

SLOUGH BOROUGH COUNCIL

REPORT TO: Neighbourhoods and Community Services Scrutiny Panel
(For Joint Consideration by Overview and Scrutiny Committee)

DATE: 2nd November 2017

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WARD(S): All

PART I
FOR COMMENT AND CONSIDERATION

UPDATE ON THE REVIEW OF THE LOCAL PLAN FOR SLOUGH 2013-2036

1. **Purpose of Report**

The purpose of this report is to inform Members about the progress that is being made on the Review of the Local Plan for Slough. The Emerging Preferred Spatial Strategy Report is going to Planning Committee on 1st November 2017.

2. **Recommendation(s)/Proposed Action**

The Panel is requested to comment on the progress made in reviewing the Local Plan for Slough, including the proposals for the emerging “Preferred” Spatial Strategy.

3. **The Slough Joint Wellbeing Strategy, the JSNA and the Five Year Plan**

3a. **Slough Joint Wellbeing Strategy Priorities**

The review of the Local Plan is directly linked to the following priorities in the Slough Joint Wellbeing Strategy:

- Housing

3b. **Five Year Plan Outcomes**

The emerging spatial strategy will help deliver the following Five Year Plan outcomes:

- Slough will be an attractive place where people choose to live, work and visit.
- Our residents will have access to good quality homes.
- Slough will attract, retain and grow businesses and investment to provide jobs and opportunities for our residents

4. **Other Implications**

(a) Financial

There are no financial implications

(b) Risk Management

<i>Recommendation</i>	<i>Risk/Threat/Opportunity</i>	<i>Mitigation(s)</i>
To note the report on the update of the Local Plan For Slough.	No risks identified.	Agree the recommendations.

(c) Human Rights Act and Other Legal Implications

There are no Human Rights Act Implications as a result of this report.

(d) Equalities Impact Assessment

There are no equality impact issues

(e) Workforce

There are no specific workforce implications arising from this report.

5. **Supporting Information**

Introduction

- 5.1 Members will be aware that we are preparing the Review of the Local Plan for Slough which is intended to guide the future development of the Borough over the next twenty years.
- 5.2 A Consultation was carried out in January and February 2017 on an Issues and Options report. The Issues and Options Consultation document was a discussion paper that was intended to highlight the important questions that the new local plan will have to address rather than a formal draft plan.
- 5.3 The Issues and Options report identified that the four biggest challenges facing the Local Plan are how can we provide enough housing (20,000 dwellings), create the new employment (15,000 jobs) transform the shopping centre and accommodate the proposed expansion of Heathrow airport.

- 5.4 It also recognised that Slough has a shortage of land, problems with traffic congestion and a declining shopping centre. It also suffers from a poor image and has some environmental issues.
- 5.5 The Consultation Document contained a Vision for Slough which sought to ensure that Slough would become a place where people want to '*live, work, rest, play and stay*'. It also set out 14 of Local Plan Objectives which included seeking to meet local needs as close as possible to where they arise.
- 5.6 The Document went on to set out a number of Spatial Options for the future development of Slough to address the issues and deliver the Objectives. These were:
- 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 – New Cippenham Central Strip, 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
- 5.7 An online response form/questionnaire was made available on the Council's website that asked structured questions about the major issues raised in the Issues and Options document, and views on the specific Spatial Options. A range of other consultation techniques were used including the use of social media for the first time.

- 5.8 The Consultation exercise obtained all of the necessary responses from the relevant organisations, agencies and adjoining Local Authorities. Responses were also received from landowners promoting their sites for inclusion within the plan.
- 5.9 The Consultation raised awareness of the Local Plan exercise but failed to get a big response from Slough residents. This lack of response means it is not representative and cannot be taken to mean that people are supportive of the proposals in the plan.
- 5.10 The most controversial element of the consultation was the proposal to build a new Garden Suburb to the north of Slough within South Bucks District. This produced over 500 objections from local residents and organisations who were opposed to development within the Green Belt. The proposals cannot be brought forward in the Slough Local Plan, but the principle of meeting some of Slough' shortfall as close to where it arises as possible – and this being the most promising location - has been taken into account when developing the emerging Preferred Spatial Strategy. A full response to all objections to the Issues and Options document will be published in a “Report on Public Consultation”.
- 5.11 Overall the conclusion from the public consultation was that there was general support for a lot of the options proposed such as the regeneration of the town centre and the need to deliver the best outcome for Slough from the proposed expansion at Heathrow.
- 5.12 Importantly the consultation confirmed the initial evidence that there were no reasonable proposals put forward that would allow Slough to accommodate all its identified housing and employment needs within the Borough boundary. More evidence to identify the extent of the shortfall is now being obtained.

Emerging Preferred Spatial Strategy

- 5.13 Local Plans are required to address the spatial implications of economic, social and environmental change and set out the strategic priorities for the area. These include policies to deliver the homes and jobs needed as well as provision for supporting infrastructure in accordance with the principles and policies of the National Planning Policy Framework (NPPF).
- 5.14 Following on from the Call for Sites, publication of the Issues and Options report and the consideration of the results of public consultation, it is now necessary to decide what the Council's “Preferred Spatial Strategy” should be. That will form a core element of the new Local Plan which will guide the future development of the Borough over the next twenty years.

5.15 The main elements of the emerging Preferred Spatial Strategy, which is proposed to be tested further can be summarised as:

- i) **Delivering** major comprehensive redevelopment within the “Centre of Slough”;
- ii) **Selecting** other key locations for appropriate development;
- iii) **Protecting** the built and natural environment of Slough including the suburbs;
- iv) **Accommodating** the proposed third runway at Heathrow;
- v) **Promoting** the northern expansion of Slough in the form of a “Garden Suburb”

5.16 Many of these elements are corporate priorities and the Local Plan can play an essential role in their delivery. What is unusual however is the implementation of some elements of the strategy are outside of the control of the Council. (iv) is dependent upon the government making a decision about the proposed third runway at Heathrow airport. (v) is dependent upon development taking place to the north of Slough outside of the Borough, which can only be brought forward through the Chiltern and South Bucks Local Plan. Although we are currently delivering major development, particularly in the centre of Slough, future delivery will be dependent upon owners bringing land forward and developers being prepared to invest millions of pounds.

5.17 As a result the Local Plan will have to be developed in a way and to a timeframe that is compatible with these; and influences decisions on them. It will also have to put in place policies which will ensure that we meet local needs as far as possible. In doing this it will have to prioritise and coordinate development and will have to insist upon the highest standards of design and protection for the environment.

5.18 The strategy itself will need to take into account of planning principles such as the need to use brownfield land first, the “proximity principle” and the Local Plan Objective of meeting housing need as close as possible to where it arises. The spatial options will follow the sequential hierarchy of:

- Build within Slough urban area
- Build within the remaining undeveloped areas within Slough Borough
- Expand Slough (northwards and southwards)
- Build elsewhere within the Housing Market Area
- Build elsewhere

5.19 To help understand what this high level emerging Spatial Strategy would look like we have produced a Key Diagram which is set out in Figure 1.

5.20 Further evidence work will be carried out to test the strategy complies with Government requirements (such as the NPPF), and that it meets the statutory processes such as the Tests of Soundness; Sustainability Appraisal, Habitat Regulations and Duty to Cooperate. As these are statutory they are not

repeated here but more detail about these and the evolution of the proposals following the consultation are included in the Report to Planning Committee on the 1st November 2017.

5.21 More detail about the major options is given below.

i) Delivering Major Comprehensive Redevelopment within the “Centre of Slough”

Option A in the Issues and Options Consultation Document was to expand the centre of Slough (upwards and outwards). This option would retain a core shopping area and central business district but expand the area for potential development, in particular promoting redevelopment beyond the edge of the current tight town centre boundary. This would enable development proposed at the Canal basin (Option D1); Akzo Nobel and National Grid sites (Option C) to form part of an expanded town centre and link into the central area. It could also include the creation of a new residential neighbourhood in the Horlicks/Stoke Gardens area with direct links to the station.

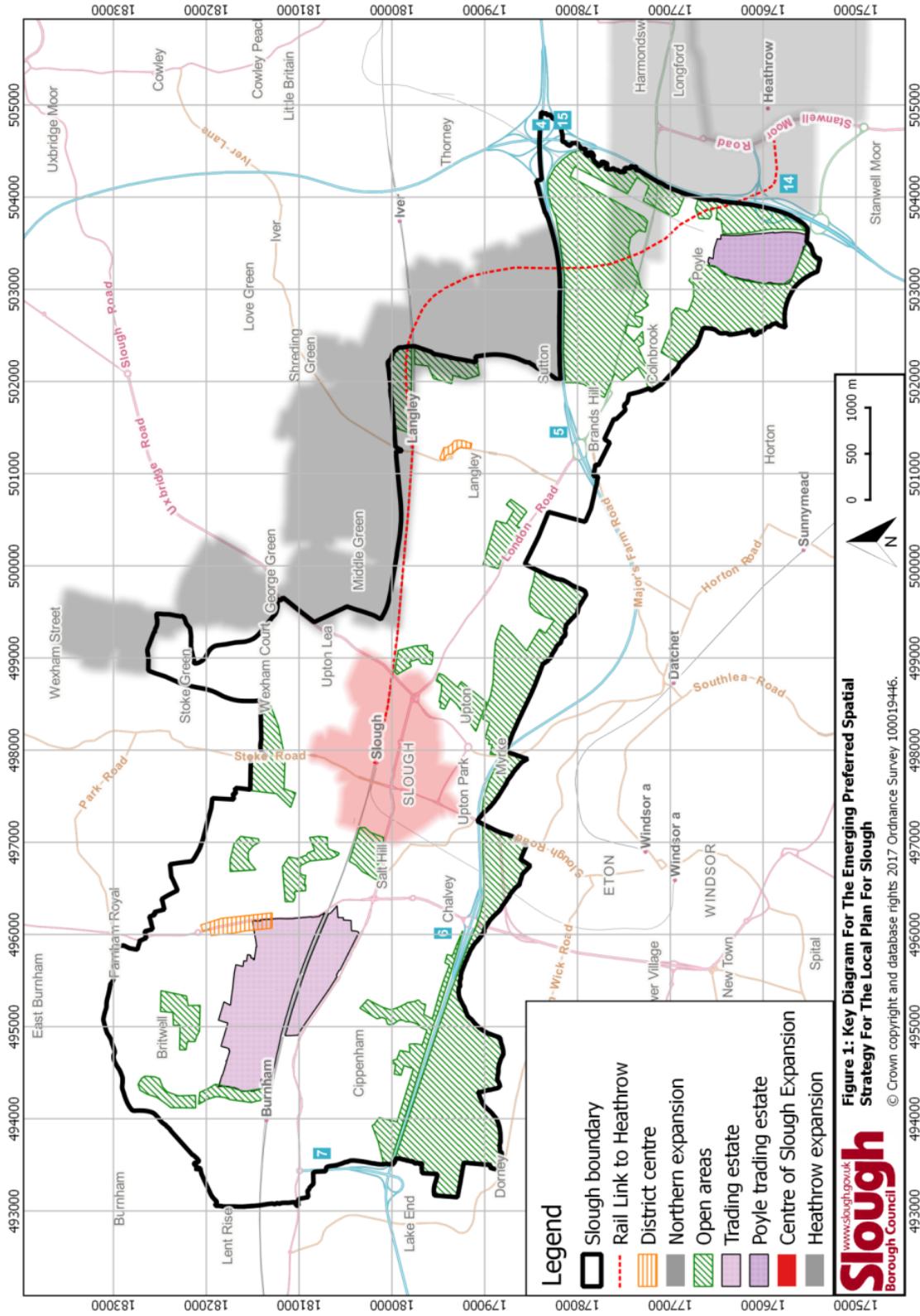


Figure 1: Key Diagram For The Emerging Preferred Spatial Strategy For The Local Plan For Slough
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- 5.22 There are many brownfield sites within the centre which have the capacity to be developed more intensively. Whilst they may need careful planning and some remediation or mitigation measures, they should be capable of being developed without causing any significant damage to the environment that might occur elsewhere.
- 5.23 Two of the key issues identified in the Issues and Options Consultation Document were how we can revitalise Slough town centre as a major retail, leisure and commercial centre and how we can enhance the quality of the built and green environment in order to improve the overall image of the town.
- 5.24 The decline of Slough as a retail destination has accelerated and it is considered that this can only be remedied by comprehensive redevelopment of the existing Queensmere and Observatory shopping centres. This will provide a mix of new retail and leisure uses which will re-instate Slough sub-regional centre status. This means that the delivery of a new shopping/leisure centre must be a priority within the emerging Spatial Strategy.
- 5.25 If this can be achieved, along with the regeneration of other key sites, such as the former TVU site, it should be possible to revitalise the centre as a whole. By insisting upon the highest standards of architectural design and high quality improvements to the urban realm it will be possible to improve the appearance and image of the centre of Slough and attract more investment. This will build on the success that we have recently had in bringing forward distinctive new buildings in the centre.
- 5.26 The scale of development that could potentially be built within the "square mile" in the centre of Slough could meet a significant amount of the housing and employment needs identified in Local Plan. As result delivering this development in a comprehensively planned way will be an important part of the emerging Spatial Strategy.
- 5.27 Policies and guidelines will have to be put in place to ensure that development only takes place in suitable locations, in a way that respects its surroundings and meets the highest standards. The amount of development that can take place in the centre of Slough may, however, be constrained by congestion, air quality and other environmental factors and so this will all have to be subject to further testing and modelling.

ii) Selected Key Locations for Appropriate Development

5.28 Having established that the centre of Slough is the most sustainable location for major development, that there should be no more loss of employment land and that the residential suburban areas should be retained, it is necessary to determine which of the remaining areas have potential for development.

5.29 The Issues and Options Consultation document contained a number of spatial options which fall into this category. These are:

- B Expand the Langley Centre (to include land around the railway station)
- D Regeneration of the selected areas:
 - D2 – New Cippenham Central Strip, Bath Road
 - D3 – Chalvey regeneration
- E Estate Renewal
- 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)

It is considered that all of these should form part of the emerging Spatial Strategy.

B Expanding the Langley Centre

5.30 Langley is one of the two “District Centres” in Slough along with the Farnham Road. As a result it has an important role in supporting the local community. It will also soon have the full Crossrail service to the station which will significantly increase its attractiveness.

5.31 As a result it is considered that there is an opportunity to redevelop the area around Langley railway station to take account of its accessibility and limit the level of car ownership and use associated with new homes.

5.32 The key development site is the Langley Business Park which is in an excellent location between the railway station and the Harrow Market shopping centre. It is proposed that this should be developed as a residential site, including family housing, along with some ancillary commercial and retail uses which would complement the existing shopping centre.

5.33 The Langley rail station will be improved through the provision of a new pedestrian bridge and lift to make it accessible for all. There also needs to be improvements to the forecourt to make it more accessible to non-car modes of transport.

5.34 It was proposed that the former Total Oil Depot site north east of the station should be developed for housing but this is now intended to be used as a rail depot for the Heathrow Express service. Langley Centre would also be an important focal point for the proposed northern expansion of Slough if that goes ahead.

D2 New Cippenham Central Strip

5.35 This area currently has a mix of commercial uses including some open sites. There is scope for comprehensive redevelopment to create a primarily residential area to improve the appearance of this key entry road into the town. As it is not far from Burnham Station and it is on the Bath Road bus route, with potential to be a rapid transit route, it is a sustainable place for residential development. A flatted development is envisaged with some family homes at the rear of the site. Redevelopment needs to take account of flood risk on part of the site and there is an opportunity, as part of this, to create a better route into Cippenham recreation ground to benefit the residential development.

D3 Chalvey Regeneration Area

5.36 Some redevelopment has already happened in Chalvey but there is scope for this to happen on further sites to contribute to regeneration of the area. A new academy school, health centre, extra care apartments for the elderly and infill housing are all planned or underway. In addition two major housing developments on Montem leisure centre site and on Tuns Lane can further contribute to regeneration and help meet housing demand. Further redevelopment sites can be explored. A key issue is making sure redevelopment contributes to improving Chalvey in terms of facilities, housing and appearance. Public realm enhancements are also needed as are improving pedestrian and cycle linkages to adjoining areas and recreation space such as the Jubilee River and Salt Hill Park. The stream through Chalvey is an opportunity for enhancement to create a distinctive attractive feature for the neighbourhood. Traffic flow issues and access by buses are issues to address as part of a wider regeneration plan.

E Estate Renewal

5.37 This option is proposed as part of the Council's ongoing programme of improvements to its housing stock. On some estates there is scope to redevelop parts, to make overall improvements and create additional homes as well. Additional homes can also be created on redundant garage courts or other redundant estate associated land continuing a development programme already underway.

H Releasing Green Belt Land for Housing

- 5.38 The shortage of land for housing in Slough means that consideration has to be given to the release of the remaining areas of Green Belt within the Borough. Option H identified a number of Green Belt sites on the edge of Slough that had the potential for development.
- 5.39 This would meet the various elements of Objective A which is to meet the Objectively Assessed Housing Needs as close to where it arises within a balance housing market. The development of greenfield sites would have the potential to provide much needed family houses and should be sufficient viable to provide a high percentage of affordable housing for rent. This would help to meet Objective B which is to provide new homes of an appropriate mix, type and tenure for Slough's population.
- 5.40 It is recognised that the Green Belt boundaries should only be altered in exceptional circumstances but it is considered that the inability of Slough to meet its Objectively Assessed Housing Needs can constitute the very special circumstances that are necessary to outweigh the harm to the Green Belt.
- 5.41 It is, however, also recognised that the sites have not been subject to any detailed assessment to see whether they have a particularly important role to play in for example maintaining the separation of Slough from other settlements. The site at Upton (south of Blenheim Road) is also part of a Historic Park and Garden and so will have to also be assessed for its contribution to the historic landscape and setting of the Listed Building at Ditton Park. The need to retain the whole of Bloom Park for open space will also have to be considered.
- 5.42 Other potential Green Belt sites are part of, or adjoin, the proposed Northern Expansion of Slough. As a result it will be important to ensure that they are developed in a comprehensive way in accordance with the proposals for the new Garden Suburb, should that go ahead.

iii) Protecting the Built and Natural Environment of Slough including the suburbs;

Protecting the built and natural environment

- 5.43 Protecting and enhancing heritage assets of historic value is a key element of the preferred strategy and a requirement in the NPPF. These assets are primarily Listed Buildings, Conservation Areas, Historic Parks & Gardens and Ancient Monuments. They contribute to the distinctiveness of neighbourhoods, image of the town and quality of life. Protection does not mean they cannot

contribute to housing supply, the economy and the community through sensitive use of buildings and in some cases conversion or adaptation.

- 5.44 Slough is already very urbanised and lacks the green infrastructure that many other areas have; and the NPPF places obligations on the Local Plan to protect biodiversity. Parks, open spaces and areas of biodiversity value therefore need protecting to contribute to the health and well-being of the population providing places for recreation and community events plus visual amenity and connection to nature. They also contribute to neighbourhood identity. Their protection also contributes to ecology, water quality and adaptation to climate change (through rain water absorption and limiting the 'heat island' effect in dense urban areas on hot days).
- 5.45 Trees and landscaping need a degree of protection in many cases. They contribute to ecology, visual amenity and attractiveness of neighbourhoods or streets. If limited loss is necessary as part of the town's growth replacement or mitigation policies will need to be applied.
- 5.46 One of the indicators of the state of the environment in Slough is the lack of tree cover. Evidence has shown Slough has fewer trees per hectare than London and that these are mainly in the suburban areas which also makes them important for environmental and biodiversity reasons.

The Future of the Suburbs

- 5.47 Most of Slough's residents live in the suburban areas. One of the Local Plan Objectives is to ensure that residential neighbourhoods retain a distinct sense of place. As explained above one of their distinctive qualities is the amount of greenery that they have compared to other parts of the Borough.
- 5.48 Option F in the Issues and Options Consultation Document was to intensify the suburbs. This could take the form of comprehensive redevelopment of several plots, the creation of rows of mews type houses or allowing piecemeal development.
- 5.49 The suburban areas of Slough have already absorbed a lot of organic unplanned growth through extensions and the development of "beds in Sheds". This investment has meant that these areas are already fairly intensively developed and house prices have risen.
- 5.50 Unlike many suburban areas in other towns, few Slough houses have very long or wide gardens. Detailed analysis has shown that there is very little opportunity for traditional "backland" development. Multiple ownerships also makes it difficult to secure comprehensive schemes. In any case Government policy

discourages the loss of gardens which are not considered to be brownfield sites.

- 5.51 The combination of these factors means that it is often not viable to redevelop property and so any proposals to intensify the suburbs is not likely to deliver very many additional units over and above the current level of small site completions that we have at present.
- 5.52 The housing need evidence shows that there is a demand for 2-4 bedroomed houses. The recognised that the existing suburban areas provide the main supply of family houses, which in many cases have to accommodate extended families. Opportunities to build family housing elsewhere in the Borough is likely to be limited with the majority of new development in places like the centre of Slough being flats.
- 5.53 The suburban areas contain distinctive communities with their own network of facilities. These provide a good basis for “living locally”, and so are important for social reasons. It is also important that the large scale growth that is proposed for Slough takes place in a way that is as least disruptive as possible for established residents and communities.
- 5.54 As a result the emerging Spatial Strategy adopts the approach of protecting the existing residential suburbs from major intensive redevelopment. This does not prevent them from continuing to grow organically and adapting to meet residents needs so that people can “live locally”. It does mean that they are unlikely to provide a significant number of new houses to meet the Local plan Objectives.

iv) Accommodating the Proposed Third Runway at Heathrow

- 5.55 In October 2016 the Government announced its support for the construction of a third runway at Heathrow which will partly be built within the Borough at Colnbrook. The Borough is committed to supporting growth at Heathrow however the Issues and Options consultation recognised airport expansion and construction of a 3rd runway will also have some adverse environmental impacts such as noise, air quality and increased traffic.
- 5.56 One of the Objectives of the Local Plan is therefore to ensure that growth at Heathrow delivers benefits for residents and businesses across the Borough and any negative impacts are avoided or mitigated.
- 5.57 Government guidance for airport expansion in the South East has been set out in the draft National Planning Statement which will require parliamentary approval before a scheme at Heathrow can be brought forward through the

Development Consent Order (DCO) process. At present this is anticipated to be considered at an Inquiry in 2019/20.

5.58 It is not the role or within the remit of the Local Plan for Slough to determine the outcome of this process, but it is very important the emerging strategy does what it can to influence the proposals and promote the best interests of Slough, especially for affiliated development that is not included in the DCO application.

5.59 The primary benefit of expansion would be the creation of up to 77,000 new jobs by 2030. The Local Plan will need to ensure therefore that Slough's residents have convenient and affordable access to the airport by public transport; and get the skills and training opportunities they need to take up the new jobs that will be created.

5.60 Providing for new airport related development in the Poyle area would also help to address the potential shortfall in new jobs in the Borough and make up for the loss of employment land elsewhere.

5.61 The expansion of Heathrow can spread economic benefits elsewhere in the Borough. Slough town centre, which will be directly connected to the airport by the new passenger rail link (WRLtH), will be well positioned to benefit from inward investment opportunities. It could also attract ancillary uses such as hotels or conference facilities.

5.62 Heathrow Airport Limited intend to consult on the options for accommodating the proposed northwest runway and associated infrastructure, firstly in 2018. In preparation for this the Council is actively engaged in detailed land use planning with Local Authorities and other bodies affected by the proposals. It is therefore suggested that the emerging Spatial Strategy apply the following principles:

- Protect Colnbrook and Poyle villages in a "Green Envelope";
- Enhance the Conservation Area and built realm;
- Prevent all through traffic but provided good public transport and cycle routes to the airport;
- Provide for the replacement Grundon's energy from waste plant and the rail deport north of new runway;
- Ensure that there are good public transport links into Heathrow from Slough;
- Enlarge the Poyle trading Estate for airport related development but with access only from the M25;
- Provide mitigation for the Colne Valley Park and ensure that existing connectivity is maintained through Crown Meadow;

- Develop tangible measures to improve air quality in the Heathrow area;
- Ensure that all homes in the Borough that are eligible for noise insulation are provided for under the Quieter Homes Scheme.

5.63 The Local Plan will also have to apply a complete embargo on new development in Colnbrook and Poyle until plans for the airport are approved. This would mean continuing to use the very successful Core Strategy Strategic Gap policy in the short term. Whether it would be appropriate to continue with this, or we need another policy to deal with the post runway position, will need to be decided later.

5.64 As a result it is considered that the need to accommodate the expansion of Heathrow airport as set out above forms an important part of the emerging Spatial Strategy for the review of the Local Plan for Slough.

v) Promoting the Northern Expansion of Slough in the form of a “Garden Suburb”

5.65 It is clear that there will still be a significant, but as yet not fully quantified, shortage of land to meet Objectively Assessed housing needs in Slough (Objective A). In addition consideration has to be given to the Local Plan Objective to have a balanced housing market with an appropriate mix, type and tenure to meet Slough’s identified need.

5.66 It is important that major new development is located in as sustainable location as possible in accordance with the NPPF and Local Plan Objective of reducing the need to travel and encouraging walking, cycling and the use of public transport.

5.67 The current proposals in the Chiltern and South Bucks Local Plan to export part of its housing needs to Aylesbury will put further pressure on part of South Bucks which is in the same functional Housing Market Area as Slough. This will both reduce the supply of affordable housing that is available locally and make affordability even worse. The Government’s new draft proposals for calculating Objectively Assessed Housing Needs highlights the importance of dealing with affordability and indicates that more housing could be needed in South Bucks District.

5.68 Taking all of this into account it is considered that the expansion of Slough should form part of the emerging Preferred Spatial Strategy as the best way of meeting Slough’s unmet housing needs.

- 5.69 The Issues and Options Document identified Option J had two elements:
J1 – Northern expansion into South Bucks (Garden Suburb)
J2 – Southern expansion into Windsor & Maidenhead (small sites)
- 5.70 The southern expansion of Slough is limited by physical constraints such as the M4 motorway, Jubilee river and Slough sewage works. As a result there are only two small sites that are suitable for housing. One of these is proposed to be released from the Green Belt for housing in the Windsor and Maidenhead Local Plan but the other is not. We will continue to pursue this through the Local Plan process but this is not going to make a significant contribution to meeting housing needs.
- 5.71 As a result it is considered that the emerging Spatial Strategy should promote a northern extension of Slough into South Bucks District in the form of a “Garden Suburb”. This is the most sustainable option in terms of proximity to existing jobs, facilities and community facilities. It also utilises the Crossrail service on the Elizabeth Line and rail access at Langley.
- 5.72 It could also help to solve some existing transport problems by providing major new infrastructure to promote public transport. It would provide a range of housing including a large supply of affordable and family housing. It would therefore help to rebalance Slough’s housing market and meet local needs.
- 5.73 It is recognised that most of the area of search is outside of Slough’s control; cannot be delivered through the Slough Local Plan; and that South Bucks and Chiltern are strongly opposed to the proposals. As a result Slough will have to justify and effectively demonstrate the shortfall in Slough forms part of the sufficient exceptional circumstances to overcome the harm to the Green Belt through the Chiltern/South Bucks Local Plan process.
- 5.74 It is also considered some of the strategic issues facing the area could be examined through the commissioning of a joint Growth Study for the area which would look at all of the constraints and opportunities in a more holistic manner.
- 5.75 In the meantime, in order to respond to the results of public consultation and aid discussions, the Council has commissioned a high level strategic study from its consultants Atkins to show how a northern expansion could take place.
- 5.76 This will now be the subject of ongoing discussions with landowners and other interested parties to see whether it is a reasonable deliverable option. The results of this will be fed into the Chiltern/South Bucks Local Plan inquiry where the case for the strategic release of Green Belt to meet longer term housing needs can be considered. This could result in the need to have an immediate partial review of the Chiltern/South Bucks Local Plan alongside the Slough

Local Plan, when the decision about the third runway at Heathrow will have been made.

5.77 The Issues and Options consultation document also contained two other options of building elsewhere outside of Slough. It is not considered these would be as good as the expansion of Slough for the reasons above; but they can be considered as part of the proposed Growth Study for the area.

5.78 As a result, although it is outside of the Slough Local Plan area, it is considered that the promotion of a northern expansion of Slough into South Bucks in the form of a "Garden Suburb" should form part of the emerging Spatial Strategy.

5.79 It is recognised that, like all of the other parts of the emerging strategy, this will have to be the subject of further testing and close working with Duty to Cooperate partners.

6 Conclusions

6.1 The emerging Spatial Strategy set out in this report is an important step in progressing the Review of the Local Plan. It is proposed that this should be the subject of further testing before the final version of the Preferred Spatial Strategy is brought forward for approval in 2018.

6.2 The timing of Slough's Local Plan is also dependent upon factors that are outside of the Council's control. This will not affect the ability of the Council to continue to deliver housing, employment and other regeneration schemes in the short term.

7 Background Papers

Review of the Local Plan for Slough Issues and Options Consultation Document

Sustainability Appraisal of Issues and Options

8 Appendices

None