

## **SLOUGH BOROUGH COUNCIL**

**REPORT TO:** Planning Committee

**DATE:** 9<sup>th</sup> April 2014

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**WARD(S):** All

### **PART I**

#### **FORMER TOTAL OIL TERMINAL, LANGLEY**

#### **1 Purpose of Report**

The purpose of the report is to seek Members views as to whether the former Total Oil Terminal could be developed for higher density housing as part of a new hub around Langley Railway Station.

#### **Recommendation(s)/Proposed Action**

1.1 The Committee is requested to resolve:

- That Officers investigate with the owner of the former Total Oil Terminal in Langley the options for the redevelopment of the site for medium or high density housing;

#### **2 Community Strategy Priorities**

2.1 The comprehensive planning of key areas of Slough helps to implement the spatial element of the Community Strategy and deliver the following priorities:

- **A Cleaner, Greener place to Live, Work and Play**
- **Prosperity for All**

#### **3 Other Implications**

##### **(a) Risk Management**

It is not considered that there are any significant risks as a result of this report.

##### **(b) Human Rights Act and Other Legal Implications**

It is considered that there are unlikely to be any significant implications in relation to the Human Rights Act.

##### **(c) Equalities Impact Assessment**

It is considered there will be no equality impacts.

##### **(d) Workforce**

There are no workforce implications.

## **4 Supporting Information**

- 4.1 It is anticipated that a planning application may be submitted for residential development on the former Total Oil depot. Although there have not been any pre-application discussions it is likely that the proposal will be for family housing.
- 4.2 Whilst this would comply with our current policies in the Core Strategy and the Site Allocation Plan, which states that it should “predominantly consist of family housing”, it is considered that the opportunity should be taken to reassess this.
- 4.3 The Total Oil terminal used to receive oil by train and distribute it via a pipeline to Heathrow and via a pipeline to Heathrow. Since it closed a number of options have been looked at for the future of the site.
- 4.4 Although the site was zoned as an Existing Business Area it is not considered suitable for industrial or warehousing use because the low bridge in Station Road prevents HGVs from getting access to the site. As a result it is identified in the Site Allocations DPD as part of a “Selected Key Location for Comprehensive Regeneration” which is no longer zoned as a Business Area and where the preferred use would be residential.
- 4.5 The site has a number of significant constraints to development. It has been contaminated by previous activities which have been subject to remediation. Part of the site is in an area liable to flood. It also suffers from high noise levels from the railway line. The site currently has a poor road access and it is not clear how much traffic generating development can be accommodated on the local road network. Part of the site is in the Green Belt which is also designated as part of the Colne Valley Park and the Strategic Gap between Slough and Greater London.
- 4.6 Despite all of these constraints the site has significant potential for development. It is next to the Langley railway station which will have a much enhanced Crossrail service. It is also in walking distance of the Harrow market District Shopping Centre. As a result it is in a very sustainable location. The fact that it is alongside the canal and has views out over open countryside also makes it possible to create a very attractive development with a distinctive sense of place.
- 4.7 The key issue that needs to be considered is whether it should be developed for family housing or whether the opportunity should be taken to optimise the use of this and other sites around the station for more intensive development which could increase the supply of housing in the Borough?
- 4.8 No specific proposals are being put forward at this stage and a lot will depend upon whether major technical constraints such as traffic and flooding can be overcome. Member’s views are, however, being sought as to whether or not Officers should engage in discussions with the owners of the site to see whether a medium or high density scheme would be appropriate on the site.
- 4.9 It should be made clear that this would not prejudice the processing of any planning application for family housing should this be submitted.
- 4.10 The potential catalyst for a change of approach in this area is the fact that Langley Station will be served by Crossrail. The improved service, with direct access to central London, will make this part of Langley an attractive place to live.

- 4.11 As a result, it is considered that the same approach could be applied to the future redevelopment of the industrial area next to the former Total Oil terminal and the Langley Business Centre to the south of the railway station. The comprehensive redevelopment of these sites could transform this area and help to provide housing in an attractive new neighbourhood.

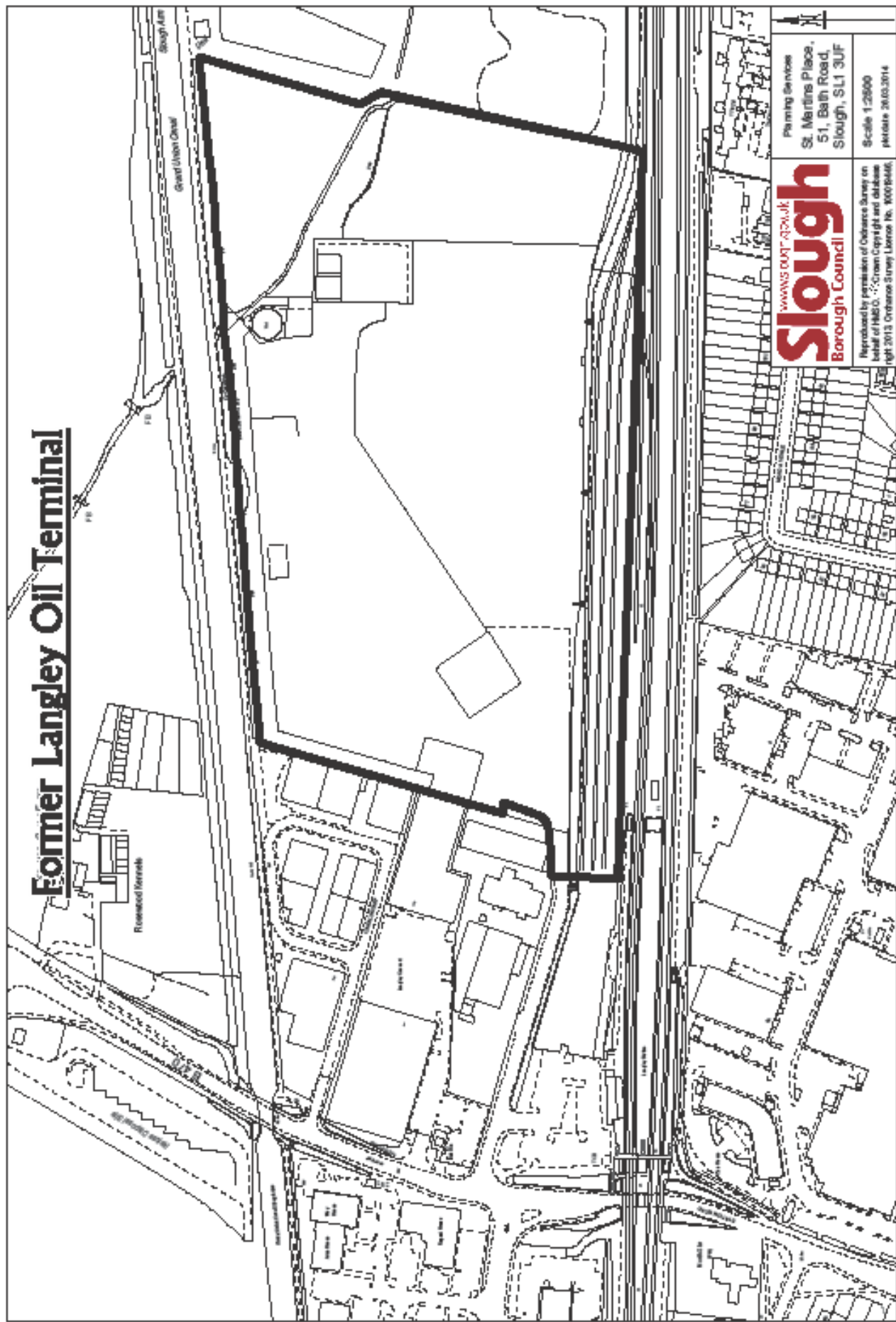
## **5 Conclusion**

- 5.1 If Members agree, it is proposed to explore the possibility of promoting medium to high density residential development upon the former Total Oil Terminal in Langley in order to take advantage of the improved accessibility to the area that Crossrail will bring.

## **6 Background Papers**

1. Slough Core Strategy 2006-2026
2. Slough Local Transport Plan

# Former Langley Oil Terminal



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