

## SUMMARY OF ISSUES AND OPTIONS CONSULTATION DOCUMENT

### 1. Introduction

#### Context

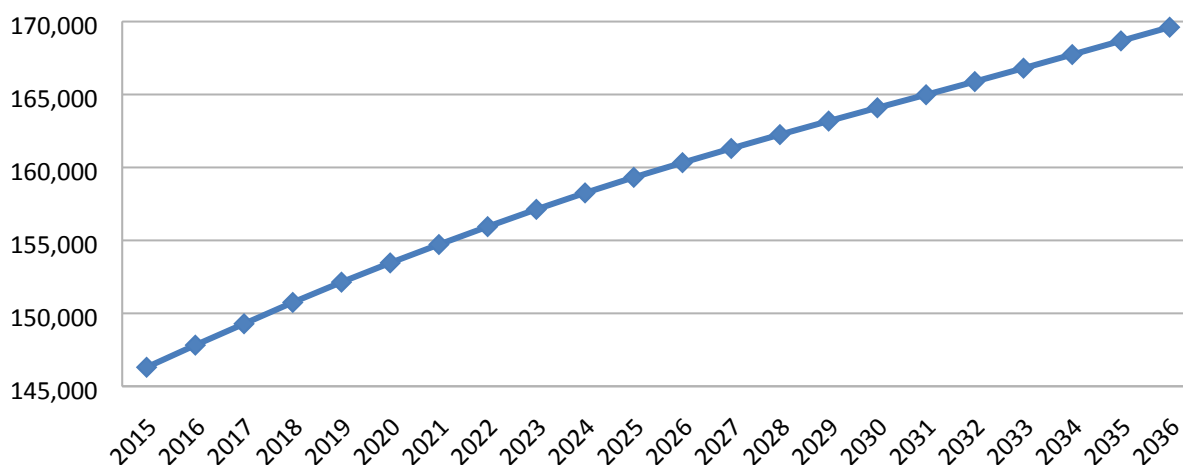
- 1.1 The Council is preparing a new Local Plan which will guide development in the Borough for the next 20 years and hopefully create a place where people want to live, work, play and stay.
- 1.2 To begin with we have to decide what the big issues are for Slough and how they could be addressed in the future.
- 1.3 The Council has prepared this Issues and Options document in order to begin the consultation process on the Plan. This is not a draft Local Plan rather it is a discussion paper about the main strategic issues and the spatial and planning policy response to addressing those. It sets out some realistic options for consideration that, taking on board consultation responses, can then be developed with more detailed technical evidence to feed into a Preferred Option document later in 2017.
- 1.4 This summary document contains the following :
- Part 1 (this section): explains how accommodating our projected population increase is a driver of change for the new Plan and provides a Vision, objectives and the big strategic issues the plan will need to address as a result
  - Part 2: summarises the policy response
  - Part 3: introduces some spatial options as examples where the policy response can be implemented and change delivered
  - Part 4: provides the Housing Trajectory to show how we are currently meeting our delivery targets but need the new Plan in future to continue to do this

#### Slough's population will continue to increase

- 1.5 The Government Office of National Statistics (ONS) projects that Slough's population will increase by over 15% from almost 148,000 in 2016 to around 169,611 in 2036 (

1.6 Figure 1: Slough Population Projections 2015-2036).

1.7 Figure 1: Slough Population Projections 2015-2036



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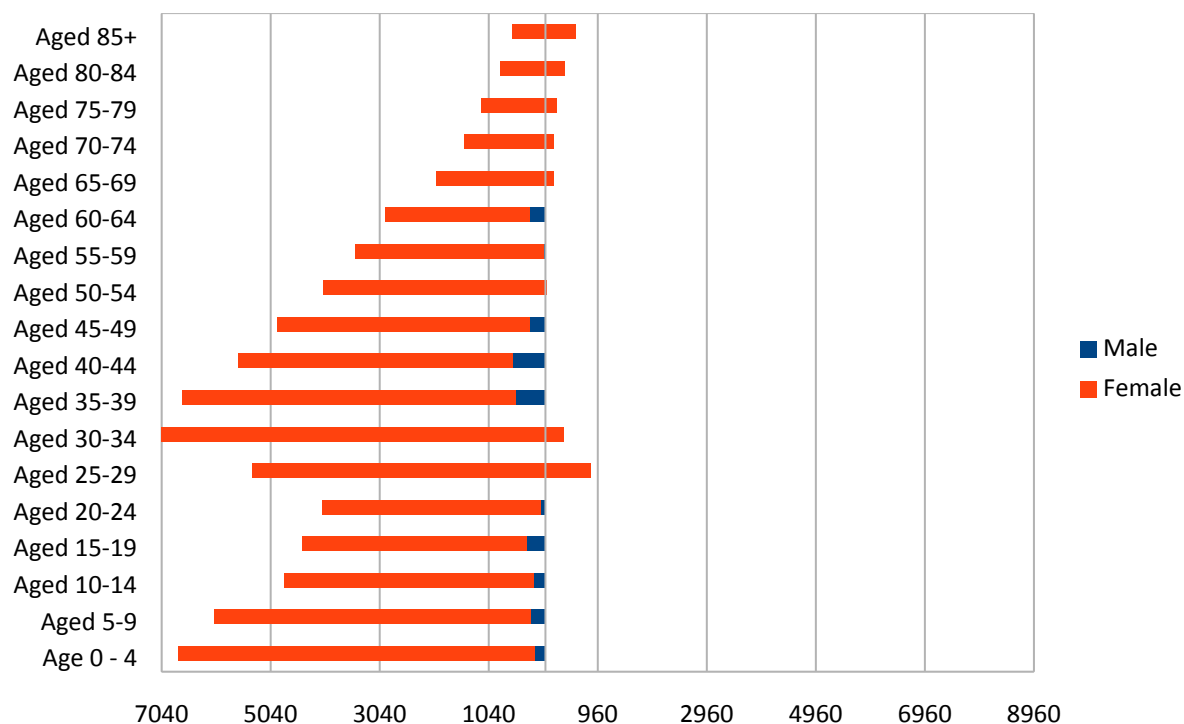
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1.8 The main reason for the high projected increase in population is that Slough has a high number of people in the 30 to 40 age bracket who in turn have a high number of children aged 0 to 10 (Figure 2: Slough Population by Age and Sex 2014). In 2015 the fertility rate of Slough was 2.23 children per woman which is significantly higher than the national average of 1.82 children per woman<sup>1</sup>.

1.9 In addition to the total number of people increasing in Slough over the plan period, the age profile will also change. A comparison of the Figure 2 in 2014 with Figure 3 for 2036 shows that Slough will have a much more balanced population with almost equal numbers of people in all age brackets up to 60. Although there will be relatively fewer people over 60 than other age groups there will still be a significant increase in the number of elderly people compared to today. This change in the age profile will have an effect upon the type of housing and services that we will have to provide.

1.10 Overall having a large percentage of people of working age will be an advantage providing we can ensure that there are enough jobs for them.

Figure 2: Slough Population by Age and Sex 2014



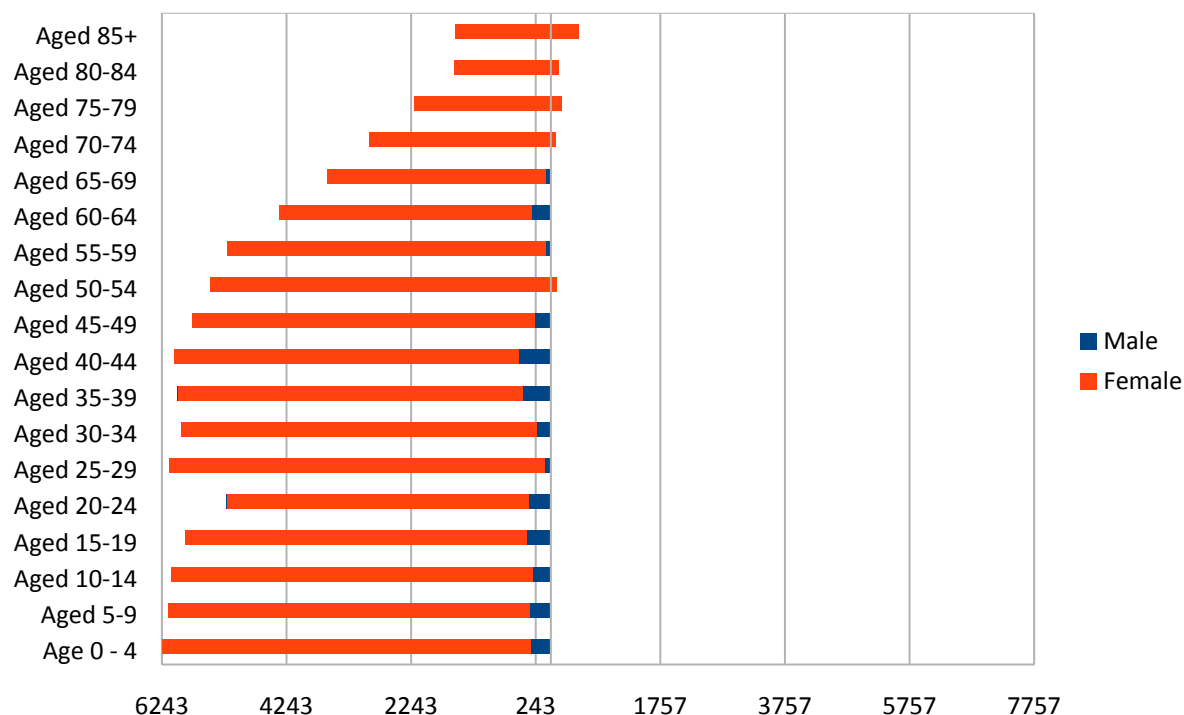
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<sup>1</sup> Office for National Statistics, Birth Summary Tables, [www.ons.gov.uk](http://www.ons.gov.uk)

<sup>2</sup> Office for National Statistics, population projections. [www.nomisweb.co.uk](http://www.nomisweb.co.uk)

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Figure 3: Slough Population by Age and Sex 2036



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### Vision

1.11 Very few local authorities in the UK have the growth opportunities on offer to Slough today. Yet to take advantage of these opportunities we need to address the real challenges that we face – most notably the shortage of development land and congestion. Setting out our Vision for Slough in 2036 is the start of the process of making a local plan to address these challenges.

1.12 This Vision is intentionally both aspirational and realistic. The Objectives below set out in more detail the Council's priorities. They also give an indication for how the Council's planning Strategy can work with the drivers of change to achieve the Vision.

#### **A Vision for Slough in 2036**

Supporting the Council and its Partners' ambitions for the Borough, by 2036 Slough's high profile image will reflect its important role in the region as a prosperous, confident, attractive, metropolitan place where people choose to work, rest, play and stay.

The centre of Slough will be an attractive vibrant hub providing high quality offices, retail, leisure, landmark buildings and cultural opportunities for our diverse communities.

Slough will be an 'economic powerhouse' with a large skilled labour force and a reputation as an excellent place to do business which will encourage established and new companies to invest and grow in the Borough.

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As a result of Crossrail, the Western rail link to and expansion at Heathrow airport, Slough will be one of the best connected places. Accessibility within the town will have been improved through the development of convenient pedestrian, cycle and bus networks.

By encouraging investment, regeneration, innovation and high standards of design we will have created distinct environments with high quality public realm that creates a sense of place.

Our proactive approach to meeting our housing need locally means Slough is a place where our residents feel a sense of belonging, live in good quality and affordable homes. We are proud of our diversity and cohesion; we live in greener, safe and distinctive neighbourhoods with lifelong access to excellent education and job opportunities, and the facilities and services they need to live healthy lives.

Slough will have embraced new technologies for the benefit of the community to optimise the use of our spaces, places and transport network, and help our business and residents help themselves to a better quality of life.

This balanced approach to delivering growth means Slough will be a town with cohesive residential and business communities, where people think globally but are happy to work and live locally.

### Objectives

- A. To meet the Objectively Assessed Housing Need (OAHN) within the Borough or as close as possible to where the needs arises and within a balanced housing market.
- B. To provide new homes of an appropriate mix, type and tenure for Slough's population that is designed and built to a high quality and environmentally sound standard.
- C. To support innovation, growth and regeneration and ensure the Town Centre is the focus for high density housing and major retail, leisure, office and cultural development.
- D. To ensure Slough's economy creates wealth and retains its status as a competitive powerhouse by retaining its multinationals HQ's, having a diverse resilient economic base, and including opportunities for business start-ups and Smart technology.
- E. To create 15,000 jobs supported by a competitive workforce who have the skills to meet local businesses' changing needs.
- F. To ensure Crossrail, the Western Rail Link to Heathrow and growth at Heathrow, deliver benefits for residents and businesses across the Borough.
- G. To encourage sustainable modes of travel such as walking, cycling and public transport, reduce the need to travel, make non-car modes the best choice for short journeys and tackle traffic congestion.
- H. To improve well-being of all residents and reduce deprivation through providing opportunities for our residents to live positive, healthy, active and independent lives.
- I. To provide for community infrastructure and facilities in appropriate and accessible locations that supports a viable and vibrant network of services.
- J. To make Slough feel like a safe place through minimising the opportunity for crime and antisocial behaviour.
- K. To improve the image and attractiveness of the town through insisting on high quality design and public realm that supports vitality, viability, distinctiveness and a sense of place across its residential neighbourhoods, district centres, neighbourhood shopping centres and local facilities.



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- L. To optimise facilities at, links to, and use of Slough's parks, open green spaces, and surrounding countryside and landscapes including the Colne Valley Sub-Regional Park.
- M. Protect environment, and adapt to climate change and minimise its effects through protecting and enhancing the Borough's biodiversity and water environment, and addressing flood risk, carbon emissions and pollution.
- N. To protect maintain and enhance those elements of the built and natural environment of local or historic value.

### The big strategic issues

- How can we meet as much of our Objectively Assessed Housing Need of 927 dwellings a year as close as possible to where these needs arise?
- How can we offer a wide choice of high quality housing and create balanced communities?
- How can Slough maintain its role as an economic powerhouse?
- How can we support the creation of 15,000 additional jobs?
- How we can revitalise Slough town centre as a major retail, leisure and commercial centre?
- How can we get the maximum benefits out of the growth of Heathrow airport and mitigate for any adverse environmental benefits?
- How can we enable our suburban areas to continue to absorb the growth in population without losing the distinctive character of individual neighbourhoods?
- How can we deal with the problems of traffic congestion to ensure that people can get around Slough?
- How can we enhance the quality of the built and green environment in Slough and improve the overall image of the town?
- How can we provide the necessary infrastructure and facilities to support new housing and employment?

### Growth

- 1.13 Slough has continued to grow at a significant rate over the last twenty years and all of the evidence shows that it will continue to grow over the plan period. Some things, such as the growth of the existing population, are likely to happen regardless of what the Plan's policies are. Other growth, such as the forecast increase in employment, is less certain and may require some intervention to make sure that it happens in the right way.
- 1.14 There are some potentially serious constraints to the amount of growth that can take place in Slough which include the shortage of land for development, the problem of congestion, and the impact upon the quality of the environment. As a result the Local Plan will have to find the right balance between social, economic and environmental needs to ensure that it is truly sustainable.
- 1.15 Our overall objective should be to aim to plan for housing needs within Slough or as close as possible to where these needs arise. We should also aim to plan for continued economic growth in a way which provides jobs, creates wealth and builds on the strengths of our existing successful business areas and potential in the town centre. In doing so we should aim to enhance the built and green environment and mitigate against any environmental impacts.

### Housing

- 1.16 The evidence from the Strategic Housing Market Assessment (SHMA, Feb 2016) suggests that we need to build 927 houses a year to meet our “Objectively Assessed Housing Needs”. It also identifies the need for a significant amount of affordable housing to meet local needs.
- 1.17 The Housing Trajectory, which is included in a separate report on this agenda, shows that we have never been able to build as many as 927 houses a year. We may be able to build around 800 a year over the next five years, but after this the rate of house completions is likely to reduce. This is because the supply of greenfield sites is likely to dry up and the supply of office accommodation that can be converted into flats is likely to have been used up. The need to get high quality design standards and a wide range of house types may also reduce the number of dwellings that can be accommodated upon high density sites.
- 1.18 Failure to provide sufficient housing to meet overall needs will result in a combination of more overcrowding, homelessness, and forced outward migration.
- 1.19 As a result it is suggested that we should aim to meet our housing need in full as close as possible to where it arises. The proposed “spatial options” set out below show how we could begin to do this but it has to be recognised that we may not be able to meet all of our needs within our tight boundaries. The needs of local people will only be met if they can afford to live in the housing available, and it is of a size, type and standard that meets their requirements.
- 1.20 It is very unlikely that we will be able to meet all of the requirements for affordable housing but it is suggested that we should aim to provide a full range of accommodation which includes affordable housing for rent.
- 1.21 It is important that the quality of the existing housing is maintained and where necessary improved. It is suggested that we should make it a requirement that all new housing is of a high standard of design in terms of its appearance, layout, levels of amenity and environmental quality. In addition we need to specify the mix of house types to ensure that they are suitable for a wide range of households.
- 1.22 The Government places the highest priority to providing housing, and has introduced some measures that will affect the ability of the Plan to deliver affordable housing. The Local Plan will have to work with the emerging Housing Strategy to ensure an appropriate mix of housing is provided.

### Economy

- 1.23 The forecasts suggest that the number of jobs in Slough will increase by 14,680 during the 23 years to 2036. Since market forces and economic circumstances can change quite quickly it is by no means certain that this will happen without the necessary economic development measures being put in place.
- 1.24 The forecasts for types of jobs show the largest increases in office jobs and in distribution, with a decline in manufacturing. Many of these new jobs will be needed to support the increase in population.
- 1.25 It is also important that Slough continues to be an economic powerhouse and create the wealth that is needed if the town is to thrive. Employers choose to locate in Slough because of the access it provides to a large and suitably skilled workforce. It is therefore important our strategy continues to provide for this.

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- 1.26 The findings of the Economic Development Needs Assessment (EDNA) suggest that up to 180 hectares of new employment land will be needed to provide for these jobs. A lot of the proposed increase in jobs can be met without the need for any new land through the redevelopment or re-use of existing sites. Whilst there are sufficient sites within the town centre to meet the need for new offices in the short to medium term, it will be important that provision is made for an on-going supply of the right type of premises to meet employment needs.
- 1.27 It is, however, likely that we won't be able to find enough land to meet all of the demands for large scale uses such as warehousing.
- 1.28 It is likely that the pressure for existing employment land to change to other uses will continue and so we will have to try to address this to ensure that it doesn't impact upon the way in which the local economy can continue to operate and the range of jobs that are available for local people.

### Town Centre

- 1.29 The future of the town centre is of particular significance for the way that Slough develops in the plan period. Not only will it become an increasingly important transport hub, it will also have to continue to provide a full range of facilities including new offices and it will have an influence upon the perceived image of Slough as a whole.
- 1.30 The evidence shows that it has been declining as a shopping and commercial centre because of structural changes in the economy and it does not have the attractions of competing centres. It can also be subject to high levels of traffic congestion.
- 1.31 There are, however, high quality offices being built near the station which are starting to deliver the Corporate Five Year Plan strategy to promote the centre of the town as a new business, transport and employment hub. It is important that it becomes a major sub regional office centre in order to boost economic activity and create jobs. This will complement the town centre's role as a major new residential area which attracts a range of new residents. There are also indications that major investment can be encouraged to revitalise Slough as a retail and leisure centre.
- 1.32 All of this will require the plan to provide businesses with a clear, consistent and positive strategy to support the investment that is needed to regenerate the town centre as a major commercial centre. Failure to do so could undermine the strategy for the Review of the Local Plan as a whole.

### Heathrow Airport

- 1.33 The Council supports the construction of a third runway at Heathrow because of the benefits that this will bring to the economy. We are still waiting for the Government to make a decision about this and it is likely to take some years before any planning permission could be granted. As a result the Local Plan will have to try to find a way in which we can deal with the uncertainty and make sure that we get the best form of development which can also mitigate the adverse environmental effects.
- 1.34 Even if the third runway does not go ahead Heathrow will continue to grow and have an important relationship with the Borough. This could result in an increase in the need for airport related warehousing and other services in the Colnbrook and Poyle area.
- 1.35 We will also have to ensure that places like Slough town centre are able to capitalise upon improved transport links and the inward investment opportunities that the continued growth of the airport will bring.

### Neighbourhoods

- 1.36 The vast majority of Slough's residents live in the various neighbourhoods that make up the Borough. It is important that with all of the growth that is being proposed we continue to protect and enhance the distinctive character of these areas so our residents can meet their needs locally and live healthy lives.
- 1.37 Slough's suburbs have historically absorbed an increase in population through organic growth and the Local Plan will have to make sure that any new development within the suburban areas can be successfully accommodated.
- 1.38 This may mean adopting London style higher density living where appropriate. This does not mean having high rise blocks. There may be scope in some areas to have street based development such as terraced housing, small mansion blocks for flats and more town houses.

### Transport

- 1.39 One of the reasons for Slough's success as an employment centre is its location in the Sub-region and excellent transport links to the rail, airport and road network. Whilst it is well connected to the outside world, travelling even short journeys within the Borough can be difficult as a result of high levels of congestion in the morning and evening peaks. Apart from making it difficult for local people to travel to work or school, increasing congestion could threaten our ability to deliver economic growth and revitalise the town centre.
- 1.40 The geography of Slough means that there is only a finite capacity on the road system. We are investing in a number of improvement schemes but there is a limit to how much traffic management can achieve. As a result the Local Plan will have to develop new solutions for how people can get around, particularly for short trips, and make journey times much more reliable. This may involve adopting radical measures that reduce the reliance upon the private car. Failure to do this will make it difficult to accommodate the scale of new growth that we are planning for.

## **2. Policy Response**

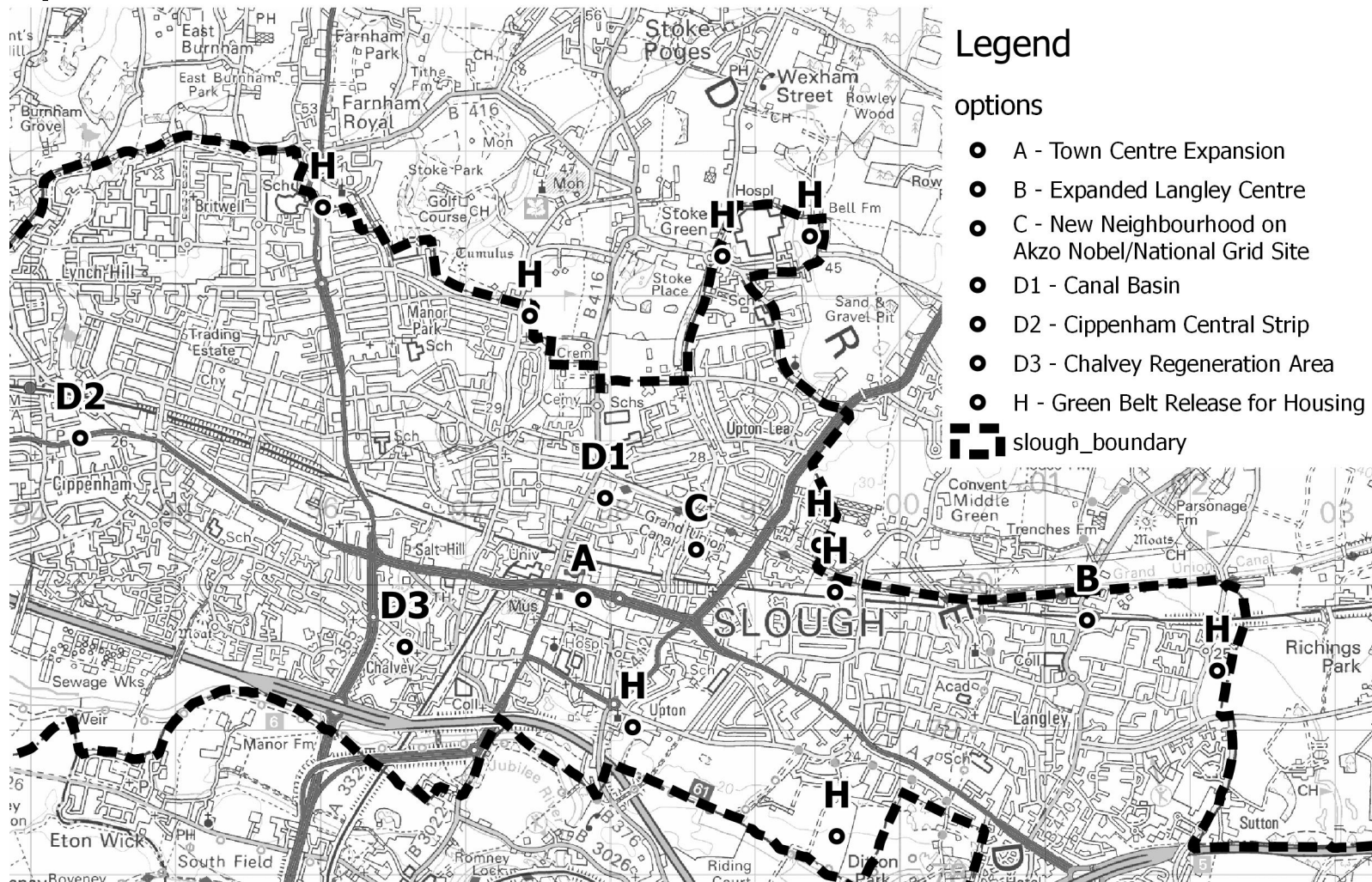
- 2.1 In this section we set out broad policies that indicate potential directions of travel for managing growth in a way that responds positively to the challenges set out in the issues section. An explanation as to what sort of policies the plan could adopt for each of these areas is set out in the committee report. These should be read in conjunction with the spatial options that demonstrate capacity to meet the evidenced need for more homes and more employment.

- Investment
- Housing
- Community
- Transport
- Design/Environment

### 3. Spatial Options

- 3.1 Having established what the strategic issues are for the Local Plan and developed a possible policy response it is necessary to consider what the implications are for the future distribution of development around the Borough.
- 3.2 As a result we have produced a number of strategic spatial options for the Review of the Local Plan. Whilst these have not been fully worked up at this stage it is considered that they are realistic and meaningful options which can be used for public consultation
- 3.3 The options have been set out in a logical order but this does not necessarily imply that there is a preference for any one of them at this stage. It should also be noted that it may not be possible to carry all of them out because they may not be compatible and there may be cumulative impacts which would have to be addressed. Some Options are outside of the control of this Council
- 3.4 The Spatial Options being put forward for public consultation are as follows:
  - A. Expand the centre of Slough (upwards and outwards)
  - B. Expand the Langley Centre (to include land around the railway station)
  - C. Create a new residential neighbourhood on the Akzo Nobel and National Grid sites west of the Uxbridge Road
  - D. Regeneration of the selected areas:
    - D1 - Canal basin
    - D2 - Trade Sales, Bath Road
    - D3 – Chalvey regeneration
  - E. Estate Renewal
  - F. Intensification of the suburbs
  - G. Redevelop existing business areas for housing
  - H. Release land from the Green Belt for housing (edge of Slough)
  - I. Release land from the Green Belt for employment (Heathrow related development in Colnbrook and Poyle)
  - J. Expansion of Slough
    - J1 – Northern expansion into South Bucks (Garden Suburb)
    - J2 – Southern expansion into Windsor & Maidenhead (small sites)
  - K. Build in other areas outside of Slough
- 3.5 Details of some of these options and sub-options are set out below. They have been worked up in order to illustrate how they could be implemented. For most this includes some of the key sites and how they could be implemented, and a broad indication as to how much additional housing each option could produce. The housing figures are provided to help the public consultation exercise and should not be taken as a definitive assessment at this stage.
- 3.6 It should be noted that the options that involve building in other districts cannot be delivered through the Review of the Local Plan for Slough. As a result they would have to be progressed through the Duty to Cooperate process. It would not be appropriate to identify specific sites at this stage but the “northern expansion” option does show an area of search so that the implications for Slough of pursuing such an option can be considered in the Review of the Plan.

## Options Index



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## APPENDIX

Option A	EXPANSION OF SLOUGH TOWN CENTRE
<b>Background</b>	
<p>The spatial strategy for the Core Strategy (2008) was one of “concentrating development”. In this case the “town centre” is a very tightly drawn area which just consists of the shopping centre and the commercial core area around it.</p> <p>This has resulted in all major office and retail developments being permitted in this area. Whilst the bulk of new residential permissions have also been within the tight boundary there have also recently been major permissions on the edge of the town centre.</p> <p>The NPPF requires Local Plans to assess whether the predicted need for “Main Town Centre Uses” such as retail, offices, leisure, entertainment, arts, culture and tourism facilities can be accommodated in the town centre.</p> <p>Although detailed studies have not been carried out it is considered that there is sufficient land available to meet these needs within the core area.</p> <p>There are, however, a number of advantages in enlarging the scope of the centre in order to increase its immediate catchment and enable more people to benefit from its facilities and transport links.</p> <p>The Council’s Centre of Slough “Changing Views” Strategy (2015) assumed that the regeneration of the centre would have to be “residential led” because this is what the market was providing.</p> <p>Since the strategy was produced there has been major investment in new offices, proposals for the regeneration of the Queensmere shopping centre have been agreed and it appears that former TVU site will become available for development.</p> <p>The Council has opened the Curve building and there has been a general upturn in investment.</p> <p>As a result there is now the opportunity to build on this by expanding the town centre.</p>	
<b>Proposed Option</b>	
<p>This proposed option would involve increasing the amount of development that can take place in and around the town centre on the basis that it is a sustainable location with good transport links and a high provision of existing facilities. It is also an area which can potentially absorb higher density development better than others.</p> <p>Refurbishment and redevelopment would also help to improve the environment, appearance and image of the town centre.</p> <p>This option would therefore take the opportunity to transform the town centre so that it can become a major commercial and retail and leisure centre. It would also involve having more tall buildings in appropriate locations.</p> <p>It is envisaged that the existing shopping area would continue to be the location for major retail and leisure uses. The Site Allocations Plan (2010) identified the Queensmere and Observatory shopping centres (SA14) as the location for new retail and leisure uses including restaurants and bars. It is also the propose location for new residential development in the form of high-rise flats. It is considered that if the proposed investment takes place the Queensmere shopping centre could become the “centrepiece” which will be redeveloped/ refurbished in order to be the prime retail and leisure area for the town centre.</p> <p>The area south of the railway station which contains the new bus station was identified in the Heart of Slough Master Plan for major office development. Two large HQ buildings are currently under construction and it is considered that this area should be promoted as the “Central Business District” which will help to re-establish Slough as a Commercial office centre.</p> <p>There have been proposals to include some residential development in this area (CFS 7) but there would be a number of site specific problems with having flats here and it is considered that these sites should be reserved for new HQ offices in order to consolidate Slough as a major commercial centre.</p> <p>The other key site within the town centre is the former TVU site which forms part of the Heart of Slough comprehensive regeneration scheme (SSA13) This proposed major residential development of up to 1,500 units on the site along with other uses including some retail, leisure, offices and a partial replacement of the university. The University of West London (which is the new name for TVU) has decided not to replace any educational facilities and is</p>	

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Option A	EXPANSION OF SLOUGH TOWN CENTRE
<p>selling it for development. It is recognised that this may mean having a new mix of uses which will create vitality in this area. This could involve having major office development and some ancillary retail and leisure uses.</p> <p>If the Tesco superstore comes up for redevelopment during the plan period it is considered that this would be a good location for any additional town centre uses that are needed along with some residential above.</p> <p>The Council carried out a major refurbishment of the High Street through the Art @ The Centre environmental scheme. With high major rise development taking place in the town centre it is important that the High Street retains its current pedestrian friendly scale. There is, however, the opportunity to redevelop sites on the south side of the High Street in a comprehensive way which could provide more residential and commercial uses. This would have to be designed so that any high rise development is set back from the High Street frontage.</p> <p>In addition to building more intensively in core area of the town centre there is the opportunity to develop sites around it predominantly for residential use. The Post Office Sorting Office is included in the Site Allocations Plan (SSA16) for residential or mixed business use as part of proposals to improve the Wellington Street frontage. The redevelopment of part of the Upton Hospital site and reuse of the Listed Buildings for residential was promoted as SSA15 in the Site Allocations Plan. This could help to enhance the “Herschel Village” and Herschel Park area. The site for a potential conference centre has also been identified west of Upton Court Park.</p> <p>There is also the potential for residential development north of the town centre on the Horlicks Playing Field (OTH137), Stoke gardens (OTH138), Mill street north, Mill Street south, Albion Close and Petersfield Avenue. All of these developments would have to be comprehensively planned with improved links to the town centre.</p> <p>Under the existing strategy we have already allowed some very tall buildings with the flats on the Queensmere shopping centre rising to 21 stories and similar sized development being envisaged upon the former TVU site. Tall buildings should only be allowed if they are of the highest standard of design, improve the urban realm and they do not have an adverse impact upon neighbouring uses. It is also important that they provide high quality living standards for their residents.</p> <p>The opportunity should also be taken to exploit the great views of Windsor Castle and the surrounding countryside that can be obtained from Slough town centre not just for residents but also for visitors.</p>	
<b>Constraints</b>	
<p>There are a number of constraints to development in the town centre. It is currently congested at peak times and so some additional capacity for the transport system and the public transport system in particular will be required.</p> <p>Parts of the town centre suffer from significant air quality problems. This means that new development will have to be designed to mitigate for the impact upon residents.</p> <p>Developments will also have to be designed to reduce the impact of noise.</p> <p>The compact nature of the centre of Slough also means that any new development will have to take account of the setting of and impact upon existing buildings.</p> <p>There is also a shortage of open space in the town which means that new development will have to take the opportunity to create new spaces where appropriate.</p> <p>Landownership can also be a constraint in the town centre where owners are not willing to develop their sites in a comprehensive manner with adjoining ones.</p>	
<b>Key Links</b>	
<p>Slough Mass Rapid Transit</p> <p>Windsor Road widening</p> <p>Western Rail Link to Heathrow</p> <p>Lansdowne Avenue to former TVU site (INF 155)</p>	



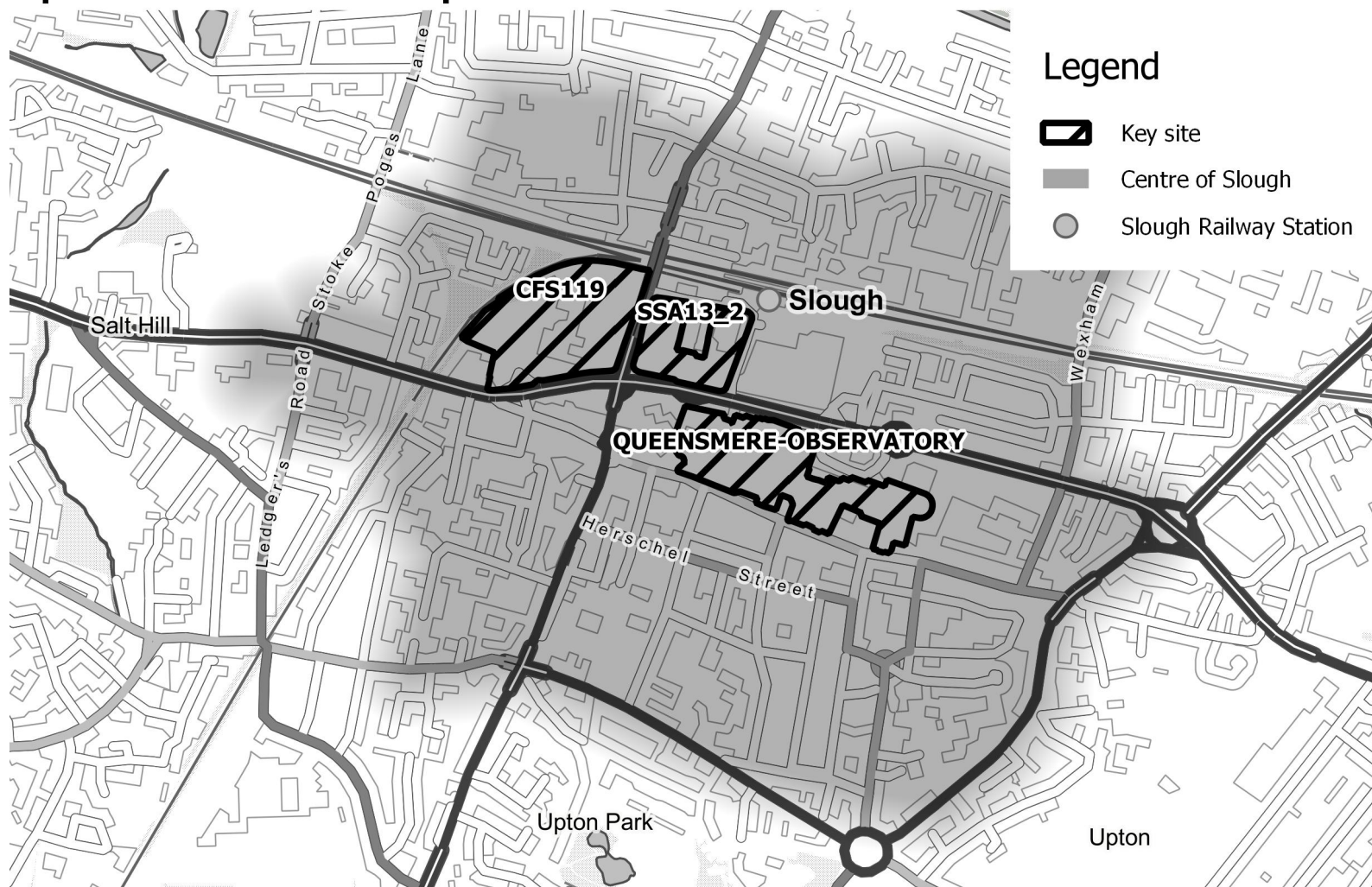
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Option A	EXPANSION OF SLOUGH TOWN CENTRE
Bridge over railway at Slough Station (east side) (INF 157) Improved pedestrian route to Herschel Park	
Issues	
<p>One of the key issues for the review of the Local Plan to deal with is to decide what the future role of the town centre should be. This is important because it is the focal point of the town provides facilities for all residents and contributes to the overall image of Slough.</p> <p>A major concern is the apparent decline of the shopping centre. Slough was previously classified as a “sub regional” shopping centre which reflected the recent household survey showed that the town centre’s catchment area had reduced to around 60,000 people which means that it is no longer serving the whole of Slough.</p> <p>As a result there is a need to find a way of revitalising the shopping centre and increasing its role as a leisure attraction.</p> <p>Slough town centre used to contain a number of major HQ type offices. Whilst the out of centre office market has continued to thrive, most of the major offices have moved out of the town centre and a lot of the office stock has been converted to residential. This means that it is not the commercial centre that it was.</p> <p>At the same time the loss of cheaper Grade C office floorspace to residential means that there is only limited opportunity for “start-ups” and incubator space.</p> <p>One of the problems facing the town centre is poor image which comes at least partly from the perception of its poor environmental quality. In order to transform the centre it will be essential that we insist upon the highest standard of architectural design and obtain good quality environmental standards. This high standard will be extended to the public spaces, increasing the offer and attractiveness of pavements, squares and parks.</p> <p>The Centre of Slough Strategy also promotes the use of the “Slough Pound” concept which means making decisions based upon what produces the best overall regeneration benefits.</p> <p>The design of Curve has enhanced the way in which St Ethelbert’s Church can now be appreciated by the public. There are a number of other existing heritage assets within areas such the Herschel “Village” where a distinct sense of place can be created. The expansion of the area of search where major development could take place does not mean that it will be appropriate in all locations close to the centre. This will require a more fine approach when assessing development proposals.</p> <p>Traffic congestion is a problem that will need addressed. This may require measures to deter the unnecessary use of the private car travelling to or through the centre.</p> <p>The Centre of Slough Strategy also recognised the importance of promoting major development in locations outside of the currently narrowly defined town centre in a way which encouraged new residents to make use of all of the facilities and transport links that are available. This would mean ensuring that sites such as the canal basin on Stoke Road or the Akzo Nobel site east of Wexham Road are linked as well as possible to the centre along new or improved pedestrian/cycle corridors.</p>	
Key Sites	
Queensmere/Observatory shopping centre (SSA14) Former TVU site (CFS 119) Area south of the railway station (SSA13) Post Office Sorting Office (SSA16) Upton Hospital (SSA15) Mill Street north side (OTH 140) Mill Street south side (OTH 141)	

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<u>Option A</u>	EXPANSION OF SLOUGH TOWN CENTRE
Land west of Upton Court Park (OTH 149) South side of High Street (OTH 146 & 147) Slough Station North forecourt (INF 156) Slough Station east car park (INF 156) Railway Triangle Stranraer Gardens (OTH 145) Albion Close (OTH 143) Horlicks Playing Field, Plough Lees lane (OTH 137) Stoke Gardens (OTH 138)	
<b>Related Sites/Areas</b>	

## Option A - Town Centre Expansion



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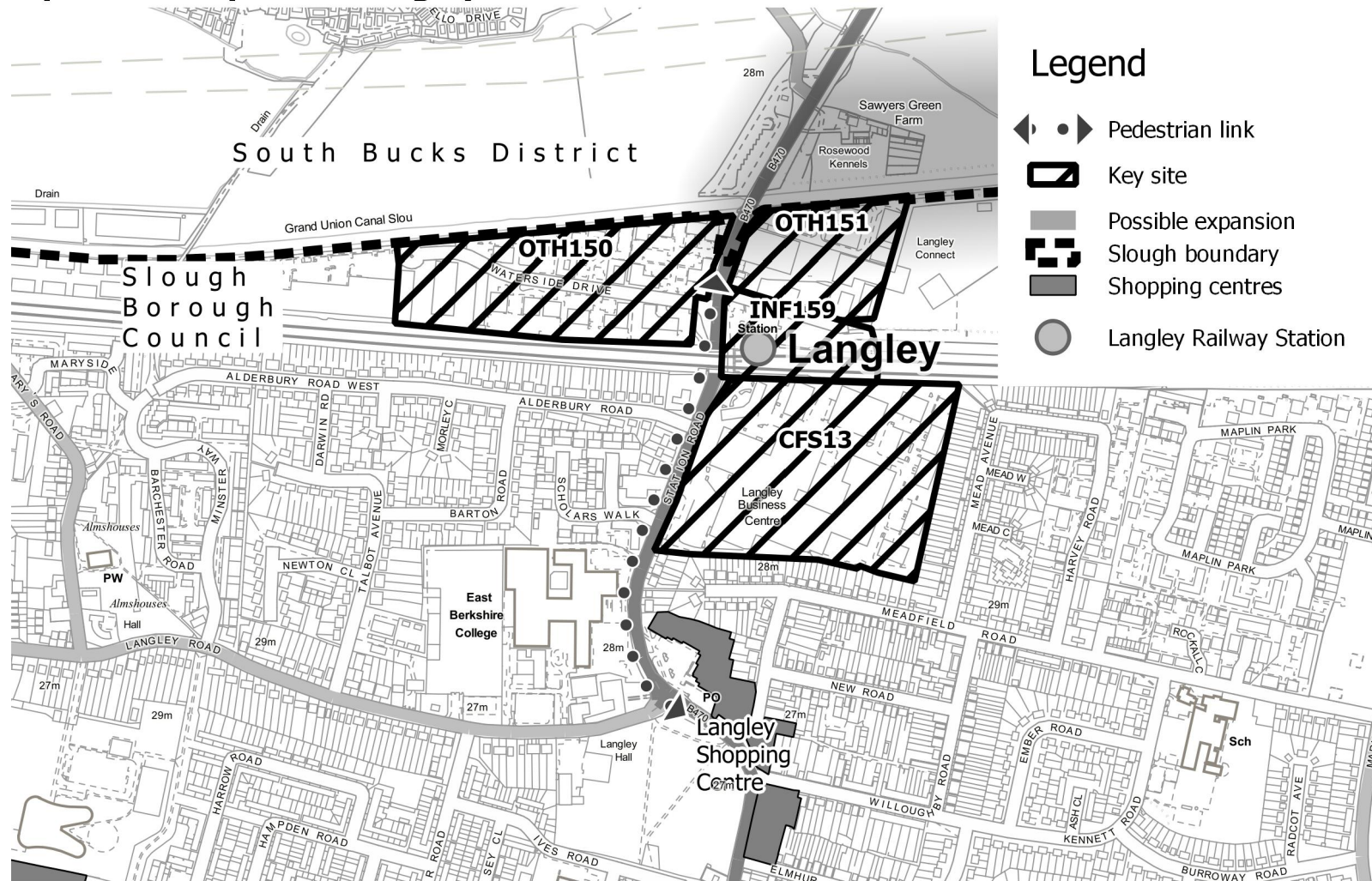
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Option B	EXPAND THE CENTRE OF LANGLEY
<b>Background</b>	
<p>It is considered that there is an opportunity to develop the area around Langley station in a way which will create new homes in an accessible location and provide new facilities as an expansion of the existing centre.</p> <p>The Core Strategy recognised that there was limited scope for expanding the Harrow Market District Centre at Langley but stated that in the longer term there might be the possibility of expanding into the Langley Business Centre to the north.</p> <p>The Site Allocations Plan subsequently identified part of the Langley Business Centre for a supermarket. It also recognised that the site could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways.</p> <p>The Site Allocations Plan also included the former Langley Oil Terminal and car park to the north of the station as a “Selected Key Location for Comprehensive Regeneration” which would predominantly consist of family housing.</p> <p>Neither of these proposals has been implemented. Although the landowner brought forward a proposal for 200 houses on the former terminal site this could not be pursued because but this land is now going to be used as a new depot for the Heathrow Express depot which has to move from Old Oak Common in order to facilitate the construction of HS2.</p> <p>A proposal for a Morrison’s supermarket on the Business Centre site was not considered to be acceptable for design and layout reasons and has not been subsequently pursued.</p> <p>A new bridge with lifts will be constructed as part of the Crossrail scheme and the Council is proposing to improve pedestrian access from the south.</p>	
<b>Proposed Option</b>	
<p>This option would involve developing the area around the Langley railway station as a new high density residential area which would also contain some employment, retail and leisure uses which would complement the Harrow Market District Centre.</p> <p>The development would be concentrated upon three major development sites which would form the core of this option. These are the Langley Business Centre (CFS13), part of Waterside Drive (OTH 150) and the Canal Warf industrial area (OTH 151).</p> <p>The Langley Business Centre would contain the proposed new ancillary retail and leisure uses with flats above. This would be linked by an improved pedestrian link to the Harrow Market Centre to the south. It would also retain or re-provide some business uses. The Canal Warf site would have to be developed comprehensively with high density flats and family units. The design of this would have to enhance the canal. It is not proposed that Waterside Drive should be the subject of wholesale redevelopment but there is the opportunity to convert or redevelop some of the business units for residential.</p> <p>There is also the potential to build on the land north of the Canal but this is Green Belt land which is not within Slough Borough and so could only be brought forward as a result of Duty to Cooperate discussions with South Bucks District Council.</p> <p>The Government is encouraging Councils to increase the density of development around Commuter Hubs such as Langley and so, if appropriate opportunities arise, this will be encouraged on sites outside of the identified sites. Such development will not, however, be allowed on a piecemeal basis.</p>	
<b>Constraints</b>	
<p>It is recognised that this part of Langley can suffer from traffic congestion. It is, however, a highly sustainable location because of its proximity to the railway station and existing facilities. As a result any development in this area is likely to be less reliant upon the use of the private car than elsewhere. Nevertheless measures may have to be introduced which can seek to deal with the problems of local traffic problems.</p> <p>The railway bridge over Station Road is not high enough for high sided vehicles and so only a limited number of HGVs</p>	

## APPENDIX

Option B	EXPAND THE CENTRE OF LANGLEY
are able to use the road.	
<b>Key Links</b>	
<p>New pedestrian bridge at Railway Station</p> <p>Improved footway link with Harrow Market</p> <p>Improved Pedestrian access to Railway Station</p> <p>Canal footpath/cycleway</p>	
<b>Issues</b>	
<p>It is important that the proposal doesn't undermine the viability of the Harrow Market District Shopping Centre. The Site Allocations Plan (2010) proposed a supermarket with a sales floor of up to 2,500 m2 which was found to be acceptable by the Inspector. Although this option would include retail and leisure uses it is not envisaged that there would be a single unit as large as the supermarket that was previously proposed. As a result it is envisaged that the new facilities will complement the existing centre and increase the choice for local residents which will reduce the need to travel.</p> <p>It is acknowledged that the local area can suffer from traffic congestion. It is envisaged that many of the new residents will live there because of the proximity to the railway station and that the new retail and leisure facilities would be orientated towards meeting local needs. Nevertheless there is likely to be an increase in trip generation which will require appropriate mitigation measures.</p> <p>There will be a loss of employment land. Parts of the Langley Business Centre have been vacant for some time and it is proposed that there should be some employment generating uses retained or replaced in the development. The introduction of prior approvals for the conversion of offices to residential means that this can happen without needing permission from the Council.</p>	
<b>Capacity</b>	
Approximately 600 additional homes	
<b>Key Sites</b>	
<p>Langley Business Centre (CFS13)</p> <p>Part of Waterside Drive (OTH 150)</p> <p>Canal Warf Industrial Area (OTH 151)</p> <p>Langley Railway Station (INF 159)</p>	
<b>Related Sites/Areas</b>	
Langley District Shopping Centre	

## Option B - Expanded Langley Centre



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## APPENDIX

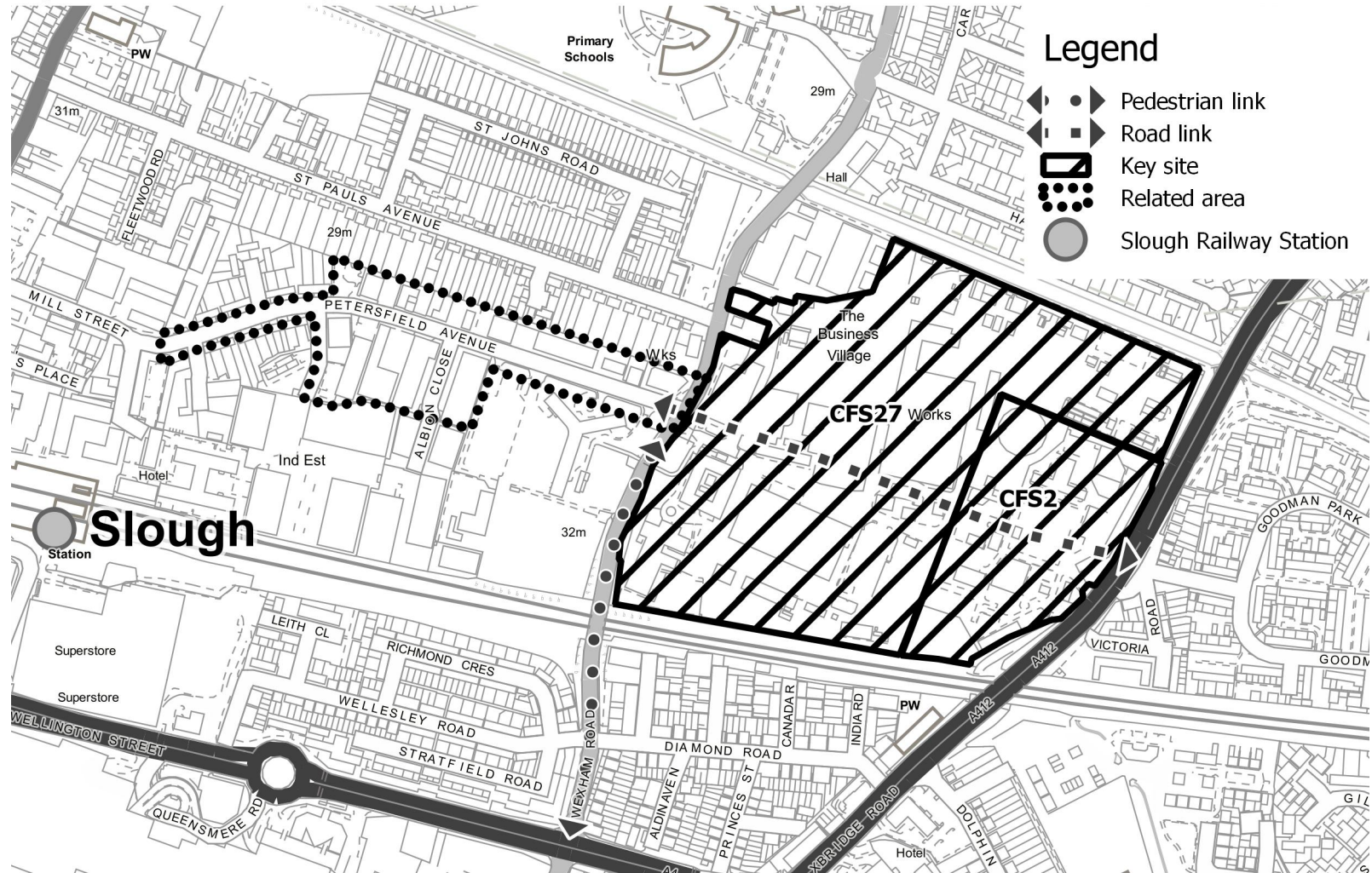
OPTION C	NEW NEIGHBOURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
<b>Background</b>	
<p>The Akzo Nobel site comprises the former ICI paint manufacturing plant and associated research and development buildings on the eastern side of Wexham Road. Manufacturing is due to move to the north of England. Research and development may stay on the site or move to the adjoining site which will retain the offices and laboratories. The site abuts the canal to the north and the railway line to the south. The owners indicate that development could take place within 5 years.</p> <p>The National Grid site is the former gas works. It now comprises a gas company depot accommodating a mixed range of office and storage buildings, open storage and parking areas with a gas holder in the north-west corner of the site. The site is currently operational but the owners say it may become available for redevelopment in the long term (more than 10 years).</p> <p>The landowners have put the two sites forward as part of the recent 'Call for Sites' exercise. The combined sites provide a rare opportunity for a substantial new neighbourhood to be created near the town centre. The fact that only two land owners are involved should simplify the process of getting comprehensive development.</p>	
<b>Proposed Option</b>	
<p>The proposed option is to comprehensively redevelop the two sites primarily for residential plus supporting uses (local retail, education, open space, community facilities) and some employment use. A mixture of family homes, small homes and flats including affordable housing. The canal-side north end is expected to be houses with flats near the railway end. Whilst street based housing and flat development is wanted there may be scope for some taller flats (over 5 storeys) on the southern part of the site. This could optimise the use of the site to help meet housing demand but control of the quality and mix of house types and tenures will be crucial if this type of development is chosen. The site is large enough and sufficiently separated from other neighbourhoods for the new development to have its own character.</p> <p>Wexham Road and Uxbridge Road can be used for access. The existing Uxbridge Road site access may not be suitable as it is or it may need to be relocated away from the railway bridge to improve safety. To assist town wide travel it will be important to have a link through the site from Wexham Road to Uxbridge Road for cyclists, buses and local traffic.</p>	
<b>Constraints</b>	
<p>In the unlikely event that the gas holder is not removed the associated safety zone will significantly limit the area available for new residential development on both sites. Employment uses could take the place of the area of residential use lost.</p>	
<b>Key Links</b>	
<p>Pedestrian and cycle route to railway station via Petersfield Avenue and to the town centre via either the latter or Wexham Road bridge.</p> <p>Access to the canal to access local recreation spaces and the tow path out to the Colne Valley Regional Park.</p> <p>A link through the site from Wexham Rd to Uxbridge Road for cyclists and buses. Possibly for traffic also if this can relieve congestion elsewhere without significant consequences on other roads.</p>	
<b>Issues</b>	
<p>Dealing with soil contamination. Contamination is linked to predecessors of the current owners and it is expected that they will deal with any contamination before selling the sites. Bearing in mind the past uses over a long period of time remediation may take some time.</p> <p>Loss of employment land. The sites are 'Existing Business area' on the Slough Local Development Framework Proposals Map 2010.</p> <p>Consequences of extra traffic flow over and above existing levels. The combined sites are in a reasonably sustainable location because of their proximity to the railway station and town centre. Consequently residents in any new</p>	

## APPENDIX

OPTION C	NEW NEIGHBOURHOOD ON AKZO NOBEL/NATIONAL GRID SITE
<p>development are likely to be less reliant upon the use of the private car than elsewhere.</p> <p>Encouraging walking and cycling in particular creating a convenient and attractive route to Slough railway station and the town centre and ensuring adequate retail and community uses are accessible in or near the development.</p> <p>Improvements to Petersfield Avenue and Wexham Road will be crucial so that new residents feel they are connected to the town centre. This applies to the western part of the Akzo Nobel site in particular as the edge of this site is only an 800 metre walk to the station.</p> <p>Ensuring comprehensive development i.e. both sites considered together but also ensuring each site can be developed individually in case redevelopment of one site is delayed.</p> <p>Provide education, retail and community uses on the site.</p> <p>Ensuring a wide mix of house types and high quality design to make it attractive to a wide range of people.</p>	
<b>Capacity</b>	
1,000 to 1,400 homes dependent upon the number of flats included. These figures will be lower if substantial areas are retained for employment use. Substantially less if the gas holder is not removed.	
<b>Key Sites</b>	
<p>CFS 27 Akzo Nobel, Wexham Road 12.73 ha</p> <p>CFS 2 National Grid; Uxbridge Road 3.88 ha</p>	
<b>Related Sites/Areas</b>	
<p>OTH 144 Petersfield Ave (north side) existing commercial buildings.</p> <p>Residential led redevelopment and street-scene enhancement</p> <p>OTH 143 Petersfield Ave (south side) review potential for comprehensive redevelopment for business and residential development plus street-scene enhancement.</p>	



## Option C - New Neighbourhood on Akzo Nobel/National Grid Site



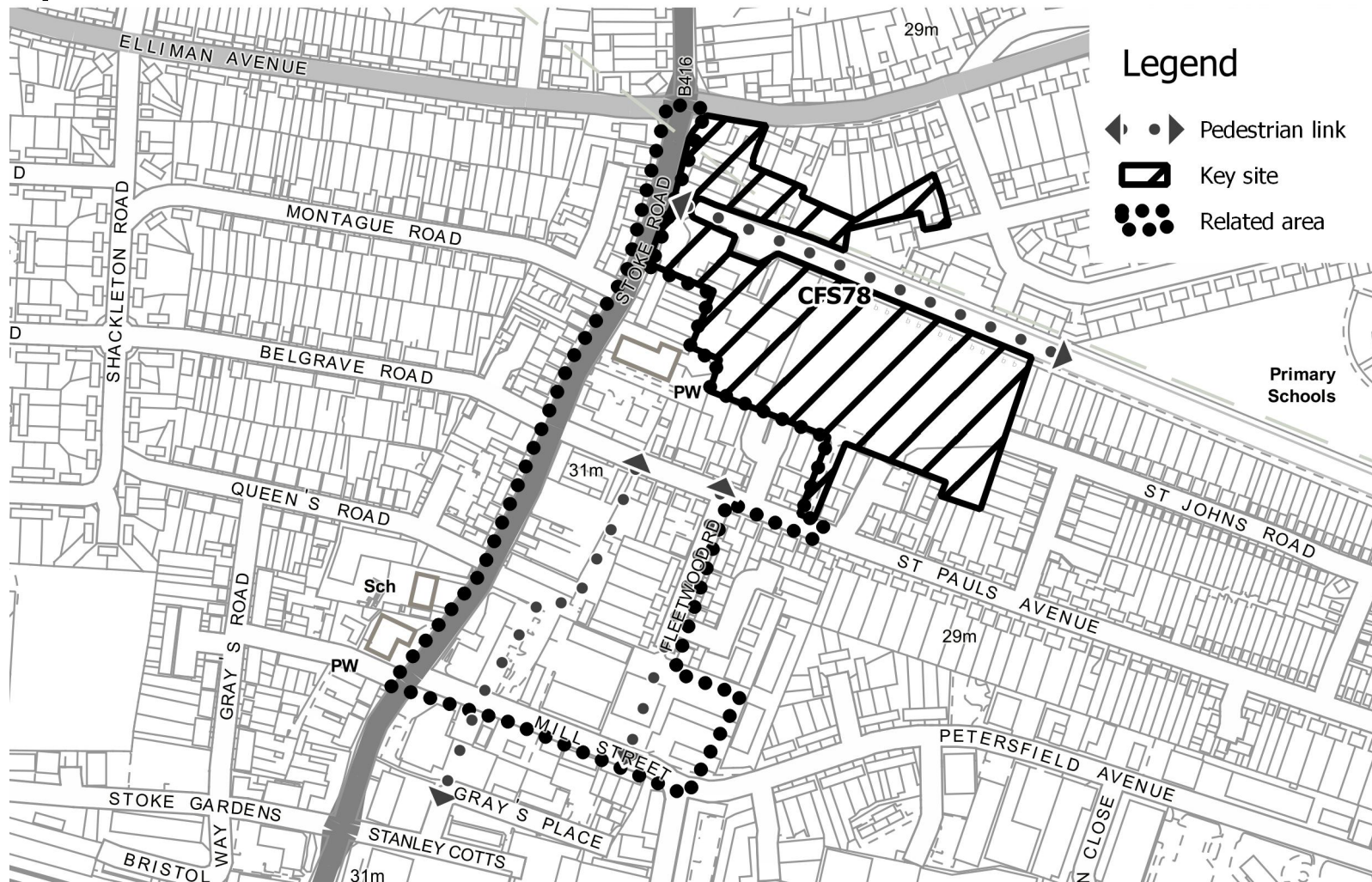
## APPENDIX

OPTION D1	CANAL BASIN
<b>Background</b>	
<p>There has been a long standing proposal to redevelop the canal basin in Stoke Road.</p> <p>The main reasons for promoting development in this area is the desire to promote the basin as a visitor centre and focal point for users of the towpath and canal. Redevelopment of the existing unattractive commercial buildings would also greatly improve the appearance of the site and act as a catalyst for the regeneration of the wider area.</p> <p>The Site Allocations Plan (2010) identified the site (SSA17) for redevelopment primarily for residential development including :</p> <ul style="list-style-type: none"><li>• Provide facilities that will attract visitors and form a focal point</li><li>• for users of the towpath and canal</li><li>• Open up views from Stoke Road to the Canal Basin</li><li>• Retain and enhance the winding hole and pedestrian and cycle</li><li>• access to the basin</li><li>• Retain and take opportunities to enhance the nature</li><li>• conservation value of the canal</li><li>• Consider the provision of visitor moorings and the north side of</li><li>• the canal</li><li>• Provide residential development</li><li>• Enhance recreational facilities within the Bowyer Playing Fields</li></ul> <p>Development has not come forward so far because of land assembly problems. These have now been resolved so that all of the land is under the control of a consortium of potential developers including the Council.</p>	
<b>Proposed Option</b>	
<p>The proposed option is to redevelop the area around the canal basin with a residential scheme and ancillary retail/leisure uses. This would have a high quality public realm which would create a focal point which would attract canal boats and local residents to use this part of the canal.</p> <p>The proposal includes having residential blocks along the northern part of the Bowyer Playing Fields fronting onto the canal. The remaining parts of the public open space will be landscaped and improved so that there is an overall increase in the recreational value of the land.</p> <p>Although the site will be predominantly developed with flats some family housing should be provided along with affordable housing.</p> <p>Access will be from the Stoke Road which will open up views of the canal basin.</p>	
<b>Constraints</b>	
<p>The impact of extra traffic on Stoke Road will have to be addressed.</p> <p>Limitations on layout options if overhead power cables are not removed.</p> <p>The main physical constraint to the development of the site is the electricity pylon and cables which cross the northern part of the site which limits what can take place upon this area. Investigations have taken place as to whether the cables could be put underground but this would be very expensive. As a result development may have to take place on a phased basis.</p>	
<b>Key Links</b>	
<p>To canal for recreation and access to the countryside.</p> <p>Stoke Road to the town centre and alternative pedestrian and cycle access to the railway station and town centre.</p>	
<b>Issues</b>	

## APPENDIX

OPTION D1	CANAL BASIN
<p>The principle of the loss of part of the Bowyer Playing field has been established through the Site Allocations Plan (2010). This would be subject to development being carried out in a sensitive way which would enhance the overall recreational value of the area which would be available to residents in the wider area.</p> <p>It is important that the development encourages walking and cycling in particular creating a convenient and attractive route to the station and town centre. The site is an 800 metre walk from the station. Improvements to Stoke Road or an alternative route will be crucial so that new residents feel they are close to the town centre.</p> <p>Gaining Local Economic Partnership funding to place overhead power cables underground.</p> <p>The scheme will also have to encourage the use of the towpath for walking and cycling.</p> <p>The Site Allocations Plan has accepted that the site will predominantly be developed for flats but a residential units will be requires which will be built to a high standard of design.</p> <p>Attracting canalside uses to make the basin an attractive and distinctive focal point.</p>	
<b>Capacity</b>	
<p>Around 250 new dwellings could be built as part of the main proposal. It may be possible to build more in future if the pylon and overhead cables were removed.</p>	
<b>Key Sites</b>	
<b>Related Sites/Areas</b>	
<p>OTH 139 Stoke Road east side (south of Canal Basin and North of Mill Street). Residential led comprehensive redevelopment including pedestrian/cycle link north south from Canal basin redevelopment site towards Slough Station.</p> <p>Land east of Stoke Road and Fleetwood Road – an alternative pedestrian/cycle link could go via Fleetwood Road if a link to Mill Street is achieved. See site OTH 140 Mill Street (north side) and site INF 157 Slough Station (east side) bridge over railway (pedestrian/cycle access from Mill Street to town centre).</p> <p>The nearby emerging new Community Sports Stadium and Lynch Hill Enterprise Academy; are 300 metre walk to the north along Stoke Road.</p>	

## Option D1 - Canal Basin





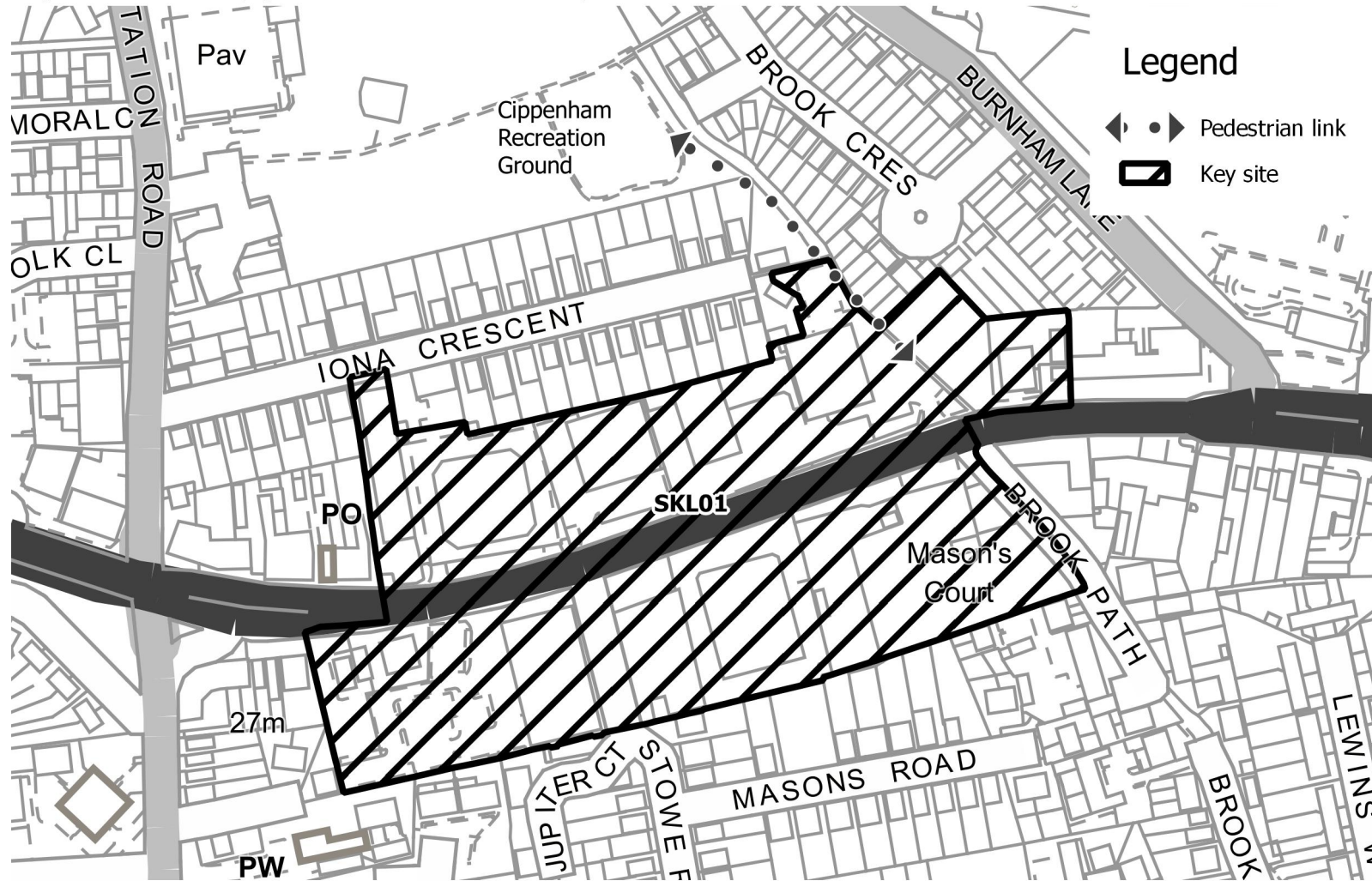
## APPENDIX

OPTION D2	NEW CENTRAL CIPPENHAM STRIP
<b>Background</b>	
<p>The section of the A4 Bath Road west of the Slough Trading Estate is characterised by a mix of commercial uses and housing. This part of the Bath Road also doesn't have the tree lined avenue that runs through the Estate. As a result it is one of the least attractive main road corridors in Slough.</p> <p>Apart from having good access to the M4 junction 7, this part of the Bath Road is close to Burnham station (650m walking distance) which will have the Crossrail service from 2019. There is also potential for the Rapid Mass Transit service to be extended which would provide an improved bus service to the town centre.</p> <p>Although the area currently contains a number of employment uses such as retail warehouses, car show rooms and car/van sales, it is not considered that it is essential for these to be in this location.</p> <p>The area was identified in the Site Allocations Plan (2010) as a "Selected Key Location for Comprehensive Regeneration" where major residential or mixed use development could take place. This has not been implemented so far. A new car showroom has recently been constructed on 392 Bath Road.</p>	
<b>Proposed Option</b>	
<p>The proposed option would be to comprehensively regenerate this area in order to provide new housing and an improved environment of this part of the A4 corridor.</p> <p>It is considered that new residential development could take place upon the sites which would consist of flats along the road frontage. Family housing could be included at the rear of the sites on the southern side of the Bath Road. Development should be comprehensively planned in a way which improves the appearance of this important main road frontage.</p> <p>The opportunity should be taken to introduce some major landscaping along the frontage.</p> <p>There may be the opportunity to include other adjoining sites along the Bath Road within comprehensive redevelopment proposals.</p>	
<b>Constraints</b>	
<p>Part of the site is liable to flood and so the design and layout of any development would have to take account of this and drainage issues.</p> <p>It would also have to take account of the juxtaposition of adjoining residential properties.</p> <p>Development along the road frontage would have to take account of noise and disturbance from traffic along the A4.</p> <p>There are road widening proposals within the vicinity of this area.</p>	
<b>Key Links</b>	
<p>The Mass Rapid Transit scheme could potentially be extended along this part of the A4.</p> <p>Improved pedestrian links to Burnham Station and Cippenham Recreation Ground would also make the site more sustainable.</p>	
<b>Issues</b>	
<p>There has not been any indication of redevelopment taking place since the area was identified in the 2010 Site Allocations Plan. Although much of the area is understood to be in a single ownership it is not clear how the site could be brought forward on a comprehensive basis.</p> <p>The proposal would involve the loss of employment land but much of this is quite low key or consists of retail type jobs which could be accommodated elsewhere...</p>	
<b>Capacity</b>	

## APPENDIX

<u>OPTION D2</u>	NEW CENTRAL CIPPENHAM STRIP
Approximately 200 additional homes	
<b>Key Sites</b>	
Bath Road Selected Key Location for Comprehensive Regeneration (SKL1)	
<b>Related Sites/Areas</b>	
Burnham Station (INF 152)	

## Option D2 - Cippenham Central Strip



## APPENDIX

OPTION D3	CHALVEY REGENERATION AREA
<b>Background</b>	
<p>The group of identified sites together with development that already has planning permission will help improve the appearance of the area, provide more housing for local needs and key community facilities including a new school. An enhanced Salt Hill stream and associated land that runs through the area can be a linking feature - a walking/cycling route and a green corridor. All these changes need to be supported with public realm enhancements and continued support from local public authorities to tackle crime and to assist community support networks. The aim of these improvements, beyond providing new homes and facilities, is to encourage existing owners to invest in their properties thus improve the overall image of the area, create a sense of confidence and hopefully encourage existing residents to stay in the area.</p>	
<b>Proposed Option</b>	
<p>The Montem Leisure Centre site will become a new residential neighbourhood with family homes and some smaller properties alongside an enhanced streamside green corridor with a foot and cycle link connecting it to Salt Hill Park to the north and south to Chalvey Centre. Plus improved link to Seymour Road with links to the recreation ground beyond.</p> <p>For the area around the Thames Valley community centre site a new primary and secondary school including retained or replacement community facilities will provide a new focal point for this part of the neighbourhood. As part of this scheme there is an opportunity to include and remove the unsightly old shopping centre and office building on Chalvey High Street. This provides the scope to create a new built frontage along the prominent north side of the High Street.</p> <p>Parts of the Council's Spackman's Way estate could be refurbished and/or redeveloped to regenerate that part of Chalvey, renew affordable housing stock and add additional homes.</p> <p>The provision of a Chalvey railway halt in the future will enhance accessibility for the local community and reduce reliance on the car at peak times.</p> <p>Where Salt Hill stream runs under Chalvey there are opportunities to open it up as a local feature.</p>	
<b>Constraints</b>	
<p>A key constraint to new building is the need to avoid flood risk. Areas close to the M4 motorway and main roads are subject to significant air quality and noise problems.</p> <p>There is also traffic congestion within the area.</p> <p>There have also in the past been viability problems which have prevented development coming forward.</p>	
<b>Key Links</b>	
<p>Possible new Chalvey Halt on the Windsor Branch Line</p> <p>New bus link</p> <p>Salt Hill Stream corridor</p> <p>Footpath Cycleway link to the Jubilee River</p>	
<b>Issues</b>	
<p>The key issue is how the development of a number of individual sites in the Chalvey area can take place in a way which maximises the overall regeneration benefits for the area as a whole.</p> <p>There is a need to improve the environment of some parts of the area including the public realm.</p> <p>The shortage of green spaces in Chalvey means that there is a need to improve access to the Jubilee River to the south and along the Salt Hill corridor to the north.</p> <p>Traffic congestion is also a problem within the area as a result it may be necessary to control the amount of car parking to be provided and encourage non car modes of travel. It will also be necessary to limit exposure to main road air</p>	



## APPENDIX

<u>OPTION D3</u>	CHALVEY REGENERATION AREA
<p>quality problems.</p> <p>It may be necessary to consider using Compulsory Purchase powers to facilitate comprehensive redevelopment.</p>	
<b>Key Sites</b>	
<p>CFS 68 Montem Leisure Centre – redevelopment for housing</p> <p>CFS 26 Chalvey Community and shopping Centre plus recreation ground – redevelopment for a secondary school including community centre space.</p> <p>CFS 23 Fire Station/Land east of Tun's Lane – new fire station and flats.</p> <p>CFS 57 Darvill's Lane (community and day centre) – residential development</p> <p>CFS 44 Garage Compound Turton Way – new flats</p>	
<b>Related Sites/Areas</b>	
<p>INF 162 Chalvey Halt proposal (new station on Windsor branch line)</p> <p>CFS 56 Former Cross Keys pub – residential development (planning permission granted)</p> <p>CFS 1 Salt Hill Stream and tributaries – green corridor and water quality improvement.</p> <p>Primary Road/Greenwatt Way – propose health centre and extra care housing (planning permission granted).</p>	

## Option D3 - Chalvey Regeneration Area



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## APPENDIX

OPTION E	ESTATE RENEWAL
<b>Background</b>	
<p>There are over 6,000 Council Houses in Slough located in a number of Estates throughout the Borough. The Council has an on-going programme of improvements to make sure that they meet the “decent homes” standard and continues to improve the public realm in these areas.</p> <p>As part of this the Council has carried out some major Estate Renewal projects. These have included demolishing two of the blocks of flats at Common Road Langley and replacing them with family housing. The Britwell regeneration scheme has involved demolishing the flats and shopping centre and replacing them with new facilities and family housing. It is proposed to demolish the Tower and Ashbourne flats in Chalvey.</p> <p>In addition the Council has carried out a programme of redeveloping unused garage courts for housing which makes better use of unsightly areas. Further phases of this are planned along with proposals to redevelop some old peoples units which do not meet modern needs.</p> <p>Most of the Council Estates in Slough such as Wexham Court, Trelawney Avenue in Langley and the Britwell have been built to a high standard. The Council will, however, be carrying out a stock condition survey to see whether there are areas which will need major investment or could benefit from being partially redeveloped during the plan period.</p>	
<b>Proposed Option</b>	
<p>This option would involve selectively redeveloping parts some of the housing Estates in Slough in order to improve the appearance and environment of the areas and increase the number of units as well as the quality of housing that is available to meet local needs.</p> <p>This would be carried out through a combination of schemes across the Borough which would range from the infilling of available small sites, to the demolition and redevelopment of large tower blocks.</p>	
<b>Constraints</b>	
<p>There may be physical constraints to the development or redevelopment of sites as a result of flooding, drainage, noise, air quality or other environmental problems.</p> <p>There may also be a number of practical constraints to development.</p> <p>The main constraint is the shortage of available land.</p>	
<b>Key Links</b>	
<b>Issues</b>	
<p>There are a number of issues associated with this option.</p> <p>Any refurbishment or redevelopment would inconvenience residents in the short term.</p> <p>New development would also have to be at a higher density than at present and so it would have to be carefully designed to make sure that it fitted into the existing neighbourhood. The type of new accommodation may also change with more apartments being provided.</p> <p>There is also a potential problem in carrying out comprehensive redevelopment or refurbishment schemes where some properties have been sold or leased to the occupiers. If it is not possible to buy properties back it may be necessary to use Compulsory Purchase powers on a selective basis.</p> <p>The critical issue is whether schemes will be economically viable taking account of the constraints to what the Council can do with its housing stock.</p>	
<b>Capacity</b>	
<p>It is not possible to assess what the capacity is of this option at this stage.</p>	

## APPENDIX

<u>OPTION E</u>	ESTATE RENEWAL
<b>Key Sites</b>	
Whilst some key sites for redevelopment in the short term can be identified, such as Tower House and Ashbourne House, this option will be made up of multiple sites over the course of the plan period.	
<b>Related Sites/Areas</b>	

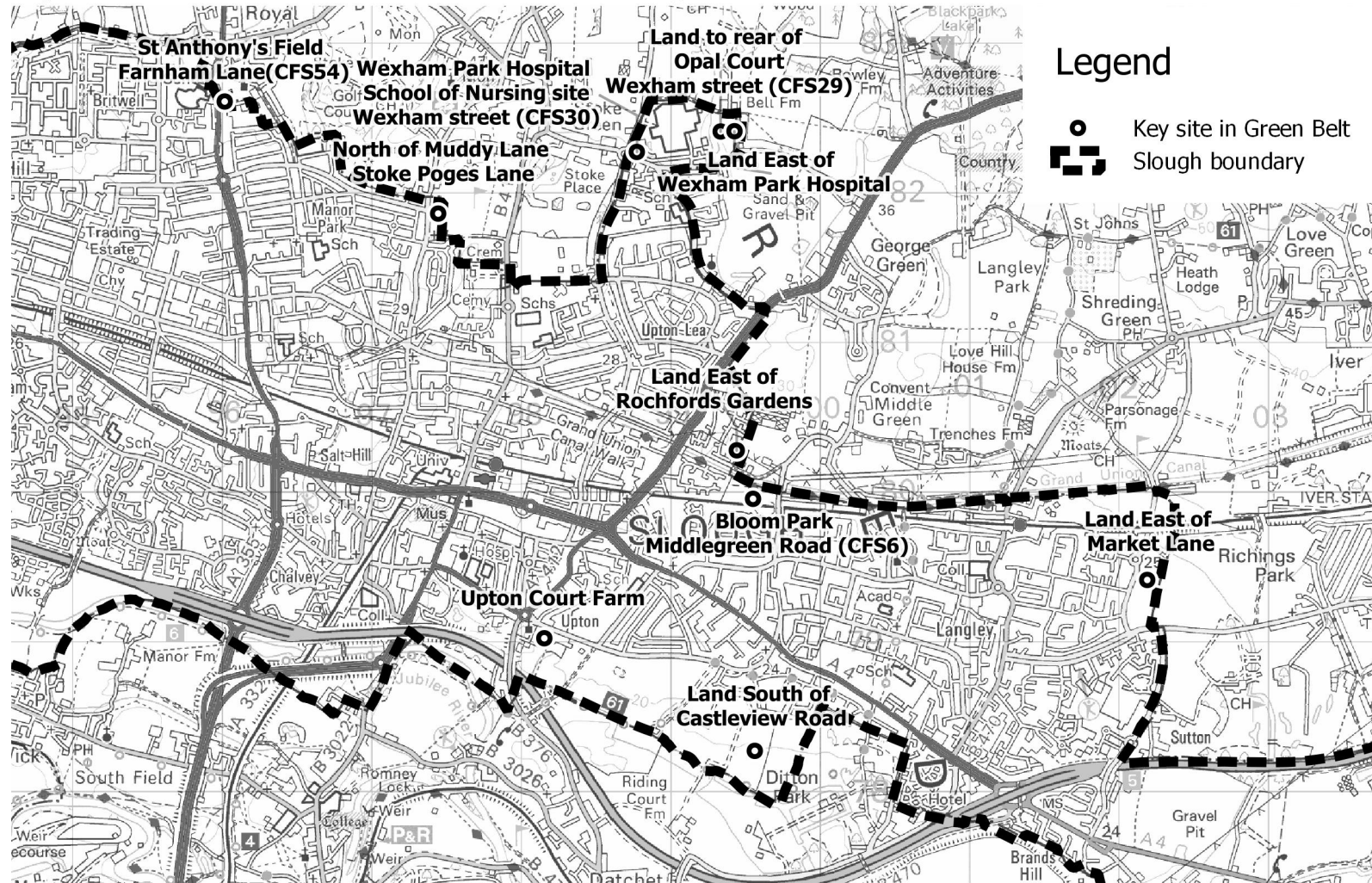
## APPENDIX

OPTION H	RELEASE OF GREEN BELT LAND FOR HOUSING
<b>Background</b>	
<p>The NPPF states that once established Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan (para.83). It is recognised that the Government attaches great importance to green Belts (para.79) and there have to be very special circumstances to justify inappropriate development in the Green Belt (para.88). Further justification for the release of Green Belt will form part of the Local Plan evidence base.</p> <p>Changes have been made to the Green Belt in Slough in successive plans. The Local Plan for Slough (2004) identified a shortfall of 1,000 houses compared with the overall requirement. As a result it was agreed that there were sufficient exceptional circumstances for the plan to release six sites from the Green belt to provide for these 1,000 houses. It also released two other sites on the basis that they no longer had a Green Belt function and these have subsequently been granted planning permission for housing.</p> <p>The Core Strategy (2008) subsequently made changes to the Green Belt boundaries by putting back into the Green Belt any open land which had no further development potential but could perform a Green Belt function.</p> <p>The Strategic Housing Land Assessment (2016) has identified that Slough has an Objectively Assessed Housing Need of 927 units a year which is almost three times higher than the requirement of 315 in the Core Strategy. At the same time there is an even greater shortage of land. As a result, and in line with Government Guidance, it is necessary to consider the option of releasing further Green Belt land for housing.</p> <p>The largest area of Green Belt in the Borough is in Colnbrook and Poyle. It is not, however, considered that this area is suitable for new housing because it is subject to a number of environmental constraints. There is also uncertainty about whether a third runway for Heathrow will be built in the area, and there may be a need for any new airport related development.</p> <p>There is also an area of Green Belt land south of the M4 in Slough which is also not suitable for development because it contains the Jubilee river and the sewage works, it has very poor access and most of it is liable to flood.</p> <p>A number of other small pockets of Green Belt land have also been ruled out as possible housing sites because they are not considered to be developable.</p>	
<b>Proposed Option</b>	
<p>This option would involve the development of a number of sites around Slough that are currently in the Green Belt for housing. The possible sites that have been identified are:</p> <ul style="list-style-type: none"> <li>• St Antony's Field, Farnham Lane (CFS 54)</li> <li>• Wexham Park Hospital School of Nursing site, Wexham Street (CFS 30)</li> <li>• Land to rear of Opal Court, Wexham Street (CFS 29)</li> <li>• Land east of Wexham Park Hospital</li> <li>• North of Muddy Lane, Stoke Poges Lane</li> <li>• Land east of Rochford Gardens</li> <li>• Bloom Park, Middlegreen Road (CFS 6)</li> <li>• Land east of Market Lane</li> <li>• Land south of Castlevue Road</li> <li>• Upton Court Farm</li> </ul> <p>It is considered that all of the sites should be predominantly developed for family housing and that a full quota of affordable housing and all of the necessary infrastructure contributions will be provided given the uplift in land values that would come about as a result in the change in designation from Green Belt.</p>	
<b>Constraints</b>	

## APPENDIX

OPTION H	RELEASE OF GREEN BELT LAND FOR HOUSING
<p>It is not possible to list all of the possible constraints to the development of every site but there may be flooding, drainage, access, ecological, contamination or other environmental problems which could affect the design and the capacity of the sites. These will be considered in due course.</p> <p>Some of the sites are also subject to policy constraints. Bloom Park is for instance public open space and the land south of Castlevue Road is within the Ditton Park Historic Park and Garden.</p> <p>Some sites, such as St Antony's Field, Farnham Lane, may have a particular role in preventing the coalescence of settlements and the land east of Market Lane is within the Colne Valley Regional Park and the Strategic Gap identified in the Core Strategy.</p>	
<b>Key Links</b>	
<b>Issues</b>	
<p>Aside from site specific constraints the biggest issue will be whether there are the very special or exceptional circumstances that are required to release land from the green Belt.</p>	
<b>Capacity</b>	
<p>It is estimated that all of these sites could produce around 650 dwellings but this would have to be subject to detailed testing.</p>	
<b>Key Sites</b>	
<p>The Key Sites which make up this option are listed above.</p>	
<b>Related Sites/Areas</b>	
<p>Many of these sites could be affected by Option J which proposes meeting some of Slough's housing need in a northern expansion of Slough into South Bucks.</p>	

## Option H - Green Belt Release for Housing



## APPENDIX

<p><u>OPTION I</u></p>	<p><b>RELEASE OF GREEN BELT LAND FOR EMPLOYMENT</b> (IN THE COLNBROOK AND POYLE AREA)</p>
<p><b>Background</b></p> <p>As set out in Option H It is recognised that the Government attaches great importance to Green Belts, it is appropriate to carry out a review of the Green Belt as part of the Local Plan Process and determine whether there are very special circumstances sufficient to justify its release.</p> <p>Changes to the Green Belt in Slough in the 2004 Local Plan and 2008 Core Strategy were justified on the basis of housing need. Option H has looked at the potential for release of sites within the Green Belt around Slough for residential development on the basis that they are more appropriate for housing rather than employment use.</p> <p>There are two major developed sites in the Green Belt that are currently in Employment use at Wexham Park Hospital and Slough Sewage Works. Aside from these areas, it is considered that the only Green Belt land with any potential for employment use is within Colnbrook and Poyle. This area contains the Poyle Trading Estate and a number of other industrial and commercial areas. It also contains the Grondon's Energy from Waste plant and a number other large infrastructure uses.</p> <p>Although it is not very accessible by public transport commercial uses have been attracted to the area because of its proximity to Heathrow airport and accessibility to the motorway network.</p> <p>There is a proposal to build the third runway at Heathrow on Green Belt land in Colnbrook north of the A4 Colnbrook bypass. This would demolish the Grondon's plant and part of the Lakeside Road industrial area. It would also result in extensive changes to the road network and require land for associated infrastructure.</p> <p>Apart from being in the Green Belt, the area is currently highly protected from development because of its location in the Strategic Gap and Colne Valley Park. A proposal for a Strategic Rail Freight Interchange north of the A4 Colnbrook bypass has recently been refused by the Secretary of State.</p> <p>The Council has expressed its support for expansion at Heathrow because of its importance to Slough's residential and business communities. The Economic Development Needs Assessment has identified the need for up to 180 hectares of new employment land much of which is needed for storage and distribution. An Employment Needs study is also being carried out for Heathrow.</p> <p>Because of its location close to Heathrow the potential for more employment development has to be considered in the Colnbrook and Poyle area.</p>	
<p><b>Proposed Option</b></p> <p>This option would involve releasing land from the Green Belt in the Colnbrook and Poyle area for airport related development depending upon any decisions to expand Heathrow.</p> <p>There will be an embargo on any development taking place in the short term unless it meets the "essential to be in this location" test set out in the Core Strategy. This will only be reviewed once a decision has been taken about whether the proposed third runway will go ahead.</p> <p>If the third runway at Heathrow is not supported by Government, consideration will be given to whether any additional airport related development is needed in the Poyle area to support the planned growth at Heathrow with the existing two runways. This would have to be justified by the results of the Employment Needs Assessment and be limited to meeting airport needs only.</p> <p>If it is decided that the third runway will go ahead the full extent of the land use needs for the runway and associated infrastructure and the need to re-provide for displaced uses will have to be established. Consideration would then be given to the release of Green Belt land and a review of the Strategic Gap for airport related uses as part of a Master Plan for the area.</p> <p>It will also be important to consider the impact on the Strategic gap and Colne Valley Park.</p>	
<p><b>Constraints</b></p> <p>The Colnbrook and Poyle area has a number of possible constraints to development. A large part of it is in an area liable</p>	



## APPENDIX

<p><u>OPTION I</u></p>	<p><b>RELEASE OF GREEN BELT LAND FOR EMPLOYMENT</b> (IN THE COLNBROOK AND POYLE AREA)</p>
<p>to flood. Much of the remaining open land has been landfilled.</p> <p>The area suffers from significant noise and air quality problems. There is a Public Safety Zone west of the northern Heathrow runway and there is still uncertainty as to whether the proposed third runway and its associated infrastructure will be built in the area. The location of a new Public Safety Zone will also constrain what type of development can go within it.</p> <p>The Colne Valley Park runs north to south in the Green Belt, the centre of Colnbrook village are a Conservation Area and there is a need to protect the amenities of residents and the need to protect the environment.</p>	
<p><b>Key Links</b></p>	
<p><b>Issues</b></p>	
<p>The Colnbrook and Poyle area is currently highly protected from development because of the pressures it faces. The Core Strategy currently makes a distinction between different parts of the Green Belt within the Borough by identifying the Strategic Gap between Slough and Greater London and the Colne Valley Park as an area where development will only be allowed if it is “essential to be in that location”. This has been accepted by the courts and the Secretary of State as a “higher bar” than the “very special circumstances” test for inappropriate development in the Green Belt.</p> <p>This means that a change in policy should only be made if there is a very exceptional justification.</p> <p>The key issue is whether or not additional development will be needed to support the growth of Heathrow. The Council has supported the expansion of the airport on the grounds that this is in the national as well as local interest. Even if the proposed third runway doesn’t go ahead there will still be growth at Heathrow and so there may be a need for some development in the Poyle area to facilitate this.</p> <p>If the third runway does go ahead there will be a need for a comprehensive Master plan for the whole area.</p>	
<p><b>Capacity</b></p>	
<p><b>Key Sites</b></p>	
<p>No specific sites have been identified at this stage</p>	
<p><b>Related Sites/Areas</b></p>	
<p>Proposed third runway at Heathrow Airport</p>	

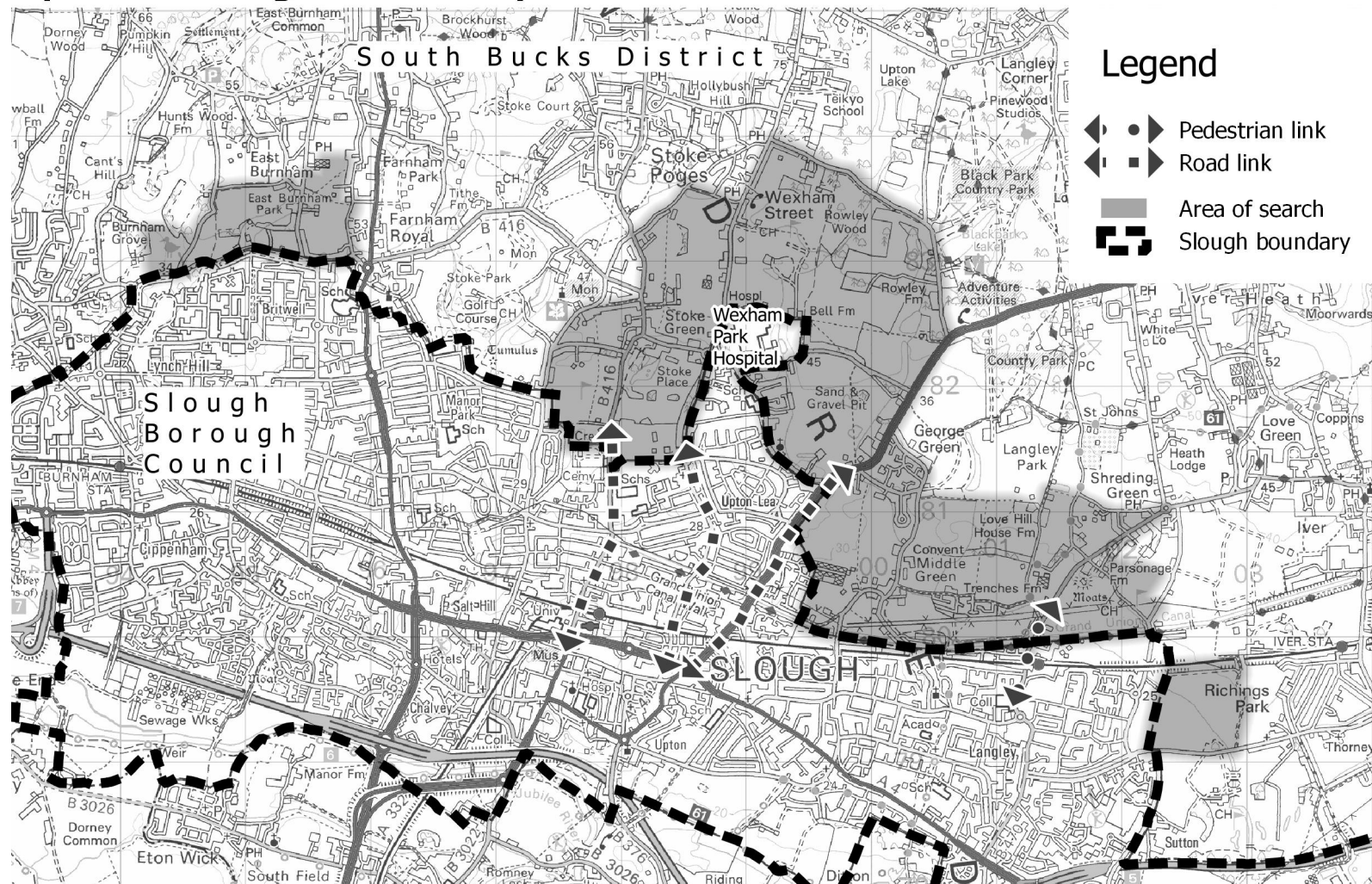
## APPENDIX

<u>OPTION J1</u>	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
<b>Background</b>	
<p>This option looks at the further expansion of Slough. Because of physical constraints such as the M4 motorway the main opportunity to do this is to the north although there is a small to the south in Windsor &amp; Maidenhead which could be developed as Option J2.</p> <p>The possibility of land to the north of Slough, which is in South Bucks District, being used to meet Slough's needs was raised in the South East Plan. The much higher housing figures that have emerged from the Strategic Housing Market Assessment means that this option has to be looked at again.</p> <p>One of the objectives of the Review of the Local Plan for Slough is to meet housing needs in full as close to where they arise as possible (NPPF para. 84). The Housing Capacity Study shows that it will not be possible to meet Slough's Objectively Assessed Housing need of 927 units a year within its boundary. The Options presented in this paper could potentially provide more housing but even so there could be a significant shortfall.</p> <p>As a result the option of building a northern expansion of Slough is being put forward. This will be considered within the context of the option of providing the necessary housing elsewhere outside of the Housing Market Area.</p>	
<b>Proposed Option</b>	
<p>This option would involve building a major new residential development with the entire necessary supporting infrastructure such as shops, community facilities, schools and open spaces. The area of search as shown in the attached plan stretches from land north of Farnham Lane in the west across to land east of Market Lane in Langley.</p> <p>It is proposed that the development should take place in the form of a "garden suburb". This means that it would predominantly consist of family housing which would be fully integrated with the surrounding countryside, parks and golf courses. Using the principles of the "Garden City" movement the development would capture some of the uplift in land prices to ensure that the development can fully fund all of the necessary infrastructure and planning requirements such as the provision of affordable housing.</p> <p>It will be important that the proposed development takes place in a sustainable way which means that it has the critical mass that will be necessary to provide facilities and public transport services. The location of Wexham Park hospital within the area is important because this is already a major destination for visitors and employees.</p> <p>Part of the area of search is also close to Langley Railway station which will have the Crossrail (Elizabeth Line) service and could be developed in conjunction with the Option to expand the centre of Langley around the station.</p> <p>The location of any new development will also have to take account of the availability of transport links from Slough. One option would be to develop along the B416 Stoke Road corridor another would be to develop along the A412 Uxbridge Road corridor. Use of Wexham Road would be another option.</p>	
<b>Constraints</b>	
<p>There are a number of major constraints to the development of this Option. These include the normal issues about flooding and drainage, landscape, conservation, ecology and other environmental considerations. It is recognised that some areas have been and are being worked for minerals and some have been subject to landfill operations.</p> <p>There is need to take account of the impact of development upon Burnham Beeches, Stoke Park, Conservation Areas and the high quality landscape and ecological value of the area. The capacity of the road network both within Buckinghamshire and Slough is also a possible constraint to development. This could require the promotion of non-car modes of transport.</p>	

## APPENDIX

<u>OPTION J1</u>	NORTHERN EXPANSION OF SLOUGH (INTO SOUTH BUCKS)
<b>Key Links</b>	
A412 Uxbridge Road B416 Stoke Road Wexham Road Road Network in southern Buckinghamshire Langley Railway station Canal footpath	
<b>Issues</b>	
<p>Clearly the biggest issue is whether the release of land from the Green Belt can be justified given the importance that the Government attaches great importance to green Belts and the need for there to be exceptional circumstances to justify changes to Green Belt boundaries through the review of a Local Plan.</p> <p>The other major issue is how this Option can be progressed given that it is on land that is outside of Slough Borough Council's control. The Council has already made representations to the Chiltern/South Bucks Local Plan that this area should be considered for development in the form of a "garden suburb" in order to meet local housing needs.</p> <p>The proposal will have to continue to be considered through the on-going Duty to Cooperate process. It is complicated by the fact that the two Local Plans are on different timescales with the South Buck/Chiltern Plan more advanced. As a result it may be necessary to have a review of the South Bucks/Chiltern Local Plan just to consider the proposed "Garden Suburb" which could be conjoined with the Inquiry into the Review of the Local Plan for Slough.</p>	
<b>Capacity</b>	
The Northern Expansion could contain around 5,000 houses	
<b>Key Sites</b>	
The area of search is set out in the Map	
<b>Related Sites/Areas</b>	
Any development would have to take account of any proposed development sites in the South Bucks/Chiltern Local Plan. It would also have to take particular account of any development which took place as a result of Options C and H.	

## Option J1 - Slough Northern Expansion



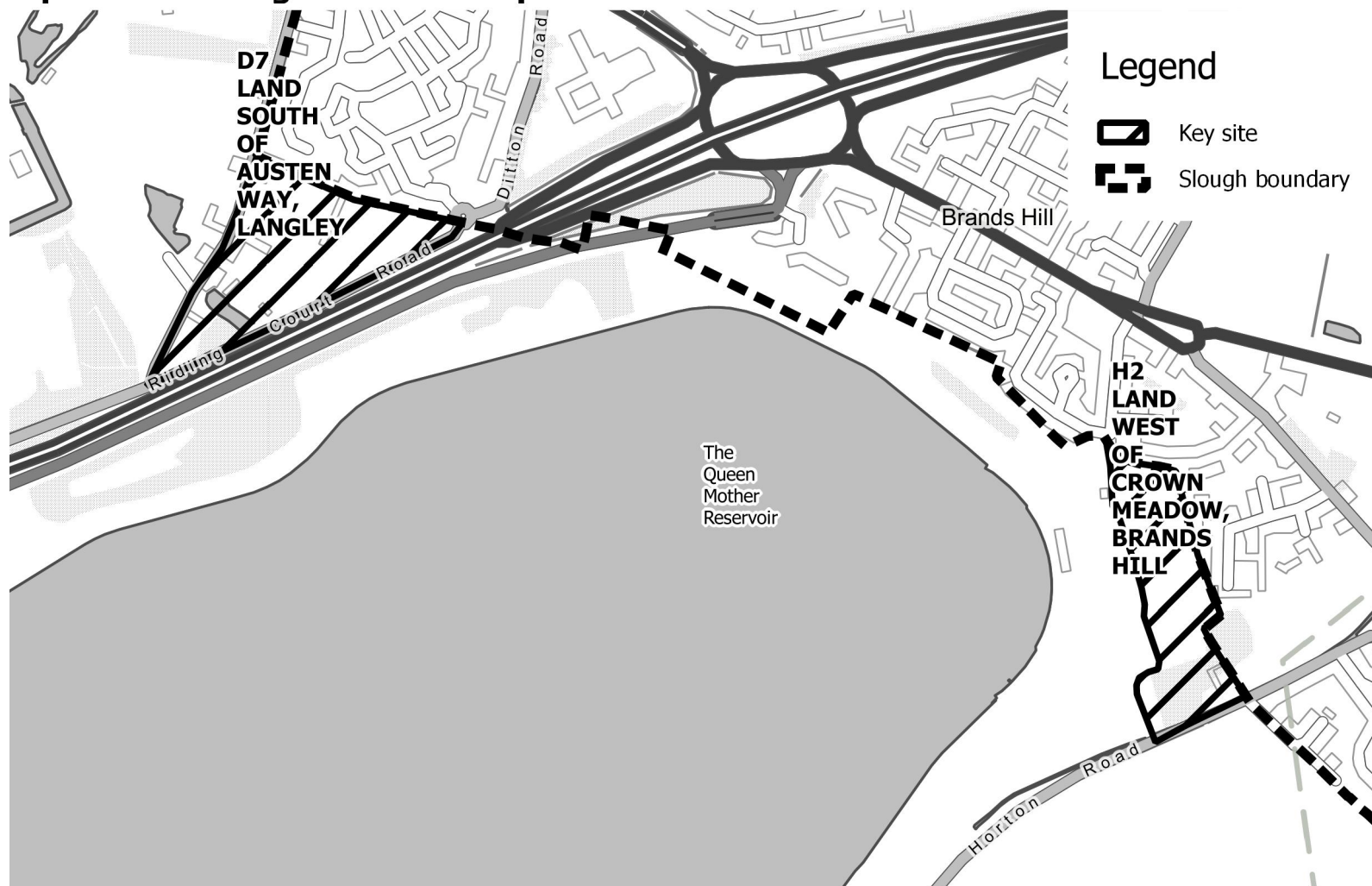
## APPENDIX

OPTION J2	SOUTHERN EXPANSION OF SLOUGH (INTO WINDSOR AND MAIDENHEAD)
<b>Background</b>	
<p>Slough's administrative boundary to the south borders the Royal Borough of Windsor and Maidenhead, but much of the available land is not contiguous with the built up area of Slough. The M4 motorway prevents the southern expansion of west half of Slough and the only areas that abut the urban area are at Ditton Park and Brands Hill in the east.</p> <p>Most of the land at Ditton Park forms part of a Historic Park and Garden and so is not appropriate for development.</p> <p>To the east of this is a parcel of land south of Austen Way. This was considered in Part 1 of the Windsor &amp; Maidenhead of the Edge of Settlement Analysis (January 2014). This concluded that the parcel made a "lower" contribution to meeting the purposes of Green Belt policy. As a result it was brought forward as Site D7 – Land south of Austen Way - for further consideration in the Part 2 Constraints, Opportunities and Delivery Assessment (July 2016).</p> <p>Whilst it is recognised that there are some constraints to the development of the site, including noise and air pollution from the M4, it is considered that it should be considered as an area of search for residential development as part of Option J2.</p> <p>Further east there is another small parcel of land in Windsor and Maidenhead Borough between the Queen Mother Reservoir and Brands Hill. This was also considered in the Windsor &amp; Maidenhead of the Edge of Settlement Analysis (January 2014). This concluded that the parcel made "lower" contribution to meeting the purposes of Green Belt policy. As a result it was brought forward as Site H2 – Land west of Crown Meadow, Brands Hill - for further consideration in the Part 2 Constraints, Opportunities and Delivery Assessment (July 2016).</p> <p>This found that that the site was the subject of some constraints which included flooding on the southern part of the site and was subject to noise and air pollution from the M4 and Heathrow.</p> <p>Nevertheless it is considered that the site should be included as an area of search in Option J2 at this stage.</p>	
<b>Proposed Option</b>	
<p>The proposed Option would involve investigating a southern expansion of the urban area of Slough by building housing on open land that is in the administrative area of the Royal Borough of Windsor &amp; Maidenhead. The areas of search is limited to those parcels of land which adjoin the built up area which have identified by Windsor and Maidenhead as land south of Austen Way, Langley and the land west of Crown Meadow, Brands Hill.</p>	
<b>Constraints</b>	
<p>Part of the southern section of the land west of Crown Meadow is located within Flood Zone 3a and is at high risk of flooding. Part is also in Flood Zone 2 which has medium risk of flooding. It suffers from noise and air pollution from the M4 and Heathrow Airport.</p> <p>Land south of Austen Way suffers from noise and air pollution from the M4.</p>	
<b>Key Links</b>	
Slough Linear Park	
<b>Issues</b>	
<p>The sites are outside of Slough and so cannot be brought forward through the Review of the Slough Local Plan. As a result they will have to be promoted in the Royal Borough of Windsor and Maidenhead Local Plan which is currently being prepared. They have not been identified as a possible housing site in any versions of the plan to date and so this will have to be pursued through the Duty to Cooperate process and representations to any consultations on the Plan.</p> <p>Both sites would potentially be affected by the proposed third runway at Heathrow in that they would be directly under the flight path. As a result they may not be suitable for residential development if this goes ahead.</p>	
<b>Key Sites</b>	

## APPENDIX

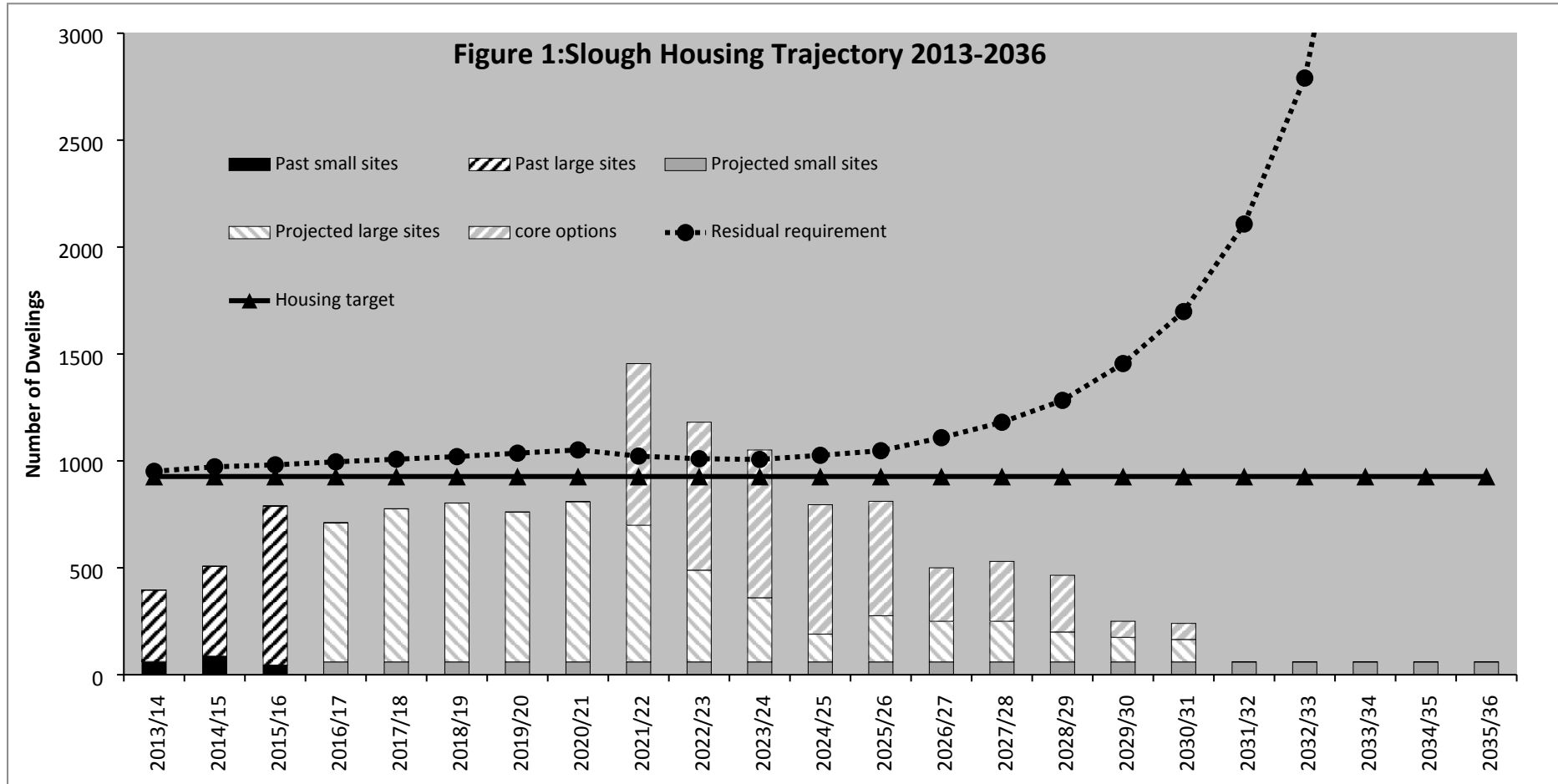
<u>OPTION J2</u>	SOUTHERN EXPANSION OF SLOUGH (INTO WINDSOR AND MAIDENHEAD)
Site H2 – Land west of Crown Meadow, Brands Hill Site D7 – Land south of Austen Way	

## Option J2 - Slough Southern Expansion



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#### 4. Housing Trajectory



Required residual at the end of the plan:8191