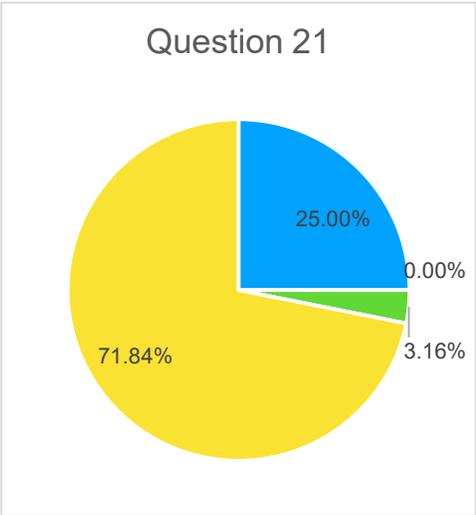


| 21 | | Final Result | | | | |
|-------------|--|--------------|-------|-------|--------|---------|
| Response ID | Please comment on any particular concerns you may have about housing in The Ivers or preferences you have about the type of new housing that should be provided and where it should be located. | Blanks | Yes | No | Other | |
| | | 103 | 0 | 13 | 296 | 412 |
| | | 25.00% | 0.00% | 3.16% | 71.84% | 100.00% |
| 1 | Not enough services will be built along side houses. Roads are conjested as is | | | | | |
| 2 | Too many expensive executive Housing being overdeveloped | | | | | |
| 4 | No secondary school - small doctors premises | | | | | |
| 5 | Design should conform to established dwellings. High rise flats would be unacceptable. | | | | | |
| 6 | Must include relevant infrastructure especially roads - already very busy area. | | | | | |
| 7 | There isnt the infrastructure to support more residents. Not enough Doctors, not enough schools. | | | | | |
| 10 | Too many existing properties being demolished and new builds not in-keeping with original | | | | | |
| 11 | I do not think there should be more housing. | | | | | |
| 13 | They need to meet the needs of the local community; those who have lived in the village or have family links here should be prioritised. | | | | | |
| 14 | Extra traffic, parking. Schools and doctors. | | | | | |
| 17 | Already far more houses than required between Iver village and Richings Park | | | | | |
| 18 | We must have low cost housing | | | | | |
| 19 | Be mindful of over development. Not 100s of new houses in one area. | | | | | |
| 20 | Where will all the traffic go? | | | | | |
| 21 | Schools, doctors, roads etc cannot cope with an increase in family homes | | | | | |
| 22 | A proper mix of affordable houses should be provided for to allow local families to remain in the village. | | | | | |
| 23 | Traffic presents a real problem now - more people = more traffic?! | | | | | |
| 24 | Less 'Executive' homes and more 2 and 3 bedroom properties. | | | | | |
| 25 | More housing = more traffic = more congestion. The village is at its limit. | | | | | |
| 26 | To much cheaper housing will fill the area to quickly and detract from the appeal of Ivers. Property prices would be affected, cheap housing if rented thus not looked after and parking can be terrible. Current facilities could not cope with massive influx - we like the small community. | | | | | |
| 28 | None. Takes away the village and character. | | | | | |
| 29 | Infrastructure and roads will not support more than a few 'scattered' developments. If unavoidable between Iver and Richings Park is best. | | | | | |
| 30 | New housing does not mean additional surgeries, schools, etc. Therefore no more housing. | | | | | |



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| 31 | Limit development on already congested streets |
| 32 | As previously stated our roads cannot cope with the current amount of traffic, and our schools with the children. Where do they go after junior school - more buses to ship them out extending their already long day. |
| 33 | Studio flats, low cost for first time buyers. |
| 34 | Affordable and social housing is whats needed. Not buy to rent. We want people to move here and stay as part of the community. Should be a mixture of flats, houses and bungalows. |
| 36 | No new houses in the Ivers & Iver Heath. SLOUGH LEAVE OUR LAND ALONE |
| 37 | more people means more facilities needed and more traffic on our incredibly busy High street |
| 38 | A good mix of housing |
| 41 | The Ivers should remain semi-rural. |
| 43 | I fear that the move to merge Iver with Iver Heath will create quite a large town and it will be seen to be totally inadequate. |
| 44 | Will there be enough parks, shops, parking and play areas? |
| 45 | Any new housing needs to have a good existing infra-structure. Roads (traffic problems), doctors, schools. |
| 47 | Langley is now over developed. The traffic is so bad. Not enough infrastructure, dentists, doctors, school places. |
| 51 | Formerly brownfield now called greenfield land should be allowed |
| 56 | It will be too expensive for most locals. Housing associations should be included. |
| 60 | If it is going to be a large development it needs to be as 'hidden' as possible. Obviously road infrastructure would need to improve. |
| 61 | New housing should be kept to a minimum. The roads, schools etc cannot take more. We are cillages not towns |
| 62 | Infrastructure - parking facilities, impact on traffic congestion. |
| 65 | All housing should include adequate infrastructure - health, education, parking, roads and open rec. spaces |
| 66 | No high rises or blocks of flats boringly designed. New build should be as countryside (rather than urban) compatible as possible using existing brownfield sites as possible. |
| 67 | More traffic congestion around village |
| 68 | There should be social housing built on industrial sites. |
| 69 | Keep the Ivers for the countryside, agriculture and animal farming. |
| 70 | Thought into the increase of traffic, and pollution. The need for more community facilities. |
| 71 | Traffic. Lack of places at schools, doctors etc. New facilities would be needed. |

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| 72 | Major concerns about new housing is the knock on effect of more people in area and current infrastructure is not coping with it as present - eg getting GP and hospital appointments; Secondary schools not provided; Parking for disabled unaccounted for. |
| 73 | Social housing is vital. We do not need vast block of flats, or houses that are bought and then let or left empty. |
| 77 | More houses, more cars, more problems. |
| 78 | Family housing with gardens. Not flats |
| 79 | Housing should be mixed. |
| 80 | New developments on brownfield if considered should be HOUSES NOT FLATS |
| 83 | Uxbridge |
| 84 | Any new housing must provide adequate parking and take into account, the capacity of existing facilities such as doctors, schools, etc. |
| 85 | We must try to build houses that the local young people can afford. |
| 86 | Within Iver, Leas Drive was probably the LAST of residential estate size. No more room in Iver Village, saturation point! |
| 87 | Road traffic is already a problem in Iver. |
| 90 | If a by pass is not achieved preference would be for new flats and small houses with underground car parking. |
| 93 | See previous answers. But near station and around Grange Way. |
| 95 | No Schools |
| 97 | Japanese knotweed on site needs to be sorted. Homes for sale - not for buy to let. Parking for at least 2 cars per house. New and proposed flats in Richings Park too much congestion as not enough parking. |
| 98 | I have a concern that Iver will be over developed and become to populated. It should stay as is. |
| 99 | Pollution, crime, traffic |
| 100 | THE LACK OF SECONDARY SCHOOLS HAS A MASIVE IMPACT ON FAMILIES |
| 102 | No mult-store buildings to avoid dense population |
| 103 | I,m in Iver Heath - there is no room left for further development. |
| 104 | INADEQUATE INFRA-STRUCTURE |
| 105 | Houses with small gardens for families. |
| 106 | Local parking and road infrastructure. |
| 107 | Housing needs to provide for the community within |
| 110 | SHOUD NOT BE LOCATED ON GREENFIELD LAND |
| 111 | NO HOUSES OF ANY TYPE |
| 112 | Provide enough family homes. There are plenty of Flats in West Drayton etc. |
| 114 | ROADS BUSY ALREADY - NO PARKING |
| 115 | Our real problem is the roads - especially Iver High St. Sort that out and improve transport and then housing expansion is possible |
| 117 | Our roads are badly congested no large housing developments should be undertaken |

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| 118 | MORE PEOPLE SHOE HORNED IN ! WHERE ARE ALL THE THE SERVICES GOING TO BE - SCHOOLS, DOCTORS, ROADS, WATER DRAINAGE ETC. |
| 119 | Houses should be built and NOT flats or apartment buildings. The Ivers need to maintain their village identity. |
| 122 | CONCERNED ABOUT IMPACT ON LOCAL SERVICES, SCHOOLS, DOCTORS, DENTIST ETC, DIFF TO GET APPTS NOW. TRAFFIC VOLUME TOO MUCH |
| 123 | Maintain the status Quo |
| 124 | THE IVERS ARE OVERLOADED WITH TRAFFIC/POLLUTION/NOISE NEW HOUSING SHOULD BE FOR SOUTH BUCKS PEOPLE. |
| 126 | OUR ROADS ARE CURRENTLY CRUMBLING AND UNABLE TO CARRY THE AMOUNT OF TRAFFIC WE ARE ALREADY HAVE. OUR ROADS NEED MAJOR WORK BEFORE HOUSING. |
| 127 | My concerns are green belt is Cheaper and easier to build on and before long there will be no green only Concrete and bricks |
| 129 | Why do you want to destroy a rural community Back handers ?? |
| 130 | Inadequate infrastructure. |
| 132 | New housing should not be exclusively Social Bison Site |
| 133 | Multi - occupancy buildings with inadequate parking in gardens |
| 134 | Shortage of School Places. Shortage of Doctor's Surgery's. ROADS ARE TOO NARROW FOR TRAFFIC. VEHICLES TRAVELLING TOO FAST WITH OUT DUE CARE AND ATTENTION HOSPITALS CANNOT COPE. |
| 136 | NO LARGE DEVELOPMENTS AS ROADS SCHOOLS & HEALTH CENTRES WOULD NOT BE ABLE TO COPE |
| 139 | We have enough housing |
| 142 | Don't think we need new developments |
| 143 | IF WE MUST HAVE MORE HOUSING, THEN IT SHOULD BE AFFORDABLE FOR LOW INCOME SINGLES/NEWLY MARRIEDS ETC TO ENABLE THEM TO GET ON HOUSING LADDER |
| 145 | Houses - not apartments or flats. |
| 146 | AFFORDABLE HOUSING FOR THE YOUNG |
| 147 | Housing should fit in with existing styles and sizes of the localities. All new properties should have adequate parking provided within the development sites. Traffic is a problem in the whole area (A412 in Iver Heath and B470 through Iver Village) so new housing should be limited in numbers. |
| 148 | Housing needs to be mixed in size and tenure across larger developments. Market affordable, social affordable and affordable in perpetuity via housing trusts. The PD conversion of office to residential on trading/business estates should be resisted if possible. |

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| 149 | CURRENT INFRASTRUCTURE CAN NOT SUPPORT MORE HOUSING. NEW HOMES FOR FAMILIES TO HAVE GARDENS & PARKING WITH PROPER INFRASTRUCTURE IN PLACE. |
| 150 | CONCERNED THAT NOT ENOUGH PARKING IS PROVIDED WITH NEW HOMES. ROADS WIDE ENOUGH FOR REFUSE COLLECTIONS |
| 152 | A21. Any new building should be on brownfield sites. An extra care home could be beneficial to the local community. |
| 153 | INCREASE IN TRAFFIC INCREASED PRESSURE ON G.P. SERVICES. 2 & 3 BEDROOM FAMILY HOMES |
| 155 | We need some affordable (to buy/Rent/part own) to allow children who have grown up in Iver to be able to stay here once they leave home. We also need key worked housing for the lower paid professions e.g. teaching, nursing. |
| 156 | MORE CARS ON ROADS MORE PEOPLE WITHOUT THE DR'S AND SCHOOLS. |
| 157 | TRAFFIC INCREASING DUE TO TOO MANY HOUSES AS IT IS. WE HAVE A LOT OF TRAFFIC ON RICHINGS WAY |
| 159 | No Block of Flats or Apartments if possible design fits in with existing established designs |
| 161 | No more should be allowed to be build on open space and green areas (brown and green belt). |
| 165 | Any housing that is built should enhance the village community not spoil it |
| 173 | see above. Modest development with a minimum number of homes to provide a Relief Road. The Relief Road must be built as a prerequisite to any development and available for use by all road users (especially hgvs). The only development I see as viable is the Thorney Lane Business Park development subject to the reduction in office units and HGV restrictions on Iver Village High Street not being put in place, which would force all Cape Boards HGV traffic through the Iver Conservation Area and down Thorney Lane North. |
| 178 | Some should be for first time buyers and locals who would like to stay local and are being priced out! |
| 180 | Housing should be affordable to first buyers. Surrounding roads should be capable of taking the strain as should the sewage and water systems. |
| 186 | The infrastructure is an issue in the Ivers . More residents = more shops , schools , medical would be great to have some housing which is affordable to the next generation . Shared ownership properties. |

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| 189 | There are too many £750,000 plus houses being built in The Ivers. None of our younger generation are staying in this area to live - they have been priced out by the builders. All new housing should be affordable prices between £250,000 and £350.00 and should be offered to the younger generation of The Ivers that have been on the electoral roll since the age of 18, are still living at home with their parents. |
| 191 | Redevelop existing industrial areas to housing or hotel developments (Court Lane). Find ways of developing affordable and starter homes. Stop allowing developments of executive homes, we have enough of those! |
| 194 | The housing has to be at affordable prices to prevent the future generations having to leave their villages in order to live. |
| 196 | Affordable for locals |
| 200 | Buildings should not be too high, no higher than three stories, with enough space for owners cars with spaces for guests. |
| 202 | Too much extra pressure on local roads. |
| 204 | It will not be affordable for our young people to buy. It will be snapped up by private landlords to rent out. We don't have the infrastructure to support large scale development. Traffic is already horrendous which in turn affects air quality etc and therefore the health of residents. We don't have any local secondary school provision for the children already resident. IPS and SBDC don't maintain current residential areas or roads despite the extortionate amounts they get from us in council tax. |
| 206 | A limit on the amount of council housing is more important to me than the location of the housing. Also the developments should be in line with current housing appearances. |
| 210 | I think I have covered these: Transport infrastructure (massively overloaded roads), Schools (over subscribed and no Senior school), and medical centre facilities |
| 212 | Why not consider something like the Government "Custom Build Scheme". It allows people to buy a plot of land of various sizes with the infrastructure included and then build a home of pre approved design. This helps eradicate houses/developments all looking the same. Also can be good for local employment allied to being highly cost effective and not to the detriment of house prices in the surrounding areas. |
| 214 | New developments need to have good access to transport links to encourage the use of public transport. Houses are preferable to Flats, but I recognise that some people prefer Flats. High rise should be avoided at all cost. |

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| 218 | There must be sufficient parking space to accommodate at least 3 cars as there are now so many families where children, due to enormous rental and property costs, are still living at home until their late 20s. Roads should be wide enough to accommodate some on street parking and avoid problems such as bin lorries unable to make collects (a problem in some roads in Iver). Also consider the impact on our already over used roads - please no entrance/exit roads that will create a negative impact at areas that are already problematic. Consider flats with above ground, covered parking below the flats perhaps. |
| 219 | Family properties i.e. 2 + 3 bedroom houses. A good elderly care facility for Iver Heath - as proposed on A412 would be ideal. |
| 222 | IT SHOULD BE ON BROWNFIELD AREAS NOT GREEN BELT AND SHOULD INCLUDE A SUBSTANTIAL PROPORTION OF AFFORDABLE HOMES. |
| 223 | Must be mixed use residential to make more of a community |
| 225 | We need housing for local first time buyers, one or two bedroom units. It should be located within 10 minutes walking distance of the Iver train station. |
| 228 | No more housing before a by-pass is in place. |
| 231 | I think question 19 explains this |
| 235 | The housing development off of Slough Road, opposite Post Meadow - too many cars end up parking down Post Meadow due to limited space in that close. |
| 238 | I am concerned that new housing would change not only the appearance of a well established village community but would have a crucial impact on the natural environment and habitat in the area, in addition to adding to the traffic problems, increasing crime, pollution and affecting natural drainage |
| 239 | Richings Park is a particularly sustainable location for development due to the proximity of Iver Station providing services to employment centres – principally London and Slough. Developments should aim to provide a mix of house types to meet local identified needs, including those evidenced in the South Bucks Local Plan Evidence Base. |
| 244 | Any housing increase will create additional traffic and pollution in Iver Heath and make Church Road even more unbearable. The area around the Coop shop is currently over crowded with extra traffic and very poor parking. Even though this small parade of shops is extremely useful to residents. |

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| 251 | We urgently require low cost/smaller low density developments: there are sufficient large houses in the area. We need to cater for the two ends of the housing market; the first time buyers and the elderly seeking to downsize and remain the area. Starter homes, flats and serviced/sheltered elderly accommodation would seem most suitable. |
| 252 | It is probably too late but it would be good if all new houses in Richings Park conform to the original housing styles. |
| 254 | I would want the type of housing to look at the anticipated needs of the emerging demographics for The Ivers - smaller dwellings for single person or couples - and to ensure that affordable housing is given priority to enable young people to stay within reach of their family circle. |
| 256 | Dont build in Iver Heath, We are FULL |
| 257 | Extra traffic concerns - could be 2 or 3 cars per household. Also schools could not cope. Public transport not great and not a good shopping area, so people will need to drive. |
| 262 | If cheaper housing were available, it may bring down the 'village' feel of the Ivers. It would be good to attract more families by providing larger housing e.g. terraced/semi-detached/detached housing. |
| 265 | Housing rather than flats in the same style as existing housing in order to maintain the existing character of the area. |
| 266 | All new houses should comply with other houses around in size and style before planning, permission is passed |
| 267 | Affect on traffic to Iver High Street. Traffic here is bad, we would want the housing to be located in a way that does not increase traffic here. We would prefer housing that attracts young professional couples and families. |
| 268 | Please define 'Affordable Housing'. Until I can understand that I feel that I can make no meaningful comment. |
| 269 | As per all previous answers - use of brownfield land should be given priority and the housing should be low density with gardens and green spaces to maintain the semi-rural nature of the area and to help alleviate air pollution. Also, as previously stated, new residential development must be supported by suitable infrastructure: upgraded roads, buses, healthcare centres, schools, etc. |
| 270 | It should have the appearance of low density housing in keeping with the character of the Ivers. No more than 2 stories with driveways for parking and reasonable sized gardens. The development of the Alpha Garden Centre on Swallow Street shows exemplary layout and design which should be followed in all other development. |

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| 275 | The roads in and around the Ivers cannot cope with any new developments. I would not support any development larger than has already occurred in the last 5 years. |
| 276 | I am concerned that any new development is allowed to be out of character in terms of design and packed in tightly, as seems to be the trend for new housing development - witness Linden Close, Benjamin Lane (not really the Ivers, but you get the point) |
| 278 | My main concern would be that The Ivers does not have sufficient infrastructure to support anymore houses. Our roads were not built to be able to cope with anymore traffic. We do not have sufficient schools, medical centres etc. |
| 280 | The road system is damaging the period property regardless of any reports. Living in these properties the houses shake and cause cracks every time they pass day and night. This is our highest concern and the most likely reason we would leave Iver |
| 281 | Again not on Green Belt or open space. |
| 285 | More houses = more traffic & overloaded amenities |
| 287 | The failure to provide sufficient affordable council housing for decades is a national scandal. Nothing will be done about this problem by tory councils in areas such as south Bucks so don't delude yourselves by thinking you have an answer |
| 288 | Additional housing will place additional pressure on local health services schooling and general day to day quality of life by having more people densely populating a small land mass |
| 289 | I thought we lived in villages but we will all be living in towns if this continues to be the Council's policy. |
| 293 | My concerns are more about the wider infrastructure - additional housing means additional traffic, additional requirements for services e.g doctors, schools etc. |
| 298 | Low rise, not apartment blocks. Should be located away from currently developed areas so as not to increase traffic issues. |
| 301 | As per previous questions the best site would be towards Richings Park and should consist of house only..no apartment blocks. Should also be on site school and shops |
| 306 | See previous answers as this seems to be the same question. |
| 307 | My concerns are about the amount of extra traffic this create within the village. |
| 308 | I accept that some housing is required but do not accept that green belt land has to be used for it. Brownfield sites and other derelict urban land could be used instead. |
| 311 | any housing should provide adequate off street parking. houses should be no more than two storeys high |

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| 316 | No new large houses, we need small family starter homes for young people, built by housing associations and they should only be offered to local children born in the area. Low height flats, - max two stories. On the sites mentioned before. |
| 317 | This has been covered by my earlier comments |
| 318 | The generations of families who have lived in Iver has come to an end. Low cost affordable starter housing simply doesn't exist so that my children can remain in this area. I strongly believe any brownfield site development should have covenant written into deeds restricting use to local people local houses rather than greedy developers |
| 319 | New stock should match the prevailing type in the village, i.e. Should be family homes with larger gardens, and not crammed in like the new development in Love Lane. |
| 320 | The key is to regenerate Iver Village High Street and have any new development integrate well with the existing rural/residential nature of the area. One of the scheme suggested 1000 houses on the Thorney Lane Park site but this would not integrate well with the area - it would be very divorced from the facilities that existing the Ivers and would not aid in the regeneration of the Iver High Street |
| 324 | A bypass is essential to ease HGV traffic. Without this no further development in Iver should be considered. The safety and wellbeing of the community has been ignored far too long. Adding hundreds more people makes this problem worse. |
| 326 | We are going to get the housing anyway, if we can make sure that schools and other community facilities. |
| 331 | BUILDING IN ANY AREA WILL LEAD TO ADDITIONAL TRAFFIC PROBLEMS. Already the Ivers are inundated with traffic. HGV's constantly breaking up and driving along minor roads leaving deep potholes that are dangerous for cyclists and other road users. |
| 333 | In building new homes, these must be affordable. However, this will result in an increase in private cars, and Light Vans. As stated previously the infrastructure in and around Iver is bursting, and would be unable to handle any increase. |
| 334 | My concerns are that too many new houses with stretch the limited resources that there are already i.e. schools Houses, and the roads around the Iver with all the additional vehicles. |
| 337 | Not on Iver fields Court lane and Iver Way are appropriate |
| 338 | It should be located on Richings Way as it is close to the station and is perfect for commuters. |
| 343 | My preference is for the new housing to be provided on the land west of Iver Heath as identified in the District Council's Green Belt Preferred Options consultation. |

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| 344 | Not on green belt, in keeping with the character of surrounding houses and main main concern is the added pressure on our already very busy roads. |
| 347 | Please provide more social affordable housing in Iver before it becomes too gentrified. |
| 351 | The additional traffic that will be generated will just add to the urban sprawl, before long a semi-rural village will become part of Greater London, that's why the green belt should be maintained. |
| 353 | Concerns are for schools, traffic and hospitals. |
| 355 | The housing we see favours function over form and is generally out of character with Iver & Richings park |
| 356 | Affordable housing for the youngsters of Iver should be a priority. |
| 358 | Extra housings means extra strains on already congested roads, over burdened Medical facility and shortage of school places which have not grown in proportion. |
| 361 | too much infilling with no proper improvements therefore to local instructure - not enough of social housing or local development to sale to local residents under a hosuign discount scheme or shared ownership |
| 366 | Putting as suggested,1000 new homes on Thorney Business Park will not help regenerate the High St they will shop in Richings Park or go to Slough. |
| 367 | My main concern about the housing plans locally is the lack of infrastructure rather than the buildings themselves. I think the concept of new 'garden villages/towns' is actually the way forward but the Parish Council has no power to influence this. New housing should be to a good standard and fit with the local character of the area |
| 369 | Keep character of larger houses for families |
| 370 | The Neighbourhood Plan offers us the opportunity to adopt a holistic approach to planning our villages. The piecemeal development that has occurred over many decades has given our environment a haphazard appearance. This is not to say that we should have a rigid approach to design (cf Welwyn-Garden-City). Rather, buildings should be attractive and sympathetic to the environment in which they sit. Iver has a rich history and its great attraction is its semi-rural character. This is worth preserving. |
| 372 | My concern is the need of a secondary school as chalfont is overrun as it is with children going to school in shifts!!...houses = families = children = schools |
| 373 | Council is very weak minded, weakly structured by arrogant inadequate rodents that overcharge the poor in Iver Village and pricing out local families. |

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| 374 | Many families in iver have been here generations, discounted housing should be available to local families where price has outstripped their income. |
| 375 | putting .as developers suggest.1.000 new homes, employment for 1.200persons on thorney business park will not help regenerate the high st. the new residents/workers will shop to a certain extent in richings park but will ,once they get in their cars ,drive to west drayton as many already do from the ivers or slough |
| 378 | Provide parking and build a relief Rd (not mansion lane as that's the most ridiculous idea anyone has ever had) |
| 387 | Keep the housing tasteful and suitable for the area. |
| 389 | Don't support any new housing |
| 390 | No blocks of flats! History tells us every time they turn into eyesores, dangerous to manage and ruin character of an area |
| 392 | Please do not turn Iver into a city with overcrowding and overpopulated area as local residents will sell up and move, new homes means more rental places that will bring in more traffic and pollution. |
| 393 | IT IS WELL DOCUMENTED THAT THE AREA HAS A HIGHER THAN USUAL TRAVELLER COMMUNITY, AND THAT SOMETIMES IMPACTS UPON LOCAL BUSINESSES AND RESIDENTS. I WOULD THEREFORE FROWN UPON AN IN ANY NEW HOUSING PLANS ADOPTED.Y MORE THAN THE MINIMUM LEVEL OF SOCIAL HOUSING |
| 396 | My concern is developers will continue to attack our green belt, look to organise massive developments changing the complete fabric of our area. |
| 398 | housing needs to maintain the character of the area - ensuring the there are gardens and green space for the residents. A village feel should be encouraged - not another developed suburb of London |
| 400 | Additional housing should be in keeping with that already present in the are - low density, traditional family houses. Higher density blocks (flats) should be avoided. There is already pressure on traffic and roads and additional housing will increase this. Bus services need expansion and improvement but these have been cut recently and the local plan does not consider this. |
| 402 | A wide range of housing should be provided on BROWNFIELD sites. We have an aging community and with the current prices of houses in the area a younger generation are struggling to stay here. |
| 405 | TOO MANY CARS, IMPACT ON DOCTORS SURGERIES, SCHOOLS AND TURNING THE IVERS INTO A BUSY PLACE. |

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| 409 | Too many flats |
| 415 | The Characture of the area should be maintained. It never was Slough or West Drayton |
| 416 | There is a need for family housing with outside garden space and also apartment developments. Crossrail is bringing opportunities to develop our local area and additional accommodation is needed. We need to embrace these opportunities. |
| 417 | Any housing which is not close to the station will lead to extra commuter traffic, so, housing should be located walking distance to the station. |
| 422 | Concerns about the volume of traffic in the High Street. |
| 431 | Concerns: 1. Traffic: already a huge issue, particularly in Iver Heath 2. Negative impact on the environment through pollution, rubbish 3. Pressures on infrastructure. Where housing should be located: see previous answers eg Martindale, dementia housing on Gams Field. |
| 435 | Housing should be in keeping with the environment and neighbourhood. |
| 438 | Consider the problems we already face regarding schooling, parking and traffic |
| 440 | There never seems to be enough provision for off road parking. Especially for flats. |
| 443 | Too many people. Overcrowdingness Car parking. Lighting. |
| 448 | Traffic through Iver High Street is already too heavy with HGV traffic. Intense parking in Bathurst Walk and surrounding roads is already making access difficult for emergency vehicles with present housing levels and commuter traffic. If Heathrow is expanded, the increased air pollution from this coupled with increased traffic from more housing will bring us to intolerable levels of air pollution. We do not have adequate bus service in Richings Park, meaning that the area is only suitable for residents with cars or those who use trains. |
| 451 | Traffic More lorries |
| 453 | New developments should be in keeping with existing houses of the area and shouldn't be multi-tenanted flats. |
| 455 | We should not allow Town houses which a 3 stories as this takes away form the village feel. Also, we should not develop further in the Richings Park area. |
| 458 | All development anywhere in The Ivers should be in line with current surroundings. No multi occupied high rises please! Parking would be required |
| 459 | Houses should be smaller, more affordable eg 2/3 bed houses. Not the larger 5 bed homes. |
| 460 | Increased housing needs to come with increased community facilities to meet the needs of additional residents along with adequate car parking facilities. |

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| 463 | I would have a preference for low to medium density housing north west of Ridgeway and south of Langley Park Road. |
| 464 | There should be a mix of housing including social and affordable. |
| 465 | It should be done to bring the areas together and regenerate the area. It should be good quality housing to make the area attractive for aspiring families |
| 467 | Getting too packed |
| 468 | Housing that enables the young people of the villages to get on the housing ladder |
| 471 | Need more affordable housing for young people. |
| 472 | New housing will create additional traffic on the already crowded local roads. HGV traffic through the area should be discouraged with weight restrictions on Iver High Street. Hillingdon should provide HGV routes to West London Ind Park from within their borough. |
| 475 | Any new housing should have sufficient parking (off street) provided to avoid the over crowded and congested parking that is happening today. Particularly in Richings Park. Commuters are double parking in all the local streets near the station which in turn prevents emergency services access. It's all very well providing more housing but the local infrastructure cannot support ongoing developments without a radical rethink as to traffic flows etc. |
| 477 | Social housing on brown field sites. |
| 483 | Lack of affordable/ social housing Increase in car traffic Infrastructure unable to cope |
| 485 | My concern is that the Iver's turns into a construction site and it mass popul |
| 486 | It's really important that the community of Richings Park is preserved. |
| 488 | Specialist Dementia Care Extra Care Affordable family Homes for rent through Housing Associations Make better use of Community Right to Build Orders and delivery by Community Land Trusts Development should be permitted if it fulfils local needs first before development profit and conforms with Development Plans agreed at pre-app stage |
| 489 | No big estates and the houses should have character. |
| 490 | As stated, new homes need to reflect style of existing house stock |
| 491 | The main consideration - housing needs to be kept in character to what is currently in situ.. |
| 492 | I would like to see housing south of Rickings Park to prevent traffic along Thoney Lane South. |
| 493 | Any housing that is further away from the Iver station, will lead to additional car traffic as more people come to Iver station. We need home with walking distance of Iver station. |

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| 494 | Concerns of housing that will generate traffic to Iver station. Home should be built walking distance to Iver Station. Land at Fourells Paddock, Richings Way is ideal for housing. |
| 495 | Houses which will results in car trips to Iver station. |
| 497 | We do not need high rise flats in the area. It will destroy the character of the area |
| 498 | We should redevelop brownfield and under utilised structures. |
| 500 | New housing has to be mixed and located away from the main roads and motorways |
| 504 | Housing for the young why should they have to move away? |
| 506 | The Ivers is in danger of becoming an extension of Slough if we continue to develop and will lose the community feel |
| 507 | That it will only be Barratt style Family homes You need housing for young people and social housing |
| 511 | New housing should look similar to existing village feel of the Ivers, particular emphasis should be on 'green' builds |
| 512 | Improve Roads first otherwise we just have more jams |
| 513 | Quality homes (if any) 2 or 3 or 4 beds to appeal to the higher end of market |
| 514 | We need all types of housing built in Iver for the young, middle-aged and old so that families can maintain the communities. Land South of Iver |
| 515 | affordable houses for young south of Iver Village |
| 516 | Putting new homes on Thorney Business Park will not help regenerate the High Street. New residents will shop I Richings Park or go by car to West Drayton. |
| 517 | I have no statistical information on the need for housing in the Ivers |
| 518 | There is no room |
| 520 | The roads cannot take more traffic that new housing would create. at the very least if it has to happen it should be town houses with the parking on the groundfloor. |
| 521 | If development is inevitable medium to moderate housing to start to lift the area. |
| 523 | As above away from crowded areas already. IF MANSION LANE CLOSES it will be a nightmare, traffic was taking 30 mins and just to get down road or to Langley Station/schools! |
| 524 | Any housing should have adequate driveways to park vehicles off road. Grass verges and trees. |
| 526 | Loss of wildlife and green belt |
| 527 | Development of small private estates that destroy the character of the area and cause traffic problems |
| 528 | Any housing development must have ample parking spaces to avoid roads being blocked by parked cars |
| 529 | Traffic and congestion are filling the air with pollutants |

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| 530 | Traffic increase in an already very busy area. parking by shops insufficient |
| 531 | I know that we have been asked to 'give up' more land for building new housing in the Ivers (this is no different from my friends in Christchurch, Dorset or Redditch, Worcestershire telling me that they are fed up with their local councils telling them the same story). What I really want to know is, who are all these new houses for? Have we suddenly had a population explosion? Or is it to make room for all the immigrants? Why did we bother to vote for Brexit if they are not going to be told to go back home? We are ONLY a very small island. We can't keep accommodating all these foreigners. It just isn't practical. For preferences, see Q7. For location see Q18. |
| 533 | I don't think any of Ivers can sustain new housing. 3.30pm onwards A412 to Denham roundabout continuous queue. 8.30am opposite direction slow queue |
| 534 | Small family homes. Affordable/social housing. As homes are over £500,000 in Iver you can only buy one if you earn over £100,000! Not an average wage let alone affordable for any local business/trades person. |
| 535 | Housing that is suitable for the area that does not require Green Belt land |
| 536 | The Ivers are already overdeveloped and it would create more traffic and stretch existing facilities |
| 537 | Traffic concerns, more houses = more cars. Also more services are required i.e. schools, doctors, dentists etc |
| 538 | Must be limited and not 'compact' rabbit hutch type |
| 540 | I do not want any redevelopment to happen anywhere in The Ivers |
| 544 | No high rise Buildings to suit character of area. Adequate medical transport (road) and education resources to be included. Limited amount of social housing. |
| 548 | Can't get a Doctors appointment as it is . Roads not maintained properly. Heavy traffic already in village. |
| 549 | Affordable housing. |
| 552 | The roads in and around the Ivers cannot cope with the volume of traffic. Ivers are over developed. I was born in Iver Heath 61 years ago, have seen so many changes. Used to be a village (Iver Heath). |
| 553 | Main concern with any high density housing would be infrastructure and parking issues |
| 554 | Traffic, parking, state of roads, no schools, rubbish |
| 557 | No more infilling. Variety of housing needed |
| 558 | Clear all traveller sites and require statics or housing upon them |
| 559 | Lack of infrastructure to support extra houses, i.e. secondary school, libraries |
| 560 | Answer No. Not on green belt land |

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| 561 | Answer As developers suggest 1200 homes employment for 1200 persons on Thorney Business Park will not help regenerate the High Street. The new residents/workers will shop to a certain extent in Richings Park but will once they get in their cars drive to West Drayton or Slough as many do already |
| 562 | Answer Increase in traffic with no new roads to cope |
| 563 | Answer Affordable housing or a mix on a small scale on ones that would not add a lot more traffic and demands on resources |
| 565 | Answer Richings Park and Iver needs relief road so this is a priority in any new development |
| 568 | Answer Difficult for young and first time purchasers |
| 570 | Answer No new developments whatsoever |
| 572 | Answer All talk about building new houses. But is there a demand for new houses |
| 573 | Answer There should be enforced 50% social affordable housing in any planned development |
| 575 | Answer Wherever it is located, it should not worsen the traffic situation |
| 576 | Answer New housing should be of such a scale as to encourage residents to shop in the existing shopping zones. Keeping vital resources going |
| 577 | Answer I don't believe new housing should be provided as it would create higher volume of traffic in already overstretched infrastructure |
| 578 | Answer Housing should be traditional design |
| 579 | Answer Housing needs to be affordable so people can purchase them and should be located south of Iver village as its close to all amenities |
| 580 | New housing is totally unnecessary. |

