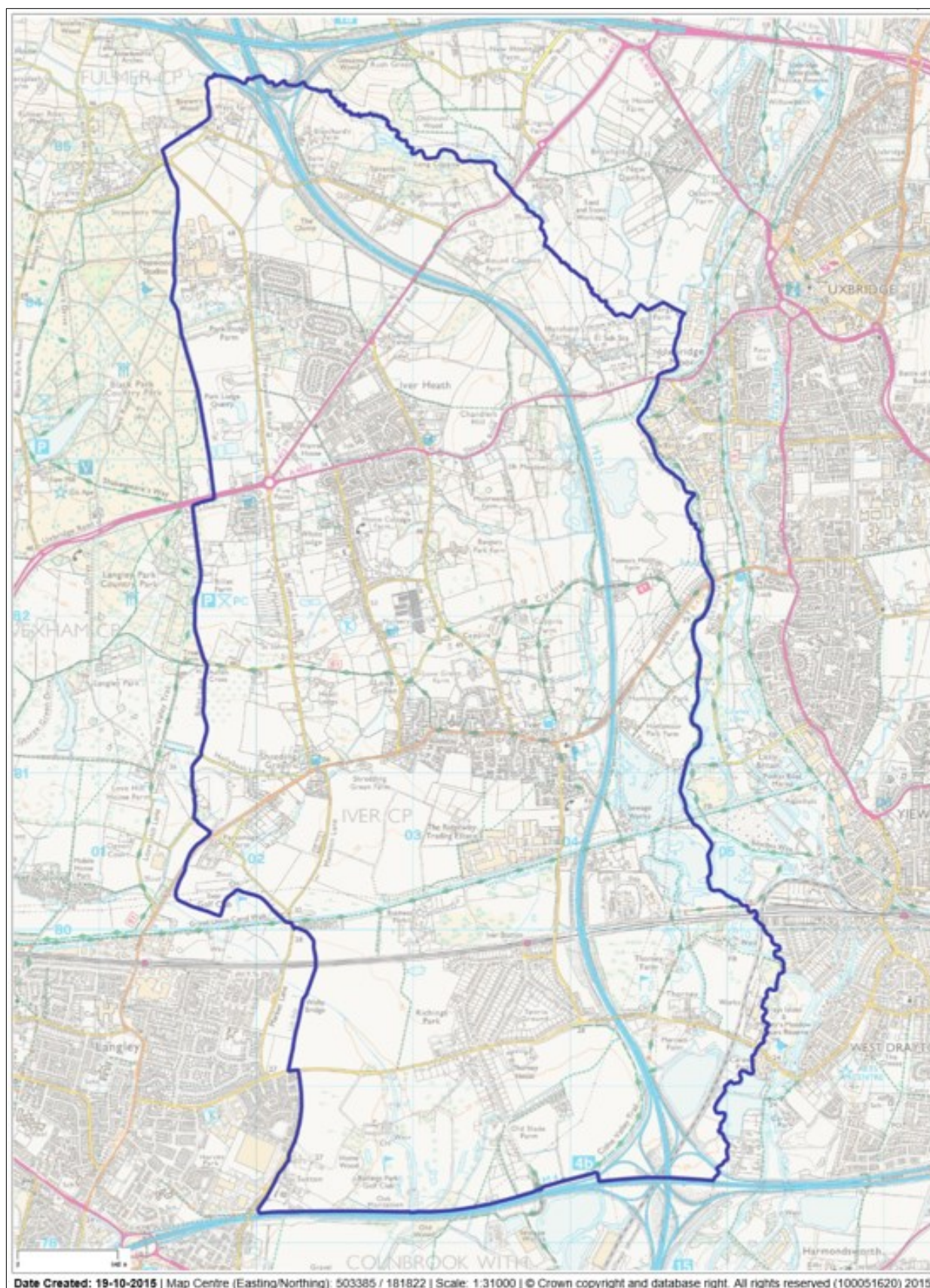
1.4 A key focus of the Neighbourhood Plan has been to both anticipate the Bucks Local Plan and to fill the policy vacuum left by the withdrawal of the Chiltern & South Bucks Local Plan until the new Local Plan is adopted. The Parish Council has also noted the desire of neighbouring Slough Council to encourage the Bucks Local Plan to make provision for the northern expansion of the town into the Parish.

1.5 Neighbourhood Plans provide local communities with the chance to manage the quality of development of their areas. Once approved at a referendum, the Plan becomes a statutory part of the development plan for the area and will carry significant weight in how planning applications are decided. Plans must therefore contain only land use planning policies that can be used for this purpose. This often means that there are important issues of interest to the local community that cannot be addressed in a Plan if they are not directly related to planning.

1.6 Although there is considerable scope for the local community to decide on its planning policies, Neighbourhood Plans must meet all of the 'basic conditions'. In essence, the conditions are:

- Is the Plan consistent with the national planning policy?
- Is the Plan consistent with local planning policy?
- Does the Plan promote the principles of sustainable development?
- Has the process of making the Plan met the requirements of environmental laws?

1.7 In addition, the Parish Council needed to demonstrate to an independent examiner that it had successfully engaged with the local community in preparing the Plan.



Plan A: Designated Neighbourhood Area

'Planning for the Future' White Paper and the Environment Act 2021

1.8 The independent examiner reported on 26 September 2022 and concluded that, subject to policy modifications set out in the examiner's report, the Plan meets the above conditions, and that the Plan should go to a referendum of the local electorate. If a simple majority of the turnout votes in favour of the Plan, then it becomes adopted as formal planning policy for the parish.

1.9 In August 2020 the Government published for consultation its White Paper, 'Planning for the Future', which proposed to make significant changes to both the development plan and management system. However, in November 2021 the Government announced it will bring forward a Regeneration & Planning Bill in 2022 containing a different set of proposals for implementation in 2023.

1.10 The Parish Council anticipates that the new system will still require local communities to engage in shaping how their settlements will develop and in ensuring their heritage and landscapes are given proper protection. It may also enable communities to define local design standards, and the Neighbourhood Plan contains proposals in all of these respects.

1.11 In November 2021 the Environment Act was formally made, containing proposals for managing Local Nature Recovery, Biodiversity Net Gain, species conservation and air quality. Prior to that, in December 2020, the Government also published for consultation the Energy White Paper, 'Powering our net zero future'. This reiterated the commitment in the Planning White Paper to facilitate "ambitious improvements in the energy efficiency standards for buildings" to deliver 'zero carbon ready' homes. The Neighbourhood Plan has sought to take all of this into account but the Parish Council will monitor how these new proposals may affect its policies.

The Referendum Plan

1.12 A draft ('Pre-Submission') Plan was published for consultation in May 2021 in line with the Regulations. Amendments were made following review of the comments received from the local community and other interested parties, including Bucks Council, and the 'Submission Plan' was submitted to Bucks Council in December 2021. Bucks Council carried out further consultation in February and March 2022 and in May 2022 the plan was passed to an independent examiner.

1.13 The independent examiner reported on 26 September 2022 and concluded that, subject to the policy modifications set out in their report, the Plan meets the basic conditions. The independent examiner recommended that the Plan, once modified proceeds to referendum on the basis that it has met all the relevant legal requirements. This version of the Plan includes the modifications required by the examiner.

Strategic Environmental Assessment & the Habitats Regulations

1.14 A screening opinion dated February 2021 confirms that the proposals of the Neighbourhood Plan do not have the potential for significant environmental effects and therefore no Strategic Environmental Assessment is necessary as per the 'Environmental Assessment of Plans & Programmes Regulations 2004' (as amended).

There have been no material changes to the scope of the Neighbourhood Plan since the screening.

1.15 The screening opinion also confirms that, given the plan scope and the absence of any Natura 2000 sites in the designated Neighbourhood Area, a Habitats Regulations Assessment will not be required, as per the EU Habitats Directive and the Conservation of Habitats & Species Regulations 2017 (as amended).

2. THE NEIGHBOURHOOD AREA

2.1 The Ivers is located on the western side of the River Colne which defines its eastern boundary, with the Colne Valley providing a buffer to the westward urban expansion of London. It shares a boundary with the London Borough of Hillingdon and the areas of Uxbridge, Yiewsley and West Drayton with a developed edge that is a combination of residential, storage and distribution uses.

2.2 The River Colne meets the Thames just to the south of the parish where the Staines Reservoirs were formed at the turn of the 19th Century as part of a string of reservoirs that serve London. The reservoirs sit within the Colne Valley Regional Park and are designated as Sites of Special Scientific Interest (SSSI). Slough has grown eastwards along the M4 corridor up to the south western boundary of the parish creating urbanising pressures to the west of the parish.

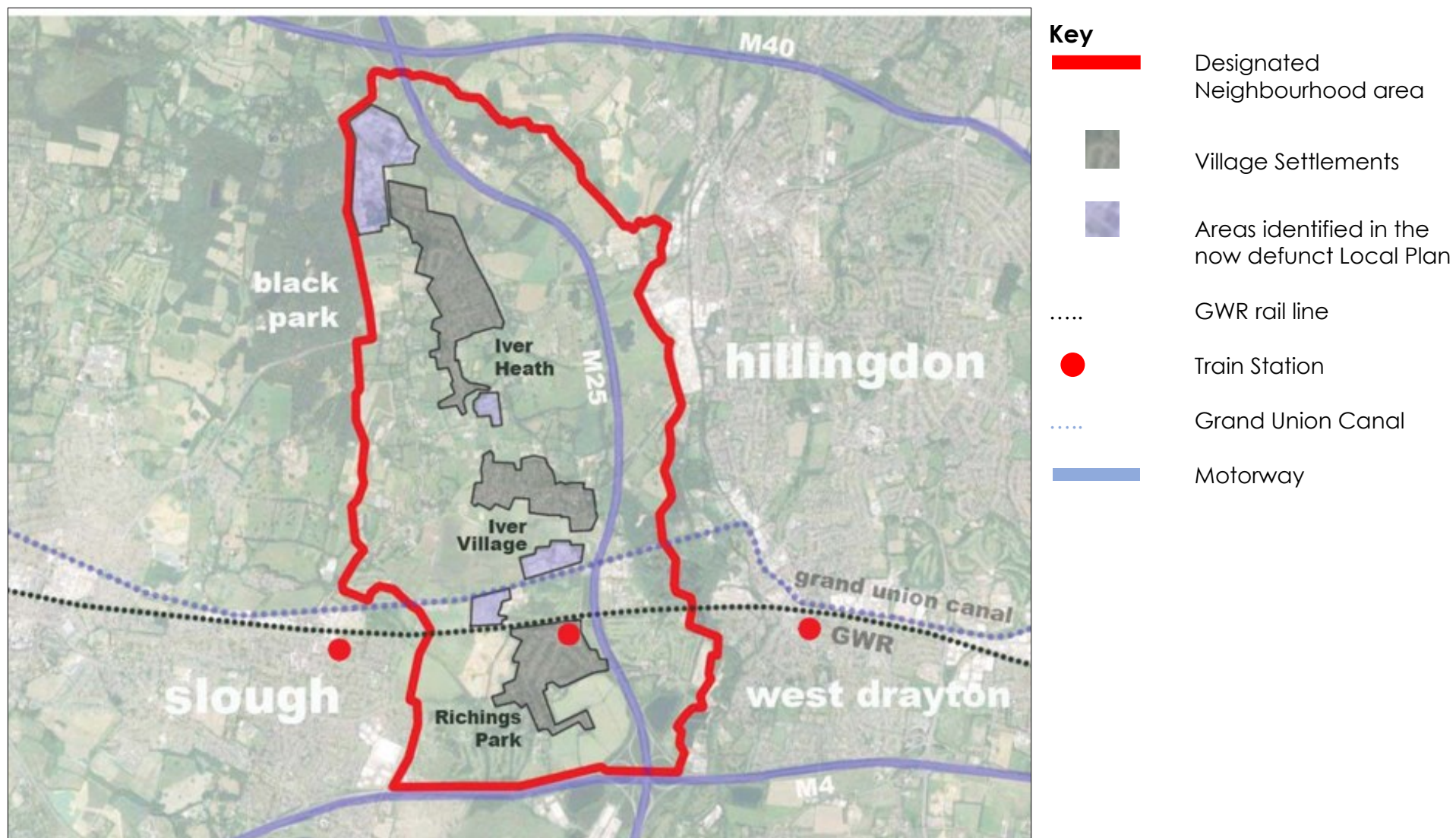
2.3 The setting of the parish is characterised by the Thames Valley and the Colne Valley which create a more rural landscape with the Chilterns Area of Outstanding Natural Beauty (AONB) forming a connecting band between the Thames and Colne Valleys. Within this area are a number of structural landscape amenities including the Black Park Country Park, Langley Country Park, Thorney Park, Burnham Beeches and the Colne Valley Regional Park, all of which contribute to the landscape and environmental settings of the parish.

2.4 The parish lies entirely within the Colne Valley Regional Park and is washed over by the Green Belt which extends westward from the River Colne (with two small areas extending into Hillingdon), between the M40 and M4 to Henley-on-Thames with Slough and Maidenhead as significant inset settlements. Within the parish the settlements of Iver Heath, Iver Village and Richings Park are inset along with an employment area between the canal and railway line.

2.5 The setting of the parish is heavily affected by key infrastructure. In addition to the Staines Reservoirs to the south, the Grand Union Canal and the GWR rail line pass through the southern part of the parish. The M40 runs along the northern boundary and the M4 along the southern boundary, and they are connected by the M25 which runs through the eastern side of the parish in the Colne Valley between the River Colne and Colne Brook (see Plan B – “The Ivers spatial analysis” overleaf).

2.6 Heathrow, the UK's largest airport is located 2km to the south of the parish boundary and has significant impacts on the local environment in terms of noise and air pollution and traffic generation. It has also been a catalyst for the location of supporting services and employment generation locally with a large number of storage and distribution facilities taking advantage of the motorway network. A combination of the proximity to London, transport links, infrastructure development and the rural setting and character of the parish have contributed to the pressure for residential development and non-residential uses that would also benefit from the local infrastructure resulting in its current form.

2.7 In terms of urban development, the expansion of London to the east and Slough to the west has had a pincer effect on the Ivers with Hillingdon and Hayes now pressing up to the parish boundary along the River Colne, and Slough extending through Langley up to the south west parish boundary. The north west of the parish around to the north has maintained a more open rural aspect and setting of the parish.



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Plan B: The Ivers spatial analysis

2.8 The Ivers is made up of three main settlements: Iver Heath, Iver Village and Richings Park as well as a number of smaller groups of housing at Thorney, off Wood Lane, and at Iver Lane. Outside of these settlements are: Shreding Green to the west of Iver Village, and to the east of the M25, the Thorney Mill Road residential and employment area which crosses Colne Brook extending north to the railway line, and infrastructure including the water treatment and sewage works and electricity substation.

Iver Heath

2.9 Iver Heath is at the northern end of the parish bookended by Pinewood Studios to the north and the Flowerland Garden Centre/Duttons Farm Business Park to the south. The settlement, associated with the development of Pinewood Studios, is planned as a series of cul de sac residential pockets accessed off Pinewood Road, the A412 and A4007 forming a north-south band that extends from Pinewood Studios southwards into the parish with ribbon development along Swallow Street towards Iver Village in the south. It has a small clustered local centre at the Thornbridge Road roundabout and a number of community amenities including the Iver Heath Infant/Nursery and Junior Schools, a church, two medical centres, 4 pubs, Sports and Adult Education Centre, a community library and village hall.

2.10 The character is predominantly suburban within a landscape setting of agricultural fields, paddocks and woodland. Agriculture and horticulture are also important elements of the local economy. The Chiltern & South Bucks Townscape Character Study (November 2017) describes Iver Heath as follows:

Location

"Iver Heath is situated ... to the north of Iver Village and southeast of Gerrards Cross. The Colne valley runs north-south across the landscape containing the River Colne and the M25 motorway corridor. The settlement as we know it today may be said to have been founded by the development of Pinewood Studios, and its opening, in 1936. Current operational buildings are anchored by the historically significant Heatherden Hall and its wooded grounds.

History

Very little of Iver Heath as seen today was in existence at the beginning of the 20th Century. A few properties were present along Slough Road, including a School on the site of the present day Infant School and Nursery. There were also a number of properties around the Five Points roundabout; and Heatherden Hall and its wooded grounds were in situ to the north. A second school and the Stag and Hounds public house were present in the north east.

By 1955 much of the road structure seen today had been built, including the distinctive loops of The Parkway/Longstone Road, Thornbridge Road/Ashford Road, and most of Pinewood Green. Pinewood Studios was also a significant feature by this time, opening in 1936. Development further along Slough Road was also legible by this time.

Most of the settlement, which includes further infill, had been developed by the time of the 1969-71 editions of the Ordnance Survey map. Today, the town is structured around the A412, A4007 and Bangors Road.

Iver Village

2.11 Iver village has a linear structure planned around the High Street which runs through the centre of the settlement along the main east/west B470 and includes the Iver Village Junior School and the Old Station Nursery. The oldest parts of the village including St Peter's Church are at the eastern end of the High Street along with a local centre with a range of shops and services. The historic core of the village was designated as a Conservation Area in 1982 (see Plan C overleaf). Land to the south and west of the village is classified as Grade 1 agricultural land – the best and most versatile agricultural land classification. The Chiltern & South Bucks Townscape Character Study (November 2017) describes Iver Village as follows:

Location

"Iver Village is situated to the southeast of Iver Heath and north of Richings Park. The village is situated at the western edge of the River Colne valley, which provides separation from the large urban area of Uxbridge to the east.

The corridor of the M25 motorway also runs north south across the landscape at the eastern edge of the village, providing further separation from the adjacent urban areas.

History

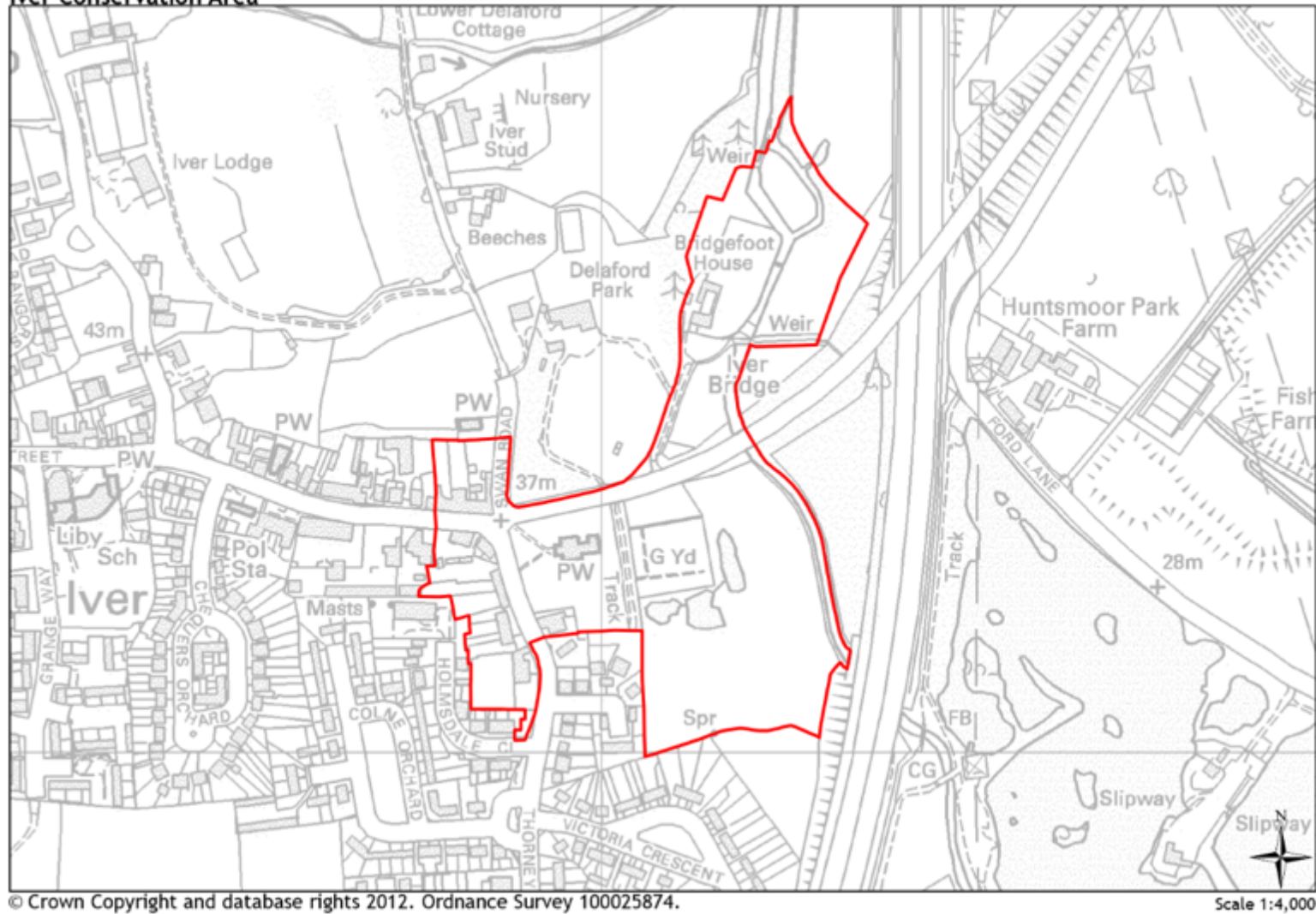
The oldest parts of the village are situated at the eastern end of the High Street. St Peter's parish church has Anglo Saxon origins (containing a Saxon window and nave), in addition to other elements dating from the 15th, 16th and 17th Centuries. In close proximity to the church, several other historic buildings date from the 18th Century. The Old Swan Inn dates to the 16th Century.

To the north of this, manor houses at Delaford Park and Coppins provide other key historic features within the setting of the village. To reflect this historic interest, the historic core of the village was first designated as a Conservation Area in 1982.

During the 18th and 19th Centuries, the village expanded, primarily along the High Street. By the 1960's, mapping showed that the village had grown substantially, with housing developments in the traditional style and with period private development centrally at Chequers Orchard and peripherally with extensions to Stonecroft Avenue.

After 1970, denser, smaller dwellings at Grange/Dutton Way and later at Leas Drive (1977) on the site of a former larger property were developed. In the 20th Century most development was residential infill of larger older properties. Today, the town (village) is structured around the main east/west road through the centre of the settlement, the B470 (High Street)."

Iver Conservation Area



Plan C: Iver Conservation Area

Richings Park

2.12 Richings Park to the south is separated by the railway line and Grand Union Canal from the rest of the parish. This space includes two employment areas and an opportunity area on the eastern side of the M25. Richings Park has the local station, Iver station which is located on its northern edge with a parade of local shops and services close by along Bathurst Walk. Other local services include a church, several convenience stores, a pharmacy and two pubs.

2.13 Richings Park has the uniform character of a 1920's 'garden suburb' estate development of detached houses on large plots. To the south the main body of the settlement is planned around a central green space, Richings Sports Park. To the west, the eastern arm of Slough, Langley, abuts the western boundary of the parish along Sutton Lane/Market Lane with a mix of suburban residential development and a large distribution centre which is separated from Richings Park by Richings Park Golf course and two undeveloped fields. The Chiltern & South Bucks Townscape Character Study (November 2017) describes Richings Park as follows:

Location

"Richings Park is situated to the south of Iver Village. The railway corridor forms the northern edge of the settlement, with the corridor of the M25 motorway running to the east and the M4 at a distance to the south. To the south, Richings Park golf course provides the landscape setting.

History

Historically, Richings Park was a park and pleasure ground for a villa in the 1790s, further developed in the mid-19th century. Today this park is Richings Park Golf Course, to the south (west) of the modern settlement of Richings Park. The modern settlement is the result of a single estate development, the land being acquired in 1922 and developed over the 1920s/30s.

The original development concept was marketed under the strapline "country houses near London". A single architect, George E. Clare, was commissioned to design the entire development and has been reported not to have worked on this scale anywhere else. Houses and bungalows were intended to be affordable rather than grand, with the estate developed arguably within the broad ethos of the "Garden Suburb" movement. The settlement layout funnels access to and from the estate centre, and station.

The estate was intended to be a self-contained community. The railway station was provided in 1924, after the purchase of the land but before (the full) development of the estate. The shopping centre (originally including a cinema from 1928 until 1939) and the recreation centre followed. The cinema site was finally redeveloped after 1960 as the Wellesley Court apartments.

The village centre is largely intact with many of the shops having their original shop fronts. Today, the town is structured around the triangular recreation ground, with much of the residential development to the west.

3. PLANNING POLICY CONTEXT

3.1 The Parish lies in the county of Buckinghamshire. Local government reorganisation in April 2020 created a new Buckinghamshire Unitary Council which is now the Local Planning Authority.

National Planning Policy

3.2 The National Planning Policy Framework (NPPF) published by the Government in 2021 is an important guide in the preparation of local plans and neighbourhood plans. The following paragraphs of the NPPF are considered especially relevant to the neighbourhood plan:

- Neighbourhood Planning (§28 - 30)
- Promoting healthy safe communities (§92 - §93)
- Open space and recreation (§98 - §99)
- Local green spaces (§100 - 103)
- High quality design (§130)
- Protecting Green Belt land (§137)
- Conserving and enhancing the natural environment (§174 - §176)
- Conserving and enhancing the historic environment (§189 - §203)

3.3 The Government has also set out a requirement for the provision of First Homes, a discounted market sale housing product, in a Written Ministerial statement on 24 May 2021. These requirements were subsequently incorporated into National Planning Practice Guidance. As set out in paragraph 3.18 below, this Neighbourhood Plan does not intend to deal with the matter of housing growth, which includes making specific provision for affordable homes products, such as First Homes. First Homes Exception Sites cannot come forward in the Parish as the villages are inset from the Green Belt.

Strategic Planning Policy

3.4 The Neighbourhood Plan must be in general conformity with the strategic policies of the development plan, which primarily comprises the saved policies of the South Bucks District Local Plan adopted in March 1999 and the South Bucks Core Strategy adopted February 2011. All of these policies therefore predate the NPPF but most are considered to be consistent with it and so until they are replaced, either by this Neighbourhood Plan or by the new Bucks Local Plan (BLP), they will continue to operate in determining planning applications.

3.5 The Core Strategy defines Iver Heath and Iver Village as 'secondary settlements'; Richings Park as a 'tertiary settlement'; and Wood Lane Close (Iver) is classed as a 'rural settlement'.

3.6 The Parish currently lies entirely within the Green Belt, but the settlements of Iver Village, Iver Heath and Richings Park are 'inset' from the Green Belt. The Wood Lane Close area of Iver is 'washed over' by the Green Belt but is designated as a settlement for infill development (controlled by saved Local Plan Policy GB3). Two other smaller settlements (Iver Lane and Shreding Green) are also 'washed over' by

the Green Belt but are not covered by that policy neither are other areas of housing such as Thorney.

3.7 There are also a number of development policies that cover a wide range of matters affecting the Parish, including its Listed Buildings, Conservation Area, and Ancient Woodland. The majority of the Parish also lies within one or more Biodiversity Opportunity Areas and all of the Parish lies within the Colne Valley Regional Park, which extends from Rickmansworth north of the Parish to Staines-upon-Thames to its south. The Regional Park has a strategy to manage development in its area and has published the 'Colne and Crane Valleys Green Infrastructure Strategy': the Parish lies within its 'Mid Colne' area.

The South of Iver Opportunity Area

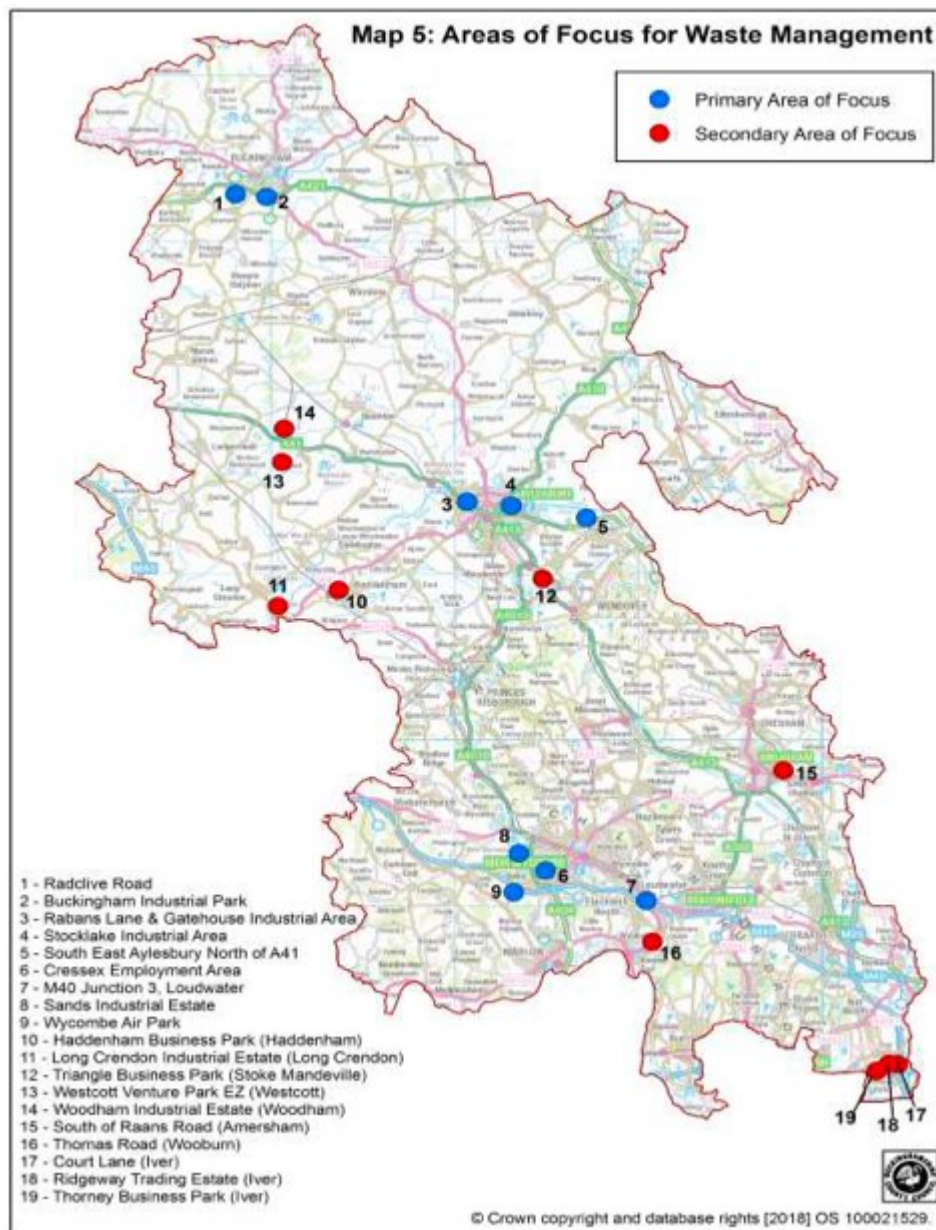
3.8 The Core Strategy (Policy 16) identifies the South of Iver Opportunity Area (see Plan D below). The policy states that, *"The District Council will generally support appropriate employment generating development or redevelopment on Court Lane, Thorney Business Park and the Ridgeway Trading Estate, with particular encouragement to be given to uses that would result in a reduction in HGV movements"*. It then sets out specific proposals for the Court Lane site. The supporting text notes the (then) emerging Bucks Minerals & Waste Local Plan (BMWLP) to carry forward the safeguarding of land to the west of Thorney Business Park for a Multimodal Waste Transfer Facility (shown on Plan D).



Plan D: South Bucks Core Strategy (2011): Map 6 – South of Iver

The Bucks Minerals & Waste Local Plan

3.9 That proposal was not carried forward in the BMWLP adopted in 2019. However, its Policy 13 Spatial Strategy for Waste Management identifies the same three locations as 'secondary areas of focus for waste management' serving the south east of the county. Such locations are regarded as "largely outside of the remaining Buckinghamshire urban locations sites within these secondary areas outside of the urban centres may be suitable for facilities that are not appropriate to locate in or adjacent to urban areas". It considers (in §5.89) that, "Facilities that are incompatible with, or not complementary to, urban development should be encouraged to locate in appropriate rural industrial estates, existing waste management sites outside the urban areas or other appropriate rural locations".



Plan E: Bucks Minerals & Waste Local Plan 2019:
Map 5 Areas of Focus for Waste Management

3.10 It notes (in §5.85) that, *"Some of the locations are industrial estates or employment areas that include existing waste management facilities/uses, whilst others are existing industrial estates or employment areas where the receiving environment is considered suitable to accommodate such use it may be that a secondary area of focus is not the most appropriate location and that it would be better directed to a primary area of focus"*. It also notes (in §5.88) the (then) emerging proposals of the Local Plan for the redevelopment of Thorney Business Park, observing that its inclusion as a location would remain until the redevelopment is programmed to be implemented.

3.11 This combination of strategic policies, which regards the Parish as sufficiently rural and benefiting from legacy industrial land to justify otherwise harmful waste development, has led to the significant HGV and air quality problems, when combined further with the growth of Pinewood and other minerals, utilities and infrastructure operations. There is no evidence that Core Strategy Policy 16 has had any effect in reducing HGV movements and no account was taken in the BMWLP of the cumulative effects of locating all three waste facilities serving the south east of the county on the edge of one small village. In practice, the combination has been a self-fulfilling prophecy of employment land justifying 'poor neighbour' waste schemes justifying only employment reuse and not residential (until the withdrawn Thorney Business Park proposals).

3.12 The Parish Council considers this spatial approach to the Ivers as flawed, especially in the light of its failure in implementation and now of the abandoning of the Iver Relief Road proposal and continuing major traffic generating proposals in the Parish since. The approach has taken insufficient account of the close proximity of the three Green Belt villages and the limitations of the local road network to accommodate HGV and other traffic. In Section 5, the vision and objectives of the Neighbourhood Plan seek to establish a more forward-thinking and appropriate future for the Parish that acknowledges the BMWLP provisions but within a different spatial context.

The Chiltern and South Bucks Local Plan

3.13 The Chiltern and South Bucks Local Plan (CSBLP) was withdrawn from examination in October 2020. The Publication Version of the CSBLP in June 2019 was comprehensive in its policy coverage and detail. It sought to release three major strategic sites from the Green Belt to deliver new homes, office space and community uses in the Parish at Iver Heath, North of Iver Station and East of Ridgeway Business Park. The CSBLP continued to identify the shopping area at Iver Village as a 'Local Centre' for retaining and enhancing 'town centre' uses and Pinewood Studios and Ridgeway Trading Estate as 'strategic employment sites' and 'key employment sites' at Thorney Mill Road to offer different levels of protection from changes of use to non-economic uses.

3.14 There were also a number of development policies in relation to Colne Valley Regional Park, Burnham Beeches SAC, Air Quality – defining the voluntary Iver Clean Air Zone supporting ULEVs in developments, requirements to support parking and recharging of Clean Air Zone compliant vehicles for public transport; walking and cycling accessibility – and design, including Listed Buildings and Conservation Areas.

3.15 The Parish Council welcomed the withdrawal of the Local Plan as its disjointed proposals would only have exacerbated the amenity and environmental problems its residents face. However, there are some elements of its evidence base that remain up-to-date and relevant for underpinning this Neighbourhood Plan – including its Green Belt Studies – and they are referred to in the supporting text and in Appendix E.

3.16 In addition to the strategic allocations, the CSBLP recognised the potential housing numbers from HELAA Sites in the Ivers and provided this figure of 223 dwellings as an indicative housing requirement figure for the Parish. The Settlement Capacity Study Update January 2020 anticipated that 377 dwellings would come forward from other sources for the plan period of 2016 – 2036 in the Ivers (186 completions, 31 commitments, 76 from HELAA sites and 84 from windfall allowance). The HELAA Sites fall within the Green Belt and can therefore not be allocated by this Neighbourhood Plan in the conventional sense.

The Bucks Local Plan

3.17 The new Bucks Council received a report on the Bucks Local Plan setting out the timetable for its adoption by 2024 and it currently highlights the potential role of Neighbourhood Plans but is very early in its timetable of preparation. The potential amendments to the spatial strategy and the absence of a true indicative housing number means that it will be difficult for this Neighbourhood Plan to effectively anticipate its quantum of housing growth. In addition to this, there are no provisions for Neighbourhood Plans to make detailed amendments to Green Belt boundaries in this location at this time (as per paragraph 140 of the NPPF).

3.18 Given the scale of proposals continuing to come forward in the parish, the Parish Council will commit to an early review of the Plan to deal with the matter of housing growth. The review will also provide an opportunity to bring the policies up to date where they may conflict with the policies of the Local Plan.

The Local Plan for Slough 2016 - 2040

3.19 The Proposed Spatial Strategy for Slough consultation ended in January 2021. The strategy proposes that nearly all of the Borough's growth will take place in the centre of Slough, however it notes that there may need to be some release of Green Belt sites on the edge of Slough to meet housing needs. The Council published its 'Proposed Release of Green Belt Land for Family Housing' consultation document in November 2021. It identifies one site – Land East of Market Lane at Langley – that adjoins the Parish boundary for between 225 – 300 homes, but notes that it may not become available and suitable for development for many years.

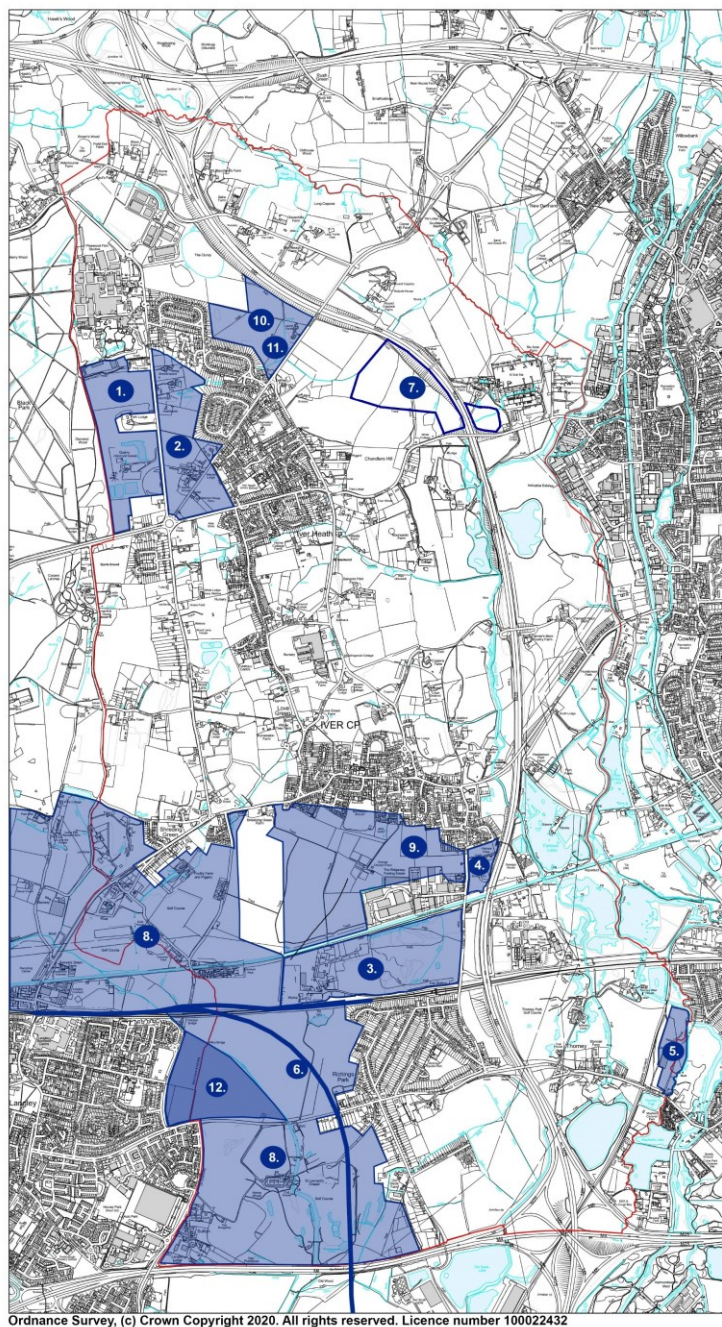
3.20 The document notes that the ideas for the northern expansion of Slough, extending into the Iver Parish, remain an option. However, the strategy recognises that it is one option of many that are currently being assessed and its conclusions will be published in its Draft Local Plan in 2022.

3.21 The strategy also reverts back to restraining development in order to protect the Green Belt, Colne Valley Park and Strategic Gap between Slough and Greater London in the absence of any policy support or any demonstrable need for the

expansion of Heathrow airport. The Strategy does not address or recognise the proposed changes to calculating housing need which may have an impact on the number of homes needed to be accommodated in Slough and Buckinghamshire.

3.22 There are other waste and minerals development plans that apply in the Parish, but they are not considered relevant in the preparation of this Neighbourhood Plan. There is a made Neighbourhood Plan for Denham in Bucks and others are being prepared, most notably for the adjacent parishes of Fulmer and Gerrards Cross and for Ickenham in the adjacent London Borough of Hillingdon.

3.23 There have since been a number of proposals made or instigated in the Parish, including major development schemes at Pinewood, a new service station on the M25 and infrastructure projects. Plan F below shows twelve locations in the Parish that are referred to in this section.



1. Pinewood Studios Screen Hub UK
2. Former Local Plan Allocation SP BP10 Iver Heath
3. Former Local Plan Allocation SP BP11 North of Iver Station
4. Former Local Plan Allocation SP BP12 East of Ridgeway Business Park
5. Link Park Heathrow
6. Western Rail Link to Heathrow
7. Colne Valley Services
8. Slough North Expansion
9. Land south of Iver Village
10. Iver Heath Fields
11. Iver Heath Copse
12. Ingrebourne Valley Ltd

Plan F: Key Potential Development Locations in the Parish

4. COMMUNITY VIEWS ON PLANNING ISSUES

4.1 The Ivers Parish Council commenced its Neighbourhood Planning work in 2012 and over the last 9 years has undertaken a considerable amount of consultation and work with the community to identify the key community views on Planning Issues.

4.2 This period has included extensive work on the development of a Local Plan that overrode the Neighbourhood Plan however following the Local Plan withdrawal the Neighbourhood Planning work has, once again, become essential for this community.

4.3 A separate Consultation Statement sets out further details on the views of the community and how the Neighbourhood Planning Committee developed those views into this Neighbourhood Plan however over the 9 years the views of the community have not altered and the key issues identified are summarised below:

- **The protection of the valued green space**
This is especially important as the community are in considerable distress due to the proposed loss of 77 acres of greenbelt for development and have identified green space without protection.
- **The increase in traffic on roads that are already classified as over capacity as further development is permitted**
This issue includes the considerable volume of HGV traffic, the lack of progress on the provision of a relief road and the designation of the whole Neighbourhood Plan area as an Air Quality Management Area
- **The Ivers Environment**
The community wish to protect the character and integrity of the villages, road, cycleway and footway provision, verge protection, and buildings and infrastructure that they consider Heritage Assets
- **The regeneration of the retail areas**
This is a consistent theme and the community has increasing concerns that essential retail and service related buildings will be developed into residential units. The community has expressed a wish to control and provide an overview on the development and changes of use with problem sites designated for their preferred re-use.
- **Community Facilities**
A constant request is to secure a space for a secondary school, and additional healthcare services. The Evreham Centre is a valued community facility but is now being cited for redevelopment. Sustainable transport links and car parking to support the retail centres is also an issue that is raised.

5. VISION, OBJECTIVES & LAND USE POLICIES

Vision

5.1 The draft vision of the Parish in 2040 is:

"The growth of Iver Parish provided an opportunity to retain and enhance the unique character of each settlement within development constraints identified for each village. The quality of life for both present and future generations has been improved by protecting local heritage assets and improving our facilities and environment."

Objectives

5.2 A starting point for key objectives of the Neighbourhood Plan have been identified as follows:

- To reduce significantly or remove HGV traffic from sites that generate that traffic in the Parish and to encourage other measures to prevent further deterioration of existing poor air quality
- To protect the semi-rural environment and the Green Belt
- To protect the current townscape character of each settlement acknowledging their rural setting and to preserve and enhance their heritage assets
- To retain and improve the range and quality of vital community infrastructure
- To protect and improve the quality and connectivity of green infrastructure assets with an emphasis on the valued open spaces used by the community and on providing safe and attractive walking and cycling routes within and between settlements; wildlife; productive farmland and high quality landscapes as part of the Colne Valley Regional Park

Land Use Policies

5.3 The following policies relate to the development and use of land in the designated Neighbourhood Area. They focus on specific planning matters that are of greatest interest to the local community, especially in seeking to secure high quality design outcomes. The section firstly contains policies for each of the three villages, to reflect their distinctiveness, then concludes with a number of policies that will apply across the Parish.

5.4 There are many parts of the Parish that are not affected by these policies, and there are many other policy matters that have been left to the Local Plan to cover. This has avoided unnecessary repetition of policies between the two plans, though they have a mutual, helpful inter-dependence.

5.5 Each policy is numbered and titled and is shown in bold italics. Where necessary, the area to which it will apply is shown on the Policies Map and insets at pages 76 to 79 of this document. After each policy is some supporting text that explains the purpose of the policy, how it will be applied, and where helpful, how it relates to other development plan policies.

Policy IV1: Gaps between settlements and Corridors of significance

- i. The Neighbourhood Plan defines the following Local Gaps on the Policies Map (Policies Map at pages 76-79) and in Plan G (page 30) for the spatial purpose of preventing the visual coalescence of the settlements in the Parish:*

Local Gaps

- A. Iver Heath to Iver Village**
- B. Iver Village to Shreding Green**
- C. Shreding Green to Langley**
- D. Richings Park to Langley**
- E. Iver Village to Ridgeway Industrial Estate**

Development proposals that lie within a defined Local Gap must be located and designed in such a way as to prevent the visual coalescence of the settlements.

- ii. The Neighbourhood Plan defines the following Corridors of significance on the Policies Map for the spatial purpose of preventing harmful ribbon development along these corridors:*

Corridors of significance

- F. Iver Heath to Uxbridge along the A4007**
- G. Iver Village to Cowley along the B470**
- H. Thorney to West Drayton along Thorney Mill Road**

Development proposals that lie within a defined Corridor should avoid an unacceptable impression of ribbon development or suburbanisation by themselves or through cumulative impacts with other developments.

- iii. Development proposals within the Local Gaps and Corridors of significance should demonstrate that they have regard to the Buckinghamshire Council's Historic Landscape Character study.*

5.6 The Iver Parish lies in an attractive location, given its proximity to London and the adjoining urban settlements of Slough and the London Borough of Hillingdon, good transport links, airport infrastructure and nationally significant economic assets such as Pinewood Studios. The new Crossrail/Elizabeth line at Iver station will provide direct services to Central London and the City, and also an indirect service to Heathrow. This station and other nearby stations outside the parish boundary provide a good service but are only accessible to people who have access to a car as existing bus services are poor. These factors will create further pressures for development, for both residential and non-residential uses, which could have a significant impact on the existing character of the settlements within the parish. The setting and the rural character identity of the parish also adds to its attractiveness as a location for residential development.

5.7 The parish is washed over by Green Belt with the main settlements inset from the Green Belt. Development proposals which may contribute to the coalescence of

settlements in or adjoining the parish are likely therefore to lie either partly or wholly within the Green Belt where inappropriate development is, by definition, harmful to the Green Belt and will only be approved in very special circumstances, as per §147 of the NPPF. Nonetheless, there remains real pressure from development with a number of planning applications being prepared or already submitted to Bucks Council.

5.8 The early stage of the preparation of strategic planning policy, at Bucks Council and Slough Borough Council, also indicates the possibility of land being released from the Green Belt. The policy therefore anticipates development pressures, that may arise from the development of existing assets (see Plan D in Section 3), the growth of Slough, the preparation of the BLP and its role in meeting the housing needs of Buckinghamshire and the unmet needs of Slough, by guiding future proposals in such a way that would avoid visual coalescence of existing settlements and preserve the identity of its communities. An initial assessment of the landscape setting of the settlements to identify the extent of land which plays a significant role in helping to maintain the individual nature of each settlement for inclusion in the policy took place and is set out below. This assessment has been reviewed in the form of a Landscape Appraisal and is attached at Appendix A. The policy reflects the recommendations of the Landscape Appraisal. These parcels of land are proposed to be designated as 'Local Gaps'. Local Gaps are long established spatial planning tools to help shape the pattern of settlements and serve to secure a clear visual and physical break in the built environment.

5.9 All of the land identified for the 'Local Gap' designation lie within the Green Belt, and although this offers a high level of protection already, the identification of these Areas is considered to be a spatial expression of settlement identity and the land is therefore particularly valued by the local community for that purpose. Designating these areas of land as 'Local Gaps' is therefore an expression of that community support and considered to be the minimum area of land necessary for the policy to have effect. Whilst this type of spatial expression in the Green Belt is rare, there is precedent, for example the 'made' Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2011 – 2026.

5.10 The policy also identifies a number of 'Corridors of significance' and adopts the same approach to its location in the Green Belt as set out above but with a view to prevent harmful ribbon development. Coalescence is a process and whilst some development in these corridors may not result in coalescence it may contribute to the coalescence of separate and distinct communities and the rural character of the area and is therefore a vital consideration. The policy also signals the community's wishes for Bucks Council to consider identifying important strategic gaps within the parish.

5.11 The policy gives local effect to Core Strategy Policies 8 and 9 which seek to protect and enhance landscapes and townscapes which make a particular contribution to the local character and distinctiveness and defines the extent of the areas on the Policies Map that is considered to be essential to protect the character and identity of the settlements in the Parish. It requires the effect of development, by way of its height, scale and massing for example, to avoid the visual coalescence between the settlements of each 'Local Gap' and to avoid harmful ribbon development along the 'Corridors of significance'.

5.12 The majority of the parish is classified as Iver Heath Mixed Use Terrace landscape, as set out in the Chiltern LCA which was prepared for Buckinghamshire Council by Land Use Consultants in 2011 and superseded the South Bucks District LCA undertaken by Atkins in 2003. This document identifies the majority of the landscape in the parish is classified as Iver Heath Mixed Use Terrace whilst land to the east of the M25 and the southern part of the parish beyond Richings Park as Colne Valley Floodplain. It records that the Iver Heath Mixed Use Terrace landscape is highly influenced by development, cut by roads including the M25 creating local audible and visual impacts, discordant and often lacking in unity, however the extensive network of hedgerows helps to unify the area. The document also recognises undeveloped spaces in between highly developed areas as landscape and visual sensitivities and adopts a strategy that will enable the enhancement of the setting of the built environment and the character of agricultural land.

5.13 The whole of the Parish also lies within the Colne Valley Regional Park. The Colne Valley Community Interest Company appointed Alison Farmer Associates to prepare a Landscape Character Assessment for the Regional Park area and the final report was published in August 2017. The landscape in the Parish is classified as Iver Heath Terrace, Colne Valley: A412 to Iver and Richings Lowland. The document recognises the landscape structure being highly sensitive to further infrastructure and built development which can cause visual and physical fragmentation as well as disorientation, and that expansion to its urban edges are likely to be highly visible. The undeveloped spaces and fields between areas of development provide reminders of former land use and origins of this landscape and areas of open agricultural land along roads and areas which help maintain the separate identity of settlements should therefore be protected as part of the landscape strategy for the Colne Valley Regional Park, in line with Core Policy 9 of the adopted Core Strategy.

5.14 The Buckinghamshire Green Belt Assessment Part 2, March 2018 recognises that the narrow gaps between settlements within the Green Belt in this location provide essential gaps that act to protect the integrity of the settlement boundaries of Iver Heath, Iver, Richings Park and Slough preventing them from merging into each other. Each 'Local Gap' and 'Corridor of significance' is described in more detail below and defined on the Policies Map.

Local Gaps

A. Iver Heath to Iver Village

5.15 The land provides a strong sense of connectivity with the wider countryside given its largely rural open character, as described in the Buckinghamshire Green Belt Assessment Part 1, January 2016. The assessment also identifies that the land plays an important role in preventing the coalescence of Iver Heath and Iver Village: *"Furthermore, the parcel also forms the essential gap between Iver and Iver Heath. Any development around Love Green in the east of the parcel would lead to the coalescence of these settlements..."*. The Chiltern District Council and South Bucks District Council Green Belt Assessment Part Two Update, April 2019 restates the overall importance of this area of land in preventing settlement coalescence. The Landscape Appraisal attached at Appendix A confirms the role of the land as an important landscape buffer between Iver Heath and Iver Village. The extent of land

identified excludes land which these assessments identified as making little contribution to the gap and limits its extent to the minimum area of land necessary for the Local Gap policy to have effect.

B. Iver Village to Shreding Green and C. Shreding Green to Langley

5.16 The Buckinghamshire Green Belt Assessment Part 1, January 2016 recognises the role of the Green Belt in this location as preventing ribbon development along Langley Park Road between Slough and Iver Village. The document recognises that development along Langley Park Road would perceptually reduce the gap between Slough and Iver and highlights the *"rural and generally open character, consisting of a small-scale, riparian landscape consisting of paddocks, meadows and some small plantations, as well as some larger arable fields in the south. The landscape is interspersed with low density agricultural buildings."* The Landscape Appraisal attached at Appendix A confirms that the existing landscape character should be maintained through minimising further linear development along Langley Park Road. The extent of land identified excludes land which these assessments identified as making little contribution to the gap and limits its extent to the minimum area of land necessary for the Local Gap policy to have effect.

D. Richings Park to Langley

5.17 The Strategic Role of the Metropolitan Green Belt in Chiltern and South Bucks, Arup, March 2018 recognises the role of the Green Belt in maintaining the essential gap between Richings Park and Slough in protecting the integrity of these settlements by preventing them from merging with one another. The document also recognises that the managed open green space of Richings Park golf course, occupying the south western part of the Local Gap, contributes to the urban fringe character of the part of the Metropolitan Green Belt in the parish. The land that makes up the north western part of the Local Gap possesses a more unspoilt character consisting of large arable fields. All of the land maintains a largely rural open character and forms the essential gap between Slough (Langley) and Richings Park where any development is likely to result in coalescence of the two settlements, including ribbon development along North Park (Buckinghamshire Green Belt Assessment Part 1, January 2016). The extent of land identified is confirmed as an effective buffer of open landscape of appropriate scale in the Landscape Appraisal attached at Appendix A and excludes land which these assessments identified as making little contribution to the gap and limits its extent to the minimum area of land necessary for the Local Gap policy to have effect. The area also plays an important role in the Green Infrastructure Network of the Parish (see Policy IV16).

E. Iver Village to Ridgeway Industrial Estate

5.18 Whilst the Green Belt assessments indicate that the area of land in this location is considered to be a functionally constituent part of Iver, further development in this location would result in the physical erosion and visual perception of the separation of Iver Village and Ridgeway Industrial Estate. The Landscape Appraisal attached at Appendix A confirms that the existing field pattern provides an effective landscape break between the clear residential edge of Iver Village and the industrial uses at Ridgeway Industrial Estate. The main area of concern has been shown on the Policies Map as there may be appropriate design and layout parameters in which

development would avoid the visual perception of the separation of settlements and industrial areas.

Corridors of Significance

F. Iver Heath to Uxbridge along the A4007

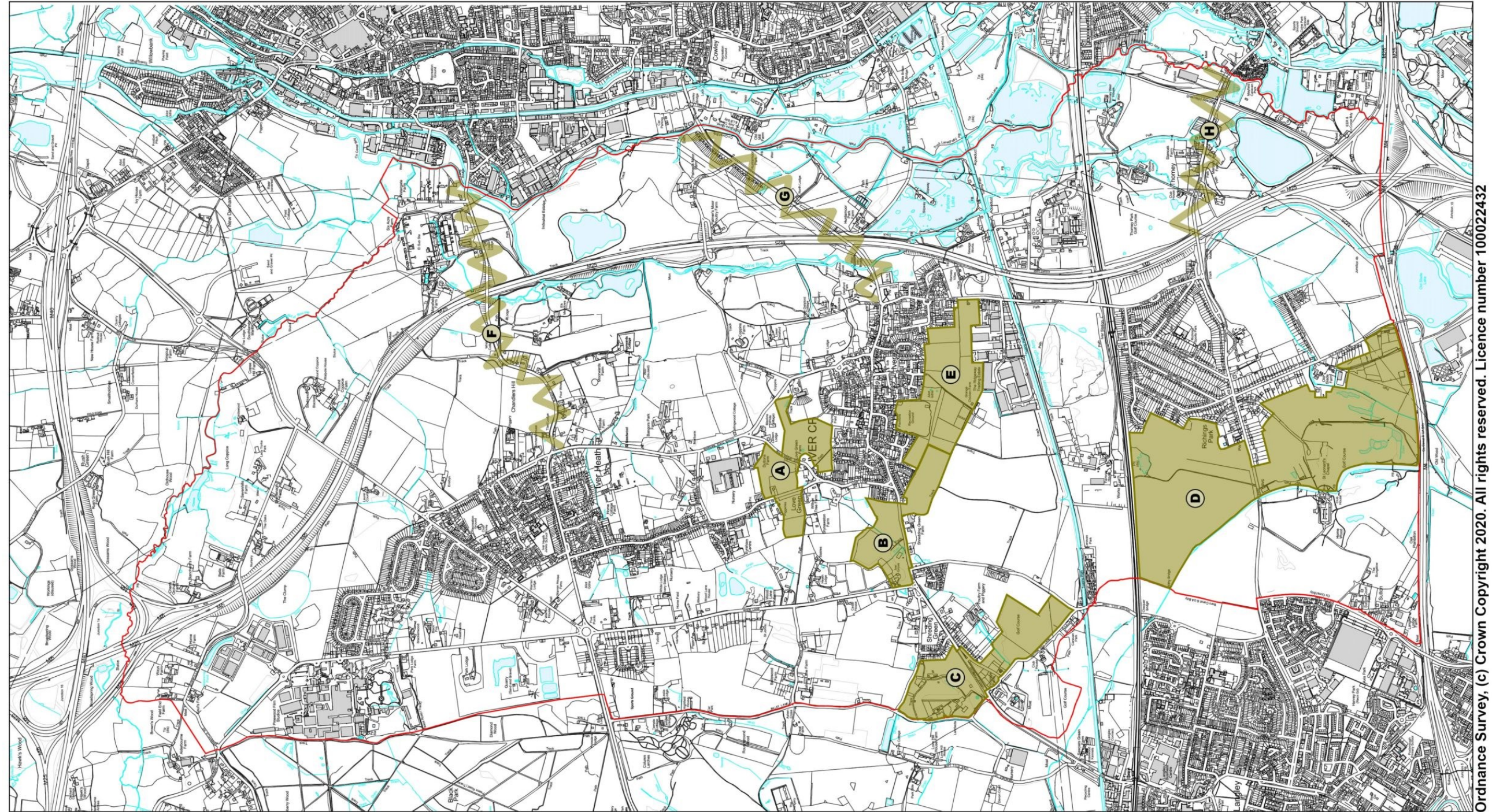
5.19 The Buckinghamshire Green Belt Assessment Part 1, January 2016 recognises the particular importance of the role of the Green Belt on land along the A4007 from Iver Heath to Uxbridge, the narrowest part of the existing gap between these settlements, in restricting ribbon development. The report recognises that "*...further development in this corridor would be undesirable, resulting in a significant physical and perceptual erosion of the gap*". This part of the M25 is heavily buffered and its urbanising influence is therefore limited, allowing this corridor to maintain its largely unspoilt rural character. The Landscape Appraisal attached at Appendix A confirms the important role of open land along the A4007 in defining the landscape character of the area.

G. Iver village to Cowley along the B470

5.20 The Buckinghamshire Green Belt Assessment Part 1, January 2016 also recognises the particular importance of the role of the Green Belt on land along the B470 (Iver Lane) from Iver to Uxbridge (Cowley) in restricting ribbon development as with Area F shown above. The residential ribbon development along the north side of the B470 has influenced the character of this corridor, however it does not detract significantly from the largely unspoilt rural character. Part of the area also plays an important role in the Green Infrastructure Network of the Parish (see Policy IV16). The Landscape Appraisal attached at Appendix A confirms the important role of the open land along the B470 in defining the landscape character of the area and the existing settlement pattern of Iver village.

H. Thorney to West Drayton along Thorney Mill Road

5.21 In a similar fashion to Areas F and G above the Buckinghamshire Green Belt Assessment Part 1, January 2016 recognises the particular importance of the role of the Green Belt on land along Thorney Mill Road in restricting ribbon development. The intermittent ribbon development means the area has a notably urban fringe character, however the Colne Brook and water bodies to the south of Thorney Mill Road provides a rural link. The area also plays an important role in the Green Infrastructure Network of the Parish (see Policy IV16). The Landscape Appraisal attached at Appendix A confirms the clear character transition between semi-rural and suburban landscapes along this corridor.



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Plan G: Proposed Local Gaps and Corridors of Significance
 THE IVERS NEIGHBOURHOOD PLAN: REFERENDUM PLAN OCTOBER 2022

Policy IV2: Design in Iver Heath

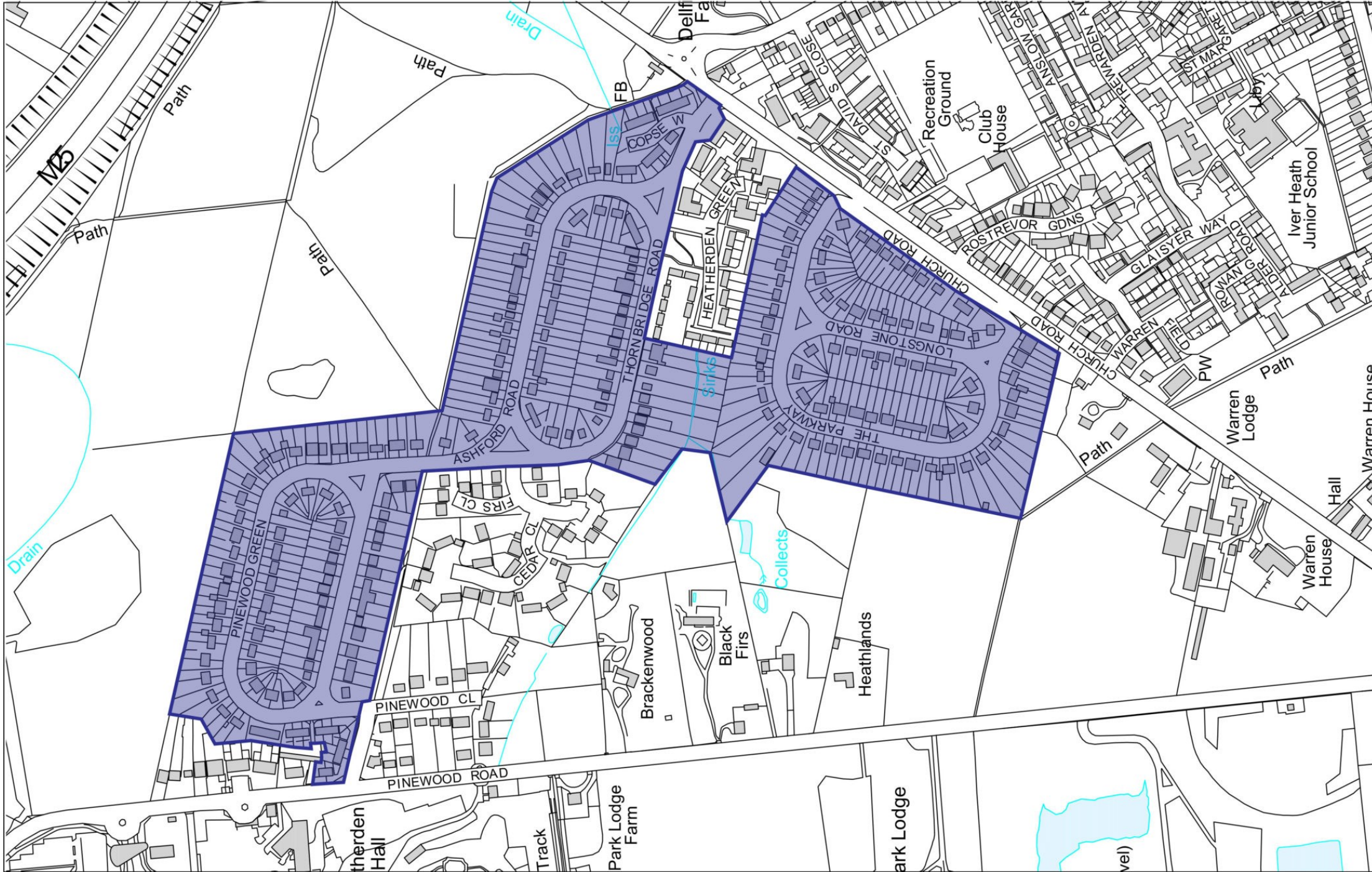
A. Development proposals in Iver Heath must demonstrate that they have had full regard to the relevant Townscape Character Study guidelines and, where relevant, to preserving the following design features that are considered essential to the significance of the village character (see Plan X page 33 and the Policies Map page 76):

- **The important role played by a small number of distinct, prominent buildings in the villagescape in creating the identity and legibility of the village, notably:**
 - **the Stag & Hounds PH**
 - **the Crooked Billet PH**
 - **the Black Horse PH**
 - **the Parish Church of St. Margaret of Antioch**
 - **the entrance structure to Pinewood Studios on Pinewood Road**
- **the ordered layout of its relatively low density, suburban character housing areas with sub areas of strongly defined plot shape, size and orientation, building line (behind a generous front garden) and building and roof forms**
- **the presence of significant, mature landscape features (trees and hedges) in the villagescape, notably along much of the length of Bangors Road South, Bangors Road North, Norwood Lane, Wood Lane, Slough Road, Church Road and Pinewood Road**

B. The Neighbourhood Plan identifies an Area of Special Character comprising The Parkway, Longstone Road, Church Road (north side) and Ashford Road, as shown on the Policies Map (page 74) and Plan H (page 32), which is considered to be a non-designated heritage asset identified by the community. Development proposals that have effects for this area should demonstrate that they have had full regard to the characteristics that contribute to its significance, including the contribution of its local architectural and historic interest as set out in the design code at Appendix B.

Iver Parish Neighbourhood Plan

IV2 Design in Iver Heath
Area of Special Character

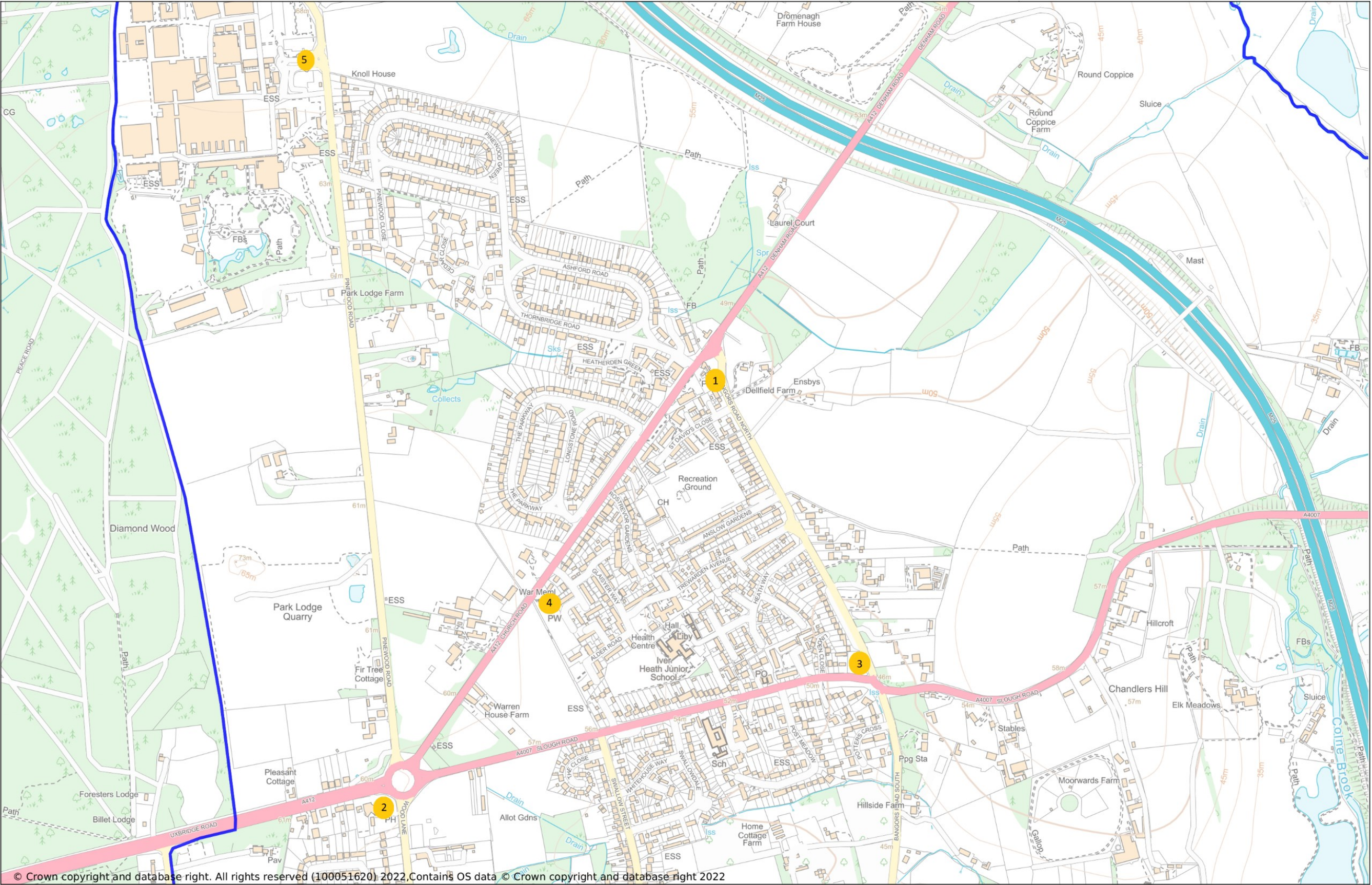


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Plan H: Proposed Iver Heath Area of Special Character
THE IVERS NEIGHBOURHOOD PLAN: REFERENDUM PLAN OCTOBER 2022

Plan X: Policy IV2 Design in Iver Heath – Prominent Buildings

- 1 - Stag & Hounds Public House 2 - Crooked Billet Public House 3 - Black Horse Public House 4 - Parish Church of St. Margaret of Antioch 5 - Entrance structure to Pinewood Studios



Policy IV3: Design in Iver Village

A. Development proposals in Iver Village must demonstrate that they have had full regard to the relevant Townscape Character Study guidelines and to the following design features that are considered essential to preserve the significance of the Iver Conservation Area (see Plan J page 35) and the character of other parts of the village:

In the Conservation Area and its setting:

- the prominent grouping of taller buildings at the junction of High Street and Thorney Lane and their juxtaposition with St. Peter's Church
- the visibility of the tower of St. Peter's Church in long views eastwards along High Street and its framing in the foreground by the gabled roof of the former Bull Inn
- buildings being of two or dormered three storeys with mostly active, commercial or other ground floor frontages
- a combination of the number of active shop and other commercial uses on the ground floors of buildings and their height and location at the back of pavement to enclose the space and retain its distinct character from the rest of the lower density, suburban residential character of the village
- the retention of occasional glimpse views through tight gaps between buildings on the north side of High Street to the mature trees of the parkland to Iver Lodge in the background
- the common use of buff bricks as facing materials with occasional red/orange brick detailing

Elsewhere in the village (see Plan Y page 36 & Policies Map page 77):

- the prominence of the former village store building (now 80 High Street) at the junction of High Street and Bangor Road South
- the common use of tall, buff brick front boundary walls
- the distinct character created by the cluster of buildings on High Street comprising the Junior School, Old School House, Sunnyside Nursing Home and 115-175 High Street

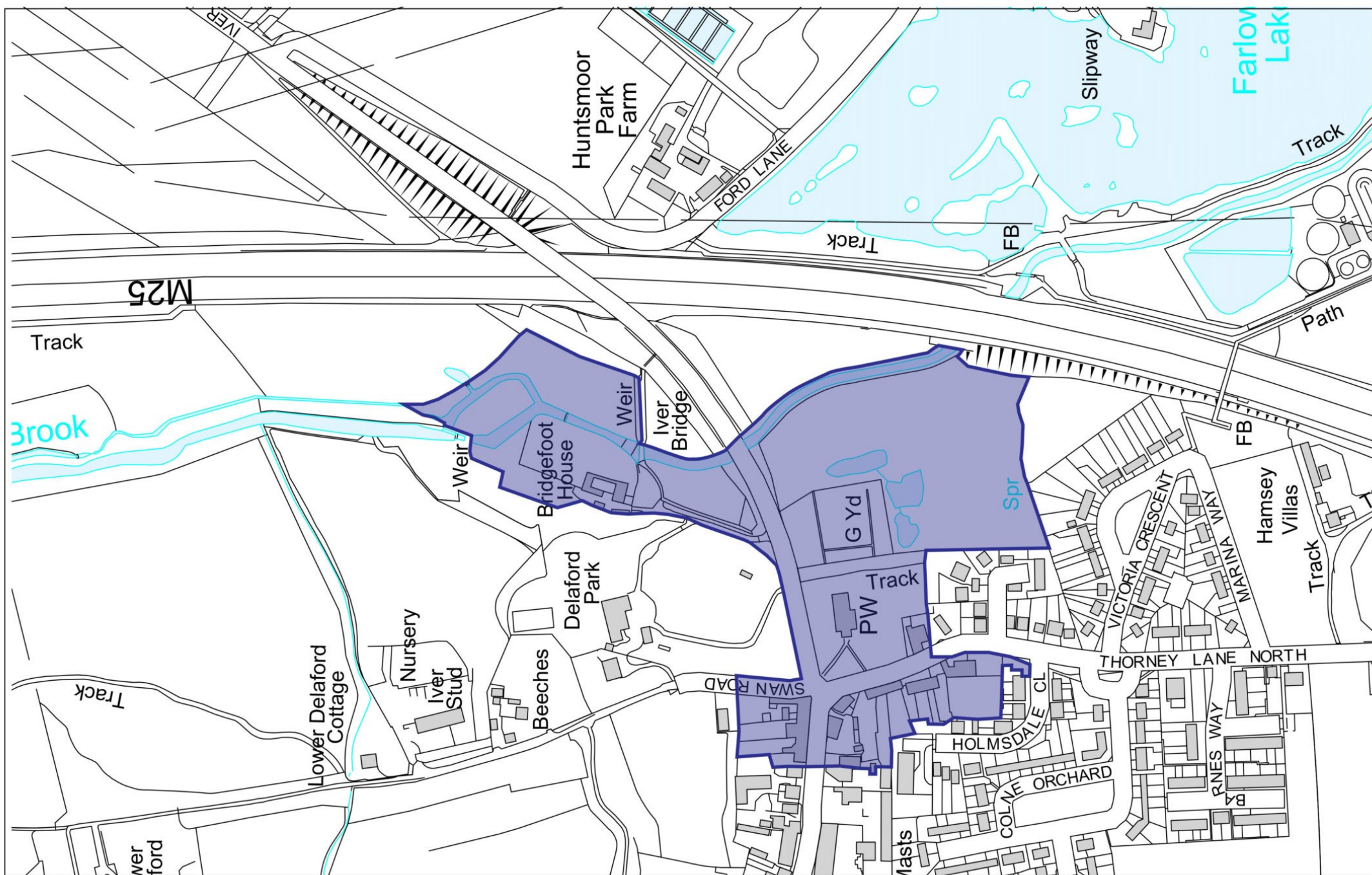
B. Proposals for the change of use and redevelopment of the established car repair and storage uses at 11-17 High Street will be supported, provided:

- i. the buildings are no greater than dormered three storeys on the frontage to High Street;
- ii. buildings elsewhere on the site are no greater than two storeys;
- iii. access is made through the scheme to rear car parking with the longer term potential to secure a pedestrian and cycle access through adjoining land to the south to connect to Holmsdale Close; and
- iv. special regard is had to the prominence of the NE corner of the site in views from the Conservation Area to the east.

Consideration will be given to innovative proposals to comprehensively redevelop the site together with the adjoining Class E ('Iver Co-operative') site, provided part of the ground floor frontage to High Street is used for an active commercial use.

Iver Parish Neighbourhood Plan

IV3 Design in Iver Village
Conservation Area



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Plan J: Iver Village Conservation Area

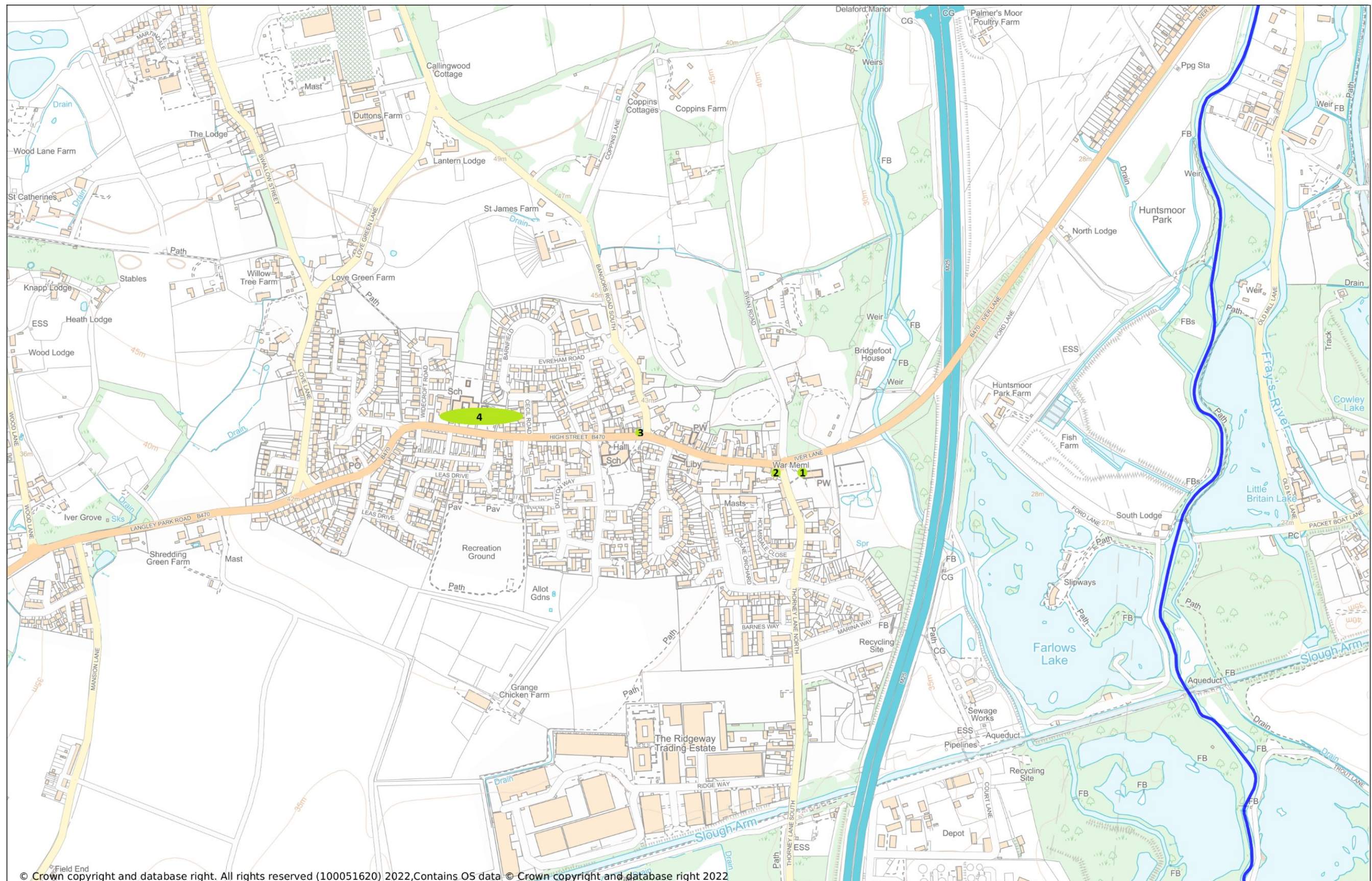
Plan Y: Policy IV3 Design in Iver Village – Prominent Buildings

1 - St Peter's Church

2 - Former Bull Inn

3 - Former Village Store (now 80 High St)

4 - Cluster of Junior School, Old School House, Sunnyside Nursing Home and 115-175 High St



Policy IV4: Design in Richings Park

A. Development proposals in Richings Park must demonstrate that they have had full regard to the relevant Townscape Character Study guidelines and to the following design features that are considered essential to the significance of the village character (see Plan Z page 40 and the Policies Map page 78):

- ***the ordered layout of its relatively low density, suburban character housing areas with common, strongly defined plot shape, size and orientation, building line (behind a generous front garden with no other ancillary buildings forward of the main building in the plot)***
- ***building forms derive from a pattern book of the original estate, comprising two storeys and hip roofs with gabled canted bay windows and single pitch roofs to side extensions, all in a domestic scale and style inspired by the Arts & Crafts Movement***
- ***the contribution made by low front boundary walls, fences or hedges to defining the character of the streetscene, with the front of the plot laid out as either garden and/or parking area***
- ***the contribution made by mature trees in front gardens or in the street to the character of the street scene***
- ***the importance of the incidental green space fronting buildings at the junction of Wellesley Avenue with Somerset Way, at 1 – 5 Wellesley Avenue and in front of buildings at 47 - 57, 26 - 36 Wellesley Ave and in front of 19-23, 28-34 Somerset Way***
- ***The important role played by a small number of distinct, prominent buildings in the streetscene in creating the identity and legibility of the village, notably:***
 - ***the group of corner buildings at Wellesley Avenue and Bathurst Walk***
 - ***the Tower Arms PH***
 - ***the former Post Office Depot in views south from Thorney Lane South***
 - ***No 8 Wellesley Avenue in views south from the village centre and in helping enclose the incidental green space at Somerset Way***

B. The Neighbourhood Plan identifies an Area of Special Character at The Ridings, (see Plan K) as shown on the Policies Map, which is considered to be a non-designated heritage asset identified by the community. Development proposals that have effects for this area should demonstrate that they have had full regard to the characteristics that contribute to its significance, including the contribution of its local architectural and historic interest as set out in the design code at Appendix C.

5.22 Policies IV2 – IV4 are village-specific design policies which establish the importance of the design of new development so that their essential character is maintained. In doing so, they refine the design quality principles of saved Local Plan Policy EP3 and adopted Core Strategy Policy 8.

5.23 The Chiltern and South Bucks Townscape Character Studies have essentially been updated for each village. For that part of Iver Village that lies within the Conservation Area, the Draft Iver Conservation Area Appraisal of March 2016 has also been reviewed as well as the Buckinghamshire Historic Environment Record and The History of Richings Park and notably the developer brochure of the 1920s (c/o the Richings Park Residents Association). The policies therefore include a series of

design principles drawn from these assessments. These principles set out the features of the villages that make them distinctive from other settlements. They require that development proposals demonstrate, where relevant to the nature and location of the proposal, that regard has been paid to these principles.

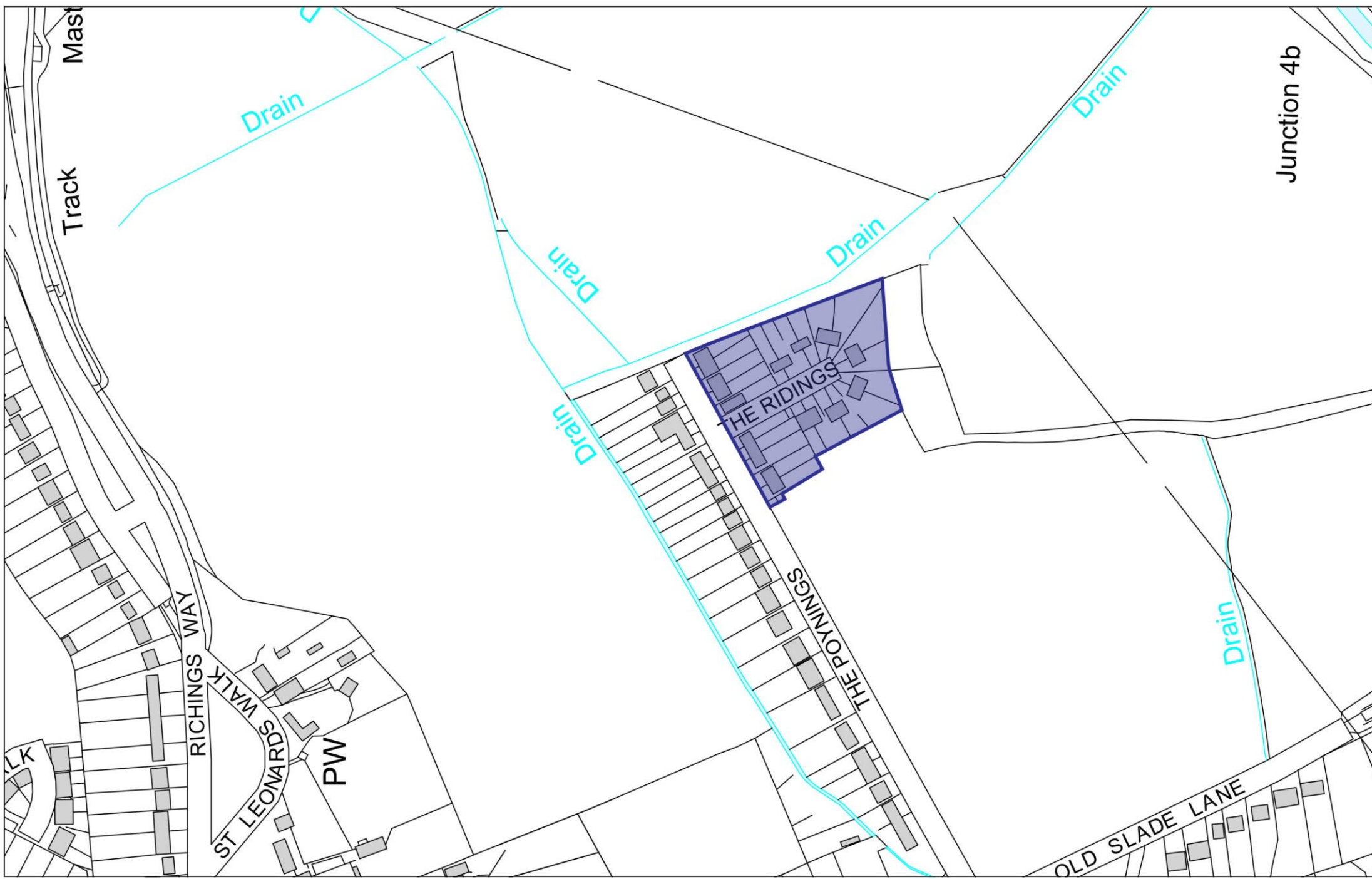


5.24 The Townscape studies also identified some inter-war residential areas of Iver Heath and The Ridings near Richings Park as warranting the status of Areas of Special Character (ASC). Following a review of this study Policy IV2 and IV4 also amend the ASC at Iver Heath and Richings Park respectively, to accurately reflect their local architectural and/or historic interest, as encouraged by §128 of the NPPF and other recent Government policy initiatives. These policies cross refer to design codes at Appendix B and C of the Neighbourhood Plan. These are intended to prevent any further deterioration of the essential character of the areas as a result of poorly designed plot redevelopments, side of roof extensions and the loss of boundary walls and hedges.

5.25 The Parish Council will use the evidence supporting the policy to submit a formal request to Bucks Council for an Article 4 Direction removing permitted development rights that would otherwise enable alterations to be carried out. This would prevent any further deterioration of the essential character of the Area of Special Character.

**Iver Parish
Neighbourhood Plan**

IV4 Design in Richings Park
Area of Special Character

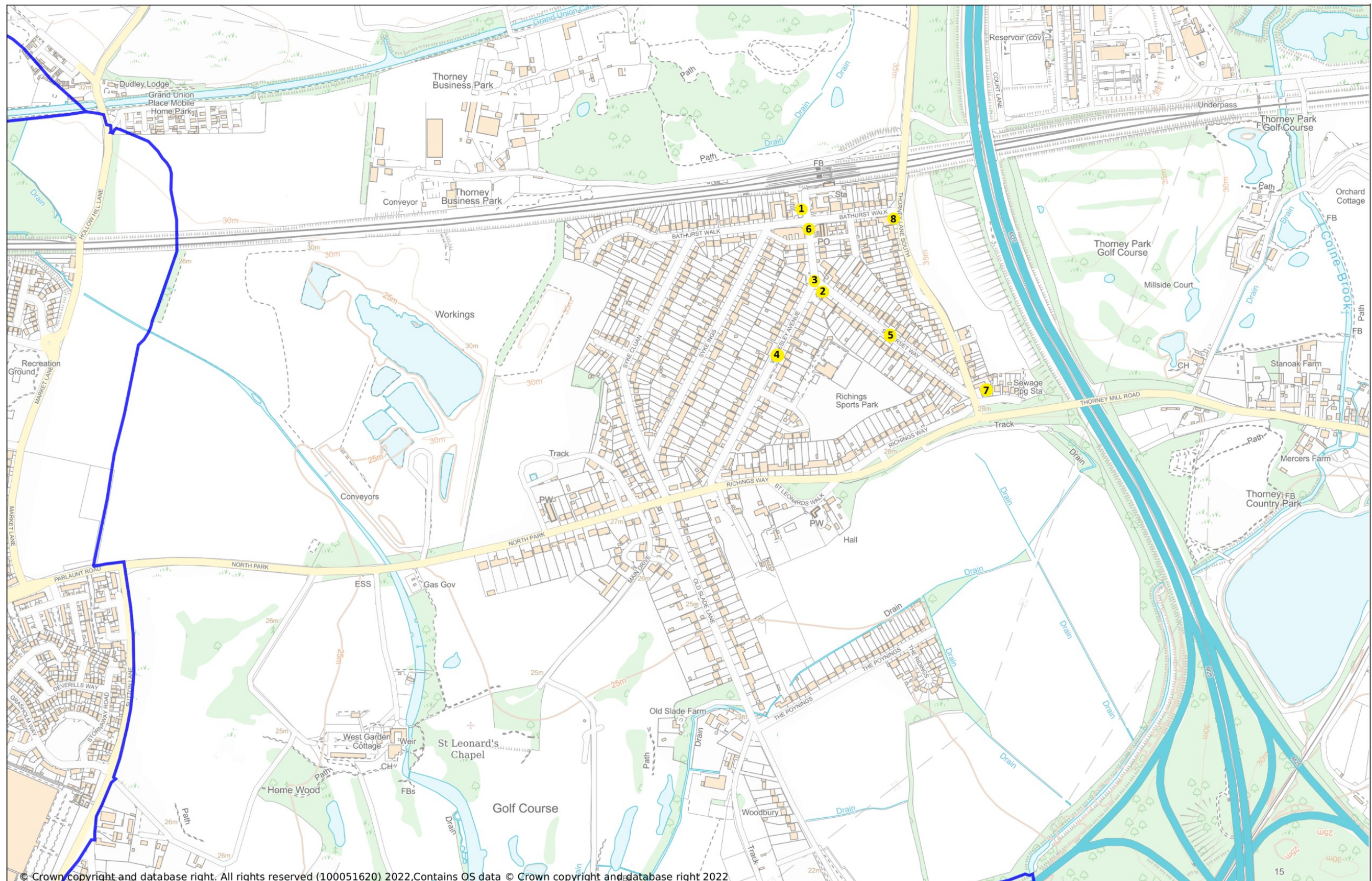


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Plan K: Proposed Richings Park Area of Special Character

Plan Z: Policy IV4 Design in Richings Park – Significant Design Features

- | | | | |
|---|------------------------|--|---|
| 1 - 1 – 5 Wellesley Avenue | 2 - 8 Wellesley Avenue | 3 - Incidental green space junction of Wellesley Avenue & Somerset Way | 4 - Incidental green space adj. 47–57, 26–36 Wellesley Avenue |
| 5 - Incidental green space adj. 19–23, 28–34 Somerset Way | | 6- Corner buildings at Wellesley Avenue and Bathurst Walk | 7 - Tower Arms Public House |
| | | | 8 - Former Post Office |



Policy IV5: Local Heritage Assets

The Neighbourhood Plan identifies a number of buildings and structures as set out in Appendix D as Local Heritage Assets. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

5.26 The policy designates certain buildings or structures as Local Heritage Assets in order to give them additional protection as heritage assets, in recognition of the important contribution that they make to the special character of the Parish. The Townscape Study for each of the three settlements does not identify Local Heritage Assets. In validating its content, buildings and structures in each settlement which have a local interest have been identified. These have been described in Appendix D to which the policy cross refers. Some assets may also have important social value and may be identified in Policy IV10 below. The Local Heritage Assets set out in Appendix D are regarded as 'non-designated' heritage assets by the community and not statutorily designated heritage assets or Non-designated Heritage Assets (NDHAs) identified by Buckinghamshire Council.

Policy IV6: Sustainable Travel

- A. The Neighbourhood Plan identifies the existing Active Travel Network, as shown on the Policies Map (pages 76-79) and Plan L (page 47), for the purpose of supporting active travel in the Parish.***
- B. Development proposals on land that lies within or adjacent to the Network should sustain, and where practicable, enhance the functionality of the Network by virtue of their layout, means of access and landscape treatment.***
- C. Proposals that will harm the functioning or connectivity of the Network will not be supported.***

5.27 The policy seeks to encourage safe, accessible and convenient means of walking, cycling and horse riding through the Parish. It refines Core Strategy Policy 7 by providing a local element to its provisions. Additionally, as set out in Policy IV7, proposals will also need to ensure it accords with development plan policies which seek to improve air quality.

5.28 The policy implements elements of a Report to the Highways & Infrastructure Committee of The Ivers Parish Council in September 2020 included in the evidence base of the plan. The report identifies that the low levels of usage of the existing Network is associated with the lack of facilities and fast-moving traffic (including HGVs) on narrow roads. More importantly it highlights the fragmented nature of the existing Network which the policy seeks to address.

5.29 The Policies Map shows the full extent of the Network, which allows applicants to determine if their proposals should take this policy into account. Where proposals include provision for landscaping, new means of access or new layouts, there may

be an opportunity to relate the land better to the Network and/or improve the attractiveness of rural routes. At the very least, the policy requires that proposals that will undermine the existing value of the Network will be refused permission.

5.30 Opportunities for improvement to the Active Travel Network is set out in detail in the Report to the Highways & Infrastructure Committee of The Ivers Parish Council in September 2020 and the Bucks Council Rights of Way Improvement Plan February 2020 included in the evidence base of the plan. Key routes and the approximate location for new cycling infrastructure referred to in the Highways & Infrastructure Committee report are shown on the Policies Map at the end of this document. Other opportunities to enhance the functionality of the Active Travel Network are listed below and are set out on the Policies Map where applicable:

- i. Provision of off-street parking for Iver village with charging points for electric vehicles
- ii. Provision of Iver Station parking to relieve on-street parking in Richings Park
- iii. Provision of secure cycle parking facilities at Principal Destinations* including, but not limited to Iver Heath Recreation Ground, St David's Close shops, Slough Road shops, Langley Park Road shops, Iver Recreation Ground, High Street shops, Thorney Lane South shops, Bathurst Walk shops.
- iv. Provision of 'safe streets' for walking to school
- v. Improved connectivity for pedestrians and cyclists between principal destinations under (iii) above with segregation from road traffic
- vi. Improved connectivity and quality of provision of Public Rights of Way (PRoW) for leisure use by walkers, runners, cyclists and equestrians
- vii. Improved access to footways and PRoW for individuals with limited mobility
- viii. Provision of bus routes between residential and business centres within and beyond the parish boundaries. In particular, establishing north-south connectivity within the parish and to other parts of Buckinghamshire, including retail centres and railway stations at Gerrards Cross and Denham and the secondary school at Chalfont St Peter. Restoration of services between Iver Heath and Slough in the west and Uxbridge in the east is a priority.
- ix. Colne Valley Regional Park Strategy opportunities include:
 - o Uxbridge to Iver Heath/Black Park active travel route. Options appraisal/feasibility study required, then implementation of agreed route;
 - o Addressing gaps in the connectivity of the rights of way network e.g. connection from path IVE/6/1 to DEN/23/1 and other opportunities for links in the vicinity of New Denham Quarry/Mansfield Farm;
 - o Active travel crossing over the A412 to link two important recreation visitor destinations safely: Black Park and Langley Park;
 - o retention of a north to south link at Mansion Lane-Hollow Hill Lane-Market Lane.

** Principal Destinations include village centres and other retail locations, centres of commercial/industrial activity, schools, recreation grounds and other leisure facilities, village halls, railway stations, parks and open spaces, and doctor surgeries.*

Policy IV7: Air Quality

- A. Developments within the Iver Parish Air Quality Management Area, as shown on the Policies Map (pages 76-79), should contribute to the actions and objectives set out in the air quality action plan and the Iver Clean Air Zone implementation strategy.**
- B. Development proposals will be required to demonstrate at least Air Quality Neutral standard during both construction and operation to avoid causing or contributing to worsening air quality in the Iver Parish Air Quality Management Area. This should be demonstrated through an air quality assessment for all developments likely to have an impact on air quality and, where necessary, propose mitigation measures. Developments requiring a Travel Plan or Transport Assessment will also be required to submit an air quality assessment.**
- C. Major development proposals will also be required to demonstrate compliance with the latest World Health Organisation standards or Public Health England guidelines for 'safe' levels of indoor air pollutants, including particulate matter, nitrogen dioxide, carbon monoxide, formaldehyde and volatile organic compounds in the design of new dwellings. Carbon dioxide concentrations in indoor air should also be considered. Compliance is also encouraged on medium development and substantial refurbishment schemes.**
- D. Air intake points servicing internal air handling systems (including air filtration systems and heating and cooling systems) should be located away from existing and potential pollution sources e.g. busy roads and combustion flues. All flues should terminate above the roof height of the tallest part of the development in order to ensure the maximum dispersal of pollutants.**
- E. Development seeking to comply with sustainability standards is encouraged to maximise electricity usage over other forms of energy generation that can have adverse impacts on air quality. If renewable energy cannot reasonably be used, then low carbon alternatives should be selected. Where back-up generators are provided, alternatives to diesel generators should be considered to minimise impact on air quality.**
- F. Development proposals which make provision for electric vehicle charging points will be supported. Major residential development will be required to make provision for an electric vehicle charging point for every new home, unless the development is proposing fewer off-street parking spaces than required under the parking standards, in which case each off-street parking space provided will have an electric charging point. Major non-residential development will be required to make provision for electric vehicle charging points equivalent to the number of off-street parking spaces required as part of the development.**

5.31 The primary sources of pollution in the former South Bucks District are transport related given the proximity of the M4 and M25 motorways as well as Heathrow airport. Motor vehicle emissions include nitrogen oxides, in particular nitrogen dioxide and particulate matter. The high number of HGVs passing through the parish has long been recognised as a concern and remains unresolved. A large influx of HGVs is also expected in the area during the construction of planned National Infrastructure Projects. As a result of this, the entire parish has been designated as an Air Quality Management Area (AQMA). Nitrogen dioxide (NO₂) mean

concentrations ($\mu\text{g}/\text{m}^3$) continue to be recorded either just below or well above air quality objectives in England (set at $40 \mu\text{g}/\text{m}^3$)¹.

5.32 The former South Bucks District Council consulted on an Air Quality Action Plan for Ivers in early 2020. The Action Plan outlines the action Buckinghamshire Council intends to take to improve air quality between 2019 and 2025 and replaces the previous action plan which ran from 2007 to 2019. A final version is yet to be published. A voluntary Clean Air Zone exists in Iver and covers the entire parish. The policy therefore draws attention to these matters and applicants should consider the requirements set out in Government policy and legislation when considering development in the Iver Air Quality Management Area and Iver Clean Air Zone as defined on the Policies Map.

5.33 There is clear evidence that poor air quality has a significant impact on human health. The Neighbourhood Plan is seeking to address air quality through a number of its policies but given the severity of air quality issues in the parish, the policy seeks to manage and prevent further deterioration of existing poor air quality. The policy has taken inspiration from the withdrawn Chiltern and South Bucks Local Plan Policy DM NP10, adopting its approach in the policy at Clauses A, B and G, and leading-edge practice in the Draft London Plan as well as other Local Plans – Milton Keynes– and neighbourhood plans – Knightsbridge.

5.34 The policy therefore also requires relevant development proposals to achieve at least Air Quality Neutral (AQN) standards, achieve 'safe' levels of indoor air quality, and encourage good design and appropriate renewable energy schemes in the absence of up to date strategic policies but in line with the NPPF.

5.35 The Buckinghamshire-wide Local Validation List, which came into effect for all planning applications received from 1 April 2020, requires the submission of an Air Quality Assessment for all development proposals in an AQMA, excluding householder applications, to meet the requirements set out in the NPPF (§186). The policy therefore requires such assessments to demonstrate at least AQN standards. Development which avoids any increase in NO_x and PM emissions across the parish are considered AQN. All on-site measures will need to be explored before suitable mitigation measures are considered as an alternative. Following the publication of the Government's Housing Standards Review in March 2015, AQN standards cannot be required for developments that are residential only and, in these cases, in particular with respect to NO₂ residential developers are strongly encouraged to ensure that emissions meet the AQN standards.

5.36 People typically spend about 90% of their time indoors, this average was compounded even further during the Covid-19 pandemic. The 2010 edition of Approved Document F (ADF) of the building regulations was intended to provide satisfactory indoor air quality in new homes. However, recent research shows that this mechanism has not been implemented well². There are no national regulations or guidelines to determine 'safe' levels of indoor air pollutants. However, the policy

¹ [South Bucks 2020 Air Quality Annual Status Report June 2020](#)

² [Ventilation and indoor air quality in new homes, AECOM, September 2019](#)

seeks to address recommendation on plan-making made by the National Institute for Clinical Excellence (NICE)³.

5.37 The policy provisions of the Neighbourhood Plan are intended to encourage buildings to minimise energy use and maximise energy efficiency. However, there is increasing evidence that the use of combined heat and power (CHP) plants can give rise to significant local emissions. The policy therefore seeks to ensure that in meeting sustainability standards, consideration of wider environmental impacts is considered.

5.38 There will be an increasing demand for electric vehicles in the future, given the Government's plan for ending the sale of all new conventional petrol and diesel cars and vans by 2030 and the plan period of the Neighbourhood Plan. Therefore, an increased requirement for electric vehicle charging provision. The policy therefore also seeks to secure adequate provision from development coming forward.

Policy IV8: Managing traffic

- A. Key Locations, as shown on the Policies Map (pages 76-79) and Plan L (page 47), have been identified as areas where public realm improvements and traffic mitigation measures are required to enhance the active travel environment and improve residential amenity and highway safety. Proposals which deliver such public realm improvements and traffic mitigation measures at Key Locations will be supported.***
- B. It will be essential to every future case made for either exceptional circumstances to release Green Belt land in the Parish for strategic development or for very special circumstances to justify inappropriate development in the Green Belt in the Parish that the development proposal will make a direct and proportionate contribution to delivering improvements to highways infrastructure.***
- C. Any development proposal that will generate an increase in traffic in the Richings Park, Thorney, Shreding Green, Wood Lane, Iver Village, Iver Lane and Iver Heath areas will be required to contribute to public realm improvements and traffic mitigation measures provided they directly relate to the impact of the proposed development. It will have to be demonstrated that the measures are necessary to make the development acceptable in planning terms, that they are directly related to the development and that they are fairly and reasonably related in scale and kind to the development.***

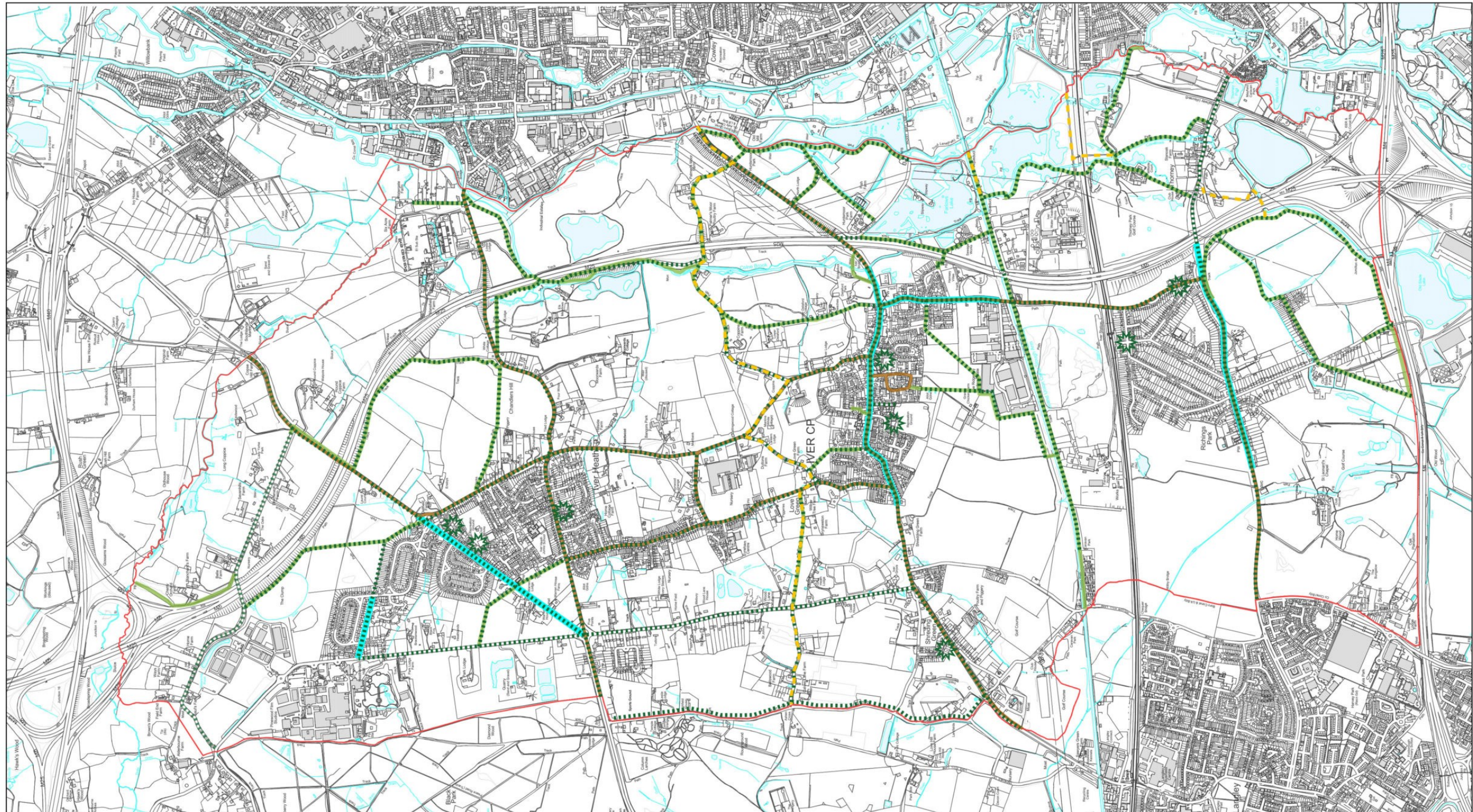
5.39 The policy is intended to carry forward parts of the withdrawn emerging CSBLP policy DM CP4 which recognised a number of sites in proximity to Iver Village that collectively generate a significant number of HGV movements, as well as several sites within the adjacent London Borough of Hillingdon and Slough which generate HGV movements within Iver. In addition, planned major infrastructure projects such as High Speed Two, the Western Rail Link to Heathrow, and motorway improvements, as well as other major development sites in the area are likely to continue to

³ [Indoor air quality at home, NICE, January 2020](#)

generate significant heavy construction and operational traffic in the Ivers area. The policy therefore identifies key locations where public realm improvements and traffic mitigation measures are required in the Ivers.

5.40 It has long been recognised that there is an unresolved issue with a high number of HGVs travelling through the parish. The adopted 2011 Core Strategy policy 16 has made no impact on this matter. In Summer 2016, Bucks County Council commissioned a Traffic and Transport Study covering the mains settlements in the Parish which identified that the main route for HGVs will not change unless a relief road is considered. If it is not possible to deliver a relief road this policy facilitates allocated funds being subsequently directed to the provision of alternative traffic mitigation measures to provide relief from heavy traffic, particularly that of HGV traffic, through the communities of The Ivers. The report also identified the following actions:

- Green Strategic Network Signage, HGV bans (and enforcement infrastructure with AI)
- 20mph speed limits
- Vertical and horizontal traffic calming
- Priority changes
- Improved pedestrian and non-motorised realm and infrastructure works with accompanying management plans
- Improvements to existing highway network.



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Plan L: Existing public rights of way, the cycle network, and bus routes key route opportunities and location of new cycle infrastructure

Policy IV9: Reducing Heavy Goods Vehicles

- A. Proposals for the redevelopment or change of use of land that will lead to a significant reduction in the number of heavy goods vehicle movements to and/or from existing key sites as shown on the Policies Map (pages 76-79) and Plan M (page 49), will be supported. Where consented, planning conditions will be attached to the permission to restrict it to the prescribed use and operations within the wider use class.***
- B. Proposals for the development of new businesses, or for the intensification of existing businesses, that will lead to an increase in HGV that would have an unacceptable impact on highway safety, or which would result in a severe cumulative impact on the road network movements will not be supported.***

5.41 The policy is intended to carry forward parts of the CSBLP policy DM CP4 which recognised a number of sites that collectively generate a significant number of HGV movements, as well as several sites within the adjacent London Borough of Hillingdon and Slough Borough. These are mainly located within the existing industrial estates although, increasingly, opportunistic developments at locations, such as farms, around the Parish are making significant additions to the overall number of movements. The Ivers Traffic and Transport Study from 2016 led to HGV generating sites being identified and is shown on the Policies Map.

5.42 In response, the policy firstly identifies those sites and encourages proposals that will reduce the number of existing movements that are also in accordance with all the other relevant policies of the development plan. Policy DM CP4 required a reduction of at least 10% of movements, which should be considered the absolute minimum for a proposal to secure any benefit from this policy. The more significant the reduction as a percentage of existing movements over 10%, so the greater the weight will be attributed to this policy in the planning balance. This may be achieved through the redevelopment or change of use of the land. In consenting such proposals, the policy requires the use of a planning condition to a permission to restrict it to the specific use and operations described in the planning application. Such a condition is necessary to prevent further changes of use within the same use class that may lead to greater HGV movements. The local planning authority has a model condition for this purpose to enable it to properly assess the impacts of alternative uses.

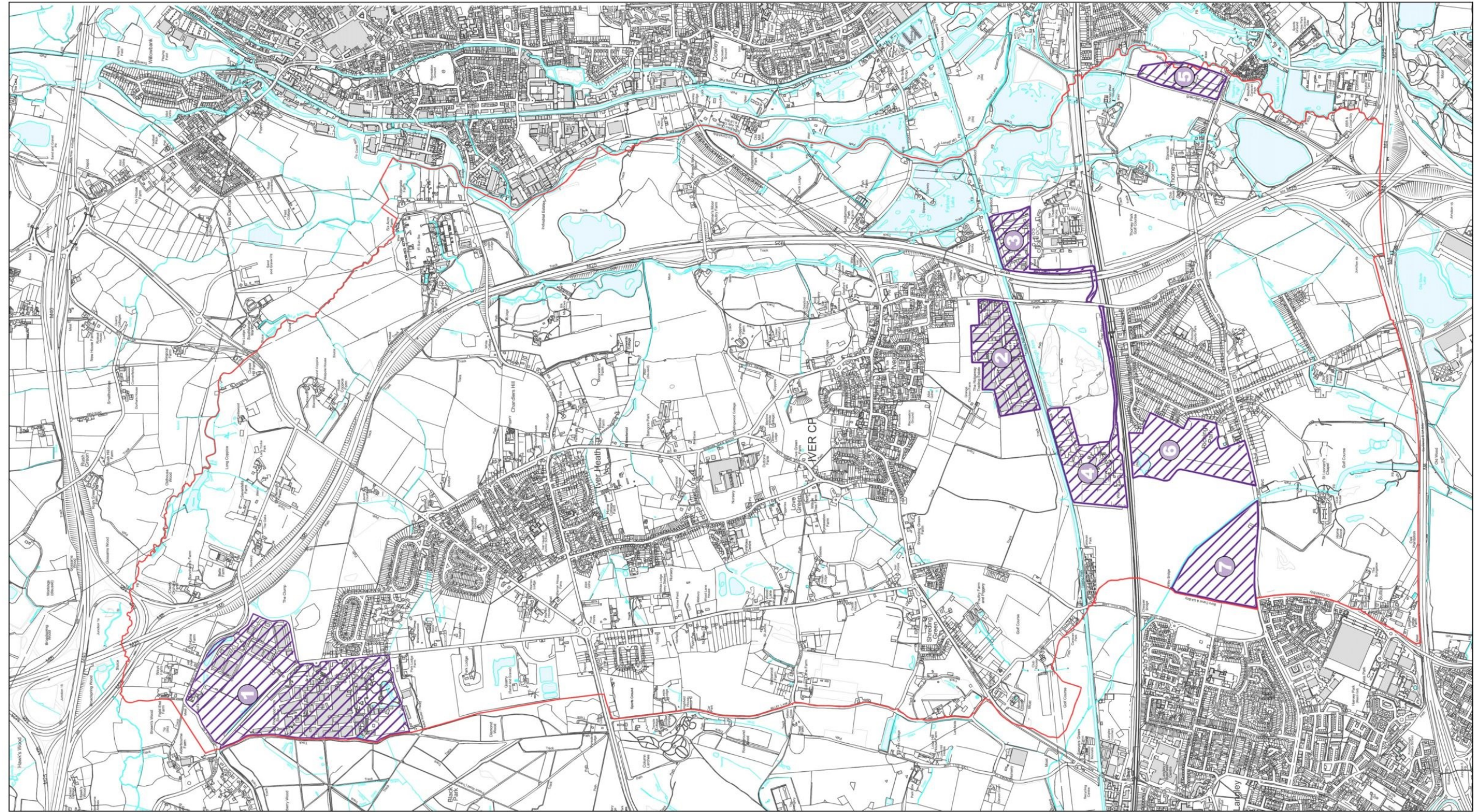
5.43 Secondly, the policy seeks to prevent any new uses, or changes of use requiring planning consent, that will generate new or additional HGV movements, aside from those necessary during building works. With the Iver Relief Road project abandoned, the Parish cannot accommodate additional movements and its focus will be on reducing those that are already established. A common denominator underlying the extent of atmospheric pollution and constraints on greater uptake of sustainable transport (Active Travel or use of bus services) is the excessive numbers of vehicles on parish roads and, in particular, the number of HGVs. Such are the problems of congestion that bus services have been withdrawn or re-routed because they are unable to adhere to timetabling. It is accepted that the policy will not be able to rectify in the short term the problems created by established uses, or by uses outside the Parish boundary.

Iver Parish Neighbourhood Plan

 **IV9 Reducing Heavy Goods Vehicles:**

Existing Key Sites

-  Pinewood Studios
-  Ridgeway Trading Estate
-  Court Lane Industrial Estate
-  Thorney Lane Business Park
-  Link Park
-  WrlTH
-  Ingrebourne Valley Ltd



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Plan M: Existing Key Sites

Policy IV10: Community Facilities

A. The Neighbourhood Plan identifies the following community facilities, as shown the Policies Map (pages 76-79) and other maps as indicated below, in the Parish for the purpose of applying development plan policy on such facilities:

Iver Heath area (maps pages 52-54)

- 1. Pavilion and Recreation Ground**
- 2. Bowls Club**
- 3. Tennis Club**
- 4. Village Hall**
- 5. Infants' School**
- 6. Junior School**
- 7. Community Library**
- 8. Scout Hut**
- 9. Evreham Sports Centre**
- 10. Evreham Youth Centre**
- 11. Evreham Adult Learning Centre**

Iver Village area (map page 55)

- 12. Parish Council Community Hub**
- 13. Ivers Children Centre**
- 14. Scout Hall**
- 15. Infants' School**
- 16. Junior School**
- 17. Jubilee Pavilion and Recreation Ground**
- 18. Kings Church**
- 19. The Iver Educational Trust, St Peters Centre**

Richings Park area (map page 56)

- 20. Sports Club**
- 21. Bowls Club**
- 22. Children's Play Area**
- 23. Tennis Club**
- 24. Church Hall**

B. Development proposals to change the use of a part of a facility that is shown to be surplus to requirements will be supported, provided the change will not undermine the viability of the primary community use.

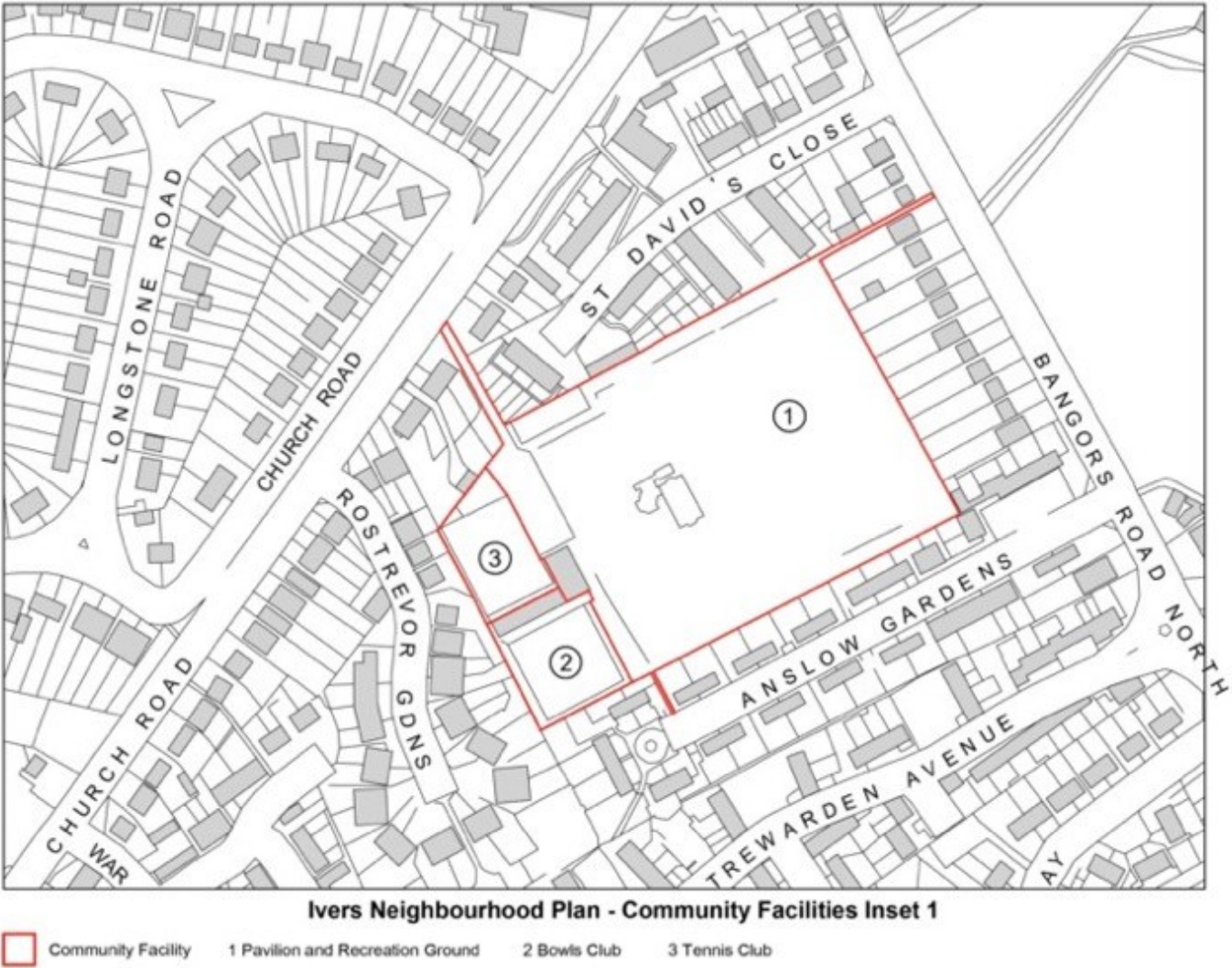
C. Proposals to extend a facility will be supported, provided they are consistent with the relevant policies of the development plan.

5.48 The policy identifies community facilities for the application of saved Local Plan policy COM2. Collectively, the community facilities in each settlement are valued by the community and offer a valuable resource to support community life, and therefore warrant the protection of policies in the Local Plan. The policy also seeks to ensure that the long-term potential value of land in community use is not lost without

good reason and therefore the policy also encourages the improvement of facilities to ensure they remain viable, but other planning policies will still need to be addressed.

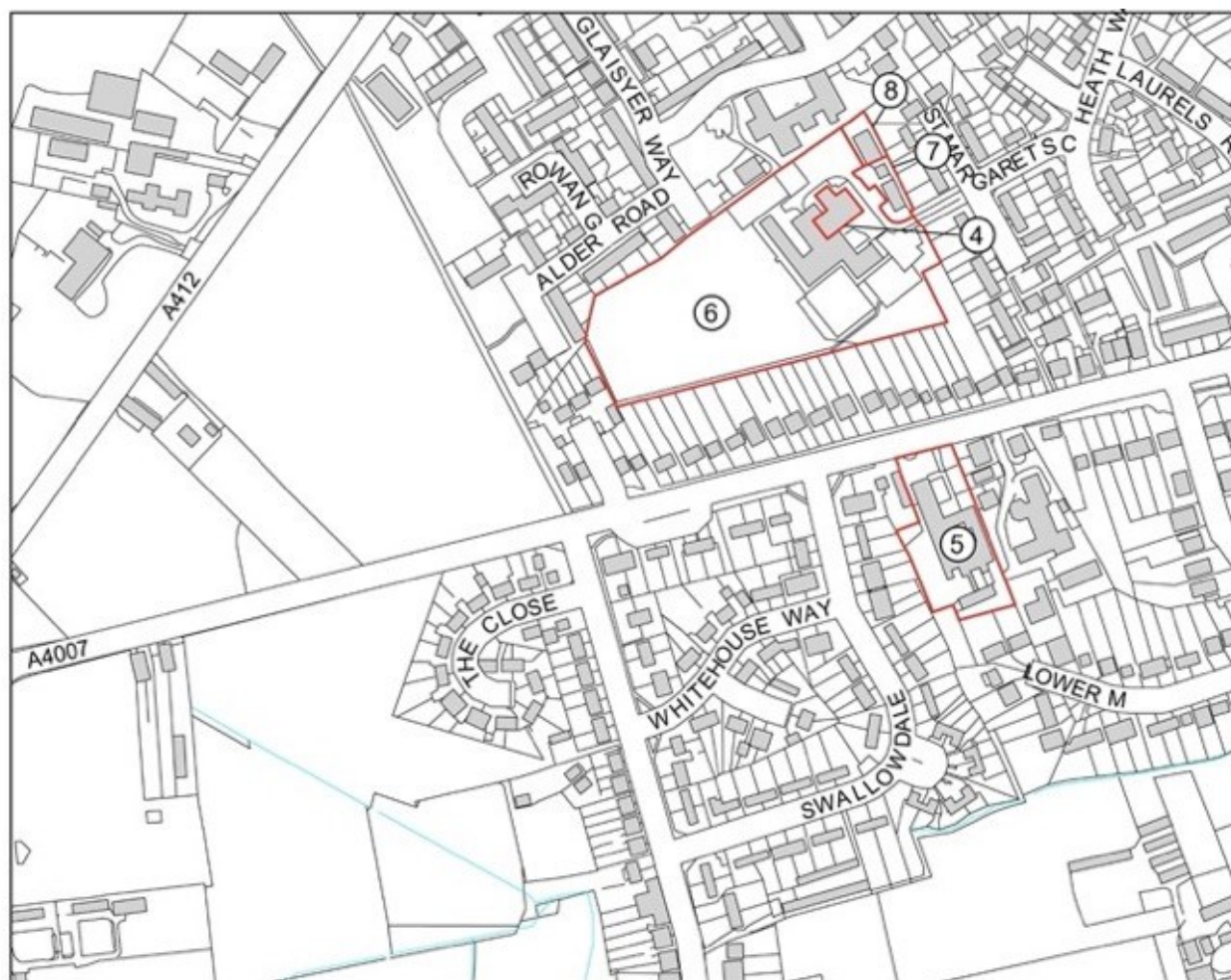
5.49 The location of the list of facilities included in the policy is shown on the following maps. On occasions, some facilities will struggle, but this will more often be related to the economic viability of the use, rather than the limitations of the premises, land or location. As finding new land for such uses is often difficult, it is important that established land is retained in that use, even if the current occupier is not viable. The policy allows for a partial change of use of a facility, if this is intended to help secure its longer-term viability. This may be an important way of putting to economic use floorspace that is no longer needed, but which can make a financial contribution to sustaining the community facility. However, such changes must be shown not to undermine the community functions of the use. In some cases, the facility is included in Policy IV5 as a Local Heritage Asset to identify its historic as well as social value. Or it may be included in Policy IV14 as a Local Green Space as it will also be a key open space in the village.

Community Facilities – Iver Heath area (1)



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Community Facilities – Iver Heath area (2)

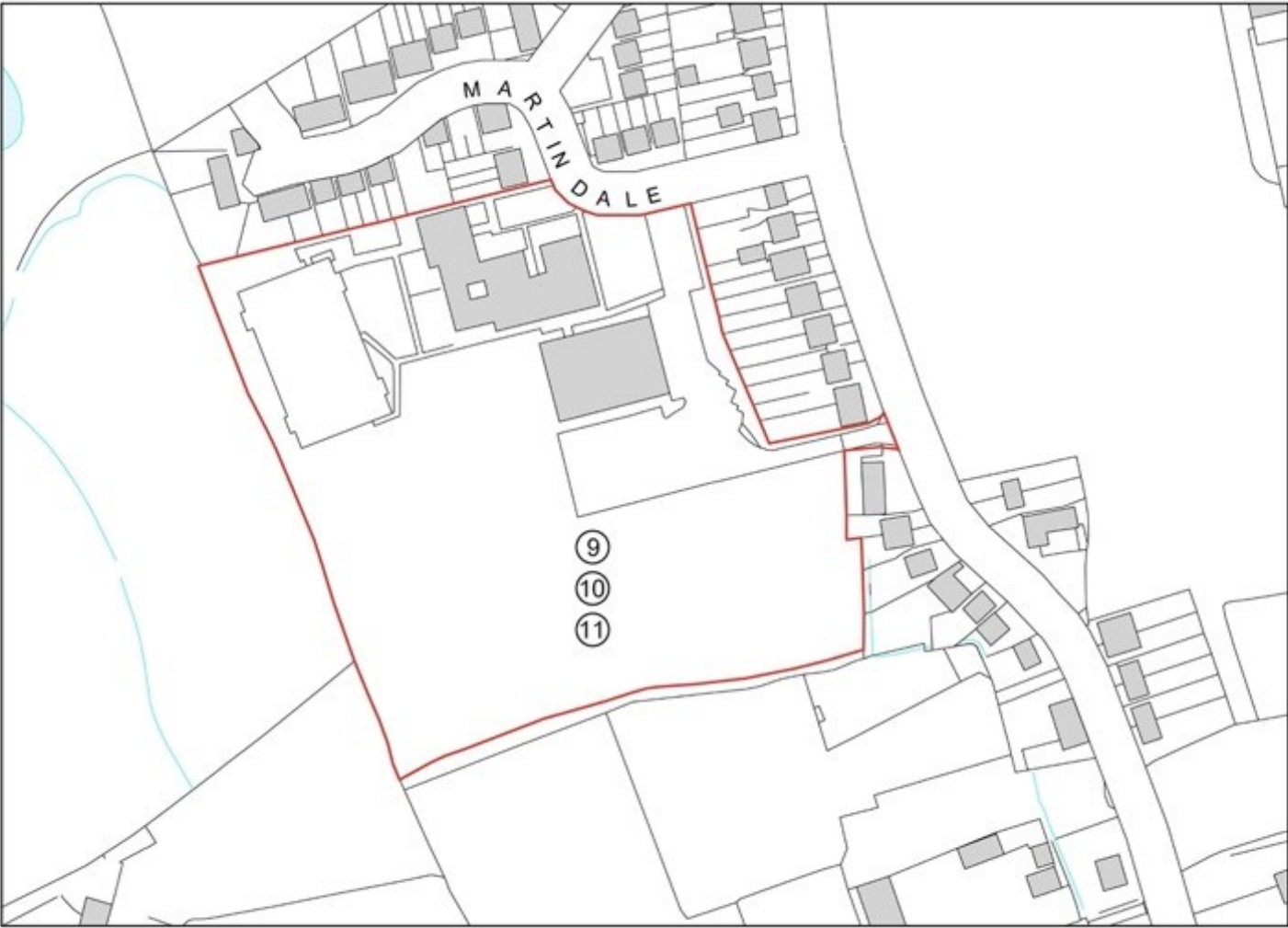


Ivers Neighbourhood Plan - Community Facilities Inset 2

Community Facility
 4 Village Hall
 5 Infant's School
 6 Junior School
 7 Community Library
 8 Scout Hut

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Community Facilities – Iver Heath area (3)

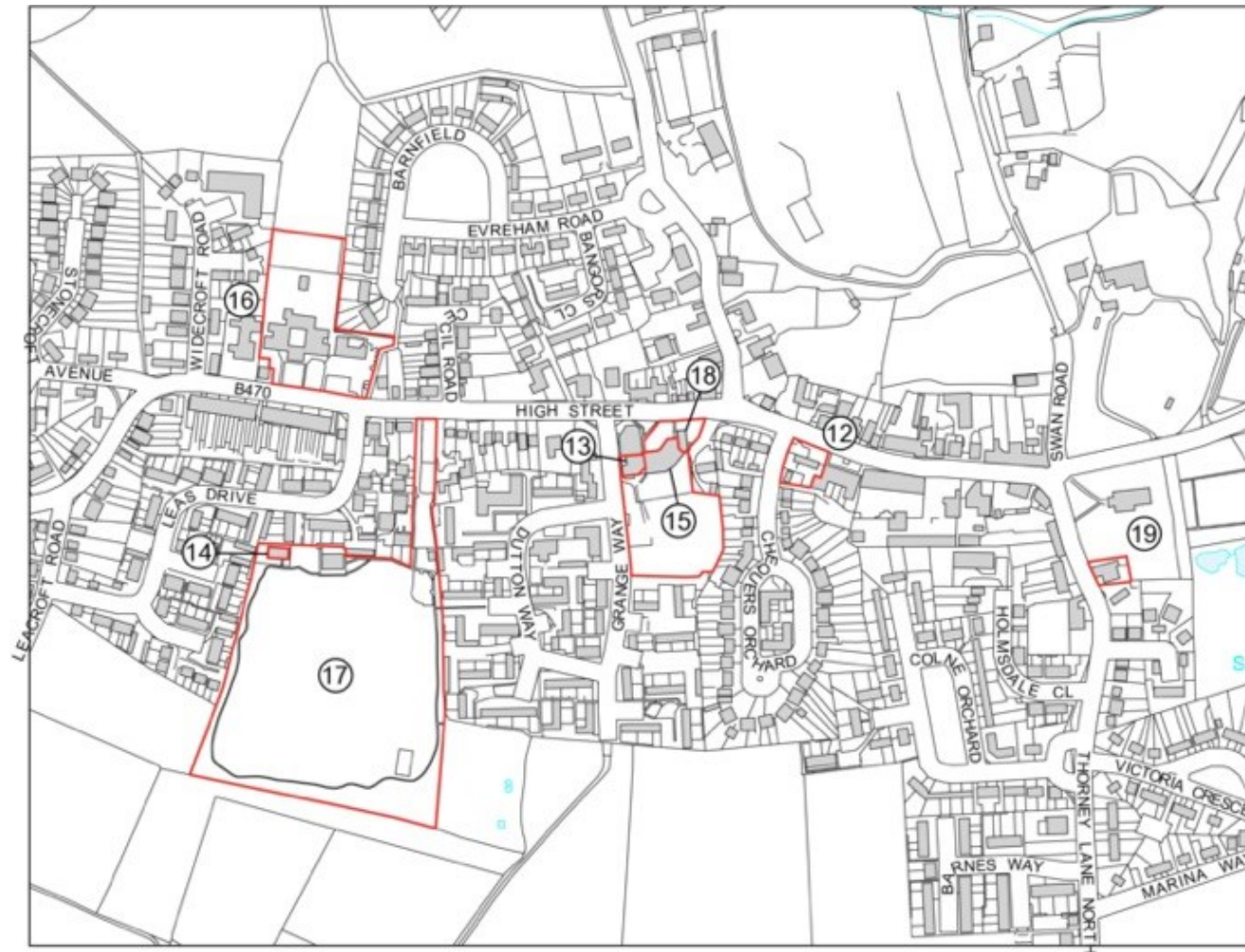


Ivers Neighbourhood Plan - Community Facilities Inset 3

 Community Facility 9 Evreham Sports Centre 10 Evreham Youth Centre 11 Evreham Adult Learning

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Community Facilities – Iver Village area



Ivers Neighbourhood Plan - Community Facilities Inset 4

- Community Facility
- | | | | | |
|------------------------------------|--------------------------|---|-------------------|------------------|
| 12 Parish Council Community Hub | 13 Ivers Children Centre | 14 Scout Hall | 15 Infants School | 16 Junior School |
| 17 Jubilee Pavilion and Rec Ground | 18 Kings Church | 19 The Iver Education Trust St Peter's Centre | | |

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Ivers Neighbourhood Plan - Community Facilities Inset 5

Community Facility
 20 Sports Club
 21 Bowls Club
 22 Children's Play Area
 23 Tennis Club
 24 Church Hall

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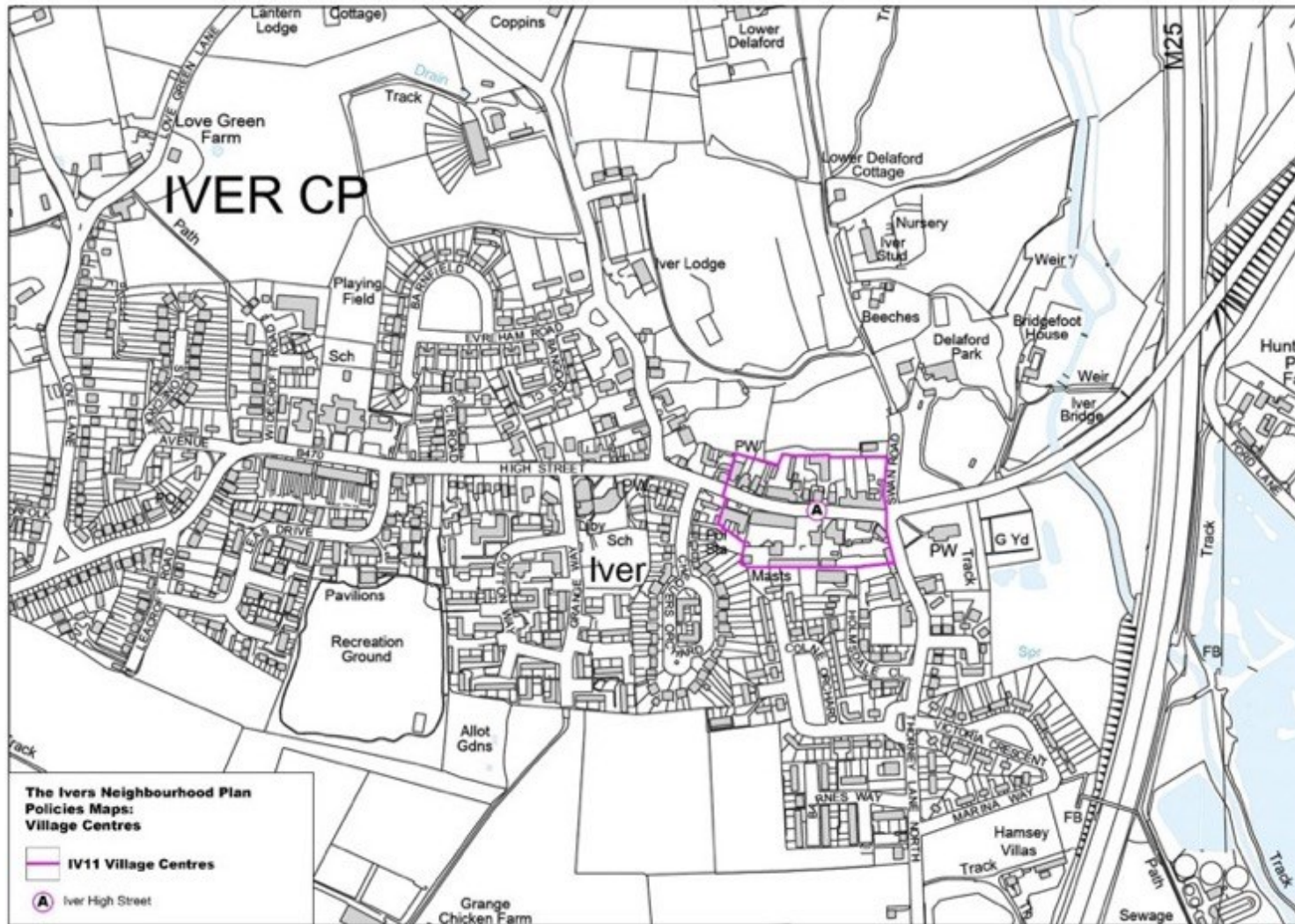
Policy IV11: Village Centres

The Neighbourhood Plan defines village centres at Iver High Street (Plan P page 58) and at Bathurst Walk (Plan Q page 59), Richings Park as shown on the Policies Map (pages 76-79). Proposals for a change of use that will result in the loss of an active commercial, business or service use of a ground floor frontage in a village centre will be resisted.

5.50 This policy is intended to protect the essential local shopping facilities at Iver High Street and at Richings Park. Both centres play a vital role in providing the local communities with convenience and local services that reduce their dependence on travelling to larger centres.

5.51 It is recognised that some changes of use do not now require planning permission and new permitted development rights (from August 2021) will enable future changes of use from what are now Class E (commercial, business and service) uses to residential uses. The Parish Council hopes that Bucks Council will make an Article 4 Direction for both centres to remove those rights with effect from August 2022, enabling such changes to remain in planning control and the Parish Council will submit a formal request for this following the referendum of this Neighbourhood Plan.

5.52 In the meantime, proposals made in the centres will require Prior Approval. For that part of Iver High Street that lies within the Conservation Area, such approval will require the consideration of any harmful effects to the character of the Conservation Area from the loss of such a ground floor use. Although the Neighbourhood Plan policy (as part of the development plan) is not engaged in a Prior Approval determination by way of S38(6) of the 1990 Planning Act, together with Policy IV3 it has identified the High Street commercial uses as playing an important part of its distinct function and character and could therefore be a legitimate reason for refusing approval for proposals that will harm the centres.



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Plan P: Proposed Iver High Street Village Centre

THE IVERS NEIGHBOURHOOD PLAN: REFERENDUM PLAN OCTOBER 2022



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Plan Q: Proposed Bathurst Walk, Richings Park Village Centre

THE IVERS NEIGHBOURHOOD PLAN: REFERENDUM PLAN OCTOBER 2022

Policy IV12: Local Green Spaces

A. The Neighbourhood Plan designates the following as Local Green Spaces, as shown on the Policies Map (pages 76-79 and other maps as indicated below):

Iver Heath (Plan R page 61)

- a. Iver Heath Recreation Ground, off Church Road
- b. Iver Heath Junior School Playing Field, off St. Margaret's Close
- Amenity spaces at:
- c. Heatherden Green,
- d. Church Road (rear of St. David's Parade),
- e. Trewarden Avenue and
- f. Oak End Drive

Iver Village (Plan S page 62)

- g. Playing field at Iver Village Infant School, off Grange Way
- h. Playing field at Iver Junior School
- Amenity spaces at:
- i. Evreham Road/Barnfield,
- j. Colne Orchard and
- k. Victoria Crescent

Richings Park (Plan T page 63)

- l. Richings Sports Park
- m. Residents' Garden
- Green space fronting buildings at:
- n. The junction of Wellesley Avenue with Somerset Way;
- o. 1 – 5 Wellesley Avenue;
- p. 17 – 27 Thorney Lane South;
- q. 47 – 57, 26 – 36 Wellesley Avenue;
- r. 19-23, 28-34 Somerset Way.

B. Proposals for development in a Local Green Space will be managed in accordance with Green Belt policies.

5.53 This policy designates a series of Local Green Spaces in accordance with paragraphs 99 -100 of the NPPF. A designation has the policy effect of the equivalence of the Green Belt when determining planning applications located within a designated Local Green Space. For this reason, the policy only identifies those spaces that are not in the Green Belt – there are many other cherished local spaces that are in the Green Belt and that therefore already have this protection and so are not listed in the policy.

5.54 The policy resists all development proposals that will undermine the essential character of designated areas, unless there are very special circumstances as set out in NPPF paragraph 101, to justify why consent should be granted. Its effect is to provide important Local Green Spaces with protection from development equivalent to that which applies in the Green Belt. Any proposal must maintain the essential open character of the space and must, in any event, demonstrate exceptional circumstances for its justification.



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Plan T: Proposed Local Green Spaces in Richings Park

Policy IV13: Colne Valley Regional Park

A. Development proposals should make a positive contribution towards improvement of the Colne Valley Regional Park in line with its objectives and the Colne & Crane Valleys Green Infrastructure Strategy and the detailed strategy for the Mid Colne Sub-Area and should demonstrate they will:

- **Maintain and enhance the landscape, historic environment and waterscape of the park in terms of their scenic and conservation value and their overall amenity;**
- **Conserve and enhance biodiversity within the Park through the protection and management of its species, habitats and geological features and enhancement of habitat connectivity;**
- **Contribute to sequestering carbon through appropriate woodland planning and other effective means proportionate to the scale and nature of the proposal, to be delivered either on the proposal site or at another location within the Regional Park that has been designated for that purpose;**
- **Provide opportunities for countryside recreation and ensure that facilities are accessible to all, promoting active travel networks;**
- **Seek to achieve a vibrant and sustainable rural economy within the Park;**
- **Encourage community participation including volunteering and environmental education, and promote health and social well-being through accessible, high quality green space; and**
- **Where new green infrastructure is provided, include legally binding provision for its long term management and maintenance as part of the development and its mitigation.**

Development that fails to demonstrate the above will be refused unless the context of the proposed development means that any of the above factors are not relevant.

B. Development proposals that may affect a watercourse or other water-body should demonstrate that their design and operation will:

- **Protect and enhance the waterbodies, their water quality and ecology/riparian habitat;**
- **Where relevant, provide naturalised river channels and settings with generous green buffers**
- **Increase public access to rivers and riverbanks to realise their recreation and educational potential, consistent with biodiversity considerations;**
- **Promote excellent connectivity in terms of walking and cycle routes, forming part of wider networks across areas with green infrastructure;**
- **Improve passage by fish and other species along river corridors;**
- **Prevent the spread of invasive non-native species; and**
- **Enhance the visual role of rivers/ waterbodies in the local landscape/ townscape including protection of river heritage assets/features.**

5.55 The policy responds to the location of all of the Parish within the much larger Colne Valley Regional Park. The Park comprises a wide range of green infrastructure features that together have real biodiversity, climate change mitigation/adaptation, recreation and landscape benefits across a much wider area. Its purpose is linked with the vision and principles of Green Infrastructure in Buckinghamshire and Milton

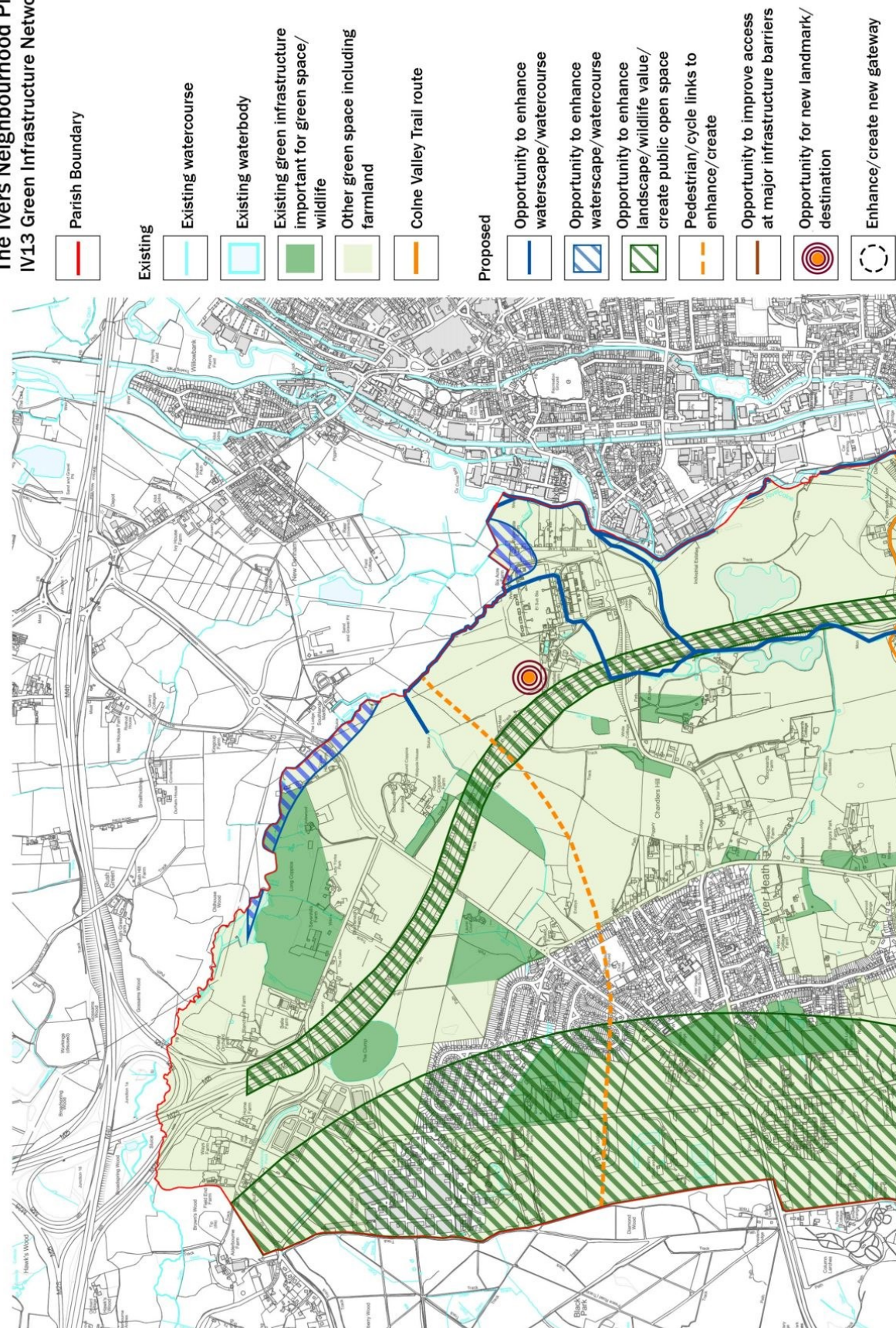
Keynes by adopting the policy approach recommended by the Regional Park for Local Plans and Neighbourhood Plans in its area. The Regional Park has also prepared a more detailed strategy for the Mid-Colne Sub Area which spans the whole of the parish and beyond it that includes a schedule of opportunities to improve the functionality of green infrastructure assets within the Parish and these are shown on the Policies Map (pages 76-79) and in Plan U (page 66).

5.56 The policy requires that all development proposals that lie within the Regional Park, or that adjoin it, should consider how they may improve it, or at the very least do not undermine the integrity of its water bodies and other connected spaces and habitats. Where proposals include provision for landscaping, new means of access or new layouts, there may be an opportunity to relate the land better to the Park, for example in complementing existing biodiversity value through the design of the landscape scheme. At the very least, the policy requires that proposals that will undermine the existing value of the Park will be refused permission.

5.57 The multi-functional green and blue infrastructure value of the Park will become more valuable over time, and although the majority of its features are physically attached to enable habitat connectivity, some features are not. This does not devalue their integral biodiversity or recreational value and at some point in the future an opportunity may arise to achieve similar connectivity. The value of some parts of the Park to act as a 'carbon sink' to help mitigate climate change is also recognised, and all proposals should aim to maximise the opportunity to sequester carbon through appropriate planting.

5.58 Further guidance will be published for applicants either by the Parish Council or by the Regional Park once the Neighbourhood Plan is made. The Parish Council is aware of the Local Nature Recovery Strategy pilot undertaken by Buckinghamshire Council which has now been published but is not yet complete. The Neighbourhood Plan therefore also signals to Buckinghamshire Council that it should consider the detailed strategy for the Mid Colne Sub-Area illustrated in this policy in its future final Local Nature Recovery Strategy in terms of its application in the Parish.

The Ivers Neighbourhood Plan
IV13 Green Infrastructure Network



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Plan U: Existing Green Infrastructure Network and opportunities for its enhancement
THE IVERS NEIGHBOURHOOD PLAN: REFERENDUM PLAN OCTOBER 2022

Policy IV14: PassivHaus Buildings

A. All developments should be 'zero carbon ready' by design to minimise the amount of energy needed to heat and cool buildings through landform, layout, building orientation, massing and landscaping.

B. Wherever feasible, all buildings should be certified to a Passivhaus or equivalent standard with a space heating demand of less than 15KWh/m²/year. Where schemes that maximise their potential to meet this standard by proposing the use of terraced and/or apartment building forms of plot size, plot coverage and layout that are different to those of the character area within which the proposal is located, this will be supported, provided it can be demonstrated that the scheme will not have a significant harmful effect on the character area.

C. All planning permissions granted for new and refurbished buildings should demonstrate that they have been tested to ensure the buildings will perform as predicted and will include a planning condition to require the provision of a Post Occupancy Evaluation Report to the Local Planning Authority within a specified period, unless exempted by Clause B. Where the Report identifies poor energy performance and makes recommendations for reasonable corrective action, the applicant must demonstrate that those actions have been implemented before the condition will be discharged.

D. All planning applications for major development are also required to be accompanied by a Whole Life-Cycle Carbon Emission Assessment, using a recognised methodology, to demonstrate actions taken to reduce embodied carbon resulting from the construction and use of the building over its entire life.⁴

E. An Energy Statement will be submitted to demonstrate compliance with the policy (except for householder applications). The statement will include a passive design capacity assessment to demonstrate how opportunities to reduce the energy use intensity (EUI) of buildings over the plan period have been maximised in accordance with the energy hierarchy. Designers shall evaluate the operational energy use using realistic information on the intended use, occupancy and operation of the building to minimise any performance gap.

5.59 This policy is in five parts, the combination of which is intended to deliver a step change in the energy performance of all new developments in the Parish and, in doing so, encourage and incentivise the use of the Passivhaus or equivalent standard of building design. Along with the passive design capacity assessment, it is anticipated that designers will demonstrate compliance using a design for performance methodology such as the Passivhaus Planning package or CIBSE TM34 Operational Energy. Achieving this level of performance will make a significant contribution to mitigating climate change that the Neighbourhood Plan can deliver. The Government confirmed in its response to the Future Homes Standard consultation that they do not intend to amend the Planning and Energy Act 2008 and that as a result the setting of energy efficiency standards at the Local Plan or Neighbourhood Plan scale is permissible.

⁴ Major development is defined in Annex 2 of the NPPF

5.60 Clause A of the policy requires developers to ensure they address the Government's climate change targets and energy performance at the very initial stages of design. 'Zero Carbon Ready by Design' means making spatial decisions on layout and orientation of buildings at the outset to maximise the passive design benefits ('free heat') of a site and avoids leaving this to technical choices and assessment at the Building Regulation stage, by which time the opportunity may have been lost.

5.61 Its Clause B requires all schemes, no matter what their intended use or size other than householder extensions, to use the Passivhaus Planning Package (PHPP) or equivalent design methodology for all buildings where it is feasible to do so. This means that the applicant must demonstrate those factors that make its use unfeasible, for example, the topography and orientation of the site.

5.62 In respect of scheme viability, any extra-over cost of building to the 'zero carbon ready' Passivhaus standard (now less than 5%) will diminish to zero well within the period of this Plan, as per both the Governments Regulatory Impact Assessments and research by the Passivhaus Trust. The policy will also ensure that expensive and unnecessary retrofit costs are not passed down to building occupiers in the future, particularly in an area which has relatively high property values. Scheme viability will not therefore be acceptable as a reason for not using the Standard, unless the applicant can demonstrate the scheme has abnormal costs to accommodate.

5.63 The policy requires that the scheme density (measured by dwelling units/Ha) is assessed against that of the local 'character area' in the Design & Access Statement. Where that area is part of the Townscape Character Study and set out in Policies IV2 – IV4, then the applicant will be expected to use this as the baseline for the Statement. Outside of such areas, the applicant may define the 'character area' that is relevant for the purpose of this exercise.

5.64 Proposals seeking to apply the PHPP must be able to demonstrate that the Passivhaus standard can be achieved. Prior to commencement a 'pre-construction compliance check' completed by a Passivhaus Designer accredited by the Passive House Institute (PHI) will be required and secured by condition. Upon completion a Quality Approved Passivhaus certificate for each building will be required prior to occupation, again secured by condition.

5.65 Clause C requires the developer of a consented housing development scheme of any size to carry out a Post-Occupancy Evaluation (POE) including actual metered energy use, and to submit the report to the local planning authority. It will be implemented by attaching a planning condition, which will only be discharged once the report has been submitted and any recommended actions to rectify any performance gap with the design stage assessment are carried out by the developer. Passivhaus certified schemes will not fail in this way and they are therefore exempted from this policy requirement. Further guidance on the purpose and operation of clause C is contained in appendix E of this document.

5.66 In the absence of any current adopted or saved policy in Bucks, formerly South Bucks District, covering the energy performance of new buildings, Clause D requires

all development proposals that are not householder applications to be accompanied by a Whole Life-Cycle Carbon Emissions Assessment. This requirement will be added to the Buckinghamshire Validation Checklist for outline and full planning applications applying to proposals in the Ivers Parish area until such a time that there is a Bucks-wide requirement.

5.67 Clause E requires an Energy Statement to be submitted to cover the following:

- an assessment of the proposal to minimise regulated and unregulated emissions, the embodied emissions and the emissions associated with maintenance, repair and replacement of the new building(s), as well as its dismantling, demolition and eventual material disposal
- a calculation of the energy and carbon emissions covered by the Future Homes Standard and Building Regulations and, separately, the energy demand and carbon emissions from any other part of the development that are not covered by the Future Homes Standard or Building Regulations
- the proposal to reduce carbon emissions beyond the Future Homes Standard and Building Regulations through the energy efficient design of the site, buildings and services
- the proposal to further reduce carbon emissions through the use of zero or low-emission decentralised energy where feasible
- the proposal to further reduce carbon emissions by maximising opportunities to produce and use renewable energy on-site, utilising storage technologies where appropriate
- the proposal for a demand-side response, specifically through installation of smart meters, minimising peak energy demand and promoting short-term energy storage
- an analysis of the expected cost to occupants associated with the proposed energy strategy

5.68 Every new build or redevelopment project in the Neighbourhood Area provides an opportunity to make a difference and a contribution towards meeting our climate change targets for 2050. This new information requirement need not be an unreasonable expectation of even the smallest schemes for new buildings. Land values in the Ivers are high relative to build costs and ought to be sufficient to ensure requirements to tackle improving energy and carbon performance are viable.

Policy IV15: Thorney Business Park

The Neighbourhood Plan identifies land at and adjoining Thorney Business Park as Policy Area A, comprising previously developed land inset from the Green Belt and as Policy Area B, comprising the land in the Green Belt, as shown on the Policies Map.

A. Proposals for the redevelopment of Policy Area A will be supported, provided the scheme is in accordance with the vision and objectives of the Thorney Business Park Sketch Framework Plan and has regard to the following guidelines:

- i. They comprise a data centre (sui generis) use that will not generate a significant number of HGV movements;***
- ii. The orientation, height, bulk and appearance of the data centre and ancillary or other buildings will seek to minimise their visual impact in longer distance views from and to the site, with any planning application supported by a landscape and visual impact assessment;***
- iii. A landscape and biodiversity strategy sets out how the remediation and reuse of the land will improve its visual relationship with the countryside to the west, with the canal to the north and with Policy Area B and will contribute to local nature recovery and to the enhancement of the Colne Valley Regional Park;***
- iv. The redevelopment proposals either relate to all of the Policy Area A land that operates as the Thorney Business Park or it can be demonstrated that they will not prejudice or undermine the comprehensive planning of the Policy Area A land within the remainder of the Policy Area A or B land as illustrated on the Concept Masterplan;***
- v. A green travel plan sets out the means by which employees will be encouraged and enabled to walk and cycle to the site and/or to use public transport services, notably Iver Station;***
- vi. The development layout and access makes provision for vehicular, cycling and pedestrian access from the Policy Area B land, with any access from the existing access road serving only as a temporary access pending the development of the Policy Area B land;***
- vii. The development layout enables public access to the canal maximises its public realm value; and***
- viii. The opportunity is investigated for the data centre to export its waste heat as a renewable energy source to the wider area.***

5.69 This policy provides an up-to-date policy framework to encourage positive, sustainable development proposals to come forward on a large area of land that lies partially within and inset from the Green Belt between Richings Park and Iver immediately north of Iver Station.

5.70 The withdrawn Local Plan proposed the release of the Green Belt land between the Business Park and Thorney Road South to form a strategic allocation as well as the redevelopment of the Business Park itself. The proposal was for 1,000 homes, 12,000 sq.m. of employment floorspace, the provision of a section of the Iver Relief Road, a Park & Ride facility to serve the station, and a local commercial centre. Prior to that, the Core Strategy Policy CP16 (South of Iver Opportunity Area) supported employment generating development of the land but only if it would reduce HGV

traffic movements through Iver and Richings Park. A proposal for a new waste transfer facility on the western edge of the site was not part of the adopted Buckinghamshire Minerals & Waste Local Plan.

5.71 The Parish Council considers Policy CP16 out-of-date and inadequate to serve this purpose. The focus of the policy is on the nearby Court Lane site and, although part of a Core Strategy, that strategy predates the NPPF and is not considered a relevant or strategic policy. The decision to abandon the Relief Road undermines previous spatial policy in seeing the Parish as a suitable location for economic growth.

5.72 The policy fills what would otherwise be a vacuum of another few years by encouraging the beneficial redevelopment of that part of the Business Park inset from the Green Belt. With the opportunity to do so as part of a wider, comprehensive scheme to create a new northern half of Richings Park village, the policy also encourages suitable proposals to come forward for the remainder of the land in the Green Belt. As it is not possible for the policy itself to make the exceptional circumstances case for releasing the land from the Green Belt, it instead sets out the criteria by which the 'very special circumstances' for inappropriate development will be met, as per NPPF §144. Those circumstances require that the harm to the essential open character of the Green Belt is clearly outweighed by the scale and nature of the public benefits of a proposal. Although that planning judgement is ultimately exercised in the determination of a planning application, the community engagement credentials of the neighbourhood plan make it very well suited to defining and weighting those public benefits by asserting the value of the plan-led system.

5.73 Here, the 'Green Belt Exceptional Circumstances Report' of May 2019 for the Chiltern & South Bucks Local Plan noted from the previous Green Belt studies that the land only serves one Green Belt purpose in maintaining a visual gap between Richings Park and Iver. The land is bounded on all sides by development and major transportation infrastructure. The harm to the Green Belt of a development scheme of this scale and nature is therefore weighted only low to moderate. That report also noted the public benefits of removing HGV traffic, delivering new community infrastructure, remediating brownfield land and delivering new homes and jobs in a highly sustainable location. The community engagement on the neighbourhood plan has validated those public benefits, which are weighted cumulatively as substantial. Provided all of those benefits form part of a proposal without exception then the 'very special circumstances' will be met.

5.74 The policy has been informed by some preliminary conceptual masterplanning work commissioned by the Parish Council. A sketch framework plan illustrates how the policy provisions may be accommodated successfully and is shown in Plan V below. A separate report is published in the evidence base. It demonstrates how removing the HGV problem opens up a significant opportunity to realise the full spatial value of the improved Iver Station on the new Queen Elizabeth line. Critically, given its close relationship with Richings Park, it enables a new northern half of the village to be delivered with new community facilities – a medical centre serving the whole Parish and a new primary school especially – whilst maintaining the separate identities of Richings Park and Iver Village. The framework

components follow best practice is planning for such an opportunity in the context of placemaking and climate change.



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Sketch Key

A Village Square
C Iver Railway Station

B Richings Park Centre

1 Main Route
2 Emergency Route (and Cycleway)
3 New Thorney Lane Gateway
4 Iver Village
5 Existing Public Rights of Way
6 Grand Union Canal Gateway
7 Green Corridor
8 Existing Public Right of Way

9 Residential Parcels
10 New Public Space
11 New Public Space
12 Community Facility Parcels
13 Data Centre Land
14 Green Buffer
15 Main Greenspace and Gap

Plan V: Thorney Business Park – Sketch Framework Plan

Policy IV16: Link Park Heathrow & Thorney Mill Sidings

Proposals for the redevelopment of land at Link Park Heathrow and the adjacent Thorney Mill Sidings, shown on the Policies Map, will be supported, provided:

- i. The use and operation of the site eliminates HGV movements from the outset⁵;***
- ii. All of the existing buildings, structures, the railhead infrastructure and other industrial features are demolished and removed from the site;***
- iii. The location and design of the new buildings and structures are such that their height and bulk will not significantly harm the openness of the Green Belt;***
- iv. The proposals include a Green and Blue Infrastructure Strategy that plans for:***
 - a. the retention of the existing planation of poplar trees in the centre of the site, with any necessary loss of trees along the site boundary to allow for building work and the erection of a new perimeter fence to be compensated for by new tree planting to obscure the fencing***
 - b. the retention, and enhancement in line with Policy IV13, of the existing natural woodland on the eastern half of the site***
 - c. the planting of the main site boundaries to obscure all existing new perimeter fencing***
 - d. environmental improvements to the river corridor***
 - e. provision of a new Public Right of Way or permissive path with a long term agreement to connect footpath IVE/21/3 to Maybey's Meadow Nature Reserve***
- v. a S106 agreement is made to include provision for the gifting of the natural woodland to an appropriate community-led or charitable body together with an endowment fund of a scale sufficient to enable its ongoing management, maintenance and access as part of the Colne Valley Regional Park in perpetuity.***

5.75 This policy covers the land occupied by Link Park and its surrounding woodlands, as well as the adjoining Thorney Mill Sidings operated by Network Rail. It sets out a series of key development principles to secure a more sustainable future use of these large, partially brownfield aggregate, industrial and storage sites on the eastern edge of the Parish with West Drayton. Their present uses have been the cause of many of the air quality, amenity and road safety problems with HGV movements in the Parish over many years.

5.76 Although the Neighbourhood Plan cannot contain policies relating to the aggregate use of the site, it can address how a future change of the use of the land can best be managed once that use has ended. There are current plans for the reuse of the developed area of Link Park for a data centre use, with the retention of the woodland covering the remainder of the site. The policy encourages the use of both Link Park and the Thorney Mill Sidings to be replaced with uses that do not require HGV movements and that are also suited to this Green Belt location.

⁵ This is the date at which a new use and operation starts after any demolition and construction phases.

6. IMPLEMENTATION

6.1 The Neighbourhood Plan policies will be implemented through the determination of planning applications for development in the Parish by the local planning authority.

6.2 The Parish Council will monitor the effectiveness of policies in the implementation of the Neighbourhood Plan against the objectives set out in paragraph 5.2 above. The data for some of these measures is collected by Buckinghamshire Council in its planning and air quality reports. In other cases, the Parish Council will endeavour to collect data and report on the progress of the plan. The Parish Council is likely to commit to an early review of the Neighbourhood Plan as set out in paragraph 3.18 above and it will also be informed by the monitoring activity in considering if and how to up-date the policies.

Development Management

6.3 The planning authority will use a combination of the Local Plan and Neighbourhood Plan policies to inform and determine its planning application decisions. The Parish Council is a statutory consultee on planning applications made in the Parish and it will be made aware of any future planning applications or alterations to those applications by the planning authority. It will seek to ensure that the Neighbourhood Plan policies have been identified and applied correctly by applicants and by officers in their decision reports.

6.4 Where necessary, the Parish Council may seek to persuade the Secretary of State to call-in a planning application that it considers is in conflict with the Neighbourhood Plan but which the planning authority has deemed to consent. Similarly, it may also seek to persuade the Secretary of State to recover an appeal of a refused application, where the conflict with one or more Neighbourhood Plan policies has been important in the reasons for refusal. In both cases, the Parish Council will do so if it considers matters of national policy significance (for neighbourhood planning) are raised.

Local Infrastructure Improvements

6.5 Where opportunities arise through Section 106 agreements (or through the Community Infrastructure Levy) to secure financial contributions to invest in improving local infrastructure, the Parish Council propose that the priorities for investment of future Community Infrastructure Levy, and/or S106 contributions received by the local planning authority are:

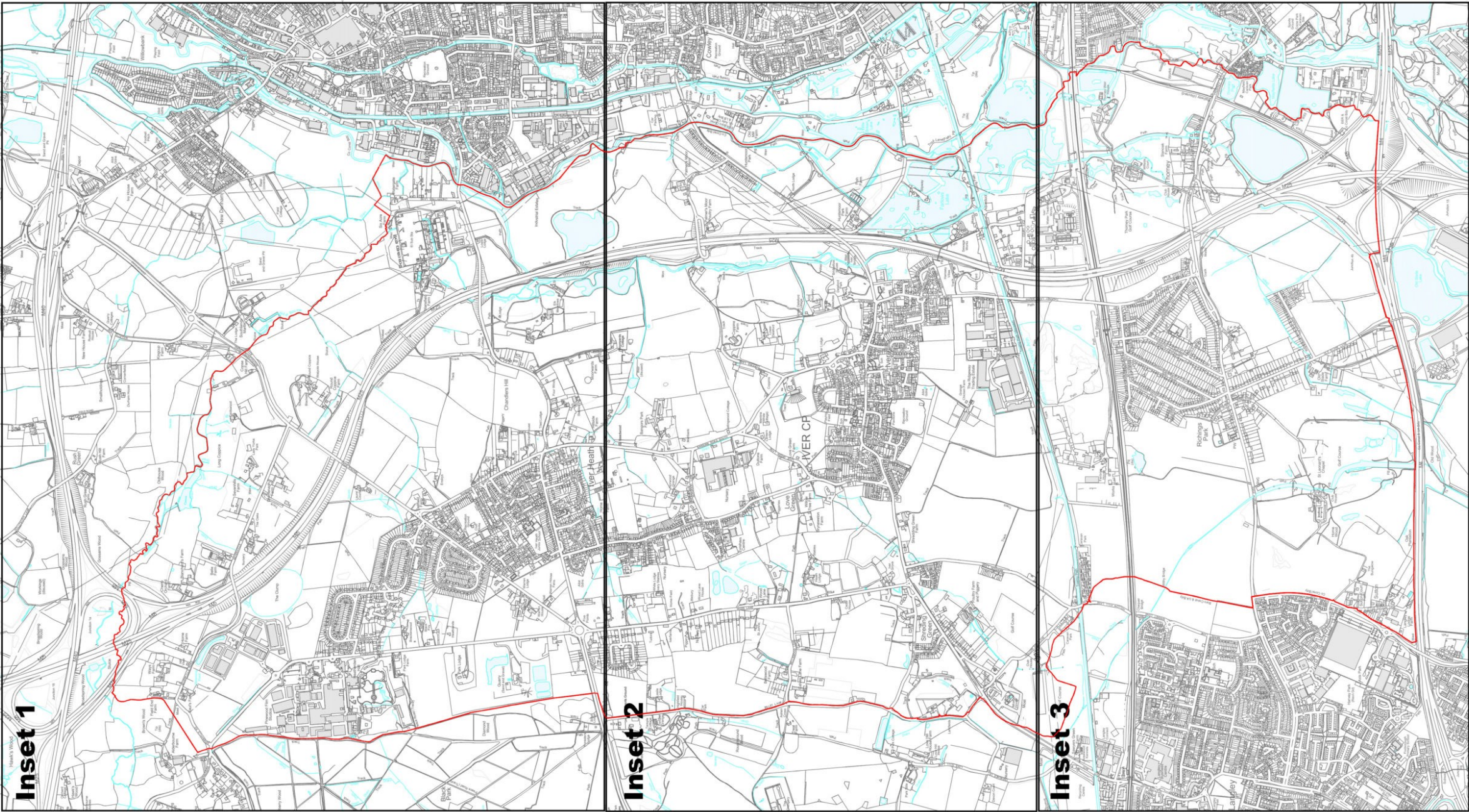
- Traffic mitigation for the communities of the Ivers
- Iver Heath Village Centre project
- Iver Village Environmental Improvements - Creation of a traffic-calming scheme, streetscape improvements, highway de-cluttering and public realm enhancements to Iver Village
- Improving local road and active travel infrastructure

Other Non-Planning Matters

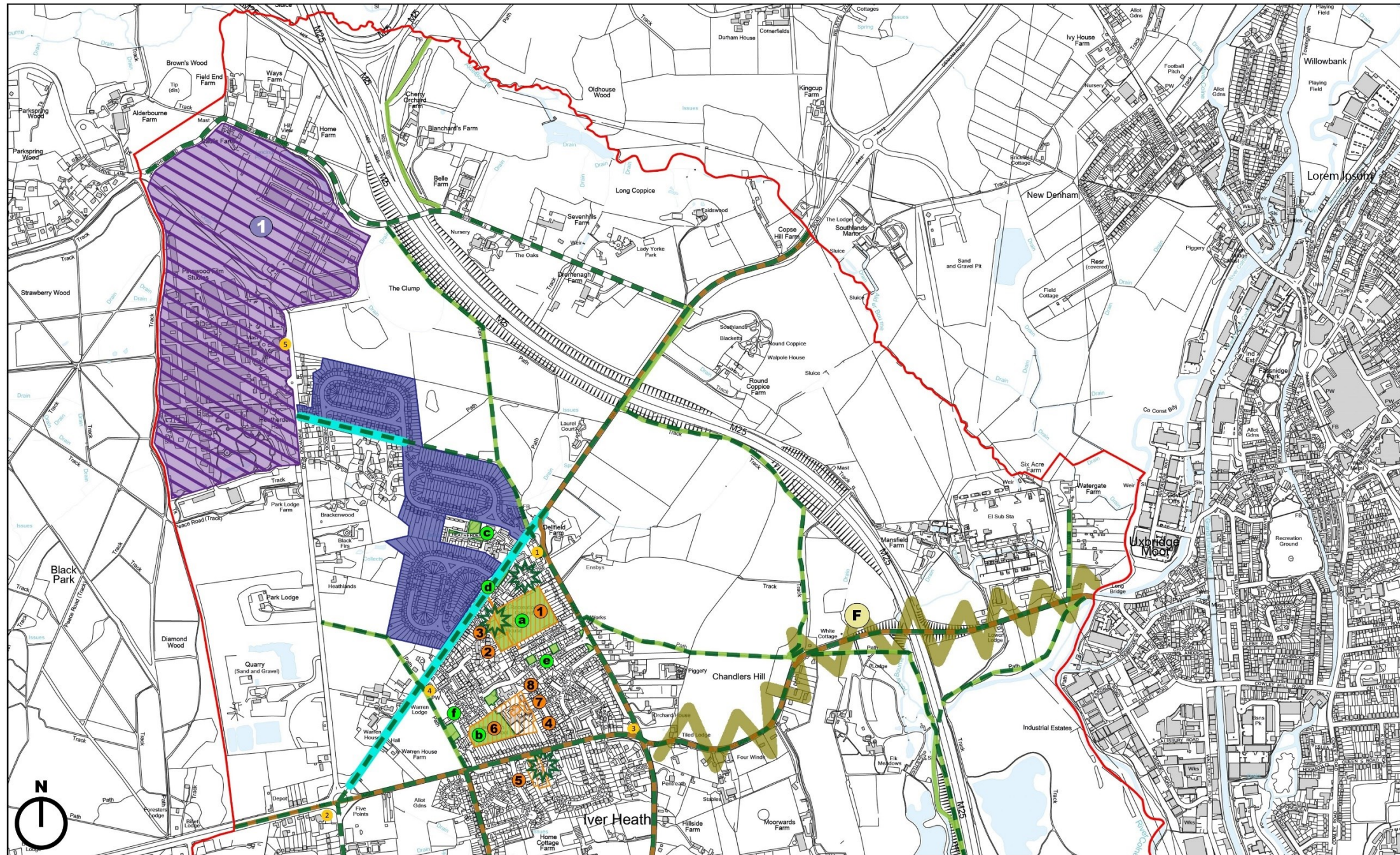
6.6 During the process of preparing the Neighbourhood Plan, there have been many ideas for improving or addressing current problems in the parish that lie outside the scope of the land use planning system to control. The Parish Council has noted these issues and will take them forward through its day-to-day business and in partnership with the local community and relevant parties. These include electric vehicle charging points, traffic management and improving bus services.

The Ivers Neighbourhood Plan Policies Map

Parish Boundary



The Ivers Neighbourhood Plan Policies Map



The Ivers Neighbourhood Plan

Inset 1 Iver Heath

Parish Boundary

IV1 Gaps between settlements - Corridors of significance:

F Iver Heath to Uxbridge along the A4007

IV2 Design in Iver Heath Area of Special Character and Prominent Buildings:

- 1 Stag & Hounds Public House
- 2 Crooked Billet Public House
- 3 Black Horse Public House
- 4 Parish Church of St. Margaret of Antioch
- 5 Entrance Structure to Pinewood Studios

IV6 Sustainable Travel

- Existing Public Right of Way
- Existing Bus Routes
- Opportunities - Key Routes
- New Cycle Infrastructure

IV7 Air Quality* (Covers entire parish)

IV8 Managing Traffic

Key Locations

IV9 Reducing Heavy Goods Vehicles:

Existing Key Sites
Pinewood Studios

IV10 Community Facilities:

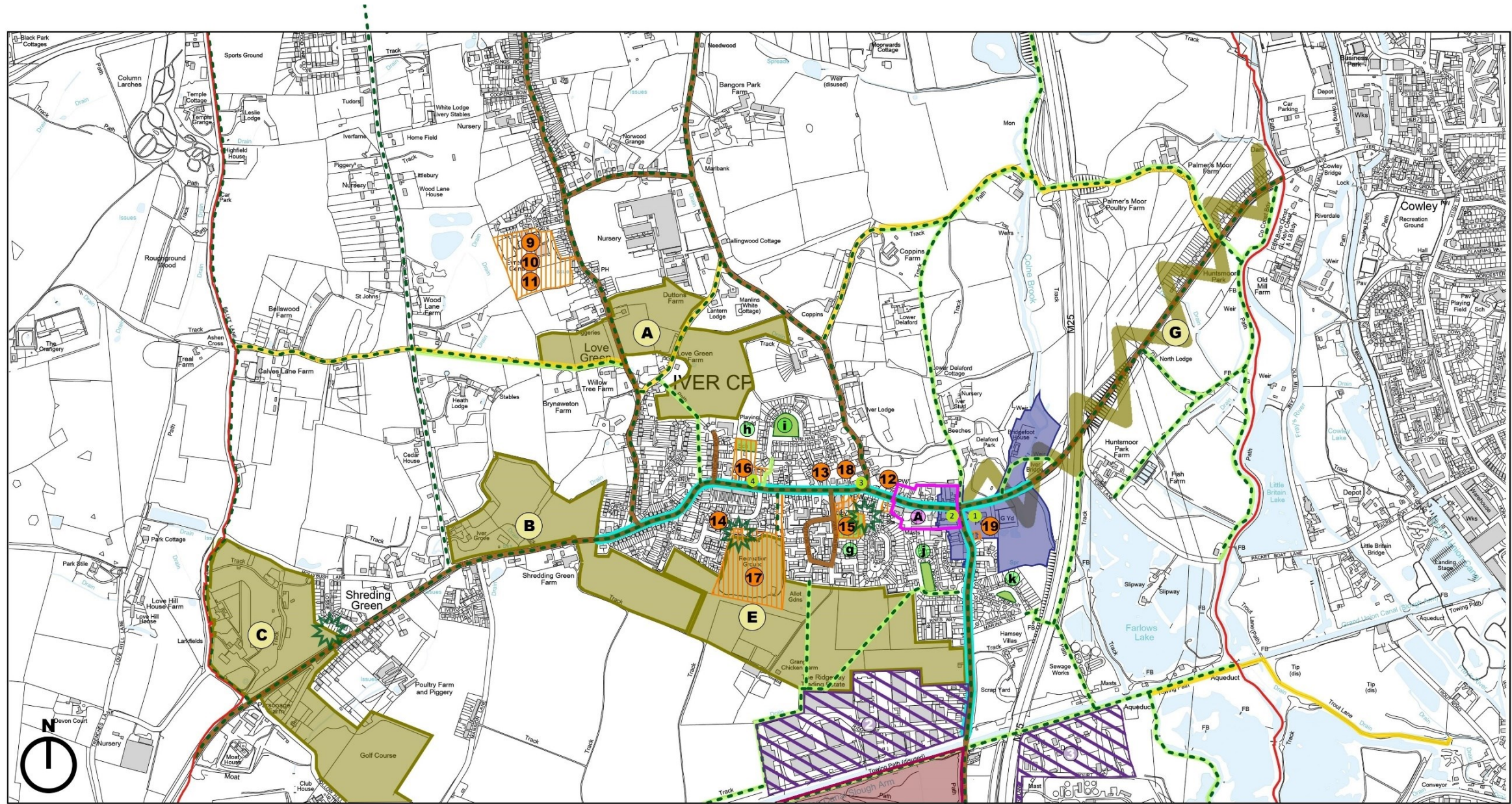
- 1 Pavilion and Recreation Ground
- 2 Bowls Club
- 3 Tennis Club
- 4 Village Hall
- 5 Infant's School
- 6 Junior School
- 7 Community Library
- 8 Scout Hut

IV12 Local Green Spaces

- a Iver Heath Recreation Ground
- b Iver Heath Junior School Playing Field
- c Amenity Space - Heatherden Gardens
- d Amenity Space - Church Road
- e Amenity Space - Trewarden Avenue
- f Amenity Space - Oak End Road

IV17 Pinewood Studios

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The Ivers Neighbourhood Plan

Inset 2 Iver Village

Parish Boundary

IV1 Gaps between settlements - Local Gaps:

- A** Iver Heath to Iver Village
- B** Iver Village to Shreding Green
- C** Shreding Green to Langley
- E** Iver Village to Ridgeway Industrial Estate

IV1 Gaps between settlements - Corridors of Significance:

- G** Iver Village to Cowley along the B470

IV3 Design in Iver Village
Iver Conservation Area
and Prominent Buildings:

- 1** St Peter's Church
- 2** Former Bull Inn
- 3** Former Village Store (now 80 High St)
- 4** Cluster of Junior School, Old School House, Sunnyside Nursing Home and 115-175 High St

IV6 Sustainable Travel

- Existing Public Right of Way
- Existing Bus Routes
- Existing Cycle Network
- Opportunities - Key Routes
- New Cycle Infrastructure

IV7 Air Quality*
(Covers entire parish)

IV8 Managing Traffic

- Key Locations

IV9 Reducing Heavy
Goods Vehicles:

Existing Key Sites

- Ridgeway Trading Estate
- Court Lane Industrial Estate

IV10 Community Facilities:

- 9** Evreham Sports Centre
- 10** Evreham Youth Centre
- 11** Evreham Adult Learning
- 12** Parish Council Community Hub
- 13** Ivers Children Centre
- 14** Scout Hall
- 15** Infants School
- 16** Junior School
- 17** Jubilee Pavilion and Rec Ground
- 18** Kings Church
- 19** The Iver Education Trust St Peter's Centre

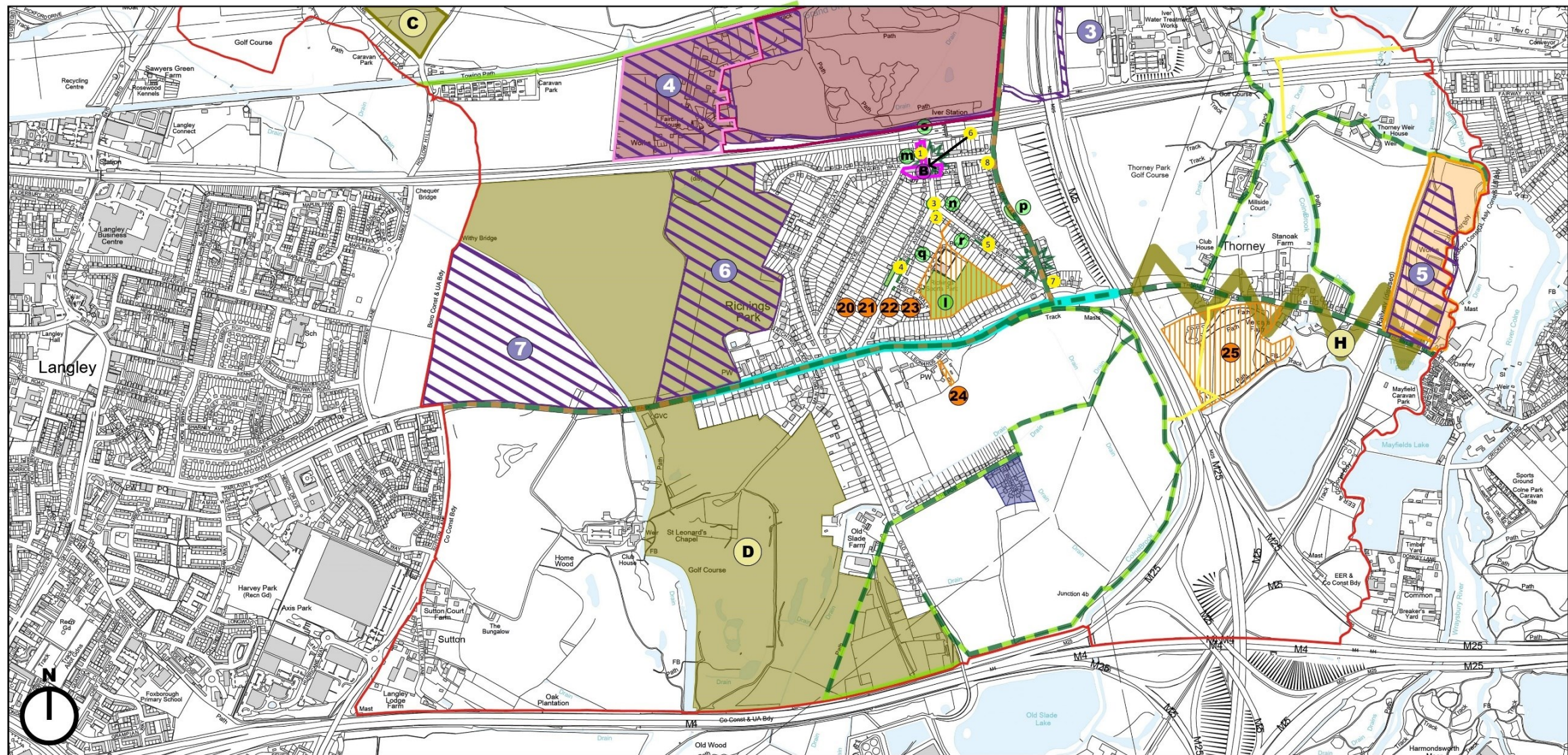
IV11 Village Centres

- A** Iver High Street

IV12 Local Green Spaces

- g** Playing field at Iver Village Infant School
- h** Playing field at Iver Junior School
- i** Amenity space - Everham Road/ Barnfield
- j** Amenity space - Colne Orchard
- k** Amenity space - Victoria Crescent

IV15 Thorney Business Park



The Ivers Neighbourhood Plan

Inset 3 Richings Park

Parish Boundary

IV1 Gaps between settlements - Local Gaps:
 Shreding Green to Langley
 Iver Heath to Iver Village

IV1 Gaps between settlements - Corridors of Significance:
 Thorney to West Drayton along Thorney Mill Road

IV4 Design in Richings Park
 Area of Special Character and Significant Design Features:

- 1-5 Wellesley Ave
- 8 Wellesley Ave
- Incidental green space - junction Wellesley Ave & Somerset Way
- Incidental green space - 47-57, 26-36 Wellesley Ave
- Incidental green space 19-23, 28-34 Somerset Way
- Corner Buildings Wellesley Avr & Bathurst Walk
- Tower Arms PH
- Former PO Depot

IV6 Sustainable Travel

- Existing Public Right of Way
- Existing Bus Routes
- Existing Cycle Network
- Opportunities - Key Routes
- New Cycle Infrastructure

IV7 Air Quality*
 (Covers entire parish)

IV8 Managing Traffic

- Key Locations

IV9 Reducing Heavy Goods Vehicles:

Existing Key Sites

- Court Lane Industrial Estate
- Thorney Lane Business Park
- Link Park
- WrLTH
- Ingrebourne Valley Ltd

IV10 Community Facilities:

- Sports Club
- Bowls Club
- Children's Play Area
- Tennis Club
- Church Hall
- Thorney Country Park

IV11 Village Centres

- Bathurst Walk, Richings Park

IV12 Local Green Spaces:

- Richings Sports Park
- Resident's Garden
- The junction of Wellesley Avenue with Somerset Way
- 1-5 Wellesley Avenue
- 17-27 Thorney Lane South
- 47-57, 26-36 Wellesley Avenue
- 19-23, 28-34 Somerset Way

IV15 Thorney Business Park

Policy Area A

IV16 Link Park and Thorney Mill Sidings

APPENDIX A

LANDSCAPE APPRAISAL: LOCAL GAPS AND CORRIDORS OF SIGNIFICANCE

1.0 Scope of Report

1.01 The following high level landscape appraisal has been prepared by LanDesign Associates in response to background information provided by O'Neill Homer in connection with the emerging Ivers Neighbourhood Plan.

1.02 The Practice has been instructed to review proposed local gap designations and corridors of significance in order to assess their robustness in landscape terms with a view to confirming their inclusion in draft neighbourhood plan Policy IV1; Gaps between settlements.

1.03 A site visit was undertaken on 16 April 2021 and the following background papers reviewed;

- The Ivers Neighbourhood Plan pre-submission draft.
- The National Planning Policy Framework 2019 revision.
- Chiltern LCA undertaken by Land Use Consultants in 2011.
- LCA for the Colne Valley Regional Park undertaken by Alison Farmer Associates in August 2017.
- The Buckinghamshire Green Belt Assessment Part One, January 2016.
- The Buckinghamshire Green Belt Assessment Part Two, March 2018.
- The Chiltern District Council and South Bucks District Council Green Belt Assessment Part Two Update, April 2019.
- Colne and Crane Valleys Green Infrastructure Strategy September 2019.

2.0 Landscape Overview; Iver village, Iver Heath and Richings Park

2.01 Iver is a large civil parish in Buckinghamshire. In addition to the central village of Iver, the parish includes the residential neighbourhoods of Iver Heath and Richings Park. The Parish forms part of the Colne Valley Regional Park and the majority of open land within the parish is classified as Metropolitan Green Belt.

2.02 Iver village is located on the Uxbridge to Langley Road, close to the Colne Brook, just north of the Grand Union Canal and immediately to the east of the M25 London Orbital Motorway. The settlement is broadly linear along a central east-west high street with predominantly post war residential development to either side. The core of the village is focussed around the parish church at the eastern end of the High Street and was designated a Conservation Area in 1982. The Ridgeway Industrial Estate is situated some 100m to the south of Iver across open fields and is understood to occupy the site of a former brick workings. Approximately 300m west of Iver is the much smaller loosely nucleated settlement of Shreding Green comprising a mix of residential properties and small local businesses. The immediate setting of Iver comprises a patchwork of small agricultural fields defined by well-established hedgerow boundaries. At a larger scale the settlement sits within a varied, fine grained landscape which includes other local settlements, parkland, woodland, transport corridors, scattered housing, farms, industrial uses and small

business premises. Langley lies approximately 1km to the south-west with the London Borough of Hillingdon approximately 1km to the east beyond the M25.

2.03 Iver Heath is a small settlement centred on a triangle of roads comprising the A4007 Slough Road to the south, A412 Church Road to the north and Bangors Road North to the east. The area within this triangle comprises largely residential properties with a mix of schools, small businesses, Iver Heath Recreation Ground and some remaining open fields to the south-western part at the junction of Church Road and Slough Road. Residential development also extends south of the Slough Road towards Iver and north of Church Road towards the M25 corridor with further westward spread contained by Pinewood Road leading to Pinewood Film Studios.

2.04 Richings Park is a small nucleated self-contained primarily residential settlement with some employment areas, shops and services and recreation ground, situated 750m south of Iver beyond the Grand Union Canal and defined along its northern boundary by The Great Western Main Line including Iver Station and along its eastern boundary by Thorney Lane South. The western boundary is defined by Cemex UK's Langley Quarry with open fields open fields beyond to the eastern edge of Langley some 0.5km to the west. The southern boundary extends south of Richings Way along Old Slade Lane towards the M4 corridor and is bounded by Richings Park Golf Academy to the west while to the east lies Thorney House and garden with open farmland bounded by hedgerows extending to Thorney Lane South with the M25 corridor with Thorney Park Golf Club beyond this. To the north of the Great Western Mainline is an area of heathland providing an open buffer to Ridgeway Industrial Estate. Thorney Business Park lies immediately to the west between the railway and the Grand Union Canal. The Chiltern and South Bucks Townscape Study (2017) notes that *the modern settlement of Richings Park is the result of a single estate development....developed over the 1920s/30s.*

3.0 Draft Neighbourhood Plan Policy IV1: Gaps between settlements

3.01 With the exception of the main settlements, the Parish is washed over by Green Belt. This is designed to maintain settlement gaps and affords a degree of protection against coalescence of settlements through relevant planning policy at both national level through the NPPF and local level through the local plan.

However, as evidenced by ongoing Green Belt reviews, Green Belt land is under continual pressure to accommodate development. The Colne Valley Landscape Character Assessment 2017 para. 2.14.10 notes that *There is substantial pressure for new housing in the Colne Valley area.....For example Chiltern District and South Bucks District Councils have identified several Green Belt Preferred Option sites for housing development....around Denham, Iver heath and Iver village.*

Notwithstanding existing Green Belt protection therefore, the emerging Neighbourhood Plan seeks to further protect the valued character and identity of individual settlements through specific policies covering areas that provide a spatial expression of settlement identity which would be lost should those areas be fully or partially developed.

3.02 The Pre-Submission Draft of the Ivers Neighbourhood Plan states that the draft vision of the Parish in 2036 is (5.1);

"The growth of Iver Parish provided an opportunity to retain and enhance the unique character of each settlement within development constraints identified for each village. The quality of life for both present and future generations has been improved by protecting local heritage assets and improving our facilities and environment."

3.03 Two of the identified objectives to achieve this are (5.2);

- *To protect the semi-rural environment and the Green Belt.*
- *Protect the current townscape character of each settlement acknowledging their rural setting.*

3.04 The pre-submission draft goes on to identify a series of Policies relating to the development and use of land designed to secure the identified objectives. Relevant to this appraisal is *Policy IV1 Gaps between settlements*, which reads;

Policy IV1: Gaps between settlements

i. The Neighbourhood Plan defines the following Local Gaps on the Policies Map for the spatial purpose of preventing the visual coalescence of the settlements in the Parish:

Local Gaps

- A. Iver Heath to Iver village*
- B. Iver village to Shreding Green*
- C. Shreding Green to Langley*
- D. Richings Park to Langley*
- E. Iver village to Ridgeway Industrial Estate*

Development proposals that lie within a defined Local Gap must be located and designed in such a way as to prevent the visual coalescence of the settlements.

ii. The Neighbourhood Plan defines the following Corridors of significance on the Policies Map for the spatial purpose of preventing harmful ribbon development along these corridors:

Corridors of significance

- F. Iver Heath to Uxbridge along the A4007*
- G. Iver village to Cowley along the B470*
- H. Thorney to West Drayton along Thorney Mill Road*

Development proposals that lie within a defined Corridor should avoid an unacceptable impression of ribbon development or suburbanisation by themselves or through cumulative impacts with other developments.

3.05 Paras 5.11 and 5.12 of the Draft Neighbourhood Plan relate this policy to Core Strategy Policies 8 & 9 and describes how landscape character assessments and designations have been referenced in the identification of areas A to H.

3.06 In order to appraise the landscape case for the draft policy, a site visit was undertaken by LanDesign Associates to record the primary landscape characteristics of each of the proposed gaps and corridors. In conjunction with desk top studies this has informed an understanding of the potential effects of development within identified gaps and corridors on settlement character, and enabled an overview of the potential effectiveness of the proposed gaps and corridors in preventing settlement coalescence.

3.07 In the course of undertaking the on-site appraisal it became apparent that minor changes to the proposed boundaries of Areas A, B & C would more clearly relate the proposed policy boundaries to identifiable defensible landscape boundaries such as field edges, hedgelines and roadside corridors. The proposed amendments have subsequently been reviewed with ONeill Homer and are reflected in an amended proposed policy map and insets.

3.08 Key findings with reference to the gaps and corridors to include these amended boundaries are set out below.

Landscape Appraisal of Identified Local Gaps

Area A; Iver Heath to Iver village

This proposed gap seeks to avoid the coalescence of Iver Heath with Iver village some 1 km to the south.

3.09 Landscape Character - Predominantly grazing land comprising a number of open agricultural fields with hedged and vegetated boundaries alongside Love Green Lane and Swallow Street incorporating mature trees. A large plant nursery and associated light industrial units lie midway between Iver Heath and Iver village immediately to the north of the proposed gap.

3.10 Visibility - There are no Public Rights of Way crossing the site and roadside views across this area are heavily filtered by boundary vegetation. Public views into the site are therefore largely restricted and to gaps in roadside vegetation from Bangors Road South (short section alongside site), Love Green Lane and Swallow Street.

3.11 Landscape Commentary on Adopted Gap Strategy Area A - The relatively narrow buffer of open land that exists between Iver Heath and Iver village means that development within this area would significantly erode the existing break between settlements. The proposed gap has been drawn to exclude significant residential land and to reflect defined landscape edges such as field boundaries, hedgelines, the edges of builtform and roads and forms an important landscape buffer between Iver Heath and Iver village. Housing from Iver Heath already extends some way south along Swallow Street towards Love Green on the outskirts of Iver village and the included small field area immediately to the west of Swallow Street, to the south of Seaborough Industrial Estate, is considered to be an important component of the strategic gap, linking with the main field area to the east.

Area B; Iver village to Shreding Green

This gap seeks to avoid the coalescence of Iver village with the small nucleated settlement of Shreding Green to the west along Langley Park Road.

3.12 Landscape Character - The gap comprises 2 main parcels of land; i). a large flat open field area to the south of Langley Park Road partly bounded to the north by the residential edge of Iver village, and ii). two open field areas to the north of the road together with the grounds of Iver Grove House comprising two large

properties with associated extensive garden spaces and perimeter woodland, accessed from Wood Lane close to the junction with Langley Park Road. The landscape character of the southern land parcel is of open land with low hedge boundaries bordering more extensive farmland to the south extending towards the Grand Union Canal. The northern parcel of land has a more complex landscape fabric with more clearly defined boundaries which are with well treed hedgelines and small areas of linear woodland defining field and property boundaries.

3.13 Visibility - There are no Public Rights of Way crossing, or in close proximity to, the proposed gap and public views into both land parcels are restricted to glimpsed views to both the northern and southern parcels from Langley Park Road and to the northern parcel from a short section of along Wood Lane approaching the junction with Langley Park Road.

3.14 Landscape Commentary on Adopted Gap Strategy Area B - A key landscape component of this gap strategy and maintaining existing landscape character is minimising further linear development along Langley Park Road, which provides the primary physical link between Langley village and Shreding Green. Although relatively narrow, the gap would provide a protected corridor along the Langley Park Road and its immediate hinterland with additional protection, in conjunction with Area E, to the boundary of Iver village from development pressure to the south-west. The gap is drawn to reflect defined landscape edges such as field boundaries, hedgelines, the edges of builtform and roads and excludes existing development including Maber Construction and Interiors alongside Langley Park Road, mid-way between Iver village and Shreding Green.

Area C: Shreding Green to Langley

This proposed gap seeks to avoid the coalescence of the small nucleated settlement of Shreding Green with the possible north-eastern expansion of the urban edge of Langley some 1km to the south-west.

3.15 Landscape Character - The proposed gap straddles Langley Park Road with land to the south of the road bordering Iver Golf Club and to the north of the road bordering agricultural land. Land to the south comprises a series of fields surrounded by well-established hedgerows and linear woodland incorporating larger trees. Those alongside the Langley Road contained within a small triangle of land defined by the current Langley Park Road, the old route of the Langley Park Road and Hollow Hill Lane, are sub-divided into fenced paddocks. A more extensive tract of open semi-heathland bordering Hollow Hill Lane extends as far as High Line Yachting Ltd alongside the Grand Union Canal. Land to the north of Langley Park Road is contained to the north by Hollybush Lane, to the east by residential properties along Lossie Drive and to the west along Billet Lane which connects into a short section of Trenches Lane where it joins Langley Park Road. This area incorporates a large residential property at the corner of Trenches Road and Langley Park Road together with adjacent individual properties bordering Billet Lane. The residential properties have strongly defined well vegetated garden boundaries which includes linear woodland. The remainder of the northern parcel is open semi-heathland with evidence of some derelict builtform, former structures and tracks on land bordering Hollybush Lane. The central heathland area incorporates a large central block of established woodland bordered by well-established roadside hedgelines. There is

open farmland to the north, south and west, and beyond Shreding Green towards Iver village.

3.16 Visibility - There are no Public Rights of Way crossing, or in close proximity to, the proposed gap although the areas of semi-heathland appear to be criss-crossed by tracks leading from adjacent residential areas. Views across land to the north of Langley Park Road is restricted to glimpses through roadside vegetation along Billet Lane and Hollybush Lane

3.17 Landscape Commentary on Adopted Gap Strategy Area C - These significant tranches of open land incorporating large residential properties provide an effective defensive semi-rural landscape buffer of between Shreding Green and potential development of land to the south-west and south of the settlement, which, if retained, would maintain existing landscape character and avoid the potential coalescence of Shreding Green with urban expansion to the south and south-west.

Area D; Richings Park to Langley

This proposed gap seeks to avoid the coalescence of Richings Park with Langley to the west, through the expansion of the eastern urban edge of Langley.

3.18 Landscape Character - The gap comprises two land parcels separated by North Park road. The western extent of both parcels is defined by an existing treelined-watercourse. To the north of North Park the eastern part of the proposed gap is currently occupied by Cemex Langley and comprises a series of sand and gravel excavations with associated works accessed from North Park road but well screened by vegetation along its southern and eastern boundaries and with a buffer of agricultural land between the residential edge of Richings Park to the east. The remaining western part of the gap extending to the watercourse comprises open agricultural land bordered by the Great Western Railway mainline to the north. Proposed buffer land to the south of North Park Road excludes existing linear housing development along North Road and comprises land forming part of Riching Park Golf Club, contained by the watercourse to the west, residential housing alongside Old Slade Lane to the east, North Park Road to the north and extending to the M4 corridor to the west.

3.19 Visibility - A public footpath is shown crossing the northern parcel of land following the western boundary of the Cemex site from North Park road to the railway line. Views across this land are heavily filtered by the streamside vegetation which blocks potential views from Langley to the west, and established vegetation along the southern and eastern boundaries which blocks views from North Park road and Richings Park respectively. The railway line and trackside vegetation restricts views to the north. The southern parcel, comprising Richings Park Golf Club is similarly screened by boundary vegetation which limits views across the land from external viewpoints.

3.20 Landscape Commentary on Adopted Gap Strategy Area D - Any significant eastwards urban expansion of Langley would erode the existing settlement gap between Langley and Richings Park which, if unchecked would lead to eventual coalescence of individual settlements and significant landscape change. The proposed gap would provide an effective buffer of open landscape of appropriate

scale between settlements following the existing defensible boundary of the existing watercourse.

Area E. Iver village to Ridgeway Industrial Estate

This proposed gap seeks to avoid the coalescence of the southern boundary of Iver village with the Ridgeway Industrial estate to the south.

3.21 Landscape Character - Area E comprises an area of open, irregular shaped fields with largely indistinct field edged bounded to the east by a short section of Thorny Lane North, to the south by the built edge of the Ridgeway Industrial Estate and to the north by the built up residential edge of Iver village. The western boundary is defined by well-established hedgelines which link to the south-west edge of Iver village. The land currently provides a clear physical and visual separation between residential and industrial land-uses with the large industrial units of the Ridgeway Trading Estate forming a distinctly contrasting character element to the finer grain built form of Iver village.

3.22 Visibility - Two public rights of way cross the land parcel from Iver village towards the Trading Estate and linking with the Grand Union Canal towpath to the immediate south of this. There are open views across this land parcel from both footpaths and from the residential properties along the northern boundary giving rise to a clear sense of separation between the residential and industrial land uses. Despite the open character of the land parcel there are no other clear views across the site from publicly accessible land; views to the north are blocked by residential properties, to the south by the trading estate, to the west by established field boundaries and by an established roadside hedgerow forming the eastern site boundary alongside Thorny Road North.

3.23 Landscape Commentary on Adopted Gap Strategy Area E - The existing field pattern provides an effective landscape break between residential and industrial land uses and maintains a clear residential edge to the settlement of Iver village. Development would substantially erode the distinct delineation of land uses that currently exists resulting in significant change to the established settlement pattern and character of Iver village. The proposed gap is drawn to reflect the existing edges of built form and other defined landscape features such as hedgerows and roadside corridors. The western edge of the gap is co-incident with the eastern edge of Gap B which is intended to maintain separation between Iver village and Shreding Green. Taken together therefore, both gaps would provide a continuous and effective landscape buffer of open land to the south and south-western edge of Iver village drawn along defensible boundaries.

Corridors of Significance

Corridor F. Iver Heath to Uxbridge along the A4007

This corridor seeks to maintain the existing landscape character along either side of A4007 between Iver Heath and Uxbridge in order to avoid perceived coalescence between the two settlements.

3.24 Landscape Character - The overall character of the corridor is semi-rural, characterised by roadside hedgerows with some residential ribbon development alongside the western carriageway. The road crosses the M25 motorway which is in cutting with densely planted slopes and is only seen from the overbridge. There is a large National Grid Substation to the north of the road immediately to the east of the M25 but this is well screened by vegetation. Hedged fields, extensive gardens and tracts of open land to either side provide a significant north-south green corridor on either side of the motorway.

3.25 Visibility - The roadside hedgerows and vegetation generally restrict views to the north and south, although there are occasional glimpses through to open fields. The visual influence of the M25 corridor is restricted due to it being in cutting however there is a clear view along the M25 corridor in both directions from the overbridge crossing.

3.26 Landscape Commentary on Adopted Corridor of Significance Strategy Area F - The adoption of this area as a protected corridor would prevent cumulative linear development on open land to either or both sides of the A4007 which would otherwise result in a creeping urbanisation of the roadside corridor between Iwer Heath and Uxbridge and a blurring of the existing settlement boundaries.

Corridor G. Iwer village to Cowley along the B470; This corridor seeks to avoid the visual coalescence of Iwer village with Cowley to the east of the M25.

3.27 Landscape Character - The B470 crosses the M25 motorway shortly after leaving Iwer High Street, passing through the heavily vegetated raised embankment on both sides of the overbridge before emerging into a more open semi-rural landscape, characterised by roadside hedgerows with open land to both sides of the carriageway. This includes an extensive area of well treed parkland to the south, (Huntsmoor Park). There is a significant linear development of semi-detached housing alongside the eastern carriageway of the B470 to either side of Palmer's Moor Lane on the approach to Cowley. Together with the enclosing hedgerow on the opposite side of the road this creates a sub-urban residential character linking through to the West London Enterprise Park on the outskirts of Cowley. On the opposite side of the road a corridor of open land between the River Colne and Grand Union Canal extends southwards towards former lakes formed from gravel workings.

3.28 Visibility - Embankment planting on either side of the B470 to the west of the M25 blocks views to the north and south. The visual influence of the M25 corridor is minimal due to it being in cutting however there is a clear view along the M25 corridor in both directions from the overbridge itself. To the east of the motorway overbridge there are filtered views across open land to the north and south sides of the road through gappy roadside vegetation. The ribbon housing on the approach to Cowley blocks views of open land to the north while well-established boundary hedgerows block the majority of potential views across open land to the south although there are glimpsed views of the wider landscape through occasional gaps.

3.29 Landscape Commentary on Adopted Corridor of Significance Strategy Area G - A relatively small amount of linear development to either side of this section of the B470, on either side of the M25 corridor, would lead to physical and visual

linkages between Iver village and Cowley which would significantly affect the existing settlement pattern. The adoption of this area as a protected corridor would prevent cumulative linear development on open land to either or both sides of the B470 and maintain existing settlement pattern and landscape character.

Corridor H. Thorney to West Drayton along Thorney Mill Road; This corridor seeks to avoid the visual coalescence of the small linear settlement of Thorney Mill to the outskirts of West Drayton some 3 – 400 m to the east along Thorney Mill Road.

3.30 Landscape Character - Thorney Mill is a small ribbon of primarily detached residential properties along the northern side of Thorney Mill Road with an associated hinterland of light industrial storage units including car parts and sales. Thorney Park Golf Course wraps around the settlement to the west, north and east. To the south of Thorney Mill Road, beyond an edge of roadside vegetation is open land leading to a series of open water lakes formed from former gravel workings. The M25 motorway corridor passes some 300m to the west with the Great Western Railway main line some 400m to the north beyond the golf course. The Colne Brook runs north-south between the housing and passing beneath the road before returning westwards and passing underneath the M25. Some 75m to the east of Thorney Mill the road rises to cross a single track railway line. Land between Thorney Mill and West Drayton is a tapestry of differing land uses. To the northern side of the road this comprises golf course land, an aggregate works, a large vehicle hire yard and premises, the edge of Frays Island Nature Reserve and Waterford House gated development. To the south the land uses comprise former gravel workings (now lakes), Riverside Park Mobile Home and Touring Park and the River Colne corridor.

3.31 Visual Character - Despite the varied land uses to either side of the road, boundary hedgerows on either side of the road create an essentially forward looking and enclosed green road corridor between West Drayton and Thorney Mill. There are wider filtered views of open land to the south where the road crosses the River Colne with an increasing influence of built form on approach to West Drayton with the influence of Riverside Park and Waterford House developments on either side of the road.

3.32 Landscape Commentary on Adopted Corridor of Significance Strategy Area H - Although narrow, the existing gap between Thorney and West Drayton provides a clear character transition between semi-rural and suburban landscapes. Piecemeal linear development along the identified corridor would adversely affect the distinctive gap that currently exists between the two settlements, with the potential for visual and physical coalescence resulting in a significant change to the existing settlement pattern. The proposed corridor of significance would provide additional protection against this with the additional benefit of addressing associated development creep between West Drayton and Richings Park.

4.0 Conclusion

4.01 The objective of this high level appraisal has been to assess of the sustainability, in landscape terms, of proposed neighbourhood plan *Draft Policy IV1 Gaps between settlements*.

4.02 All of the proposed gaps and corridors of significance are located within Green Belt. Whilst this designation already affords a degree of existing protection to the integrity of settlement boundaries, there are significant pressures for additional new homes and commercial floorspace, some of which is likely to require development of Green Belt land with necessary change to identified boundaries.

4.03 The purpose of Draft Policy IV1 is to reinforce existing green belt designations whilst identifying land of strategic importance to the protection of the individual character of settlements within the plan area.

4.04 In defining a gap or corridor of significance within the draft neighbourhood plan policy the planning approach has been to exclude land which the assessment has identified as making little contribution to the gap or corridor, and to restrict their physical extent to the minimum area of land necessary for the proposed policy to have effect.

4.05 The landscape appraisal has suggested a slight modification to this; as a consequence of the site review, minor changes have been accommodated to proposed gap boundaries to reflect clearly defensible site boundaries such as field edges, road corridors and watercourses.

4.06 On the basis that the proposed minor amendments are made, the landscape character assessment suggests that there is justification, in landscape terms, for the promotion of a 'gaps and corridors' neighbourhood plan policy in order to maintain the existing settlement pattern through avoidance of settlement coalescence and/or change to the nature of existing landscape buffers between settlements. Adoption of these key gaps and corridors of significance would clearly supplement and reinforce existing Green Belt policy in these areas and provide an additional layer of protection to existing settlements against the fragmentation of the landscape setting and the expansion of adjacent urban edges.

4.07 The visibility assessment suggests that the proposed local gap policy will also operate effectively in terms of minimising potentially adverse visual impacts that would arise from development, particularly in respect of the identified corridors of significance where roadside change would have a greater visual impact than within the more visually contained gap sites.

4.08 In landscape terms therefore the adopted strategy achieves the stated policy objectives of the draft neighbourhood plan at 5.2;

- *To protect the semi-rural environment and the Green Belt.*
- *Protect the current townscape character of each settlement acknowledging their rural setting.*

4.09 In drawing this conclusion it is noted that the proposed policy does not wholly exclude development within the identified areas, supporting development proposals that prevent visual coalescence of settlements (Local Gaps), and development proposals that avoid an unacceptable impression of cumulative ribbon development or suburbanisation (Corridors of Significance).

APPENDIX B

DESIGN CODE FOR THE PARKWAY, LONGSTONE ROAD, CHURCH ROAD (NORTH SIDE) AND ASHFORD ROAD, IVER HEATH

Building and Roof Forms

- Detached – 7.5m width of front elevation, pyramid roof, two storey with full, flat roof dormer on bracketed continuation of pitch roof over ground floor, canted bay window on the left or right side – first floor windows below the eaves - chimney of a height to match ridge height or slightly taller – single story garage on the front building line – no roof extensions on a side elevation – rear extension should comprise a lower pyramid or hip roof than the main building and should be lower than the eaves line of the main building – no gabling of dormers, no removal of distinct pitch roof above front door and no removal of, or additional, bay window
- Semi-detached Type 1 – 15m width of front elevation, hip roof, two storey with full, flat roof dormer on bracketed continuation of pitch roof over ground floor, canted bay window on the left or right side – small pitch roof over front door porch extending over side garage - first floor windows below the eaves - central low chimney – any side extension should comprise a lower hip only roof than the main building and should be lower than the eaves line of the main building, set back from the front building line and be no more than 2m wide – no gabling of dormers, no removal of distinct pitch roof above front door and no flat rear flat roof extension at or above main ridgeline – avoid over-complex roof junctions
- Semi-detached Type 2 – as Type 1 but without ground floor, canted bay window or pitch roof continuation above – instead continuation of pitch roof on side hip above side door – single storey, side garage to the rear of the main building with hip roof only

Materials

- clay tiles only, not slates or pantiles
- dark orange/red brick for chimney, front door frame detailing and low boundary wall
- pebbledash or white render to front elevation

Landscape

- lawn to front garden or hedge and shrubbery on plot frontage if extended car parking area
- parking area to be gravel or other similar permeable surface material – no entire removal of boundary treatment

APPENDIX C

DESIGN CODE FOR THE RIDINGS, RICHINGS PARK

Building and Roof Forms

- Semi-detached – 15-16m width of front elevation, hip roof, two storey no gabling of dormers, no removal of distinct pitch roof above front door and no flat rear flat roof extension at or above main ridgeline – avoid over-complex roof junctions
- Detached – 7.5m width of front elevation, pyramid roof, two storey with full, flat roof dormer on bracketed continuation of pitch roof over ground floor, canted bay window on the left or right side – first floor windows below the eaves - chimney of a height to match ridge height or slightly taller – single story garage on the front building line – no roof extensions on a side elevation – rear extension should comprise a lower pyramid or hip roof than the main building and should be lower than the eaves line of the main building – no gabling of dormers, no removal of distinct pitch roof above front door and no removal of, or additional, bay window

Materials

- clay tiles or thatch only, not slates or pantiles
- white render to front and side elevations

Landscape

- lawn to front garden or hedge and shrubbery on plot frontage if extended car parking area
- parking area to be gravel or other similar permeable surface material – no entire removal of boundary treatment

APPENDIX D

SCHEDULE OF LOCAL HERITAGE ASSETS

This schedule contains all of the local heritage assets in relation to the implementation of Policy IV5 of the Neighbourhood Plan. It provides the location of each asset – note, they are not identified on the Policies Map – and defines the asset type, along with a simple description of its special local interest.

In identifying candidates for inclusion in this Schedule, the following sources of information have been used:

- The Buckinghamshire Historic Environment Record
- The Draft Iver Conservation Area Appraisal (March 2016)
- The Chiltern and South Bucks Townscape Character Study (November 2017)
- The South Bucks Townscape Character Study (March 2010); and
- The History of the Richings Park and notably the developer brochure of the 1920s.

(Source of Historic Photographs of Richings Park estate buildings is 'Richings Park - Its Message' published by the Richings Park Estate Ltd and obtained from the www.richingsparkhistory.org.uk website of Richings Park Residents Association, which is gratefully acknowledged as an excellent local history resource)

Ref no.	Location	Asset Type	Special Local Interest
1	Warren House, Church Road, Iver Heath	Twentieth century park and garden	The third edition 6" OS map shows parkland to the north and south of the property, small uninteresting gardens around the house. AP's show that the parkland has been built over on the eastern side. Development has occurred next to the house as well. Circa 1882, a fine and unaltered example of 'Queen Anne' styles large rural house popular with the wealthy to show off their wealth and social status. This house was designed by society architect RW Edis who was responsible for many examples of this popular architectural style including Sandringham. The house is currently owned and occupied by a local family. The house was extended for use in the 1980's as a care home. The interior is understood to be largely intact. Externally at least it appears to be in excellent condition with most of its architectural elements and materials intact. Original Owner: Alexander Grant Dallas; Born in British Guiana in 1816, Director of Hudson Bay

			Company in 1856; he presided of a Gold Rush on the Canadian Pacific Coast which resulted in the territory becoming a Crown Colony and later British Columbia becoming Governor in Chief of Ruperts Land. The family lived at Round Coppice, rented from the Thompson family before moving into Warren House. Alexander Dallas died in 1882 leaving his wife Jane. She lived until 1909. Both are buried in the churchyard of St Margaret's Church. This house is of national and local historical & social significance. In national terms the original owner's significant role in the colonial history of Canada. Unlike many other examples of large houses within the Ivers this one had no association with the socio -economic history of the Ivers. The wealth that built it was derived from overseas and not from local agricultural estates. Warren House must have taken its name from Warren House Farm built earlier on the other southern side of Church Road. This house is part of Iver Heath's rich, but under-researched and documented socio-economic, architectural, cultural and historic heritage and should be recognised as such. The house itself must have stuck out like a sore thumb as incongruous addition to the heathland landscape it was inserted into. It was, however, a contemporary expression of the social 'importance' and 'status' of its occupants. The Queen Anne style of which Edis was an enthusiastic exponent was indeed a British Export to the Chicago World's Fair of 1893. There are numerous examples of this style in the UK adopted for many types of building. There are very few examples, however, in the Ivers certainly not of this size and condition. The property and the gardens that surround it are now largely obscured from views from Pinewood Rd. and Church Rd. by mature woodlands including many distinctive Pines. The house and its setting within these grounds has become a unique and important feature within a mature landscape. The site itself was included within land allocated for 350 dwellings within the now withdrawn South Bucks CDC Local Plan [SPBP10]. At the very least the house should be included on this register. That said there is indeed a very good case to be made that because of its wider national architectural, social and historical importance that the property should be designated GII – or indeed GII*.
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2	White Lodge, off Wood Lane, Iver Heath	Twentieth century gardens	The third edition 6" OS map of 1932 shows a white lodge with surrounding gardens, large grounds, semi-formal on a very modest scale. Possible walled garden. AP's and current maps show little has changed.
3	Leslie Lodge, Billet Lane, Iver Heath	Twentieth century gardens and park	The third edition 6" OS map shows the lodge with grounds and a small amount of parkland. Very modest with no features of interest. AP's shows grounds still intact except with the addition of a swimming pool.
4	Elk Meadows	Remains of late nineteenth century park and gardens	The parkland first appears on the first edition 6" OS map in 1881. Gardens appear by 1932 on the third edition map. Reduced by M25 Some parkland still remains as Elk meadows but mineral extraction has reduced the grounds substantially.
5	Huntsmore Park, Ford Lane, Iver	Remains of eighteenth-century parkland, possibly of earlier origin, and nineteenth century formal gardens	Huntsmoor Park has medieval origins. The house is recorded as 15th century. The park is shown on Jeffrey's map of 1776. Early maps show that formal planting is evident from around the end of the 19th century. The house was destroyed sometime during the late 19th century

6	Iver Lodge Gardens, Bangors Road South, Iver	Late eighteenth/early nineteenth century formal gardens and parkland	Shown on Bryant's map of 1825 as formal gardens with adjacent parkland. Maps show grounds but not in very good detail. APs show the parkland has been subdivided and tennis courts have been added. Lodge is Grade II listed.
7	Coppins, Coppins Lane, Iver	Early twentieth century gardens and small area of parkland	The gardens started to be developed by Princess Victoria in 1925. The third edition 6" OS map shows gardens, lodge, driveway and a small adjacent area of parkland to the west and east. APs show the area still to be intact but very little detail visible
8	Dromenagh (Long Coppice), Sevenhills Road	Early nineteenth century garden and park	19th century house initially called Long Coppice then in 1910 replaced by a mansion called Hillbrook Place and finally changed its name in 1922 to Dromenagh. The third edition 6" OS map shows house with parkland to the east. Gate lodge at entrance.
9	Ice House, off Main Drive, Richings Park	Park feature	Nineteenth century icehouse at Richings Park reported to be still standing but vandalised with rubble in the interior
10	Grotto, lake, bridges and cascade, Richings Park Golf Course, Richings Park.	Park feature	A lake, grotto and cascade part of a romantic landscape created by Lord Bathurst for Richings Park House during the eighteenth century
11	Heatherden Hall Gardens, off Pinewood Road, Iver Heath	Remains of late nineteenth century gardens	Gardens originally constructed in 1870 when the house was built by Charles Reeks. In the 1930's the hall became the offices for Pinewood Studios. A more formal garden layout was constructed in 1932 which incorporated walks, water features and parterres.
12	Chandlers Hill	Remains of Second World War heavy anti-aircraft battery	Heavy Anti-Aircraft Battery recorded by A J Priestley of the Fortress Study Group in November 1995. Condition: bad. 'Approx. 13 bases for huts scattered in area of rough ground along roadside hedge with a track through centre.
13	Heath Lodge, off Wood Lane, Iver Heath	Twentieth century park and garden	Area of modest parkland surrounding lodge with gardens. Parkland boundaries are a bit ambiguous. AP's show the grounds to contain a swimming pool and tennis court. Otherwise, grounds unchanged.

14	Iver Village Junior School and No 138, High Street, Iver	School buildings and ancillary and boundary structures	Late 19 C – contemporaneous with 115-75 High Street opposite. Group of three original school buildings with lower buildings flanking main hall building in the centre with distinctive pediment with clockface above twin arched windows. Clay tile roof enhanced by cupola bell tower and weathervane. Buildings in buff brick with red brick decoration to windows. Set back behind open lawns and low brick wall and railings to enable full appreciation from the road. Former schoolhouse at No 138 of same materials and decoration and of a two storey, cross gable form that complements the adjoining school.
15	Chequers Inn and former stable block, High Street, Iver	Buildings	A public house since 1820 and shown on 1875 map. Prominent in the streetscene forward of the main building line to the west. Forms an interesting group with adjoining Grade II listed No. 68 and stable block. Decorated twin gables and painted render.
16	Former Bull Inn and former stable block, High Street, Iver	Buildings	Founded 18th century. Originally The George, then The George & Dragon until 1802. Present building dates from about 1820. Shown on 1875 map. Prominent in streetscene fronting on to the main road at its junction at the centre of the village. Visible in long views along High Street from the west. Three gables in a building form inspired by the Arts and Crafts movement.
17	115 – 175 High Street, Iver	Buildings	Late 19 C – contemporaneous with the school opposite. Single, long terrace built on former orchard of The Lea to the immediate east. Mostly intact but with some added porches and modified windows and roof materials. In buff facing bricks with decorated red brick horizontal bands and red brick lintels. Front gardens predominantly open behind low railings or post and rail fencing. No. 175 stands proud of the building line with an open gable end to the road and so is especially prominent in the streetscene on the bend with Langley Park Road
18	St Peters Centre, Thorney Road, Iver	Buildings	Late 19 C. Former church school buildings in buff brick and Welsh slate roof. Prominent in streetscene and part of the setting of the Grade I listed Church of St. Peter.
19	1-5 High Street, Iver	Buildings	Mid 19 th C group with Bull and prominent at junction
20	Iver Delivery Office, Bathurst Walk, Richings Park	Buildings	Former inter-war post office building in prominent location at the entrance to Richings Park.
21	1 – 7 Wellesley Ave, Richings Park	Commercial buildings	Terrace of 1930s buildings with shopfronts intact.

22	28 – 50 Bathurst Walk, Richings Park	Commercial buildings	Terrace of 1930s buildings with shopfronts intact.
23	No 2 and Post Office, Wellesley Ave, Richings Park	Commercial buildings	Terrace of 1930s buildings with shopfronts intact.
24	St Leonards Church, St Leonards Walk, Richings Park	Church	Originally known as Thorney House Chapel, Mid 19 C
25	35 Thorney Lane S, 14,42,44,49, 75, 77 Wellesley Ave; 15, 31, Somerset Way and 6,31 Skye Ings; 4 Old Slade Lane and 61, 65 Richings Way, 35 Thorney Lane South Richings Park	Buildings	Estate Type A bungalow surviving intact with some minor alterations. 

26	23 Somerset Way; 15 Syke Cluan; 32 Old Slade Lane, Richings Park	Building	Estate Type P house surviving intact with some minor alterations. 
27	6,26,49,50 Old Slade Lane and 22 Wellesley Ave, 16 North Park, 3 Somerset Way, Richings Park	Buildings	Estate Type K house surviving intact with some minor alterations.  

28	5,6,7 St James Walk, 17, 29,32, 45 Syke Cluan, 39 Richings Way 21,40,50,64 Syke Ings 8,42 50 Somerset Way, 27,43 Bathurst Walk, 21,25,39 Thorney Lane south, 4,6 Wellesley Ave, Richings Park	Building	Estate Type L house surviving intact with some minor alterations. 
29	29, 44, 48, 55, 38 Old Slade Lane, 15,21, 45 Skye Cluan, and 43,38,68 Skye Ings, 12, 15 North Park, 39, Wellesley Ave, 60 Bathurst Walk, Richings Park	Buildings	Estate Type Z house surviving intact with some minor alterations.  

30	64 Bathurst Walk, 35,49 Skye Cluan, 62 Syke Ings, 6 Somerset Way, 10 Old Slade Lane, Richings Park	Building	Estate Type 33 house surviving intact with some minor alterations. 
31	27, 33, Skye Cluan, 9 St James Walk, 36,74, Syke Ings, 8,18,36,47 Wellesely Ave, 9 Richings Way, 35 Somerset Way, Richings Park	Buildings	Estate Type J house surviving intact with some minor alterations. 

32	18 North Park, 44,25,81 Wellesley Ave, 20 Skye Cluan and 42, 48,56,23 Skye Ings, 44 Somerset Way, Richings Park	Buildings	Estate Type S house surviving intact with some minor alterations. 
33	5,6,7 St James Walk, 45 Syke Cluan, 21,23,40,50,64 Syke Ings 8,42 Somerset Way, 27,43 Bathurst Walk, 21,25,39 Thorney Lane south, Richings Park	Buildings	Building Estate Type L house surviving intact with some minor alterations

34	15 Richings Way, Richings Park	Buildings	Estate Type C house surviving intact with some minor alterations. 
35	63 Wellesley Ave, 21, 29 Richings Way	Buildings	Estate Type F house surviving intact with some minor alterations
36	12,43 Wellesley Ave	Buildings	Estate Type G house surviving intact with some minor alterations.
37	8 Old Slade Lane	Building	Estate Type H house surviving intact with some minor alterations
38	Thorney Golf Course, Old Stable Buildings	Commercial buildings	The old eighteenth century stable block and kitchen garden walls for Richings House
39	Norwood Grange, Norwood lane, Iver Heath	Buildings	Mid 19 C or earlier. Formerly known as Norwood Farm
40	1 and 2 Bangor's Park	Buildings	Mid 19 C. Previously farmhouse buildings of Bangor's Park Farm

41	Whip & Collar PH, Swallow Street, Love Green	Public House	Mid 19 C Licensed premises since 1833.
42	Yeomans, Love Lane, Iver	Buildings	Mid 19 C terrace, prominent in long views from N. distinct flat, half dormers and tall brick chimneys with white painted brick and Welsh slate roof.
43	Red Lion Inn, Langley Park Road, Shreding Green	Public House	Mid 19 C Public house from 1753.
44	Stag & Hounds PH, Church Road, Iver Heath	Public House	Mid 19 C Dates from 1839
45	The Dell Cottage, Bangors Road South, Iver Heath	Building	Mid 19 C. Double fronted cottage with low hipped roofs in plain clay tiles and white painted brickwork
46	Gallow Hill House, Slough Road, Iver Heath	Building	Mid 19 C
47	'Weecot', 14-16 Coopers Row, Iver Heath	Buildings	Mid 19 C Former workhouse, Methodist Chapel and school
48	Warren Farm, Church Road, Iver Heath (British Legion)	Farm buildings	Mid 19 C or older. Two parallel, long, brick barn buildings with catslide plain clay tile roofs
49	North Star and terrace 69-73, Thorney Mill Rd	Public House and attached terrace	Named after one of original locomotives operating on the Great Western Railway through Iver. Licensed premises since 1833.
50	The Crooked Billet. Uxbridge Road.	Public House	The present building dates from 1939. Public House from 1753 on its original site on the north side of the road on the edge of Black Park

51	The Black Horse. Slough Road.	Public House	Originally a Beer House in 1833.
52	Swallow St 49-67	Building Semi Detached	Group of early 20thC Victorian/Edwardian semi-detached cottages. The 1911 OS map does not show them, plaques on two pairs of the cottages indicate 1905 and 1906. Five pairs of small semi-detached houses with bay windows. Note banded brickwork, a feature of many of the houses in The Ivers, that may indicate the use of bricks from the brickworks locally. Front bay windows have a projecting canopy that continues across the whole façade and contributes to the consistency of this small group of houses. Numbers 49-51, Springfield Cottages 1905, and 53-55, New Norwood Cottages 1906, have slate roofs and chimney stacks on the external end walls. Numbers 53-69, date uncertain, have tiled roofs with central chimney stacks. There are original iron railings remaining on numbers 59 and 69, possibly the work of a local blacksmith. Number 59 also appears to have original sash windows with coloured lights in the top section both upstairs and downstairs. Essentially consistent from 49 to 69 although front gardens have been replaced by hardstanding for parking. 53 now has a side extension sympathetic to the original that does not detract from the group as a whole. According to The Reverend M J Peel in A History of a South Buckinghamshire Parish, published in 1982, Iver Heath was a small rural community where most were employed on the land. By the late 19C larger houses had staff and the population grew slowly. These small houses are typical of the period, built to house a growing population of workers not tied to the land. It is their essentially unaltered appearance from the street and the use of local materials that suggests they should be identified as non-designated heritage assets.
53	Swallow St 143-147	Building Semi Detached	early 20th C

54	Swallow St 248-256	Terrace	Terrace of 4 Late 19C or early 20C Victorian/Edwardian cottages. The 1911 OS map shows buildings in the approximate position. A terrace of four small cottages with bay windows. Front bay windows have a projecting canopy that continues across the whole façade and contributes to the consistency of this small terrace. The terrace is roofed in slate with terracotta ridge tiles and chimney stacks on the flank walls and one centrally. Numbers 250 -254 appear to have original sash windows Ground floor brickwork is plain, the curved lintel over the front doors is the only feature. The second storey is painted render as is the ground floor side extension to 248 which is sympathetic to the original. According to The Reverend M J Peel in A History of a South Buckinghamshire Parish, published in 1982, Iver Heath was a small rural community where most were employed on the land. By the late 19C larger houses had staff and the population grew slowly. These small houses are typical of the period, built to house a growing population of workers. It is their essentially unaltered appearance from the street and the use of local materials that suggests they should be identified as non-designated heritage assets.
55	Iverdale Close 28-46	Terrace	19C Decorative ridge tiles
56	Mansion Lane 16-44	Terrace	Original gates and some railings at 22, 24/26, 34, 36/38. 42
57	Mansion Lane 110-124	Terrace	1907-1913
58	Mansion Lane 126-148	Terrace	3 storey buildings unique in Iver.
59	5-7 Richings Way	Terrace	
60	The Ridings		Already identified as Special Townscape Character

61	6 Syke Cluan, 53,55,59 Richings Way, 9 Thorney Lane south, 3 Bathurst Walk, Richings Park	Buildings	Estate Type B bungalow surviving intact with some minor alterations.
62	16 – 34 Thorney Lane south	Commercial buildings	Built in 1926 by Lowdells Ltd on Tower land (Huntsmoor Estate) and were a private speculation. The architect was a Mr Robins
63	Richings Park Golf Course	Park and Garden	Park of demolished 18 th century country house. Original features of landscape can still be seen including walled garden in car park, series of ornamental lakes, the Withy Brook, and Icehouse (brick domed building on east side of park). https://www.parksandgardens.org/places/richings-park
64	Medieval moated site at Parsonage Farm	Remains of medieval moat	A well-preserved moat surrounding the Grade II listed house and garden. It is not water-filled, and its condition is good except for the northern arm with 3 arms remaining waterfilled and the 4 th arm, to north, traceable as slight hollow across the lawn of the Moat House. Dimensions - Length 0110 m Width 0090 Plan Form - RHOMBOIDAL OS 1:2500 1 st Edition shows further pond joining south west angle, also large ditch joined to pond on the east. https://heritageportal.buckinghamshire.gov.uk/Monument/MBC991

APPENDIX E

POST-OCCUPANCY EVALUATION

This guidance note sets out how Post-Occupancy Evaluation (POE) should be undertaken and is derived from published guidance and best practice.

1. Post-Occupancy Evaluation (POE) is the method of obtaining feedback on a building's energy performance 'in use', to ensure it measures up to the commitments made by the team that designed and built it. It offers significant potential to address the performance gap and occupant satisfaction.
2. Where a monitoring regime to ensure the 'as designed' building performance targets are achieved in practice for all new and refurbished buildings is required, it is important that data is collected robustly, following good practice POE principles. It is therefore recommended that for residential development the POE methodology in section 11.4 of the Home Quality Mark ONE: Technical Manual: England, Scotland & Wales SD239 (2018)58, or as updated, is used as a guide for meeting this requirement. For non-residential buildings the BSRIA Soft Landings and Design for Performance framework (BG 76/2019), or as updated, may be used.
3. Applicants are required to set out in their Energy Statement how their monitoring regime, based on the HQM, BSRIA or similar methodology, will work in practice and be independently verified by a third party. The Energy Statement to be submitted with the planning application.
4. As each new or refurbished building comes into use, the developer must ensure performance monitoring and data collection for all relevant parameters for one whole year is carried out once the building is substantially occupied, in line with good POE practice for residential or non-residential uses. This verification process should entail, after appropriate commissioning has taken place, comparison of the 'as designed' parameters (energy, carbon, air quality and overheating risk) to monitoring data under the same categories, to assess and compare actual performance.
5. In order to account for seasonality, a minimum of 12 months monitoring data is required. On the other hand, to account for actual weather, the modelling results can be adjusted with degree days for the relevant year. A 'performance gap metric', which will compare designed and actual performance (e.g. a percentage difference) for each of the 4 required parameters (energy, carbon, air quality and overheating risk) should be issued at POE stage. This needs to be issued for both the 'central' scenario and the 'lowest acceptable performance /reasonable worst-case scenario' as a minimum, with multiple scenarios considered if at all possible. The process and reporting methodology used for the POE will need to be repeatable, so that performance can be monitored for at least 2 annual space heating cycles.

6. A report will then be required to be submitted to both building owners/occupiers and to Buckinghamshire Council, which states the performance gap metric and identifies any reasons for deviation from predicted energy usage, carbon emissions, indoor air quality and overheating performance, as well as recommendations for reasonable corrective action that will be taken to reduce or eliminate the performance gap.
7. The submission of the monitoring report to owners/occupiers and the council must be secured by planning condition, to be determined at the time of application based on case-specific factors. The applicant must demonstrate that the reasonable corrective actions committed to in the monitoring report, and subsequently agreed by Buckinghamshire Council, have been implemented through another annual heat cycle before the condition will be discharged.

APPENDIX F

SCHEDULE OF EVIDENCE

The list below contains documents prepared, collected and reviewed in the process of preparing the Plan.

- The National Planning Policy Framework 2021
- The National Design Guide 2019
- The National Model Design Code 2021
- The South Bucks District Local Plan adopted in March 1999
- The South Bucks Core Strategy adopted February 2011
- The previously emerging Chiltern and South Bucks Local Plan
- The Spatial Strategy for Slough 2020 and Wider Area Growth Study Part 1
- Ascot, Sunninghill and Sunningdale Neighbourhood Plan 2011 – 2026
- South Bucks District LCA undertaken by Atkins in 2003
- Chiltern LCA undertaken by Land Use Consultants in 2011
- Landscape Character Assessment for the Colne Valley Regional Park undertaken by Alison Farmer Associates in August 2017
- The Buckinghamshire Green Belt Assessment Part 1, January 2016
- The Strategic Role of the Metropolitan Green Belt in Chiltern and South Bucks, Arup, March 2018
- The Buckinghamshire Green Belt Assessment Part 2, March 2018
- The Chiltern District Council and South Bucks District Council Green Belt Assessment Part Two Update, April 2019
- LanDesign Associates Landscape Appraisal, April 2021
- The Buckinghamshire Historic Environment Record
- The Draft Iver Conservation Area Appraisal (March 2016)
- The Chiltern & South Bucks Townscape Character Study (November 2017)
- The South Bucks Townscape Character Study (March 2010)
- The History of Richings Park and notably the developer brochure of the 1920s (c/o the Richings Park Residents Association)
- Report to the Highways & Infrastructure Committee of The Ivers Parish Council in September 2020
- Bucks Council Rights of Way Improvement Plan February 2020
- Draft Air Quality Action Plan for Ivers 2020
- The Buckinghamshire-wide Local Validation List April 2020
- South Bucks 2020 Air Quality Annual Status Report June 2020
- Ventilation and indoor air quality in new homes, AECOM, September 2019
- Indoor air quality at home, NICE, January 2020
- Iver Traffic and Transport Study 2016
- Colne & Crane Valleys Green Infrastructure Strategy September 2019
- Buckinghamshire Affordable Warmth Strategy 2017-2022 Action Plan
- Ivers Neighbourhood Plan Local Green Space Report, November 2021