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Glossary

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Introduction and Strategy

Locational Context

- 1.1 The policies and proposals in the Local Plan are influenced by the factors that have helped to shape Slough into what it is today.
- 1.2 Slough is situated in the Thames Valley and is surrounded by attractive countryside which forms part of the Metropolitan Green Belt. One of the major factors that has led to the success of Slough has been its good communication links within the region and its proximity to Heathrow Airport. Slough has developed as a major employment centre and now acts as a sub-regional employment centre. Currently there are approximately 79,000 jobs within Slough (based on sample surveys in 2000 and 2002), which exceeds the town's workforce. Whilst these jobs were traditionally concentrated in manufacturing firms in areas such as Slough Trading Estate, there has been a shift in recent years to a much wider range of employment in the service and high technology industries which has made up for the loss in manufacturing jobs. At the same time, Slough town centre has developed into a major commercial and sub-regional shopping centre. The high level of commuting into and out of the town, linked with greater prosperity and local car use has, however, brought with it increasing congestion on the roads and a lowering of environmental quality.
- 1.3 Slough's population now stands at more than 119,000 people. Its dwelling stock is predominantly made up of traditional two or three bedroomed houses with very few high rise blocks. The Borough's inhabitants have a multi-cultural background which contributes to the overall character of the town. It is important to recognise that the Borough is made up of a number of distinct communities, from Cippenham in the west to Colnbrook and Poyle in the east, and that each of these has its own characteristics.

The Purpose of the Local Plan

- 1.4 The main purposes of a Local Plan are:
 - a) to develop the policies and general proposals of the Structure Plan and other strategic policies and to relate them to the Borough;
 - b) to set out detailed policies for the control of development;
 - c) to provide a detailed basis for co-ordinating and directing development and the use of land, and to allocate land for specific purposes;
 - d) to bring land use related issues before the public and give local communities an opportunity to participate in planning choices about where development should be accommodated in their area.

- 1.5 Whilst Local Plans can take a variety of forms, they are specifically required to include policies for the conservation of the natural beauty and amenity of the land, the improvement of the physical environment, and the management of traffic.
- 1.6 The Planning Acts state that all planning applications must be determined in accordance with the Local Plan unless material considerations indicate otherwise*.

**(Section 54A of the 1990 Act as inserted by the 1991 Planning and Compensation Act)*

The Policy Context

- 1.7 The Local Plan has been prepared in the context of national and regional planning policies which are set out in the Planning Acts, Circulars, Planning Policy Guidance Notes (PPGs) issued by the Department of the Environment, Transport and the Regions, and ministerial statements.
- 1.8 A common theme which runs through all of these documents is the need for "sustainability" which can be summarised as meaning that planning decisions made today should not prevent future generations from having similar resources and an equally attractive environment.
- 1.9 Regional planning policy is set out in Regional Planning Guidance for the South East (RPG9) which was published in March 2001.
- 1.10 In policy terms, Slough lies within the economically buoyant "Western Policy Area". RPG9 states it is important that growth continues, but in a way which minimises the additional pressure on land and labour resources. Strategies are encouraged to ensure that the economy continues to grow in areas where congestion, land or labour shortages are constraining economic growth. New development should maximise:
- Opportunities for urban renaissance;
 - Travel by non-car modes;
 - Re-use of previously developed land; and
 - Opportunities for all sections of the workforce.
- 1.11 The Local Plan also has to comply with the Berkshire Structure Plan 1991-2006 which was adopted in November 1995. The overriding aim of the Structure Plan is to ensure that development is sustainable in terms of the capacity of the County to accommodate further growth and change. This means protecting and, where possible, enhancing the overall quality of Berkshire's environment, and within this, seeking to meet the County's social and economic needs and aspirations.
- 1.12 One of the most significant elements of the adopted Structure Plan is the distribution of the County's overall housing allocation between districts taking into account local housing needs, the environmental capacity of areas, and the principle of achieving a sustainable pattern of development. This has resulted in Slough having a comparatively high allocation of 7,000 new dwellings over the Structure Plan period of 1991 to 2006. Since the adoption of the Structure Plan in 1995, a modification was adopted in November 1997 to release Green Belt land in Slough for housing in order to meet this allocation. Two other alterations were also adopted which extend the Plan's coverage to Colnbrook and Poyle and encourage provision of direct rail links from Berkshire to Heathrow Airport. (Colnbrook and Poyle were transferred to Slough on 1 April 1995 from South Bucks District Council and Spelthorne Borough Council respectively.)

- 1.13 Following the publication of the White Paper on Transport, the Borough Council has produced its Five Year Local Transport Plan which seeks to implement an integrated approach to transport through promoting a balance between all modes of transport with less reliance being placed upon the unrestricted use of the car. It also seeks to assess the level of demand for each mode of transport which can be accommodated in specific areas.
- 1.14 With the dissolution of Berkshire County Council in April 1998, Slough Borough Council gained unitary authority status and is now the Strategic, Waste and Minerals Planning Authority along with each of the other districts in Berkshire. The Local Plan does not contain any specific policies for waste and minerals as these will continue to be set out in the Berkshire-wide Waste and Minerals Local Plans and Structure Plan. The production of these plans is being pursued via a Joint Strategic Planning Unit which is an independent body set up to coordinate joint working of the six unitary authorities across the County. A Joint Strategic Planning Committee with membership from each of the Unitary Authorities has been formed to make decisions on the future of these county wide plans.

Format of the Plan

- 1.15 The review process for the Local Plan began in 1995 with the publication of the Consultation Draft of the Review of the Local Plan. The Deposit Draft was published in January of 1999. Since then, there have been two Local Plan Inquiries, two Inspector's reports, and two sets of Proposed Modifications. Due to the length of time it has taken to reach adoption, some references in the Plan may be out of date. Amendments have been made to the Plan in order to incorporate the first and second Proposed Modifications, together with a few changes contained in the Statement of Decisions to the responses to the First Proposed Modifications (October 2001). A systematic up-date of the facts and figures in the Plan has not been undertaken apart from in Chapter 10, Proposal Sites, where the 'planning status' category has been revised to reflect the position as of January 2004.
- 1.16 The Local Plan consists of a Written Statement and a Proposals Map. The statement contains specific policies for the development or use of land, which are set out in bold type, together with explanatory text and a justification for each policy. The Proposals Map defines individual Proposal Sites which have been identified for specific developments or land uses, as well as areas or zones in which particular policies will be applied.
- 1.17 In addition, the Local Plan has a set of Appendices which, although these are not technically part of the Plan, contain additional background information in support of the Plan.
- 1.18 The Local Plan covers the period from April 1991 to March 2006 and supersedes all existing Local Plans for the Slough Borough area with the exception of the Minerals and Waste Local Plans and the Berkshire Structure Plan which have been prepared by the Joint Strategic Planning Unit.

The Corporate Vision

- 1.19 The Borough Council's corporate mission is to deliver a high quality service to the people of Slough, and to work in partnership with other agencies to improve the quality of life for those who live and work in Slough. The Vision for Slough is reflected in the corporate plan which coordinates the Council's activities by setting and monitoring performance against the Council's policy priorities.
- 1.20 Within the Corporate Plan, the Council has identified its five "Key Policy Priorities" (KPP's) which are:
- to provide a healthy environment for all those who live and work in Slough
 - to encourage a strong economy and economic development
 - to promote social justice in the town
 - to promote equality of opportunity
 - to involve the community in service planning and provision wherever possible.
- 1.21 These priorities are reflected in the overall strategy of the Local Plan and in many of its individual policies and proposals. The Council also produces a number of other policy documents such as the Housing Investment Programme (HIP), Housing Strategy Statement, Leisure Strategy, Arts Development Plan, Town Centre Car Parks Strategy, the Environmental Audit, the Berkshire Nature Conservation Strategy and the aims of Local Agenda 21. Where these documents refer to land use planning aspects, they should be consistent with the aims and policies of the Local Plan.

The Aims of the Plan

- 1.22 Taking the factors set out above into consideration, the overall aims of the Local Plan are:
- to ensure that sufficient housing is provided within a healthy environment to meet the needs of all local people;
 - to encourage a strong local economy which is able to provide a range of job opportunities for local people;
 - to encourage the development of an Integrated Transport Strategy which maximises the opportunities for all sections of the community to travel safely without the undue reliance upon the private car or impacting upon the environment;
 - to ensure that a wide range of leisure, community and cultural facilities are available for all Slough residents together with appropriate retail and service outlets;
 - to ensure that all new development makes a positive contribution to the vitality, appearance and overall image of Slough; and
 - to protect and enhance the quality of the built and natural environment and promote sustainable forms of development which meet today's needs without prejudicing the ability of future generations to meet their needs.
- 1.23 These aims have been translated into an overall strategy for Slough which is set out in paragraphs below and into a series of objectives for each of the individual topics covered by the Local Plan.
- 1.24 The purpose of this section is to translate the broad aims and objectives which are set out in previous paragraphs into a strategy which forms the basis of the policies and

proposals of the Local Plan in accordance with the Council's Vision for Slough. One of the key tasks of the strategy is to establish a set of priorities which will resolve any conflicts that there may be between the individual aims and objectives.

1.25 It is considered that the guiding principle behind the strategy should be the need for "sustainable" development, co-ordinated with the infrastructure it requires, which can in turn be translated into the following basic planning principles:

- *protect and enhance the best, the most distinct and the most valuable parts of the existing built and natural environment;*
- *locate all intensively used development close to existing or proposed public transport facilities;*
- *encourage mixed uses in order to create variety and reduce the need for travel;*
- *ensure that new development is built to high standards of design and that any disbenefits that may arise are minimised and outweighed by the benefits of the new development;*
- *reduce the loss of finite resources and encourage recycling and optimise the re-use of existing urban land.*
- *seek to encourage the development of local communities and improve the quality of life within urban areas in order to try to halt further outward migration; and*
- *encourage economic regeneration, a strong economy and economic success.*

1.26 The Structure Plan has adopted a sustainable approach to development. Key elements of this approach are the reduction in the overall rate of growth and the concentration of new development within existing urban areas such as Slough, rather than dispersion into more rural areas. This is intended to optimise the use of existing urban land rather than greenfield sites and to reduce the need for travel in accordance with the principles of the Integrated Transport Strategy.

1.27 It is recognised that this sustainable approach will create pressures in the major urban areas such as Slough, which will have to accommodate a high proportion of the proposed new development. Any local problems that do occur will have to be weighed against the wider environmental gains achieved by protecting other areas, together with the benefits that new housing and employment opportunities will bring.

1.28 The main problem facing Slough is the shortage of land available for development. In order to meet the housing allocation, an alteration to the adopted Structure Plan was needed to release Green Belt land for housing development. This is by no means the only solution to Slough's housing problems as the strategy also relies on the optimum use being made of all redevelopment opportunities that may arise within the existing urban area, whilst avoiding "town cramming", so that further pressure is not placed upon remaining Green Belt land.

1.29 The first priority is to protect the amenities and the local environment of the residential areas in Slough. This means that, through the Local Plan policies, there will continue to be protection of areas of open space as well as controls on infilling, extensions, flat conversions, etc. to ensure that the character of existing residential areas is not damaged. However, the Plan does promote urban living, and, in appropriate locations, will seek higher residential densities; such schemes must be of a high quality design to

ensure a good living environment and minimise any adverse impact on surrounding residential areas. To achieve this, design guidelines will be formulated.

- 1.30 The encouragement of a strong economy and economic regeneration will be of continued importance providing a range of flexible business premises and to attract new businesses. The Local Plan will give clear guidance on employment generating development, make better use of existing employment land, and encourage development in sustainable locations that are close to existing or proposed public transport links.
- 1.31 In terms of transport, the Local Plan seeks to reduce the reliance on the private car in order to reduce congestion and the adverse environmental, social and economic impact that its use brings. This aim will be coupled with the improvement to public transport which overall will both increase the attractiveness of the Borough and bring environmental benefits to Slough's residents.
- 1.32 In addition to enhancing and protecting the conservation areas and listed buildings, the Local Plan will, where possible, seek the retention and improvement of buildings included within its list of locally important buildings. The Local Plan also identifies key road frontages which contain Residential Areas of Exceptional Character and seeks to protect their character through strict planning control.
- 1.33 With Slough's unitary status in mind, positive consideration is also given to the provision of educational, health and community facilities needed for the Borough Council to meet its service requirements in terms of social services and education.
- 1.34 The strategy involves balancing a number of important issues, including making optimum use of every major development opportunity that arises in order to meet housing needs, maximising employment and providing the necessary community services. In particular, new high density mixed use developments will be encouraged in the town centre and other appropriate locations such as the Stoke Road/Mill Street and Farnham Road centres.
- 1.35 The basic principles of the Plan will be that planning permission will not be granted where it would involve the loss of any of the following:
- existing residential accommodation
 - public open space and amenity areas
 - nature conservation, interest or wildlife areas
 - listed buildings or ancient monuments

In general there should be no overall loss of the following:

- leisure or community facilities
 - school playing fields
 - important trees or landscape features
 - important local buildings
 - major areas of employment generating land
- 1.36 All major traffic generating development should be concentrated in the town centre and other locations which are accessible to public transport facilities. Where development does take place on sites not identified as specific Proposal Sites, the order of priority for land use is as follows:
1. Housing
 2. Employment
 3. New community facilities

4. Retailing

1.37 This order of priority may vary according to individual circumstances such as the environmental characteristics of a site, and its accessibility and compatibility with surrounding uses.

1.38 As a result, the overall strategy for the Local Plan can be summarised as follows:

The Local Plan for Slough will encourage sustainable forms of development which protect the amenities and the local environment of Slough whilst at the same time ensuring that existing residents and future generations have access to decent, affordable housing and a range of job opportunities. Optimum use will be made of land which comes up for development, especially in the town centre, and priority will be given to measures which will reduce the dependence upon the use of the private car in accordance with the principles of the Integrated Transport Strategy.

1.39 This strategy is translated into specific policies and proposals for each topic in the subsequent chapters.

The Environmental Appraisal of the Plan

1.40 Planning regulations require Local Authorities to produce Environmental Appraisals as part of the plan preparation process. This involves identifying, quantifying, weighing up and reporting on the environmental and other costs and benefits of the measures proposed in the plan.

1.41 The Good Practice Guide published by the Department of the Environment identifies the three key tasks of Environmental Appraisals as being:

- to characterise the environment (i.e. by identifying key assets, threats and opportunities) to provide a baseline and context for considering the environmental effects of policies;
- to ensure that the scope of the Plan covers the appropriate range of environmental concerns;
- to appraise policies to establish their environmental effects.

1.42 The Local Plan has been appraised throughout the various stages of its preparation and the results are published in a separate Environmental Appraisal Report. In addition, the Council intends to carry out an economic appraisal of the plan, to accord with the provisions of PPG12 Development Plans.



Housing Objectives of the Plan

- a) To ensure that there is a continuing supply of housing land to meet local housing needs as they arise throughout the plan period.*
- b) To ensure that, wherever it is appropriate, opportunities for redevelopment are used for residential purposes.*
- c) To identify the scope for new residential developments within the Borough in order to accommodate the Structure Plan housing allocation for Slough.*
- d) To protect the existing housing stock from redevelopment for other uses.*
- e) To maintain and improve the amenities and quality of the environment of existing residential areas by providing guidance for those seeking planning permission for new developments, extensions, flat conversions and other changes to or from residential uses.*
- f) To promote a high quality of design and layout for all new residential developments.*

Introduction

- 2.1 The Council's Housing Strategy aims to "seek to maximise access to decent, appropriately priced housing locally". This has been taken as the guiding principle for the planning policies set out in this chapter.
- 2.2 The type of housing available in Slough has changed considerably over the years from an extensive reliance upon Council housing to the point where around three quarters of all dwellings are now owner occupied. This has come about as a result of a number of factors such as the cessation of any local authority building in the early 1990's, the introduction of the right to buy Council houses, and the major new, private house building programmes that have taken place in recent years.
- 2.3 At the same time, the Council has taken on an "enabling" role which involves using its powers to ensure that Housing Associations are able to build new houses for renting to people on the Council's housing waiting list.
- 2.4 One of the main functions of the Local Plan is to ensure that there is an on-going supply of housing land which is, as far as possible, available to meet local needs at affordable prices. The Plan also seeks to protect, enhance and optimise the use of the existing housing stock and sets out a series of policies for the control of development within the

existing residential areas; these policies are supplemented by a range of development control guidelines, a list of which is set out in Appendix 1.

Overall Housing Allocation

- 2.5 The Local Plan has been prepared in accordance with the Berkshire Structure Plan 1991 - 2006, as adopted in August 1997 incorporating alteration.
- 2.6 The housing allocation in the Berkshire Structure Plan is derived from the figures produced by the London and South East Regional Planning Conference (SERPLAN), which were endorsed by the Secretary of State for the Environment and published in March 1994 as the Regional Planning Guidance for the South East (RPG9).
- 2.7 The Regional Guidance distributed the proposed new housing between counties within the South East taking into account such factors as the environmental constraints of the region, the location of likely future demand for housing, the overall needs of the economy, and the proposed shift of longer term development pressures from the west to the east of the region. As a result, RPG9 allocated 40,000 new dwellings to Berkshire for the fifteen year period from 1991 to 2006.
- 2.8 The Regional Guidance, published in March 2001, sets out the annual average rate of dwellings to be provided in Berkshire; the rate of 2620 reflects recent completions and will apply up to 2006, at which time the figure will be reviewed in light of monitoring as well as findings of the urban capacity studies. The review of the Structure Plan for Berkshire will need to adopt the rates of provision set out in the regional guidance until such time as any different rate is adopted. In the meantime, it is important to recognise that the current discussions about longer term housing allocations in the region do not have a direct bearing upon this plan.
- 2.9 There has been considerable difficulty in identifying land to meet the current housing allocation for Berkshire. The County Council originally proposed that the figure for Berkshire should be reduced to 38,000 but this was overruled by the Secretary of State who directed that the Regional Guidance figure of 40,000 should be met in full.
- 2.10 Slough's share of the County allocation, as set out in the Structure Plan, is 7,000 houses for the period 1991 to 2006. This was based upon the former County Council's assessment of such factors as local housing need and demand, the distribution of jobs and services, and the capacity of the area to accept further development.
- 2.11 This is a very high allocation which will involve Slough accommodating around 17.5% of Berkshire's new dwellings within the most densely populated district which only has 2.5% of the land area. Nevertheless, it remains the level of provision that the Local Plan has to try to meet.
- 2.12 The supply of housing to meet this allocation will come from a number of sources as set out in Policy H1 below. The only forms of residential accommodation that will not count towards the allocation are caravans, holiday homes, and communal accommodation such as student/nurses hostels and elderly person's homes.

Policy H1 (Housing Allocation)

Provision will be made for the development of around 7,000 houses in Slough Borough between April 1991 and March 2006. This will consist of:

- a) dwellings completed between April 1991 and March 1998;**

- b) outstanding major sites over one hectare, with planning permission at March 1998;
- c) an allowance for development upon unidentified small sites of less than one hectare;
- d) gains from the subdivision of existing residential accommodation or conversion of non-residential buildings minus demolitions; and
- e) other major sites over one hectare;

Components of the Housing Provision

2.13 In order to understand fully what the implications of this allocation are for Slough, it is necessary to quantify the component parts of the housing supply. Most of the categories are self explanatory. The category of existing hard commitments on major sites is made up of outstanding unimplemented planning permissions on sites over one hectare. The calculation of the amount of housing that will have to be found upon major new sites without the benefit of planning permission is shown in Table 2.1 below.

Table 2.1 Calculation of Housing Requirement at March 2003

Total Housing Requirement 1991 - 2006
7,000
less
Net completions on all sites 1991 - 2003
4,896
less
Outstanding major sites permitted at 31/3/03
654
less
Allowance for small site completions 2003 – 2006
390
less
Allowance for conversions and demolitions 2003 - 2006
60
<i>equals</i>
Requirement from unidentified major sites over 1 ha. without planning permission
1000

- 2.14 To meet this requirement for 1000 dwellings by 2006, the Council has taken a number of steps: it has carried out an Urban Capacity Study to identify major sites that could be brought forward for housing development; it has identified land for housing which can be released from the Green Belt in accordance with the Alteration to the Structure Plan; and it is seeking to introduce a number of new policy initiatives intended to optimise the use of land for housing. These steps are explained in more detail below.
- 2.15 The approach taken by the Council has anticipated government guidance contained in PPG3 (Housing) published in March 2000, as well as the RPG published in March 2001. The Council has sought to optimise the use of the existing urban area for housing and has applied the sequential approach; the release of greenfield Green Belt sites has been addressed only after the completion of an urban capacity study which identified potential brownfield sites for residential development. It has then used the principle of concentrating development in order to select which sites should be developed and has reviewed planning policies and guidelines to ensure that housing land is optimised.

Housing Capacity Study of the Slough Urban Area

- 2.16 As a result of the concerns about the ability of Slough to accommodate the Structure Plan allocation, the Council carried out a "Housing Capacity Study" of the Slough urban area which was published in October 1996. This analysed 51 sites which were not in residential use to determine whether they were suitable for housing. Ten new potential sites over 1 hectare were identified.
- 2.17 Of the ten sites, seven have been brought forward as housing sites in Policy H2 (Housing Sites) and a further one is included in Policy H3 (Additional Housing Sites). Due to changes in circumstance, two other sites from the Capacity Study, which at the time had not been identified as major sites that would come forward for development, are also included in Policy H3.

Green Belt Sites

- 2.18 The Berkshire Structure Plan acknowledged that the release of land from the Green Belt in Slough might be needed to meet the housing allocation for the Borough if sufficient land could not be found within the built-up area. It also made it clear that, should information become available which demonstrated that the urban area did not have sufficient capacity to meet the Structure Plan housing provision, then the mechanism for considering whether Green Belt releases were acceptable would be through an Alteration to the Structure Plan.
- 2.19 An Examination in Public (EIP) was held in May 1997 to consider the principle of releasing land from the Green Belt for housing. The Panel which held the EIP agreed with the County Council that Green Belt releases were required. As a result, a formal Alteration to the Structure Plan was adopted in August 1997 which allows adjustments to the existing Green Belt boundaries to be made through the Local Plan process in order to provide around 1000 dwellings which cannot be accommodated within the built up area; however, to optimise the use of land within the built up area, 1,000 dwellings will be the maximum number to be accommodated on Green Belt sites.
- 2.20 In order to identify which sites should be released from the Green Belt, the Council undertook an extensive site selection exercise. This began by asking landowners and any other interested parties to identify any Green Belt sites which they would like to see developed for housing. A total of 26 potential sites were put forward which were then the subject of a public consultation exercise.

- 2.21 The results of the public consultation were reported to Development Committee and all of the sites were then the subject of a three stage site selection process. In the initial sieve, the sites were examined to see if they were subject to any technical or fundamental policy constraints or existing use constraints. Ten of the proposed 26 housing sites were eliminated at this stage on the basis of one or more of the above constraints.
- 2.22 At the second stage of the site selection process, the remaining 16 sites were then considered against a number of topic headings which included accessibility, proximity, visual impact, settlement boundaries, agricultural land, listed buildings, recreation, mineral sterilisation, other preferred uses, ownership and legal restrictions, archaeology and bio-diversity.
- 2.23 One site was eliminated because of overriding ownership constraints and a further five were eliminated because they were identified as being in the important strategic gap between Slough and Greater London as well as the Colne Valley Regional Park. There were still two sites within the strategic gap and the Colne Valley Park, but it was considered that given their location, their development would not lead to coalescence of settlements or have such a significant adverse impact upon the Park. Some of the remaining sites were also identified as having a number of shortcomings but they were taken forward to the final site selection stage to be assessed in accordance with further technical and environmental factors.
- 2.24 At the final stage, a further site was eliminated because of ownership constraints. Using the guiding principle that there should not be any development in the strategic gap between Slough and Greater London or in the Colne Valley Park, the final two sites which fell into this category were eliminated, leaving a total of seven sites which between them had a capacity to provide around 980 dwellings.
- 2.25 The combination of these sites was then tested to see whether it worked in terms of sustainability, service delivery and infrastructure provision, and to see how it would fit in with wider planning objectives. This work showed that major infrastructure contributions would be required in order to bring sites forward, but subject to these being forthcoming, the seven sites were considered by the Council to be the most appropriate for release from the Green Belt for housing. The sites were as follows: land at Wexham Nursery; the William Hartley Yard and surrounds; land north of Queen Mother Reservoir; caravan park (Ditton Park Road); land at Ditton Farm; land south of Castleview Road; and land north of Muddy Lane.
- 2.26 Following the first Inquiry into the Local Plan, the Council took forward the Inspector's recommendation that four of the sites (land at Wexham Nursery, William Hartley Yard and surrounds, land south of Castleview Road, and land north of Muddy Lane) be deleted due to their impact on the perceived openness of the Green Belt and the concomitant urbanisation of the countryside, and that the omission site encompassing land east of Market Lane (Proposal Site 56) be included to compensate in part for the loss of the four sites. The Inspector also concluded that development of the William Hartley site itself would not harm the Green Belt.
- 2.27 Following the second Inspector's report, the Council re-assessed the first Inspector's recommendations regarding the other housing allocations in the Deposit Draft, in light of the second Inspector's conclusions with respect to the inclusion of land in the Green Belt, the strategic gap, and the Colne Valley Park. The Council has identified Proposal Site 11 (Land South of Wexham Nursey), Proposal Site 12 (William Hartley Yard and Surrounds), and Proposal Site 16 (Land South of Castleview Road) as sites to be released from the Green Belt to meet the Structure Plan housing allocation. Proposal Site 56 (Land East of Market Lane) has been deleted due to its impact on the Strategic Gap and the Colne Valley Park.

- 2.28 Policy H2 (Housing Sites) identifies 17 major sites over one hectare for residential development; these are a combination of sites previously identified in the Local Plan, sites from the Housing Capacity Study, and the four Green Belt sites. In addition, following the submission of a planning application for a mixed use development including residential, Proposal Site 45 (Land at Thames Valley University) is now included in this policy.

Policy H2 (Housing Sites)

The following sites are allocated for housing development during the plan period:

- Proposal Site 1 - The Cippenham Sector**
- Proposal Site 2 - Slough Sports Club, Chalvey Road East**
- Proposal Site 3 - Maff Site and No. 46, London Road**
- Proposal Site 4 - Evelyn Fox School Site, Tuns Lane**
- Proposal Site 5 - Former Ford-Iveco Site, Sutton Lane**
- Proposal Site 6 - Goods Yard, Stoke Poges Lane**
- Proposal Site 7 - BT Site, Langley Road**
- Proposal Site 8 - Land at East Berkshire College, Ormande House and Molton Lodge, Station Road, Langley**
- Proposal Site 9 - Part of James Elliman School**
- Proposal Site 10 - Dorcan House, Meadfield Road**
- Proposal Site 11 - Land South of Wexham Nursery, Wexham Road**
- Proposal Site 12 - William Hartley Yard and Surrounds, Church Lane, Wexham**
- Proposal Site 13 - Land North of Queen Mother Reservoir, Brands Hill**
- Proposal Site 14 - Caravan Park, Ditton Park Road**
- Proposal Site 15 - Land at Ditton Farm**
- Proposal Site 16 - Land South of Castlevue Road**
- Proposal Site 45 - Land at Thames Valley University (Part of)**

- 2.29 Some of these sites have been permitted and are under construction or even completed.
- 2.30 In order to tackle any potential shortfall compared to the housing allocation, three additional sites from the Housing Capacity Study have been included in Policy H3 as areas where residential development will be sought if they come up for redevelopment.

Policy H3 (Additional Housing Sites)

Residential development will be sought on all or part of the following non-residential sites if they come forward for redevelopment during the plan period:

- Proposal Site 18 - Middlegreen Trading Estate**
- Proposal Site 19 - Post Office Sorting Office, Wellington Street**
- Proposal Site 20 - Canal Basin, Stoke Road**

- 2.31 In addition to identifying these major housing sites, the Plan introduces a series of new policy initiatives which are intended to optimise the number of new houses that are likely to come forward during the plan period. These initiatives include optimising the amount of housing that can be obtained upon sites and promoting changes of use from existing and former commercial premises to residential or mixed use developments; this latter approach will, however, have repercussions on the supply of employment generating

land and thus will place greater emphasis on achieving optimum use of land in the existing business areas. It is important that every opportunity is taken to re-use existing urban land efficiently in accordance with the latest Government advice that 60% of new housing should be built upon "brownfield sites".

- 2.32 It has become apparent recently that there are potential brownfield windfall sites which had not been identified in the Housing Capacity Study. For example, the Windmill Depot site, which had not been considered available for redevelopment within the Plan period, has now come forward as an unidentified major site. There were indications that the Southern Electric site in Chalvey and the Transco site on the Uxbridge Road may become available for housing within the Plan period; it is not known at this stage, though, whether the sites will be classified as major sites over 1 hectare due to site constraints relating to the continued presence of the electricity sub-station and the gas holders respectively.
- 2.33 Furthermore, the Council has identified the Stoke Road area to the north of the railway line as a location for mixed development with commercial and residential uses. This would enable some brownfield residential development, possibly up to 200 habitable rooms per hectare given the close proximity to the town centre. (See Policy EMP6 - Stoke Road Area). There is also the potential for a significant element of residential development within Proposal Site 27 – Heart of Slough and related sites.

Phasing

- 2.34 Policy H2 of the Berkshire Structure Plan 1991-2006 sets out the phasing for each District, with the allocation for Slough as follows:

1991-1996	1996-2001	2001-2006	Total
2,100	2,550	2,350	7,000

- 2.35 The total net completions in Slough for the first phase 1991-1996 were 1,796 which is around 300 dwellings short. Notwithstanding the advice in PPG3 and the guidance 'Planning to Deliver' which focuses on the need to plan, monitor and manage, it is not considered appropriate to include an overall phasing policy in this Plan since the remaining plan period is less than five years and all of the evidence suggests that it is very unlikely that there will be an over-provision of housing in the plan period up to 2006.
- 2.36 However, in accordance with the presumption that previously developed sites should be developed before greenfield sites, there is a need to prevent the early release of the Green Belt housing sites in order to ensure that they can be properly considered within the Local Plan process and to ensure that they are available to meet the local housing needs that will arise in the latter part of the plan period. As a result, it is proposed that no completions will be allowed on any of these sites before April 2001.

Policy H4 (Phasing)

No completions will be permitted on any of the housing sites listed below before April 2001:

- Proposal Site 11 – Land South of Wexham Nursery, Wexham Road**
Proposal Site 12 – William Hartley Yard and Surrounds, Church Lane, Wexham
Proposal Site 13 - Land North Of Queen Mother Reservoir, Brands Hill
Proposal Site 14 - Caravan Park, Ditton Park Road
Proposal Site 15 - Land at Ditton Farm
Proposal Site 16 - Land South of Castlevue Road

Local Housing Needs

- 2.37 Circular 6/98 (Planning and Affordable Housing) and PPG3 (Housing) both make it clear that a community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating development plan policies.
- 2.38 The term 'affordable housing' is used in Circular 6/98 to encompass both low-cost market and subsidised housing available to people who cannot afford to rent or buy houses on the open market. Whilst the Council wishes to see an appropriate mix of housing to meet the needs of different types of households, its main concern is to ensure that there is an adequate supply of housing available to those people on the housing waiting list. As a result, Policy H5 deals with social housing (i.e. housing for rent and/or shared ownership), which will normally be provided by a Registered Social Landlord as defined by the Housing Act 1996. Other forms of affordable housing, such as low cost market houses, will be sought through Policy H6. Affordable housing not provided by a Registered Social Landlord will require occupancy to be appropriately controlled.
- 2.39 Circular 6/98 states that the level of need should be made clear from the assessments used to develop the authority's housing strategy. This has been established in Slough through a combination of the results of the housing needs survey commissioned by the Council, information from the 1991 Census, and an analysis of the effect of past building programmes upon the Council's housing waiting list.
- 2.40 Taking all of this information into account, the Council's Housing Strategy Statement 1999 - 2000 has adopted a target of building 150 new Registered Social Landlord units a year in order to meet its responsibilities to provide for the homeless and re-house some of the families from the Council's waiting list who are suffering from overcrowding. This level of need for social housing was widely accepted at the recent EIP into the Structure Plan Alteration and formed part of the justification for releasing Green Belt land in Slough to meet local housing needs.
- 2.41 Circular 6/98 also states that Local Plans should indicate how many affordable homes need to be provided throughout the plan area and set targets for specific suitable sites indicating the amount of affordable housing that it is intended to negotiate with the developer. If this target of 150 social housing units per year were applied throughout the remaining three years of the Plan, a total of 450 Registered Social Landlord dwellings would be required, which represents 21% of the remaining 2104 units (7000 units - 4896 completions) required to meet the balance of the Structure Plan housing allocation.
- 2.42 However, the Circular states that affordable housing should only be sought on developments of 25 or more dwellings or residential sites of 1 hectare or more, irrespective of the number of dwellings.
- 2.43 If the target of 150 units per year were to be met from major sites alone, then around 40% of the dwellings would have to be social housing.

- 2.44 However, some allowance has to be made for the fact that not all Registered Social Landlord dwellings are provided through the planning system. Also, it must be recognised that housing schemes will not come forward unless they are economically viable compared to other potential uses. Thus, to meet Slough's requirement for 150 Registered Social Landlord units per annum, the starting point for negotiations will be that 30% of all dwellings granted permission on sites greater than one hectare or capable of providing 25 or more dwellings should be for social housing, via Policy H5; in addition, other forms of affordable housing such as low cost market units will be sought in appropriate locations.
- 2.45 For any major windfall sites that come forward, the percentage will be determined by a number of site specific factors as well as the extent to which the overall target for the provision of social housing is being met on other sites.
- 2.46 The Circular has also introduced new criteria for assessing the suitability of sites to be identified for affordable housing. These include the proximity of local services and facilities, and access to public transport; whether there will be particular costs associated with the development of the site; and whether the provision of affordable housing would prejudice the realisation of other planning objectives that need to be given priority in developing the site.
- 2.47 In assessing the amount of affordable housing to be provided upon a site, account should also be taken of the need to achieve a successful housing development. This means that wherever possible, developments should incorporate a mix of housing types.
- 2.48 It is crucial that affordable housing meets the needs of those identified in the Council's Housing Strategy in terms of house type, size, and affordability. In negotiating the provision of affordable housing or land for such housing, the Council will need to be satisfied that such provision will be suitable for, and available to, those identified as in need. Occupancy controls will be sought where necessary.
- 2.49 The mix of dwelling types within the social housing element of any scheme will be specified by the Housing Department in conjunction with Registered Social Landlords in accordance with the Council's Housing Strategy Statement and the "Enabling Strategy". It is likely that for most sites, the priority will be for family houses (including 4 bed and sometimes larger homes) to meet those in greatest need on the waiting list. Sites in more central locations may, however, be more appropriate for higher density schemes.
- 2.50 Where a requirement for an element of affordable housing is appropriate, it should normally be provided as part of the proposed development by direct provision of dwellings or land for a Registered Social Landlord to develop. The Circular does, however, allow for financial or other contributions to be made towards the provision of affordable housing on another site if the local planning authority and the developer consider that it would be appropriate. This is likely to happen only in exceptional circumstances given the shortage of available housing land.

Policy H5 (Social Housing)

In taking account of the economics of provision and the relevant circumstances of the site, including its size and location, an element of social housing will be sought on all new housing developments of 25 or more dwellings or residential sites of 1 hectare or more, irrespective of the number of dwellings. In exceptional circumstances, a financial contribution may be accepted in lieu of the provision of Registered Social Landlord housing on site.

In all cases the council will need to be satisfied that any social housing provided would be available to those identified to be in local housing need.

Policy H6 (Other Forms of Affordable Housing)

In taking account of the economics of provision and the relevant circumstances of the site, including its size and location, the Council will seek an appropriate proportion of affordable housing on residential developments of 25 or more dwellings or residential sites of 1 hectare or more, irrespective of the number of dwellings, over and above the provision of social housing.

- 2.51 Given the level of social housing units provided over the past two years and those expected from the remaining sites in Policy H2 over the next six years, the Borough will be around 360 units below the target of 150 units per year. In accordance with Policy H5, an appropriate level of social housing on any windfall sites which come forward will be sought as set out in paragraph 2.45. The policy will also be applied to sites which would exceed the thresholds when combined with other adjoining sites likely to come forward within the Plan period.
- 2.52 The Council will encourage the provision of specialist housing (to meet the needs of elderly people, people with disabilities, single people with special needs, and minority groups disadvantaged in the housing market) by permitting schemes for either the change of use of dwellings or through new residential development consistent with the requirements of other policies in the Plan. Social housing will not normally be sought on sites of less than a hectare within developments such as sheltered housing for the elderly, hostels or student accommodation which are already meeting a specialised housing need.

Town Centre

- 2.53 One of the key themes within the Sustainable Development Strategy being developed by SERPLAN to replace the current Regional Guidance is the need to promote an "urban renaissance" which seeks to regenerate urban areas not only in a physical sense, but also by helping to develop greater social cohesion and more balanced communities. One of the key targets suggested by SERPLAN is to achieve a year on year increase in the number of people living in town centres.
- 2.54 The Local Plan identifies a commercial core area within the town centre where priority will be given to business development of Class B1(a) office development. Whilst there is only limited scope for residential development in this area, the Council has been quite successful with a number of initiatives such as the use of empty accommodation above shops, and it will continue to take advantage of any other opportunities that arise within this area. The main opportunity for obtaining new housing accommodation is in the rest of the town centre outside of the commercial core area. The Plan sets out a presumption in favour of residential use for any redevelopment proposals in this area and will be seeking higher densities which promote the concept of urban living whilst retaining high quality design.
- 2.54 Four small sites are identified as proposal sites for residential use within the Town Centre chapter. These sites are 30-36 Park Street, the car park at Victoria Road/Herschel Street, 11-15 St. Laurence Way and 316-320 High Street. As these sites are below one hectare and as a small site allowance has already been made within the calculations, they have not been included as proposal sites within Policy H2 of this chapter. They are,

however, considered key sites in the implementation of the Town Centre strategy and are therefore included in Policy TC1 in Chapter 9 of the Plan.

Policy H7 (Town Centre Housing)

Within the town centre, planning permission will not be granted for commercial developments outside the Town Centre Commercial Core area where:

- a) the land concerned is identified as a proposal site for other uses in this plan; or**
- b) it is suitable for residential use; and**
- c) there is insufficient land to meet the structure plan requirements for housing.**

Within the Town Centre Commercial Core area, priority will be given to the development of mixed use schemes, including a residential element, unless it can be demonstrated that the site is unsuitable for residential use.

- 2.56 The Council will also be looking for mixed use development with a high density residential element in the Stoke Road area which is seen as an ideal location for comprehensive redevelopment schemes. The approach to development in this area is described in greater detail in the Business Chapter, paragraphs 3.55 to 3.60.

Loss of Potential Housing Land and Existing Residential Accommodation

- 2.57 In view of the shortage of land for residential development and the fact that Green Belt releases are required to meet the housing allocation, it is important to ensure that maximum use is made of all potential residential sites that come forward and that possible housing land is not lost to other uses.
- 2.58 It is a fundamental principle held by the Council that, in view of the shortage of housing land in the Borough, there should be no net loss of residential accommodation as a result of commercial development or change of use. The loss of individual dwellings or any other forms of residential premises would have the cumulative effect of reducing the overall amount of living accommodation in Slough. This in turn would make it more difficult to meet local housing needs and result in further pressure for the release of more Green Belt land for housing.

Policy H8 (Loss of Housing)

Commercial development or any other form of development which involves the net loss of existing residential accommodation will not be permitted unless:

- a) replacement housing is provided on-site; or**
- b) an equivalent amount of residential accommodation is provided on an alternative site which is not currently in residential use or identified as a proposal site for housing; or**
- c) positive environmental benefits to the housing stock would be achieved; or**
- d) an exceptional case can be made for a net loss of housing.**

Planning permission will not be granted for commercial developments which are outside of the town centre commercial core area, shopping areas, and recognised business areas where:

- a) the land concerned is identified as a proposal site for other uses in this plan; or**
- b) it is suitable for residential use; and**
- c) there is insufficient land to meet the structure plan requirements for housing.**

- 2.59 Where redevelopment does take place, any replacement housing should be provided on-site. If, in exceptional circumstances, it is not practical to replace on-site any housing that is to be lost through redevelopment, the Council will require the replacement of an equivalent amount of residential accommodation on an alternative site which is not currently in residential use or identified as a Proposal Site for housing.
- 2.60 In certain circumstances involving purely residential redevelopment, a net loss of accommodation may occur. Such circumstances would include the conversion of bedsits to self contained, one bedroom flats, or the replacement of high rise housing with low to medium rise housing. In these cases where positive environmental benefits to the housing stock would be achieved, an exceptional case may be made to allow a net loss of housing.

Future Residential Provision

- 2.61 It is of utmost importance that efficient use is made of all potential residential land or buildings in the urban area to ensure that, subject to meeting design requirements, the optimum number of residential units are provided in order to meet the housing allocation and ongoing housing needs of the Borough's population.
- 2.62 This can mainly be achieved in two ways. Firstly, commercial developments or changes of use should not prejudice the ability to provide residential accommodation within otherwise unused areas within a site. This means that, for example, independent access to upper floors should be retained or provided to flats above shops. Secondly a comprehensive approach to site planning will be required for all infill developments to ensure that the maximum amount of residential land is developed, or is capable of being developed, and that land is not sterilised by piecemeal development schemes or the loss of potential means of access. In applying this policy, however, developments will still have to comply with all of the other planning requirements, such as those dealing with density and design.

Policy H9 (Comprehensive Planning)

A comprehensive approach should be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised. Commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted.

Housing Densities

- 2.63 One of key policy objectives of the plan is to make effective use of land in urban areas in order to secure a more sustainable pattern of development without detriment to either the amenities or the character of existing areas.

- 2.64 The aim of maximising residential development opportunities within towns is supported by Government guidance and is linked to an emerging desire for an urban renaissance to make town living more attractive. New development, particularly higher density development, must be well designed and contribute positively to the urban environment rather than be seen as over-development. In all cases, developments must take into account the Borough Council's supplementary planning guidance on design to be produced, taking into account the Government's recent guidance, By Design. Also, there is a need to plan for the development of mixed and balanced communities in order to avoid areas of social exclusion. Accommodation of a range of house types and housing need will be sought.
- 2.65 To ensure the effective use of land, a minimum net density of 37 dwellings per hectare will be required. The maximum habitable room density limit will normally be 160 habitable rooms per hectare. However, this would increase to 200 habitable rooms per hectare in appropriate circumstances such as town centre sites and others that are in reasonable walking distance of a good range of public facilities, such as local convenience shops, and public transport services. Density calculations will be based on the net developable site area and thus will exclude major distributor roads, primary schools, open spaces serving a wider area, and significant landscape buffer strips.
- 2.66 The advised maximum density is intended to prevent over-development for the amount of development on a site may be restricted by other policies such as design (in particular residential amenity, street scene and character of area), car parking, amenity space, existing trees, conservation areas and listed buildings. This applies particularly to development above 160 habitable rooms per hectare. Large sites have scope to incorporate a mix of densities and create their own character but design quality and the relationship to adjoining residential development or open areas will be very important. Also, for small scale infill and backland development schemes where the effect on existing residential amenity can be considerable, the emphasis will be placed upon protecting residential amenities and the existing character of the area. The new minimum density limit will not apply to existing areas of low density housing, or defined areas of exceptional character so as to avoid an adverse effect on the character of these areas. Overall, the individual circumstances of each site together with design quality will be the key determinants of an acceptable level of development.
- 2.67 In exceptional circumstances in town centre locations where the use of commercial sites for housing is proposed, higher densities may be considered where a high quality innovative design is proposed which complies with other planning policies. Higher densities may also be allowed in developments for sheltered housing for the elderly, social housing, hostels and student accommodation which are meeting a specialised housing need.

Policy H10 (Minimum Density)

A net developable site density of 37 dwellings per hectare will be the minimum residential development density. Exceptions will be made in residential areas of exceptional character and for small sites where the surrounding character is low density or open land.

Conversions and Changes of Use from Commercial to Residential

- 2.68 In line with other policies in this plan, optimum use should be made of all potential development schemes to increase the number of residential properties within the Borough. There are many opportunities where existing commercial properties are not fully used and remain empty. In such circumstances, the use of these premises for residential purposes should be encouraged.

- 2.69 In its publication entitled *Vital and Viable Town Centres*, the Department of the Environment, Transport and the Regions promotes "Living over the shop" as one means of encouraging life back into town centres, whilst at the same time tapping a potentially valuable source of comparatively cheap housing. Whilst this type of accommodation may not be appropriate for families, it could be particularly suited to young single persons who would benefit from living in highly accessible town centre type locations.
- 2.70 Not all upper floors above shops will be suitable for conversion to residential use. It is recognised, however, that to encourage a greater rate of take-up, a flexible approach will be required when applying Development Control Guidelines and in particular those relating to on-site parking and external amenity space. In most town centre locations, parking provision can be minimised in order to meet the aims of the Integrated Transport Strategy.

Policy H11 (Change of Use to Residential)

Proposals for the conversion and change of use of existing commercial properties to residential use will be permitted subject to their meeting all of the following criteria:

- a) a satisfactory independent access is provided;**
- b) any parking provision meet the aims of the integrated transport strategy;**
- c) satisfactory minimum room sizes and internal layouts are achieved; and**
- d) satisfactory sound insulation measures are taken between each residential unit and adjoining properties.**

Proposals should also provide appropriate amenity area which can take the form of roof gardens, balconies, or more traditional forms of amenity space such as ground level gardens.

Residential Areas of Exceptional Character

- 2.71 There are a small number of established residential areas on main road frontages within the Borough which have not substantially changed in their original form or features. These areas have an exceptional character within the context of Slough, and sensitive planning control is necessary to ensure that the cumulative effects of redevelopment, alterations and extensions do not damage their character or amenity.
- 2.72 These areas are characterised as being low density, family dwellings, usually uniform in style and date. They have generally been constructed before 1948 and exhibit a high quality residential environment in terms of layout, spacing, mature landscaping and design which create a particular style, character and image for the locality. Since there are comparatively few large detached family houses in Slough, the retention of these dwellings will help to ensure that there will continue to be a range of housing types to meet the needs of a balanced community.
- 2.73 Whilst it is recognised that there is a need for additional housing land in Slough, the Residential Areas of Exceptional Character represent a very small proportion of the existing housing stock. As a result it is considered that the need to retain the character of these low density areas outweighs the need to find additional housing.

- 2.74 The Borough Council considers that parts of Burnham Lane, Langley Road, London Road and Upton Court Road meet the criteria to be designated as Residential Areas of Exceptional Character. These areas therefore warrant protection from future inappropriate development which would have a detrimental impact and adversely affect their character and amenity.

Policy H12 (Residential Areas of Exceptional Character)

Parts of the following streets have been defined as residential areas of exceptional character:

- a) Burnham Lane - 61 to 113, 113a, 115 to 127, 127a, 129 to 145 odds, and 114 to 142, 180 to 214 evens;**
- b) Langley Road - 11 to 23, 29 to 87, 105 to 149, 149a, 151 to 163 odds, and 12 to 52, 60 to 74, 82 to 100, 106 to 166, 172 to 200, 208 to 218, 224 to 250, 256 to 282, 286 to 326, 334 to 350 evens;**
- c) London Road - 172 to 350, 360 to 370, and 376 to 394 evens;**
- d) Upton Court Road - 101 to 157 odds and 4 to 102, 102a, 104 to 166 evens.**

Development proposals will not be permitted which would have a detrimental impact upon the character and amenity of residential units included within the Residential Area of Exceptional Character, as shown on the Proposals Map, as a result of:

- a) the conversion of single dwellings into flats;**
- b) the redevelopment of sites to produce higher densities;**
- c) backland development;**
- d) infilling;**
- e) change to a commercial use, including hotels and nursing homes;**
- f) the construction of new road access;**
- g) extensions of either a residential or commercial nature which would change the scale and nature of the property; or**
- h) subdivision of corner plots to create additional housing land.**

Where the replacement of a residential dwelling with another is allowed within these designated areas, it will only be permitted if it complies with all of the following criteria:

- a) the new dwelling is built within the existing plot and is of the same type and scale as that originally on site;**
- b) the scheme is in keeping with the design and character of dwellings in the vicinity which are included within the designated areas; and**

- c) the proposal retains those features which are important to the site and street scene, such as existing trees, shrubs, hedges, fences and walls.**

Backland/Infill Development

- 2.75 Efficient use of the urban area will continue to be needed to ensure housing development in urban areas is optimised. Backland and infill development can make a useful contribution to meeting the needs arising from future household growth. The latest Government advice as set out in PPG3 - Housing (1992) states that the development of garden land and backland, where it is acceptable, requires careful planning to ensure that there is a proper means of access, adequate car parking, and adequate space between old and new buildings to avoid spoiling the amenity and privacy of adjoining houses. Sensitive design and good landscaping are also particularly important if new buildings are to be successfully fitted into small, vacant sites in established residential areas.
- 2.76 The Council is very concerned to protect the environment of existing residential areas and to avoid "town cramming". As a result, backland development and other forms of infilling will only be permitted if they meet all the criteria in Policy H13 below which are amplified in the Council's Development Control Guidelines.
- 2.77 Here the overriding concern will be to ensure that the proposed new dwellings are in keeping with their surroundings and do not have an adverse effect upon the street scene, existing trees and landscaping, or the amenities of neighbouring properties. Certain areas, as defined by Policy H12, have been designated as residential areas of exceptional character; backland and infill development is not permitted within these areas due to the adverse effect such development would have on their character. Where backland development is possible, it is essential that a comprehensive approach is taken in accordance with Policy H9, to ensure that potential housing land is not sterilised by piecemeal development. In town centre locations, higher densities will be appropriate and schemes should be designed to meet the aims of the Integrated Transport Strategy.

Policy H13 (Backland/infill Development)

Proposals for small scale infilling, including backland development, will not be permitted unless they comply with all of the following criteria:

- a) the type, design, scale and density of the proposed new dwelling or dwellings are in keeping with the existing residential area;**
- b) appropriate access, amenity space and landscaping are provided for the new dwellings;**
- c) appropriate car parking provision is made in line with the aims of the integrated transport strategy;**
- d) the scheme is designed so that existing residential properties retain appropriate garden areas, they do not suffer from overlooking or loss of privacy, and there is no substantial loss of amenity due to the creation of new access roads or parking areas;**
- e) the proposal is not located within a residential area of exceptional character; and**

- f) the proposal optimises the potential for more comprehensive development of the area and will not result in the sterilisation of future residential land.**

Amenity Space

- 2.78 The provision of sufficient amenity space is an important element of any successful housing development and will generally ensure that over-development does not occur. Account is taken of the new development site's surroundings and relationship to adjacent buildings, and space is provided in which people can enjoy the outdoor environment.
- 2.79 It is generally considered that the larger the dwelling, the more private amenity space required. In the case of family units, the provision of adequate rear gardens is essential to provide space not only for people who wish to extend their living space into the garden, but also for children to have a secure and safe environment in which informal play can take place.
- 2.80 However, in smaller schemes, such as one bedroom flats, demand for "real gardens" is not so strong, as space is required only for drying clothes, the siting of waste bins and the provision of a sitting out area in an appropriate setting for the scheme. Further details on amenity space requirements can be found within the Borough Council's Development Control Guidelines.

Policy H14 (Amenity Space)

The appropriate level will be determined through consideration of the following criteria:

- a) type and size of dwelling and type of household likely to occupy dwelling;**
- b) quality of proposed amenity space in terms of area, depth, orientation, privacy, attractiveness, usefulness and accessibility;**
- c) character of surrounding area in terms of size and type of amenity space for existing dwellings;**
- d) proximity to existing public open space and play facilities; and**
- e) provision and size of balconies.**

Extensions to Existing Residential Properties

- 2.81 The extension of existing properties is an important method of home improvement and the pressures for such developments are no more apparent than in Slough. It is, however, important that such extensions are designed and built in an appropriate way so as to ensure that neighbouring properties are not adversely affected and schemes meet other planning requirements. In all cases, Policy EN2 of the Environment Chapter should also be referred to.

Policy H15 (Residential Extensions)

Proposals for extensions to existing dwelling houses will only be permitted if all of the following criteria are met:

- a) there is no significant adverse impact on the amenity of adjoining occupiers;**
- b) they are of a high quality of design and use materials which are in keeping with both the existing property and the identifiable character of the surrounding area;**
- c) they respect existing building lines and there is no significant adverse impact on the existing street scene or other public vantage points;**
- d) appropriate parking arrangements are provided in line with the aims of the integrated transport strategy;**
- e) an appropriate level of rear garden amenity space is maintained.**

In exceptional circumstances, a relaxation of normal standards may be allowed to meet any special medical needs of family members.

Development Within the Residential Curtilage

- 2.82 Many buildings and other structures on land within the curtilage of residential properties can be built or extended without the need to obtain planning permission. A Department of the Environment Transport and the Regions booklet entitled "Planning, A Householders Guide" can be obtained from the Planning Division, and before any development is commenced, clarity should be sought as to the need for planning permission. This is especially so in open plan housing estates where some of the usual permitted development rights may have been removed to ensure the open nature of the original development. Where permission is required for new buildings and other structures not attached to the dwelling house, full regard will be given to the following policy.

Policy H16 (Garages, Outbuildings, Fences and Walls)

Proposals for new or extended structures, such as garages, outbuildings, fences or walls within the residential curtilage will only be permitted if they comply with all of the following criteria:

- a) there is no adverse impact on the amenity of adjoining occupiers;**
- b) they are of high quality design and use materials which are in keeping with the identifiable character of the surrounding area, especially in Residential Areas of Exceptional Character;**
- c) there is no significant adverse impact on the existing street scene or other public vantage points; and**
- d) an appropriate level of rear garden amenity space is maintained.**

Change of Garages to Habitable Rooms

- 2.83 Generally the change of a garage to a habitable room is permitted development and does not require planning permission. However, certain residential developments have

been designed on the principle that cars will be parked in the garages provided rather than in the road. These developments therefore have restrictive planning conditions which prevent the change of use of garages to habitable rooms or any other use.

- 2.84 It is the Council's policy therefore to oppose the loss of garages in those circumstances where planning permission is required to remove a restrictive condition. It is important that some control is exerted over residential schemes where off-street car parking in garages has been required in order to prevent on-street parking problems occurring which would be detrimental to the amenities of the area and would adversely affect the flow of traffic and road safety.

Policy H17 (Conversion of Garages to Habitable Rooms)

Proposals for the conversion of integral garages to habitable rooms or other uses will not be permitted unless one or more of the following criteria can be shown:

- a) parking can still be provided which meets the aims of the integrated transport strategy;**
- b) the garage is required to accommodate family members with special medical needs;**
- c) it is physically impossible to use the garage for parking a car in a normal way; or**
- d) the residential property is within the town centre and it can be shown that car use will not be needed due to access to public transport.**

Annexes for Elderly Relatives/Dependants

- 2.85 It is recognised that annexes to existing residential properties, which provide semi-independent living accommodation for elderly relatives or dependants, have an important role to play in providing flexible living space within the existing housing stock which has a number of social benefits.
- 2.86 It is permissible for such annexes to have a number of features such as a limited range of facilities, shared gardens and reduced parking provision which would not normally be acceptable if two separate dwellings were being proposed. As a result, it is important that any annex is designed as an integral part of the property so that it can easily be used as part of the house if the annexe were no longer required.
- 2.87 All annexes must therefore be built as extensions to existing houses and will be subject to conditions restricting their occupation and preventing their use as independent dwelling units.
- 2.88 In determining planning applications, the Council will take into account such factors as the appearance and bulk of the proposed extension in relation to the existing house and adjoining property, the amount of amenity space that will be retained, and the need for additional parking spaces.

Policy H18 (Granny Annexes)

Proposals for the extension of residential properties to provide accommodation for elderly relatives/dependants will not be permitted unless they comply with all the following criteria:

- a) the accommodation is provided in the form of an extension to the existing dwelling and not as a free standing independent structure;
- b) the accommodation is designed as an integral part of the house and is capable of being used in the future as part of the original dwelling unit and therefore has no independent external access;
- c) the accommodation is only to be occupied by an elderly relative or dependant and will not be used as a separate independent dwelling unit at any time;
- d) the appearance, design and bulk of the proposed extension is appropriate for its location and does not have an unacceptable impact upon the amenities of the area;
- e) provision is made for an appropriate amount of car parking which meets the aims of the integrated transport strategy; and
- f) appropriate rear private amenity space is retained.

Flat Conversions

- 2.89 It is recognised that the conversion of dwellings into flats provides a useful supply of comparatively low cost accommodation within the existing urban area and helps to meet targets for housing development within urban areas. The demand for flats must, however, be balanced with the need to ensure that there is sufficient affordable family housing in Slough, the conversion provides a suitable living environment, and it does not result in an unacceptable impact upon the amenities of adjoining occupiers.
- 2.90 Flat conversions must not therefore involve major extensions which are out of keeping with the character of the street scene and must incorporate specific sound insulation measures.
- 2.91 Appropriate levels of off-street parking must be provided to meet the needs of occupiers and ensure that the free flow of traffic and matters of highway safety are not affected. However, within the Town Centre and other areas which are well served by public transport, lower levels of parking and in some cases, no parking, will be required due to the proximity to public transport in line with the aims of the Integrated Transport Strategy.
- 2.92 The internal layout of the new flats must provide satisfactory sizes of accommodation for smaller households and there must be an appropriate level of amenity space for all occupiers.

Policy H19 (Flat Conversions)

Proposals for the conversion of houses into flats will not be permitted unless they comply with all the following criteria:

- a) satisfactory minimum room sizes and internal layouts are achieved;
- b) satisfactory sound insulation measures are taken between each flat and between adjoining properties;

- c) appropriate car parking provision is made on-site in line with the aims of the integrated transport strategy;
- d) appropriate amenity area is provided for each flat;
- e) the size of any extensions to the property is in keeping with the character of the area and is not detrimental to the amenities of adjoining occupiers; and
- f) the proposal is not located within a Residential Area of Exceptional Character.

Houses in Multiple Occupation

- 2.93 Houses in multiple occupation provide a valuable and generally affordable source of housing accommodation for between 4000 to 6000 persons in the Borough. Planning permission is not generally required in situations where up to six people are sharing facilities. Houses in multiple occupation are, however, subject to a variety of stringent and sometimes conflicting standards and legislative controls. Circular 12/93 states that planning and housing policies should complement each other and that Councils should prepare corporate policies and strategies for multiple occupation in order to reduce the risk of such conflict arising.
- 2.94 The Council's Corporate Strategy for Houses in Multiple Occupation seeks to address all of the issues and makes it clear that where planning permission is required, the proposals will be tested not only against the normal planning criteria of parking, amenity space and local environmental impact, but also against other standards such as those applied by the Environmental Health Section.

Policy H20 (Houses in Multiple Occupation)

Applications for the use of houses for multiple occupation will not be permitted unless they comply with all the following criteria:

- a) they provide satisfactory living accommodation and facilities;
- b) appropriate levels of on-site parking spaces are provided in line with the aims of the integrated transport strategy ;
- c) they have an appropriate amount of amenity space; and
- d) the use of the property does not result in loss of amenity for adjoining occupiers.

Student Accommodation

- 2.95 Slough is a university town and as such, is subject to increasing pressure for student accommodation, which in turn exerts pressure on the private rented sector, particularly on sites in and around the Thames Valley University campus. These pressures are not likely to diminish as the University establishes itself within the area. The University is currently investigating the possibility of student accommodation on a site within the campus. (See Chapter 9, The Town Centre, and Proposal Site 45)
- 2.96 The Borough Council recognises that there is a need for additional student accommodation not only to meet the specific requirements of students but also to relieve pressure upon the town's existing housing stock. In general terms, student

accommodation should be located on suitable sites near to public transport and should be accessible to students and staff with permanent disabilities. Since the density of student hostels is likely to be very high, it is important to ensure that the buildings and the activities associated with them do not have an adverse impact on the character or amenities of the surrounding area. The Borough Council has Development Control Guidelines and Environmental Health Space Standards for Student Accommodation which together set out the broad requirements for such developments.

Policy H21 (Student Accommodation)

Proposals for student accommodation will not be permitted unless they comply with all the following criteria:

- a) they are in appropriate locations that are close to public transport links;**
- b) the scale and design of the building is appropriate for the location and would not cause any loss of amenity to adjoining occupiers;**
- c) they provide rooms and facilities which are of an appropriate size for living and study;**
- d) parking for bicycles and, if required, cars, is provided at appropriate levels in line with the aims of the integrated transport strategy;**
- e) they provide sufficient external amenity space for the occupiers;**
- f) they are accessible to students/staff with disabilities;**
- g) they are designed so as to minimise any potential for anti-social or criminal behaviour; and**
- h) they provide high quality landscaping.**

Accommodation for Elderly People/Nursing and Care Homes

- 2.97 There is likely to be an increasing demand for the provision of homes for the elderly as life expectancy continues to rise. The same can be said for accommodation for other forms of care, such as accommodation for care in the community. The Council recognises the importance of meeting the needs of local people by ensuring that appropriate accommodation is available. Such accommodation can either be new build or conversion of existing properties. All proposals for such accommodation must, however, meet the appropriate criteria which are intended to ensure that suitable accommodation can be provided without creating adverse effects on the character or amenities of an area.
- 2.98 It is important that elderly people and others in need of care do not become isolated from the rest of the population; therefore, care homes should be located in areas with good access to community facilities.
- 2.99 It is considered that larger than normal detached houses are the most suitable for conversion to care or nursing homes in that they are likely to provide the size and type of accommodation needed to comply with Social Services' standards. Proposals specifically for nursing homes, both conversions and new build, will be expected to provide a high standard of medical and health facilities associated with such uses, along with the necessary accommodation for live-in medical staff. The Council will not normally permit large scale extensions to existing houses to create such homes where this would result in

an intensification of use, a change of character, and loss of amenities for adjoining residents.

Policy H22 (Elderly Persons, Nursing and Care Homes)

Proposals for new elderly persons accommodation and/or nursing/care homes will not be permitted unless they comply with all the following criteria:

- a) they are in appropriate locations with good access to local facilities and local transport links;**
- b) in the case of conversions, substantial houses are utilised which are larger than normal family dwellings and capable of providing at least six bedrooms and all the appropriate facilities for residents on the site;**
- c) they do not require large scale extensions or alterations which would alter the character of the property;**
- d) appropriate live-in accommodation and facilities are provided for staff;**
- e) appropriate car parking is provided on-site which meets the aims of the integrated transport strategy;**
- f) adequate rear private amenity space is provided;**
- g) there will not be an adverse impact on neighbouring residential properties; and**
- h) the proposal is not located within a Residential Area of Exceptional Character.**

Residential Children's Homes

- 2.100 The current policy of looking after children in smaller "family type" houses as opposed to large institutions is likely to result in a continuing need for new residential children's homes in Slough. The Council fully supports the principle of providing this type of accommodation within the local community as the best way of providing homes for children. Proposals for the change of use of existing houses to residential children's homes, or for the construction of new buildings, will have to take account of the possible impact that they may have upon adjoining residents. The Council will not normally permit large scale extensions to existing houses to create such homes where this would result in an intensification of use, a change of character, and loss of amenities for adjoining residents.
- 2.101 Wherever possible, homes should be located close to schools and leisure and community facilities, all of which are needed for the proper development of children. Social Services will need to be consulted about all proposals for children's homes to ensure that they conform with the necessary standards for licensing. Further details are available in the Borough Council's Development Control Guidelines.

Policy H23 (Residential Children's Homes)

Proposals for the conversion of houses to residential children's homes or the erection of new ones will not be permitted unless they comply with all the following criteria:

- a) they are in appropriate locations with good access to local schools, community facilities and public transport;**
- b) they are in appropriate large properties which are capable of providing at least six bedrooms;**
- c) they do not require large scale extensions or alterations which would alter the character of the property;**
- d) they provide appropriate on-site car parking which meets the aims of the integrated transport strategy;**
- e) they have adequate sized gardens;**
- f) there will be no adverse impact on neighbouring residential properties particularly as a result of increased noise; and**
- g) the proposal is not located within a Residential Area of Exceptional Character.**

Bed and Breakfast Accommodation

- 2.102 Bed and breakfast establishments and guesthouses are needed to provide overnight accommodation for both people on business and other visitors to Slough. It is, however, important that any proposals for such uses involve premises that are large enough to provide adequate accommodation and facilities for guests without adversely affecting their surroundings in terms of parking provision and access.
- 2.103 It is the Council's policy that all new bed and breakfast establishments or guest houses should be located on main road frontages where they are highly visible and accessible and where the level of activity associated with these uses can be best accommodated without being intrusive or causing any unnecessary disturbance.
- 2.104 It is also important that the properties proposed to be converted to these commercial uses are not able to be or currently are not being used for single family occupancy since there is a shortage of large family houses in Slough and the loss of this type of accommodation would increase the pressures on the Borough's remaining dwelling stock.

Policy H24 (Bed and Breakfast Accommodation)

Proposals for the conversion of houses to guesthouses will not be permitted unless they comply with all the following criteria:

- a) they are in large properties which are incapable of, or are not being used, for normal single family use;**
- b) they are on identified main road frontages;**
- c) appropriate car parking is provided within the site which meets the aims of the integrated transport strategy;**

- d) they provide appropriate accommodation for the number of guests;
- e) adequate amenity space is provided;
- f) there will not be an adverse impact on the adjoining residential area;
- g) only a limited number of advertisements should be displayed; and
- h) the proposal is not located within a Residential Area of Exceptional Character.

Gypsy Sites

- 2.105 Due to the lack of proper gypsy site accommodation, apart from the permanent site at Poyle, the Borough of Slough has continually suffered from the problem of unauthorised gypsy encampments within the built up area.
- 2.106 Where these unauthorised encampments are clearly causing a nuisance, the Borough Council will continue to use its legal powers of enforcement in order to protect the amenities of the settled population.
- 2.107 Whilst Councils no longer have a duty to provide accommodation on caravan sites, Circular 1/94 (Gypsy Sites and Planning) states that Local Planning Authorities need to be aware of the accommodation and occupational needs of gypsies and should make adequate gypsy site provision in their development plans. The Circular also sets out the criteria for deciding where to provide gypsy sites. This states that sites outside existing settlements, within a reasonable distance of local services and facilities should be considered. Sites on the outskirts of built-up areas may be appropriate, provided care is taken to avoid encroachment on the open countryside; however, gypsy sites are not regarded as being among those uses that are normally appropriate in Green Belts. It also makes it clear that authorities should have regard to highway considerations and the potential for noise and other disturbance from the movement of vehicles to and from the site, the stationing of vehicles on the site, and on-site business activities.
- 2.108 It is considered that none of the sites that have previously been put forward as possible gypsy transit sites in Slough complies with the criteria in Circular 1/94 and so no specific proposals are included in the Local Plan. Proposals for new gypsy transit sites will only be permitted in exceptional circumstances in accordance with the criteria set out below.

Policy H25 (Gypsy Sites)

The development of permanent, temporary or transit gypsy sites will not be permitted within the Metropolitan Green Belt or on the best and most versatile agricultural land.

Gypsy transit sites will only be permitted if they comply with all the following criteria:

- a) in proximity and with easy access to the primary road network;
- b) outside of the urban area and an appropriate distance away from residential and business properties;
- c) within strong physical boundaries which provide an opportunity for self containment;

- d) well landscaped in order to minimise any visual impact; and**
- e) provided with at least a basic level of services, such as drinking water supply, sewage and waste disposal.**



Business Objectives of the Plan

- a) To maintain and further enhance the employment generating activities currently located within the Borough, which contribute to a strong local economy.*
- b) To encourage new employment activities, including those which meet the needs of the resident workforce by providing a range of premise.*
- c) To ensure that new high employment generating uses are located in areas which have good access to public transport and other services.*
- d) To promote the provision of a range of flexible business units, including small units, in order to encourage local business growth and new firms.*
- e) To ensure that all new business development makes an appropriate contribution to the physical and social infrastructure of the town and enhances the quality of the environment.*

Introduction

- 3.1 The promotion of the economic development of the town is one of the five key policy priorities (KPP's) of the Council. The objective of the economic development KPP is to "improve the image of the town, making sure that Slough's workforce has access to Slough's jobs and encouraging inward investment into the Borough". This approach complies with both PPG4 - Industrial and Commercial Development and Small Firms (1992) and with Regional Planning Guidance for the South East (March 2001) which promotes urban renaissance.

Strategic Policies

- 3.2 RPG9 (Regional Guidance for the South East) was issued in 1994 but has recently been subject to review. The final document, Regional Planning Guidance for the South East (RPG9), was produced in March 2001.
- 3.3 The 1994 document made it clear that a reduced rate of development was appropriate for the western counties of the south east. However, the new RPG9 recognises that the Region has the potential to grow and prosper given its human and commercial resources. At the same time, though, the south east is under-performing in contrast to the rest of Europe and parts of the south east are barely average in national terms. If not addressed properly, housing and transport issues, for example, could hold back the further economic growth of the region.

- 3.4 RPG9 advises that to encourage businesses to adopt the principles of sustainable development, local plans should promote policies which reduce business related travel and encourage mixed use development. Through the development plan system, local authorities are advised to allocate land within an overall strategy for urban renaissance. Industry and business development should be sustainable, in that they should be accessed by a range of means such as walking, cycling, and public transport. Development should also be sustainable by its design and layout; in particular, car parking should not take up valuable land.
- 3.5 Slough falls within the Western Policy Area, which is typified as economically very buoyant. The success of this area is based on its economic structure, with the presence of the high-technology industries and the clustering effect of economic activities. These both add value to the economy and are important in sustaining the competitiveness of the economy in general.
- 3.6 The Western Policy Area is divided into three sub-regions, one of which is the Thames Valley, which includes Slough Borough. Like many other parts of the Western Policy Area, this sub-region is characterised by the presence of high technology industry, and increasing pressure on infrastructure, land resources and house prices. This sub-region is one of the most prosperous within the UK, with the proximity of central London and Heathrow Airport a significant factor.
- 3.7 The growing economy of the Western Policy Area has lead to "hotspots". These are defined as localised problem areas which include significant traffic congestion, high employment growth, labour shortages and development pressure. Although transport systems are typified as generally good in the Thames Valley sub-region, there is pressure on the transport network, with a need for improved public transport links to Heathrow. Further details on this are given in Chapter 9 Transport.

Berkshire Structure Plan

- 3.8 The adopted Berkshire Structure Plan 1991-2006 seeks to avoid the unrestrained increase of employment generating development. This is on the basis that it could create a potential imbalance between the number of jobs and the labour supply in Berkshire, and may lead to further housing being required.
- 3.9 The adopted Structure Plan therefore curbs the potential for future employment generating development. The previous Berkshire Structure Plan, approved in 1988, restrained the rate of development outside the defined existing business areas by the form of an allocation, but did not cap the rate of development within the business areas themselves. However, the adopted Structure Plan limits the amount of development which can come forward within Slough in the period 1994 and 2006 to the level of commitments outstanding at 31st March 1994. In Slough's case, the total Business, Industrial and Distribution and Storage (BIDS) commitments amounted to 131,400m². Commitments are defined as sites with planning permission, those approved in principle subject to the signing of a Section 106 legal agreement, and adopted Local Plan Sites. The adopted Structure Plan therefore takes this figure as an appropriate level of development in Slough up until 2006.
- 3.10 Not all of these planning consents and Local Plan sites included within the figure of 131,400m² will be implemented, as some planning permissions will lapse. In addition there will be net losses of floorspace on sites as a result of redevelopment. This means that there is scope for other sites to come forward for development which were not included in the Structure Plan commitments figure, provided the overall total of 131,400m² is not exceeded.

- 3.11 Using the Structure Plan guidance, there has been no net gain of BIDS floorspace in the six-year period since March 1994. Though new BIDS schemes have been granted planning permission since 1994, there have been a greater number of schemes resulting in the loss of BIDS floorspace, and a number of lapsed/withdrawn schemes which had originally been included within the figure of 131,400m². This leaves 17,998m² of uncommitted floorspace available for BIDS development as of March 2000.
- 3.12 This remaining floorspace should not, however, be treated as a target and does not imply that further BIDS proposals will be acceptable in principle. Planning applications for BIDS development should comply with all of the policies in this Plan.
- 3.13 The economy, nationally and within Slough, is currently at a high point in the business cycle, having recovered from the recession years. It is important that Local Plan policies address not only the current buoyant market economy but also prepare for any downturns in the economic cycle.

The Slough Economy

- 3.14 Slough is an important employment centre in the region, not just for Slough residents but also for surrounding areas. Good rail and road links, and proximity to Heathrow Airport make Slough an ideal employment centre. As a result, there is a significant amount of commuting into and out of Slough with around 19,800 of Slough's workforce travelling out of the Borough and around 39,000 people commuting in (based on the 1991 Census of Population and the 1998 Annual Employment Survey). A large proportion of Slough residents who work outside of the town are employed at Heathrow in airport related jobs.
- 3.15 Whilst Slough continues to be one of the most important employment centres in Berkshire, it differs in many ways from the rest of the County in that it has undergone, and continues to undergo, a restructuring of its economy. Slough's economic base was originally centred on manufacturing which is included within the B2 General Industrial Sector, this being mainly attributable to the location and growth of the Slough Trading Estate. The last 20 years have seen a decline with reductions in the number of manufacturing firms and jobs in the Borough, as research and development, light industrial, retail and the service sector become more prominent areas of employment. This trend is not particular to Slough but has occurred nationally. Increased and improved technology means that even the remaining manufacturing firms now require fewer people to carry out the same tasks.
- 3.16 The restructuring of the economy means that as manufacturing jobs become less prevalent, individuals who become unemployed in this sector need re-skilling in order to obtain work, or else remain unemployed. As Slough was heavily dependent in the main upon manufacturing industries for its employment, the restructuring of the economy has resulted in a much higher level of unemployment amongst Slough residents compared to surrounding areas which may have had a more diverse economic base.
- 3.17 Annual Employment Surveys (AES) for 1981 to 1998 indicate that the total number of jobs in Slough has increased from around 59,000 in 1981, to around 74,000 in 1998. However, within this increase, the manufacturing sector has seen a fall in the number of jobs from around 29,000 (49.2% of 1981 total employment) to 16,400 (22.1% of 1998 total employment).

FIGURE 3.1

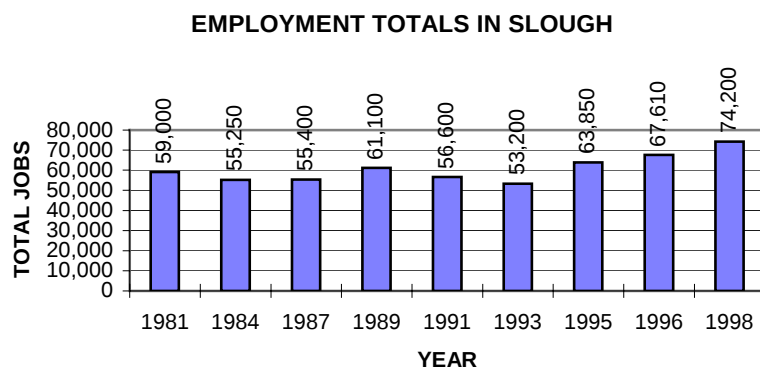
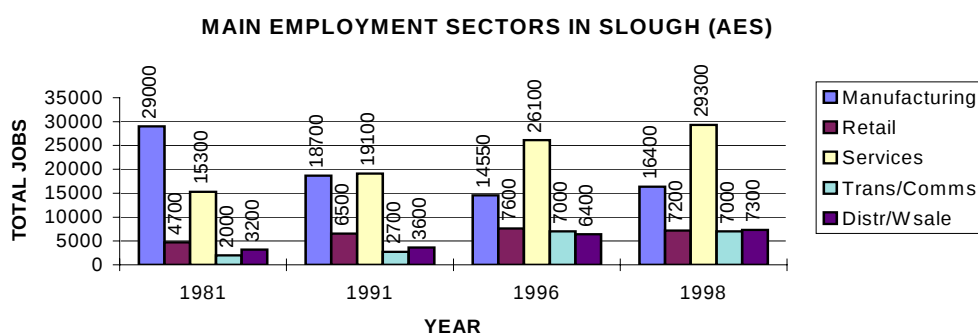


FIGURE 3.2



- 3.18 As the proportion of manufacturing jobs has fallen since 1981, the number of jobs in other sectors has increased. For example, the retail sector has risen from 4,700 jobs in 1981, to 7,200 in 1998. The service sector, including research and development, banks and professional services and leisure and community facilities, has also increased, from 25.9% of employment in 1981 to 39.5% in 1998. Transport/communications and distribution/warehousing sectors have also other experienced increases in jobs since 1981. See Figures 3.1 and 3.2 above.
- 3.19 This restructuring has still resulted in a higher unemployment level than witnessed in surrounding areas. Though new jobs have been created in the retail, transport/communications, distribution/warehousing and service sectors, there remains a mismatch between the skills of local people and those needed in the new types of employment being created in the Borough.
- 3.20 Table 3.1 provides a comparison of Slough's resident based unemployment rates with Berkshire, and the United Kingdom, from 1991 to 2000. In October 2000, Slough's unemployment figure was 3.8%, the lowest figure for the 10 year period shown. However, the unemployment rate is still higher than both Berkshire (1.4%), and the United Kingdom (3.5%). The increase in the number of jobs to 74,200 in 1998 (referred to in paragraph 3.17) may assist to some extent in the reduction of the Borough's unemployment figures, as Slough residents have a greater opportunity to find work locally.

Table 3.1 – A Comparison of Slough's Resident Based Unemployment Rates with Berkshire, the South East and the UK

Year	Percentage Unemployed		
	Slough	Berkshire	United Kingdom
1991	7.7%	5.0%	8.3%
1992	11.1%	6.6%	9.8%
1993	12.2%	7.2%	10.4%
1994	10.5%	6.1%	9.8%
1995	8.3%	5.0%	8.3%
1996	7.5%	4.0%	7.6%
1997	5.1%	2.4%	5.4%
1998	4.8%	1.9%	4.3%
1999	4.4%	1.8%	3.8%
2000	3.8%	1.5%	3.5%

(Source : Office for National Statistics and Babtie)

- 3.21 The restructuring of the local economy and the loss of manufacturing jobs in the last 20 years is clearly a major factor in Slough. For example, the 1991 Census of Population shows that approximately 28% of unemployed Slough residents had previously worked in manufacturing.
- 3.22 The Census of Population also indicates that approximately 26.5% of unemployed Slough residents in 1991 had previously worked in banking, finance or other service areas. The high level of unemployment within this sector can be attributed to the recession of the late 1980's and early 1990's. The recent increase in the number of jobs within the Borough, in particular within the service sector has increased employment opportunities which may benefit the unemployed in Slough.
- 3.23 The Council is making an increasing contribution to economic development in the town through its role as an enabler and facilitator, working with key local partners, including the private, public and voluntary sectors, to deliver sustained economic development. An example is the "Nai Roshni Partnership" which has secured funding from the Single Regeneration Budget to provide a programme of activity to help young people obtain jobs, training and education opportunities. Securing additional funding from Europe and other central government departments based on specific strengths and weaknesses in the local economy is an important feature of the Council's work. It has also been involved in delivering the "New Deal for Young People" with external partners.
- 3.24 The Council's expanded role since it became a unitary authority means that it is able to present a more coherent approach to the economic issues of the day. It provides demographic and economic information for the benefit of the business community. The Council has also developed a "PLC Group", which is made up of the town's major employers, to work collectively on common issues such as improved links with schools and projects designed to enhance job opportunities for local people.
- 3.25 The main objective of the Local Plan employment strategy is to retain existing Slough based firms and maintain Slough's role as a major employment centre which is capable of continuing to attract new employment generating activities to meet the needs of the resident workforce. However, this does not mean that new employment generating activities will always be acceptable, particularly where they would have an adverse impact upon the environment, create substantial additional demand upon existing services, or encourage excessive traffic generation, particularly at peak times.
- 3.26 This need to create new employment opportunities has also to be balanced with the ability of the Borough to meet existing and predicted housing needs. The housing chapter

provides the background on the need for housing development in the Green Belt in order to meet the Borough's housing allocation. This need for housing land also puts pressure on brownfield sites in the urban area. Many of the sites expected to come forward in Slough's Housing Capacity Study are existing commercial sites. As land is at a premium, the loss of these sites will result in further demand on the urban area to retain and/or find employment land, resulting in the intensification of development and the loss of many informal, low key types of employment activity.

Land Use Pattern

- 3.27 The following pattern of employment land use activity is evident within the Borough:

East of the Borough - Warehousing and distribution in Poyle and Langley, due to the proximity to Heathrow Airport and good road linkages with the M4, M25 and the A4.

Centre - A high percentage of offices are located in the town centre, due to good transport links and services, such as retail, professional and leisure.

West of the Borough - The major concentration of employment within the Borough. Offices along both sides of the main road frontage of the A4 Bath Road, including those on Slough Trading Estate; research and development, light industrial, general industrial and storage/distribution in the wide range of premises located within the remainder of the estate.

- 3.28 Previously, Local Plan policies included a presumption in favour of employment generating developments within the B1 to B8 use classes within existing business areas. These policies have been reviewed in the light of the more cautious approach towards new employment generating development. This Plan incorporates a much stronger locational policy which will ensure that a more sustainable form of development is promoted in accordance with the principles of the Borough's Integrated Transport Strategy.

Location of Development.

- 3.29 PPG6 - Town Centres and Retail Developments (1996) states that the sequential test can be used not just for retail uses but can be applied to offices and leisure uses. Offices have a higher worker density than other types of employment, and on this basis should be directed to the town centre, as this represents the best opportunity to reduce the use of the private car at peak times.
- 3.30 All major employment generating uses, such as B1(a) offices, will therefore be directed to the Town Centre Commercial Core Area, which benefits from being a major transport node, both for rail and bus, and is therefore the most accessible location for non-car users. As the town centre also contains a large number of other related services, it also provides the greatest opportunity for carrying out linked trips.
- 3.31 A sequential test will be applied to all major employment generating uses using the following hierarchy:
- Town centre,
 - Edge of town centre,
 - Those Existing Business Areas that are well served by public transport, such as the Bath Road, Stoke Road Area, Langley Business Centre and Langley Business Park.
- 3.32 In applying this test, it will be up to applicants to demonstrate that there are no sites available in a more preferred location which are capable of meeting the needs of the proposed occupier of the new development, in terms of its broad type and scale.

Developers will be required to be more flexible in the design and layout of schemes, in order to utilise town centre sites which could accommodate broadly the same type and scale of development that would previously have gone to out of centre sites.

- 3.33 The Council is concerned to prevent the sequential test being circumvented by conversion of Classes B1(b) or B1(c) business use to Class B1(a) offices as permitted development without the sequential approach having been applied. Where necessary, conditions may be imposed to prevent a change of use to an independent office use as such uses should be located in the town centre.

Policy EMP1 (The Sequential Test)

Proposals for major employment generating uses, such as B1(a) offices, should be located in Slough town centre. If there are no suitable sites available, a sequential test will be applied, requiring these uses to be located on the edge of the town centre or, failing that, in business areas well served by public transport.

In order to control the intensification of employment generating uses in unsuitable locations, only offices ancillary to the main use are permissible.

Suitability of Employment Development Proposals

- 3.34 All new commercial development proposals, including changes of use or extensions, will have to comply with the design and other relevant policies contained within the Local Plan and any subsequent development briefs. Policy EMP2 will be applied to all employment generating development proposals to determine their suitability.
- 3.35 The shortage of land within the Borough for employment means that there is likely to be pressure for the intensification of uses on sites within the Existing Business Areas. It is important that existing firms are provided with the flexibility to meet their changing space requirements. This assists in achieving economic development objectives by seeking to retain local jobs. Whilst it is necessary to optimise the use of urban land, it is important that this is not to the detriment of the environment or the amenities of adjoining occupiers.

Policy EMP2 (Criteria for Business Developments)

Proposals for business developments will only be permitted if they comply with all of the following criteria:

- a) the proposed building is of a high quality design and is of a use and scale that is appropriate to its location;**
- b) It does not significantly harm the physical or visual character of the surrounding area and there is no significant loss of amenities for the neighbouring land uses as a result of noise, the level of activity, overlooking, or overbearing appearance of the new building;**
- c) the proposed development can be accommodated upon the existing highway network without causing additional congestion or creating a road safety problem;**
- d) appropriate servicing and lorry parking is provided within the site;**

- e) appropriate contributions are made to the implementation of any off-site highway works that are required and towards other transport improvements such as pedestrian and cycle facilities, that are needed in order to maintain accessibility to the development without increasing traffic congestion in the vicinity or in the transport corridors serving the site;
- f) the proposal incorporates an appropriate landscaping scheme;
- g) the proposal would not significantly reduce the variety and range of business premises;
- h) the proposal does not result in a net loss of residential accommodation; and
- i) the proposal maintains any existing primary and secondary shopping frontages at ground level on the site.

(Further guidance can be found in the Environment, Transport, Housing and Open Space, Community, Leisure and Educational Facilities chapters).

Loss of Employment Land

- 3.36 The need to retain employment land in order to encourage job creation has to be reconciled with the need to provide land for housing to seek the improvement of the environment through re-development proposals. In order to meet Slough's housing allocation, business sites highlighted in the Housing Capacity Study of the Slough Urban Area (1996) are likely to come forward for residential development.
- 3.37 To ensure that there is not an excessive loss of commercial land, the loss of further commercial land in addition to those sites included within the capacity study and/or included as proposal sites in the Local Plan, will not be permitted unless it appears that the Borough's housing allocation of 7,000 dwellings between the years 1991-2006 cannot be met, and housing need is considered to outweigh the need to retain employment land. The take up rate of the housing allocation will be evident towards the end of the plan period in 2006.
- 3.38 Within the Stoke Road area, because of its location close to the town centre and the railway station and the existence of housing within the area already, it may be appropriate to encourage mixed used developments which would include residential schemes. See paragraphs 3.53 to 3.58 for further information on the Stoke Road.

Policy EMP3 (Loss of Employment Land)

The change of use of any parts of the existing recognised business areas for non-employment generating uses will not be permitted unless one of the following apply:

- a) the site is included as a Local Plan Proposal Site for other uses;
- b) the site is needed for residential use in order to meet the housing allocation; or
- c) the site forms part of a comprehensive mixed use scheme which will aid the regeneration of an area.

- 3.39 In addition to B1 business, B2 industrial and B8 distribution and warehousing uses, other forms of activity such as retail, leisure and some sui generis uses are considered employment generating for the purposes of Policy EMP3 (Loss of Employment Land).

Development Outside the Town Centre Commercial Core and Existing Business Areas.

- 3.40 In view of the shortage of housing land in the Borough, permission will not be given for business uses on sites which are outside of the Town Centre Commercial Core Area or the Existing Recognised Business Areas unless it can be demonstrated that they are unsuitable for residential use. At the same time, in order to try to reduce the use of the private car for commuting to work in accordance with the principles of the Integrated Transport Strategy, major employment generating developments will not be permitted outside of the Existing Recognised Business Areas, unless they are easily accessible by public transport.
- 3.41 Existing firms often require land in situ for expansion purposes. The Borough Council's Economic Development Strategy seeks to encourage the development of the town's current employment and company base. Development within the site area of an existing firm will be permitted if it is required for the expansion of an existing firm, subject to development control considerations, including design and the site's accessibility.

Policy EMP4 (Development Outside of the Existing Business Areas)

Business developments upon sites outside of the Existing Recognised Business Areas or the Town Centre Commercial Core Area will not be permitted unless it can be demonstrated that all of the following criteria can be met:

- a) the site is not suitable for residential development;**
- b) there is no suitable alternative site available within the existing business areas or the town centre;**
- c) the proposed development is well served by public transport;**
- d) it would not harm the character or amenity of adjoining areas; and**
- e) the traffic from the proposed development can be accommodated upon the road network.**

Proposals for the expansion of an existing firm may be permitted as an exception to the above, provided it does not require land outside of the existing site boundary.

Town Centre

- 3.42 The Town Centre Commercial Core is the Local Plan's preferred location for employment proposals that attract a lot of people and is the focus for the Council's inward investment initiatives.
- 3.43 The town centre is an ideal location for office developments as it benefits from good bus and rail links, with the central bus station and also the railway station. The range and level of services in the town centre meets the needs of a working population, with access to retail units, public houses, cafes/restaurants and building societies/banks. In addition,

offices benefit from access to related uses such as professional services which they may require.

- 3.44 Apart from B1(a) offices, B1(b) research and development and B1(c) light industrial activity may also locate within the town centre.
- 3.45 As part of the Borough's Integrated Transport Strategy and in accordance with the Government's White Paper on Transport, published in July 1998, the Borough Council will be seeking a reduction in the amount of parking in the town centre for all business uses.
- 3.46 Implementing the new parking strategy gradually introduces this new approach to developers and ensures that the town centre does not lose out to surrounding competing centres outside the Borough. The Transport Chapter, the revised Borough parking standards and the forthcoming five-year Local Transport Plan will provide further information on this issue.
- 3.47 There already are a number of town centre headquarters office schemes which have planning permission, have been approved in principle subject to the signing of a section 106 legal agreement, or are outstanding proposals from the existing Local Plan for Slough. The majority of the sites below are prescribed for office use only but a small number can be redeveloped for an alternative use or mix of uses. Further information on individual sites is contained within the Proposal Sites Chapter.

Policy EMP5 (Proposed Town Centre Offices)

The following sites are proposed for B1 business development within the town centre:

Proposal Site 21 - Land west and east of Slough Station and land adjacent to railway west of William Street

Proposal Site 22 - Grove Court, Hatfield Road

Proposal Site 23 - The Old Crown, Buckingham Gardens (part of)

Proposal Site 24 - Petrol station, Herschel Street

Proposal Site 25 - 17-23 High Street

Proposal Site 26 - 1-7 High Street

Proposal Site 27 - Heart of Slough proposals (part of)

Proposal Site 28 - 2-10 Windsor Road

Proposal Site 29 - 53-63 Windsor Road

Proposal Site 30 - Fineleigh Court, Bath Road/Ledgers Road

Proposal Site 31 - 11-15 St. Laurence way (part of)

Proposal Site 32 - Newsweek House site, Wellington Street

Proposal Site 45 - Land at Thames Valley University (part of)

Proposal Site 55 - South Bucks District Council offices, Windsor Road.

- 3.48 It is considered that there will be further scope for additional schemes during the plan period provided they comply with the new parking standards, the Integrated Transport Strategy and design policies. All new business schemes would also have to demonstrate that they would not prejudice the continued expansion of the town centre as a shopping and cultural centre and would be expected to include mixed uses, wherever appropriate.
- 3.49 Elsewhere in the town centre, outside of the Commercial Core Area, there will be a presumption in favour of residential development in accordance with Policy H7, in order to overcome Slough's shortage of housing land and provide residential accommodation which is convenient to existing facilities and accessible by public transport.

- 3.50 One of the themes running through the Local Plan is the need to improve the overall appearance and image of Slough with particular emphasis being given to the town centre. The Council is committed to carrying out environmental enhancements in the High Street and its surroundings, subject to the availability of the necessary financial resources. The full pedestrianisation of the town centre, with the removal of buses, has improved the town centre's environment and made it a more enjoyable area to shop and spend leisure time within. The refurbishment of the town square has provided a performance area and focal point, with cafés soon to open. Further information is provided in the Town Centre Chapter.

Rest of the Borough

- 3.51 In accordance with the sequential test, there are no proposal sites for offices outside the Town Centre commercial core area. The Stoke Road area is recognised as having potential for redevelopment. No specific proposals have been included in the Plan but a mixture of uses will be sought upon sites that come forward.
- 3.52 Specific types of activities have been identified for each of the Existing Business Areas which take account of their location and access to public transport.

Stoke Road Area

- 3.53 The Stoke Road Area has experienced decline in recent years due to a lack of investment. Given its location close to the town centre and the railway station, it is recognised that Stoke Road is an "Area of Opportunity" with the potential for a range of new business and housing developments which, if properly co-ordinated and implemented, would completely regenerate the area.
- 3.54 In and around the areas of Mill Street and Grays Place, there are opportunities to achieve the redevelopment of sites to provide a range of business uses and housing. This does not extend to retail and leisure uses, which will not be permitted outside of the town centre Area. The Borough Council also recognises that some sites within the areas of Mill Street and Grays Place lend themselves to residential development either as a continuation of existing residential uses or as part of a mixed use scheme. This is evidenced by two recent developments, the "Foyer", a combined residential and training establishment, and the Foyer "Move On" accommodation of 1 bed flats on a former public car park. (See Policy EMP3).
- 3.55 Where housing can reasonably be accommodated on fringe of town centre sites, and where a site is large enough to create its own style and environment, consideration may be given in appropriate cases to relaxing residential densities, parking and amenity space guidelines, but at all times subject to satisfactory design criteria being met. In all cases, development schemes must be designed to provide positive benefits and to enable comprehensive redevelopment to take place.
- 3.56 On appropriate sites within and around the areas of Mill Street and Grays Place and close to the town centre, parking restraint policies will be applied to new commercial developments. All sites (excluding small residential schemes) within the Stoke Road area will be required to make pro rata contributions to finance appropriate junction improvements, footway widening and pedestrian and cycling facilities. Contributions towards a package of public transport improvements will also be sought.
- 3.57 It is also proposed to create a local focal point through the redevelopment of land surrounding the Stoke Road Canal Basin primarily for residential purposes. With its waterside setting, the Canal Basin could also accommodate a restaurant and/or public house, and appropriate leisure uses which would benefit local residents and canal/tow path users alike. (See Policy CG3)

- 3.58 As part of the rejuvenation of the Stoke Road Area through comprehensive redevelopment, it is important that all schemes bring positive environmental benefits to the area in terms of improvements to the street scene, improved access and traffic circulation, improved parking and landscape enhancements (see Policy EN1).

Policy EMP6 (Stoke Road Area)

Within the Stoke Road, Mill Street and Grays Place areas, redevelopment schemes which provide a range of business and residential uses, either independently or combined as mixed use schemes, will be permitted if they comply with all of the following:

- a) there being no adverse effect on the amenities of neighbouring residential areas;**
- b) there is adequate access, servicing arrangements and landscaping;**
- c) on site car parking being limited to reflect the area's good public transport links; and**
- d) that the proposals make a positive contribution to enhancing the local environment in accordance with the design policies contained in this Plan.**

Slough Trading Estate

- 3.59 The Slough Trading Estate is the largest concentration of business and employment in the Borough. It extends to nearly 200ha and provides over 700,000 m² of business and industrial accommodation in some 700 buildings. The 400 tenants of the Trading Estate range in size and activity and provide in the order of 20,000 jobs, or nearly 30% of the Borough's total employment. In particular, the manufacturing sector has always been well represented on the Trading Estate. Just over 50% of jobs on the Estate are within manufacturing businesses compared to the overall figure of 22% for the Borough. The scale and range of businesses on the Trading Estate and the employment this creates are vital components of the local economy.
- 3.60 The Estate's attractiveness to business is partly a function of its accessibility to the M4, M25, Heathrow Airport and Central London, but also because of its critical mass in terms of business linkages and the existing employment base. As such, the Estate accommodates many firms that contribute to important economic clusters of similar industries both within Slough and the wider Thames Valley.
- 3.61 Active management by Slough Estates plc has enabled a rolling programme of refurbishment and redevelopment to take place to meet the needs of existing businesses and attract inward investment. The ability of the Estate to respond to the changing needs of business was enhanced by the designation of a Simplified Planning Zone (SPZ) in 1995. This permits most types of business class development (excluding independent B1a office accommodation) to take place, subject to conditions attached to the scheme, without the need for planning permission. All other major development, such as large retail schemes, still require planning permission in the usual way.
- 3.62 These various attributes make the Trading Estate a preferred location for business accommodation in Classes B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 distribution and storage of broadly the same scale as currently exists on the estate. It is not considered necessary to apply a sequential approach to

these uses in this location and it is not intended that any policies of the plan require it for such development.

- 3.63 Headquarters and other types of major independent office development have taken place along the Bath Road frontage, which has made good use of this accessible location within the Trading Estate. Whilst there is little scope for additional major independent office floorspace, Policy EMP1 applies a sequential test to such development whereby they will only be allowed if there are no suitable sites available in the town centre, edge of the town centre or other existing business areas as well served by public transport as the Bath Road.
- 3.64 Small-scale office units play an important role in promoting the economic development of the Borough. The difference in trip generation between small-scale office accommodation and other B1 uses can be of a small magnitude. On this basis, small office units up to 200m² in size will be permitted within the Estate.
- 3.65 The Borough Council recognises that there is independent office accommodation in other locations within the Estate, apart from the Bath Road frontage. New B1(a) office scheme over 200m² will only be permitted elsewhere if it is replacing that which already exists on an individual site. Otherwise new office accommodation will be limited to ancillary office accommodation in accordance with Policy EMP1 in order to control the intensification of uses in inappropriate locations. The SPZ already includes a reference to limiting office accommodation to those that are ancillary.
- 3.66 The amenity and environment of the Estate does vary, with newer schemes reflecting current accepted standards. Servicing for older units does not always meet the current standards but the redevelopment of sites provides the opportunity to improve provision.
- 3.67 In the past, parking has been provided to meet the maximum level of demand in accordance with Borough Council standards, which have been included within the SPZ scheme. In order to prevent any further increase in traffic generation it is intended to cap parking provision at the current level within the Trading Estate. This means that as a general principle any redevelopment proposal should not increase the number of car parking spaces that exist or existed on the site even if it is proposed to increase the amount of floorspace. However, additional spaces could be gained from another part of the Estate so that the overall level of car parking on the Trading Estate is not increased. It is therefore proposed to review the SPZ scheme to ensure it complies with the new approach to parking standards.
- 3.68 Major improvements to public transport provision will be sought along the A4 Bath Road corridor in order to improve accessibility to the Trading Estate by alternative means of transport to the car. Improved links to Burnham and Slough railway stations will also be sought which will make it easier to commute to the estate by train. In addition, all major new developments will be required to produce Company Travel Plans to demonstrate how firms will encourage staff to use public transport.
- 3.69 It is recognised that on-street parking controls may have to be introduced in the areas around the Trading Estate in order to prevent an over-spill of parking into adjacent residential areas.

Policy EMP7 (Slough Trading Estate)

Within the Slough Trading Estate, as shown on the Proposals Map, developments for B1 business, B2 general industrial and B8 warehousing and distribution will be permitted subject to:

- a) major independent B1(a) office developments being located on the Bath Road frontage in accordance with the application of a sequential approach under Policy EMP1; and
- b) there being no overall increase in the number of car parking spaces within the estate.

3.70 The service area in the centre of the Estate has recently been redeveloped to more readily meet the needs of the Estate's work force, with a mix of A1 retail, A2 financial and professional and A3 food and drink. Potential development in this area is covered within the SPZ scheme. Any proposals falling outside the scheme's contents would be considered against the policies contained within the shopping chapter and the Council's approved Parking Standards. Proposals within the service area for redevelopment or change of use to B1(b) research and development, B1(c) light industrial, B2 general industrial or B8 distribution and storage, as well as mixed uses which include an office element, will also be considered.

Heathrow West Business Park

- 3.71 The Heathrow West Business Park was constructed during the early 1990s and comprises a mix of B1 uses. By virtue of its location within a predominantly residential area, the Business Park is not considered a suitable location for more general industrial uses which, due to noise and general activity, would be inappropriate in a residential area.
- 3.72 There is limited public transport provision within the vicinity of the Business Park, and access is mainly by car for the workforce and visitors. The strategy for office provision within the Borough is to direct new office developments to the town centre. For this reason, no new independent Class B1(a) office development will be permitted as a result of change of use, new development or extensions without meeting the sequential test in Policy EMP1. Proposals for redevelopment of existing Class B1(a) offices to provide new office accommodation will only be permitted if such proposals do not give rise to an increase in the total floorspace and do not result in an increase in the level of commuting. If there are improvements in public transport provision within the local area, lower parking provision may be sought.
- 3.73 Both B1(b) research and development and B1(c) light industrial will be permitted subject to current parking and servicing requirements being met and the level of ancillary office floorspace provided to be in accordance with Policy EMP1. Class B8 uses will be permitted subject to hours of use restrictions to ensure that the amenities of nearby residential occupiers are not unacceptably harmed.

Policy EMP8 (Heathrow Business Park)

Within the Heathrow West Business Park, proposals for Class B1 (business) and Class B8 (storage or distribution) will be permitted. Class B1(a) independent offices will only be permitted in accordance with the sequential test. Any redevelopment should not result in an increase in the number of car parking spaces from existing levels.

Lakeside Road Estate, Galleymead Road and the Poyle Estate

- 3.74 There has been considerable development in Poyle and Colnbrook resulting in increased employment generating activity, this being due to the close proximity of the M25, the A4 and Heathrow Airport. This makes the Lakeside Road Estate, Galleymead Road and the Poyle Trading Estate ideal locations for Class B8 distribution/storage and freight transport. Whilst all three locations have a high proportion of distribution/storage, they

also contain elements of Class B1(c) light industrial or Class B2 general industrial with part of the Lakeside Road Estate currently used for waste management purposes. Little or no independent Class B1(a) office activity is found in these three locations.

- 3.75 Unlike other designated business areas within the Borough, there is limited B1 activity in Colnbrook and Poyle and the range of jobs provided more readily meet the needs of the resident population. It is important that the provision for these types of jobs is retained if possible, since they match the skills of many local people.
- 3.76 However, the amenity and environmental standards of some of the units in these three locations do not meet current standards. On the Poyle Estate, provision for parking and servicing arrangements is limited, and in many cases does not meet current standards, resulting in congestion on the estate. Even so, the area has continued to remain a popular location for employment activity, this being reflected in the low vacancy rate. Parking and servicing arrangements continue to be a problem in Galleymead Road but are not so problematic on the Lakeside Estate. Redevelopments in all three locations will be expected to improve vehicular access and overcome road safety problems.
- 3.77 Buses serve all three of these business locations though the range of destinations is limited and so too are the times of services. There is no local train station which could serve any of these business locations. As there is very limited public transport provision, access to all three areas is mainly by car for the workforce and visitors.
- 3.78 The strategy for office provision within the Borough is to direct new development to the Town Centre. For this reason, no new independent B1(a) office floorspace will be allowed within the Poyle or Lakeside Estates or within Galleymead Road. Ancillary office accommodation will be provided in accordance with Policy EMP1.
- 3.79 The Borough Council will continue to encourage the location of B8 distribution/storage and freight activity within these three areas, and B1(b) research and development, B1(c) light industrial activity, and B2 general industrial would also be acceptable. As parking provision will be in accordance with Appendix 2, an increase in current parking provision may be required to overcome localised operational or road safety problems. If there are improvements to public transport provision serving the area, lower parking provision may be sought.

Policy EMP9 (Lakeside Road Estate, Galleymead Road and the Poyle Estate)

B1(b) research and development, B1(c) light industrial, B2 general industrial and B8 storage and distribution will be permitted within the Lakeside Road estate, Galleymead Road and the Poyle estate. Additional independent B1(a) office floorspace will not be permitted in this location.

Langley Business Park and the Langley Business Centre.

- 3.80 Both the Langley Business Park and Langley Business Centre are located in the eastern part of the Borough, adjacent to Langley Railway Station. They are both successful business areas developed in the late 1980's, with low levels of vacancies. They have access onto Station Road in Langley and are within half a kilometre of Langley District Shopping Centre.
- 3.81 Both areas comprise mainly purpose built B1(b) research and development and B1(c) light industrial buildings, with ancillary B1(a) office and some B8 distribution and storage uses. The Business Centre also has one B2 general industrial use. Since the original permissions, relaxations have occurred to allow general B1 business use.

- 3.82 In terms of future uses of these areas, it is considered that the business park approach with B1 business uses is a successful one which is complemented by B2 general industrial and B8 distribution and storage uses in certain locations. Both of these business areas are in close proximity to the Langley Railway Station and are close to bus links. As a result, it is considered that this location is well served by public transport and therefore B1 business, B2 general industrial, and B8 distribution and storage uses will be considered, subject to the sequential test set out in Policy EMP1 for B1(a) offices. Ancillary office accommodation will be provided in accordance with Policy EMP1. In order to avoid increasing traffic generation and encourage the use of public transport, there should be no increase in the number of car parking spaces within any redevelopment scheme regardless of the amount of floorspace proposed.

Policy EMP10 (Langley Business Park and Langley Business Centre)

Within the Langley Business Park and Langley Business Centre, proposals for a range of new B1 business, B2 general industrial and B8 distribution and storage uses will be permitted. Proposals for B1(a) office development must accord with the sequential test. Any redevelopment should not result in an increase in the number of car parking spaces over and above existing levels.

Axis Park

- 3.83 Following the closure of the Iveco Ford Plant, the Council produced a Development Brief for the site in April 1997. This specified that the northern third of the site should be developed for residential purposes whilst the remainder of the site should be redeveloped for a range of business uses. Axis Park, as it is now known, provides one of the few opportunities within the Borough to meet the demand for very large warehousing developments which wish to operate on a 24 hour basis. It is therefore anticipated that the bulk of the site will be developed for such uses provided they are able to comply with strict environmental criteria which will ensure that they do not have an adverse effect upon the amenities of nearby residents. A limited amount of B1(a) office development will be permitted along the M4 frontage, in accordance with the development brief.
- 3.84 The site is not well served by public transport. There is no train station within close proximity, the nearest being Langley, and buses services are some distance from the site, in Parlaunt Road. On this basis, access for the workforce and visitors is likely to be by car and parking provision will be in accordance with Appendix 2, unless public transport provision serving the site is improved.

Policy EMP 11 (Axis Park)

Proposals for a range of uses, including major B8 distribution and storage warehouses, will be permitted on Axis Park if both the following apply:

- a) there being no significant impact upon the amenities of nearby residential areas; and**
- b) the amount of B1(a) independent office use does not exceed 10,000 m².**

Remaining Existing Business Areas.

- 3.85 Though policies have been formulated to deal with specific business areas, there are a number of other smaller business areas which require policy guidance, not dealt with in policies EMP1 and EMP6 to EMP11.

- 3.86 As in other business areas, it is the Council's policy to encourage the regeneration of these smaller areas, so as to create conditions where existing businesses can thrive and expand and new ones can be attracted to replace any that are lost. As land is at a premium in the Borough, it is important that informal low key types of activities still have the potential to operate. These smaller areas of business activity do not reflect a specific pattern in terms of the uses found. For this reason, B1 business use, B2 general industrial, and B8 distribution and storage are acceptable, though B1(a) offices will be subject to the sequential test in accordance with Policy EMP1. In terms of car parking provision, each site will be considered on its own merits, in particular access to public transport provision. Ancillary office floorspace will be provided in accordance with Policy EMP1.

Policy EMP12 (Remaining Existing Business Areas)

A range of business developments will be permitted in the existing business areas which are not included in policies EMP1 and EMP6 to EMP11. B1(a) independent offices will only be permitted in accordance with the sequential test and where there would be no increase in the number of parking spaces provided.

Unauthorised Commercial Developments

- 3.87 The powers to enforce planning control are set out in the Planning and Compensation Act 1991. Although enforcement action is largely at the Local Planning Authority's discretion, PPG18 - Enforcing Planning Control (1991) recommends that effective enforcement action should only be taken where it is essential. If an unauthorised development is acceptable on its planning merits, then action would not normally be taken solely to regularise the situation. In these cases, individuals are advised to seek retrospective planning permission. Where an unacceptable unauthorised development or use is taking place, measures will be taken to have it removed or relocated. If this is not feasible and immediate remedial action is required, vigorous enforcement action will be pursued to prevent harm to the surrounding area.

Policy EMP13 (Unauthorised Commercial Development)

Measures will be taken to mitigate the adverse effects of unauthorised commercial activities where they are having a harmful effect on the local environment. Enforcement action will be taken to seek the cessation of the use where the unauthorised development continues on an unacceptable level and where a relocation is not feasible.

Private Hire Taxi Offices

- 3.88 There have in the past been great pressures for proposals for private hire taxi offices and it is likely that such pressures will continue, particularly in view of the cost of public transport and the current provision of services. However, control needs to be exerted over private hire offices to ensure that the amenities of local residents are not compromised in any way, whilst enabling new businesses to establish themselves.
- 3.89 The location of private hire offices within residential areas can lead to a number of problems. These can include an increase in local traffic congestion and loss of on-street parking through taxis awaiting call out and an increase in noise and disturbance from such operations working throughout a 24 hour day. The creation of an office can also

result in the loss or under-utilisation of existing residential accommodation. Further amplification of the issues are contained within the Borough Council's Development Control Guidelines for Private Hire Company Offices (1991).

Policy EMP14 (Private Hire Taxi Offices)

Proposals for private hire taxi offices will be permitted if they comply with all of the following criteria:

- a) they are situated in appropriate locations such as business areas;**
- b) there is no net loss of or under-utilisation of residential accommodation;**
- c) sufficient off-street parking provision is made to accommodate staff cars and waiting taxis;**
- d) they do not result in any noise or nuisance being created for adjoining occupiers; and**
- e) they do not create traffic congestion.**

Shopping

Shopping Objectives of the Plan

- a) *To maintain and enhance the Town Centre as a sub-regional shopping centre and the focus for major services and community facilities which will increase the vitality and life of the centre throughout the day, in the evenings and at weekends.*
- b) *To protect and enhance the district and local centres and other retail facilities to ensure that they continue to provide a full range of goods and services for the local community.*
- c) *To seek to improve the environment, attractiveness and safety of all of the shopping centres to make them more accessible, pleasant and convenient places to use.*
- d) *To locate all major retail facilities in areas where they are accessible by a choice of transport means which will reduce the reliance upon the car for shopping trips and encourage linked shopping trips.*

Introduction

- 4.1 Shopping provides an important social and economic activity for the residents of Slough and its hinterland. There is a well defined shopping hierarchy within which the town centre has a sub-regional role; it is supplemented by two district shopping centres at Langley and the Farnham Road, and a number of smaller neighbourhood centres and local parades. The main aim of the Local Plan is to encourage the continued development and evolution of these existing centres in order to ensure they retain their vitality and viability, and serve their local communities.
- 4.2 The biggest challenge in retail planning is to continue to build upon past success and to continue to improve the existing retail centres. In terms of importance, the use of the sequential test will be primary. New retail development should firstly be located within existing retail centres and only when such town centre sites do not exist will edge of centre locations be considered. Guiding new retail investment into existing areas is a key aim and one which is needed if these centres are to flourish in the future. The Borough Council will positively react to new investment which both complies with the sequential test, and will widen the food and non-food retail provision of existing areas.
- 4.3 In guiding investment into existing centres, the aim will be to make these centres as accessible as possible to a variety of transport means. In doing this, the reliance on the private car for shopping journeys will be lessened and a greater chance of linked trips will occur. This will therefore benefit that part of the Borough's population who have no access to a private car and help to achieve environmental objectives, in accordance with the Council's Key Policy Priorities (KPP's) on social justice and healthy environment.

- 4.4 In all retail centres, certain non-retail uses will often be complementary. Therefore certain leisure activities which diversify the range of uses, adding to vitality and viability, particularly within the town centre will be supported by the Borough Council.
- 4.5 It will, however, be important to maintain the balance of retail within shopping areas, and in order to protect the retail function of the main shopping areas of the town centre, Farnham Road and Langley, the Plan will restrict the primary shopping frontages to predominantly retail use with the exception of banks, building societies and A3 uses which are considered to contribute to the quality and attractiveness of these areas. B1a (office) uses will not be permitted at ground floor level. Services and other office uses in Use Class A2 will be directed to the secondary areas which are more appropriate places for non-retail uses to locate. Secondary locations within the town centre will also be appropriate for certain leisure uses which add to the vitality and viability of the town centre, including late night leisure uses such as night-clubs.

Shopping Hierarchy

- 4.6 The shopping hierarchy in Slough is well established with each shopping area clearly occupying a specific level. The Adopted Structure Plan designates the town centre as a sub-regional centre which draws its trade from a wide area and provides a range of goods and services. Below this level there are smaller town and district centres. The Adopted Structure Plan identifies the Farnham Road and Langley as district centres which "serve their immediate surrounding areas and provide a range of shops and services with a strong emphasis on food and other day to day shopping requirements. Such centres are accessible to people living in the vicinity and perform an important function as a focus for the local community".
- 4.7 PPG 6 - Town Centres and Retail Developments (1996) uses the term "town centre" to cover city, town and traditional suburban centres which provide a broad range of facilities and services and fulfil a function as a focus for both the community and public transport. Two of the main objectives of PPG6 are "to sustain or enhance the vitality and viability of town centres" and "to safeguard and strengthen existing local centres in both urban and rural areas, which offer a range of everyday community shopping and employment opportunities".
- 4.8 The existing neighbourhood centres in the hierarchy provide access to their immediate population, provide local services and facilities and generally reduce the need for residents to travel to obtain basic services. When these attributes are coupled with the level of investment that has taken place in these centres in the past and the aim of these centres to provide a focus for future retail development, it is clear that the hierarchy and importance of these centres should be maintained, protected and, where possible, enhanced.

Policy S1 (Retail Hierarchy)

All new retail proposals should comply with the sequential test in order to maintain, enhance and protect the following retail hierarchy. Development proposals (over and above those already identified within the Plan) which are located outside of the town centre or district centre must demonstrate the need for any additional retail floorspace. Development proposals which adversely affect the shopping centres listed will not be permitted.

**Slough town centre
Farnham Road
Langley Village**

**Sub-regional centre
District centre
District centre**

Elmshott Lane/Bath Road	Neighbourhood centre
Chalvey High Street	Neighbourhood centre
Wentworth Avenue	Neighbourhood centre
Upton Lea Parade	Neighbourhood centre
Stoke Road	Neighbourhood centre
Trelawney Avenue	Neighbourhood centre

In addition to the shopping areas listed above, development proposals will not be permitted which adversely affect local shopping parades providing essential day to day services to the local communities in which they are located. These areas are as follows:

Baylis Parade, Three Tuns, Burnham Lane, Belgrave Parade, Whitby Road/Woodlands Avenue, Cippenham Bath Road, Slough Trading Estate, Parlaunt Road, Villiers Road, Harrison Way, Tweed Road, Knolton Way and Coleridge Crescent.

The following Proposal Site has been identified for new retail development:

Proposal Site 33 - 145/147 Farnham Road

Strategy for Shopping in Slough

- 4.9 PPG6 states that to encourage private investors and infrastructure providers to enhance town centres, it will be appropriate to prepare a retail strategy. It also makes it clear that new retail proposals should comply with the strategy set out in the Development Plan. The sections below therefore highlight the strategies for Slough as a whole and each of the main shopping centres.
- 4.10 The main aim of the Plan is to promote and strengthen Slough town centre's role as the shopping, leisure and employment centre serving the needs of the Borough and the surrounding sub-region. At the same time, it also seeks to reinforce and, wherever possible, improve the attractiveness and importance of the district, neighbourhood and local centres.
- 4.11 The strategy also has to recognise the importance of the shopping centres in providing employment, attracting expenditure into the Borough and contributing to the overall image and appearance of the town. This can be seen by the fact that the number of retail jobs has increased by 61% in the period 1981 to 1996, and, as shown in the 1996 Annual Employment Survey, the retail sector now accounts for 7,600 jobs in the Borough. The Borough's shopping catchment area is estimated at around 140,000 people, with journeys being made into the Borough from south Buckinghamshire and the immediate surrounding area for both comparison and convenience goods. The Council will be carrying out a retail capacity study to determine whether there is a requirement for further retail development; if the study were to indicate that there is a need, sites for development will be identified and subject to consultation and an early review.

Town Centre Shopping Strategy

- 4.12 The town centre is a modern, convenient shopping centre, with two main food superstores, the indoor village market centre, and the Observatory and Queensmere shopping centres. It is well served by rail links to Windsor, Maidenhead, and Central London, and bus links to all major destinations in the surrounding area. The town centre also provides a supply of multi-storey and surface car parking with direct access to the shopping areas.

- 4.13 The town centre's position as a sub-regional shopping centre is to be maintained and improved. The Borough Council will seek to provide a safer and cleaner environment for all shoppers and visitors to Slough town centre, help make the town centre a more interesting and stimulating environment, and increase vitality and life throughout the day and into the evening. In line with the requirements of the sequential test and the retail hierarchy, the main aim will be to continue to promote Slough town centre as the main focus for shopping activity in the Borough.
- 4.14 In order to keep the town centre attractive to shoppers and businesses alike, environmental enhancements continue to be implemented in the High Street area. Recent schemes include improvements to the town square area which has provided a greater focus for both town centre life and the Slough High Street, and enhancements to leisure facilities, including the cinema, which will help facilitate linked trips with the shopping area. It will be of continuing importance to liaise with external bodies such as the Town Centre Manager and the Town Centre Business Initiative to ensure that all relevant agencies are involved in town centre improvements.
- 4.15 Greater consideration will also be given to the historic nature of Slough town centre with the identification of locally listed buildings. Linked with this, the designation of the Slough "Old Town" area and specific shop front and signage design will also play an important part of environmental enhancement aims, along with the proposed Heart of Slough project (Proposal Site 27) for the redevelopment of the area around the Wellington Street roundabout. Attention will also be paid to the enhancement of Slough High Street and a design strategy will be drawn up which will aim to connect the constituent areas of the town centre. Within this strategy, it will also be an aim to initiate the imaginative provision of public art (Policy EN9), and to tackle the litter problem through appropriate bin provision and regular cleaning.
- 4.16 The full pedestrianisation of Slough High Street has been implemented in order to improve the general environment of the High Street area. This scheme was granted approval following a public inquiry in 1996. Revised arrangements made for alternative bus routing ensures easy access is maintained to the main High Street areas for those people who rely on public transport. Greater attention will be paid to improving pedestrian access to all areas of the town centre so that its attractiveness can be widened and maximum encouragement is given to alternative forms of transport. A major part of the strategy is the shop mobility scheme which provides electrically powered cars for disabled shoppers.
- 4.17 The primary shopping frontage, i.e. the core section of the high street which experiences the highest levels of rent, multiple retailers and pedestrian footfall, will be retained in predominantly retail use to ensure the vitality of the centre's retail function. (See Policy S8) The only other uses to be permitted to locate in the primary frontage are those that increase the vitality of the area, such as fast food outlets, restaurants and banks and building societies. Following the loss of the Waitrose food store, it will also be a key aim to encourage a similar food retailer back into the High Street area to provide convenience shopping for shoppers and town centre residents.
- 4.18 It will also be a key aim to encourage other more diverse uses such as public houses, pavement cafés and other leisure orientated uses which will complement the retail function of the centre and, when used, can become part of one main trip to the centre. By directing such uses to the secondary areas, i.e. those sections of the high street outside of the core area, it will not only protect the primary frontage but will also provide the secondary frontage with many prospective occupiers, thereby maintaining its importance to the shopping centre as a whole. (See Policy S8) Late night leisure uses will also be considered in appropriate locations to promote the evening economy of the town centre.

- 4.19 Overall, the planning policies in the following sections of the Plan will seek to build upon Slough town centre's existing success, and to ensure that it retains its position as a major shopping area in East Berkshire.

Farnham Road Centre Shopping Strategy

- 4.20 The Farnham Road is both the second largest shopping area and the main district shopping centre in the Borough. A wide range of goods is provided in the centre by stores such as Woolworth's and Superdrug. The most important store is the Safeway supermarket which acts as the anchor store in attracting shoppers into the rest of the Farnham Road. Surveys have shown that Safeway provides an essential service to the population adjoining the Farnham Road itself, the employees based on the Slough Trading Estate and the population to the north as far as Farnham Common. The Borough Council recognises the need to retain Safeway's presence in Farnham Road and Proposal Site 33 and land to the west of the existing store are intended to meet the specific needs of Safeway and its potential expansion. Therefore the main strategy for the Farnham Road will be to retain this food and convenience goods shopping function, which has recently been improved with the construction of a Lidl discount foodstore.
- 4.21 All opportunities for environmental enhancements within the shopping area itself will be promoted and encouraged, including measures to reduce the impact of the traffic which runs through the centre.
- 4.22 Lastly, the Borough Council will, where possible through redevelopment schemes, seek to improve access and servicing arrangements for all premises in the Farnham Road centre.

Shopping Strategy for Langley

- 4.23 Langley Village District Centre, although smaller in size to the Farnham Road centre, provides a very important service to its catchment population. It has a national chain supermarket which is vital to those people who need access to the product ranges associated with national food retailers but are unable to visit the larger food superstores in the Borough. The remainder of the stores in the centre also provide a wide range of local services and act as a focus for the local community. The retail balance will be maintained and improvements to the function of the centre will be actively encouraged, whilst the loss of retail frontage will be opposed.

Shopping Strategy for Neighbourhood, Local Parades and Other Smaller Centres

- 4.24 Although small centres or individual retail premises do not have the large selection and variety as district centres do, they nevertheless provide a very important function for their local communities. Very often a single shop will provide essential day to day facilities for local residents, and those with travel difficulties who cannot travel to retail facilities further afield. Therefore all opportunities for environmental enhancements will be pursued, and any proposals for the loss of retail frontage or a loss of locally important shops will be resisted.

Policy S2 (Protection of Small Shops/Parades)

Development proposals which adversely affect the vitality and viability of individual shops or small groupings of shops providing essential day to day

services for the local communities in which they are located will not be permitted.

Out-of-Centre Developments

- 4.25 The retailing sector has witnessed a trend in recent years towards larger shops in out-of-centre locations which provide a wide selection of goods and surface level free parking for customers. So far, these trends have generally been confined to food superstores, DIY stores and those selling bulky electrical goods or furniture.

Non-Food Retail Warehouses

- 4.26 The growth of this side of the retail industry has led to strong pressures for retail warehouse developments all over the country. This pressure has been strongly felt in Slough and, in the past, the Council has responded positively to the location of DIY type warehouse developments on main road frontages within the Borough.
- 4.27 PPG6 recognises the importance of town centres and states that such centres should continue to be underpinned by the retail function. It goes on to state that town and district centres should be the preferred locations for developments that attract many trips and therefore should be the locations for new retail development.
- 4.28 The publication of PPG6 followed the discussion into the issue of shopping centres and their future by the House of Commons Environment Select Committee in October 1994. The Government, which published its response to the Select Committee in February 1995, recognised that the issues were so important that PPG6 was subsequently revised and new guidance was published in June 1996.
- 4.29 In this document, it is clear that the Department of the Environment, Transport and Regions expects a sequential approach to be applied to all new retail developments. It expects that town centres should be the preferred location for new development, and developers selecting sites for development should demonstrate that all potential town centre options have been thoroughly assessed before less central sites are considered. If sites are not available in existing centres, then edge-of-centre sites could be considered. These should enable customers to park and walk to the adjacent centres and, alternatively, allow customers from existing centres to walk to the new retail development. Only when such sites have been exhausted will out-of-centre sites be considered. In any case, such out-of-centre sites must be accessible by a variety of transport means and should be confined to the retailing of bulky goods only.
- 4.30 The Local Plan has therefore identified one additional site, within the Farnham Road Centre, for possible new retail warehouse development. New retail development will be expected to be located within existing centres and developers will be expected to be more flexible in terms of design, layout, and floorspace and car parking requirement. Therefore, there is a case for allowing within existing centres such development which provides what is considered to be an optimum level of car parking but this may not necessarily be to the full standard.
- 4.31 At the current time, there are twenty-five non-food retail warehouses operating in the Borough with a further one non-food superstore permitted but not yet implemented. When these latter stores are taken into account, and following the recommendations of the Development Planning and Design Services report into retail warehousing in Slough in May 1997, it is considered that the range of bulky goods provided meets the needs of the Borough's immediate catchment area within the plan period. Therefore, it is not considered that any new non-food development is currently required over and above that already committed or identified as proposal sites. If any new non-food provision is

proposed, then developers will be required to show the need for such development within the Borough's catchment area and comply with the sequential approach described in paragraph 4.29 above.

- 4.32 This evidence is backed up by the recent Berkshire Retail Capacity Study 1998 commissioned by the Berkshire Districts, which, although it utilises much wider catchment data from the Hillier Parker National Shopping Survey, shows that up to the year 2001, no further retail demand exists. With the population increases, retail expenditure between 2001 and 2006 is likely to grow to some extent, and any such retail growth should be directed into the town centre.
- 4.33 It is also important that if any non-food retail superstores are permitted under special circumstances, they do not change their composition over time into a development that the Council would have initially rejected. Therefore all planning permissions for retail warehouses will be the subject of restrictive conditions limiting the main type and range of goods sold to bulky goods only, and preventing them from sub-dividing into smaller retail outlets. It is considered that the minimum size for out-of-centre retail warehouses is 7,500 square feet or 697 square metres (gross).
- 4.34 Proposals for shopping developments in out-of-centre locations will be judged against their likely impact on the development plan strategy. Proposals will be expected to provide a full retail impact assessment of the proposal, with specific detail on what impact the proposal will have on existing centres, what the cumulative impact would be when considered with other recently completed developments and outstanding planning permissions, and details on the impact on private car use.

Policy S3 (Major Non-Food Retail Development)

Proposals for major non-food retail development will be expected to comply with the sequential approach in that they should firstly be located within the town centre (defined in blue on the Proposals Map) or Farnham Road centre (as defined) or alternatively on the edges of these centres where no suitable and available central sites exist. Proposals outside of existing centres should be restricted to those selling bulky goods only. All of the following criteria must be complied with:

- a) all proposals (with the exception of those already proposed within this Plan) will be expected to demonstrate the need for such development within Slough and its immediate catchment area over and above that already provided, committed or identified for within this plan;**
- b) proposals outside the existing centres must demonstrate that all potential town centre options have been thoroughly assessed before less central sites are considered;**
- c) proposals outside the existing centres should not have any adverse impact, by themselves or cumulatively with other recently completed developments or outstanding planning permissions, on the vitality and viability of existing centres;**
- d) all proposals should provide for linked pedestrian shopping trips with adjacent centres, be accessible by a choice of means of transport, and take account of road safety and traffic congestion in the locality and/or wider transportation system;**

e) all proposals outside the existing centres will be the subject of conditions restricting the nature and range of goods sold to bulky goods only; and

f) all proposals outside the existing centres will be subject to conditions restricting the future sub-division of the permitted retail scheme, including subdivision into retail franchises operating as separate units within individual stores.

Warehouse Clubs

- 4.35 The introduction of bulk buy discount stores is a new phenomenon in retailing in this country and, the Borough of Slough has not yet been the subject of any pressures for such outlets. However, it seems prudent that a policy be introduced on this issue as Slough is a very attractive location for retail developments as mentioned in the case of non-food retail warehouses, and it is felt that it is only a matter of time until pressures materialises from discount warehouse developments. PPG6 states that such proposals should be treated as retail businesses as they have the same characteristics of many large retail stores in that they provide range of food and non-food goods clearly aimed at the car-borne shopper.
- 4.36 The balance of goods sold in these stores could have various implications. Those stores selling wholesale food goods to retailers are acting more like warehouse and distribution outlets than conventional stores and are generally acceptable as they have no serious impact on existing centres. Those, however, selling a wide range of goods aimed at the general public act as food and non-food superstores put together and, as such, could have serious implications for existing centres.

Policy S4 (Warehouse Clubs)

Proposals for retail wholesale cash and carry outlets selling to the trade will only be permitted if located within existing business areas. However, those proposals for a discount warehouse operation which share the same characteristics as large retail outlets will be treated as other retail proposals.

Factory Outlet Centres

- 4.37 Factory outlet shopping centres have become an emerging form of retail provision in the past few years. Such centres seek to provide stock over runs, seconds and out of season stock to the public in a format that is not intended to be in direct competition with high street fashion outlets. PPG6 clearly states that the issue is whether trade diversion occurs from existing centres, and whether such developments are accessible by a choice of means of transport. In general, the conclusion is that such outlets draw their trade predominantly from a wide car based area, and are unlikely to be consistent with retail policy. Such developments can, however, play a positive role in revitalising declining shopping centres if located in town centre locations which have unused retail capacity.

Policy S5 (Factory Outlet Centres)

Proposals for factory outlet centres or factory outlet stores will be expected to comply with the sequential test in that priority will be given to town centre or district centre sites or alternatively to sites on the edge of these centres where no suitable and available sites exist in the centre. Proposals outside

of these existing centres will not be permitted unless they comply with all of the following criteria:

- a) developers must demonstrate that all central sites have been thoroughly assessed;
- b) developers can demonstrate the need for such development within Slough and its immediate catchment area over and above that already provided, committed or identified in this plan;
- c) the proposals would not have any adverse impact by themselves, or cumulatively with other recently completed schemes or outstanding planning permissions, on the vitality and viability of existing centres; and
- d) all proposals should provide for linked pedestrian shopping trips with adjacent centres, be accessible by a choice of means of transport, and take account of road safety and traffic congestion in the locality and/or wider transportation system.

Food Superstores

- 4.38 The Borough is currently served by four main food superstores. These are the Asda store at Wood Lane, the Co-Op and Tesco stores in the town centre, and the smaller Safeway store in the Farnham Road district centre. These outlets complement the smaller stores found in the neighbourhood and district shopping centres. A major Sainsbury food store located just to the west of the Borough also provides a food outlet for Slough's residents.
- 4.39 PPG6 states that food supermarkets in smaller town and district centres often play a vital role in maintaining the quality and range of shopping there just as food shops do in villages. They thus provide an essential service for the less mobile members of the community.
- 4.40 With the above points in mind, the Council will resist any future out-of-centre food stores which have not complied with the sequential test aimed to protect existing centres which serve a wide cross section of the local community. Existing locations are well served by public transport links and are located near to main residential areas which aids those shoppers who wish to walk.

Policy S6 (Food Superstores)

Proposals for new food stores over and above those sites identified within this plan should comply with the sequential approach in that they should firstly be located within the town centre (coloured blue on the Proposals Map) or the Farnham Road or Langley district centres (as defined). Alternatively, sites on the edge of these three centres will be considered where no suitable central sites are available. Such edge of centre sites should not result in adverse effects on the function of the adjacent centre. Proposals in other locations will not be permitted unless they comply with all of the following criteria:

- a) new proposals (with the exception of those already proposed within this plan) will be expected to demonstrate the need for such development within Slough and its immediate catchment area over and above that already provided, committed or identified within this Plan;

- b) proposals (outside the existing centres) must demonstrate that all potential town centre options have been thoroughly assessed before less central sites are considered;
- c) proposals (outside the existing centres) should not have any adverse impact, by themselves or cumulatively with other recently completed developments or outstanding planning permissions, on the vitality and viability of existing centres;
- d) all proposals should provide for linked pedestrian shopping trips with adjacent centres, be accessible by a choice of means of transport, and take account of road safety and traffic congestion in the locality and/or wider transportation system; and
- e) proposals should not have any adverse impact on the amenities and environmental conditions of adjacent residential streets and areas.

Free-Standing Regional Shopping Centres

- 4.41 The trend and pressure for major free-standing shopping centres in the East Berkshire area has fallen in recent years and the growth of this area in retailing has not reached the peak as had been forecast. However, this does not mean to say that future proposals will not come forward. PPG6 states that such proposals can have a substantial impact over a wide area and severely harm the nearest major centres. As such, the Council will oppose any proposals for out-of-town shopping centres if they are likely to have an adverse impact upon Slough.

Policy S7 (Regional Shopping Centres)

Proposals for major free-standing shopping centres will not be permitted as they are contrary to established planning policies, are likely to prejudice the vitality and viability of centres within the Borough or retail facilities in adjoining areas, and would bring substantial additional traffic flows onto the road system.

Primary and Secondary Shopping Designations

- 4.42 Annex B of PPG6 states that development plans may distinguish between primary and secondary frontages in town centres, i.e. those areas where retail should be retained as the predominant use and those where a mixture of uses should be encouraged, respectively. This will ensure that the centre's core retail function is maintained whilst also promoting a diversity of uses. As a result the Borough Council has delineated the town centre and district shopping areas into primary and secondary shopping frontages. These have been based on a mixture of prevailing commercial rental values within the frontage, the types of uses that are found in the frontages, the number of multiple retailers and the physical layout and nature of the retail areas. Maps showing these designations can be found in Appendix 3. Paragraphs 4.17 and 4.18 provide details on the type of uses encouraged within primary and secondary frontages.

Policy S8 (Primary and Secondary Frontages)

Within Slough town centre, the primary and secondary shopping frontages will be as follows:

Primary frontages:	112-228 (evens) High Street
	135-249 (odds) High Street

**Queensmere
Observatory Centre**

Secondary frontages:	2-110 (evens) High Street 230-320 (evens) High Street 261-337 (odds) High Street 95-133 (odds) High Street 2-6 (evens) Wexham Road 1-4 (evens) William Street Old Crown, Units 1-15 1-9 (odds) Mackenzie Street 2-20 (evens) Park Street Slough Public Market 2-34 (evens) Windsor Road 5-7 (odds) Windsor Road 2-4 (evens) Church Street 1-3 (odds) Church Street
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Within the district centres of the Farnham Road and Langley, the primary and secondary shopping frontages will be as follows:

Farnham Road:

Primary frontages:	256-338 (evens) Farnham Road 145-183 (odds) Farnham Road
Secondary frontages:	216-252 (evens) Farnham Road 340-404 (evens) Farnham Road 406-412 (evens) Farnham Road 185-201 (odds) Farnham Road 235-269 (odds) Farnham Road

Langley Village:

Primary frontages:	1-17 Harrow Market 278-292 (evens) High Street
Secondary frontages:	1-6 Willow Parade 1-6 Clayton Parade 250-276 (evens) High Street 1-5 (odds) Meadfield Road

Non-Retail Uses in Shopping Areas

- 4.43 It is recognised that certain non-retail uses such as banks and building societies (Use Class A2) and restaurants, fast food outlets and public houses (Use Class A3) have changed in appearance and function in the last 5 to 10 years. They are now often visited by shoppers as part of a shopping trip and are generally considered to be complementary to shopping areas, and indeed can boost retail expenditure, for example, by the use of "hole in the wall" cash machines.

- 4.44 PPG6 states that variety and activity are essential elements of the vitality and viability of town centres and lists uses that could help achieve these aims. Along with entertainment facilities, market stalls, and restaurants and cafes, local branches of banks and other financial institutions offering services to the public can be located in town centres, but should not be allowed to dominate primary shopping areas.
- 4.45 The policies below have therefore been drawn up to encourage such a diversity of uses whilst ensuring that the retail function of the town centre and district centres is not undermined in terms of creating dead frontages, lowering of pedestrian flows or clustering of non-retail uses. The vacancy rates in a centre will also be taken into account in applying these policies and a more relaxed attitude may be taken on certain proposals when the numbers of vacant retail units is higher than usual.
- 4.46 It will be general practice to apply conditions to planning permissions for banks, building societies and fast food outlets to prevent them from changing to a general A2 use such as employment agency or insurance broker.

Policy S9 (Change of Use A1 to A2)

Within the town centre and district shopping frontages, B1 business uses will not be permitted at ground floor level. Proposals for the change of use from retail to uses within the financial and professional Use Class A2 will be directed to the secondary shopping frontage. However, as an exception to this general rule, banks and building societies will be permitted in the primary frontage subject to meeting all of the criteria below :

- a) the proposal should provide a shop front design synonymous with a primary shopping location;**
- b) the proposal will not result in three or more similar uses being located next to each other;**
- c) the proposal can demonstrate that levels of pedestrian flow will not be adversely affected; and**
- d) the proposal will expect to trade at similar times to those retail units predominantly found in primary locations.**

Policy S10 (Change of Use A1 to A2 - Neighbourhood Centres)

Within the neighbourhood shopping centres, proposals for a change of use from retail to uses falling within the financial and professional Use Class A2 will only be permitted if it can be shown that a viable retail balance would still exist. B1 business uses will not be permitted at ground floor level within any neighbourhood shopping centre.

Restaurants, Public Houses and Late Night Entertainment Uses in the Town Centre Shopping Area

- 4.47 It is recognised that the late night leisure uses such as new public houses, restaurants and night-clubs contribute greatly to the vitality of Slough town centre and especially the western end of the High Street, where the evening economy has benefited from investment in new public houses and restaurants. Further vitality is to be welcomed in the town centre but this must be in the correct balance which protects not only the retail

function of the town centre, but also the amenities of residents who live in close proximity to the centre.

- 4.48 The issue of leisure and the evening economy is highlighted in PPG6 which states that in medium sized and larger towns, a clear strategy and policies should be developed for uses which support the evening economy. Such uses, if trading at hours complementary to the retail area (11.00 am to 6 pm), will also make the town centre more lively during the day
- 4.49 The main aim will be to co-ordinate public transport with the hours of the entertainment operators, provide safe, secure car parking close to such uses with shared daytime uses where possible and provide good street lighting. Late night leisure uses may disturb nearby residents and therefore the design of the development and conditions attached to any permission will be paramount in protecting the amenity of nearby residents. This policy should be read in conjunction with the Supplementary Planning Guidance on Late Night Leisure Uses within Slough town centre. Proposals for similar uses in non-town centre locations will continue to be judged upon their merits.

Policy S11 (Late Leisure Uses in Slough Town Centre)

Proposals for late night leisure uses such as pubs, restaurants and nightclubs which open past midnight within the town centre will only be permitted in the following locations:

- **Slough High Street Nos. 112-228 evens and Nos. 135-249 odds (upper floors only), Queensmere and Observatory Centre (upper floors only);**
- **Slough High Street Nos. 2-110 evens and Nos. 97-133 odds, Nos. 1-6 William Street, the Old Crown Building, 1-9 Mackenzie Street, Slough Public Market;**
- **Thames Valley University Site (Proposal Site 45) subject to there being no conflict with other proposed uses.**

Proposals will be expected to comply with all of the following criteria:

- a) **proposals should trade at hours complementary to a retail location;**
- b) **all proposals should provide appropriate servicing from the rear of the property utilising existing service roads. Where full rear servicing does not currently exist, the proposal will only be permitted if it is clear that servicing would not lead to traffic congestion and obstruction to parking and access;**
- c) **all proposals, if at ground floor level, should provide a shop front synonymous with a retail location;**
- d) **proposals must not result in any adverse environmental effects.**

Policy S12 (Change of Use A1 to A3)

Proposals for a change of use from retail to uses within the food and drink Use Class A3 will be permitted in either the primary or secondary shopping frontages subject to all of the following criteria being met:

- a) **the proposal should provide a shop front design synonymous with a shopping location;**

- b) if in the primary frontage, the proposal will not result in three or more similar uses being located next to each other;**
- c) the proposal can demonstrate that levels of pedestrian flow will not be adversely affected;**
- d) the proposal seeks to trade at hours complementary to a retail location;**
- e) all proposals should provide appropriate servicing from the rear of the property utilising existing service roads. Where full rear servicing does not currently exist, the proposal will only be permitted if it is clear that servicing would not lead to traffic congestion and obstruction to parking and access;**
- f) proposals must not result in any adverse environmental effects.**

Pavement Cafés

- 4.50 The pedestrianisation of the High Street Piazza area and the associated works have created considerable potential to improve the vitality of the area by introducing new uses such as pavement cafés. The town centre's main function is to be a shopping centre but within this context, the town centre shopping strategy also recognises the need to encourage other diverse uses such as pubs, restaurants and leisure orientated uses which will complement the retail function of the centre. The provision of pavement cafés within the town centre would add interest and be an additional attraction provided that they are properly planned and controlled.
- 4.51 It is proposed that the general location of pavement cafes should be strictly limited to the High Street pedestrianised area and its immediate surroundings. It is not, however, considered appropriate to designate the exact area because this may be the subject of reviews at a later date once it has been seen how successful such cafes have been.
- 4.52 In determining individual planning applications within the permitted area, the key planning considerations will be to ensure that adequate space is left for the safe and free movement of pedestrians, and that there is no significant loss of amenity for local residents or nearby shops and offices in terms of noise or other disturbance.
- 4.53 Details of the exact layout of seating areas is set out in the Development Control guidelines for Pavement Cafes. These specify that tables and chairs will only be allowed in clearly demarked areas immediately outside existing A3 uses. In order to allow for safe and unrestricted pedestrian movement, minimum widths will be specified which will allow for the chairs and tables, circulation space around them, and further space for an unobstructed footway. This will in effect limit the areas within High Street East and West where pavement cafes could be located because there is insufficient width in the existing pavement. There would still be considerable scope for them in the pedestrianised area and the Town Square.
- 4.54 In addition to requiring planning permission, applicants will also need a licence to use any area of the public highway for the positioning of tables and chairs in accordance with the Highways Act 1980. The granting of any licence would be subject to sufficient footway width being retained for the safe movement of pedestrians and obtaining consent of all interested frontagers who would be materially affected by the proposal. Applicants do not have a right of appeal if their application is refused.

- 4.55 The consumption of alcohol in an outdoor seating area would require a special licence from the Licensing Justices. Any such licence would then provide an exemption from any by-laws that may be introduced to control drinking in a public place.

Policy S13 (Pavement Cafes)

Proposals for the provision of seats and tables on the pavement outside of restaurants, cafes, wine bars and public houses within the Slough High Street shopping area will only be permitted if all of the following criteria are met:

- a) they will not obstruct the free movement of pedestrians, prams and wheelchairs along the footway;**
- b) they would not obstruct loading or routes for emergency vehicles;**
- c) they would not adversely affect the visual appearance and character of the area including any listed or locally listed buildings or the Slough Old Town area;**
- d) they would not adversely affect the amenity of, or access to, properties in the vicinity, and**
- e) they would not cause disturbance to residential properties or any other activities in the vicinity.**

Amusement Centres

- 4.56 Certain leisure type uses such as amusement centres need to be located carefully within the Borough to ensure that the amenities of the surrounding area are not adversely affected in terms of noise and general disturbance and that a predominantly retail function in the primary areas of the Borough shopping centres is preserved.
- 4.57 With the above in mind, such uses would not generally be considered appropriate near to housing, schools, churches or hospitals. Annex D of PPG6 states that such uses should ideally be located in secondary shopping areas where they will not conflict with the primary shopping function. When granting planning permission for such uses, it will usually be appropriate to attach conditions to limit the hours of operation and require noise attenuation measures. Applicants will be reminded that they will also have to apply for a license from the Borough Council under the Gaming Act 1968.

Policy S14 (Amusement Centres)

Within the town centre and district shopping centres, proposals for amusement centres should be located within the secondary shopping frontage. Proposals within the primary frontage will not be permitted.

Other Leisure Uses

- 4.58 It is acknowledged that a range of uses can help to maintain and enhance a shopping centre's vitality. PPG6 states that vitality and viability of town centres depend on more than retailing; they stem from the range and quality of activities. It goes on to state that different but complementary uses both during the day and in the evening can reinforce each other making town centres more attractive to local residents, shoppers and visitors. Such variety can be added by entertainment facilities, museums, hotels, cafes, public

houses etc. It is also important that leisure uses currently within the Town Centre which contribute to the vitality and viability are retained and protected where appropriate.

Policy S15 (Diversification of Use)

Proposals which aim to diversify the activity found within Slough town centre will be permitted if they comply with the following criteria:

- a) it can be shown that the vitality and viability of Slough town centre will be increased;**
- b) all proposals within the retail area, provides a shop front design synonymous to a shopping location;**
- c) if located within a retail area, will seek to trade at hours complimentary to a retail location;**
- d) proposals should not be located within the primary shopping frontage; and**
- e) the proposal will not result in any adverse environmental effects, or any adverse effects on the visual appearance and character of the area including any listed or locally listed buildings or the Slough Old Town area.**

Policy S16 (Town Centre Leisure Uses)

Development proposals which would result in the loss of leisure facilities within Slough town centre will not be permitted unless it can be shown that:

- a) the proposal would not have an adverse impact on the vitality and viability of Slough town centre; and**
- b) the proposal will not have an adverse impact on the day time or evening economy of Slough town centre.**

Shop Front Design

- 4.59 Shop fronts are an important part of the street scene and if designed appropriately, garish and confusing facades can be replaced by shop fronts using traditional principles so that they respect their historical context and make a discreet but lively contribution to the street scene. Good design principles will be sought in all shop front designs in the Borough's shopping areas and this will be aided by the implementation of policies on advertisement control which can be found within the Environment chapter.
- 4.60 Supplementary planning guidance on shop front design and signage has been drawn up for the Slough Old Town area (see Policy TC2). This has been designated an area of special character with the aim of restoring the original building facades. The Old Town has been divided into nine main shop front areas in which traditional shop front design elements will be applied. In addition, some of the areas contain locally listed buildings where the intention is to retain and restore their original features (see Policy EN17).

Policy S17 (New Shop Fronts)

Proposals for new shop fronts which do not respect the context, surroundings and design of the facade they are located within will not be permitted.

Shop front proposals within the Slough Old Town area of special character which do not comply with the design aims for the defined shop front areas will not be permitted. Proposals should include appropriate detailed design elements such as stallrisers, central doorways, traditional windows, frames, fascias, signage, blinds and canopies.

Security Grilles and Shutters

- 4.61 Greater security within shopping areas during closed hours is an issue which has become more important in recent years and many retail premises are keen to introduce security measures to prevent the breakage of windows and theft from the premises. Plain solid security shutters will, however, not be appropriate because of the deadening effect they have on the appearance of the shopping area. Consideration should instead be given to the use of internal lattice grilles or, if external shutters are proposed, exterior decoration should be applied to the shutters; for instance, the use of murals or other designs could help overcome the visual problems associated with such security measures.

Policy S18 (Security Shutters)

Proposals for external security shutters will not be permitted within the town centre, Farnham Road or other defined shopping areas. Consideration should instead be given to the installation of internal lattice grilles, or the use of painted designed shutters.

Markets and Car Boot Sales

- 4.62 Under Schedule 2, Part 4 of the Town and Country Planning (General Permitted Development) Order 1995, land can be used for up to 14 days per annum as a market or for car boot sales. Where more frequent activities are proposed, planning permission will be required.
- 4.63 Markets of all kinds play an important role for the consumer. This is recognised in PPG 6 which states that market stalls located within existing centres can add variety and help the vitality of a centre. It also goes on to say that street and covered markets have long provided an essential service, enabling prices to be easily compared.
- 4.64 It is clear that car boot sales and other market operations are unique outlets which provide many consumer benefits. This must however be judged against any likely impact that market proposals will have on the amenities of adjoining residential areas in terms of noise and nuisance and highway safety. With these effects in mind, it will be usual practice for the Local Planning Authority to grant a limited period planning permission in those cases where a proposal is thought acceptable, in order for conditions and the effects of the proposal to be monitored.

Policy S19 (Temporary Street Markets)

Proposals for temporary street markets will be directed to existing shopping areas. Proposals for markets and car boot sales outside of existing centres will only be permitted if they comply with both of the following criteria:

- a) the scale of activities proposed and the hours of operation should not be detrimental to the general environment or amenities of residents in terms of noise and disturbance; and**
- b) proposals should not give rise to traffic conditions that are prejudicial to conditions of highway safety.**



Environment Objectives of the Plan

- a) *To promote a healthy, sustainable environment which enhances the image of Slough and makes it a more attractive place to live and work.*
- b) *To enhance the natural environment and wildlife habitats and protect them from the adverse effects of development.*
- c) *To conserve and enhance those areas and features of the urban environment which contribute to the heritage, identity, sense of place and overall appearance of the Borough.*
- d) *To ensure that all new development is designed in such a way as to enhance the overall appearance and quality of the environment and maintain the amenities of existing residents.*
- e) *To reduce crime and the fear of crime by ensuring that all new development is designed to minimise the opportunities for criminal and anti-social activity.*

Background

- 5.1 Environmental considerations and "green" issues have become increasingly important, with greater public awareness of problems such as global warming, air pollution and the consumption of non-renewable resources. Proposals for the protection or enhancement of the environment are included throughout the Plan as part of the overall strategy of planning for sustainable development.

Strategic Policies

- 5.2 The need for sustainable development was highlighted by the Bruntland Commission in 1987 and the subsequent "Earth Summit" in Rio in 1992 which produced the "Agenda 21" document. This has subsequently been endorsed by over 150 nations including the United Kingdom.
- 5.3 The Government has sought to promote awareness of environmental issues in accordance with the 1990 White Paper which was entitled "This Common Inheritance". The publication of PPG12 - Development Plans (1999) stresses the importance of integrating sustainable development, transport and land-use policies in development plans. PPG9 - Nature Conservation (1994) provides additional information on sustainable development and conserving wildlife diversity.

- 5.4 Part of the overall strategy for the adopted Structure Plan is to seek sustainable development and improvement of the quality of life in Berkshire by, amongst other things, protecting and enhancing the character and quality of the landscape, environment and heritage; minimising the need to travel; conserving natural resources and minimising pollution.
- 5.5 This chapter therefore sets out a variety of environmental policies which can be divided into four sections. These are general design principles, policies dealing with urban conservation and the protection of the natural environment, and a series of policies addressing general environmental issues such as renewable energy, recycling and contaminated land.

GENERAL DESIGN PRINCIPLES

Good Design

- 5.6 PPG1 - General Policy and Principles (1997) states that the appearance of proposed development and its relationship to its surroundings are material considerations in determining planning applications and appeals. The recently produced "By Design – Urban Design in the Planning System: towards better practice" (2000) should be referred to, as it provides practical advice to help implement PPG1. In addition, useful design guidance on housing layouts can be found in "Places, Streets and Movement: a companion guide to Design Bulletin 32" (1998).
- 5.7 The purpose of the policies within the Local Plan are therefore to provide applicants with a clear indication of the planning authority's design expectations. PPG1 also indicates that good design can help promote sustainable development, improve the quality of the existing environment, attract business and investment, and reinforce civic pride and a sense of place.
- 5.8 All development proposals are required to take account of a range of design issues which are listed in Policy EN1. Developments should ideally be of comparable height and massing/bulk and in scale with surrounding buildings, including those which are to be retained on site. Proposals should also respect and enhance the appearance and use of spaces between and around buildings.
- 5.9 The layout and siting of buildings should make positive use of the intrinsic qualities and features of the site, including its topography and landscaping which also involves consideration of existing watercourses. Building form, design, architectural style and materials should respect and harmonise with surrounding properties, including those to remain on site. The street level interface of non-residential buildings should be of human scale and pedestrian friendly.
- 5.10 Access points must be satisfactorily incorporated within development proposals as a fundamental part of the design concept. All new development should be considered in terms of its visual impact on, and relationship to, nearby properties including over-shadowing and the loss of sunlight; and relationship to the surrounding area and to existing trees.
- 5.11 All these factors should be assessed in relation to the development site's context. Poorly designed buildings or those which are of good design but which do not have regard to the site's surroundings or result in over-development will be refused.
- 5.12 Regard should be given to the Borough Council's Development Control Guidelines in formulating design proposals and also the guidance on crime prevention set out in Policy EN5, landscaping set out in Policies EN3 and EN4 and housing densities in Policy H10

and supporting text. In addition, guidance on shop front designs and security grills and shutters is set out in Policies S17 and S18 respectively. It is planned to produce supplementary planning guidance on design.

Policy EN1 (Standard of Design)

Development proposals are required to reflect a high standard of design and must be compatible with and/or improve their surroundings in terms of:

- a) scale;**
- b) height;**
- c) massing/Bulk;**
- d) layout;**
- e) siting;**
- f) building form and design;**
- g) architectural style;**
- h) materials;**
- i) access points and servicing;**
- j) visual impact;**
- k) relationship to nearby properties;**
- l) relationship to mature trees; and**
- m) relationship to water courses.**

These factors will be assessed in the context of each site and their immediate surroundings. Poor designs which are not in keeping with their surroundings and schemes which result in over-development of a site will be refused.

- 5.13 A full planning application for a complex scheme or a sensitive or prominent site will require the submission of context and design concept details. Certain outline planning applications such as those for large development proposals or the use of a sensitive site, a gateway site or a site adjoining a sensitive location, such as a conservation area, may also warrant context and design concept details. PPG1 indicates that as a minimum, applicants should provide a short written statement setting out the design principles adopted as well as illustrative material in plan and elevation. This material should show the wider context and not just the development site and its immediate surroundings. Inclusion of relevant perspective views may also be of value. Small scale or straightforward proposals will not require this level of detail. Applicants are encouraged to discuss the design principles of proposed developments with the Local Planning Authority prior to the submission of a planning application.

Extensions

- 5.14 Extensions to an existing commercial building are frequently proposed to accommodate further storage or production space, and to residential properties to provide extra living space. Proposed extensions should take account of the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original building to ensure that the proposal is not out of place. Extensions to existing development should also have regard to the Borough Council's Development Control Guidelines, which address issues such as amenity space and parking.

Policy EN2 (Extensions)

Proposals for extensions to existing buildings should be compatible with the scale, materials, form, design, fenestration, architectural style, layout and proportions of the original structure. Extensions should not result in the significant loss of sunlight or create significant overshadowing as a result of their construction.

Landscaping

- 5.15 A suitable landscaping scheme is required for all development proposals in order to enhance the setting of the proposed new scheme. In an urban area such as Slough it is important that landscaping is included within a new development to soften its appearance and developers should incorporate both hard and soft landscaping within schemes. Landscaping can also be used as a means of enclosing and creating spaces, as opposed to walls and fences, with the beneficial softening effect. The aim of any development should be to result in a benefit in environmental and landscape terms. Landscaping, whether hard or soft, will be of comparable importance to the design of buildings and should likewise be the subject of consideration and attention. Maximisation of the area of water permeable surfaces, subject to pollution considerations, will be sought to help control surface water runoff at source.
- 5.16 Any on-site landscaping features that make a positive contribution to the overall landscaping scheme should be retained, in particular mature trees and watercourses. (See paragraph 5.84 and Policy EN24). This has the benefit of conserving existing wildlife habitats and lessens the environmental impact of new development on site, assisting bio-diversity objectives. To assist these objectives, new planting will be expected to be predominantly indigenous species and wildlife friendly, though ornamental species may be worthy of inclusion within schemes, to create a more varied range of landscaping. Policy EN23 seeks to increase the wildlife habitat of the town. As a result, landscaping schemes for certain new development sites should introduce creative nature conservation by enhancing existing, or providing, new wildlife habitats, through the use of native or wildlife friendly species, appropriate layout and management. Examples of suitable sites which could include nature conservation objectives are mineral extraction restoration sites and landfill sites, large open areas or sites adjacent to semi-natural habitats.
- 5.17 Landscaping schemes are usually carried out in the first planting season following the completion of the proposed development, though in certain cases it may be more appropriate to initiate landscaping on site prior to construction. In some cases off-site landscaping will also be required as part of a landscaping scheme, which often compensates for the loss of landscaping on site. Off-site planting may also be appropriate in locations where there is an established landscaping theme or form which would benefit from additional planting. The best examples of such locations include the planting in the verges either side of the Bath Road, and in town centre locations such as The Grove and Windsor Road. However, there are many other road frontages where supplementary planting may be appropriate.

- 5.18 Future maintenance of landscaping schemes is extremely important and will be required, particularly in the early years when planting schemes are most vulnerable. A maintenance scheme ensures that both an acceptable standard of visual amenity will be achieved and the owners of prominent and strategic areas of planting will continue to maintain them. This can be achieved through a planning condition or by a section 106 legal agreement.

Policy EN3 (Landscaping Requirements)

Comprehensive landscaping schemes will be required for all new development proposals. Where there are existing mature trees, or other features such as watercourses, which make a significant contribution to the landscape, these should be retained and incorporated into the new scheme. Landscaping should be carried out in the first planting season following the completion of the proposed development and a scheme for the subsequent maintenance and retention of the existing and proposed planting should be established. Off-site planting may be required for development proposals where there is a substantial loss of landscaping on site or where there is the opportunity to enhance existing landscaping in the vicinity of the development.

In addition, landscaping schemes must have regard to all of the following:

- a) impact upon the street scene;**
- b) screening effect of the proposed landscaping;**
- c) use of both hard and soft landscaping to soften the built form;**
- d) variety of plant and tree species and their appropriateness for the location;**
- e) the extent to which landscaping can act as a means of enclosure;**
- f) improvements to visual amenity; and**
- g) opportunities for creating new wildlife habitats.**

In some cases, it will be more appropriate for landscaping schemes to be initiated prior to construction.

Tree Preservation Orders and Trees in Conservation Areas.

- 5.19 The retention and protection of trees either within conservation areas or with a Tree Preservation Order (TPO) are important aspects of urban conservation. Prior written consent from the Local Planning Authority (LPA) is required before works affecting a tree with a TPO or within a conservation area can take place.
- 5.20 Planning consent will not be granted if the proposed development would result in damage to or the destruction of trees with the above designations. Consent will only be granted for the removal of such trees in exceptional circumstances, for example, if they are dead, diseased or dangerous, or if the proposed development outweighs the amenity value of the protected trees. If trees are removed to accommodate a development, an equivalent number or more must be planted either on site or as near to the site as possible. The replacement planting must be of similar or appropriate size and species. Planting can be

secured on site by a planning condition and off site by the signing of a section 106 legal agreement. As indicated in paragraph 5.19, a future maintenance scheme will be required for all new planting.

- 5.21 Applications for the development of a site which include trees with a TPO, or the development of a site which includes trees and is in a conservation area will need to be accompanied by a tree survey indicating the accurate position, species, height, stem girth (measured as a diameter mm at 1.4m height) and crown spread (measured preferably as four radius measures on the four compass points). Plans for new development should retain appropriately protected trees and be supported by a landscaping scheme, as indicated in Policy EN3.

Policy EN4 (Protection of Trees)

Development will not be permitted if it would damage or destroy one or more trees which are protected by their tree preservation order designation or because they are located in a conservation area, unless:

- a) it would be in the interests of good arboricultural practice and/or**
- b) the desirability of the proposed development outweighs the amenity value of the protected trees.**

If the removal of one or more trees is permitted as part of a development, an equivalent number or more new trees, of similar or appropriate size and species, must be planted in the location, or as near to the location, of the removed trees, in the next available planting season. A scheme for the subsequent maintenance and retention of the proposed planting must be established.

Crime Prevention

- 5.22 A reduction in the fear of crime is an important priority of the Borough Council and can contribute towards improving the image of Slough and regenerating the local economy as well as greater peace of mind for its residents. The Council has, therefore, undertaken a number of initiatives including the introduction of closed circuit television (CCTV) and a forthcoming community safety strategy as a result of the Crime and Disorder Bill, which is a statutory requirement. The Bill will generate a working partnership between the Council and the Police Authority, together with co-operative groups like the Probation and Health Authority. This concerted approach will enable better co-ordination of community safety and enhance the success of crime reduction in real qualitative terms.
- 5.23 The Council also has an obligation, as the Local Planning Authority, to promote crime prevention techniques through the control of the design of the built environment. Crime prevention is a material consideration which can be taken into account when planning applications are considered. The Police Architectural Liaison Manual provides useful advice on layout and design, though this should be read in conjunction with other policies contained within the Local Plan and the Borough Council's Development Control Guidelines. Developers should take account of crime prevention when preparing development proposals in order to prevent opportunities for criminal activity and reduce both the fear of crime and the potential for anti-social behaviour.
- 5.24 Once a development has been completed, the main opportunity to incorporate crime prevention measures will have been lost. Where there is potential to reduce crime, developers should incorporate such means within development proposals. Crime

prevention measures should also be included within any pre-application discussions addressing design issues.

- 5.25 The degree to which crime prevention is incorporated within development proposals will vary from site to site. There should be a balanced approach to design which attempts to reconcile the visual quality of a development with the need for crime prevention; for example, the use of barbed wire on top of gates or fences is not appropriate. Crime prevention objectives must also be reconciled with other objectives, such as sustainable transport objectives; for example, cycle tracks and bus stops should be well lit, and cycle racks should have natural surveillance.

Policy EN5 (Design and Crime Prevention)

All development schemes should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Planning permission will not be granted unless all the following criteria have been adequately considered in drawing up a scheme:

- a) limited number of access points;**
- b) provision of secure boundaries such as fences, walls or landscaping around private and public spaces;**
- c) well lit external areas subject to maximum natural surveillance without any potential hiding areas;**
- d) use of suitably robust materials; and**
- e) use of defensive landscaping to deter intruders.**

Telecommunications

- 5.26 Modern telecommunications are an essential and beneficial element in the life of the local community and in the national economy. The purpose of the Local Plan policies are to ensure that all of the various telecommunications services can be provided in a way which minimises their impact upon the environment and prevents any loss of amenity. Guidance on dealing with telecommunications equipment is contained within PPG8 - Telecommunications (1992).
- 5.27 It is recognised that large new buildings and other structures can impede the reception of television and other signals thus affecting commercial activities and the interests of local residents. The possibility of such interference can be a material planning consideration which needs to be taken into account in determining planning applications for major developments.
- 5.28 The potential for interference with television signals can be reduced by the careful siting of large new buildings and by the control of their height, mass, and use of materials and orientation in relation to any local television transmitter. If it is clear that there will still be a significant problem, developers will be required to take other remedial measures such as the provision of a television relay system.

Policy EN6 (Interference with Telecommunication Signals)

All large buildings or structures will only be permitted if they are designed in such a way so as to reduce the potential for interference with telecommunications signals. Where it is anticipated that disruption to

television services and other telecommunications services will be a problem either because of:

- a) the proposed development's height or mass, or**
- b) the materials selected,**

Planning permission will only be granted subject to a condition requiring the developer to take appropriate measures to restore any loss of quality of reception.

- 5.29 All forms of telecommunications equipment can potentially be visually intrusive. As a result, wherever planning permission is required for the erection of such equipment, it will only be granted if the Local Planning Authority is satisfied that consideration has been given to its siting and impact upon the local area. Developers should consider the ways in which the impact of equipment can be minimised, such as by the use of landscaping, as long as this respects operational efficiency.
- 5.30 Minor operations or changes of use of land may not require planning permission, such as the installation of small antenna systems and television aerials. Further guidance is contained within the Town and Country Planning (General Permitted Development) Order 1995, as amended. However, there may be circumstances where the exercise of a permitted development right may have a serious impact on amenity. It is a condition of the permitted development right that the antenna shall, as far as practicable, be sited so as to minimise its effect on the external appearance of the building. As a result, if the Council considers that equipment has not been so sited, it will issue a breach of condition notice requiring the re-siting of the antenna. The Borough Council also has the option to serve a direction under article 4 of the order, withdrawing the permitted development right. The Government has produced a draft revised PPG8 on Telecommunications which addresses permitted development rights and mast sharing. Draft guidance may be considered a material consideration in determining planning applications.

Policy EN7 (Telecommunications Development)

The development of telecommunications equipment will be permitted provided:

- a) there is no reasonable possibility of sharing facilities; or**
- b) the proposed development does not have a significant adverse visual impact and is sited and designed so as to minimise obtrusiveness; and**
- c) in the case of radio masts there is no reasonable possibility of erecting antennae on an existing building or other structure.**

Access for the disabled

- 5.31 Ensuring that all sections of the community have access to facilities is part of the Council's equal opportunities policy and is promoted through the Council's Key Policy Priority. PPG1 states that the development of land and buildings provides the opportunity to secure a more accessible environment for everyone, including wheelchair users and people with other disabilities. The provision of access for the disabled is presently sought under Part M of Schedule 1 to the Building Regulations 2000. Developers are, however, encouraged to consider the issue at an early stage in the planning and design process so that appropriate access can be incorporated as an integral part of the design of all new developments or as alterations to existing buildings.

Policy EN8 (Disabled Access)

Developers are encouraged to incorporate adequate disabled access to all parts of buildings both private and public, in order to ensure that premises are accessible to all members of the community.

Public Art

- 5.32 As part of its strategy for the promotion and development of the town, the Borough Council has promoted the concept of "Percent for Art", which is endorsed within the Slough Arts Audit and Development Plan (October 1994). The percent for art policy seeks to encourage developers to devote a proportion of their expenditure to the provision of a public work of art. This approach clearly contributes towards the enhancement of the town's image, and the provision of "public" art ensures that all the community have the opportunity to enjoy it.
- 5.33 The traditional view of a piece of public art is a sculpture, either figurative or abstract, though this does not have to be the case. Public art comes in many forms and can be represented in decorative windows, ornate walls, mosaic floor coverings and can also be of a temporary nature. In addition, it can range from a free standing sculpture to an integrated art form such as a decorative door or gate. The aim in providing public art is to improve the quality of developments and produce a more stimulating environment which will improve the overall visual impact of the town and the public's perception of it.
- 5.34 Public art which is proposed either as part of a development proposal or as off-site works will not unnecessarily hinder the progress of a submitted application. It is envisaged that a level of public consultation will take place prior to the commissioning of major works of art. Follow up work can also involve "artists in schools projects" whereby the artist responsible for designing a piece of public art may visit schools to discuss the work. Both these approaches promote the Council's Key Policy Priority of Community Development.

Policy EN9 (Public Art)

The provision of public art is encouraged either as part of a comprehensive development proposal or as "off-site" works. The positive contribution and impact made by either temporary or permanent public art forms upon the proposed development scheme and/or surrounding area will be a material consideration in determining planning applications.

- 5.35 Hoardings placed around sites under construction can produce a dead and drab facade, particularly on long-term vacant or prominent sites. Developers are therefore encouraged to provide decorative hoardings as a form of temporary public art, as a means of improving the visual amenity of the site and street scene prior to and during development. This will be most appropriate for large developments and those in prominent positions, such as the town centre, the main road corridors and gateway sites. Developers should not dismiss this option on financial grounds. A mixture of decorative hoardings and advertising would also be permissible, subject to compliance with Policy EN12.

Advertising

- 5.36 Advertising can take many forms ranging from lettering on fascia and projecting signs stating the name of a firm or business, to signs relating to goods sold in shops or services provided, to free-standing poster hoardings.

- 5.37 Advertising of goods or services is not appropriate on residential buildings and is instead directed to commercial buildings. The appearance of a good building can easily be spoiled by a poorly designed or insensitively placed sign or advertisement, or by choice of advertisement materials; their colour, proportion or illumination which is alien to the building's design or fabric. Too often, outdoor advertisements seem to have been added to a building as an afterthought, so that they appear brash, over-dominant or incongruous.
- 5.38 PPG19 - Outdoor Advertising Control (1992) states that the display of outdoor advertisements can only be controlled in the interests of "amenity" and "public safety". In determining planning applications the Council will take account of the effect an advertisement has on the appearance of the building or on visual amenity in the immediate neighbourhood, such as the effect an advertisement has upon the architectural style or historical features which contribute to the distinctive character of the locality. In addition, the Council will have regard to the advertisement's effect upon the safe use and operation of any form of traffic or transport. The vital consideration is whether the advertisement itself, or the exact location proposed for its display, is likely to be so distracting, or so confusing, that it creates a hazard to, or endangers people in the vicinity.

Policy EN10 (Advertisements)

Consent will be given for the display of an advertisement unless the proposal:

- a) does not have regard to public safety; or**
- b) does not respect the amenity of the local environment in terms of its characteristics and any feature of historic, architectural, cultural or other**

- 5.39 Advertisements on commercial buildings should be generally be restricted to the ground floor fascia level. However, in exceptional circumstances, it may be appropriate for some large "stand alone" landmark buildings to have individual high level non-illuminated or illuminated signs indicating who the occupiers of the buildings are. Permission for these signs will be dependent upon the building's location, height, mass and scale and the impact that the advertisement would have not only on the adjoining area but on the locality as a whole. The impact on amenity will be of particular relevance for illuminated signage. Their suitability will very much depend upon the size and scale of the proposed advertisement. To avoid the excessive cluttering of signs, one per unit is preferred though the inclusion of further signage will be considered on an individual basis. Also, in the town centre there are a number of independent firms located at first floor level where appropriate non-illuminated signs may be permissible, which either state the company's name or indicate the services provided.

Policy EN11 (Advertisements on Commercial Buildings)

In commercial areas, advertising upon commercial buildings will be restricted to ground floor fascia level. The only exceptions are as follows:

- a) non-illuminated advertising may be permitted above ground floor fascia level upon the first floor of commercial buildings within the town centre where it is necessary to advertise the location of an independent business at this level, or**
- b) non-illuminated or illuminated advertising may be permitted above ground floor fascia level upon large stand alone landmark commercial buildings**

where the advertisement relates to the building's occupier and is appropriate to the scale, nature and local environment.

Poster Hoardings

- 5.40 Poster hoardings around sites being developed for commercial, industrial or business use have the benefit of deemed consent for a two year period. There are, however, some categories such as stand-alone poster hoardings, poster advertising on buildings and advertising in residential areas which require some policy guidance. The following guidance reiterates that which is contained within PPG19.
- 5.41 As stated in paragraph 5.38 above, applications for advertisements are decided on the basis of their impact upon the local amenity and public safety. Poster advertising on development site hoardings, on stand-alone boards or on buildings will not be permitted in wholly residential areas. Poster advertising on stand alone boards or on buildings will be directed to commercial areas. Poster hoardings around development sites, on stand alone boards or on buildings in mixed residential/commercial areas will need special consideration in order to ensure that the amenity of the area is not adversely affected. They should be compatible with the scale of buildings and adjacent activities. Advertising should make a positive contribution to unsightly or derelict sites and should not be distracting to road users.

Policy EN12 (Poster Advertising)

Poster advertising on stand alone boards or on buildings will only be permitted within commercial areas where they are compatible with the scale of buildings and adjacent activities and do not create a distraction for road users. A poster hoarding on a building should not cut across any of its architectural features.

In mixed residential/commercial areas, greater consideration will be given to the impact of poster advertising upon the area's amenity than in wholly commercial areas.

Poster advertising in residential areas will not be permitted.

URBAN CONSERVATION

Conservation Areas

- 5.42 The Borough Council has a duty under the Planning (Listed Buildings and Conservation Areas) Act 1990 to designate as Conservation Areas any areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
- 5.43 In an area such as Slough which has seen dramatic growth and change over the past 50 years, there is a pressing need to protect the character and quality of those areas in the Borough which have remained largely unchanged and help to improve the image of the Borough by preserving some sense of the past. The conservation of these areas is an important element of the Local Plan, as part of the overall strategy for improving the

quality of the built and natural environment, whilst at the same time ensuring that these areas function successfully as places for social and economic activity.

5.44 There are five Conservation Areas in Slough:

St. Mary's Road, Langley
Upton Park/Upton Village
Sussex Place/Clifton Road
St. Bernard's School
Colnbrook

- 5.45 All of these locations have their own qualities and character; the Council will be carrying out a detailed assessment of each Conservation Area to identify those elements, such as important buildings, groups of buildings, spaces and other features, including watercourses, which contribute to the area's special interest as well as its character and appearance. Opportunities to protect or enhance the Conservation Areas will also be identified and the appropriateness of current boundaries reviewed. These assessments will then provide a sound basis for development control, complementing Policy EN13 below. Detailed maps of the Conservation Area boundaries can be found in Appendix 4.
- 5.46 The Colnbrook Conservation Area was assessed in 1997 and following this assessment, the boundary of the area was altered to delete an area of new development which did not contribute to the appearance or character of the conservation area; the boundary change was made effective 1 July 1997. Development proposals within the Colnbrook Conservation Area are now being judged in terms of their effect on the character and appearance of the area as identified in the character assessment.
- 5.47 Conservation Area status provides additional controls over certain types of development, including the demolition of all or a substantial part of a building, some external alterations to buildings, the erection of satellite dishes and other telecommunications operations, work on trees, and the display of advertisements.
- 5.48 The advice in PPG15 - Planning and the Historic Environment (1994) is that there should be a strong presumption against any development which does not give a high priority to the objective of preserving or enhancing the character or appearance of a Conservation Area and there is a general presumption in favour of retaining buildings which make a positive contribution to the character or appearance of Conservation Areas. This advice is reflected in the policies for the control of development in Conservation Areas which are set out below.

Policy EN13 (Conservation Areas)

The character and appearance of conservation areas will be preserved or enhanced by the following means:

- a) development will not be permitted unless it preserves or enhances the character or appearance of the area;**
- b) new development will be permitted only if it:**
 - (i) harmonises with the character of the area in terms of scale, height, massing, alignment, and appropriate materials;**

- (ii) retains boundary walls, important trees, and other features, including watercourses, which make a positive contribution to the character or appearance of the conservation area; and
 - (iii) does not cause the loss of open spaces important to the character or historic value of the area as well as important views within, into and out of the area.
- c) an alteration or extension to an unlisted building which requires planning permission will only be permitted if it is sympathetic in design, scale, materials, and colour to the rest of the building.

Proposals for shop fronts and advertisements will be permitted only if they are in proportion with the building and are sympathetic in form, scale, and the use of materials to the architectural character of the building.

- d) proposals for change of use will be permitted if they respect the character of the building and the overall conservation area and do not lead to any intensification of activities such as increased traffic, car parking, or noise which would be detrimental to the character and appearance of the conservation area;
- e) major development proposals outside the conservation area which would affect its setting or views into or out of the area will be permitted only if they are designed to harmonise, in terms of their overall design, scale, form and materials, with adjacent buildings and open spaces in the conservation area; and
- f) total or substantial demolition will be permitted only if the structure makes no positive contribution to the character or appearance of the conservation area and detailed proposals for the re-use of the site, including any replacement building or other structure, have been approved.

5.49 Detailed plans and drawings of proposed new development within and adjoining a conservation area, including elevations which show the new development in its setting, will be required before the planning application is determined to ensure that new development is in harmony with the existing built form.

5.50 The Council will seek to enhance the environmental quality of Conservation Areas by assisting in the implementation of improvement schemes and by seeking improvements as part of new development where appropriate. A comprehensive traffic calming scheme for Colnbrook High Street is proposed which will enhance the appearance and reduce the impact of traffic upon the conservation area.

Listed Buildings

5.51 There are 96 buildings and structures in Slough Borough which are included on the list of buildings of special architectural or historic interest compiled by the Secretary of State for National Heritage. PPG15 attaches great importance to the protection of listed buildings which represent a finite resource and an irreplaceable asset. Once lost, listed buildings cannot be replaced and they can be robbed of their special interest as surely by unsuitable alteration as by outright demolition. Listed buildings are subject to specific

safeguards under provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 to ensure their proper preservation.

- 5.52 Adopted Structure Plan Policy EN4 provides the strategic context for protecting listed buildings and buildings in Conservation Areas from demolition, inappropriate alteration, and other adverse change. It is, however, the Borough Council as the Local Planning Authority which has the statutory duty to have special regard to the preservation of listed buildings or their setting or any features of special architectural or historic interest which they possess. This should be the prime consideration in determining an application for listed building consent or in taking enforcement action.
- 5.53 Five of the listed buildings in Slough are classified as Grade I which are of exceptional interest. These are Church of St. Mary (St. Mary's Road), Church of St. Laurence, Baylis House, the Baylis House Service Block and Godolphin Court. The remaining buildings and structures are classified either as Grade II* or Grade II. A full list is set out in the Appendix 5.
- 5.54 Listed building consent is required for all works that would affect a building's special interest; this applies equally to interior features as well as exterior works. In addition, in order to preserve the setting of a listed building, the controls extend to any object or structure which is fixed to the building or has formed part of the land prior to July 1948.
- 5.55 There should be a general presumption in favour of the preservation of listed buildings except where a convincing case can be made for alteration or demolition. The use of appropriate local materials when carrying out repairs, extensions, or alterations is most important. When considering any application for listed building consent, the following issues will be taken into account:
- relative importance of the building and its intrinsic architectural and historic interest;
 - preservation of those historic features of particular interest or value;
 - setting of the listed building; and
 - whether the proposed works would result in benefits to the community.
- 5.56 There is a need to keep listed buildings in active use to prevent their deterioration and the aim should be to identify the optimum viable use that is compatible with the fabric, interior, and setting of the historic building. The best use will very often be that for which the building was originally designed, though this will not always be the case. There may be a need for some flexibility in the application of development control policies to allow a use which would ensure a building's survival. The possibility of using a building for a charitable or community use should also be considered as PPG15 attaches particular importance to the activities of the voluntary sector in heritage matters.
- 5.57 When considering an application for listed building consent for alterations or extensions, it is essential to assess those elements that contribute to the special interest inherent in the building. Some buildings are more sensitive to change than others. It is important that all parties adopt a flexible approach to ensure that a proper balance is achieved between the special interest of the listed building and the proposals for alteration/extension.
- 5.58 The total demolition of any listed building will be wholly exceptional and will require the strongest justification. Before any demolition will be contemplated, it will be necessary to show:
- all reasonable efforts have been made to sustain existing uses or find viable new ones, and these efforts have failed;
 - preservation in some form and use by charitable or community groups is not possible or suitable; or

- redevelopment would produce substantial benefits for the community which would decisively outweigh the loss resulting from demolition.

Policy EN14 (Alterations and Extensions to Listed Buildings)

Development involving proposals for the alteration or extension, including partial demolition, of a listed building will not be permitted unless it complies with all the following:

- a) the proposed works do not have an adverse effect on either the internal or external elements of the building, which are of architectural or historic interest, or the building's setting;**
- b) the proposed works respect the character, appearance and detailed design features of the listed building through the use of appropriate traditional materials, finishes, textures and colours; and**
- c) appropriate records are kept of any features that will be lost as a result of alterations, extensions or partial demolition.**

Policy EN15 (Change of Use of Listed Buildings)

The change of use of a listed building will be granted permission if the proposal would enhance or preserve the building's character and features of special architectural or historic interest.

Proposals for a change of use should incorporate details of all the intended alterations to demonstrate their effect on the building's appearance, character and setting which should be either preserved or enhanced.

- 5.59 The Borough Council will encourage owners of listed buildings to seek advice regarding any proposed works to determine whether listed building consent is required and will offer informal advice wherever possible. Applications for listed building consent should provide full information on any proposals to enable the local authority to assess the likely impact on the special architectural or historic interest of the building or its setting.
- 5.60 The setting of a listed building often relies on its relationship with other nearby buildings and on the nature of the spaces created between the buildings. Where a listed building forms an important visual element in a street, it may well be that any development in the street should be considered as being within the setting of the building. Also, in some cases, a high or bulky building might also affect the setting of a listed building some distance away.

Policy EN16 (Setting of a Listed Building)

Any development which would adversely affect the setting of a listed building will not be permitted.

- 5.61 Following the compilation of the list of buildings of local importance, a number of buildings are being considered for statutory listing. In addition, English Heritage are reviewing buildings constructed in the 20th century with a view to further listings. Policies EN14 - 16 applies equally to any buildings which are subsequently added to the list of buildings of special architectural or historic interest following adoption of this Plan.

Locally Listed Buildings

- 5.62 PPG15 also states that Local Authorities may draw up a list of buildings of local importance. Locally listed buildings do not have the same protection as those with statutory listing but PPG15 makes it quite clear that Local Planning Authorities may include policies within development plans seeking their protection. The Local Planning Authority cannot control the demolition of any buildings on the Local List except in the case of residential properties and those in conservation areas. All residential properties are subject to demolition control and a planning application is required before such works can be carried out. In all cases the Borough Council will seek the retention of buildings on the Local List and welcome discussions with developers and landowners on how best to achieve this objective. In the event retention is not possible, the Borough Council will seek to have the architectural and historical interest of the building recorded prior to demolition.
- 5.63 Though there is not a substantial wealth of buildings which warrant statutory listing, (96 in total), local listing is a means of preserving Slough's heritage. Improving the overall image of the Borough is important, as it makes Slough a more pleasant place in which to work, live and spend leisure time. The concept of local listing will also assist other objectives, such as the Slough Old Town designation.
- 5.64 Suggestions for buildings for local listing were sought in 1995 and the public were consulted upon them as part of the Review of the Local Plan in the same year. All the suggestions have been assessed on their individual or group architectural or historical interest, by a historic buildings expert. As a result, 64 buildings/groups of buildings were considered of sufficient architectural or historic interest in the context of Slough to be included on the local list. The buildings on the Local List can be found in Appendix 6.
- 5.65 In the course of urban conservation work, additional buildings may be added to the Local List; the policy below will apply to any buildings subsequently added to the list following the adoption of this plan. Locally listed buildings do not have the same status as statutory listed buildings but the Borough Council will encourage developers to take into consideration the criteria contained in Policies EN14 and EN15 for listed buildings. Development will also be subject to the following policy.

Policy EN17 (Locally Listed Buildings)

Special consideration will be given, in the exercise of the development control function, to the retention, enhancement and appropriate refurbishment of locally listed buildings together with their setting.

Historic Parks and Gardens

- 5.66 In addition to the protection given to conservation areas and individual buildings, the National Heritage Act 1983, together with PPG15, recognises the special historical importance of parks and gardens, and of their protection and conservation as well as their setting. English Heritage has compiled a register of such sites, which are graded in a similar way to listed buildings. The register is for information purposes only, and inclusion within it does not provide statutory protection or any additional powers to control development. The inclusion of a site within the register is however a material consideration in the determination of planning applications.
- 5.67 The Borough has two entries in this register, both Grade II; they are Herschel Park and the western part of Ditton Park. When determining planning applications, the Borough Council will endeavour to protect this site from development which would have an

adverse effect on its character, appearance or setting. The policy below will be applied to any gardens on, or added to, the register following the adoption of this plan.

Policy EN18 (Historic Parks and Gardens)

Planning permission will not be granted for development which would have an adverse effect on the historic character, appearance or setting of any part of a historic park or garden defined on the Proposals Map.

Any proposals for development within or adjoining a historic park or garden should incorporate details of measures to enhance its character, appearance or setting.

Archaeology

- 5.68 Archaeological remains provide important evidence about past development and the growth of civilisation. PPG16 - Archaeology and Planning (1990) states that such remains should be treated as a finite and non-renewable resource which in many cases is highly fragile and vulnerable to damage and destruction, and that such remains should not be needlessly or thoughtlessly destroyed.
- 5.69 There are currently two sites in Slough which are designated as Scheduled Monuments of National Importance under the Ancient Monuments and Archaeological Areas Act 1979. These are the Montem Mound at Montem Lane and the Moated Site near Cippenham Court at Wood Lane. In addition to this, the Earthworks at Wexham Court Combined School have been identified as an area of archaeological importance and many other finds have been recorded on the County Council's Sites and Monuments Record.
- 5.70 PPG16 states that where such nationally important archaeological remains (whether scheduled or not) and their settings are affected by proposed development, there should be a presumption in favour of their physical preservation.
- 5.71 Elsewhere the buried and often invisible nature of archaeological remains means that the Council will require information from applicants, including the results of evaluation by fieldwork, in order to assess the potential impact of proposed developments upon any archaeological remains. As a result, wherever there is the potential for remains to be present, the developer will be expected to enter into early discussions with the Borough Council and the Council's Archaeological Consultants to agree how a site should be investigated and assessed. The importance of any remains found will dictate the necessary preservation that will be required before any development proceeds. This may involve total preservation "in situ", the modification of the proposal by re-siting, redesign or the use of alternative foundation methods, or the recording of evidence before its destruction.

Policy EN19 (Protection of Archaeological Sites)

There is a presumption in favour of the preservation of the integrity of all scheduled ancient monuments and other archaeological remains of importance and their setting. Development will not be permitted if it fails to preserve the archaeological value and interest of the archaeological remains or their setting.

Policy EN20 (Archaeological Remains)

In areas with archaeological potential, a prospective developer will be required to carry out an archaeological field evaluation before any decision is taken on a planning application.

Where archaeological remains will be affected by a development, conditions will be imposed to preserve the remains in situ. Where preservation is not required, appropriate arrangements will be required by condition for the excavation and recording of archaeological sites prior to the commencement of

- 5.72 The positive management, enhancement and interpretation of archaeological sites will be sought and, where appropriate, sites will be made accessible to the public. Conflicts between the preservation of archaeological deposits and other land uses will be resolved, wherever possible, by means of management agreements.

NATURE CONSERVATION

- 5.73 The conservation of our natural heritage is an important part of the Government's strategy for sustainable development which aims to keep the ecological system in balance. Part of this strategy is bio-diversity - conserving and enhancing a variety of species and habitats. This national aim is partly dependent upon local action by local authorities, businesses and individuals. The protection and enhancement of the habitats upon which wildlife depend can be achieved through land use planning while at the same time also making provision for appropriate development and economic growth. Nature conservation is not only important for protecting flora and fauna but has a role to play in education, recreational pursuits, the image of the town and the general quality of life. PPG9 provides national policy guidelines on nature conservation upon which these policies are based.
- 5.74 The Berkshire Nature Conservation Strategy has been drawn up by a Forum of all Berkshire Councils and other relevant nature conservation organisations. The aims of the Strategy are to raise awareness of what can be done for nature conservation, enhance the understanding of continuing threats to wildlife and natural features, outline a programme of action, and encourage and support local involvement in nature conservation. The Borough Council has endorsed the Strategy and developed its policies in accordance with it. An emerging Bio-diversity Action Plan will tie in with the Strategy and support the Local Plan policies.
- 5.75 As Slough is a built up area, there are few places where a semi-natural habitat survives so it is important to protect those areas where there is still a significant presence of wildlife in an urban context. However, wildlife cannot be sustained solely by site protection. It also depends on the wise management of all land to maintain or enhance its conservation value or to provide totally new wildlife habitats. This is particularly important in Slough to compensate for the lack of semi-natural habitat.

Designated Sites

- 5.76 Any nature conservation site designated under statutory powers such as a "Special Protection Area", "Site of Special Scientific Interest" or "Local Nature Reserve" will be protected from harmful development. The first and second designations are respectively of international and national significance and are of greater importance than the third. Therefore, consideration of applications affecting such areas will reflect their greater status under PPG9 than a Local Nature Reserve. Protection will also apply to proposed Sites of Special Scientific Interest, potential Special Protection Areas and any other internationally important sites proposed. A Site of Special Scientific Interest lies just beyond the Borough Boundary (Poyle Meadows) as does part of a Special Protection

Area/Ramsar site [South West London Waterbodies (Wraysbury Reservoir)]. Consideration of development proposals which are likely to affect a Site of Special Scientific Interest or a potential or classified Special Protection Area (whether adjacent to development proposals or not) will need to take account of these designations. Haymill Valley and Cocksherd Bluebell Wood are both statutory Local Nature Reserves and are identified on the Proposals Map. Further Local Nature Reserves may be designated by the Borough Council if sites are appropriate and future management can be assured.

Policy EN21 (Protection of Designated Nature Conservation Sites)

Development will not be permitted which would be detrimental either directly or indirectly to designated and future statutory Local Nature Reserves, habitats of specially protected or endangered species, Sites of Special Scientific Interest and sites of international importance.

Wildlife Heritage Sites and Features of Ecological Interest

- 5.77 Wildlife Heritage Sites are those which have been identified by ecological survey as being of importance for nature conservation using the criteria contained in the Berkshire Nature Conservation Strategy. They include statutory designated sites and other sites of local importance. For the latter, identification as a Wildlife Heritage Site does not mean development will always be refused but indicates nature conservation will be a very important factor in determining whether development is appropriate. Where development proposals affect a nature conservation interest, in certain circumstances it may be acceptable to provide a replacement habitat provided that there would be no overall loss of wildlife habitat, wildlife could realistically re-establish itself in a reasonable period, and future management is assured.
- 5.78 The following sites have been identified as Wildlife Heritage Sites and are shown on the Proposals Map:
- Land east of Slough Sewage Works
 - Haymill Valley
 - Cocksherd Bluebell Wood
 - Railway triangle, undeveloped area
 - Upton Court Park, wetland on southern boundary
 - Land west of Hollow Hill Lane and south of canal
 - Queen Mother Reservoir
 - Old Wood
 - South Iver Gravel Pits complex (part) [Old Slade Lake, Colnbrook West, Orlitt's Lake and part of the Colne Brook]
 - Crown Meadow
- 5.79 The following sites have been surveyed and identified as potential Wildlife Heritage Sites to be confirmed:
- Poyle Channel
 - Wraysbury River
 - Slough Arm of Grand Union Canal
 - Colne Brook (south of South Iver Gravel Pits Complex)
- 5.80 Other sites may also have features of nature conservation interest of local value either individually or as part of a group or corridor beyond the site. The Borough Council will seek further surveys to identify additional Wildlife Heritage Sites and will also require ecological appraisals of any proposed development site where nature conservation interests are thought to be threatened, regardless of whether or not it has been identified as a Wildlife Heritage Site, for example ponds and watercourses (together with their margins), and features that form part of a corridor for wildlife.

Policy EN22 (Protection of Sites with Nature Conservation Interest)

Special account will be taken of nature conservation interest when determining proposals for development which would be detrimental to identified and future Wildlife Heritage Sites and any other land which meets the criteria for Wildlife Heritage Sites or contains features of local ecological importance.

Any proposed development which would have a detrimental effect on such a site will be refused unless it can be demonstrated that appropriate measures can be taken to conserve the site's wildlife interest as far as possible.

Ecological appraisals will be required where proposed development is likely to threaten any nature conservation interest.

Promoting Nature Conservation

- 5.81 The appropriate management of sites not only to retain their nature conservation value but to enhance it or create a new wildlife habitat is particularly important in Slough, bearing in mind the lack of natural habitat in the Borough. Wildlife Heritage Sites form a base resource but all other areas of green space including many back gardens and streamside areas can make a contribution to wildlife by providing links between open countryside and the other sites that wildlife can use.
- 5.82 There is also the opportunity to increase the nature conservation value of certain areas of green space within the Borough. Parks and amenity areas can, where appropriate, be managed in such a way as to increase their nature conservation value provided this is balanced with the need to retain easy public access. Rail-side, canal-side and some streamside areas provide wildlife corridors which may be appropriate for protection and enhancement. Unused and overgrown land can also form the basis of wildlife sites if managed properly. Landscape schemes for new developments can also be designed to encourage wildlife as sought in Policy EN3
- 5.83 The Borough Council will, therefore, seek opportunities to protect, enhance or create wildlife habitats and corridors and seek appropriate management of sites where possible, involving local wildlife or community groups where interest is shown, for example through the Local Agenda 21 process. Certain sites have been identified as appropriate for designation as informal nature reserves for which appropriate management will be sought. Other areas are also likely to be suitable particularly those adjacent and close to existing sites of wildlife value.

Policy EN23 (Areas of Local Nature Conservation Interest)

Encouragement will be given to the creation and enhancement of areas of local nature conservation interest by identifying them as local informal nature reserves or wildlife corridors, sympathetic habitat management and suitable public access arrangements will be sought.

The following sites are proposed as non-statutory informal nature reserves.

Proposal Site 34 - Keel Drive former watercress beds

Proposal Site 35 - Land west of Hollow Hill Lane

Proposal Site 36 - Halkingcroft Wood

Proposal Site 37 - Railway triangle, Stranraer Gardens

Proposal Site 38 - Lynch Hill open space

Proposal Site 39 - Old Slade Lake, Colnbrook

Proposal Site 50 - Stab Monk Nature Park, Seymour Road

Watercourses

- 5.84 Watercourses and their neighbouring vegetation often provide ecologically diverse plant and animal communities. Furthermore, their linear nature and their linkages with other green spaces assists the survival of wildlife particularly through built up areas. Their wildlife value is dependent upon water quality, levels and flow, and maintenance of natural habitat on the banks and margins. Watercourses also provide interesting landscape features that can contribute to the general amenity of an area either visually or for recreation if accessible. They can also contribute to the special setting of historic buildings, parks and conservation areas. In liaison with the Environment Agency the retention and enhancement of watercourses and their margins will be sought as part of development proposals. However, the policy provides for consideration of replacement features that would not have an overall detrimental effect on the watercourse in terms of amenity, ecology or water quality and could include diversion or nearby enhancements of a watercourse. Consideration of any replacement features will involve liaison with the Environment Agency. Developers will be expected to submit a statement indicating how any potential damage can be overcome. The opening up of culverts and increased access to watercourses will also be sought where reasonable opportunities exist.

Policy EN24 (Protection of Watercourses)

Development will not be permitted which will have a detrimental effect on water quality or the ecological, amenity or historical value of the watercourse. Where appropriate, measures to enhance or restore watercourses will be encouraged. In certain circumstances, the substitution of replacement features of equal or greater value, through the use of planning conditions or agreements, will be considered if there is no overall detrimental affect on water quality, ecological or amenity value.

GENERAL ENVIRONMENTAL ISSUES

Planning and noise

- 5.85 Noise is a particularly sensitive issue in a heavily built up area such as Slough with its mixture of land uses and dense population. PPG24 - Planning and Noise (1994) states that the impact of noise can be a material consideration in the determination of planning applications, and the planning system should ensure, wherever practicable, that noise sensitive developments are separated from major sources of noise such as road, rail, air transport and certain types of industrial development.
- 5.86 Given the proximity of Heathrow Airport, part of the Borough falls within the 72 dB contour (as published by the Civil Aviation Authority in 1994) which means that it is continually subject to high levels of noise. Parts of the Borough also experience noise from other sources such as road, railway, commercial and entertainment activities.
- 5.87 At the same time, the background noise levels in other parts of the Borough are quite low which means that the introduction of noisy activities into these areas will be especially disruptive to local residents. As a result, the Borough Council will seek to prevent noisy uses locating in sensitive areas without proper safeguards on their activities. Where it is not possible to achieve separation of land uses, the Borough Council will require developers to take measures to mitigate any nuisance by controlling noise levels.
- 5.88 The impact of noise upon new residential schemes can be reduced by the careful design of the scheme including the appropriate siting of garages and gardens, maximising the distances between dwellings and noise sources, and orientating living accommodation

away from potential noise. In some cases it may be necessary to limit the type of housing permitted to ensure that family houses which require the enjoyment of outside amenity space are not permitted in areas with very high levels of ambient noise.

- 5.89 The Borough Council will impose controls to limit the overall amount of noise that can be generated by new developments and restrict the hours of operation so that the amenities of adjoining neighbours and residents are not adversely affected. In terms of late night leisure uses within the town centre, the policies of the shopping chapter should be referred to which indicate those areas where such uses will be considered acceptable.
- 5.90 In order to control noise during construction works, it will be normal practice to require all development to comply with the provisions of the Control of Pollution Act 1974, and British Standard 5228 (1984) for limiting noise emanating from construction activities where these may have adverse effects on neighbouring uses.
- 5.91 The following policies will be applied to all new proposals for residential development, and at all times Annex 1 of PPG24 defining the noise exposure categories will be used to assess planning applications. Where it is thought appropriate, developers will be required to provide noise impact statements to support their planning applications.

Policy EN25 (Noise Sensitive Development)

Proposals for residential development will not be permitted in areas where (free field):

- a) noise from road traffic exceeds either 72 dB $L_{Aeq,16h}$ from 07.00 to 23.00 or 66 dB $L_{Aeq,8h}$ from 23.00 to 07.00;**
- b) noise from rail traffic exceeds either 74 dB $L_{Aeq,16h}$ from 07.00 to 23.00 or 66 dB $L_{Aeq,8h}$ from 23.00 to 07.00;**
- c) noise from air traffic exceeds either 72 dB $L_{Aeq,16h}$ from 07.00 to 23.00 or 66 dB $L_{Aeq,8h}$ from 23.00 to 07.00; or**
- d) noise from commercial developments exceeds either 72 dB $L_{Aeq,16h}$ from 07.00 to 23.00 or 66 dB $L_{Aeq,8h}$ from 23.00 to 07.00.**

Proposals for residential development in areas which are subject to noise values below those stated above but higher than 59 dB $L_{Aeq,8h}$ for noise from rail traffic and 57 dB $L_{Aeq,8h}$ for other noise sources (from 2300 to 0700 hours), will only be permitted if the schemes are designed to incorporate measures to keep internal noise levels within bedrooms below 35 dB $L_{Aeq,8h}$ at night. Proposals for residential development in areas which are subject to noise levels below those stated above but higher than 66dB $L_{Aeq,16h}$ for noise from rail and air traffic or 63dB $L_{Aeq,16h}$ for noise from other sources (from 0700 to 2300 hours) will only be permitted if the schemes are designed to incorporate measures to keep internal noise levels within habitable rooms below 45 dB, $L_{Aeq,16h}$ during the day.

New school/nursery developments, medical facilities and other noise sensitive uses will be located away from major noise sources.

Policy EN26 (Noise Generating Activities)

The amenity of residential and other sensitive areas will be protected by preventing noisy unauthorised activities from taking place and by directing new noise and disturbance creating development, such as certain types of commercial and entertainment uses, to those areas of the Borough where ambient noise levels will not be adversely affected.

Development involving Hazardous Substances

- 5.92 It is important that the planning process takes account of the potential for pollution from development. PPG23 - Planning and Pollution (1994) states that Local Plans should set out policies and proposals to ensure that incompatible uses of land are separated in order to avoid potential conflict between different types of development.
- 5.93 PPG12 states that Local Plans should take account of the location of hazardous installations within the plan area or in the near vicinity of the Borough, and the need for sites for new, or the relocation of, existing hazardous development. Development plans should also set out the criteria for the control of hazardous development and for development within the vicinity of hazardous installations.
- 5.94 In addition, the Town and Country (Hazardous Substances) Act 1990 requires that all proposals for the handling of certain levels of hazardous substances (as defined in the Planning Hazardous Substances Regulations 1992) require hazardous substance consent. Although such applications are dealt with by the Local Planning Authority, hazardous substance consent is separate from planning consent, but should be considered at the same time to ensure that any consents do not contradict each other. The primary consideration in determining such applications will be the view of the Health and Safety Executive who will be consulted on each application. Where necessary, conditions will be applied to the consents in order that the risk pertaining to the site is minimised.

Policy EN27 (Hazardous Substances)

Proposals that have the potential to cause public harm through the use or storage of hazardous materials will not be located in or near to residential areas and public places such as retail areas, recreational areas or major transport interchanges. Permission for such proposals and permission for new residential units near to existing installations (including major pipelines) will only be given if, after consultations with the relevant agencies, the safety and risks pertaining to them are shown to be acceptable.

Development and Contaminated Land

- 5.95 Contaminated land is an issue which has come to the forefront of the development process in recent years. PPG23 states that the condition of the site itself, where it is known to be, or likely to be, contaminated, and any potential remedial works that are required, are material planning considerations in determining development proposals. The PPG goes on to state that the principle of sustainable development means that where practicable, brownfield sites, including those affected by contamination, should be recycled into new uses, thereby reducing pressures for greenfield sites to be converted to urban, industrial or commercial uses.
- 5.96 The Borough Council will take a "suitable for use" approach in which development proposals on land that is suspected to be contaminated will be expected to show that land conditions are suitable or are capable of being made suitable for the proposed development in question. Soil surveys will be required to substantiate this and planning conditions will be used to ensure that soil surveys and any remedial works needed are carried out before any change of use takes places or construction starts. Where it is

considered of such importance to a development proposal, soil surveys will be required before planning proposals are determined.

- 5.97 In addition, the Environment Agency requires a groundwater investigation and risk assessment to be carried out on land suspected of being contaminated to assess the nature and extent of contamination and to ensure appropriate remediation measures will be carried out prior to redevelopment. This is to protect surface and groundwater resources from potential pollution in accordance with Policy EN31. Appropriate remedial measures must be in accordance with the best practice guidance at the time a development proposal is submitted.

Policy EN28 (Contaminated Land)

Development proposals that are situated on land that is thought to be contaminated or despoiled in any way will be required to provide a full assessment as to the current soil and groundwater conditions of the site, together with details of any remedial measures required. If such conditions cannot be remedied to the appropriate standard, then planning permission will not be granted.

Development and Air Pollution

- 5.98 There are various air pollution controls administered by a number of organisations and through a variety of mechanisms which are applied to processes and substances which can have potentially harmful effects on the environment. It is not the role of the Local Plan to duplicate controls which are the statutory responsibility of other bodies. The planning process regulates the location of development and the control of operations in order to avoid or minimise adverse effects on the use of land and the environment of any potential for pollution, to the extent that it may affect present or future land use. According to PPG23, the Local Plan should include constraints on development if there is a need to comply with any statutory quality standards or objectives.
- 5.99 The Environment Act 1995 requires each local authority to carry out a review of the quality of air within its area. If, as a result of the review, it appears that one or more of the air quality objectives are not being achieved, or are not likely to be achieved by 2005, the Act requires the local authority to create an Air Quality Management Area (AQMA) covering that part of the district where the problem exists. An action plan which sets out how the air quality objectives will be achieved by 2005 through the use of powers exercisable by the local authority must then be drawn up. It is possible that a Management Area might extend into an adjoining district(s) and thus co-ordinated, joint action by the authorities concerned will be required.
- 5.100 The Borough Council has completed the third and final stage of the review and assessment of air quality. Based on the evidence presented in the Stage III technical report, and the conclusions of the Council's consultant, the Council will not be declaring any AQMAs. This decision will be continually reviewed as part of the ongoing review and assessment process of air quality in Slough. The Council's decision not to declare an AQMA at this time does not mean that no action will be taken to improve air quality. The Council will be producing an air quality strategy over the next twelve months, setting out clear aims and objectives to ensure that improvements are made, and also to support Action Plans in neighbouring local authorities in the Heathrow area. In determining a planning application, it will be important for the Council to consider the impact of a development in terms of air quality, caused by both the operational characteristics of the scheme (industrial, residential, commercial) and the traffic generated by it. The extent to which air quality considerations will affect planning decisions will vary according to the circumstances of the proposal. Where the impact of the development is likely to be

significant in air quality terms, especially having regard to the results of the air quality review, then, provided the impact relates to the use and amenity of the land, the planning application may be refused or the impact mitigated by the imposing of conditions. Having said that, it is recognised that a balance needs to be struck between protecting human health and the environment and imposing unacceptable economic and social costs. The government is continuing to investigate the Strategy's objectives for the various pollutants, taking into account the costs and benefits of achieving these objectives; as a result of these investigations, the objectives for some pollutants remain provisional at this stage. Thus, in considering the impact on air quality of a proposed development and any mitigation measures, the Borough Council will ensure that a practical and feasible approach is adopted which recognises the costs and benefits involved.

Policy EN29 (Air Pollution)

Proposals for development which would result in significant deterioration of air quality, either by itself or cumulatively with other generators of pollution, will not be permitted unless means of mitigating the impact can be clearly demonstrated and achieved.

Development Near to Landfill Sites

- 5.101 The responsibility for a planning framework to facilitate the establishment of appropriate waste management facilities is the responsibility of the Borough Council as Waste Planning Authority. Liaison will take place with the other Waste Planning Authorities and the Environment Agency to ensure a strategic approach to waste and to make certain that the requirements of relevant pollution controls can be taken account of. The Waste Local Plan for Berkshire contains the relevant policies and proposals for dealing with waste within the County of Berkshire.
- 5.102 The main method of waste disposal in the past has been to use landfill sites. As a result there are a number of sites in Slough which have been used for the disposal of household waste or builders' materials. Under the Town and Country Planning (General Development Procedure) Order 1995, the Borough Council is required to consult with the Environment Agency on all developments on or within 250 metres of an existing landfill site or a site that has been used for landfill within the last 30 years.
- 5.103 PPG14 - Development on Unstable Land (1990) recognises that landfill developments may cause problems for land use in the future and states that biodegradable landfill materials decay with time, and development on or near such land could be adversely affected by leachate and/or landfill gas which may move some distance from the landfill site.
- 5.104 Further guidance is contained within PPG23 which states that development plans should take into account the possible impact of potentially polluting development on land use, including the effects on health, the natural environment or general amenity, resulting from releases to water, land or air. This is augmented by guidance contained in Circular 17/89 which states that Local Authorities should exercise due caution in granting permission for development or redevelopment on or near landfill sites. Permission should not be granted unless reliable arrangements can be made to overcome the danger of migrating gas.
- 5.105 Taking into account all of the above guidance, the Borough Council will refuse planning permission for developments on or near to landfill sites unless it can be shown there is no possible doubt that the problems caused by methane gas, other pollutants, and the possible instability of land can be overcome.

Policy EN30 (Development on Landfill Sites)

Development will not be permitted on or near to landfill sites unless it can be demonstrated that reliable arrangements can be made to overcome the problems caused by the possible migration of landfill gas and other ground pollutants.

Renewable Energy

- 5.106 Due to international concern regarding the impact of the use of fossil fuels on the environment and its effect on climate change, there are international agreements to reduce greenhouse emissions. The Government's objective is to see 5% of the U.K.'s electricity requirement being met from renewable energy resources by the end of 2003, with 10% being achieved by 2010, subject to the costs on consumers being acceptable.
- 5.107 PPG22 (Renewable Energy) supports the principle of encouraging renewable energy schemes but recognises that such schemes should be considered carefully against any environment impact. In addition, RPG9 contains a policy (INF4) which states that development plans should include proposals for renewable energy resources. The South East Renewable Energy Assessment recently undertaken confirmed that the utilisation of solar energy was likely to be a significant future resource in the south east region.
- 5.108 The location and nature of built development in Slough is such that there is very limited scope for major new renewable energy projects. There exists already in Slough a combined heat and power scheme on Slough Treading Estate, and approval has been granted for both an energy from waste plant and a landfill gas recovery system in Colnbrook. The latter two measures are waste related and thus already addressed via the Waste Local Plan for Berkshire. The main area whereby Slough could further contribute towards the renewable energy targets is active solar power systems; in particular, the use of photovoltaic cells, which can readily be built into the cladding of commercial buildings, is to be encouraged. The impact of such systems on local amenity, particularly in conservation areas and on or in the vicinity of listed buildings, would need to be considered.

Protection of Water Supply

- 5.109 PPG12 states that planning policies should reflect the need to protect water quality, in particular groundwater resources which are susceptible to a wide range of threats arising from land use policies. Once groundwater has been contaminated, it is difficult, if not impossible, to rehabilitate it. Therefore, adequate measures are required to protect from contamination, groundwater resources which are an essential source of water for public supply, industry and agriculture. Particular attention should be paid to development which would cause disturbance to contaminated land.

Policy EN31 (Protection of Water Supply)

Planning permission will not be granted for those proposals which after consultation with the environment agency, could adversely affect the quality of surface water or groundwater, or give rise to pollution problems resulting from disturbance to contaminated land.

Surface Water Run Off

- 5.110 The impermeable surfaces of new development normally increase the volume of surface water run off and the rate at which it reaches watercourses. This can increase the risk of localised flooding, damage watercourses and habitats, and reduce base flows and groundwater levels. Controlling surface water at the source is a way of reducing the

adverse impacts of increased impermeable surfaces of new development such that more rain water enters the groundwater system or the rate of discharge to watercourses is reduced. Source control methods include soakaways, infiltration trenches, grassed channels, porous pavements, balancing ponds and storm water wetlands. The suitability of each method will be dependant upon the type of development, site conditions, use of appropriate pollution measures and the views of the Environment Agency and, if appropriate, British Waterway. Development that would have an adverse impact on the water environment due to additional surface water run off will not be permitted. Developers will be expected to assess the surface water drainage impacts of their proposals and appropriate attenuation or mitigation measures will be sought.

Policy EN32 (Surface Water Run off)

Planning permission will not be granted for development which would have an adverse impact on the water environment due to additional surface water run-off. Where development that would increase the risk of flooding is permitted, it must include appropriate attenuation or mitigation measures.

Area Liable to Flood

- 5.111 The defined area liable to flood on the Proposals Map includes a major part of Colnbrook and Poyle despite the recent channel works to the Colne Brook south of the Bypass. The extent of risk in the Lower Colne area will be further assessed in a post-scheme evaluation to be completed in early 2002. With the construction of the Maidenhead, Windsor and Eton flood alleviation channel, the area liable to flood has been considerably reduced. As a result of on-going work by the Environment Agency under the Water Resources Act (Sec. 105) and PPG25 – Development and Flood Risk (Revised Consultation Paper, 2001) to define the 1 in 100 year flood risk, an area greater than that shown on the Proposals Map may be defined in the future.
- 5.112 The area shown on the Proposals Map is derived from historical flood data; the Environment Agency's current indicative (ie. modelled) floodplain map (shown diagrammatically in Appendix 7) includes areas near to watercourses not within the defined areas at risk on the Proposals Map. Some parts of the indicative floodplain have existing flood defences but Policy EN33 will apply to any site considered to be at risk from flooding after consultation with the Environment Agency. PPG25 makes it clear that flood risk should be carefully considered in relation to new development, together with the degree of risk and any measures that could make development safe. The Environment Agency can advise on evaluation of flood risk, design of development and appropriate mitigation and attenuation measures.
- 5.113 Any new development within the floodplain would be at risk from flooding and thus might increase risk to life and property. Also it might increase the risk of flooding elsewhere by reducing the storage capacity of the floodplain and impeding the flow of floodwater. Consequently, the Borough Council will not permit new development in floodplain areas unless, in consultation with the Environment Agency, development by its nature or as a result of appropriate flood protection and alleviation measures, would not affect the storage capacity of, or flow of, floodwater through the floodplain, or increase the risk to life and property from flooding. All proposed developments within the floodplain will be required to include an evaluation of the extent of the risk of flooding and provide details of any proposed measures to overcome the problems that may arise (See also Policy EN32 on surface water run-off).

Policy EN33 (Floodplain Protection)

New developments, the intensification of existing development or the raising of land in areas at risk from flooding will not be permitted unless it can be demonstrated either that the development would not of itself, or in conjunction with other development:

- a) reduce the capacity of the flood plain to store flood water; or**
- b) restrict the flow of floodwater; or**
- c) increase the number of people or properties at risk from flooding.**

In cases where development is to be permitted, a detailed investigation of the risks of flooding will be required and appropriate flood protection and alleviation measures shall be included within the scheme.

Sustainable Development

- 5.114 New development proposals should be designed to secure the conservation of natural resources, including water, minerals and energy. When considering applications the Council will take into account the extent to which the development is sustainable in terms of its location, form and design.
- 5.115 New developments should not significantly increase the requirement for water supply or surface water drainage. Nor should it have an adverse effect upon the quality and quantity of existing water resources. The conservation of energy will be required of new developments by seeking energy efficiency through appropriate orientation, design, layout, use of materials, in particular recycled building materials, and landscaping to provide effective shelter.
- 5.116 Planning Policy Guidance 12 (Development Plans) states that the adequacy of infrastructure, in particular water supply and sewage treatment, to service development should be considered in the development plan terms of provision, timing and the environmental effects of increased demand on such infrastructure. Whilst there are no known major constraints on development proposed in the Local Plan due to the lack of existing utility infrastructure, some constraints may become evident when sites, either identified in the Local Plan or not, come forward for development. Utilities should plan for infrastructure improvements to tie in with planned development but the timing of new development or development not identified in the plan may be restricted if capacity constraints are not overcome. Planning permission may not be granted unless necessary improvements are guaranteed. Developers can enter Planning Obligation Agreements to fund early provision of infrastructure.

Policy EN34 (Utility Infrastructure)

Development which increases the demand for off-site service infrastructure, such as water supply, surface water, foul water drainage or sewerage treatment, will not be permitted unless sufficient capacity already exists or extra capacity will be provided in time to serve the development without harm to the environment.

Recycling

- 5.117 Policies on this subject are in the Berkshire Structure Plan and the Waste Local Plan for Berkshire.

Open Space, Community, Leisure and Educational Facilities

Open Space and Community Facilities Objectives of the Plan

- a) To protect and enhance the provision of public open space, playing fields, and amenity areas for the recreational use and visual benefit of Slough residents.*
- b) To ensure that new housing and other developments make appropriate provision for new open space and community/leisure facilities.*
- c) To protect existing leisure and community facilities from redevelopment or re-use for other purposes and where possible, enhance such facilities.*
- d) To encourage the provision of a wide range of sporting, leisure and community facilities which are accessible to, and meet the needs of, local people.*
- e) To ensure adequate provision is made for education, social services and health facilities to serve the needs of residents across the Borough.*

Introduction

- 6.1 This chapter considers those services and facilities which are required to support the community in Slough; these include leisure, education, social and health services. The majority are maintained by the Borough Council or the health authority; however, religious bodies, local community groups and charities play an important role as well in meeting community needs.
- 6.2 Interest and participation in leisure activities has increased significantly in recent years due to increasing disposable incomes, leisure time, interest in health and fitness, and mobility. People's expectations have changed too, giving rise to a demand for more and better recreational opportunities. The Borough Council recognises that access to, and enjoyment of, leisure facilities is important to the quality of life. Leisure is defined as activities involving a sport and recreation as well as arts/cultural/entertainment.
- 6.3 It is recognised that the health of a community is based, not simply on health provision, but on life style and living conditions in the wider community. Therefore, there is increasing collaboration and joint planning by the health authority, the Borough Council, and voluntary agencies to coordinate services to meet the social, education, and health needs of Slough residents.
- 6.4 This chapter sets out policies for the protection of open space and community uses within the Borough, the criteria whereby planning applications for a range of leisure and community uses will be judged, and the basis upon which new facilities may be sought as

part of new developments. The first half of the chapter addresses issues of open space including public and private open space, school playing fields, green spaces, and allotments. The second half deals with the broad range of community facilities including education, library, leisure, health and social services.

PROTECTION AND PROVISION OF OPEN SPACE

Playing Space

- 6.5 Government advice in PPG17 - Sport and Recreation (1991) underlines the importance of preserving recreational and amenity open space in urban areas. Demand is concentrated there, and it is important that people, particularly children and the elderly, should have access to open space close to where they live. Open space, whether or not there is public access to it, is important for its contribution to the quality of urban life. Use of land as open space is no less important than other uses. This is particularly true in a built up, densely populated town such as Slough where open space provides a visual break and plays an important role in the overall quality of the urban environment. Once built on, open space is likely to be lost to the community forever; therefore, when not required for their original purpose, playing fields, whether publicly or privately owned, may be able to meet the growing need for recreation land in the wider community.
- 6.6 Thus, whilst it is recognised that there are pressures for substantial new housing development in Slough, planning policies should seek to achieve a reasonable balance between the need to make adequate provision for development and the need to protect open land with recreational, amenity or nature conservation value from development. The restrictive policies which apply to Green Belt land inevitably increase the pressure for housing within the built up area, but the green spaces within urban areas which all towns need for recreation and amenity should not be sacrificed.
- 6.7 In Slough, there is a wide range of publicly owned open space available for passive and active recreation. The areas providing for active recreation range from Upton Court Park, with over 70 hectares of football and rugby pitches, to single play areas under a tenth of a hectare within housing estates. In addition, there are ornamental parks such as Herschel Park for passive recreation, local nature reserves, and allotment sites. These areas of open space have varying recreational, amenity and/or environmental value in providing physical and visual breaks within the built-up area.
- 6.8 There are also two areas of open space in Slough which are privately owned but publicly accessible to varying degrees. These include the Cippenham Green Wedge (Proposal Site 43) and the area of the Maidenhead, Windsor and Eton Flood Alleviation Scheme east of Junction 6 of the M4. That part of the Green Wedge which will be playing fields, as specified in a Section 106 agreement, is public open space and notated accordingly on the Proposals Map; the remainder is proposed as private open space, publicly accessible to the extent of use of existing and proposed footpaths and bridlepath. The Green Wedge falls under Policy OSC1 (Protection of Public Open Space) with respect to the playing fields and Policy OSC7 (Cippenham Green Wedge). The area of the Flood Alleviation Scheme east of Junction 6 of the M4 between the A355 and Slough Road is subject to a Section 106 agreement between the Environment Agency and the Borough Council which permits public access to this area as a whole, not just the footpaths and cycleways. Due to this legal protection, the site has been notated as public open space (though privately owned) on the Proposals Map. This area of the flood scheme includes part of the Linear Park [see paragraphs 7.9 – 7.11 and Policy CG2 (Linear Park)]
- 6.9 The Borough Council has assessed the amount of playing space, including playing fields, courts, pitches, etc. together with play areas and casual play space. This level of provision has been judged against the National Playing Fields Association (NFPA)

guidelines for minimum provision of 2.43 hectares (6 acres) per 1000 population. The total amount of outdoor playing space in Slough at April 1997 was 91 hectares which included 57 hectares of formal pitch and court provision and 34 hectares of equipped play areas and casual play space. For a district the size of Slough, there should, given the 1997 population projections and according to the NPFA standards, be 260 hectares overall, with 174 - 196 hectares formal sports provision and 65 - 87 hectares of children's play space; there is therefore a 65% shortfall in playing space provision in Slough. A Leisure Action Plan is being prepared by the Borough Council, as part of the Cultural Plan, which will identify any shortfalls in existing provision of sports facilities and playing pitches and assess the need for new or upgraded facilities.

- 6.10 In considering the need for Green Belt releases for housing in Slough, the Panel for the Structure Plan Examination in Public held in May 1997 noted that the Borough suffers from a deficiency of playing fields in that it contained only about one third of the minimum recommended area for pitches and courts. A similar pattern was found with regard to children's play spaces and other areas for informal recreation. The Panel therefore concluded that 'any erosion of the valuable open spaces in the built up area by new housing development would be inappropriate'.
- 6.11 In an urban district such as Slough, it is not possible to increase significantly the amount of playing space available. All major residential developments greater than two hectares are required to provide open space with equipped play area(s) to serve the new housing in accordance with Policy OSC3. In smaller developments, less than 2 hectares, open space is sought at a level considered appropriate to the development proposed; in addition, provision for equipped play space may also be sought, depending on the type of development proposal and existing play provision within the vicinity of the site.
- 6.12 Examples of major new open space provision can be found at the Cippenham Sector, where 6.3 hectares of formal playing space is being laid out, comprising local and neighbourhood equipped play areas (2.43 hectares) and a playing pitch. In addition, amenity and informal playing space is being provided throughout the development. Similarly, the new residential development on the northern part of the Ford Iveco site will provide an open space area of 0.83 hectares with provision for an equipped play area. However, opportunities for significantly increasing the amount of playing fields or equipped children's play areas are limited in Slough.
- 6.13 Some increase in playing field provision could be achieved by bringing into active use land within smaller parks which currently provide for passive recreation only. However, new pitches require more than merely marking out in that they can generally only be used if changing facilities are provided. Also, it is difficult to locate new play facilities within established residential areas without causing noise disturbance to nearby residents. The Council will refurbish and upgrade existing play areas when monies are available and opportunities to provide new sites will be taken as they arise and resources permit.
- 6.14 Within the surrounding districts, particularly South Bucks District Council, it is recognised that there are playing pitches and courts available to Slough residents and/or workers, such as the ICI and the Polish Club sports grounds in Stoke Poges. However, as these sites are outside the Borough, they are not subject to the policies of Slough's Local Plan.
- 6.15 Given this shortfall in playing space, it will be most important in Slough to avoid any loss of public or private open space, as well as school playing fields. The Government has recently underlined its concern about the continued loss of Council owned and school playing fields to development, especially where this would result in a shortage of playing fields in a local area, whether for schools or the wider community. The Government has proposed a change to the Town and Country Planning General Development Procedure

Order (1995) whereby a local authority must refer any planning application to the Secretary of State for his determination in the event of the English Sports Council objecting to the scheme because of the existing or resulting deficiency in local provision of playing fields or where the alternative provision proposed is not equivalent in terms of quality, quantity or accessibility. This proposed change has been necessitated by the fact that local authorities have too often disregarded the English Sports Council objections.

Policy OSC1 (Protection of Public Open Space)

Development upon any land identified as public open space on the Proposals Map will not be permitted unless:

- a) the development is ancillary to the use of the site as open space and the scale of the development and intensity of use is appropriate to the location;**
- b) the use of the open space can be retained and enhanced by the development on a small part of the open space as long as the quality or quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or**
- c) the open space is replaced by new provision which is at least comparable in terms of size, facilities, and amenity and is conveniently located for current users of the open space.**

- 6.16 Under Policy OSC1, a replacement facility which is smaller but capable of being used more intensively will not necessarily be acceptable given the extent of the shortfall in playing pitch provision in Slough and the built up nature of Slough. Intensification of use may result in the loss of the visual amenity value of an open space considered to be important to the wider community.

Policy OSC2 (Protection of School Playing Fields)

Development upon school playing fields will not be permitted unless:

- a) the development is ancillary to the use of the site as a school playing field and the scale of the development and intensity of use is appropriate to the location;**
- b) the use of the playing fields can be retained and enhanced by development on a small part of the field as long as the quality and quantity of pitch provision and the ability to make use of the pitches are not prejudiced; or**
- c) the playing field lost to development is replaced by new provision which is at least comparable in terms of size, facilities and amenity, and is located immediately adjacent to the school.**

Surplus School Playing Fields

- 6.17 School sites are generally located within or adjacent to residential areas and thus are well situated for recreational or amenity use for the local community. Government advice

contained in PPG17 is that Local Education Authorities should not dispose of any school playing field unless they have investigated and established that the site will not be required in the longer term for school or community use including recreation or amenity open space. Once surplus land is developed, the playing fields will be lost to the community forever. As part of the changes referred to in paragraph 6.15, the Government is also introducing to the School Standards and Framework Bill a clause requiring schools to seek the consent of the Education Secretary for the sale of any playing fields. Given the overall deficiency in playing space in Slough, the Borough Council will seek to preserve any surplus school playing fields to meet the recreational and/or amenity needs for the community. In addition, the important role of playing fields in providing both visual amenity and wildlife habitat, particularly on the fringes, is recognised.

- 6.18 In the event where a school site is declared surplus to educational requirements, the Council will seek the retention of the existing playing fields as open space or their re-provision in full, to equivalent or better quality or quantity, in a suitable location within the local area prior to the commencement of development. In the event that a suitable replacement site cannot be found within the local area, the redevelopment of the school buildings and a part of the playing fields for housing may be acceptable, if the overall scheme results in more than half of the playing fields being made available as public open space with enhanced recreational facilities and appropriate financial contributions being made to the Borough Council for the provision of new leisure facilities or the enhancement of existing leisure facilities in the area to meet the needs of the local community. When applying the criteria set out in Policy OSC3 particular weight will be attached to the Borough Council's Playing Pitch Assessment. By virtue of Statutory Instrument 1817 of the Town and Country Planning (General Procedure) Amendment Order 1996, Sport England is a statutory consultee on all applications affecting playing pitches and any package of measures proposed will need to satisfy not only the requirements of Policy OSC3, but also the policy objectives of Sport England.

Policy OSC3 (Protection of School Playing Fields Declared Surplus to Educational Requirements)

Development of school playing fields on surplus school sites will not be permitted unless:

- a) the proposed development is for an outdoor recreational use which retains the open character of the area; or**
- b) the playing fields are re-provided in full in an alternative location within the local area; or**
- c) in the event of a suitable replacement site not being available in the area to meet the needs of the local community, through developing part of the overall school site, greater than half of the playing fields are retained in a usable form and made available as public open space and their recreational use enhanced by appropriate outdoor facilities to meet the needs of the local community; and**
- d) appropriate financial contributions are made to the Borough Council for the provision of new leisure facilities or the enhancement of existing leisure facilities in the area to meet the needs of the local community.**

Protection of Private Playing Fields and Courts

- 6.19 The loss of private facilities could increase demand for existing playing fields and courts from the same users of the private open space. Therefore, where there is clear demand for the existing facilities, development of such areas will not be permitted unless alternative provision is made within a timescale to be agreed by the local planning authority, which is at least equivalent in terms of size, facilities, amenities and location. It will be up to the developer to demonstrate adequately the level of usage of the facility, both current and in the past, but where the current and past use of the facilities is not clear cut, development will not be permitted unless financial provision is made towards the replacement of any facilities lost by redevelopment. Such financial contribution would enable the Borough Council to enhance provision within a recreation ground, thus maintaining the same overall level of facilities, though the open space itself would be lost.

Policy OSC4 (Protection of Private Playing Fields and Courts)

Planning permission will not be granted for the development of private playing fields or courts unless they are replaced by a facility of an equivalent or better quality and quantity and in a suitable location within a timescale to be agreed by the local planning authority, or an appropriate financial contribution is made towards the cost of replacing any leisure facilities lost by redevelopment or enhancing existing leisure facilities in the vicinity.

Open Space and Play Area Provision in New Housing Developments

- 6.20 The provision of open space of an adequate size and location within residential developments is important due to its recreational (particularly active play) and amenity value. This open space is in addition to the household amenity space requirements in the Council's Development Control Guidelines. In major development schemes of over two hectares, around ten per cent of the total site area is required as public open space. In Slough, given the nature of the housing market, housing schemes over two hectares are inevitably comprised largely of homes suitable for family occupation. In all cases the level of open space provision required would be influenced by the nature of development, including density, anticipated occupants of the units and their likely demand for facilities. In most cases, the open space should be provided in one site and not split amongst a number of smaller sites as it is considered that larger sites have greater recreational value and result in disturbance to fewer local residents. Fully equipped play areas appropriate in size for the development concerned should be sited within the open space. The design, layout, and situation of such play spaces should be in accordance with the Borough Council's requirements which are based on the NPFA's "Local Area for Play" (LAP), "Local Equipped Area for Play" (LEAP) and "Neighbourhood Equipped Area for Play" (NEAP). These areas will also require a buffer zone to minimise the problems of noise and visual intrusion, which may affect adjacent residents. In addition, an appropriate landscaping scheme is required for the open space as outlined in Policy EN3. Depending on the size of the open space, the developer may also be required to provide dog litter bins. If the open space were to be transferred to the Borough Council, a sum commuted to provide for maintenance of the open space for a minimum ten-year period would be required.
- 6.21 Housing developments smaller than two hectares may be required to provide open space as well. This will be dependent on the type of housing proposed together with the availability of open space within the vicinity of the proposed new development. Whether there would be a requirement to equip the play space would again depend on the specific circumstances of the development. It is recognised, however, that it will not always be practicable to make provision for open space, even play areas, in small scale developments.

Policy OSC5 (Public Open Space Requirements)

Within new housing developments of two hectares and over, public open space with equipped play area(s) will be required at a level appropriate to the type of development.

For housing developments of under two hectares, public open space will be sought at a level appropriate to the type of development and the availability of public open space in the vicinity of the development. Equipped play space may be required as well, depending on the type of development and the availability of play space in the vicinity of the proposed development.

The design, layout, and equipment specification of playspaces are to be in accordance with the requirements of the Borough Council.

Improvements to Existing Areas of Public Open Space/New Public Open Space

- 6.22 In a heavily built up area such as Slough, opportunities for the extension or improvement of existing parks and areas of open space need to be maximised.
- 6.23 Land to the east of Kennedy Park has been used as a landfill site for a number of years. The fill operation has now finished and the site has been reprofiled to reduce the steepness of the slopes. Following a programme of community consultation, plans for incorporating the land into Kennedy Park are being progressed. The site is being designed to provide passive recreation and areas of nature conservation value.
- 6.24 Similarly part of the land to the south of Herschel Park, adjacent to the M4, has been filled to form a noise bund. The land between the bund and Herschel Park is proposed for inclusion within Herschel Park. The possibility of using the land as a site for 'Trees of Time and Place' is being considered, thus providing a site for Slough residents to plant those trees which have special meaning to them. Emphasis will be placed on enhancing the nature conservation value of the site.
- 6.25 With the transfer of Colnbrook and Poyle, land east of Crown Meadows came into the Borough's ownership. The land is used for passive recreation (primary walking) and thus it is proposed that this area be identified as public open space on the Proposals Map. Following a survey of the site by BBONT in 1998, it has been designated as a Wildlife Heritage Site and means of enhancing its nature conservation value will be pursued. (See Chapter 5, paragraph 5.78).
- 6.26 The Council will continue to seek opportunities for extensions or improvements to other parks and open spaces in the Borough, particularly where this can be achieved as a result of planning obligations arising from new development in the vicinity of these facilities.

Policy OSC6 (Improvements to Public Open Space)

The improvement and extension of existing parks and public open spaces will be sought. The following sites will be laid out as public open space:

**Proposal Site 40 - Land east of Kennedy Park
Proposal Site 41 - Land south of Herschel Park**

The following site is designated as public open space, part of it to be laid out as such:

Proposal Site 42 - Land east of Crown Meadow

Cippenham Green Wedge

- 6.27 The provision of a green wedge between the Chalvey (Windsor Meadows) and Cippenham Sectors has been an integral part of the comprehensive plan for the area. The primary purpose of the green wedge is to provide a physical and visual gap between the two major areas of housing developments; it is also important in terms of providing a visual amenity for nearby residential properties and a wildlife corridor into the Cippenham area. In the Plan period, the whole area will be kept open. Part of the green wedge has been allocated for playing fields/pitches and buildings ancillary to the use of that space, e.g. changing accommodation, will be permitted. Use of some of the land for agricultural purposes including grazing may also be permitted subject to the land being kept open and landscaped in a manner which provides a 'green' visual gap between the two housing developments.

Policy OSC7 (Cippenham Green Wedge)

Proposal Site 43, the green wedge at Cippenham, will be retained as part public open space and part private open land. A site within the area has been allocated for playing fields and pitches. Other uses, which would retain and enhance the open landscape character of the site, will be permitted. Only buildings for ancillary purposes, such as small pavilions/changing accommodation, will be permitted.

Green Spaces

- 6.28 Within the built up area of Slough, there are small areas of informal green space which may not be formally classified as public open space but do have important amenity value, particularly visual, and sometimes wildlife value. These areas may be privately or publicly owned. In some cases, the green spaces may have a limited recreational role but, by and large, they have a visual amenity value. Small areas of green space enhance residential and commercial areas alike and help to soften or 'green' the impact of the built environment for those who live, work, or travel through the Borough.
- 6.29 A number of green spaces have been subject to development pressures and thus it is essential to protect such areas in order to retain pockets of 'green' throughout the Borough and to avoid over-development and town cramming. Due to the small size and number of such green spaces, it is not, however, possible to indicate them on the Proposals Map.

Policy OSC8 (Green Spaces)

Development proposals which would result in the loss of green spaces will not be permitted unless the amenity value of the green space can be largely retained and enhanced through development of part of the site.

Applications for any development affecting green spaces must be accompanied by detailed landscaping plans so that the visual impact of the proposed development on the amenity of the surrounding area can be fully assessed.

Allotments

- 6.30 Allotments are an integral part of open space provision in Slough; there are twelve allotment sites in Slough covering in total about 17 hectares. Eleven of these are owned by the Borough Council and one by Wexham Court Parish Council. (There are two additional Borough Council owned sites located outside the Borough boundary.) The sites are generally well used with the exception of two very small sites which have no water supply and poor access; neither of these sites is currently being cultivated. There has been some relocation and consolidation of allotment sites over the past few years to upgrade them.
- 6.31 Allotment land may not be disposed of or used for any other purpose without the consent of the Secretary of State. Consent will not generally be granted unless the Minister is satisfied that either adequate provision will be made for the displaced allotment tenants or such provision is unnecessary. In order for an alternative site to be considered adequate, it must be suitable for cultivation, be within three-quarters of a mile of the homes of most of the displaced tenants, and be of equivalent size to the original site. In addition, the provision of a number of amenities will be required including fencing, communal hut, tool storage facilities, water supply, paths and access roads, and toilets.
- 6.32 Given that most of the allotment sites are located within residential areas, these sites provide not only a valuable facility for allotment tenants but also a visual amenity. It is considered therefore that if any sites are declared surplus, the retention of the site as amenity space should be sought.

Policy OSC9 (Allotments)

Development proposals which would result in the loss of allotment sites identified on the proposals map will not be permitted unless the allotment site is replaced by an equivalent size area located within three-quarters of a mile of the homes of most of the displaced tenants and on land suitable for cultivation. Appropriate new facilities shall be provided within the site.

In the event that an allotment site is declared surplus, permission will not be granted for built development on the site unless it can be demonstrated that it has no significant public amenity value. The retention of the site as an amenity area will be sought.

COMMUNITY FACILITIES

- 6.33 Community facilities covers a wide range of uses, from doctor and dentist surgeries, hospitals, libraries, schools, colleges, and universities to religious and community buildings and leisure facilities. These are provided by a number of agencies including the Area Health Authority, Hospital Trust, the Borough Council, and a variety of religious, cultural and social groups. With the Borough Council gaining unitary status in April 1998, it has assumed responsibility for the libraries, education, and social services. During the first year, considerable work will be required in each of these service areas to assess current provision and determine whether resources are being used in the most effective and efficient manner.

Education

- 6.34 The provision of schools is well distributed throughout the Borough. The Borough Council as Local Education Authority (LEA) is responsible for a total of 39 schools - 6 nurseries, 24 primary, 7 secondary and 2 special needs schools. In addition, there are 11 grant maintained schools, 7 of which are primary and 4 are secondary schools.

Planning for the secondary school sector is shared between the LEA and the Funding Agency for Schools (FAS) although the LEA has sole responsibility within the primary sector. Under new government legislation, the FAS will cease to exist in March 1999.

- 6.35 In September 1996, as a response to the general increase in the number of young children in the Borough, the age of transfer was lowered from 8 to 7 years and 12 to 11 years for middle school and secondary school respectively. This has significantly reduced the number of surplus places within the secondary school sector.
- 6.36 In the period up to 2006, there will probably be an increase in the younger age group within the Cippenham area due to the Cippenham Sector housing development; there is a site reserved for a school as well as a financial contribution towards its construction obtained as part of the developer's contribution towards infrastructure improvements. A decision with respect to the type of school to be provided as well as the timing is being investigated by the LEA.
- 6.37 The LEA is currently consulting on a behavioural support plan which will determine the need for special educational provision in this area. Pending its outcome, a site north of St. Ethelbert's School, which is located within the Green Belt, has been identified as a potential site for a special needs school. If it is established that the new school site is required, the site will be retained in the Green Belt; the design and siting of the building and the landscaping scheme will need to take account of the Green Belt location.

Policy OSCS10 (New Educational Provision)

Proposal Site 44 - Land north of St. Ethelbert's School, will be reserved for educational use.

Provision will be made for a school site and a new community building within Proposal Site 1 - the Cippenham Sector Development area.

- 6.38 A number of Green Belt releases for housing development are expected to compound the effect of further increases in predicted pupil numbers. This effect is likely to have greatest impact on the school capacity in the east of the Borough; however, it is difficult to estimate the level of impact due to a number of factors including parental choice, people's perceptions of individual schools and shifts in demographic trends. The LEA, the individual schools, the FAS and the diocese will be discussing means of addressing the potential shortfall of places which is likely to occur over the next five years; this may require the expansion of existing sites or the identification of new sites. A financial contribution towards the cost of additional land and classroom provision will be sought from those developments where new housing will impact on school capacity.
- 6.39 The LEA will provide free part-time nursery education for all 4 year olds by September 1998. The Borough Council has plenty of nursery places in a variety of Early Years settings including nursery schools, nursery classes, and reception classes. There are sufficient places for 4 year-olds to enable some 3 year-olds to have nursery places as well; this is in line with a national agenda to increase the number of places for 3 year-olds. On becoming a unitary authority, the Borough Council launched a network of Early Years Centres which will provide an integrated and holistic approach to services for young children and their families.
- 6.40 Due to the Borough Council's recent change to unitary status, there has not yet been time for a thorough strategic review of school places. In the course of such a review, the LEA may identify school sites that are surplus to their overall educational requirements. In this event, the site should be identified for housing, subject to the need to retain

greater than half of the playing fields for public open space combined with enhanced recreational facilities to meet the needs of the local community.

- 6.41 East Berkshire College, which was incorporated under the Further and Higher Education Act 1992 and funded by the Further Education Funding Council, is one of the largest further education colleges in the south east; its main campuses are located in Slough (Station Road, Langley), Windsor and Maidenhead. There are approximately 1,500 full time students aged 16 to 19 and about 7,000 part time students on recreational, vocational and professional courses held at the College or at various schools and community centres across the Borough. Means of improving the College's facilities for the performing arts as well as sports are being considered; it is not known at this stage whether there will be any land surplus to the College's requirements.
- 6.42 Thames Valley University (TVU), which has campuses in Ealing (west London) and Slough, has about 30,000 UK based students, of whom 7,500 are enrolled at the Wellington Street campus. The principal areas of activity within TVU in Slough are in the Wolfson Institute Health Studies (which includes nursing and midwifery), the School of Business, which includes business studies, accounting, finance, management studies and computing, and the School of Tourism, Hospitality and Leisure. The majority of students at the Slough campus are part time, studying programmes at all levels including undergraduate, postgraduate and professional, and further and continuing education. The great majority of the students are from Berkshire, and a significant proportion are from the Slough area. There is a total of 1,250 full time staff at TVU, 250 of whom are based in Slough. Students move between the Ealing and Slough campuses to take advantage of the services and facilities at both locations; Slough, for example, has a modern gym and fitness facility and the Paul Hamlyn Learning Resource Centre, which opened in 1996. The Centre provides students with access to a range of learning resources and tools, including books, journals, and CD ROM, media services and 170 networked computers with standard business application software, Internet facilities and database access.
- 6.43 TVU has a development programme for the site which includes the provision of more modern, efficient and adaptable teaching space which would reflect businesses' changing requirements for a trained workforce; this involves the demolition of a number of older teaching blocks, construction of a new building, and refurbishment of the main buildings. The University has received a £4m grant from the Higher Education Funding Council for these works which should take approximately 3 to 4 years to complete. One aim of the proposed new development is to provide a more visible presence on Wellington Street as well as improved access. The demolition of a number of older blocks would free up an area of land fronting onto Wellington Street; possible redevelopment schemes, including partnership projects with the Borough Council, are being considered which include uses drawn from the following: arts/culture/heritage, leisure (including late night leisure uses), educational, offices, hotel/conference facilities, research and development, residential and student accommodation (see paragraph 6.71).

Policy OSC11 (Thames Valley University Campus)

Proposal Site 45, Land at Thames Valley University, is allocated for a mix of uses drawn from the following: arts/cultural/heritage, leisure, educational, offices, hotel/conference facilities, research and development, residential and student accommodation.

- 6.44 There are four libraries currently in Slough: Slough Central (High Street), Langley (Trelawney Avenue), Britwell (Wentworth Road), and Cippenham (Elmshott Lane).

Other areas of the Borough are served by a public mobile library which is operated by the Borough Council under a service level agreement with two neighbouring authorities. Services to residential and nursing homes and sheltered accommodation is provided by two further mobile vehicles also operated by the Borough Council under the above service level agreement.

- 6.45 With the increase in population arising from the Cippenham Sector development, the Cippenham Library will be too small for its catchment area; as part of the overall developer contribution towards infrastructure improvements, there is provision for extending the existing library on Elmshott Lane.
- 6.46 Slough Museum, which is supported by the Borough Council, has recently moved to a former retail unit in the eastern end of the High Street. This more central location enables people to combine trips to the shops as well as the museum and attendance has increased considerably following the move.

Health Facilities

- 6.47 Berkshire Health Authority has overall responsibility for the planning and development of health services for residents of the Borough. Its functions include:
- 1) the development of long term strategies for health care and health improvement, working in cooperation with other agencies;
 - 2) making decisions about strategic and site investment;
 - 3) working with Primary Care Groups on short term planning and commissioning of health services; and
 - 4) overseeing the planning and development of Primary Care Services through general practitioners, general dental practitioners, community pharmacists, and optometrists.
- 6.48 Wexham Park Hospital, part of the Heatherwood and Wexham Park Hospitals Trust, provide all the main hospital services. The Hospital is located on the northern edge of the Borough within the Metropolitan Green Belt; English Heritage have proposed the listing of part of the hospital but there has been no decision by the Secretary of State. Proposals for new developments will be considered on their merits, taking into consideration its possible listed building status, Green Belt location, the expansion needs of the hospital as well as the provision of adequate car parking.
- 6.49 The East Berkshire Community NHS Trust provides services which are complementary to and support the Heatherwood/Wexham Park Trust. These include hospital based services for the elderly at Upton Hospital on Albert Street and a range of community services provided by nursing staff, paramedical staff and others either in the community itself or from community clinics.
- 6.50 The East Berkshire Learning Disabilities Trust provides care for those with learning disabilities; patterns of care in this area are changing with clients moving from traditional institutional care (for most Slough residents this was in Bracknell) to more community based facilities, provided either by the Trust itself or by a range of other providers. Some people with learning disorders will be able to live in the community unaided, whilst others may need some staffing support or minor modifications to their homes. For the most part severely disabled specialised accommodation will be necessary; in Slough, this is currently provided in the developments at Prior Close and Rokesby Road.
- 6.51 General practitioner surgeries are generally located close to their patients and thus are found in or near residential areas. Some facilities are in new, purpose-built buildings whilst others are in converted residential units. Applications for the provision of new surgeries will be sympathetically considered where the need for a new practice is

demonstrated and in conjunction with the Health Authority and the Primary Care group for Slough. Proposals should not have a detrimental impact on residential character and amenities, particularly with regard to car parking and traffic generation. The increased demand for general practitioner services arising from the Cippenham Sector development has been met by new accommodation in the northeastern corner of Mercian Recreation Ground.

- 6.52 Pharmacists and optometrists, as well as general dental practitioners, tend to be located within district centres or the town centre commercial core. Applications for the provision of new facilities will be considered on their merits. Small veterinary practices will be treated in a similar manner.
- 6.53 With respect to social services, there is increasing emphasis on care in the community as set out in the Community Care Act 1990; the Government's policy is to shift the emphasis away from large residential homes towards the provision of services to people within their own homes or within facilities located in established communities, thus facilitating integration into the local community. With the transfer of social services to Slough in April 1998, the Borough Council is carrying out a series of service reviews to assess current provision and plan for future needs, especially given the projected increase in the population aged over 75 as well as those with disabilities.
- 6.54 There may be a need for additional day centres and day services for the elderly and other special needs groups; such centres should be relatively small and located in relation to the residence of the clients concerned, near local facilities and readily accessible to public transport. The move away from large, institutional care is reflected in the Borough Council's plans to close Elliman Hostel which provides accommodation for people with learning disabilities; alternative provision will be sought within smaller residential units, with 6 to 8 residents plus support staff.
- 6.55 The Government's 'Childcare Challenge' will increase the incentive to develop services for childcare including childminders and playgroups. The Borough Council will be setting up the Early Years Network which will provide integrated services; Slough Centre Nursery, Chalvey Nursery, and Britwell Family Support Project are the first centres to be developed.

Leisure and Community Facilities

- 6.56 Outdoor sport and leisure provision is provided by the Borough Council within parks throughout Slough, with the majority of them being located in Upton Court Park, Lascelles Playing Fields, Kedermister Park and Mercian Recreation Ground. The Borough Council also manages a floodlit synthetic hockey pitch at Wexham Secondary School on Norway Drive.
- 6.57 There have been a number of proposals for improved outdoor facilities within school sites in Slough. In addition, Proposal Site 46, land east of Upton Court Park, is allocated for Slough Cricket Club's replacement cricket facility; the Club has planning permission for two cricket pitches, nets practice area, car parking, and changing and social facilities. The relocation of the cricket club will enable their current site on Chalvey Road West to be redeveloped for housing.

Policy OSC12 (New Slough Cricket Ground)

Proposal Site 46, Land east of Upton Court Park, is allocated for private open space as a replacement for Slough Cricket Club.

- 6.58 The Borough Council and owners of Slough Town Football Club will be looking to identify a replacement site for the football stadium within the Plan period.
- 6.59 The Borough Council, the Royal Borough of Windsor and Maidenhead, Eton College, and the Windsor Slough and Eton Athletics Club have received a £3 million Lottery Sports Fund bid for the development of a Thames Valley Athletics Centre on Eton College land to the south of the Borough. The Centre, which is under construction and should be completed in early 1999, will be run by a trust jointly administered by the Royal Borough of Windsor and Maidenhead, Eton College, and the Borough Council.
- 6.60 When considering applications for new or enhanced outdoor sports facilities involving the use of floodlighting, the Borough Council will require the submission of a detailed floodlighting impact assessment to ensure that there is minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land. The Institute of Lighting Engineers provide recognised guidance on measures to reduce light pollution. Planning conditions covering hours of operation, prevention at source of unnecessary light pollution and trespass, restrictions on the number, type and height of floodlighting columns, maximum maintained lighting levels, and requirements for landscaping and boundary treatment shall, when appropriate, be used to ensure minimal environmental impact on the amenities of adjoining uses and the character of any nearby open land. The matter of traffic generation will be another important consideration and thus a traffic impact study may be required, depending on the scale and location of the proposed development

Policy OSC13 (Floodlighting)

Proposals for new or enhanced outdoor sports facilities which require floodlighting will not be permitted unless it can be demonstrated by means of a floodlighting impact assessment that the operation of floodlights would have minimal environmental impact on adjoining uses or the character of any nearby open land.

- 6.61 The Council provides a number of indoor recreational facilities, community centres, Play and Youth and Community centres throughout the Borough. With respect to recreational facilities, there are the Montem Sports Centre, the Ice Arena, Indoor Tennis Centre, the Centre Pool, Langley Leisure Centre, and Langleywood Sports Centre. The Borough Council had planned a Lottery Sports Fund bid for a new badminton centre adjacent to the Tennis Centre in Salt Hill Park but there are insufficient capital monies available to support such an application.
- 6.62 In terms of private provision, Axis Health and Fitness Centre located off Buckingham Avenue in the Trading Estate, provides a number of facilities including squash courts, fitness centre, and a newly constructed swimming pool. The Holmes Fitness Centre in the Observatory in the town centre has recently opened and provides a gym and dance studios. There are also fitness suites at Thames Valley University and East Berkshire College. Also Cippenham Table Tennis Centre at Westgate School in Cippenham is a joint project between the school and Cippenham Table Tennis Club; the project received Lottery Sports Fund monies.
- 6.63 Play Centres, which provide activities for 5 to 12 year olds, are located in Britwell, Chalvey, Manor Park, Langleywood, Haymill and Upton Lea, and the Youth and Community service, for 12 to 18 year olds, have eight centres located in Chalvey, Colnbrook, Haymill, Orchard, Rotunda, Britwell, Horsemoor Green, and Upton Lea. As the Youth and Community service has only recently been transferred to the Borough Council, a review of play and youth provision is being carried out to determine if there is any surplus accommodation.

- 6.64 There are seven community halls in Slough managed and maintained by the Borough Council: the Centre on the Farnham Road, Manor Park, Maria Cowland, Langley Hall, Langley Pavilion, Westfield Hall, and Weekes Drive Community Building. The Centre has been redeveloped, opening in July 1998; it now offers a range of modern facilities including a large hall, meeting/activity rooms, cyber cafe, and snooker hall.
- 6.65 Within the Cippenham Sector development, a new community facility providing accommodation for local community groups, youth and young children is to be constructed to serve the new housing. (See Policy OSC10)
- 6.66 In addition there are numerous halls provided by religious and cultural groups, private clubs, and voluntary agencies. The increase in the proportion of ethnic minorities in Slough has been reflected in an increased demand for dedicated facilities for minority groups; the particular needs of different groups should be incorporated in the planning, design, and management of new facilities. The Borough Council will continue to support suitable development proposals submitted by organisations who represent minority sections of the community, subject to the criteria in Policy OSC16 below.
- 6.67 Schools contain various facilities such as sports halls, music rooms and craft studios which could be used by various community groups. Private clubs and organisations with built facilities may also have spare capacity; therefore, means of ensuring the efficient use of the wide range of existing facilities within the Borough make particular sense when there is shortage of sites for new facilities. Provision, where practical for the dual use of existing and proposed facilities for community and leisure purposes, will be sought, and partnership ventures with other agencies which provide new or improved facilities will be supported.
- 6.68 Privately run leisure facilities such as cinemas and nightclubs tend to be concentrated within the town centre. This is in accordance with government advice contained in PPG6 - Town Centres and Retail Developments (1996) which states that leisure uses attracting customers from a wide catchment area should be located in or on the edge of town centres. Virgin has recently completely refurbished its building which now provides ten screens. There are three sites allocated for potential leisure use within the Town Centre; the Old Crown (Proposal Site 23) is allocated for a combination of retail and offices, with the possibility of commercial leisure subject to architectural considerations and potential impact on neighbouring occupiers. Other sites allocated with the option of leisure or a mix of leisure and other uses include Land West and East of Slough Station, and Land adjacent to Railway west of William Street, (Proposal Site 21) and Land at Thames Valley University (Proposal Site 45).
- 6.69 Due to the potential noise disturbance arising from uses such as nightclubs, the Borough Council has adopted a policy directing them to the central and western end of the High Street as well as within the Thames Valley University site (Proposal Site 45) (see Policy S11). PPG6 refers to the need for improvements to the environment of town centres in order to support the evening economy, particularly with respect to street lighting, availability of public transport services, and secure car parking; therefore, the Council will, where appropriate, seek financial contributions from developers for such improvements.
- 6.70 There is continuing demand for additional hotel accommodation within Slough to serve primarily the business community but also tourists attracted to the Thames Valley area. Hotel (and conference centres) are considered to be key complementary town centres uses as they add variety and can lead to increased activity in the evening period. Therefore, in accordance with the sequential test contained in PPG6, the preferred location is the town centre; if there were no potential town centres sites, then edge of centre sites should be assessed. An out of centre site, accessible by public transport, may be considered only if a town centre or edge of centre site is not available.

Applications for hotels, especially budget ones, located within the town centre, with good access to public transport and which would not adversely affect the amenities of nearby residential properties, will therefore be favourably considered. The Heart of Slough (Proposal Site 27) includes hotel/conference use as one possible component in a comprehensive redevelopment of the area. There are also two other proposal sites allocated for a range or mix of uses which include hotel, these being Land west and east of Slough Station, and Land adjacent to Railway Station west of William Street (Proposal Site 21), and Land at Thames Valley University (Proposal Site 45).

Policy OSC14 (Sequential Test for Key Complementary Town Centre Uses)

Proposals for leisure and other key complementary town centre uses will be expected to comply with the sequential approach. The first preference for a site should be within the town centre, followed by edge of centre sites and only then out of centre sites in locations accessible by public transport.

- 6.71 The Borough Council's scheme for developing the William Street roundabout for a mixed development with cultural, leisure and conference facilities as well as offices and student accommodation as contained in the Town Centre Inset Plan is being reviewed due to the high cost of alterations to the public highway. However, the possibility of redeveloping a larger area around the William Street roundabout, including the library, day centre, bus station and multi-storey car park, is being explored. Possible uses for the Heart of Slough (Proposal Site 27) includes a mix of arts/cultural/heritage, leisure, offices, hotel/conference facilities, residential, plus public car parking and replacement bus station facility, library, and day centre.

Infrastructure Contributions

- 6.72 It is clear that there is a wide range of social, leisure and educational facilities (including libraries) required to meet the reasonable expectations of local residents. The Borough Council wishes to meet the reasonable expectations of local residents and to ensure that community facilities are provided to meet the particular needs of new residents. Such facilities may include community halls with indoor sports provision, new schools or additions to existing schools, libraries, playing fields/courts, and associated changing facilities. Therefore, in line with Circular 1/97 Planning Obligations, developers and landowners will be expected to provide those facilities which are required as a result of the proposed development or to make appropriate financial contributions to the provision or improvement of such facilities. The level of contribution will be dependent on the scale and type of development proposed and the community facilities required to meet the needs arising from the development. It is essential too, that the facilities are planned as far as possible in conjunction with local residents and provided at the appropriate time in the development process.

Policy OSC15 (Provision of Facilities in New Residential Developments)

All new residential development will be required to make appropriate provision, by way of direct provision or as a financial contribution to the Borough Council, for educational (including libraries) and community and leisure facilities to meet the needs arising from such new development.

- 6.73 There is continuing demand from various sectors of the community for new facilities or extensions to existing buildings. The Council recognises the important role such religious, leisure or community buildings can play in the everyday life of large sectors of the population. As these are generally located within residential areas close to users, the Council will have regard to the environmental effects of any proposed development.

Policy OSC16 (New Community, Leisure and Religious Facilities)

Proposals for new or improved community, leisure and religious facilities will be permitted providing that there is:

- a) appropriate access and car parking;**
- b) adequate facilities for disabled people;**
- c) no adverse impact on adjoining uses in terms of noise, disturbance and visual amenity;**
- d) no loss of residential; and**
- e) no loss of public open space (unless the criteria in OSC1 can be met).**

- 6.74 Planning permission will not normally be granted for the development or change of use which would result in the loss of private or public indoor recreational or community facilities. It is difficult to find suitable sites for construction of new community buildings in reasonable proximity of local communities and thus those already built should be preserved and adapted if required. It is recognised, however, that in exceptional circumstances, it may not be economically viable to repair or alter a building currently in community use.

Policy OSC17 (Loss of Community, Leisure or Religious Facilities)

Development proposals which would result in the loss of a community, leisure, or religious facility will not be permitted unless it can be shown that:

- a) the facility is no longer required for alternative religious, leisure or community use;**
- b) an acceptable alternative facility can be provided which would serve the existing users; or**
- c) it would be economically unviable to repair or alter the building for an alternative community use.**

- 6.75 In exceptional circumstances, in the event that a community facility is declared surplus to requirements and the building is not suitable for another leisure or community use, the site may be identified for housing to help meet local housing need.



Countryside and Green Belt

Countryside and Green Belt Objectives of the Plan

- a) To improve opportunities for recreation appropriate to the countryside within the Colne Valley Park and the proposed Linear Park.*
- b) To promote the enhancement, recreational use and ecological value of the Slough Arm of the Grand Union Canal.*
- c) To ensure that any development in the Green Belt is appropriate to the fundamental aims of the Green Belt.*
- d) To restrict development within the floodplain and within the safeguarded areas around Heathrow Airport.*

Introduction

- 7.1 Slough is a largely built up area with small areas of countryside along the southern and northern flanks plus more extensive areas to the east in the Colnbrook and Poyle area. Without exception, all of these areas of countryside are designated as Metropolitan Green Belt and are therefore subject to the policies for the countryside and green belt contained within this chapter. Although the policies in this chapter are area specific, any development proposals will also be subject to the other policies contained in this Plan.

Countryside Recreation

- 7.2 Countryside recreation is now the most popular form of outdoor leisure activity and covers a wide range of activities; the majority of people visit the countryside to enjoy casual or informal activities requiring few facilities.
- 7.3 Opportunities for countryside recreation within Slough are limited due to the built up nature of the Borough; however, Slough is surrounded by rural areas and major countryside parks and the Council aims to improve access to the countryside for local residents.

Colne Valley Park

- 7.4 The Colne Valley Park was conceived in the 1960s as a regional park which was made up of a large area of Green Belt land west of London where countryside pursuits could take place. The eight local authorities which make up the Colne Valley Park Standing Conference have been working together over the years to provide better access to the countryside through improvements to the rights of way network, develop recreational facilities appropriate to the countryside and enhance the environment through landscape improvement schemes.

- 7.5 The Strategy for the Colne Valley Regional Park which was adopted by the constituent authorities provides a framework for future action through a programme of improvements. The key aims of the Strategy are:
- a) to maintain and enhance the landscape and waterscape of the Park in terms of their scenic and conservation value and their overall amenity;
 - b) to resist urbanisation of the Colne Valley Park and to safeguard existing areas of countryside from inappropriate development;
 - c) to conserve the nature conservation resources of the Park through the protection and management of its diverse plant and animal species, habitats, and geological features; and
 - d) to provide accessible facilities and opportunities for countryside recreation which do not compromise the above.
- 7.6 The transfer of Colnbrook and Poyle has now brought a significant area of the Colne Valley Park into the Borough. The Park is at its narrowest at this point and so the protection and enhancement of this section, which forms part of the strategic gap between Greater London and Slough, is of utmost importance.
- 7.7 There is a need to improve and extend opportunities for both local residents and visitors to enjoy the Park. The Borough Council will therefore support and encourage measures to facilitate access to the countryside for informal and passive recreation. Countryside recreation would include water-based recreation. Such measures will include negotiating access agreements with landowners and improving and promoting safe routes for walkers, cyclists and horseriders, in particular promotion of the Linear Park described in paragraph 7.10.

Policy CG1 (Colne Valley Park)

Proposals for development within the countryside or other open areas in the Colne Valley Park will not be permitted unless they:

- a) maintain and enhance the landscape and waterscape of the park in terms of its scenic and conservation value and its overall amenity;**
- b) resist urbanisation of existing areas of countryside;**
- c) conserve the nature conservation resources of the park; and**
- d) provide opportunities for countryside recreation which do not compromise the above.**

Where development is permitted in these areas, measures to mitigate any visual impact and/or to enhance nature conservation and/or provision of new or improved access to the countryside will be sought by agreement and/or required by condition.

Where development is permitted within the built up area of the Colne Valley Park, which would have a significant visual impact on the Park, appropriate mitigation measures to realise the aims and objectives of the Colne Valley Strategy will be sought by agreement and/or required by conditions.

- 7.8 This policy will only apply to development within the countryside or other open areas, or to proposals which would have a significant visual impact upon the Colne Valley Park. Where appropriate, improved landscaping or access to the Park will be sought from developments adjacent to open land or identified recreational routes through the Colne Valley Park.

Jubilee River and Linear Park

- 7.9 The Environment Agency has constructed the Windsor, Maidenhead and Eton flood alleviation scheme from the River Thames in Maidenhead eastwards to Black Potts Bridge at Windsor. Work on the main channel began in the autumn of 1998 and was completed in the spring of 2002. Within Slough, the Jubilee River extends from the western boundary eastwards to the Myrke/Datchet Road area. The Environment Agency will be providing new public rights of way for pedestrians, horseriders, and cyclists along almost the full length of the river; in addition, the area east of Junction 6 of the M4 is subject to a legal agreement permitting public access to this area as a whole for recreational purposes.
- 7.10 Given the route of the Jubilee River, the Borough Council has identified the opportunity of creating a linear park based on the river and then extending eastwards through Upton Court Park, Ditton Park, and around the Queen Mother Reservoir to the area of the Colne Valley Park north of the Colnbrook By-Pass; here it will follow the recently upgraded right of way alongside the Colne Brook and Old Slade Lake to the M4 where it will join the rights of way network in Buckinghamshire. The Borough Council is negotiating the route with landowners and with the Royal Borough of Windsor and Maidenhead through which part of the proposed route passes. The linear park will be a valuable recreational resource which will enable local residents to become regular users of the countryside without having to travel far from home. New pedestrian and cycle routes will be sought as part of any development alongside the route to link into the linear park.
- 7.11 Sustrans, the Sustainable Transport charity which is creating a National Cycle Network with Millennium grant monies, has identified the linear park from the Slough to Windsor railway line eastwards to the Colnbrook Bypass as the route for the Heathrow link which forms part of the Thames Valley route (London to Oxford) of the National Cycle Network; it will run alongside the Bypass to the Borough boundary and on to Heathrow. The linear park from the railway line to Ditton Park will also serve as the first section of the Slough to St. Albans link in the National Cycle Network; this route will extend northwards from Ditton Park over the Slough Arm at Trenches Bridge into Buckinghamshire. The Borough Council is working closely with Sustrans and adjoining local authorities to facilitate the establishment of the cycle network.

Policy CG2 (Linear Park)

The establishment of a Linear Park with shared use path for pedestrians and cyclists from the western to the eastern boundary of the borough, as shown on the Proposals Map, will be supported.

Development proposals which would prejudice the route or detract from users' enjoyment will not be permitted. Improved access to the Linear Park, and landscape enhancement measures, will be sought from any development proposals adjacent to the route.

Slough Arm of the Grand Union Canal

- 7.12 The Slough Arm of the Grand Union Canal, which runs for one mile within the Borough and a further two miles immediately adjacent to the Borough boundary, forms a valuable wildlife corridor and recreational resource. Considerable improvements have been carried out to the canal corridor in terms of improving the towpath surface and landscaping, in line with the objectives of the strategy for the Colne Valley Park. The full potential for further recreational use of the canal will be realised only when the Stoke Road Basin is comprehensively redeveloped providing a focal point and an attraction for boaters and other users of the canal corridor. The provision of some residential moorings on the offside of the canal would be favourably considered. The canal corridor has been surveyed to determine whether it meets Wildlife Heritage Site status; the results have not yet been analysed.

Policy CG3 (Redevelopment of Canal Basin)

Proposals for the comprehensive redevelopment of the canal basin which incorporate uses such as restaurant or pub, as well as residential and appropriate open space, will be permitted provided they:

- a) form a focal point for users of the towpath and canal;**
- b) retain and enhance the winding hole and pedestrian access to the basin; and**
- c) do not compromise existing nature conservation value of the canal corridor.**

The provision of visitor moorings at the basin as well as residential moorings on the off side (north side) of the canal would be favourably considered.

- 7.13 In order to protect the semi-natural appearance of the canal and enhance its role in nature conservation, all new development along the canal should be sympathetic to, and respect, the waterside setting. The design and layout of new buildings should enhance the canal frontage and have comprehensive landscaping schemes which contain primarily native and wildlife friendly species appropriate to the canal. All new developments should also maintain and improve access along the canal corridor including the creation of new access points to the canal towpath where this is appropriate.

Policy CG4 (Slough Arm of the Grand Union Canal)

The enhancement of the recreational value of the Slough Arm of the Grand Union Canal will be sought by encouraging improved access as well as landscape improvements to the canal corridor.

Proposed development adjacent to the canal will be permitted provided it meets all the following criteria:

- a) the scale, height, mass, and orientation of buildings respect and enhance the appearance of the canal frontage as well as adjacent development and land uses;**
- b) a comprehensive landscaping scheme is included which is appropriate to the canal setting and enhances its nature conservation value; and**

- c) access to the canal corridor is maintained and, where appropriate, provision of new or improved access will be sought.**

Green Belt Policy

- 7.14 The Borough of Slough falls within the Metropolitan Green Belt which is intended to prevent the outward expansion of London. It also has an important role to play in separating Slough from adjacent towns such as Windsor to the south and Maidenhead to the west as well as the other surrounding villages.
- 7.15 Government advice on Green Belts is contained within PPG2 - Green Belts (1995); this states that the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open, preventing neighbouring towns from merging into one another, assisting in the safeguarding of the countryside, preserving the setting and special character of historic towns, and assisting in urban regeneration.
- 7.16 It is recognised that Green Belts have a positive role to play in many areas. This includes providing opportunities for access to the open countryside for the urban population, and providing opportunities for outdoor sport and recreation near urban areas. They also help to retain attractive landscapes around urban areas, secure nature conservation interests, improve damaged and derelict land around towns, and retain land in agricultural and forestry uses.

Green Belt Boundaries

- 7.17 The Green Belt around Slough was first established in the Slough and District Town Map of 1954 with detailed boundaries last reviewed in the Berkshire Green Belt Local Plan of 1985. These were subject to only minor changes to correct anomalies in the Local Plan for Slough which was adopted in 1992. The Green Belt was established in the Colnbrook area in the Buckinghamshire County Map of 1954 and the detailed boundaries were first set out in the South Bucks Local Plan of 1989. In the Poyle area the Green Belt was first defined in the Middlesex County Development Plan of 1956 and the boundaries were last reviewed in the Spelthorne Local Plan of 1991.

Green Belt Release

- 7.18 One of the essential characteristics of Green Belts is their permanence and PPG2 makes it clear that where detailed Green Belt boundaries are defined in adopted Local Plans or earlier approved Development Plans, they should be altered only exceptionally. It also makes it clear that where existing Local Plans are being reviewed, existing Green Belt boundaries should not be changed unless alterations to the Structure Plan have been approved or other exceptional circumstances exist which necessitate such revision.
- 7.19 The adopted Structure Plan states that:

"The release of land from the Green Belt in Slough may be needed to meet the housing provision for the Borough in Policy H2 if sufficient land cannot be found within the built-up area without problems related to town cramming. Because of its location, entirely surrounded by Green Belt, it is becoming increasingly difficult to identify sufficient land to meet local housing needs without the release of land from the Green Belt. If reliance is put on development beyond the Green Belt for meeting Slough's needs, it would add to the length of journeys to work and create particular problems for those requiring low-cost housing".

- 7.20 An Examination in Public was held in May 1997 to consider amongst other things whether the release of Green Belt land for housing was justified. The Panel accepted the

need for Green Belt release, stating that *'the Structure Plan requirement to provide 7,000 dwellings in Slough by 2006 cannot be met satisfactorily without the release of green belt land or compromising other important planning objectives.... A shortfall of about 1000 dwellings can be predicted'*.

- 7.21 Landowners and developers who had previously indicated an interest in Green Belt release were contacted and as a result, twenty-six sites were formally submitted to the Borough Council for consideration. A public consultation exercise was carried out during the autumn of 1997; following this, the Borough Council carried out a three stage sieving process, eliminating those sites which failed in one way or another to meet various planning criteria. Seven sites were originally selected as Proposal Sites for housing in this Deposit Draft; following the first Inspector's report, four of these sites were deleted and an additional site inserted. Following the second Inspector's report and the Council's reassessment, one site has been deleted and three of the original sites re-introduced in both Policy H2 (Housing Sites) and Policy CG5 (Release of Proposal Sites from the Green Belt). In addition, two other proposal sites have been included in Policy CG5 in order to rationalise the Green Belt boundary in the Wexham area.

Policy CG5 (Release of Proposal Sites from the Green Belt)

Proposal Sites 11 (Land South of Wexham Nursery), 12 (William Hartley Yard and Surrounds), 13 (Land North of Queen Mother Reservoir), 14 (Caravan Park, Ditton Park Road), 15 (Land at Ditton Farm), and 16 (Land South of Castlevie Road) will be removed from the Green Belt for housing. In addition, Proposal Sites 57 (Land North of Norway Drive) and 58 (Wexham Nursery) will be removed from the Green Belt to provide a rational Green Belt boundary.

Development Control in the Green Belt

- 7.22 PPG2 states that there is a general presumption against inappropriate development within the Green Belt and such development should not be approved, except in very special circumstances. The guidance also stipulates that it is for the applicant to show why permission should be granted.
- 7.23 Inappropriate development which is justified by very special circumstance and appropriate development in the Green Belt can offer opportunities to improve damaged and derelict land around settlements and thus when considering any planning application, opportunities for enhancing the environmental quality and visual amenity of the Green Belt will be sought. Development will not, however, be allowed in the Green Belt merely because the land has become derelict.

Policy CG6 (Development in the Green Belt)

There is a presumption against inappropriate development in the Green Belt; development including engineering and other operations and the making of any material change in the use of land is inappropriate development unless it maintains openness and does not conflict with the purposes of including land in the Green Belt.

Within the Green Belt defined on the Proposals Map, planning permission will not be granted for the construction of new buildings for any purpose other than:

- a) agriculture and forestry uses;**

b) essential facilities for outdoor sport and outdoor recreation, for cemeteries, and for other uses of land which preserve the openness of the Green Belt and which do not conflict with the purpose of including land in it; and

c) limited extension, alteration or replacement of existing dwellings.

When considering development proposals for new buildings falling within the above categories or inappropriate development which is justified by very special circumstances, the provision of environmental improvements to enhance the visual amenity of the Green Belt will be sought.

- 7.24 In considering any application for development in the Green Belt, the Council will take into account the following factors.

Sport and Recreation

- 7.25 It is recognised that Green Belts can play a positive role in providing opportunities for outdoor sports and outdoor recreation for the urban population. Such uses should be open in nature in order to ensure that they do not prejudice the aims of the Green Belt. As a result appropriate ancillary built development such as small changing rooms, unobtrusive spectator accommodation for outdoor sport and small stables may be permitted.

Essential Infrastructure Developments

- 7.26 The Council recognises that certain infrastructure developments, such as the Maidenhead, Windsor, and Eton flood alleviation channel, have to be constructed in the Green Belt. Also, mineral extraction and other engineering operations of a temporary nature need not be inappropriate, though the environmental standards to be met by the development, including the restoration of the site, will need to be achieved through planning condition. Such developments must however be designed as far as possible to contribute to the achievement of the objectives of the Green Belt.

Extensions, Alterations and Replacement of Existing Dwellings

- 7.27 Limited extensions or alterations which do not result in disproportionate additions over and above the size of the original building (or 1947 for dwellings built before this date) may be acceptable, subject to a number of factors including visual impact on the character of the area, use of materials, and plot size. Similarly, the replacement of an existing dwelling which does not result in a building that is materially larger than the dwelling it replaces may be acceptable subject to the same factors as above.

Re-use of Existing Buildings in the Green Belt

- 7.28 The re-use of existing buildings within the Green Belt may be appropriate if certain safeguards are secured. The re-use of buildings can help secure the continuing stewardship of the countryside by helping farmers diversify their enterprises and it may be preferable rather than allowing a building to become derelict or vandalised.

Policy CG7 (Re-use of Buildings in the Green Belt)

The re-use of buildings in the Green Belt will be permitted providing that:

- a) the use proposed and any associated works would not have a materially greater impact on the openness or visual amenity of the Green Belt than the present use;**

- b) it does not involve significant extensions to the property;
- c) the building is of permanent construction and is capable of re-use without major reconstruction;
- d) the form, bulk and design of the building is in keeping with its general surroundings; and
- e) the development would have no adverse environmental impact in terms of traffic generation.

Infilling or Redevelopment of Major Existing Developed Sites

- 7.29 PPG2 makes provision for limited infilling or redevelopment of major developed sites within the Green Belt. There are two sites identified as major developed sites in Slough to which Policy CG8 (Major Developed Sites in the Green Belt) will apply: Slough Sewage Works and Wexham Park Hospital. Limited infilling must be of an appropriate scale and located carefully within the developed part of the site. The complete or partial redevelopment of either major developed site in continuing use may provide the opportunity to enhance the site. In the event of partial or complete redevelopment of either major developed site, the Council will produce a site brief; in addition, comprehensive, long-term plans for the site as a whole will be required to ensure that any redevelopment scheme is both comprehensive and sensitive to its surroundings.

Policy CG8 (Major Existing Developed Sites in the Green Belt)

Planning permission may be granted for infilling or the partial or complete redevelopment of the two major existing developed sites in the Green Belt identified on the Proposals Map so long as all of the criteria listed below are met.

Development proposals should:

- a) have no greater impact on the purposes of including land within the Green Belt than the existing development and, in the case of redevelopment, have less where possible;
- b) not exceed the height of the existing buildings;
- c) not lead to a major increase in the developed portion of the site in the case of infilling, and not lead to an increase in the footprint of the existing buildings in the case of redevelopment; and
- d) contribute to the achievement of the objectives for use of land in the Green Belt in the case of redevelopment.

Opportunities for environmental improvements to enhance the visual amenity of the Green Belt will be sought where appropriate.

Strategic Green Belt Gap Between Slough and Greater London

- 7.30 PPG2 states that one of the main purposes of including land within the Green Belt is to prevent neighbouring towns from merging into one another. Using this principle, the Examination in Public on the Alteration to the adopted Structure Plan in April 1997 highlighted the importance of maintaining strategic gaps, especially the importance of the strategic break between the eastern edge of Slough, Colnbrook and Poyle and Greater London. This view has also been reinforced by the London Planning Advisory Committee

who feel that the Green Belt on the west side of London is at its most fragmented and vulnerable.

- 7.31 The area to the east of Slough is important in that it defines the character of the area, separates Slough from other settlements, provides desirable contrast between the built up area and countryside and, importantly, breaks up the contiguous area of built development. Settlement separation is an important policy within the adopted Structure Plan and Policy C6 makes it clear that such separation is as important both inside and outside of the Green Belt. However, since the publication of the Structure Plan, major Green Belt releases for housing development have had to be made which mean that consideration has been given to including this important gap within the planning policy framework, thus affording it additional protection. It is therefore of continuing importance that this strategic gap is maintained, and any proposals for development which would affect the openness of the Green Belt within the strategic gap will not be permitted. The Strategic Gap is defined as the Green Belt in Langley, and all Green Belt east of Brands Hill to the Borough boundary by the M25.

Policy CG9 (Strategic Gap)

Any proposal which threatens the clear separation or the role of open land within the strategic Green Belt gap between the Slough urban area and Greater London will not be permitted.

Control of Development around Heathrow Airport

- 7.32 The Department of Environment, Transport and Regions (DETR) publishes maps for Heathrow Airport which define the officially safeguarded areas covering the eastern end of the Borough. These maps show areas where proposals for buildings and structures of certain heights, and developments attracting a large number of birds must be notified to BAA who, on behalf of DETR, administer the safeguarding policy. The DETR have recently published maps which define public safety zones on the approaches to the main runways at Heathrow based upon risk contours. Within these areas, it is Government policy that there is a general presumption against new development or change of use which would lead to a significant increase in the number of people living, working or congregating. Following the draft circular (June 1999) and correspondence from the DETR (May 2000), it is the local planning authority which now determines the effect of public safety zone policy on planning applications.

Policy CG10 (Heathrow Airport Safeguarded Area)

In the interests of public safety, planning permission will not be granted if the proposal would result in a significant increase in the number of people working, living, or congregating within the Public Safety Zone or would result in a development that would prejudice other safeguarding aims around Heathrow.



Transport

Transport Objectives of the Plan

Within the context of national and regional policies the Council will seek a pattern of land use and transport provision within Slough which:

- a) reduces the demand for travel by car in order to reduce congestion and the adverse environmental, social and economic impact that this brings;*
- b) makes provision for improved transport facilities in order to increase the number of people travelling by bus, rail, cycling and walking;*
- c) improves the mobility of, and accessibility to facilities for, people with a disability;*
- d) reduces transport emissions in order to improve air quality;*
- e) ensures that residential, leisure and shopping areas have a safe and attractive environment which is protected from the adverse impact of goods vehicles and through traffic;*
- f) improves road safety and reduces the number of accidents.*

Background

- 8.1 The continuing growth in the demand for travel, with more and longer journeys being made by car, and increasing concerns about the impact on social, economic, and environmental factors give rise to a range of transport issues. The most visible, and often the most frequently experienced, consequence of modern day travel patterns is congestion and pollution on the road network. High levels of past growth and current traffic flow levels have led to substantial problems of congestion and delay, especially at peak times.
- 8.2 However desirable it may seem, seeking to overcome the problem of urban congestion by increasing road capacity would be counter productive and would conflict with many of the other important economic and environmental objectives set out in the plan.
- 8.3 Levels of accessibility for car owners are generally much higher than for those without the use of a car. High levels of car use give rise to longer and more complex journey patterns which are not easily served by public transport. These factors work together to form a circle in which public transport, walking and cycling become increasingly less attractive and car ownership and usage continue to rise.

- 8.4 Although car ownership in Slough is low compared with the rest of Berkshire, it is still very close to the national average and grew by about 30% in the ten years between 1981 and 1991. The 1991 Census of Population shows that in Slough:
- a) 29% of households have no car
 - b) 46% of households have one car
 - c) 25% of households have two or more cars
- 8.5 However, individual access to a car varies significantly. The most mobile group in society (those holding a driving license and having access to a car) tends to exclude children, 70% of elderly people, a large proportion of women, and those on low incomes. These low mobility groups have to rely on public transport for most journeys in order to obtain access to facilities and, as a result, are the hardest hit by reductions in services caused by decreased patronage.
- 8.6 Businesses are also affected by increased congestion as accessibility is reduced, goods vehicles become delayed, and it becomes increasingly difficult to operate because of uncertainty about journey times. Whilst it is important that any restraint policy takes account of the need to maintain Slough's attractiveness as a location for inward investment, it has to be recognized that if congestion is allowed to increase, the lack of accessibility would reduce its attractiveness in any case. Policies which are designed to reduce the distances that people travel to work will also complement the Council's policy of increasing the number of Slough's residents who are able to obtain jobs in the town.
- 8.7 It is also important that accessibility is maintained to Slough's shopping centres, particularly at the off peak periods when most shopping trips take place. The introduction of policies to reduce the growth in the use of the private car will be particularly important in this respect because it will prevent the peak "rush hour" from spreading into off peak times of the day.
- 8.8 Increasing the capacity of the road system may provide some short term advantages to car users, but it would also result in a number of environmental impacts which range from concerns about the "greenhouse" effect and global warming to more local problems of atmospheric pollution, noise and visual intrusion. Deteriorating safety and increasing severance from local facilities also adversely affects the quality of life for those living alongside heavily trafficked roads.

The Future Demand for Travel

- 8.9 Predictions by the former Berkshire County Council suggested that, if unrestrained, traffic in Slough in 2006 will have increased from its 1991 levels by 62%. This takes into account not only forecasts of traffic growth in Great Britain, which are available from the Department of Transport, but also local land use changes expected in the adopted Structure Plan.
- 8.10 Many parts of Slough are, however, already congested at peak times so that the potential for further traffic growth is limited. The forecast levels of traffic far exceed the ability of the highway network to cope to the extent that there would be a 26% shortfall in capacity compared to the unrestrained demand.

A New Deal for Transport: Better for Everyone' (Government White Paper, 1998)

- 8.11 The latest national policy is set out in 'A new deal for transport: Better for everyone - The Government's White Paper on the future of transport' which was published July 1998. This aims to tackle congestion and pollution by developing an integrated transport policy which would involve:

- integration within and between different types of transport - so that each contributes its full potential and people can move easily between them;
 - integration with the environment - so that our transport choices support a better environment;
 - integration with land use planning - at national, regional and local levels, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel; and
 - integration with policies for education, health and wealth creation - so that transport helps to make a fairer, more inclusive society.
- 8.12 The White Paper sets out a number of proposals and future courses of action including the requirement for all Local Planning Authorities to produce new Local Transport Plans which are seen as being the key to the delivery of integrated transport locally. These will eventually become a statutory requirement and will be critical to the implementation of the policies set out in this Local Plan.
- 8.13 In addition, the Road Traffic Reduction Act 1997 places a duty on each local traffic authority to prepare a report relating to the levels of road traffic in their areas.
- 8.14 The report should contain an assessment of local road traffic and a forecast of the growth in these levels. The report must also specify targets for a reduction in the levels of local road traffic or a reduction in the rate of growth in the levels of road traffic growth unless the local traffic authority consider it inappropriate to do so.
- 8.15 Slough's road traffic reduction targets will be fed into the implementation of the policies in this Local Plan.
- 8.16 The other piece of legislation which will affect the way the Local Plan is implemented is the Environment Act 1995. As explained in paragraph 5.99, this Act requires local authorities to identify and take action to tackle any local air quality problems arising from seven key pollutants.
- 8.17 Given that a major source of air pollution within Slough is road traffic, decisions on car parking policies and other transport measures need to be taken with air quality objectives in mind.
- 8.18 The Environment Act 1995 also amends the Road Traffic Regulation Act 1984 to allow traffic regulation orders to be made for preserving or improving the amenities of the area through which the road runs for air quality purposes.

PPG13: Transport

- 8.19 In addition to anticipating the transport policies that are emerging through the latest White Paper, the plan has to take account of current policy guidance in PPG13. This sets out advice on how local authorities should integrate transport and land use planning. The key aim of the guidance is to ensure that local authorities carry out their land-use policies and transport programmes in ways which help to:
- reduce growth in the length and number of motorised journeys;
 - encourage alternative means of travel which have less environmental impact; and hence
 - reduce reliance on the car.
- 8.20 The guidance is intended to help local authorities meet the commitments in the Government's Sustainable Development Strategy to reduce the need to travel, influence the rate of traffic growth, and reduce the environmental impacts of transport overall.

- 8.21 Draft PPG13 (Transport), which was issued in October 1999, focuses on reducing the need to travel, especially by car, and making it safer and easier for people to cycle, walk, or use public transport. It highlights the need for development plans to address the use of planning policies to promote sustainable transport choices and reduce reliance on the car for work and other journeys, to protect sites and routes which may be required in development infrastructure to widen transport choice, and to improve facilities for pedestrians, cyclists and public transport.
- 8.22 PPG3 (Housing) which was published in March 2000 advises local authorities to revise parking standards relating to housing to allow for lower levels of off-street parking provision especially for town centre locations, specialist housing for the elderly, students and single people, and in conversion schemes where off-street parking may not be physically possible. Overall, car parking standards should not exceed 1.5 off-street car parking space per dwelling.
- 8.23 The key points of the revised RPG9 published in March 2001 have been referred to in Chapter 1 and Chapter 3. In transport terms, the guidance seeks to minimise the distance people need to travel whilst enhancing the choice and ease of access to activities. The guidance identifies the potential role of road user charging and workplace parking levies, particularly in hot spots within the Western Policy Area; as Slough is considered to be one of the hotspots, such measures may need to be considered to address congestion.
- 8.24 The role of company travel plans within economically buoyant areas such as the Western Policy Area is highlighted in contributing to the delivery of sustainable transport objectives. In terms of parking standards, the guidance states that the maximum car parking standards for B1 development should fall within 1:30 – 1:100 parking spaces per m² of gross floorspace. Authorities adjoining to outer London are advised to adopt, as a base line, a maximum parking standard at, or close to, that which applies in the outer London Boroughs.
- 8.25 The guidance states that adequate provision needs to be made for facilities to encourage cycling and walking as well as public transport. In terms of freight, the guidance calls on local authorities to make efficient use of existing infrastructure and to safeguard sites for modal transfer.

Regional Policy Context

- 8.26 Current regional policy is set out in RPG9 which was published in 1994. This is, however, being reviewed by SERPLAN which published "A Sustainable Development Strategy for the South East" for public consultation in May 1998.
- 8.27 SERPLAN's broad policy objective, which forms the context for its proposed sustainable transport policies, embraces:
- locating development to encourage more self contained communities;
 - managing the demand for car travel;
 - measures to reduce road traffic congestion;
 - managing air travel and its effects;
 - public education aimed at changing travel habits.
- 8.28 The Consultation Document did not contain many proposals for controlling parking. This Local Plan has, however, been prepared on the assumption that the final version of the Regional Guidance will introduce regional parking standards which will limit the maximum number of parking spaces for non-residential developments to a level which is less than the actual demand for parking. This has already been introduced in London and the

Government Office for the South East has recently published a research paper outlining how this could be implemented in its region.

The Berkshire Structure Plan 1991-2006

- 8.29 The adopted Structure Plan (1995) was subject to Alterations, adopted in 1997, which included a new policy for a direct local rail service from Berkshire to Heathrow Airport.
- 8.30 The Structure Plan acknowledges that demand for travel in Berkshire continues to increase faster than the national average and that this, together with the outstanding commitments for development, will produce an increase in demand that can only be catered for by a balanced approach to transport. It also recognises that it is not practical, environmentally acceptable, or economically feasible to cater for unrestrained demand for private car use.

Major Transport Proposals in the Slough Area

- 8.31 There are a number of major transport proposals which would have a significant effect on Slough. In July 1998 the Government made a number of announcements in relation to the M4 and M25 which pass through and alongside Slough.
- 8.32 The Government decided to widen the M25 between junctions 12 and 15 'where the current level of traffic is already causing severe congestion at times and threatening jobs and prosperity over a wide area'. The document states that the widening will be within the existing motorway boundary and will be a key part of a wider, long term strategy for managing traffic on the M25. The Government has, however, withdrawn the M25 widening schemes between junctions 15 and 19.
- 8.33 The Government is also decided that the M25 Terminal 5 Spur Road will be taken forward for the fifth terminal at Heathrow Airport; the M4 widening scheme between junctions 3 and 4B was not, however, approved.
- 8.34 The Government are currently carrying out three multi-modal studies of the M25, M4, and M3 corridors to assess strategic inter-urban and local land use and transport problems. The M4 widening scheme between junctions 4B and 8/9 will be reviewed as part of the London to Reading study. The Highway Agency is also carrying out a route management study of the M4 from Chiswick to Swindon to identify solutions for traffic management and highway maintenance issues.
- 8.35 The Borough Council is totally opposed to the proposed M4 motorway widening on the grounds that it would have an unacceptable environmental impact, increase congestion on local roads, and be incompatible with the development of an Integrated Transport Strategy.
- 8.36 The Borough Council also remains opposed to the principle of any widening of the M25 motorway.
- 8.37 A number of possible routes are being considered by Buckinghamshire County Council for an Iver Western Area Relief Road to serve the industrial areas of Iver. One possible route would include access in the eastern side of the Borough near Market Lane. The Borough Council has raised objections to the study conclusions as the proposed route would appear to increase lorry movements on unsuitable routes within heavily built up residential areas and lead to the creation of an attractive north-south route for general traffic between the M40 and M4 parallel to the M25.

- 8.38 The Council fully supports the need for improved public transport links to Heathrow and it has not objected to the proposed fifth terminal subject to BAA providing a commitment to promote a rail link from the airport to Slough and the west, amongst other measures, to mitigate the impact of the increased travel demand.
- 8.39 The proposed CrossRail project seeks to improve the level and range of rail services by providing regular through services from Reading and Aylesbury in the west to Shenfield, Essex, in the east. This would result in an improved train service from Slough to many destinations in London and beyond without having to change at Paddington.

Development Control Policies

- 8.40 The Borough Council published its Integrated Transport Strategy in June 1997, which was further developed and incorporated into the Local Transport Plan (LTP) for Slough 2000 to 2006. The LTP Strategy sets out the following hierarchy of priorities to be used as a major consideration in evaluating proposals and allocating resources for their implementation:
- pedestrians
 - people with disabilities
 - cyclists
 - public transport users
 - commercial and business users
 - car borne shoppers
 - car borne commuters and visitors
- 8.41 The strategy also gave a higher weighting to measures that targeted peak period problems. The vitality and viability of the shopping centres rely upon good accessibility by private car for journeys that are generally undertaken outside the normal morning and evening peak hours. The transport strategy aims to reduce the use of the private car, particularly at peak hours, and to promote alternative models of transport such as walking, cycling and the use of public transport.
- 8.42 All new development proposals which would generate the demand for additional travel will have to be considered against the background of the projected increase in traffic and worsening congestion upon Slough's roads. As a result, all major planning applications will be expected to be accompanied by a travel impact assessment in order to demonstrate what the likely demand for travel will be and what measures are proposed to encourage people to use modes of transport other than the private car. It is recognised that improvements to public transport can generally only be provided by the Council or bus and train operators rather than private developers. As a result, the financial contribution towards these measures may be appropriate as opposed to direct provision.

Policy T1 (Integrated Transport Strategy)

All new development proposals will be expected to comply with the principles of an Integrated Transport Strategy which seeks to reduce the use of the private car, particularly at peak hours, and promote alternative modes of transport such as walking, cycling and the use of public transport, and where practicable, to promote the transfer of freight from road to rail and/or inland waterway.

Major developments will only be permitted in the town centre or other locations which are well served by public transport. Where a proposed major development would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards, and/or require by condition(s), appropriate improvements in Slough.

- 8.43 The types of improvements will include support for public transport, traffic management and road safety schemes, the introduction of traffic calming measures or on-street parking control schemes, and the construction of bus priority measures, cycle lanes and improved pedestrian routes.
- 8.44 Such schemes will be carried out within the general vicinity of the proposed development or in the transport corridors leading to it, where the additional demand is directly, fairly and reasonably related in scale and kind to the proposed development, and reasonable in all other respects. All major travel generators within the town centre, which lead to traffic growth and congestion on the network as a whole, if appropriate compensatory measures are not undertaken, will be required to contribute to appropriate improvements leading to and within the town centre, regardless of whether or not the particular road on which the development is located is subject to congestion.
- 8.45 The scale of transport improvements, or financial contributions towards them, that will be appropriate to seek from individual developments should be necessary, relevant, and directly related to the proposed development. The necessary transport improvements will be assessed in terms of the likely number of employees or visitors, the travel catchment area that they are likely to come from, the availability of public transport and its capacity to meet increased demand, and the proposed level of parking. The requirement for an individual development would take into account the use class, floorspace, location and on site parking provision. Based on this assessment, the Council will seek financial contributions towards transport improvements directly related to a proposed development that are necessary, relevant, reasonably related in scale and kind and reasonable in all other respects.

Parking Restraint

- 8.46 A key element of the Plan's transport policy is to seek to restrain the level of private non-residential parking at less than the demand for spaces in order to reduce the reliance on the private car at peak times, particularly journeys to work.
- 8.47 The Government has stated that without policy changes, traffic is forecast to grow by more than a third over the next twenty years and by over 80% over the next thirty. By 2016 a quarter of the trunk road network could be congested at peak times which will in turn impact on the local road network particularly in terms of increasing volumes of through traffic.
- 8.48 It is intended to reverse this trend by a combination of the national, regional and local policies and measures that have been highlighted above. To this end, Slough's Integrated Transport Strategy has adopted a target to maintain traffic levels at 1995 levels. In the context of the Road Traffic Reduction Act 1997, this target will broadly translate to a 10% reduction in traffic below 1998 levels.
- 8.49 In order to achieve this, it will be necessary to adopt a whole range of measures to encourage a greater number of journeys to be made on foot, by cycling and use of the bus or the train. These will include a combination of improving public transport and cycling facilities which will at least partly have to be funded by developer contributions. The Government is also intending to introduce fiscal measures to reduce the relative attractiveness of using the private car and Local Authorities will have to review public car parking charges. In planning terms, the two main tools that are available are ensuring that all major new developments are located in areas that are well served by public transport and reducing the availability of parking spaces.
- 8.50 The 1991 Census showed that in Slough 71% of travel to work was by car, 14% on foot, 4% by bicycle, 6% by bus, and 5% by rail. It is considered that such a high dependence

upon the car for journeys to work is no longer sustainable and should not be planned for in the future.

- 8.51 As a result, the Local Plan non-residential parking standards for all new developments will be based upon adopting a target to reduce the use of the car to only 50% of journeys to work and adopting the broad principle that there should be no increase in the total number of parking spaces as a result of redevelopment within the existing business areas.
- 8.52 Whilst this in itself will not produce the 10% reduction in traffic which is being sought, it is considered to be an achievable target given the increased emphasis that is being placed upon improving public transport and the introduction of the new locational policies which will ensure that all major travel generating developments will only be permitted in areas such as the town centre which have good accessibility for other forms of transport.
- 8.53 The introduction of off-street parking restraint measures will mean that potential problems with on street parking will also have to be addressed in order to protect residential areas from overspill parking. The Road Traffic Act 1991 now enables local authorities outside London to create Special Parking Areas and take on the same responsibility for enforcement as has happened in London. This gives the local authority greater control over this element of traffic management and will have to be considered in the future.
- 8.54 The Local Plan policies are intended to reduce the use of the private car, particularly at peak times. They are not intended to discourage car ownership, particularly in households that currently do not have access to a car. Most car journeys start from home, but the decision about whether or not to use the car is generally determined more by the availability of parking spaces at the end of the trip. As a result, it is proposed to control the supply of parking at the destination rather than the origin of a journey. It is not, therefore, intended to apply the same restraint policies to residential areas as it is to commercial uses. It is recognized that, in many cases, the lack of adequate off-street parking provision can cause congestion or road safety problems and can lead to unofficial parking taking place in locations where this detracts from the overall appearance or the amenities of an area.
- 8.55 Within the context of an overall policy of restraint, maximum parking standards will therefore be applied to non-residential developments and more flexible standards applied to residential developments in accordance with the principles set out in Policy T2 below.

Policy T2 (Parking Restraint)

Within all developments that attract an increase in the number of trips, the level of on-site parking provision for the private car will be restricted to a maximum level in accordance with the principles of the Integrated Transport Strategy.

No increase in the total number of car parking spaces on-site will be permitted within commercial redevelopment schemes.

Additional on-site car parking provision will only be required where this is needed to overcome road safety problems, protect the amenities and operational requirements of adjoining users, and ensure that access can be obtained for deliveries and emergency vehicles.

Residential development will be required to provide a level of parking appropriate to its location and which will overcome road safety problems,

protect the amenities of adjoining residents, and not result in an adverse visual impact upon the environment.

8.56 The parking standards will be subject to regular reviews which will take account of such factors as the extent to which the targets are being met in accordance with the Road Traffic Reduction Act 1997, measures that are needed to comply with air quality standards in accordance with the Environment Act 1995, the introduction of new regional or Structure Plan parking standards, the extent to which on-street parking controls have been introduced, and of course the availability of public transport.

8.57 An indication of the level of parking restraint that is needed to meet the target of 50% of all journeys to work being by car can be calculated in the following way. Firstly, the approximate number of people who are likely to be employed in different types of buildings can be estimated by using the following worker densities which are derived from the 1997 study on the "Use of Business Space" by Roger Tym/SERPLAN.

B1(a) Offices (general)	19 square metres per employee
B1(a) Offices (town centre)	18 square metres per employee
B1(a) Offices (out of town)	23 square metres per employee
B1(c) Light Industrial	25 square metres per employee
B2 Industrial	33 square metres per employee
B8 Storage & Distribution	48 square metres per employee

8.58 Assuming that there is a ten per cent reduction for a combination of absenteeism and the shared use of the car, then the maximum parking standards for achieving the reduction in the use of the car to 50% of journeys to work should be:

B1(a) Offices (general)	maximum of one space per 42 m ²
B1(a) Offices (town centre)	maximum of one space per 40 m ²
B1(a) Offices (out of town)	maximum of one space per 51 m ²
B1(c) Light Industrial	maximum of one space per 55 m ²
B2 Industrial	maximum of one space per 73 m ²
B8 Storage & Distribution	maximum of one space per 106 m ²

8.59 Even with a significant change in the use of non-car modes for journeys to work, it may still not be possible to accommodate major new developments upon the road network without causing congestion. As a result, in addition to complying with the maximum parking standards, those developments which will result in an increased demand for travel will be required to support public transport measures in accordance with Policy T1 above.

8.60 Whilst it is not possible to apply the same sort of calculations to other non-residential uses which attract large numbers of visitors, the parking standards can be derived from the following basic principles. Firstly, no new specific parking provision should be made for developments within the town centre for either shopping or leisure uses since both visitors and employees can be catered for within the existing public car parks.

8.61 Secondly, parking provision for new retail developments within district or neighborhood centres should be provided in accordance with the relevant strategy for that centre. Finally, parking provision for new retail warehouses will be assessed on their merits, taking into account such factors as their location, road safety issues, and the level of congestion that they may cause.

8.62 It is recognised that the rigid implementation of minimum parking standards within new residential developments can be over-prescriptive and inflexible. It can also result in an excessive amount of land being given over to the use of the car and can inhibit

innovative designs. As a result, it is proposed to allow for some relaxation in parking standards. In the Town Centre Commercial Core area for example, no specific on-site parking will be required whilst only reduced levels will be required in the rest of the town centre. Elsewhere, it may be appropriate to seek lower parking provision in residential schemes which are well served by public transport or where acceptable higher density developments are being sought in order to optimise the use of housing land. Further relaxations in the standards may also be allowed where dwellings are being extended to a size that would normally require an additional space.

Road Safety

- 8.63 The Highway Authority has a statutory duty under the Road Traffic Act 1988 to prepare and carry out a programme of measures designed to promote road safety. Accident investigations are carried out and the appropriate action taken to prevent these recurring, including the provision of local safety schemes which are eligible for Government expenditure support.
- 8.64 Government policy seeks a reduction of all road casualties by one third of the 1981-1985 average level by the year 2000. In Slough there were an average 637 casualties recorded in the 1981-1985 period. Although a number of accident remedial measures have been implemented, a reduction is still needed to meet the target and it is becoming increasingly difficult to sustain a downward trend towards this goal.
- 8.65 There is still a strong commitment to reduce the incidence of personal injury accidents. Education and publicity will play an important part and the need to keep people aware of the number of accidents is an essential element.
- 8.66 A road safety plan will be prepared annually and will set out a programme of measures to promote road safety, having regard to additional targets for a continuing reduction in road accident casualty rates for the period after the year 2000.
- 8.67 Wherever a development is likely to have implications for road safety, the applicant will be required to carry out a Safety Audit and implement any safety measures that are found to be needed.

Policy T3 (Safety of Road Users)

Planning permission will not be granted for any development which would increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users or compromise the safety and free flow of traffic.

Protection of the Local Environment

- 8.68 Unrestrained traffic growth can result in motorists diverting to less suitable routes to save time and this problem of "rat running" already occurs in some parts of the Borough. Residential environments in particular can suffer from this intrusion and it will therefore be necessary to carefully monitor levels of traffic to establish where such diversions may occur. The Council will require major new developments to provide appropriate traffic calming measures in order to limit the impact of any increase in traffic upon local areas.
- 8.69 Traffic management will also play an important part in a balanced consideration of local options for the delivery of improvements in air quality in relation to the Environment Act 1995 and the National Air Quality Strategy. The use of traffic management will be considered an essential element in delivering improved air quality.

- 8.70 In order to overcome the problems associated with heavy lorries using inappropriate roads, it may be necessary to seek to agree more appropriate lorry routes and introduce signage, weight restrictions, or width restrictions.

Policy T4 (Traffic Generation and Environmental Impact)

Planning permission will not be granted for new developments which generate significant numbers of heavy goods vehicles through residential or other environmentally sensitive areas.

Mobility Action

- 8.71 The problems of gaining access are particularly difficult for those who have a mobility handicap and thus the needs of people with disabilities will need careful consideration in the development of land use and transportation proposals.
- 8.72 A number of transport facilities for this section of the community have already been identified nationally and are covered in the Disability Discrimination Act 1995. The transport provisions are divided into three main areas covering licensed taxis, buses and coaches and trains, and gives powers to the Secretary of State for Transport to make accessibility regulations for each type of vehicle. These will specify construction standards for new buses/coaches and rail vehicles and newly licensed taxis which will ensure that they are accessible to disabled people generally, including those who need to travel in a wheelchair.
- 8.73 Access for the disabled is incorporated in the design of a number of highway facilities. For example the construction of pedestrian drop crossings at appropriate locations is part of an on going programme to help pedestrians and improve wheelchair accessibility. Tactile paving is being included at all locations where positive pedestrian crossing facilities are provided and rotating tactile cones are being fitted at pedestrian traffic signals for those who are visually impaired.
- 8.74 A shopmobility scheme was launched in Slough town centre in April 1997 based in the car park specifically provided for orange badge holders at the junction of Alpha Street North with Herschel Street. This provides wheelchairs for use by people who are mobility handicapped during their visit to the town centre.
- 8.75 However, although this first scheme is located in a car park, it is important that such a facility is not confined solely to people who have arrived by car. Those arriving by public transport may also have need of the use of a wheelchair and therefore shopmobility needs to be accessible to this section of the community.
- 8.76 Access to buildings, public areas and public transport will need to be reviewed in conjunction with the various owners and operators to ensure maximum accessibility for people with disabilities.

Policy T5 (Access for People with Disabilities)

All new development should be designed to take account of the needs of people with disabilities (occupants and visitors) both on-site and to and from the premises.

Walking

- 8.77 Despite relatively high levels of car accessibility, walking remains the most popular form of travel in terms of number of journeys made, although not in terms of total distance travelled. Surveys of neighbourhood centres carried out in 1993 indicated that up to 70% of all local trips were made on foot.
- 8.78 PPG13 identifies the need to make areas and developments safer and more attractive to pedestrians and the new Transport White Paper emphasises the need to give priority to pedestrians.
- 8.79 Most of the housing areas in the Borough are constructed on traditional lines with footways adjacent to carriageways. The main disincentives to walking are a lack of convenience due to the severance of desire routes by roads and other major obstructions and the perceptions of road safety and personal safety problems.
- 8.80 The problem of severance can be partly overcome by incorporating traffic signal controls at heavily trafficked junctions and the installation of new pelican crossings where appropriate.
- 8.81 In addition, pedestrian networks can be identified which direct people along convenient, safe and environmentally attractive routes to key destinations throughout the town.
- 8.82 Within the town centre, the High Street Piazza area between Church Street and Alpha Street was fully pedestrianised in February 1998 and environmental improvements have been carried out in the Town Square and MacKenzie Street areas. One of the objectives of the Heart of Slough proposal is to further improve pedestrian access into and around the town centre without having to use unpopular subways.
- 8.83 The Council is also identifying "Safe Routes to School" in order to reverse the trend that has seen the percentage of 7-8 year olds making independent journeys to school decline from 80% to 9% in the last twenty years. The creation of a child-friendly environment which restores the opportunity for independent mobility, either on foot or by bike, has a number of benefits for all of those involved as well as reducing traffic congestion at peak hours.

Policy T6 (Pedestrian Access)

Permission will not be granted for proposals which do not include suitable pedestrian access to and through the site.

- 8.84 In applying this policy, the Council will ensure that the design of the development will achieve a high level of safety, security and convenience for pedestrians compatible with a high quality environment within the scheme with no detriment to the occupants of nearby buildings.
- 8.85 Circular 2/93 sets out the responsibility that local planning authorities have to ensure that new development does not adversely affect the rights of way network. The maintenance of a rights of way network is particularly important in a built up area such as Slough where it can encourage local trips to be made on foot. All existing rights of way will therefore be safeguarded and new ones sought where they are needed in new developments.

Policy T7 (Rights of Way)

Planning permission will not be granted for developments which affect an existing right of way unless the proposal maintains the right of way to an appropriate standard or makes provision for its diversion along a route

which is at least as attractive, safe and convenient for public use. An enhancement of the right of way network will be sought where this is needed as a result of new development.

Cycling

- 8.86 Cycling should be considered as a regular mode of transport within urban areas such as Slough and used in preference to the private car. The lack of a comprehensive cycle route network in Slough has, however, deterred cyclists to the extent that in 1991, only 4% of journeys to work were by bike.
- 8.87 Slough is ideally suited to a transport strategy in which cycling can be given a leading role as a sustainable, cheap, efficient, safe and therefore attractive means of travel. It is both flat and compact which means that the majority of the journeys made to the town centre, the Trading Estate and to the district centres are of a length which may be conveniently cycled. In addition, secondary schools offer the opportunity to effect a modal shift in education trips, provided that improved "Safe Routes to School" can be created.
- 8.88 The latest transport White Paper supports the development of the National Cycle Network which is being coordinated by Sustrans and the National Cycling Strategy published in 1996. This highlighted the potential of cycling as a flexible, relatively cheap and environmentally friendly way to travel, with important health benefits for people of all ages. The Strategy also establishes a national target of doubling the amount of cycling within the period 1996-2002.
- 8.89 The main contribution that the Local Plan can make to meeting such targets is to ensure that all of the necessary infrastructure is provided. Whilst the opportunities to provide segregated cycle paths are limited in the built up areas of Slough, in many cases an improved environment for cyclists can be achieved by the combination of the creation of short sections of segregated cycle paths, the use of shared paths with pedestrians and the provision of cyclist crossing facilities at busy road junctions.
- 8.90 A local cycling network has been identified for Slough; this also incorporates the Sustrans national routes which run through Slough (see Chapter 7 paragraph 7.11 for further details). The Plan will seek to expand and upgrade this network as well as safeguard it from inappropriate development.
- 8.91 The Local Transport Plan for 2001-2006 contains a proposal for a signed cycle route along the entire length of the A4 within Slough as a first priority. It is then intended to implement the cycle routes on the various north/south corridors and eventually sign all the quieter local streets that make up the rest of the cycle network. Funding for the implementation of parts of the network will be sought from all major developments which would result in an increased demand for travel.
- 8.92 The provision of cycle parking facilities will also be required within new commercial and residential developments (see Appendix 2). Cycle racks should be well lit, visible, close to main entrances and secured where possible. Other facilities for cyclists such as showers and changing rooms will also be required in major commercial developments.

Policy T8 (Cycling Network and Facilities)

Planning permission will not be granted for development which would prejudice the implementation of the proposed cycle network in Slough.

Permission will not be granted for proposals which do not include suitable cycle access to and through the site and cycle parking racks and other facilities for cyclists as an integral part of the development.

Where a major development would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards, and/or required by condition(s), appropriate improvements to the cycleway network.

- 8.93 In applying this policy, the Council will ensure that the design of the development will achieve a high level of safety, security and convenience for cyclists compatible with a high quality environment within the scheme and with no detriment to the occupants of nearby buildings.

Buses

- 8.94 Slough is reasonably well covered in terms of bus service availability, with only relatively small areas of residential development beyond a 400 metre walking distance from a bus stop at which daytime half-hourly services are available. However, this conceals a number of shortcomings in the public transport system such as delays, reliability, prices and quality.
- 8.95 This is reflected in the fact that in 1991 only 6% of journeys to work in Slough were by bus compared to Reading, for example, where the figure was 14%.
- 8.96 Current travel times represent a considerable impediment for bus operators in Slough and for passengers. Services are provided by a number of companies and the pattern of routes often requires users to change services once or even twice to make a single journey. Services are, in general, given no priority over other traffic and ticketing systems are not sufficiently automated to cope with boarding delays. Even where the network can compete with the private car, the overall impression given to potential users is an uncertain one as to what is on offer.
- 8.97 In order to make the bus an attractive alternative to the car, bus journey times need to be able to compete with those by car and thus bus priority measures will need to be introduced across the network.
- 8.98 A fundamental part of making the bus an attractive mode of travel is to ensure that the waiting facilities provide a welcoming environment. Bus service and timetable information also has to be provided at the stopping place. The quality at each stopping place will vary according to its use and location, ranging from a high quality shelter with real time passenger information to a simple bus stop post with a conventional timetable board.
- 8.99 The proximity of Slough to Heathrow airport is of particular relevance to the public transport network. With approximately 6000 Slough residents being employed at or around the airport, it is essential that good public transport links Slough to Heathrow and in particular to the cargo village. Ways will be looked at of improving public transport accessibility to these areas, including better bus service provision.
- 8.100 The Council runs a concessionary fares scheme whereby Slough elderly or disabled residents can purchase a pass which provides them with free bus travel in Slough enhancing mobility to this section of the community which does not have easy access to a car.

- 8.101 It is proposed to develop an ongoing "Quality Partnership" between the Council and the local bus operators which is consistent with the objectives of both sides and aimed at attracting more passengers on to higher quality bus services.
- 8.102 Under the partnership, the local authority would undertake to provide a package of measures including such items as bus lanes, review of parking restrictions, better enforcement of restrictions, and more attractive waiting facilities. In return, the operators would undertake to deliver a high quality service with specified performance measures.
- 8.103 Bus priority and passenger improvement measures have been introduced in Cippenham and are being introduced elsewhere in the Borough. Further measures will be implemented on other routes, depending upon the availability of the necessary land and finance from developer contributions.
- 8.104 The Council recognises the continuing need for a well-designed and convenient town centre bus interchange near to the railway station. Alternative locations for an enlarged, new bus station are being investigated with the bus operators as part of the wider proposals for the Heart of Slough redevelopment.

Policy T9 (Bus Network and Facilities)

Planning permission will not be granted for development which would prejudice the free flow of buses along existing and proposed bus routes.

Development proposals will not be permitted unless they are designed to provide improved facilities for, access to, and penetration through the site by buses.

Where a proposed major development served by an existing and/or proposed bus route would result in increased demand for travel, the Council will seek a financial contribution by way of agreement towards and/or require by condition(s), appropriate improvements to public transport facilities

Trains

- 8.105 Slough is served by three local rail stations at Burnham, Slough and Langley. Main line services run between London Paddington and the west, and a branch line connects Slough to Windsor using shuttle services. Opportunities for interchange at Slough are good due to the station's location within the town centre and adjacent to the bus station.
- 8.106 In 1991, only 5% of journeys to work in Slough were undertaken by train. Part of the overall strategy of the Local Plan is to seek to increase this percentage by concentrating major new employment generating development close to the railway station in the town centre.
- 8.107 There have been suggestions in the past for the construction of new stations at Slough Trading Estate and Chalvey in order to increase the use of the train, but these are unlikely to be feasible within the Plan period. Proposals have also been made for a park and ride facility adjacent to the Windsor branch line largely within the Borough, north of the A332. Whilst this would mainly serve the Windsor tourist trade, the Council is concerned at the resulting increase in weekday public car parking capacity in Windsor and considers that other alternatives should be sought to address Windsor's parking and traffic problems given the Green Belt, highway network, and other planning constraints in the area of the proposed park and ride. The Council is no longer actively promoting any other park and ride schemes on the grounds that they are not considered the most

appropriate way of reducing the reliance upon the private car, given the characteristics of the Slough urban area.

- 8.108 The Council is fully supportive of the proposed CrossRail scheme on the grounds that it would improve accessibility directly into central London and areas to the east, and, by electrifying the line and introducing new rolling stock, further increase the speed, capacity and quality of the train service. It is, however, unlikely that CrossRail will be implemented during the Plan period.
- 8.109 The other major improvement that could be made to train services in Slough would be the creation of a direct rail link to Heathrow. A number of studies have been carried out into the feasibility of this and the Council will continue to ask BAA to promote this, regardless of whether or not the fifth terminal is eventually built at Heathrow.
- 8.110 The most likely option for creating a link to Heathrow would involve the use of the existing railway line at Poyle. As a result, it is important that this line is safeguarded from inappropriate development. If it is demonstrated that parts of the line will not be required for rail purposes, the Council would wish to safeguard it as a recreational route for cyclists, horse riders and walkers so as to provide access to the countryside north and south of Colnbrook and Poyle.
- 8.111 Apart from major infrastructure projects, there are a number of other ways in which the Local Plan can help to increase the use of the railways. One of the major shortcomings of Slough Station is the lack of secure cycle parking facilities of a type favoured by cyclists. As a result, new improved facilities will be sought as part of any redevelopments in the vicinity of the station.
- 8.112 Arrivals at the station are dominated by journeys on foot and by car. The provision of good interchange and car parking facilities at the station is, however, something that needs to be retained if people are to be encouraged to undertake at least part of the trip by rail, thus reducing the overall amount of car travel. Consideration will be given to a new multi-storey commuter car park as part of the comprehensive redevelopment of the area to the east of the station if it is considered that it would provide overall transport benefits. The redevelopment of the sites either side of the station for offices will also be expected to provide a major environmental enhancement of the station forecourt. Improved access to the northern side of the station will be sought from developments in the Stoke Road/Mill Street area. In addition, improved pedestrian signage will be sought in order to encourage people to walk to, and find their way from the station to all of the surrounding destinations.
- 8.113 The introduction of combined ticketing for bus and rail services will be pursued, and the introduction of new feeder services sought. In particular, measures to provide better bus services from the Trading Estate to Burnham station will be investigated.

Policy T10 (Rail Interchange Facilities)

Where a proposed major development would result in increased demand for travel served by a rail interchange facility, the Council will seek a financial contribution by way of agreement towards, and/or require by condition(s), appropriate improvements to the rail interchange facilities.

Policy T11 (Protection of the West Drayton to Staines Line)

Development will not be permitted if it would prejudice the use or operation of the West Drayton to Staines railway line for future passenger or freight services.

- 8.114 The Council supports the principle of encouraging the use of the railways for carrying as much freight as possible in order to relieve the road system. It has therefore supported the principle of having a Logistics Centre at Colnbrook which would be used to bring in 1.5 million tonnes of bulk materials for the construction of T5 at Heathrow if this development goes ahead. It also supports the principle of using rail to export more than a million tonnes of gravel from the flood relief channel.
- 8.115 All proposals for the use of rail freight transfer facilities will, however, have to be considered in relation to the local environmental, traffic or road safety problems that they may cause.
- 8.116 The progressive increase in the weight of lorries serving freight depots means that careful consideration needs to be given as to where rail freight depots should be located. Lorries which are linked to rail journeys are allowed to operate up to 44 tonnes, as can certain six-axle vehicles; this compares with the current limit of 40 tonnes for five axle lorries.
- 8.117 Proposals for any further rail freight facilities at Colnbrook would have to demonstrate that there were a national need for such a development sufficient to overcome Green Belt and other strategic planning objections, that the facility could be accommodated upon both the existing road and railway network, and that there would not be unacceptable environmental impacts.

Policy T12 (Rail Freight Transfer Facilities)

The provision of new rail freight transfer facilities will only be permitted where they can be accommodated without having an unacceptable effect upon the local environment or cause congestion or road safety problems upon the local highway network.

Review of Road Widening Lines

- 8.118 A number of road widening lines exist in the Borough, some dating back for more than 60 years (refer to Appendix 8 for list of road widening proposals and approved road widening lines). The majority relate solely to increasing road capacity and it will be necessary for these to be reviewed as a matter of urgency, taking into account the aims of an integrated strategy which encourages the use of other modes such as walking, cycling and public transport. This review will not necessarily result in rescinding old widening lines as there will be the need to incorporate additional measures for alternatives to the car which will require some widening.

Policy T13 (Road Widening Lines)

Proposals for new development which would affect an existing road widening line will not be permitted until a review has been undertaken to establish whether the land will be needed for other transport uses such as bus lanes, bus priority junctions, cycleways or footpaths.

Rear Service Roads

- 8.119 The provision of adequate on-site servicing facilities is a basic requirement of all new development proposals. In some older areas of the town, these do not exist with the result that some commercial and retail properties have to rely upon deliveries taking place from the street which causes congestion, creates a road safety problem and is detrimental to the environment.
- 8.120 The Council has been successful in ensuring that virtually all of the properties affected by the recent full pedestrianisation of Slough High Street are serviced via rear service roads. There are still a number of rear service road proposals in the town centre, the Farnham Road and the Bath Road which have not been fully implemented and so these need to be protected from development (refer to Appendix 8 for a list of approved rear service lanes).
- 8.121 The developers of land affected by proposed rear service roads will be expected to grant appropriate rights of way via legal agreements to enable adjoining occupiers to use the roads in a safe and convenient way.

Policy T14 (Rear Service Roads)

Proposals for new development which would prejudice the implementation of an approved rear service road will not be permitted.

Changing Attitudes

- 8.122 Public attitudes will continue to change with greater environmental awareness of the harm caused by vehicle emissions coupled with better provision for public transport, cycling and walking. Projects are likely to range from straightforward publicity in the form of posters and leaflets to those requiring investment in transport infrastructure so that the campaign points to a viable alternative.
- 8.123 Most problems relating to high levels of traffic occur in the morning and evening peak periods and are mainly associated with the journey to work. Approximately 60% of people in Slough travel to work by car and therefore it is seen as one of the principal journeys which should be targeted to try and achieve a change to an alternative, more environmentally sustainable mode of transport.
- 8.124 The employer therefore can play a vital role by encouraging employees to reduce their use of the private car in a number of ways. These include such measures as promoting car sharing, the improvement of on-site facilities to support cycling, and the better use of public transport. However, for a reduction in private car use to be achieved, it is likely that incentives will need to be offered to the individuals concerned.
- 8.125 The Borough Council can help with this process by encouraging the business community in Slough to prepare, implement and monitor Company Travel Plans to reduce their private parking to levels compatible with their operational needs and assist employees to travel by other ways. Company Travel Plans should be prepared prior to occupation and reviewed after two years.

Policy T15 (Company Travel Plans)

Prior to first occupation of the building, all development proposals which generate an increase in the demand for travel will be required to include a company travel plan which will include measures to reduce employee and visitor car use and proposals for monitoring the plan after implementation, with measures for amending if appropriate.

Taxis and Private Hire

- 8.126 Taxis (or hackney carriages) and private hire vehicles also contribute to public transport provision in Slough. Taxis may ply for hire or can pick up on taxi ranks, and fares are controlled by a meter. The Council can impose a limit on the number of taxis; at present, this stands at 66 taxis, and the Council is satisfied that there is no unmet demand. Following pedestrianisation of the High Street, taxis are permitted to use the bus lane on the south side of A4 Wellington Street.
- 8.127 Currently three taxis are wheelchair accessible and discussions have taken place with the Federation to try and increase the number of such vehicles. The Council has also relaxed the requirement with respect to age of vehicle as an incentive for operators to introduce wheelchair accessible vehicles.
- 8.128 The Disability Discrimination Act 1995 has implications for taxis with respect to wheelchair accessibility. The regulations will apply to newly licensed taxis after a date to be specified and will specify minimum standards and design features to assist disabled people with a wide range of mobility difficulties. When the regulations come into force, licensing authorities will only be able to license as new taxis, those vehicles which comply with the regulations.
- 8.129 The Council has adopted the relevant part of The Local Government (Miscellaneous Provisions) Act to control private hire vehicles in the Borough. Although it is not allowed to impose a limit on the number of vehicles, private hire vehicles, drivers and operators must be licensed and conditions are imposed to try and achieve a good quality service. Private hire vehicles differ from taxis (Hackney carriages) in that they cannot ply for hire nor can they use taxi ranks and all journeys must be pre-booked via an operator.
- 8.130 A significant increase in the number of wheelchair accessible taxis will be sought to meet planned demand. The general role of taxis and private hire vehicles will also be kept under review as a form of public transport having regard to congestion and pollution; and their attractiveness and convenience.

Policy T16 (Provision for Private Hire Vehicles)

All major developments which are likely to generate a significant demand for private hire vehicle trips will be required to provide satisfactorily located drop off and pick up points off the public highway.



Town Centre

Key Objectives

- 9.1 *This chapter indicates the key objectives for the town centre and the relevant policies and supplementary planning guidance to be applied in this area. The co-ordination of the following objectives will ensure that the image and provision of facilities within this area continue to improve and make Slough an attractive place to work, live and spend leisure time within. They are as follows:*
- a) Promote the economic buoyancy of the area in commercial and retail terms;*
 - b) Ensure the provision of a range of arts, cultural, leisure and community activities, particularly those contributing to Slough's "night time" culture, promoting a 24- hour economy in the town centre;*
 - c) Improve the environment and image of the town centre to make it more attractive for residents, investors and visitors including the disabled;*
 - d) Seek to reduce car dependency particularly at peak times and encourage the use of public transport and cycling;*
 - e) Continue to improve pedestrian access within the town centre, and increase outdoor activities following the complete pedestrianisation of the piazza area;*
 - f) Ensure the safety of town centre residents and users; and*
 - g) Increase the provision of town centre housing, which benefits from close proximity to services and transport facilities, with the option of higher housing densities on suitable sites.*
- 9.2 The above objectives can be achieved by implementing the policies contained in this Local Plan which are particularly relevant to the town centre, and by encouraging the development of town centre Proposal Sites. Supplementary Planning Guidance on Shopfront Design and Signage in Slough Old Town (1996), stemming from a consultant's report on the town centre; and Development Control Guidelines for Late Night Leisure Uses within Slough Town Centre (1997) and also for Pavement Cafes (1998), will be used to determine the suitability of development schemes. The forthcoming five year Local Transport Plan will provide a greater degree of detail on the Council's long term transport proposals, including those for the town centre.

Local Plan Policies and Proposals

- 9.3 The town centre consists of two distinct areas: the commercial core area, which incorporates virtually all the shops, offices and other business activities; and the surrounding area which is predominantly residential and contains a number of community/leisure uses. The town centre benefits from good transport links and contains a range of services consistent with a town centre location.
- 9.4 Slough is categorised as a sub-regional shopping centre within Berkshire, second only to Reading. It also competes with shopping areas of a similar scale in the surrounding area, such as Staines and Uxbridge. The retail strategy for Slough is to promote and strengthen the town centre's role as a shopping, leisure and employment centre, serving the needs of the Borough and the surrounding sub-region.
- 9.5 It is intended to provide a safer and cleaner environment for all shoppers and visitors to the town centre and to make the town centre a more interesting and stimulating environment, increasing the vitality and life throughout the day and into the evening. In line with the sequential test approach, the town centre will be promoted as the main focus for shopping activity in the Borough. For example, major new development proposals such as non-food retail units and factory outlets are directed to the town centre, (Policies S3 and S5). Policies are also included within the shopping chapter to protect its retail function. No B1 business units will be allowed at ground floor level in the town centre and A2 financial and professional uses will be directed to the secondary shopping area, though banks and building societies may be permitted as an exception, (Policy S9).
- 9.6 With regards to commercial activity, the town centre contains the usual range of activities including a number of large-scale office based activities. The application of the sequential test to office development means that town centre locations and Proposal Sites must be considered first, in accordance with Policy EMP1. As a result the only Local Plan Proposal Sites for office development are in the town centre. It is also proposed to reduce peak time traffic generation in the town centre by limiting the amount of car parking permitted within new office schemes, and other major employment generating uses, in accordance with the principles of Slough's integrated transport strategy (Policy T2). Apart from reducing congestion, this will have environmental benefits. On-street parking controls provide the opportunity to prohibit town centre employees from parking in adjoining residential areas, (paragraph 8.53 of the Transport Chapter).
- 9.7 Commercial, retail and leisure uses clearly are part of the daytime economy, though the availability of retail uses can be extended if there is consumer demand. Weekend daytime as well as evening uses contribute to the vitality and economy of the High Street, for example the Queensmere Shopping Centre is now open on Sundays. Evening uses which are to be actively encouraged are leisure, cultural and community uses, which will contribute to creating an improved economy; a "24-hour city".
- 9.8 There has been an increase in the range and quality of leisure activities within the town centre. The multi-screen cinema in the Town Square has been refurbished and a health club has opened in the Observatory Shopping Centre. It is recognised that new public houses, restaurants and late night leisure uses such as night-clubs contribute greatly to the vitality of Slough Town Centre; for example, the evening economy in the western end of the High Street has benefited from investment in restaurants and three new public houses. Development Control Guidelines for Late Night Leisure Uses within Slough town centre and Policy S11 indicate that the western end of the High Street, the Central High Street Area, including the Queensmere and Observatory shopping centres, and the Thames Valley University site (Proposal Site 45) are suitable for a range of leisure uses including night clubs and late night uses.

- 9.9 The eastern end of the High Street and the Windsor Road/Park Street area are also suitable for leisure activities though night-clubs and uses operating after midnight will not be acceptable, in view of the nearby residential areas and the need to protect their amenity. Historically the eastern end has experienced a higher vacancy rate than the western section of the High Street; and the range and level of retail uses found in the eastern section reflect its secondary shopping zoning. New public houses and a bar/restaurant will contribute towards the improvement of the eastern end of the High Street, providing a night-time economy and activities for the nearby residential areas.
- 9.10 Improvement works to the Town Square have been completed and it is envisaged that two food and drink units will open out onto the Town Square. As a result, Development Control Guidelines for Pavement Cafes have been produced so that the provision of chairs and tables is done so safely, with adequate circulation space and no obstruction to shoppers, (Policy S13).
- 9.11 The Local Plan recognises the importance of promoting leisure uses in the town centre in accordance with the sequential test. As a result, a number of town centre sites include either an element of leisure, provide the option of leisure, or a mix of leisure and other town centre uses on site. This includes Land West and East of Slough Station and Land Adjacent to Railway West of William Street (Proposal Site 21), The Old Crown and Buckingham Gardens Car Park (Proposal Site 23), Heart of Slough Proposal (Proposal Site 27), and Land at Thames Valley University (Proposal Site 45). See paragraph 9.38 for details of the mix of uses for these sites. The development brief for The Old Crown and Buckingham Gardens Car Park (Proposal Site 23), provides further details on this site.
- 9.12 Residential development in the town centre increases the potential to create an improved 'after hours' lifestyle. Residential development is therefore actively promoted in the town centre and will also be considered as well in the Commercial Core Area, if it forms part of a mixed use scheme (Policy H7). This concerted effort to provide housing in the town centre is reflected in the area's housing density figure of up to 200 habitable rooms per hectare (up to a maximum of 74 dwellings per hectare).
- 9.13 In view of the Council's aim to meet its housing allocation without utilising further Green Belt land, town centre housing sites may be acceptable at a higher density, (as referred to in paragraph 2.67 of the Housing Chapter), and a relaxation of policies relating to amenity space (Policy H14) and parking standards (Appendix 2) will be considered. Clearly, only certain types of housing will be best suited at higher densities, such as flats, which are not usually considered as family housing. Developers are therefore encouraged to be creative in their designs for town centre sites. Recent town centre schemes include flats above shops in the eastern section of the High Street and a long term office proposal site is now proposed for housing, at 316-320 High Street, (Proposal Site 47). High density housing is better suited to town centre locations than peripheral locations due to the range of services available and proximity to transport links.
- 9.14 Policy H1 includes a calculation for the development of small housing sites, less than one hectare, expected to come forward within the plan period. Though not listed in the housing chapter, four small housing developments are expected to come forward within the town centre. These are 11-15 St. Laurence Way, (Part of Proposal Site 31), 316-320 High Street, (Proposal Site 47), 30-36 Park Street (Proposal Site 48) and corner of Herschel Street/Victoria Street (Proposal Site 49). These sites will benefit from good access to a range of services and transport facilities and are included within the following policy.

Policy TC1 (Town Centre Small Housing Sites)

The following small sites are allocated for housing development during the plan period:

Proposal Site 31 - 11-15 St. Laurence Way (Part of)

Proposal Site 47 - 316-320 High Street

Proposal Site 48 - 30-36 Park Street

Proposal Site 49 - Herschel Street/Victoria Street

- 9.15 The conversion of offices to residential use provides another option of increasing town centre living accommodation, (Policy H11). However, the type of vacant office accommodation generally available in Slough town centre would not adapt well to residential use. It tends to be older office accommodation, and conversion expenses are likely to outweigh the cost of redevelopment. As the sequential test directs offices to the town centre in the first instance, it is likely that vacant offices will be redeveloped for the same use. However, if an office conversion did come forward, a flexible in the town centre.
- 9.16 As residential uses are located within the town centre, it is important that the promotion of 24-hour uses is not to the detriment of town centre residents, and that appropriate environmental and amenity matters are considered. The Development Control Guidelines for Late Night Leisure Uses within Slough Town Centre address this issue.
- 9.17 Thames Valley University (TVU) is a key operator within the town centre. The university status of TVU has resulted in a broader subject base and an increased student population, many of whom attend on a part time basis. The university is undertaking a long-term redevelopment programme, as detailed in Chapter 6 paragraph 6.42 and 6.43.
- 9.18 The increase in student numbers puts pressure on the private rented housing sector. There have been previous applications submitted for student accommodation but these schemes have not come forward. It is likely that further redevelopment for educational uses, student accommodation and residential, plus a mix of uses including arts/cultural/heritage, leisure, offices, hotel/conference facilities, research and development, may occur within the TVU site and adjoining land to the east. (Policy OSC11).
- 9.19 As part of the Borough Council's integrated transport strategy, it is seeking to encourage the increased use of public transport and other modes of transport instead of the private car, particularly for peak-time travel. If there is an impact upon the highway network as a result of a new development scheme, financial contribution will be sought to improve public transport provision or to fund the provision of bus priority lanes or cycle routes, or to finance off-site highway works. Widening lines previously protected will be retained for either bus or cycle lane use. Town centre access for cyclists will be addressed in future transport policy documents.
- 9.20 The town centre location of the railway station and the bus station provide the opportunity for less use of the private car for journeys to work, as well as journeys at off-peak times. The retention of adequate public car parking for shoppers is important if the town is to retain its position within the retail hierarchy. In general, traffic generated by shoppers Monday to Friday does not contribute to the peak time traffic flows.

Design, Environmental Improvements and Heart of Slough Project.

- 9.21 The "Slough Old Town Area" at the western end of the High Street is identified as an Area of Special Character for all planning and urban design proposals. The designation of this area was due to the existence of a number of good traditional buildings west of Church Street, grouped around the historical road pattern at the crossroads, which gives this area a definite character. Its designation follows work by external design consultants

and it has been suggested that this area be considered for designation as a Conservation Area, although it is not intended to pursue this at present.

- 9.22 The designation of the Old Town Area provides the opportunity to protect and preserve the character of the buildings that exists in the Old Town Area, which represent a more traditional style than in the rest of the town centre.
- 9.23 Supplementary Planning Guidance on Shop Front Design and Signage for “Slough Old Town” has been provided, with the Old Town Area divided into nine main shop front areas. Whilst general principles of good shop front design are intended to be applied to all planning applications for shop front design and signage, a more sensitive approach to urban design will be applied in the Old Town Area, in which traditional shop front elements will be applied, (Policy S17).
- 9.24 in order to ensure that shop fronts make a positive contribution to this area, two basic criteria will be applied to all planning applications:
- a) the individual shop front should relate satisfactorily to the building upon which it is located, maximising its special characteristics;
 - b) the actual design of the shop front should confirm to established and traditional principles so that they only respect their historical context but also respect and relate to others within the street scene.
- 9.25 The Old Town supplementary planning guidance also sets out detailed advice on the design of windows, entrances, fascias, stall risers and blinds. External security shutters are not permitted.

Policy TC2 (Slough Old Town)

Development proposals within the slough old town area of special character must/should comply with all of the following criteria:

- a) proposals for the redevelopment or alteration of buildings will be required to be designed in a traditional style, using predominantly traditional materials and be in keeping with the scale of existing buildings. They will also be required to retain the historical road pattern and respect the space between buildings;**
 - b) proposals for new shop fronts or alterations or replacements to existing ones will be required to respect the scale, proportions, character, materials and features of the buildings of which they form part. They will be expected to be of traditional style and only use externally illuminated fascias;**
 - c) all signs, illumination, fascias, blinds and security shutters should be appropriate to the character of the building and the area in terms of their scale, proportions, detailing and the use of materials; and**
 - d) external security shutters will not be permitted.**
- 9.26 The designation and retention of locally listed buildings in this area, (Policy EN17), and well designed redevelopment schemes, such as that for the Old Crown in accordance with its development brief, will significantly contribute towards the status of this area.
- 9.27 Elsewhere in the town centre, planning applications which include locally listed buildings, (Policy EN17), or statutory listed buildings, (Policies EN14 and EN15), will be determined

in accordance with the corresponding policy. Local Plan Proposal Sites adjoining statutory listed buildings will take account of the need for appropriate and sympathetic design, (Proposal Sites 21, 27, 29, 30 and 47) in accordance with Policy EN16.

- 9.28 The Sussex Place/Clifton Road Conservation Area falls within the town centre. All development proposals within this area should be of a design appropriate to the area's designation, (Policies EN4 and EN13). A further two Conservation Areas adjoin the town centre. Developments within the town centre adjoining either the Upton Park/Upton Village or the St. Bernard's School Conservation Areas should be designed sympathetically and not have a detrimental impact upon their individual settings, (Policy EN13).
- 9.29 As a general policy, all development proposals will be expected to be well designed, with a satisfactory landscaping scheme, (Policies EN1 and EN3). Where there are existing avenues or groups of trees within the town centre, such as in The Grove or the Windsor Road, new development will be expected to enhance the pattern of tree planting.
- 9.30 Key Proposal Sites have been designated in the town centre such as the Heart of Slough proposal, (Proposal Site 27), which incorporates the Brunel Bus Station and Car Park, library, day centre and the roundabout in William Street. Recognition that the town centre was not fulfilling its full potential as a community and leisure area was reflected in Slough's Millennium project in 1995, originally submitted as a bid for national lottery funds. Though the proposal did not proceed any further than the first stage in the selection process, it has proved a thought-provoking process and is now pursued as Proposal Site 27.
- 9.31 The specific aims of the Heart of Slough project are therefore as follows:
- a) To improve the image and role of the town centre as a provider of leisure, employment and housing, by new development opportunities for such uses as arts, leisure, cultural, heritage, community, hotel/conference and offices, plus residential and public car parking.
 - b) To improve pedestrian access at surface level between the bus and railway stations, the university and the rest of the town centre;
 - c) To relocate the existing bus station facility; and
 - d) To improve the appearance of the town centre by reducing road surface where possible and redeveloping unattractive buildings such as Brunel multi-storey car park and by creating new public spaces.
- 9.32 Recent improvements to the town centre as a whole include the opening up of the Town Square to provide a performance area and focal point, this being reinforced by the provision of a substantial piece of public art, in accordance with Policy EN9. In addition, following the Public Inquiry in 1996, the piazza is now fully pedestrianised which has resolved the problems associated with allowing buses in pedestrian areas. Full pedestrianisation provides the opportunity to introduce environmental improvements and create a safer environment.
- 9.33 Importantly, the pedestrianisation of the piazza area has not reduced the operating potential of public transport. Eastbound buses travel along both western and eastern ends of the High Street, (ie. the sections excluding the piazza), whilst westbound buses use Wellington Street where a bus lane operates. In addition, new bus stops and waiting facilities have been provided.

- 9.34 Many of the town centre proposal sites are situated along the main routes and entrances into the town centre, and are therefore gateway sites, providing the opportunity to improve the image and environment of the town. Examples of key routes into the centre include Windsor Road, Wellington Street and Slough railway station. Particular attention to design and detail should be made when designing schemes for these sites, and outline planning applications will not generally be acceptable, as indicated in paragraph 5.13 of the Environment Chapter.
- 9.35 Further details on general policies applied Borough-wide can be found in individual chapters.

Town Centre Proposal Sites

- 9.36 The following lists the town centre Proposal Sites which are indicated on the accompanying plan.

Proposal No.	Address	Details
19	Post Office Sorting Office, Wellington Street	Predominantly housing with potential for small area of commercial use.
21	Land west and east of Slough Station, and land adj. to railway west of William Street	Options include offices/hotel/conference facilities/residential and commercial leisure or a mix of these and possibility of commuter car parking for rail users.
22	Grove Court, Hatfield Road	Proposed for office development
23	The Old Crown, Buckingham Gardens	Redevelopment for offices, commercial leisure, retail with public ground floor level car park
24	Petrol Station, Herschel Street	Proposed for office development
25	17-23 High Street	Proposed for office development
26	1-7 High Street	Proposed for office development
27	Heart of Slough project, William Street highway land and Brunel MSCP/bus station and the Day Centre	Redevelopment of site for a mix of uses drawn from the following arts/cultural/heritage, leisure offices (20,000 square metres gross floorspace), Hotel/Conference, residential plus public car parking and replacement bus station facility.
28	2-10 Windsor Road	Proposed for office development
29	53-63 Windsor Road	Proposed for office development
30	Fineleigh Court, Bath Road/Ledgers Road	Proposed office development
31	11-15 St. Laurence Way	Mixed use development including housing
32	Newsweek House Site, Wellington Street	Offices (7440 square metres)

45	Land at Thames Valley University	Educational uses, student accommodation and residential plus a mix of uses including arts/cultural/heritage, leisure, (including late night leisure uses) offices, research and development and hotel/conference facilities.
47	316-320 High Street	Proposed for housing development.
48	30-36 Park Street	Proposed housing development
49	Herschel Street/Victoria Street	Proposed housing development
55	South Bucks District Council Offices, Windsor Road	Proposed office development

Further details for each of the above sites is included within Chapter 10 - Proposals Sites.



Proposal Sites

Introduction

The following section sets out in more detail all of the site-specific proposals which have been included within the Policies in the previous chapters.

Each Proposal Site has a unique reference number which is shown on the Proposals Map. The areas shown on the Proposals Map indicate the general location of the proposed development but do not imply that the entire area will necessarily be used for the purpose indicated. Floorspace and dwelling numbers quoted are either approximate assessments or reflect existing detailed schemes. Site and access requirements are not comprehensive. Precise development capacity and planning requirements, including financial contributions, will be determined by detailed site analysis, Local Plan policies, and, for some sites, development briefs. For residential proposal sites, social housing and open space policies apply. With respect to commercial developments, financial contributions will be required for the implementation of the Integrated Transport Strategy and any necessary highway works in accordance with employment and transport policies.

The information in this chapter has been revised as of January 2004 to provide up to date information on the status of the Proposal Sites.

PROPOSAL SITE 1 - CIPPENHAM SECTOR

Site Area: 41.25 hectares

Proposed Use: RESIDENTIAL, LOCAL PARK, OPEN SPACE, COMMUNITY BUILDING, NEIGHBOURHOOD RETAIL CENTRE AND SCHOOL.

Planning Status: Detailed planning permission granted for 1101 dwelling units. Development has been substantially completed.

Former Use: Farmland/Public Open Space/Residential.

Site Planning Requirements: 20% social housing has been secured in the outline planning permission and associated Section 106 legal agreement.

A comprehensive approach to this major development will be needed. In addition to the provision of public open space and children's play areas within the development site, contributions will be required for improvements to public transport and highway infrastructure and to existing library and educational facilities. The above have been secured in a planning permission and legal agreement.

Access: Four vehicular access points onto the existing road network have been identified at Cippenham Lane, Telford Drive, Spring Lane and Mercian Way.

Pedestrian and cycle access will also be required involving improvements to existing formal and informal paths (College Road, Millstream Lane, west of Cippenham Lane, west of Warner Close).

PROPOSAL SITE 2 - SLOUGH SPORTS CLUB, CHALVEY ROAD EAST

Site Area: 2 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (October 1999) for 127 units and development completed.

Former Use: Private Sports Ground with cricket pitch.

Site Planning Requirements: Replacement of the existing cricket pitch to another site is a pre-requisite prior to any development. (Cricket pitch has been relocated to Proposal Site 46).

Access: From Chalvey Road East.

PROPOSAL SITE 3 - MAFF LABORATORY AND NO. 46 LONDON ROAD

Site Area: 4.98 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (June 2000) for MAFF site for 160 units; development has been completed with exception of landscaping works. Planning permission granted (July 2002) for 11 units on 46 London Road; development has commenced.

Former Use: Redundant Government research laboratory and vacant residential.

Site Planning Requirements: Retention of the woodland areas on the site and the wildlife habitats adjacent to the stream. Layout to allow for the redevelopment of No. 46 London Road. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site.

Access and traffic: From London Road (one junction only).

PROPOSAL SITE 4 - EVELYN FOX SCHOOL/BROOKSIDE SITE, TUNS LANE

Site Area: 2.47 hectares

Proposed Use: RESIDENTIAL/OFFICES

Planning Status: Planning permission granted for scheme which includes residential (48 units) and B1(a) offices (8710 square metres gross floorspace). Development has been completed.

Former Use: Former school, secure children's home, and elderly persons home.

Site Planning Requirements: There is a tree preservation order which covers many trees and this will need to be taken into account in development proposals. Account must also be taken of the stream and wildlife value of the eastern boundary.

Access and traffic: From Tuns Lane; limited access from the Bath Road.

PROPOSAL SITE 5 - NORTHERN PART OF FORMER FORD-IVECO SITE, SUTTON LN

Site Area: 8.3 hectares

Proposed Use: RESIDENTIAL

Planning status: Planning permission granted for 304 dwelling units; development has been completed..

Former Use: Part of former Ford-Iveco truck assembly plant.

Site Planning Requirements: Cycleway link to Parlaunt Road is required.

Access and traffic: From Sutton Lane.

PROPOSAL SITE 6 - GOODS YARD, STOKE POGES LANE

Site Area: 1.49 hectares

Proposed Use: RESIDENTIAL

Planning status: Planning permission for residential use has been granted and development has been completed. Formerly designated as an existing business area in the Consultation Draft version of the Local Plan for Slough, and designated as a small scale road to rail transfer station and recycling centre in the Waste Local Plan for Berkshire.

Former Use: Mixed commercial uses including a builder's merchant, a coach hire company and a removal company and railway siding access road.

Site Planning Requirements: A new access will be required from Stoke Poges Lane which would maintain the existing right of way to railway infrastructure to the south and allow for railway bridge replacement.

The design of the residential scheme will be expected to take account of railway noise and any adjoining uses. A survey to ascertain the extent of any contaminated land will be required and any remedial measures will need to be carried out prior to development commencing. Adjacent footpath improvements are also required.

Access and traffic: New access from Stoke Poges Lane.

PROPOSAL SITE 7 - BT DEPOT, LANGLEY ROAD

Site Area: 1.9 hectares

Proposed Use: RESIDENTIAL

Planning Status: Outline planning application received (May 2001) for residential development for whole of site.

Existing Use: British Telecom Transport and maintenance depot.

Site Planning Requirements: British Telecom may retain some presence on the site, and if so, this will reduce the size of the development area and will need to be considered in the housing design. Contribution towards recreation, education and transport facilities required, in addition to affordable housing.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Langley Road.

PROPOSAL SITE 8 - EAST BERKSHIRE COLLEGE CAR PARK, ORMANDE HOUSE AND MOLTON LODGE, STATION ROAD, LANGLEY

Site Area: 2.0 hectares

Proposed Use: RESIDENTIAL

Planning Status: Outline planning permission granted (March 2001) for residential development on whole of site for 115 units; development has been completed.

Former Use: Student car park, student amenity area, (playing field), and two vacant residential properties.

Site Planning Requirements: A comprehensive approach to redevelopment will be expected which incorporates both Ormande House and Molton Lodge, Station Road. Re-provision of the playing field will need to be taken into account in any development.

Access and traffic: From Station Road.

PROPOSAL SITE 9 - PART OF JAMES ELLIMAN SCHOOL SITE, ELLIMAN AVENUE

Site Area: 1.8 hectares

Proposed Use: RESIDENTIAL AND PUBLIC OPEN SPACE

Planning Status: Planning permission granted (October 1999) for residential development and open space; development has been completed.

Former Use: First school and playing fields.

Site Planning Requirements: Over half of the equivalent area of playing fields and replacement public open space in Lismore Park lost as result of access road is being provided. No housing is being constructed within 20m of centre line of overhead power cables. Site is being developed for a range of social housing. S106 requirements include a range of off-site leisure facilities and traffic calming in Lismore Park.

Access and traffic: Via Stoke Road and Lismore Park.

PROPOSAL SITE 10 - DORCAN HOUSE (MEAD PARK) AND SURROUNDS, MEADFIELD ROAD

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (March 2000) on half of the site for 42 units.. Outline planning application approved in principle, subject to completion of a legal agreement, for residential development on the remaining half of the site. Illustrative plans indicate a range of development between 29 and 36 dwellings.

Former Use: Offices

Site Planning Requirements: A soil survey will be required to determine extent of any soil contamination and any remedial measures will need to be carried out prior to development commencing. Trees around site boundaries to be retained.

Access and traffic: From Meadfield Road.

PROPOSAL SITE 11 - LAND SOUTH OF WEXHAM NURSERY, WEXHAM ROAD

Site Area: 2.7 hectares

Proposed Use: RESIDENTIAL

Existing Use: Vacant land

Site Planning requirements: A site investigation will be required to identify whether landfill gas is present as there is some evidence of landfill immediately to the south of the site; any remedial measures will be required to be carried out before development commences. Layout, design and materials will need to take account of Wexham Lodge, a locally listed building. A comprehensive landscaping scheme will be required, particularly to establish defensible boundaries along the eastern and western boundaries.

Access and traffic: From Wexham Road

PROPOSAL SITE 12 - WILLIAM HARTLEY YARD AND SURROUNDS, CHURCH

LANE, WEXHAM

Site Area: 2.0 hectares

Proposed Use: RESIDENTIAL

Existing Use: Commercial and residential

Site Planning requirements: Comprehensive development of the yard and adjacent residential gardens will be required. The possibility of also incorporating nursery land to the south should be considered. Design and layout will need to take account of The Old Corner House, a Grade II listed building; the inappropriate buildings along the eastern boundary of the site contiguous to The Old Corner House will be expected to be removed. The design and layout will be required to take account of Old Reading Room Cottage and Orchard End and their setting.

Access and traffic: From Church Lane and possibly Wexham Road if the nursery land is incorporated in the development.

PROPOSAL SITE 13 - LAND NORTH OF THE QUEEN MOTHER RESERVOIR

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (May 2003) for 81 units; development has commenced.

Former Use: Vacant (Grazing land).

Site Planning Requirements: Provision of shared use pedestrian/cycle path from Majors Farm Road eastwards across the site will be required.

Access and traffic: From Majors Farm Road.

PROPOSAL SITE 14 - CARAVAN PARK, DITTON ROAD, LANGLEY

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning status: Planning permission granted (December 2003) for 34 dwellings on part of the site. Development to commence shortly.

Existing Use: Caravan Park and vacant land.

Site Planning Requirements: Comprehensive development of this site will be required. Account will need to be taken of trees within the site.

A comprehensive site investigation will be required to identify whether landfill gas and contamination is present due to the site's history; any remedial measures will need to be carried out before development commences.

There are tenants on site; development may not commence until their leases have expired or they are relocated.

Access and traffic: From Ditton Park Road (access already approved).

PROPOSAL SITE 15 - LAND AT DITTON FARM, LANGLEY

Site Area: 11.1 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (May 2002) for 350 units on large proportion of the proposal site; a small area in northern part falls outside the development site. Development has commenced.

Former Use: Vacant (Grazing, car boot sales).

Site Planning Requirements: A comprehensive landscaping scheme will be required to establish a defensible boundary along the south-western boundary; in addition, careful landscaping treatment of the western boundary will be required. An archaeological evaluation of the site has been carried out. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Ditton Park Road and Ditton Road.

PROPOSAL SITE 16 - LAND SOUTH OF CASTLEVIEW ROAD

Site Area: 10.7 hectares

Proposed Use: RESIDENTIAL

Existing Use: Agricultural land, some of which is in set aside.

Site Planning requirements: Replacement of play area and car park within Upton Court Park affected by access road will be required within the Park. The public open space affected by the access road will need to be replaced within the development site. The public open space requirement will be located on the southeastern part of the site. Appropriate landscaping scheme required along eastern boundary adjacent to the Historic Park and Garden. Provision for the Linear Park through land to the south of the site will also be required. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site; the provision of land for the relocation of Castleview School in the interests of the comprehensive planning of the area will be sought.

Access and traffic: From Upton Court Road via a new roundabout. No access will be allowed into the site from Castleview Road or Blenheim Road apart from an emergency access.

PROPOSAL SITE 18 - MIDDLEGREEN TRADING ESTATE

Site Area: 2.9 hectares

Proposed Use: RESIDENTIAL

Existing Use: Mixed commercial use.

Site Planning Requirements: A site investigation will be required to identify whether there is any contaminated land arising from former or current commercial uses; any remedial measures will need to be carried out prior to development commencing. The layout and design would need to take account of the railway to the south and the canal to the north.

Access and traffic: From Middlegreen Road.

PROPOSAL SITE 19 - POST OFFICE SORTING OFFICE, WELLINGTON STREET

Site Area: 1.4 hectares

Proposed Use: RESIDENTIAL

Existing Use: Royal Mail sorting office.

Site Planning Requirements: Landscaping improvements to the Wellington Street frontage will be required. The design and layout should respect residential properties on Wexham Road.

The rear service road for High Street properties needs to be up-graded for improved servicing and provision of pedestrian footpath. There is the possibility that a small, low key commercial use such as workshops, which would bring vitality to the area during the day, may be permitted. The planning proposal contained here supersedes the Development Brief for the site published in October 1996.

Access and traffic: From Wexham Road.

PROPOSAL SITE 20 - CANAL BASIN, STOKE ROAD

Site Area: 1.74 hectares

Proposed Use: RESIDENTIAL AND MIXED USES INCLUDING PUBLIC HOUSE/ RESTAURANT

Existing Use: Commercial and vacant land.

Site Planning Requirements: The site could be redeveloped solely for residential purposes or a mixed use development including residential and restaurant/public house. Any development will need to maintain good access for pedestrians. The possibility of including residential and visitor moorings for canal boats should be considered. The permissive right of way along the south side of the canal must be retained as well as pedestrian access along the north side through to Kendal Close.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Stoke Road.

PROPOSAL SITE 21 - LAND WEST AND EAST OF SLOUGH STATION, AND LAND ADJACENT TO RAILWAY WEST OF WILLIAM STREET

Site Area: 2.0 hectares

Proposed Use: OFFICES/HOTEL / CONFERENCE FACILITIES / RESIDENTIAL / COMMERCIAL LEISURE

Existing Use: Private hire taxi office, car park, Railway Society building, and one residential unit.

Site Planning Requirements: The design of the buildings in proximity to the station must have regard to the setting of Slough Station which is a Grade II listed building.

The site currently contains a residential unit which will need to be replaced as per housing policy either within the site or on other non-residential land.

Disabled access within the station and a forecourt enhancement scheme will be required.

Only a very reduced level of car parking for the office development will be allowed due to the proximity to the public transport interchanges. The need for a rail related commuter multi-storey car park which has been proposed for the site will be considered at the time of any application, taking into account the extent to which it would be compatible with the Integrated Transport Strategy. No on-site parking required for hotel, conference use or commercial leisure. The provision of new, secure cycle parking facilities will be required as part of any redevelopment scheme.

The relocation of the Railway Society building will be sought as part of any redevelopment scheme.

Access and traffic: From Brunel Way and William Street.

PROPOSAL SITE 22 - GROVE COURT, HATFIELD ROAD

Site Area: 0.2 hectares

Proposed Use: OFFICES

Planning Status: Planning permission granted for 6378 square metres gross floorspace; development has been completed.

Former Use: Office use (2011 square metres gross floorspace)

Site Planning Requirements: Improvement to multi-storey car park required.

Access and traffic: From Hatfield Road

PROPOSAL SITE 23 - THE OLD CROWN AND BUCKINGHAM GARDENS CAR PARK

Site Area: 0.5 hectares

Proposed Use: OFFICES, RETAIL AND COMMERCIAL LEISURE PLUS SHOPPER CAR PARKING.

Planning Status: Planning permission granted (February 2001) for mixed use development including offices (7676 m2) hotel, leisure, retail, and provision of replacement surface level car park. Development has been completed.

Former Use: Retail and Community/Office Use.

Site Planning Requirements: Planning permission granted broadly in accordance with guidance given in the approved development brief for the site. S106 requirements include transportation contribution, environmental enhancements, and public art.

Access and traffic: From Buckingham Gardens with secondary access from Herschel Street.

PROPOSAL SITE 24 - PETROL STATION, HERSCHEL STREET

Site Area: 0.1 hectare

Proposed Use: OFFICES

Planning Status: Planning permission granted for 1,880 square metres gross floorspace and development has been completed.

Former Use: Petrol Filling Station.

Site Planning Requirements: Maintain vehicular access to multi-storey car park.

Access and traffic: From Herschel Street.

PROPOSAL SITE 25 - 17 to 23 HIGH STREET

Site Area: 0.2 hectares

Proposed Use: OFFICES

Planning Status: Planning permission granted for 3,250 square metres gross floorspace, and has been completed.

Former Use: Retail (A1 and A2) and mixed commercial uses.

Site Planning Requirements: Rear service road to be provided. A comprehensive approach to the redevelopment of this site will be sought.

Access and traffic: Access from the High Street to the rear service road.

PROPOSAL SITE 26 - 1 TO 7 HIGH STREET

Site Area: 0.1 hectare

Proposed Use: OFFICES (1,000 square metres gross floorspace).

Existing Use: Mixed retail and commercial uses.

Site Planning Requirements: Rear service road is to be provided.

Access and traffic: Access from High Street to new rear service road.

PROPOSAL SITE 27 - HEART OF SLOUGH PROPOSAL

Site Area: 5.0 hectares

Proposed Use: REDEVELOPMENT TO PROVIDE A MIX OF USES DRAWN FROM THE FOLLOWING: ARTS/CULTURAL/ HERITAGE, LEISURE, OFFICES (20,000 SQUARE METRES GROSS FLOORSPEACE), HOTEL/CONFERENCE, RESIDENTIAL PLUS PUBLIC CAR PARKING AND REPLACEMENT BUS STATION FACILITY.

Existing Use: Road space, roundabout, bus station, multi-storey car park, library and day centre.

Site Planning Requirements: A substantial element of housing will be sought within the site or on related sites such as the Town Hall. There are two Grade II listed buildings immediately adjacent to the site: Church of Our Lady Immaculate and St. Ethelbert and the Presbytery. Layout and design must be sympathetic to the locally listed building within the site (Day Care Centre) and adjacent (Prudential building).

Any redevelopment of the library, bus station, and day centre buildings must provide acceptable replacement facilities.

There should be no increase in the number of car parking spaces over and above the total number currently on the site.

Existing service access functions should not be hindered. Proposals will be based on a planning brief subject to public consultation for subsequent approval.

Access and traffic: Comprehensive redevelopment will be sought which reduces the impact of the road system and improves pedestrian access and linkages across the A4/Wellington Street.

PROPOSAL SITE 28 - 2 to 10 WINDSOR ROAD

Site Area: 0.1 hectares

Proposed Use: OFFICES (1,000 square metres gross, 300 square metres net) AND RETAIL

Planning Status: Planning permission granted (August 1999) for offices and A2/A3 uses; development has been completed.

Former Use: Retail (A1 - A3).

Site Planning Requirements: The design and layout must take account of the strategy for Slough Old Town area and the adjoining locally listed buildings at 12 to 14 Windsor Road and The Honeypt.

Access and traffic: From Windsor Road to the rear service road.

PROPOSAL SITE 29 - 53 to 63 WINDSOR ROAD

Site Area: 0.5 hectares

Proposed Use: OFFICES (13,152 square metres gross floorspace).

Planning status: Planning permission granted.

Existing Use: Offices totalling 9,950 square metres.

Site Planning Requirements: The design and layout must be sympathetic to the setting of the Grade II* listed building immediately to the east (Church of St. Mary). Financial contributions will be required towards off-site landscape improvements to Windsor Road.

Access and traffic: From Windsor Road.

PROPOSAL SITE 30 - FINELEIGH COURT, BATH ROAD/LEDGERS ROAD

Site Area: 0.27 hectares

Proposed Use: OFFICES (3,500 square metres gross floorspace)

Planning Status: Planning permission granted (August 1999) for offices; development completed.

Former Use: Vacant.

Site Requirements: Replacement of equivalent of 89 habitable rooms required on the Jams Elliman First School site; development has been completed.

There is a listed building (milestone) located immediately adjacent to the site on highway land fronting onto the Bath Road which needs to be taken into account in the design and layout of the development.

The maximum height should not exceed that of the neighbouring office building at 5 Bath Road.

Access and traffic: From Ledgers Road with possible secondary access from Bath Road.

PROPOSAL SITE 31 - 11 to 15 ST. LAURENCE WAY

Site Area: 0.6 hectares

Proposed Use: RESIDENTIAL/BUSINESS

Planning Status: Planning permission has been granted for a mixed use scheme of residential (16 units/40 habitable rooms) and offices (1480 square metres gross floorspace). Development has been completed.

Former Use: Vacant

Site Planning Requirements: A site investigation will be required to identify whether there is soil contamination; any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From St. Laurence Way.

PROPOSAL SITE 32 - NEWSWEEK HOUSE SITE, WELLINGTON STREET

Site Area: 0.5 hectares

Proposed Use: OFFICES

Former Use: Temporary car park.

Planning Status: Planning permission for 7440 square metres of offices granted (January 2000); development has been completed.

Site Planning Requirements: Improved pedestrian links are required and improved access to A4 with retention of bus lane. Limited parking allowed for office use.

Access and traffic: From Queensmere Road.

PROPOSAL SITE 33 - 145 to 147 FARNHAM ROAD

Site Area: 0.3 hectares

Proposed Use: EXTENSION TO ADJACENT FOOD RETAIL UNIT

Existing Use: General Industrial.

Site Planning Requirements: The design and layout should take account of the building line of the retail units to the south.

Access and traffic: From adjoining site, not directly from the Farnham Road.

PROPOSAL SITE 34 - KEEL DRIVE WATER CRESS BEDS

Site Area: 1.0 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Vacant

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: Pedestrian access is available from the eastern end of the site.

PROPOSAL SITE 35 - WEST OF HOLLOW HILL LANE

Site Area: 11.4 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Grazing, agriculture, and vacant.

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: There is no vehicular access to the site; private land with no public rights of way.

PROPOSAL SITE 36 - HALKINGCROFT WOOD

Site Area: 1.3 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space (Woodland).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: No vehicular access to the site. Pedestrian access via Middlegreen Road/Halkingcroft.

PROPOSAL SITE 37 - RAILWAY TRIANGLE OFF LANSDOWNE ROAD

Site Area: 0.9 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Vacant (Rough grassland and trees).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: No vehicular access; private land but with limited pedestrian access possible from Stranraer Gardens.

PROPOSAL SITE 38 - LYNCH HILL

Site Area: 9.85 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space (Woodland and grassland).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: No vehicular access; pedestrian access available from numerous points.

PROPOSAL SITE 39 - OLD SLADE LAKE, ORLITS LAKE, COLNBROOK WEST & PART OF COLNE BROOK

Site Area: 28.46 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Lakes with grassland and scrub surrounding, and stream and marginal vegetation.

Site Planning Requirements: Site to be managed to protect and enhance nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: No vehicular access; private land with no public rights of way.

PROPOSAL SITE 40 - EAST OF KENNEDY PARK

Site Area: 4.1 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Public Open Space (Restored landfill site).

Site Planning Requirements: A comprehensive landscaping scheme which enhances the nature conservation interest and amenity of the site will be required.

Access and traffic: A small car park off Long Furlong Drive will be expected as well as good pedestrian links to the east onto the existing path and to Kennedy Park to the west.

PROPOSAL SITE 41 - SOUTH OF HERSCHEL PARK

Site Area: 4.16 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Public Open Space (Restored landfill site).

Site Planning Requirements: A comprehensive landscaping scheme which enhances the nature conservation interest and amenity of the site will be required.

Access and traffic: There is no vehicular access to the site; pedestrian links through Herschel Park to the north will be required.

PROPOSAL SITE 42 - LAND EAST OF CROWN MEADOW, COLNBROOK

Site Area: 3.3 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Vacant land used for informal recreation.

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interest of the site which is a Wildlife Heritage Site; possibility of managing a small section along the western boundary as a more formal area of public open space to be pursued.

Access and traffic: No vehicular access; existing desire lines from Crown Meadow to the west and the London Road to the north to be recognised.

PROPOSAL SITE 43 - CIPPENHAM GREEN WEDGE AND NOISE BARRIER

Site Area: 25.7 hectares

Proposed Use: PUBLIC/PRIVATE OPEN SPACE AND PLAYING FIELDS

Planning Status: Noise barrier complete; some landscaping and sports pitches secured through S106 agreement and noise barrier planning permission.

Existing Use: Vacant land and noise barrier.

Site Planning Requirements: Within the site, tree planting, wildlife friendly landscaping, sports pitches, east-west bridleway and north-south footpaths will be required. Only small ancillary buildings such as changing accommodation will be permitted.

Access and traffic: From Little Chapels/Richards Way.

PROPOSAL SITE 44 - LAND NORTH OF ST. ETHELBERTS SCHOOL, WEXHAM RD

Site Area: 3.7 hectares

Proposed Use: EDUCATIONAL

Existing Use: Vacant (Grassland).

Site Planning Requirements: Potential site for a special needs school, replacing the Jonathan Miller Centre at Haymill. The site is located in the Green Belt; if it is established that the new school site is required, the site will be retained in the Green Belt. The design and siting of the building and the landscaping scheme will need to take account of the Green Belt location.

Access and traffic: From Wexham Road.

PROPOSAL SITE 45 - LAND AT THAMES VALLEY UNIVERSITY

Site Area: 3.33 hectares

Proposed Use: EDUCATIONAL/STUDENT ACCOMMODATION AND RESIDENTIAL, PLUS A MIX OF USES DRAWN FROM THE FOLLOWING: ARTS/CULTURE/HERITAGE, OFFICES, RESEARCH AND DEVELOPMENT, LEISURE (INCLUDING LATE NIGHT LEISURE USES), AND HOTEL/ CONFERENCE FACILITIES.

Planning Status: Outline planning application granted on appeal (July 2001) for mixed scheme to include university accommodation, residential (including student accommodation), offices, leisure, and hotel. Full planning permission granted (July 2001) for a new teaching centre on western part of site.

Existing Use: University buildings, including student union and car park.

Site Planning Requirements: The residential element of the scheme shall not be taken to include the student accommodation. The provision of student accommodation would be in addition to the housing provision. Design of the housing, student accommodation and other noise sensitive developments needs to take account of noise from adjacent Slough to Windsor railway line and major roads. The student union facilities will be expected to be re-provided in any redevelopment scheme. The design and layout of any new development should provide an enhanced and more prominent entrance to the university on the Wellington Street frontage. If the gym facilities were to be included in any redevelopment scheme, replacement leisure facilities would be required elsewhere on the site.

Access and traffic: From Wellington Street and William Street.

PROPOSAL SITE 46 - LAND EAST OF UPTON COURT PARK

Site Area: 6.2 hectares

Proposed Use: PRIVATE OPEN SPACE

Planning Status: Planning permission has been granted for two cricket pitches and clubhouse as replacement facility for Slough Cricket Club. Development is complete. Permission for a hockey club and artificial pitch has been granted 17th June 2002; development is completed.

Former Use: Vacant (Agriculture).

Site Requirements: An 8 metre strip adjacent to the southern boundary is required to allow for a shared use path as part of the Linear Park and as a buffer to the watercourse. The site provides for relocation of Slough Cricket Club which in turn will facilitate the redevelopment of Slough Sports Club for residential use. Access from existing track through Upton Court Park.

Site Area: 0.04 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (April 1999) for development of 10 flats and staff support accommodation. Development near completion.

Former Use: Vacant

Site Planning Requirements: Design and layout needs to take account of Grade II listed building adjacent at 312/314 High Street.

Access: Via rear service road off Hatfield Road.

PROPOSAL SITE 48 - 30 to 36 PARK STREET

Site Area: 0.06 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (April 2000) for flats; development has been completed.

Site Planning Requirements: No specific requirements.

Access: From Park Street.

PROPOSAL SITE 49 - CORNER OF HERSCHEL STREET AND VICTORIA STREET

Site Area: 0.15 hectares

Proposed Use: RESIDENTIAL

Existing Use: Privately owned car park.

Site Planning Requirements: Layout must take account of the Herschel Street widening line.

Access: From Victoria Road.

PROPOSAL SITE 50 - STAB MONK NATURE PARK, SEYMOUR ROAD, CHALVEY

Site Area: 0.9 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space and vacant land; designated a Millennium Green under the Countryside Agency's scheme.

Site Planning Requirement: Site to be managed to enhance and protect the nature conservation interest of the site.

Access: Via Seymour Road (pedestrian only).

PROPOSAL SITE 55 - SOUTH BUCKS DISTRICT COUNCIL OFFICES

Site Area: 0.93 hectare

Proposed Use: OFFICES.

Planning Status: Planning Permission granted (April 2000) for 9592 square metres gross floorspace

Existing Use: OFFICES

Site Planning requirements: Site affected by approved Road Widening Line for Windsor Road.

Redevelopment to take account of prominent trees on site.

In the absence of the permitted redevelopment commencing, the building should remain on the local list. Should the current planning permission lapse, incorporation of the existing locally listed building in any future redevelopment proposals will be sought.

Access and traffic: From Windsor Road

PROPOSAL SITE 57 – LAND NORTH OF NORWAY DRIVE

Site Area: 2.54 hectares

Proposed Use: AS EXISTING

Existing Use: Public Open Space

Site Planning Requirements: Site to be removed from the Green Belt once Proposal Site 11 (Land south of Wexham Nursery, Wexham Road) is confirmed for housing.

PROPOSAL SITE 58 - WEXHAM NURSERY, WEXHAM

Site Area: 2.45 hectares

Proposed Use: AS EXISTING

Existing Use: Nursery and related uses

Site Planning Requirements: Site to be removed from the Green Belt once Proposal Site 11 (Land south of Wexham Nursery, Wexham Road) and Proposal Site 12 (William Hartley Yard and Surrounds, Church Lane, Wexham) are confirmed for housing.

Proposal Sites

Introduction

The following section sets out in more detail all of the site-specific proposals which have been included within the Policies in the previous chapters.

Each Proposal Site has a unique reference number which is shown on the Proposals Map. The areas shown on the Proposals Map indicate the general location of the proposed development but do not imply that the entire area will necessarily be used for the purpose indicated. Floorspace and dwelling numbers quoted are either approximate assessments or reflect existing detailed schemes. Site and access requirements are not comprehensive. Precise development capacity and planning requirements, including financial contributions, will be determined by detailed site analysis, Local Plan policies, and, for some sites, development briefs. For residential proposal sites, social housing and open space policies apply. With respect to commercial developments, financial contributions will be required for the implementation of the Integrated Transport Strategy and any necessary highway works in accordance with employment and transport policies.

The information in this chapter has been revised as of January 2004 to provide up to date information on the status of the Proposal Sites.

PROPOSAL SITE 1 - CIPPENHAM SECTOR

Site Area: 41.25 hectares

Proposed Use: RESIDENTIAL, LOCAL PARK, OPEN SPACE, COMMUNITY BUILDING, NEIGHBOURHOOD RETAIL CENTRE AND SCHOOL.

Planning Status: Detailed planning permission granted for 1101 dwelling units. Development has been substantially completed.

Former Use: Farmland/Public Open Space/Residential.

Site Planning Requirements: 20% social housing has been secured in the outline planning permission and associated Section 106 legal agreement.

A comprehensive approach to this major development will be needed. In addition to the provision of public open space and children's play areas within the development site, contributions will be required for improvements to public transport and highway infrastructure and to existing library and educational facilities. The above have been secured in a planning permission and legal agreement.

Access: Four vehicular access points onto the existing road network have been identified at Cippenham Lane, Telford Drive, Spring Lane and Mercian Way.

Pedestrian and cycle access will also be required involving improvements to existing formal and informal paths (College Road, Millstream Lane, west of Cippenham Lane, west of Warner Close).

PROPOSAL SITE 2 - SLOUGH SPORTS CLUB, CHALVEY ROAD EAST

Site Area: 2 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (October 1999) for 127 units and development completed.

Former Use: Private Sports Ground with cricket pitch.

Site Planning Requirements: Replacement of the existing cricket pitch to another site is a pre-requisite prior to any development. (Cricket pitch has been relocated to Proposal Site 46).

Access: From Chalvey Road East.

PROPOSAL SITE 3 - MAFF LABORATORY AND NO. 46 LONDON ROAD

Site Area: 4.98 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (June 2000) for MAFF site for 160 units; development has been completed with exception of landscaping works. Planning permission granted (July 2002) for 11 units on 46 London Road; development has commenced.

Former Use: Redundant Government research laboratory and vacant residential.

Site Planning Requirements: Retention of the woodland areas on the site and the wildlife habitats adjacent to the stream. Layout to allow for the redevelopment of No. 46 London Road. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site.

Access and traffic: From London Road (one junction only).

PROPOSAL SITE 4 - EVELYN FOX SCHOOL/BROOKSIDE SITE, TUNS LANE

Site Area: 2.47 hectares

Proposed Use: RESIDENTIAL/OFFICES

Planning Status: Planning permission granted for scheme which includes residential (48 units) and B1(a) offices (8710 square metres gross floorspace). Development has been completed.

Former Use: Former school, secure children's home, and elderly persons home.

Site Planning Requirements: There is a tree preservation order which covers many trees and this will need to be taken into account in development proposals. Account must also be taken of the stream and wildlife value of the eastern boundary.

Access and traffic: From Tuns Lane; limited access from the Bath Road.

PROPOSAL SITE 5 - NORTHERN PART OF FORMER FORD-IVECO SITE, SUTTON LN

Site Area: 8.3 hectares

Proposed Use: RESIDENTIAL

Planning status: Planning permission granted for 304 dwelling units; development has been completed..

Former Use: Part of former Ford-Iveco truck assembly plant.

Site Planning Requirements: Cycleway link to Parlaunt Road is required.

Access and traffic: From Sutton Lane.

PROPOSAL SITE 6 - GOODS YARD, STOKE POGES LANE

Site Area: 1.49 hectares

Proposed Use: RESIDENTIAL

Planning status: Planning permission for residential use has been granted and development has been completed. Formerly designated as an existing business area in the Consultation Draft version of the Local Plan for Slough, and designated as a small scale road to rail transfer station and recycling centre in the Waste Local Plan for Berkshire.

Former Use: Mixed commercial uses including a builder's merchant, a coach hire company and a removal company and railway siding access road.

Site Planning Requirements: A new access will be required from Stoke Poges Lane which would maintain the existing right of way to railway infrastructure to the south and allow for railway bridge replacement.

The design of the residential scheme will be expected to take account of railway noise and any adjoining uses. A survey to ascertain the extent of any contaminated land will be required and any remedial measures will need to be carried out prior to development commencing. Adjacent footpath improvements are also required.

Access and traffic: New access from Stoke Poges Lane.

PROPOSAL SITE 7 - BT DEPOT, LANGLEY ROAD

Site Area: 1.9 hectares

Proposed Use: RESIDENTIAL

Planning Status: Outline planning application received (May 2001) for residential development for whole of site.

Existing Use: British Telecom Transport and maintenance depot.

Site Planning Requirements: British Telecom may retain some presence on the site, and if so, this will reduce the size of the development area and will need to be considered in the housing design. Contribution towards recreation, education and transport facilities required, in addition to affordable housing.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Langley Road.

PROPOSAL SITE 8 - EAST BERKSHIRE COLLEGE CAR PARK, ORMANDE HOUSE AND MOLTON LODGE, STATION ROAD, LANGLEY

Site Area: 2.0 hectares

Proposed Use: RESIDENTIAL

Planning Status: Outline planning permission granted (March 2001) for residential development on whole of site for 115 units; development has been completed.

Former Use: Student car park, student amenity area, (playing field), and two vacant residential properties.

Site Planning Requirements: A comprehensive approach to redevelopment will be expected which incorporates both Ormande House and Molton Lodge, Station Road. Re-provision of the playing field will need to be taken into account in any development.

Access and traffic: From Station Road.

PROPOSAL SITE 9 - PART OF JAMES ELLIMAN SCHOOL SITE, ELLIMAN AVENUE

Site Area: 1.8 hectares

Proposed Use: RESIDENTIAL AND PUBLIC OPEN SPACE

Planning Status: Planning permission granted (October 1999) for residential development and open space; development has been completed.

Former Use: First school and playing fields.

Site Planning Requirements: Over half of the equivalent area of playing fields and replacement public open space in Lismore Park lost as result of access road is being provided. No housing is being constructed within 20m of centre line of overhead power cables. Site is being developed for a range of social housing. S106 requirements include a range of off-site leisure facilities and traffic calming in Lismore Park.

Access and traffic: Via Stoke Road and Lismore Park.

PROPOSAL SITE 10 - DORCAN HOUSE (MEAD PARK) AND SURROUNDS, MEADFIELD ROAD

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (March 2000) on half of the site for 42 units.. Outline planning application approved in principle, subject to completion of a legal agreement, for residential development on the remaining half of the site. Illustrative plans indicate a range of development between 29 and 36 dwellings.

Former Use: Offices

Site Planning Requirements: A soil survey will be required to determine extent of any soil contamination and any remedial measures will need to be carried out prior to development commencing. Trees around site boundaries to be retained.

Access and traffic: From Meadfield Road.

PROPOSAL SITE 11 - LAND SOUTH OF WEXHAM NURSERY, WEXHAM ROAD

Site Area: 2.7 hectares

Proposed Use: RESIDENTIAL

Existing Use: Vacant land

Site Planning requirements: A site investigation will be required to identify whether landfill gas is present as there is some evidence of landfill immediately to the south of the site; any remedial measures will be required to be carried out before development commences. Layout, design and materials will need to take account of Wexham Lodge, a locally listed building. A comprehensive landscaping scheme will be required, particularly to establish defensible boundaries along the eastern and western boundaries.

Access and traffic: From Wexham Road

PROPOSAL SITE 12 - WILLIAM HARTLEY YARD AND SURROUNDS, CHURCH

LANE, WEXHAM

Site Area: 2.0 hectares

Proposed Use: RESIDENTIAL

Existing Use: Commercial and residential

Site Planning requirements: Comprehensive development of the yard and adjacent residential gardens will be required. The possibility of also incorporating nursery land to the south should be considered. Design and layout will need to take account of The Old Corner House, a Grade II listed building; the inappropriate buildings along the eastern boundary of the site contiguous to The Old Corner House will be expected to be removed. The design and layout will be required to take account of Old Reading Room Cottage and Orchard End and their setting.

Access and traffic: From Church Lane and possibly Wexham Road if the nursery land is incorporated in the development.

PROPOSAL SITE 13 - LAND NORTH OF THE QUEEN MOTHER RESERVOIR

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (May 2003) for 81 units; development has commenced.

Former Use: Vacant (Grazing land).

Site Planning Requirements: Provision of shared use pedestrian/cycle path from Majors Farm Road eastwards across the site will be required.

Access and traffic: From Majors Farm Road.

PROPOSAL SITE 14 - CARAVAN PARK, DITTON ROAD, LANGLEY

Site Area: 1.0 hectare

Proposed Use: RESIDENTIAL

Planning status: Planning permission granted (December 2003) for 34 dwellings on part of the site. Development to commence shortly.

Existing Use: Caravan Park and vacant land.

Site Planning Requirements: Comprehensive development of this site will be required. Account will need to be taken of trees within the site.

A comprehensive site investigation will be required to identify whether landfill gas and contamination is present due to the site's history; any remedial measures will need to be carried out before development commences.

There are tenants on site; development may not commence until their leases have expired or they are relocated.

Access and traffic: From Ditton Park Road (access already approved).

PROPOSAL SITE 15 - LAND AT DITTON FARM, LANGLEY

Site Area: 11.1 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (May 2002) for 350 units on large proportion of the proposal site; a small area in northern part falls outside the development site. Development has commenced.

Former Use: Vacant (Grazing, car boot sales).

Site Planning Requirements: A comprehensive landscaping scheme will be required to establish a defensible boundary along the south-western boundary; in addition, careful landscaping treatment of the western boundary will be required. An archaeological evaluation of the site has been carried out. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Ditton Park Road and Ditton Road.

PROPOSAL SITE 16 - LAND SOUTH OF CASTLEVIEW ROAD

Site Area: 10.7 hectares

Proposed Use: RESIDENTIAL

Existing Use: Agricultural land, some of which is in set aside.

Site Planning requirements: Replacement of play area and car park within Upton Court Park affected by access road will be required within the Park. The public open space affected by the access road will need to be replaced within the development site. The public open space requirement will be located on the southeastern part of the site. Appropriate landscaping scheme required along eastern boundary adjacent to the Historic Park and Garden. Provision for the Linear Park through land to the south of the site will also be required. Appropriate provision for educational facilities will be required to meet the needs arising from the development of this site; the provision of land for the relocation of Castleview School in the interests of the comprehensive planning of the area will be sought.

Access and traffic: From Upton Court Road via a new roundabout. No access will be allowed into the site from Castleview Road or Blenheim Road apart from an emergency access.

PROPOSAL SITE 18 - MIDDLEGREEN TRADING ESTATE

Site Area: 2.9 hectares

Proposed Use: RESIDENTIAL

Existing Use: Mixed commercial use.

Site Planning Requirements: A site investigation will be required to identify whether there is any contaminated land arising from former or current commercial uses; any remedial measures will need to be carried out prior to development commencing. The layout and design would need to take account of the railway to the south and the canal to the north.

Access and traffic: From Middlegreen Road.

PROPOSAL SITE 19 - POST OFFICE SORTING OFFICE, WELLINGTON STREET

Site Area: 1.4 hectares

Proposed Use: RESIDENTIAL

Existing Use: Royal Mail sorting office.

Site Planning Requirements: Landscaping improvements to the Wellington Street frontage will be required. The design and layout should respect residential properties on Wexham Road.

The rear service road for High Street properties needs to be up-graded for improved servicing and provision of pedestrian footpath. There is the possibility that a small, low key commercial use such as workshops, which would bring vitality to the area during the day, may be permitted. The planning proposal contained here supersedes the Development Brief for the site published in October 1996.

Access and traffic: From Wexham Road.

PROPOSAL SITE 20 - CANAL BASIN, STOKE ROAD

Site Area: 1.74 hectares

Proposed Use: RESIDENTIAL AND MIXED USES INCLUDING PUBLIC HOUSE/ RESTAURANT

Existing Use: Commercial and vacant land.

Site Planning Requirements: The site could be redeveloped solely for residential purposes or a mixed use development including residential and restaurant/public house. Any development will need to maintain good access for pedestrians. The possibility of including residential and visitor moorings for canal boats should be considered. The permissive right of way along the south side of the canal must be retained as well as pedestrian access along the north side through to Kendal Close.

A soil and groundwater investigation will be required to determine the extent of any soil or groundwater contamination and any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From Stoke Road.

PROPOSAL SITE 21 - LAND WEST AND EAST OF SLOUGH STATION, AND LAND ADJACENT TO RAILWAY WEST OF WILLIAM STREET

Site Area: 2.0 hectares

Proposed Use: OFFICES/HOTEL / CONFERENCE FACILITIES / RESIDENTIAL / COMMERCIAL LEISURE

Existing Use: Private hire taxi office, car park, Railway Society building, and one residential unit.

Site Planning Requirements: The design of the buildings in proximity to the station must have regard to the setting of Slough Station which is a Grade II listed building.

The site currently contains a residential unit which will need to be replaced as per housing policy either within the site or on other non-residential land.

Disabled access within the station and a forecourt enhancement scheme will be required.

Only a very reduced level of car parking for the office development will be allowed due to the proximity to the public transport interchanges. The need for a rail related commuter multi-storey car park which has been proposed for the site will be considered at the time of any application, taking into account the extent to which it would be compatible with the Integrated Transport Strategy. No on-site parking required for hotel, conference use or commercial leisure. The provision of new, secure cycle parking facilities will be required as part of any redevelopment scheme.

The relocation of the Railway Society building will be sought as part of any redevelopment scheme.

Access and traffic: From Brunel Way and William Street.

PROPOSAL SITE 22 - GROVE COURT, HATFIELD ROAD

Site Area: 0.2 hectares

Proposed Use: OFFICES

Planning Status: Planning permission granted for 6378 square metres gross floorspace; development has been completed.

Former Use: Office use (2011 square metres gross floorspace)

Site Planning Requirements: Improvement to multi-storey car park required.

Access and traffic: From Hatfield Road

PROPOSAL SITE 23 - THE OLD CROWN AND BUCKINGHAM GARDENS CAR PARK

Site Area: 0.5 hectares

Proposed Use: OFFICES, RETAIL AND COMMERCIAL LEISURE PLUS SHOPPER CAR PARKING.

Planning Status: Planning permission granted (February 2001) for mixed use development including offices (7676 m2) hotel, leisure, retail, and provision of replacement surface level car park. Development has been completed.

Former Use: Retail and Community/Office Use.

Site Planning Requirements: Planning permission granted broadly in accordance with guidance given in the approved development brief for the site. S106 requirements include transportation contribution, environmental enhancements, and public art.

Access and traffic: From Buckingham Gardens with secondary access from Herschel Street.

PROPOSAL SITE 24 - PETROL STATION, HERSCHEL STREET

Site Area: 0.1 hectare

Proposed Use: OFFICES

Planning Status: Planning permission granted for 1,880 square metres gross floorspace and development has been completed.

Former Use: Petrol Filling Station.

Site Planning Requirements: Maintain vehicular access to multi-storey car park.

Access and traffic: From Herschel Street.

PROPOSAL SITE 25 - 17 to 23 HIGH STREET

Site Area: 0.2 hectares

Proposed Use: OFFICES

Planning Status: Planning permission granted for 3,250 square metres gross floorspace, and has been completed.

Former Use: Retail (A1 and A2) and mixed commercial uses.

Site Planning Requirements: Rear service road to be provided. A comprehensive approach to the redevelopment of this site will be sought.

Access and traffic: Access from the High Street to the rear service road.

PROPOSAL SITE 26 - 1 TO 7 HIGH STREET

Site Area: 0.1 hectare

Proposed Use: OFFICES (1,000 square metres gross floorspace).

Existing Use: Mixed retail and commercial uses.

Site Planning Requirements: Rear service road is to be provided.

Access and traffic: Access from High Street to new rear service road.

PROPOSAL SITE 27 - HEART OF SLOUGH PROPOSAL

Site Area: 5.0 hectares

Proposed Use: REDEVELOPMENT TO PROVIDE A MIX OF USES DRAWN FROM THE FOLLOWING: ARTS/CULTURAL/ HERITAGE, LEISURE, OFFICES (20,000 SQUARE METRES GROSS FLOORSPEACE), HOTEL/CONFERENCE, RESIDENTIAL PLUS PUBLIC CAR PARKING AND REPLACEMENT BUS STATION FACILITY.

Existing Use: Road space, roundabout, bus station, multi-storey car park, library and day centre.

Site Planning Requirements: A substantial element of housing will be sought within the site or on related sites such as the Town Hall. There are two Grade II listed buildings immediately adjacent to the site: Church of Our Lady Immaculate and St. Ethelbert and the Presbytery. Layout and design must be sympathetic to the locally listed building within the site (Day Care Centre) and adjacent (Prudential building).

Any redevelopment of the library, bus station, and day centre buildings must provide acceptable replacement facilities.

There should be no increase in the number of car parking spaces over and above the total number currently on the site.

Existing service access functions should not be hindered. Proposals will be based on a planning brief subject to public consultation for subsequent approval.

Access and traffic: Comprehensive redevelopment will be sought which reduces the impact of the road system and improves pedestrian access and linkages across the A4/Wellington Street.

PROPOSAL SITE 28 - 2 to 10 WINDSOR ROAD

Site Area: 0.1 hectares

Proposed Use: OFFICES (1,000 square metres gross, 300 square metres net) AND RETAIL

Planning Status: Planning permission granted (August 1999) for offices and A2/A3 uses; development has been completed.

Former Use: Retail (A1 - A3).

Site Planning Requirements: The design and layout must take account of the strategy for Slough Old Town area and the adjoining locally listed buildings at 12 to 14 Windsor Road and The Honeypt.

Access and traffic: From Windsor Road to the rear service road.

PROPOSAL SITE 29 - 53 to 63 WINDSOR ROAD

Site Area: 0.5 hectares

Proposed Use: OFFICES (13,152 square metres gross floorspace).

Planning status: Planning permission granted.

Existing Use: Offices totalling 9,950 square metres.

Site Planning Requirements: The design and layout must be sympathetic to the setting of the Grade II* listed building immediately to the east (Church of St. Mary). Financial contributions will be required towards off-site landscape improvements to Windsor Road.

Access and traffic: From Windsor Road.

PROPOSAL SITE 30 - FINELEIGH COURT, BATH ROAD/LEDGERS ROAD

Site Area: 0.27 hectares

Proposed Use: OFFICES (3,500 square metres gross floorspace)

Planning Status: Planning permission granted (August 1999) for offices; development completed.

Former Use: Vacant.

Site Requirements: Replacement of equivalent of 89 habitable rooms required on the Jams Elliman First School site; development has been completed.

There is a listed building (milestone) located immediately adjacent to the site on highway land fronting onto the Bath Road which needs to be taken into account in the design and layout of the development.

The maximum height should not exceed that of the neighbouring office building at 5 Bath Road.

Access and traffic: From Ledgers Road with possible secondary access from Bath Road.

PROPOSAL SITE 31 - 11 to 15 ST. LAURENCE WAY

Site Area: 0.6 hectares

Proposed Use: RESIDENTIAL/BUSINESS

Planning Status: Planning permission has been granted for a mixed use scheme of residential (16 units/40 habitable rooms) and offices (1480 square metres gross floorspace). Development has been completed.

Former Use: Vacant

Site Planning Requirements: A site investigation will be required to identify whether there is soil contamination; any remedial measures will need to be carried out prior to development commencing.

Access and traffic: From St. Laurence Way.

PROPOSAL SITE 32 - NEWSWEEK HOUSE SITE, WELLINGTON STREET

Site Area: 0.5 hectares

Proposed Use: OFFICES

Former Use: Temporary car park.

Planning Status: Planning permission for 7440 square metres of offices granted (January 2000); development has been completed.

Site Planning Requirements: Improved pedestrian links are required and improved access to A4 with retention of bus lane. Limited parking allowed for office use.

Access and traffic: From Queensmere Road.

PROPOSAL SITE 33 - 145 to 147 FARNHAM ROAD

Site Area: 0.3 hectares

Proposed Use: EXTENSION TO ADJACENT FOOD RETAIL UNIT

Existing Use: General Industrial.

Site Planning Requirements: The design and layout should take account of the building line of the retail units to the south.

Access and traffic: From adjoining site, not directly from the Farnham Road.

PROPOSAL SITE 34 - KEEL DRIVE WATER CRESS BEDS

Site Area: 1.0 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Vacant

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: Pedestrian access is available from the eastern end of the site.

PROPOSAL SITE 35 - WEST OF HOLLOW HILL LANE

Site Area: 11.4 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Grazing, agriculture, and vacant.

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: There is no vehicular access to the site; private land with no public rights of way.

PROPOSAL SITE 36 - HALKINGCROFT WOOD

Site Area: 1.3 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space (Woodland).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: No vehicular access to the site. Pedestrian access via Middlegreen Road/Halkingcroft.

PROPOSAL SITE 37 - RAILWAY TRIANGLE OFF LANSDOWNE ROAD

Site Area: 0.9 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Vacant (Rough grassland and trees).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: No vehicular access; private land but with limited pedestrian access possible from Stranraer Gardens.

PROPOSAL SITE 38 - LYNCH HILL

Site Area: 9.85 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space (Woodland and grassland).

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interests of the site.

Access and traffic: No vehicular access; pedestrian access available from numerous points.

PROPOSAL SITE 39 - OLD SLADE LAKE, ORLITS LAKE, COLNBROOK WEST & PART OF COLNE BROOK

Site Area: 28.46 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Lakes with grassland and scrub surrounding, and stream and marginal vegetation.

Site Planning Requirements: Site to be managed to protect and enhance nature conservation interests of the site which is a Wildlife Heritage Site.

Access and traffic: No vehicular access; private land with no public rights of way.

PROPOSAL SITE 40 - EAST OF KENNEDY PARK

Site Area: 4.1 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Public Open Space (Restored landfill site).

Site Planning Requirements: A comprehensive landscaping scheme which enhances the nature conservation interest and amenity of the site will be required.

Access and traffic: A small car park off Long Furlong Drive will be expected as well as good pedestrian links to the east onto the existing path and to Kennedy Park to the west.

PROPOSAL SITE 41 - SOUTH OF HERSCHEL PARK

Site Area: 4.16 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Public Open Space (Restored landfill site).

Site Planning Requirements: A comprehensive landscaping scheme which enhances the nature conservation interest and amenity of the site will be required.

Access and traffic: There is no vehicular access to the site; pedestrian links through Herschel Park to the north will be required.

PROPOSAL SITE 42 - LAND EAST OF CROWN MEADOW, COLNBROOK

Site Area: 3.3 hectares

Proposed Use: PUBLIC OPEN SPACE

Existing Use: Vacant land used for informal recreation.

Site Planning Requirements: Site to be managed to protect and enhance the nature conservation interest of the site which is a Wildlife Heritage Site; possibility of managing a small section along the western boundary as a more formal area of public open space to be pursued.

Access and traffic: No vehicular access; existing desire lines from Crown Meadow to the west and the London Road to the north to be recognised.

PROPOSAL SITE 43 - CIPPENHAM GREEN WEDGE AND NOISE BARRIER

Site Area: 25.7 hectares

Proposed Use: PUBLIC/PRIVATE OPEN SPACE AND PLAYING FIELDS

Planning Status: Noise barrier complete; some landscaping and sports pitches secured through S106 agreement and noise barrier planning permission.

Existing Use: Vacant land and noise barrier.

Site Planning Requirements: Within the site, tree planting, wildlife friendly landscaping, sports pitches, east-west bridleway and north-south footpaths will be required. Only small ancillary buildings such as changing accommodation will be permitted.

Access and traffic: From Little Chapels/Richards Way.

PROPOSAL SITE 44 - LAND NORTH OF ST. ETHELBERTS SCHOOL, WEXHAM RD

Site Area: 3.7 hectares

Proposed Use: EDUCATIONAL

Existing Use: Vacant (Grassland).

Site Planning Requirements: Potential site for a special needs school, replacing the Jonathan Miller Centre at Haymill. The site is located in the Green Belt; if it is established that the new school site is required, the site will be retained in the Green Belt. The design and siting of the building and the landscaping scheme will need to take account of the Green Belt location.

Access and traffic: From Wexham Road.

PROPOSAL SITE 45 - LAND AT THAMES VALLEY UNIVERSITY

Site Area: 3.33 hectares

Proposed Use: EDUCATIONAL/STUDENT ACCOMMODATION AND RESIDENTIAL, PLUS A MIX OF USES DRAWN FROM THE FOLLOWING: ARTS/CULTURE/HERITAGE, OFFICES, RESEARCH AND DEVELOPMENT, LEISURE (INCLUDING LATE NIGHT LEISURE USES), AND HOTEL/ CONFERENCE FACILITIES.

Planning Status: Outline planning application granted on appeal (July 2001) for mixed scheme to include university accommodation, residential (including student accommodation), offices, leisure, and hotel. Full planning permission granted (July 2001) for a new teaching centre on western part of site.

Existing Use: University buildings, including student union and car park.

Site Planning Requirements: The residential element of the scheme shall not be taken to include the student accommodation. The provision of student accommodation would be in addition to the housing provision. Design of the housing, student accommodation and other noise sensitive developments needs to take account of noise from adjacent Slough to Windsor railway line and major roads. The student union facilities will be expected to be re-provided in any redevelopment scheme. The design and layout of any new development should provide an enhanced and more prominent entrance to the university on the Wellington Street frontage. If the gym facilities were to be included in any redevelopment scheme, replacement leisure facilities would be required elsewhere on the site.

Access and traffic: From Wellington Street and William Street.

PROPOSAL SITE 46 - LAND EAST OF UPTON COURT PARK

Site Area: 6.2 hectares

Proposed Use: PRIVATE OPEN SPACE

Planning Status: Planning permission has been granted for two cricket pitches and clubhouse as replacement facility for Slough Cricket Club. Development is complete. Permission for a hockey club and artificial pitch has been granted 17th June 2002; development is completed.

Former Use: Vacant (Agriculture).

Site Requirements: An 8 metre strip adjacent to the southern boundary is required to allow for a shared use path as part of the Linear Park and as a buffer to the watercourse. The site provides for relocation of Slough Cricket Club which in turn will facilitate the redevelopment of Slough Sports Club for residential use. Access from existing track through Upton Court Park.

Site Area: 0.04 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (April 1999) for development of 10 flats and staff support accommodation. Development near completion.

Former Use: Vacant

Site Planning Requirements: Design and layout needs to take account of Grade II listed building adjacent at 312/314 High Street.

Access: Via rear service road off Hatfield Road.

PROPOSAL SITE 48 - 30 to 36 PARK STREET

Site Area: 0.06 hectares

Proposed Use: RESIDENTIAL

Planning Status: Planning permission granted (April 2000) for flats; development has been completed.

Site Planning Requirements: No specific requirements.

Access: From Park Street.

PROPOSAL SITE 49 - CORNER OF HERSCHEL STREET AND VICTORIA STREET

Site Area: 0.15 hectares

Proposed Use: RESIDENTIAL

Existing Use: Privately owned car park.

Site Planning Requirements: Layout must take account of the Herschel Street widening line.

Access: From Victoria Road.

PROPOSAL SITE 50 - STAB MONK NATURE PARK, SEYMOUR ROAD, CHALVEY

Site Area: 0.9 hectares

Proposed Use: NON-STATUTORY INFORMAL NATURE RESERVE

Existing Use: Public Open Space and vacant land; designated a Millennium Green under the Countryside Agency's scheme.

Site Planning Requirement: Site to be managed to enhance and protect the nature conservation interest of the site.

Access: Via Seymour Road (pedestrian only).

PROPOSAL SITE 55 - SOUTH BUCKS DISTRICT COUNCIL OFFICES

Site Area: 0.93 hectare

Proposed Use: OFFICES.

Planning Status: Planning Permission granted (April 2000) for 9592 square metres gross floorspace

Existing Use: OFFICES

Site Planning requirements: Site affected by approved Road Widening Line for Windsor Road.

Redevelopment to take account of prominent trees on site.

In the absence of the permitted redevelopment commencing, the building should remain on the local list. Should the current planning permission lapse, incorporation of the existing locally listed building in any future redevelopment proposals will be sought.

Access and traffic: From Windsor Road

PROPOSAL SITE 57 – LAND NORTH OF NORWAY DRIVE

Site Area: 2.54 hectares

Proposed Use: AS EXISTING

Existing Use: Public Open Space

Site Planning Requirements: Site to be removed from the Green Belt once Proposal Site 11 (Land south of Wexham Nursery, Wexham Road) is confirmed for housing.

PROPOSAL SITE 58 - WEXHAM NURSERY, WEXHAM

Site Area: 2.45 hectares

Proposed Use: AS EXISTING

Existing Use: Nursery and related uses

Site Planning Requirements: Site to be removed from the Green Belt once Proposal Site 11 (Land south of Wexham Nursery, Wexham Road) and Proposal Site 12 (William Hartley Yard and Surrounds, Church Lane, Wexham) are confirmed for housing.

APPENDIX 1

Development Control Guidelines (as at February 2004)

1. Guidelines on the Provision of Amenity Space around Residential Properties - January 1990
2. Guidelines for the Conversion of Houses to Rest Homes for the Elderly - May 1990
3. Slough Borough Council Parking and Servicing Standards - September 1990
4. Guidelines for "Granny Annexes" - October 1990
5. Guidelines for Backland/Infill Housing Development - June 1991
6. Guidelines for Private Hire Company Offices - June 1991
7. Guidance Note for the Change of Garages into Habitable Rooms - July 1991
8. Guidelines for the Conversion of Houses to Guest Houses/Bed and Breakfast Accommodation - October 1991
9. Guidelines for Flat Conversions - April 1992
10. Guidelines for Residential Children's Homes - May 1992
11. Guidelines for Student Accommodation - October 1992
12. Guidelines for Non-retail uses within the Town Centre and District Shopping Centres - November 1993
13. Guidelines for Residential Extensions - February 1994
14. Slough Old Town Area, Shop Front design and Signage - July 1996
15. Guidelines for Late Night Leisure Uses within Slough Town Centre - July 1997
16. Guidelines for Pavement Cafes - October 1998

APPENDIX 2

Parking Standards November 1998

	Town Centre Commercial Core Area	Rest of Town Centre	Existing Business Areas	Shopping Area	Predominantly Residential
A1 Shops					
Car Spaces	Nil	Nil	Min. 1 to 30m ²	Nil unless shortfall	Min 1 to 30m ²
Lorry Spaces	c.o.m.*	c.o.m.	c.o.m.	c.o.m.	c.o.m.
Cycle spaces	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²
A1 Superstores					
Car Spaces	Nil	No overall increase	Max. 1 to 20m ²	Nil unless shortfall	Min. 1 to 20m ²
Lorry Spaces	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²
Cycle spaces	Min. 1 to 350m ²	Min. 1 to 350m ²	Min. 1 to 350m ²	Min. 1 to 350m ²	Min. 1 to 350m ²
A1 Retail Warehouses					
Car Spaces	Nil	Max. 1 to 30m ²	Max. 1 to 30m ²	Nil unless shortfall	N/A
Lorry Spaces	Min. 1 to 500m ²	Min. 1 to 500m ²	Min. 1 to 500m ²	Min. 1 to 500m ²	N/A
Cycle spaces	Min. 1 to 300m ²	Min. 1 to 300m ²	Min. 1 to 500m ²	Min. 1 to 300m ²	N/A
A2 Financial Services					
Car Spaces	Nil	Nil	N/A	Nil	N/A
Cycle spaces	Min. 1 to 125m ²	Min. 1 to 125m ²	N/A	Min. 1 to 125m ²	N/A
A3 Food/Drink/Pubs					
Car Spaces	Nil	Nil	Min. 1 to 5m ² of public area	Nil	Min. 1 to 5m ² of public area
Cycle spaces	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.

*c.o.m. = consider on merits

	Town Centre Commercial Core Area	Rest of Town Centre	Existing Business Areas	Shopping Area	Predominantly Residential
B1(a) Offices					
Car Spaces	Max. 1 to 40m ²	Max. 1 to 40m ²	No overall increase	Max. 1 to 40m ²	Max. 1 to 40m ²
Lorry Spaces	c.o.m.*	c.o.m.	c.o.m.	c.o.m.	c.o.m.
Cycle spaces	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²
B1(b) Research/Development					
Car Spaces	Max. 1 to 50m ²	Max. 1 to 50m ²	No overall increase	Max. 1 to 50m ²	Max. 1 to 50m ²
Lorry Spaces	c.o.m.	c.o.m.	c.o.m.	N/A	c.o.m.
Cycle spaces	Min. 1 to 125m ²	Min. 1 to 125m ²	Min. 1 to 125m ²	N/A	Min. 1 to 125m ²
B1(c) Light Industry					
Car Spaces	Max. 1 to 50m ²	Max. 1 to 50m ²	No overall increase	Max. 1 to 50m ²	Max. 1 to 50m ²
Lorry Spaces	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	N/A	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²
Cycle spaces	Min. 1 to 250m ²	Min. 1 to 250m ²	Min. 1 to 250m ²	N/A	Min. 1 to 250m ²
B2 Industrial					
Car Spaces	Min. 1 to 50m ²	Min. 1 to 50m ²	Min. 1 to 50m ²	N/A	Min. 1 to 50m ²
Lorry Spaces	Min. 1 to 500m ²	Min. 1 to 500m ²	Min. 1 to 500m ²	N/A	Min. 1 to 500m ²
Cycle spaces	Min. 1 to 500m ²	Min. 1 to 500m ²	Min. 1 to 500m ²	N/A	Min. 1 to 500m ²
B8 Warehousing					
Car Spaces	Min. 1 to 200m ²	Min. 1 to 200m ²	Min. 1 to 200m ²	N/A	Min. 1 to 200m ²
Lorry Spaces	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²	N/A	Min. 1 to 500m ² up to 2,000m ² , then 1 to 1,000m ²
Cycle spaces	Min. 1 to 500m ²	Min. 1 to 500m ²	Min. 1 to 500m ²	N/A	Min. 1 to 500m ²
C1 Hotels/Guesthouses					
Car Spaces	Nil	Min. 1 per bedroom, 1 to 5m ² for bars etc	Min. 1 per bedroom, 1 to 5m ² for bars etc	Min. 1 per bedroom, 1 to 5m ² for bars etc	Min. 1 per bedroom, 1 to 5m ² for bars etc
Coaches	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.
C2 Hospitals					
Car Spaces	Min. 1 per 3 beds, 1 per 2 staff	Min. 1 per 3 beds, 1 per 2 staff	Min. 1 per 3 beds, 1 per 2 staff	Min. 1 per 3 beds, 1 per 2 staff	Min. 1 per 3 beds, 1 per 2 staff
Cycle spaces	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors

*c.o.m. = consider on merits

	Town Centre Commercial Core Area	Rest of Town Centre	Existing Business Areas	Shopping Area	Predominantly Residential
C2 Nursing Homes					
Car Spaces	Min. 1 per 4 beds	Min. 1 per 4 beds	Min. 1 per 4 beds	Min. 1 per 4 beds	Min. 1 per 4 beds
Cycle spaces	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors	Min. 1 per 5 staff, plus 1 per 10 staff for visitors
C2 Student Accommodation					
Car spaces	c.o.m.*	c.o.m.	Min. 1 per 5 students, plus 1 per 2 staff	Min. 1 per 5 students, plus 1 per 2 staff	Min. 1 per 5 students, plus 1 per 2 staff
Cycle spaces	Min. 1 per 2 students	Min. 1 per 2 students	Min. 1 per 2 students	Min. 1 per 2 students	Min. 1 per 2 students
C3 Residential					
1-bed flat (all spaces assigned)					
Car spaces	Nil	Min. 2 per unit	N/A	Nil	Min. 2 per unit
Cycle spaces	Min. 1 per unit	Min. 1 per unit	N/A	Min. 1 per unit	Min. 1 per unit
1-bed flat (one space assigned)					
Car spaces	Nil	Min. 1 space, plus 0.5 communal	N/A	Nil	Min. 1 space, plus 0.5 communal
Cycle spaces	Min. 1 per unit	Min. 1 per unit	N/A	Min. 1 per unit	Min. 1 per unit
1-bed flat (all spaces communal)					
Car spaces	Nil	Min. 1.25 per unit	N/A	Nil	Min. 1.25 per unit
Cycle spaces	Min. 1 per unit	Min. 1 per unit	N/A	Min. 1 per unit	Min. 1 per unit
2 or 3-bed (communal)					
Car spaces	Nil	Min. 1.75 per unit	N/A	Nil	Min. 1.75 per unit
2 or 3-bed (all spaces assigned)					
Car spaces	Nil	Min. 2 per unit	N/A	Nil	Min. 2 per unit
4 or 4+ beds (all spaces assigned)					
Car spaces	Min. 3 per unit	Min. 3 per unit	N/A	Min. 3 per unit	Min. 3 per unit
D1 Places of Worship					
Car spaces	Nil	Nil	Min. 1 to 10m ²	Min. 1 to 10m ²	Min. 1 to 10m ²
Cycle spaces	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.
Coaches	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.

***c.o.m. = consider on merits**

	Town Centre Commercial Core Area	Rest of Town Centre	Existing Business Areas	Shopping Area	Predominantly Residential
D1 Surgeries/Clinics					
Car spaces	Min. 1 per staff, plus 1 per consulting room	Min. 1 per staff, plus 1 per consulting room	Min. 1 per staff, plus 1 per consulting room	Min. 1 per staff, plus 1 per consulting room	Min. 1 per staff, plus 1 per consulting room
Cycle spaces	Min. 1 per 5 staff, plus 1 per 5 staff for visitors	Min. 1 per 5 staff, plus 1 per 5 staff for visitors	Min. 1 per 5 staff, plus 1 per 5 staff for visitors	Min. 1 per 5 staff, plus 1 per 5 staff for visitors	Min. 1 per 5 staff, plus 1 per 5 staff for visitors
D1 Nursery/Creche					
Car spaces	Min. 1 per staff	Min. 1 per staff	Min. 1 per staff	Min. 1 per staff	Min. 1 per staff
Cycle spaces	Min. 1 per 10 staff	Min. 1 per 10 staff	Min. 1 per 10 staff	Min. 1 per 10 staff	Min. 1 per 10 staff
D1 Primary School					
Car spaces	Min. 1 per staff, plus 3 per school	Min. 1 per staff, plus 3 per school	Min. 1 per staff, plus 3 per school	Min. 1 per staff, plus 3 per school	Min. 1 per staff, plus 3 per school
Cycle spaces	Min 1 per 10 staff	Min 1 per 10 staff	Min 1 per 10 staff	Min 1 per 10 staff	Min 1 per 10 staff
D1 Secondary School					
Car spaces	Min. 1 per staff, plus 8 per school	Min. 1 per staff, plus 8 per school	Min. 1 per staff, plus 8 per school	Min. 1 per staff, plus 8 per school	Min. 1 per staff, plus 8 per school
Cycle spaces	Min. 1 per 10 staff/students	Min. 1 per 10 staff/students	Min. 1 per 10 staff/students	Min. 1 per 10 staff/students	Min. 1 per 10 staff/students
D1 Further Education					
Car spaces	c.o.m.*	c.o.m.	Min. 1 per staff, 1 per 3 non- teaching staff, plus 1 per 3 students	Min. 1 per staff, 1 per 3 non- teaching staff, plus 1 per 3 students	Min. 1 per staff, 1 per 3 non- teaching staff, plus 1 per 3 students
Cycle spaces	Min. 1 per 8 staff/students	Min. 1 per 8 staff/students	Min. 1 per 8 staff/students	Min. 1 per 8 staff/students	Min. 1 per 8 staff/students
D2 Sports/Leisure					
Car spaces	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.
Cycle spaces	Min. 1 per 10 staff, plus 1 per 20 visitors	Min. 1 per 10 staff, plus 1 per 20 visitors	Min. 1 per 10 staff, plus 1 per 20 visitors	Min. 1 per 10 staff, plus 1 per 20 visitors	Min. 1 per 10 staff, plus 1 per 20 visitors
Coaches	c.o.m.	c.o.m.	c.o.m.	c.o.m.	c.o.m.
D2 Entertainment					
Car spaces	Nil	Nil	Min. 1 to 5m ²	Nil unless shortfall	Min. 1 to 5m ²
Cycle spaces	Min. 1 per 50 visitors	Min. 1 per 50 visitors	Min. 1 per 50 visitors	Min. 1 per 50 visitors	Min. 1 per 50 visitors

***c.o.m. = consider on merits**

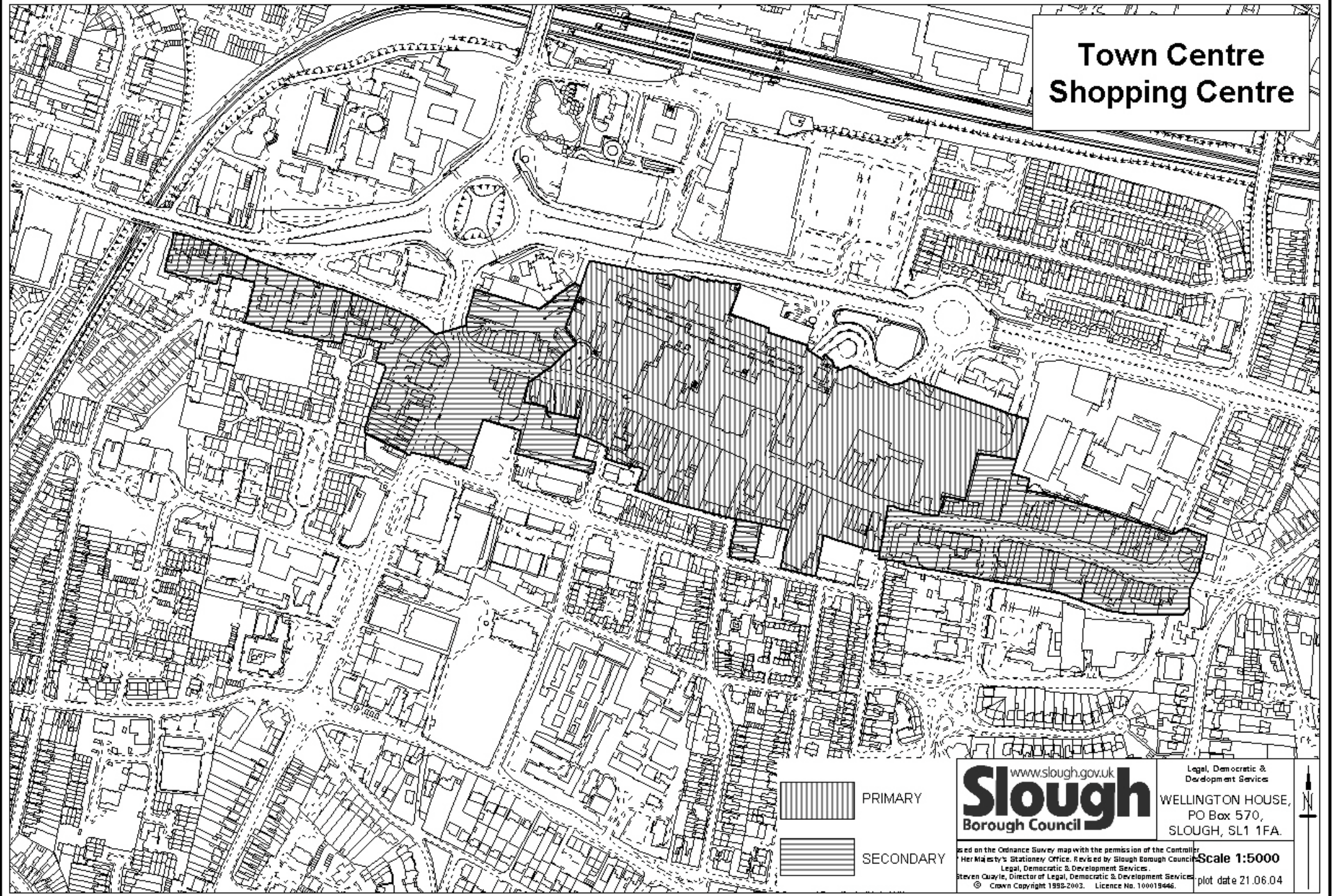
	Town Centre Commercial Core Area	Rest of Town Centre	Existing Business Areas	Shopping Area	Predominantly Residential
D1 Libraries					
Car spaces	c.o.m.*	c.o.m.	Min. 1 to 30m ²	Min. 1 to 30m ²	Min. 1 to 30m ²
Cycle spaces	Min. 1 per 10 staff, plus 1 per 10 staff for visitors	Min. 1 per 10 staff, plus 1 per 10 staff for visitors	Min. 1 per 10 staff, plus 1 per 10 staff for visitors	Min. 1 per 10 staff, plus 1 per 10 staff for visitors	Min. 1 per 10 staff, plus 1 per 10 staff for visitors

***c.o.m. = consider on merits**

APPENDIX 3

**Primary and Secondary Shopping Frontages Within the Town
Centre and District Shopping Centres**

Town Centre Shopping Centre



- PRIMARY
- SECONDARY

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Slough
Borough Council

Legal, Democratic &
Development Services

WELLINGTON HOUSE,
PO Box 570,
SLOUGH, SL1 1FA.

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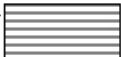
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Farnham Road District Shopping Centre



 PRIMARY

 SECONDARY

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Slough
 Borough Council

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**Langley District
Shopping Centre**



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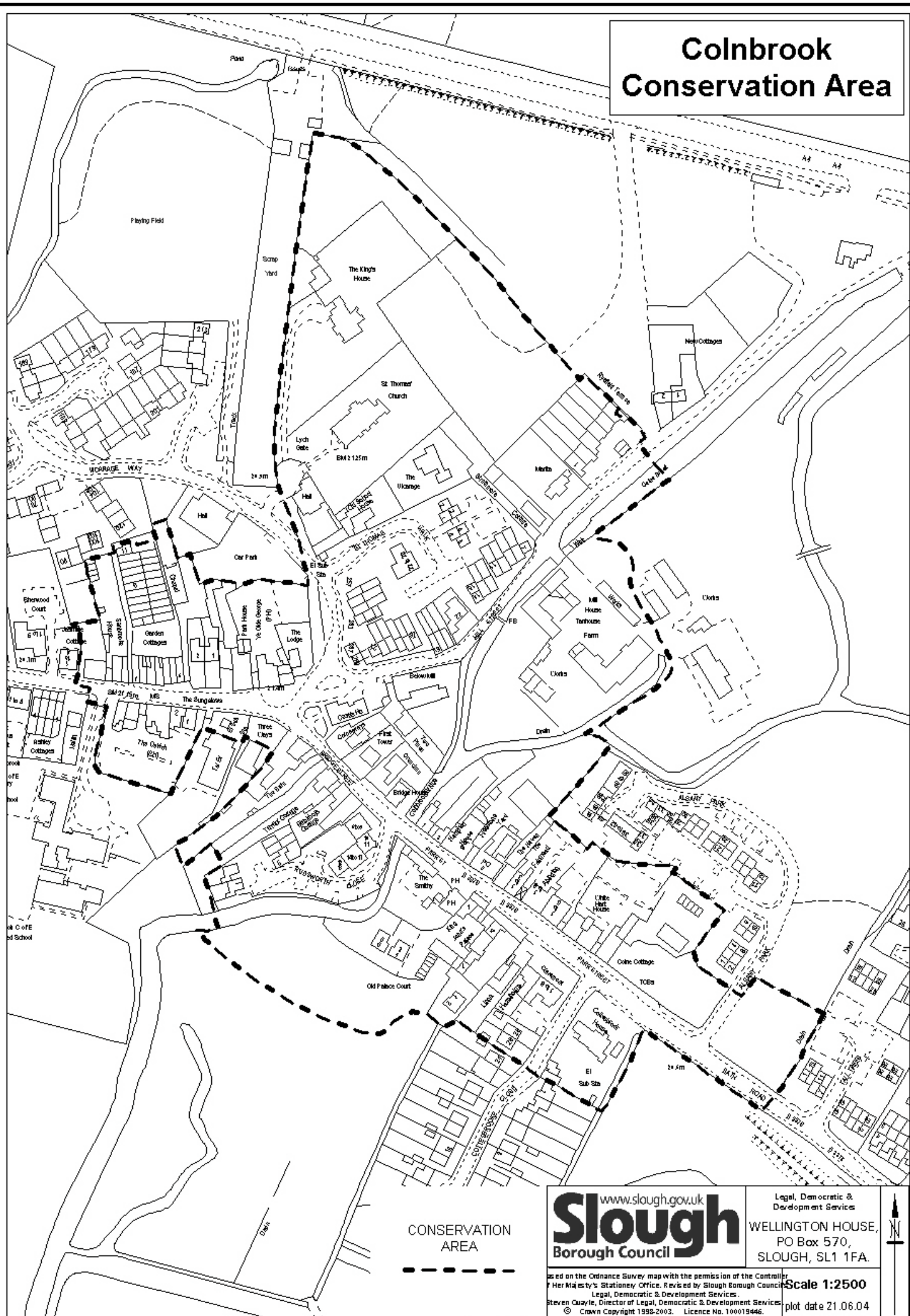
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APPENDIX 4

Conservation Areas in the Borough of Slough

Colnbrook Conservation Area



CONSERVATION
AREA

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Development Services

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 Burial Ground



St. Mary's Church Conservation Area



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Slough
 Borough Council

Legal, Democratic & Development Services

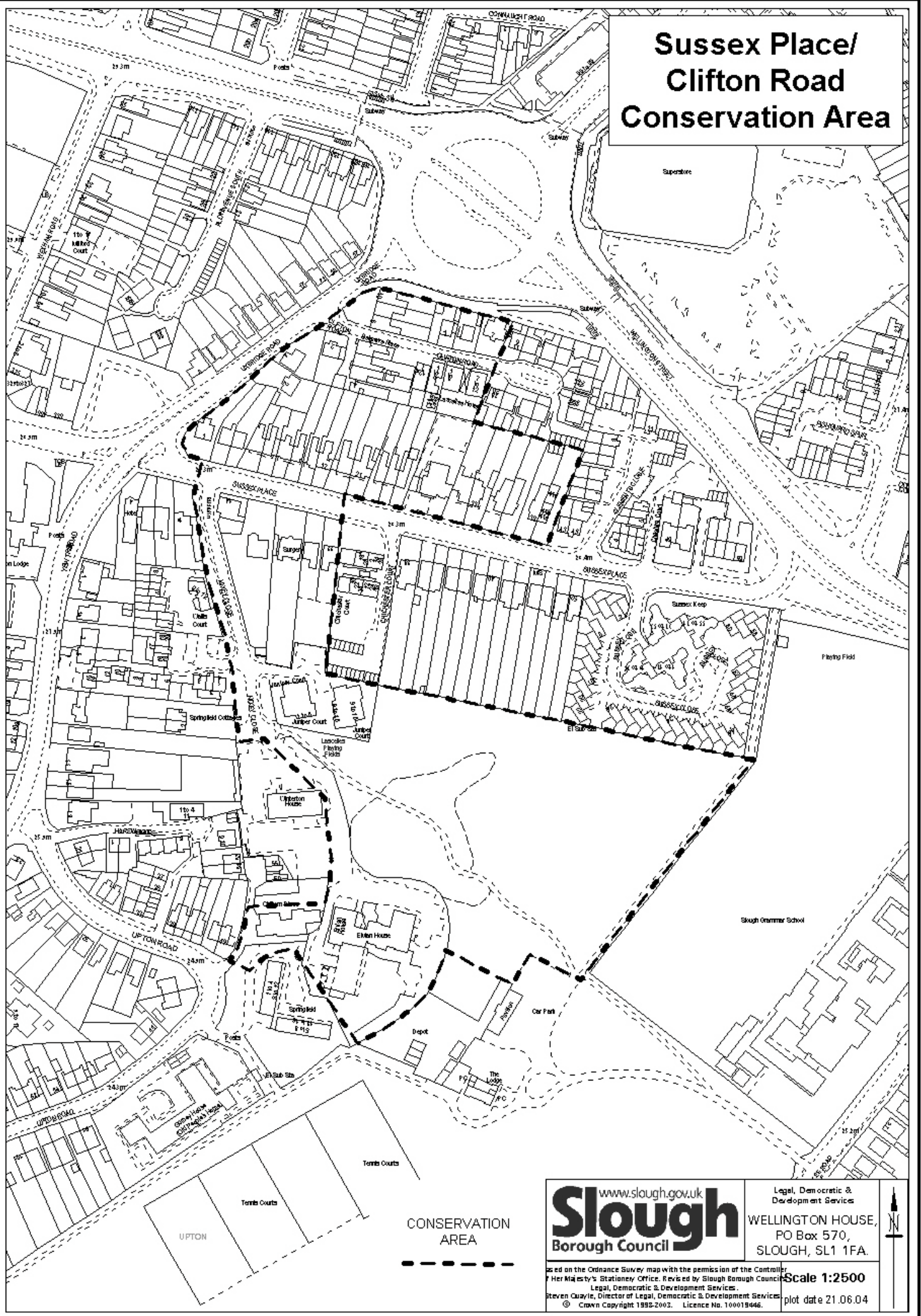
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**Sussex Place/
Clifton Road
Conservation Area**



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Slough
Borough Council

Legal, Democratic &
Development Services

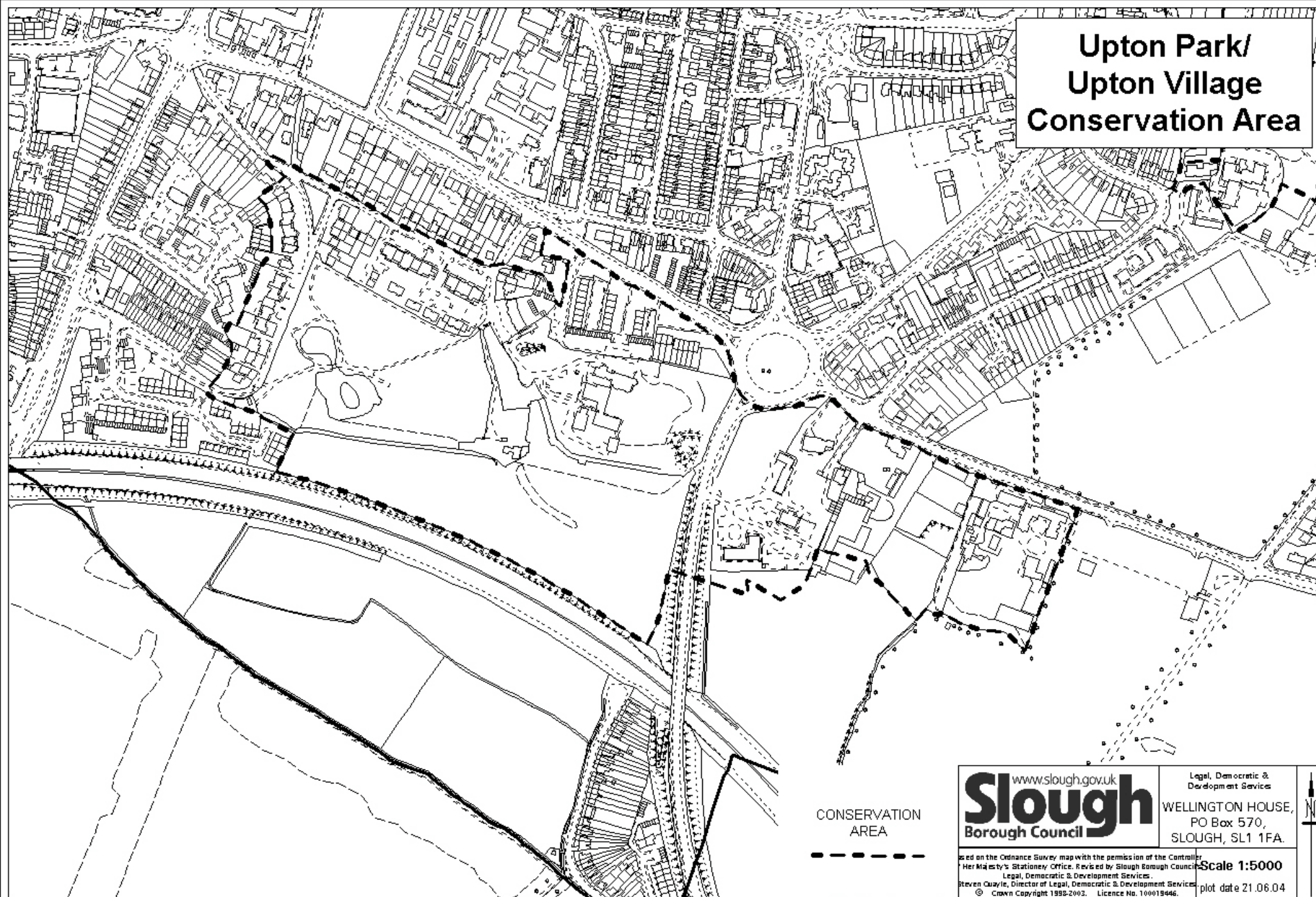
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Upton Park/ Upton Village Conservation Area



CONSERVATION
AREA



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APPENDIX 5**Listed Buildings in Slough**

Location	Grade	Property Description
Albert Street (north side)	II	Beech House, Oak House and Linden House at Upton Hospital
Albert Street (west side)	II	No. 140 (The Red Cow P.H.)
Bath Road (north side)	II	The Three Tuns Inn
Bath Road (south side)	II	Milestone at SU9412 8097
Bath Road (south west side)	II	Milestone at SU9556 8054
Bath Road (south side)	II	Milestone at SU9707 8005
Bath Road, Colnbrook (south west side)	II	Water Pump approximately 75 yards east of Punchbowl Inn
Bath Road/Park Street, Colnbrook (south west side)	II*	Nos. 1 to 6 King John's Palace
Bath Road/Park Street, Colnbrook (south west side)	II	Barn to King John's Palace
Bath Road/Park Street, Colnbrook (south west side)	II	Star & Garter P.H.
Bath Road/Park Street, Colnbrook (north east side)	II	Nos. 1, 2 and 3 Park Street
Bath Road/Park Street, Colnbrook (north east side)	II	Badminton House and Post Office adjacent Freestone House and Hampton House
Bath Road/Park Street, Colnbrook (north east side)	II	Fairmead and The Haven
Bath Road/Park Street, Colnbrook (north east side)	II	Abington
Bath Road/Park Street, Colnbrook (north east side)	II	Kenilworth House and adjoining house
Bath Road/Park Street, Colnbrook (north east side)	II	Former White Hart P.H.
Bath Road/Park Street, Colnbrook (north east side)	II	Colne Cottage
Bridge Street, Colnbrook	II	Aberdeen House
Bridge Street, Colnbrook	II	Barn to rear of Aberdeen House
Brunel Way (north side)	II	Slough Station Booking Hall, Booking Office
Brunel Way (north side)	II	Island Platform building, approx. 25 metres to north of Slough Station Booking Hall, Booking Hall, Booking Office and Travel Centre
Church Lane (south side)	II	The Old Corner House

Location	Grade	Property Description
Church Street, Chalvey (south side)	II*	Church of St. Peter
Church Street (west side)	II*	Church of St. Mary (formerly listed as Parish Church of St. Mary)
Church Street (west side)	II	Wall, Gate Piers and gates approximately 5 metres to east of the Church of St. Mary
Cippenham Lane (south side)	II	The Long Barn P.H. (formerly listed as Outhouse at Cippenham Court Farm)
Cippenham Lane (south side)	II	Barn approximately 10 metres to east of the Long Barn P.H. (formerly listed as Barn at Cippenham Court Farm)
Cippenham Lane (south side)	II	Barn approximately 40 metres to south west of the Long Barn P.H. (formerly listed as Barns at Cippenham Court Farm)
Cippenham Lane (south side)	II	Cippenham Lodge, Nos. 1 to 5 (consec) (formerly listed as Cippenham Lodge)
Cippenham Lane (south side)	II	Wall at Cippenham Lodge
Common Road (north side)	II	Manor Farmhouse
High Street, Colnbrook (north side)	II	The Red Lion P.H.
High Street, Colnbrook (north side)	II	Ayres House (B.T. & G. Winston premises)
High Street, Colnbrook (north side)	II	No. 34
High Street, Colnbrook (north side)	II	Lucas (Newsagent)
High Street, Colnbrook (north side)	II	Milestone outside No. 3 Milestone Cottages
High Street, Colnbrook (north side)	II	Park House and Ye Olde George P.H.
High Street, Colnbrook (south side)	II	No. 110 and House adjoining to West (Anthonys [79] Ltd)
High Street, Colnbrook (south side)	II*	The Ostrich P.H
High Street, Colnbrook (south side)	II	Town House
High Street, Colnbrook (south side)	II	Excelsior House
High Street, Colnbrook	II	Former Royal Standard P.H. [D. Gaywood and former A. C. Edwards premises] and house adjoining to west
High Street, Langley (north side)	II	The Harrow P.H.
High Street, Slough (south side)	II	Nos. 312 (Rose & Crown P.H.) and 314 (Tony's Grill Cafe)
Langley Road (north side)	II	West Block and Chapel at St. Bernard's Convent
Langley Road (north side)	II	Wall adjoining Langley Hall to South
London Road (south side)	II	Milestone at SU 9999 7881
London Road	II	Milestone at TQ 0137 7793
Lower Cippenham Lane (south west side)	II	Cippenham Place (formerly listed as No. 59, the Old House)
Mill Street, Colnbrook	II	Mill House and Tanhouse farmhouse, J R Swanston Plant & Eng (Longford) Ltd.

Location	Grade	Property Description
Mill Street, Colnbrook	II	Barn at Tanhouse Farm to south east of the farmhouse
Poyle Manor Lane	II	City Post
Poyle Road (west side)	II	Poyle Farmhouse
Poyle Road (east side)	II	The Hollies
Railway Terrace (south side)	II	Slough Station Area Manager's Office, traffic assistant's office and Red Star parcels office
St. Mary's Road (west side)	II	The Red Lion P.H. (formerly listed as Ye Olde Lion Inn)
St. Mary's Road (east side)	II*	Nos. 2, 4, 6 and 8 (formerly listed as Old Alms Houses)
St. Mary's Road (east side)	I	Church of St. Mary
St. Mary's Road (east side)	II	Chest Tomb approximately 36 metres to the north of North Aisle of Church of St. Mary
St. Mary's Road (east side)	II	Ive Tomb approximately 3 metres to north of North Aisle of Church of St. Mary
St. Mary's Road (east side)	II	Houblone Tomb approximately 1 metre to east of North Chapel of Church of St. Mary
St. Mary's Road (east side)	II	Seymour Tomb adjoining South Transeptal Chapel of Church of St. Mary to South
St. Mary's Road (east side)	II	Webb Tomb approximately 12 metres to south west of Nave of Church of St. Mary
St. Mary's Road (east side)	II*	Nos. 12, 14, 16, 18, 20 and 22 (formerly listed as New Alms Houses)
Station Road (west side)	II	Langley Hall
Station Road (west side)	II	Wall approximately 5 metres to east of Langley Hall
Station Road (west side)	II	Wall approximately 20 metres to north west of Langley Hall
Stoke Poges Lane (west side)	I	Baylis House including Forecourt Walls and Pavilions adjoining to north east (formerly listed as Baylis House and outbuildings)
Stoke Poges Lane (west side)	I	Former Service Block adjoining Baylis House to north east (formerly listed as Baylis House and outbuildings)
Stoke Poges Lane (west side)	I	Godolphin Court approximately 40 metres to north of Baylis House (formerly listed as Baylis House and outbuildings)
Stoke Poges Lane (west side)	II	Coach House and adjoining outbuildings out buildings approximately 10 metres to north west of Baylis House
Stoke Poges Lane (west side)	II	Wall and Gatepiers adjoining north east Forecourt Wall and Pavilion to Baylis House to North East
Stoke Poges Lane (west side)	II	Wall adjoining South East Forecourt Wall and Pavilion to Baylis House to North East

Location	Grade	Property Description
Stoke Poges Lane (west side)	II	Wall, Gatepiers and Gates adjoining South East Forecourt Wall to Baylis House to South East
Stoke Poges Lane (west side)	II	Wall, Gatepiers and Gates adjoining BaylisHouse to South East
Stoke Poges Lane (west side)	II	Wall and Gatepiers adjoining Baylis House to North West
Tithe Court (west side)	II	Granary at TQ 0126 7883 (formerly listed as Tithe Barn and Granary at Tithe Farm)
Upton Court Road (south side)	I	Church of St. Laurence
Upton Court Road (south side)	II	Chest Tomb approximately 3 metres to North of Chancel of Church of St. Laurence
Upton Court Road (south side)	II	Fryer Tomb approximately 6 metres to South of Chancel of Church of St. Laurence
Upton Court Road (south side)	II	Pitt Tomb approximately 13 metres to South of Chancel of Church of St. Laurence
Upton Court Road (south side)	II	Ramsden Tomb approximately 18 metres to South of Chancel of Church of St. Laurence
Upton Court Road (south side)	II	Style Tomb approximately 8 metres to South of South Aisle of Church of St. Laurence
Upton Court Road (south side)	II	Style Tomb approximately 13 metres to South of South Aisle of Church of St. Laurence
Upton Court Road (south side)	II	Style Tomb approximately 11 metres to South of South Aisle of Church of St. Laurence
Upton Court Road (south side)	II	Chest Tomb approximately 6 metres to south west of South Aisle of Church of St. Laurence
Upton Court Road (south side)	II	Nash Tomb approximately 12 metres to south west of South Aisle of Church of St. Laurence
Upton Court Road (south side)	II*	Upton Court
Upton Road (north west side)	II	No. 74
Vicarage Way, Colnbrook	II	Church of St. Thomas
Vicarage Way, Colnbrook	II	Old School House (former Master's residence)
Vicarage Way, Colnbrook	II	St. Thomas's Vicarage
Vicarage Way, Colnbrook	II	Former School (now Colnbrook Youth Centre)
Wellington Street (south side)	II	Church of Our Lady Immaculate and St. Ethelbert
Wellington Street (south side)	II	St. Ethelbert's Presbytery
Wexham Road (east side)	II	Tudor Cottage



APPENDIX 6

Locally Listed Buildings

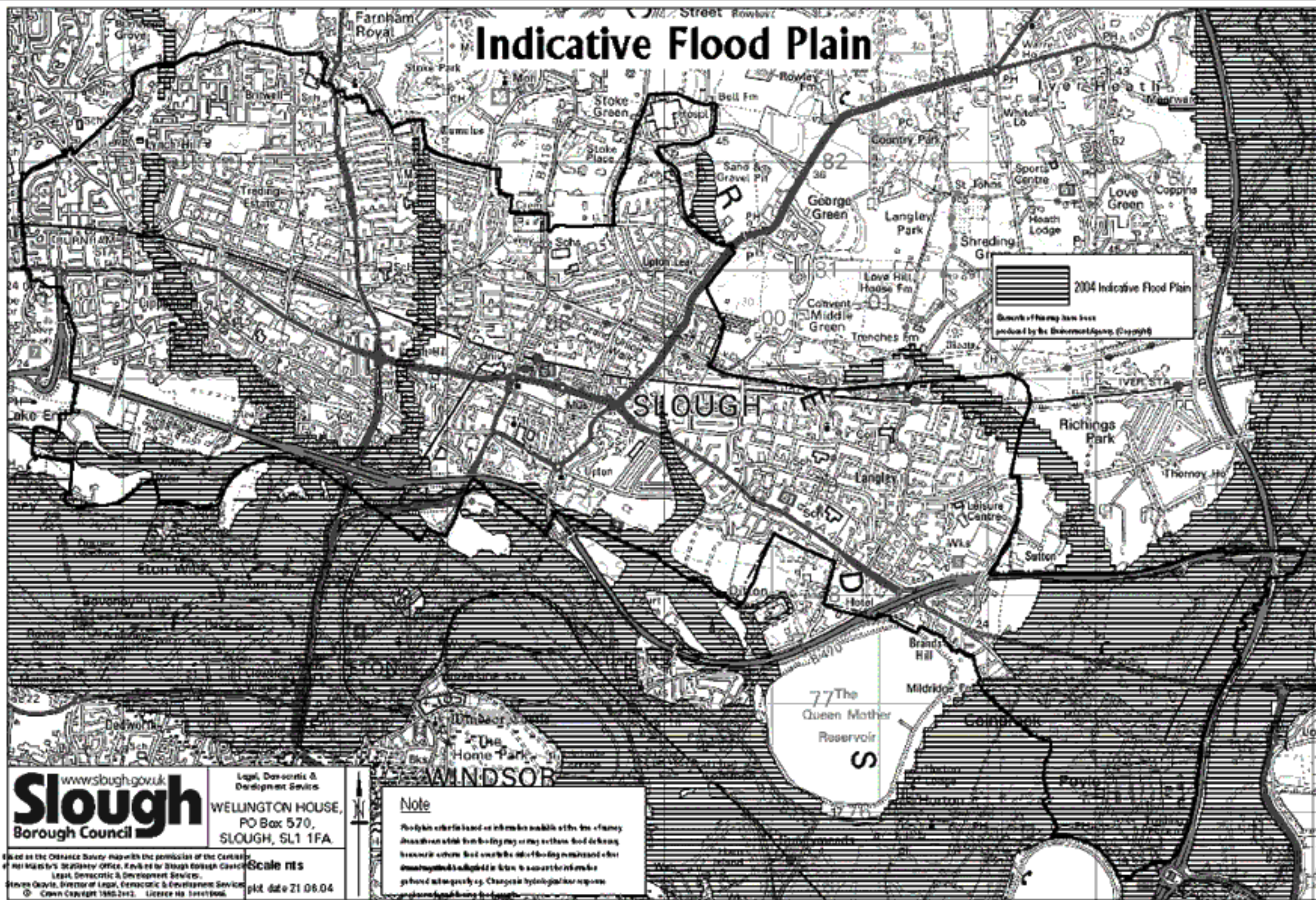
Wheatsheaf Public House, Albert Street
Alpha Arms Public House, Alpha Street
Bingo Hall, 3 Bath Road
Slough Borough Council Nursery, 28 Bath Road
Slough Borough Council Town Hall, Bath Road
Salt Hill Mansions, Bath Road
329 Bath Road
Slough Trading Estate Marker Post, Burnham Lane/Buckingham Avenue
Foresters Public House, Chalvey Road West
1, 2 and 3 Wexham Cottages, Church Lane
South Lodge, on Church Lane, north side
Barn and Garage Block, Wexham Court Primary School, Church Lane
1 - 3 Church Street
Coachmakers Arms Public House, 5 Church Street
Cippenham Court, Cippenham Lane
Chalvey Youth and Community Centre, Darvills Lane
Cippenham Middle School, Elmshott Lane
Garibaldi Public House, The Green
Herschel Arms Public House, Herschel Street
The Honeypot (formally known as The Grapes), High Street Slough
98 - 100 High Street Slough
102 - 104 High Street Slough
112 - 114 High Street Slough
124 High Street Slough
125 - 133 High Street Slough
126 - 130 High Street Slough
132 High Street Slough

134 High Street Slough
136 - 144 High Street Slough (Park Place)
146 - 148 High Street Slough
194 - 198 High Street Slough
200 - 202 High Street Slough
Pickled Newt Public House, 228 High Street Slough
283 - 299 and 311 - 321 High Street Slough (Grove Parade)
Methodist Church, Ledgers Road
Swan Public House, Lower Cippenham Lane
Barleycorn Public House, Lower Cippenham Lane
King's Head Public House, Lower Cippenham Lane
1 - 7 Mackenzie Street
Nos. 7, 15 - 33 and 41 - 45 Mill Stream
16 - 18 Mill Street
Queen of England Public House, Park Street
9 - 21 Park Street
Education Centre, Queens Road
Burnham Station, Station Road
Langley Station, Station Road
Printers's Devil Public House, Stoke Road
Leopold Coffee House, 21 Stoke Road
Gilliat Hall, Stoke Road
Littledown Primary School, Stoke Road
Horlicks Factory, Stoke Poges Lane
81 Sussex Place (Ivy Lodge)
93 - 95 Sussex Place
Wexham Lodge, Wexham Road
Wexham Post Office, Wexham Road
Day Centre, William Street
Prudential Building, William Street
12 - 14 Windsor Road
The Rising Sun, Windsor Road
South Bucks District Council Offices, Windsor Road
3 - 5 Yew Tree Road



Indicative Flood Plain

Indicative Flood Plain



www.slough.gov.uk
Slough
 Borough Council

Legal, Development &
 Design Services
 WELLINGTON HOUSE,
 PO Box 570,
 SLOUGH, SL1 1FA

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Note

This plan is based on information available at the time of the survey. It is not a guarantee of accuracy and it is not intended to be used for any purpose other than for information. It is not intended to be used for any purpose other than for information. It is not intended to be used for any purpose other than for information.

Widening Lines and Rear Service Roads

DEPARTMENT OF TRANSPORT PROPOSALS

M4 Junction 6 improvements
M4 widening including new trunk road links between Junction 5 and Junction 8/9
M25 widening between Junctions 12 and 15

APPROVED WIDENING LINES AND IMPROVEMENT SCHEMES

A4 Bath Road
A4/A355 Three Tuns Junction
A355 Farnham Road
A4 London Road
A332 Windsor Road
B470 Langley High Street and Station Road
Stoke Poges Lane
Herschel Street/Alpha Street
Mill Street and Petersfield Avenue
Leigh Road and Liverpool Road
Pool Lane
Sussex Place
Buckingham Avenue
Lower Britwell Road/ Haymill Road
Burnham Lane/ Haymill Road
Brook Path
Priory Road

DEVELOPMENT CONTROL LINES

B416 Stoke Road
Herschel Street
Petersfield Avenue/Mill Street
Wexham Road

APPROVED REAR SERVICE ROADS

Bath Road - Salt Hill Mansions
Bath Road - 142 to 160
Bath Road - 109 to 173
Farnham Road - 185 to 189
Farnham Road - 253 to 281
Farnham Road - Hampshire Ave. to Essex Ave.
Grove Parade from Wexham Road
High Street West to Windsor Road
High Street - 1 to 23
High Street Slough rear servicing policy
Windsor Road south of Chalvey Road East



Planning Glossary

AFFORDABLE HOUSING: Low cost market and subsidised housing such as Local Authority housing for rent, Registered Social Landlord schemes for rent, and private and other schemes for rent or low start ownership or equity sharing.

ANCIENT MONUMENTS: A building or structure above or below ground whose preservation is of national importance and which has been scheduled by the Secretary of State for the Environment because of its historic, architectural, traditional, artistic or archaeological interest.

ANNUAL EMPLOYMENT SURVEY (AES): Survey of the number of people employed in firms carried out by the Office of National Statistics.

AREAS LIABLE TO FLOOD: Land adjacent to a river/watercourse over which water flows during peak times of flood.

ARCHAEOLOGICAL REMAINS: Earthworks, remains under the soil surface, urban remains under existing towns, and certain buildings and monuments which provide evidence of the past development of our civilisation.

BACKLAND DEVELOPMENT: An area of land which lies to the rear of an established form of development and does not have any road frontage.

BERKSHIRE STRUCTURE PLAN 1991-2006: Prepared by the County Council, it sets out policies on the development and land use change across the whole County and provides the necessary guidance for the preparation of Local Plans by the Unitary Authorities. The Plan was initially adopted in 1995; there were three Alterations which were considered at an Examination in Public and subsequently adopted in 1997.

BIDS FLOORSPACE: Business, industrial, distribution and storage floorspace.

BROWNFIELD SITE: Land within the urban area on which development has previously taken place.

CIRCULARS: Non-statutory documents issued by Government departments, providing advice and guidance on matters of policy and procedure.

COLNE VALLEY REGIONAL PARK: A 40 square mile area extending from Rickmansworth in the north to Staines in the south and made up primarily of Metropolitan Green Belt land to the west of London. The Park falls within the boundaries of ten local authorities who work together through a Standing Conference.

COMMERCIAL CORE AREA: Main location for existing and new business development in the Town Centre area.



COMPANY TRAVEL PLANS: Plans drawn up by employers to encourage employees and visitors to reduce the use of the private car, and other road transport vehicles, in a number of ways including better goods distribution, working from home, car sharing, improving public transport, and providing facilities to make cycling to work a more attractive alternative.

CONDITIONS: Steps required to be taken or limitations imposed when planning permission is granted for development.

CONSERVATION AREA: Area designated by the Local Planning Authority as being of special architectural or historic interest. Under the Planning (Listed Building and Conservation Areas) Act 1990, it is the statutory duty of the authority to ensure that the character and appearance of Conservation Areas are preserved and enhanced.

COUNCIL: Slough Borough Council.

dB(A)/ Decibel: A unit of measurement of sound with a frequency weighting to be comparable with the way the human ear picks up sound.

dB(A) L_{Aeq} : A continuous sound level equivalent to the same energy produced by a fluctuating sound level; used to aid comparison of different sounds. Measured over specific time periods.

dB(A) L_{A10} : Level of noise exceeded for 10% of a specified measurement period; i.e. significance of short periods of loud noise not lost by averaging out of noise over full measurement period.

DEVELOPMENT: The carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any building or other land. The demolition of a building is now also classed as development. Planning permission is normally required before development can take place.

DEVELOPMENT BRIEFS: Non statutory guidance published by the Borough Council relating to specific sites setting out planning requirements for those sites.

DEVELOPMENT CONTROL GUIDELINES: Non-statutory Borough Council planning guidelines giving acceptable limits/requirements for various types of developments, used in the determination of planning applications.

DEVELOPMENT CONTROL WIDENING LINE: Improvement line affecting private property which would only be implemented in the event of private redevelopment.

DEVELOPMENT PLAN: The statutory land use planning framework for an area. The Development Plan consists of the Structure Plan for the administrative County and any Local Plans prepared within the context of the Structure Plan and adopted by the relevant unitary authorities.

EXAMINATION IN PUBLIC (EIP): Discussion of selected matters relating to a draft Structure Plan held in front of an Independent Panel.

EXISTING BUSINESS AREA: Existing developed area utilised for commercial purposes, as designated on the Proposals Map.

FREE STANDING REGIONAL SHOPPING CENTRE: Out-of-town centres generally over 50,000 sq. metres designed to serve a wide area, with good road access and ample surface car parking.



GENERAL DEVELOPMENT ORDER: Legislation outlining planning procedures for the control of development, particularly those relating to types of developments which may be carried out without the need to obtain planning permission from the local planning authority. This development is known as 'permitted development'.

GREEN SPACE: Spaces which are important as they make a significant contribution to the character of the locality, primarily in terms of their visual amenity value, though occasionally they have a limited recreational role.

GREENFIELD SITE: Land on which no urban development has previously taken place; usually understood to be on the periphery of an existing built-up area.

GYPSIES: Persons of nomadic habit of life, whatever their race or origin, travelling together as such but not including members of an organised group of travelling showmen, or persons engaged in travelling circuses (Caravan Sites Act 1968).

HABITABLE ROOM: Those rooms in a dwelling used as living accommodation which includes living rooms, bedrooms, dining rooms, studies, etc. Bathrooms, toilets and kitchens are not included. Bed-sits count as 1.5 habitable rooms.

HAZARDOUS SUBSTANCE: Toxic, highly reactive and explosive, and/or flammable substance.

HISTORIC PARKS AND GARDENS: English Heritage compiles a non-statutory Register of parks and gardens which have special historic interest. This designation is a material consideration when any development is proposed which would affect such parks or gardens.

HOUSE IN MULTIPLE OCCUPATION (HMO): House in which more than six people live as individual households.

HOUSEHOLD: The group of persons living together who share common catering arrangements, including a boarder who has at least one meal per day with the household.

HOUSING ASSOCIATIONS: Independent non-profit making organisations receiving funds from Central Government to provide housing for sale or rent for those in need.

HOUSING INVESTMENT PROGRAMME (H.I.P.): An annual statement of housing strategy incorporating the Council's bid for capital allocation from Central Government for housing purposes.

HOUSING WAITING LIST: A register of persons either resident or employed in the Borough (or who were at one time resident and would like to return) who would like to be accommodated in Council housing.

INFILLING: The development of a vacant site in a substantially developed frontage or area.

INFRASTRUCTURE: Road and rail network, water services (including water supply and sewage treatment facilities), electricity and gas supplies, and other public utility services provided in support of residential, commercial, industrial and other development.

INTEGRATED TRANSPORT STRATEGY: A strategy designed to provide integration between land use planning and transport planning for all modes of travel to allow



METROPOLITAN GREEN BELT: The statutory designated area of open land surrounding Greater London which has the strategic function of defining the built up area and preventing the coalescence of existing settlements.

NON-RETAIL USE: Any use which is not covered in Class A1 of the Use Classes Order. (See Use Classes Order). Includes banks, building societies, take-aways, etc.

OLD TOWN AREA: Area of Special Character at the western end of the High Street. Designation provides the opportunity to protect and preserve the character of this area along with its many traditional buildings.

OPEN SPACE: Open areas of land which provide visual, recreational and nature conservation benefits. Can be either public (e.g. public parks, gardens, woods, play areas) or private (private sports grounds, school playing fields).

PARK-AND-RIDE: Car parking at the edge of a town combined with a frequent, direct public transport link to the Town Centre and other areas of high density employment

PERMITTED DEVELOPMENT: Development authorised under the General Development Order as development not requiring an application for planning permission. (The Town and Country Planning (Use Classes) Order 1987).

PLANNING POLICY GUIDANCE NOTES (PPG): Documents produced by the Secretary of State for the Environment setting out guidance to local authorities on a range of planning policy issues. They must be taken into account, where relevant, in preparing development plans and decisions on planning applications.

PRIMARY SHOPPING AREA: These shopping areas form the focus of shopping within the Town Centre. They contain the majority of retail multiples and variety stores.

PROTECTED HIGHWAY IMPROVEMENT SCHEME: Approved scheme incorporating a widening line approved by the Highway Authority, which could be implemented in the future and would require land requisition.

PUBLIC ART: This includes many art forms including sculptures, paintings and mosaics. In providing Public Art as part of a development proposal, this will improve the quality of the proposal and the local environment.

PUBLIC OPEN SPACE: Parks, recreation grounds and gardens generally provided by the local authority or central government for public use. Public open spaces may be closed at certain times and do not include school playing fields, residential amenity areas or pedestrian precincts.

PUBLIC SERVICES: Utility services and those community services provided by the public sector.

REGIONAL PLANNING GUIDANCE (RPG): Guidance setting out Government policy and providing local planning authorities within each region with a framework for structure plan review.

REGISTERED SOCIAL LANDLORD: Independent non-profit making organisations receiving funds from Central Government to provide housing for sale or rent for those in need.

RENEWABLE ENERGY: Wind, wave, water, tidal, geothermal and bio-fuel sources of energy.



REPLACEMENT MINERALS LOCAL PLAN FOR BERKSHIRE: Sets out planning policies for minerals in Berkshire for the period up to 2006. Adopted by the former Berkshire County Council on 4th November 1995. An Alteration to incorporate Colnbrook and Poyle was adopted by the former County Council on 12th November 1997.

RESIDENTIAL AREAS OF EXCEPTIONAL CHARACTER: Characterised as low density family dwellings exhibiting a high residential quality in terms of layout, spacing, landscaping and design. Designation ensures their protection from inappropriate development.

RETAIL WAREHOUSE: Large, single level stores with surface level car parking and specialising in the sale of household goods and bulky DIY items, catering mainly for car-borne customers and often in out-of-centre locations.

SECONDARY SHOPPING AREA: Shopping streets surrounding the primary shopping core where specialist retail outlets and retail or business services are most appropriately located.

SEQUENTIAL TEST: The approach which developer's need to undertake for new developments where preference is given to Town Centre locations, then edge of town centres and then out of centre sites only when all other sites have been exhausted.

SHARED EQUITY HOUSING (SHARED OWNERSHIP): A form of home ownership whereby a person purchases a certain proportion of a property's value, the remainder being retained by the Housing Association. The proportion owned can normally be increased over time up to a certain limit.

SIMPLIFIED PLANNING ZONE (SPZ): A designated area in which planning permission is granted in advance for specific forms of development, provided the proposals comply with the conditions and the land use arrangements incorporated within the scheme. The duration of a SPZ scheme is 10 years.

SITE OF SPECIAL SCIENTIFIC INTEREST: Area designated as being of special importance by reason of its flora, fauna or geological features. English Nature notifies Local Planning Authorities of such sites: the Local Planning Authority must consult English Nature before granting planning permission for development in any such sites.

SMALL UNITS: Generally built in groups as one development proposal, not in the singular; individual units of less than 200m².

SOCIAL HOUSING: Housing for rent or shared ownership provided by a Registered Social Landlord, as defined in the Housing Act 1996, to people from the Council's Waiting List who cannot afford to rent or buy houses generally available on the open market.

SOUTH EAST REGIONAL PLANNING CONFERENCE (SERPLAN): Informal grouping of the London Borough Councils and County and District Councils in the South East for regional planning and transportation purposes.

SPECIAL PROTECTION AREA: Area identified under the European Community Birds Directive as a special area of habitat for threatened species of birds. In accordance with PPG9 (Nature Conservation) potential Special Protection Areas (pSPA) are treated as if they have been finally agreed when considering development proposals.

STREET FURNITURE: A general term for equipment erected in the street, or on the pavement, by local or statutory authorities, e.g. traffic lights, road signs, litter bins, seats, bus shelters, bollards, display signs, railings, telephone kiosks, pillar boxes, lighting columns etc.

SUSTAINABLE DEVELOPMENT: This means ensuring that in meeting its own requirements, society, does not compromise the ability of future generations to meet theirs. The principle of 'sustainable development' is concerned with controlling and reducing damage to the environment, including longer term interests of preserving the ozone layer and finite resources.

SUPERSTORE: Single level self-service store selling a wide range of food, or food and non-food goods, usually with at least 2,500 sq. in. (gross) sales area, with adjacent surface car parking.

TOWN CRAMMING: Term to describe intensification of use and over-development of either commercial or residential development. Excessive development can also involve loss of green/amenity space.

TRAFFIC CALMING: Measures such as road humps, street narrowing, new surface materials which reduce vehicle speeds and in other ways reduce conflicts arising between pedestrians and vehicles.

TRAFFIC MANAGEMENT: The use of schemes and measures, such as traffic signals, one-way systems and controls over parking and the speed and flow of traffic, to increase the capacity of the existing road network at relatively low cost.

TRANSPORT POLICIES AND PROGRAMMES (TPP): The Borough Council as Highway Authority has a statutory duty to prepare and submit to the Government annually a statement of its policies for the development of public and private transport and outlining proposed expenditure during the next five years. These are being replaced by Local Transport Plans.

USE CLASSES ORDER: Legislation which prescribes a number of broad 'classes of use' within which changes can take place without the need to apply for planning permission. Use classes referred to in the Plan are listed below.

- Class A1 - Shops (shops, retail warehouses, post office, travel agents, hairdressers, etc.)
- Class A2 - Financial and professional services (banks, building societies, estate and employment agencies, betting offices, professional services such as solicitors and accountants, etc.)
- Class A3 - Food and drink (restaurants, pubs, snack bars, cafes, shops for the sale of hot food)
- Class B1 - Business (offices, research and development, studios, labs, and light industrial)
- Class B2 - General industrial
- Class B8 - Storage and distribution

WASTE LOCAL PLAN FOR BERKSHIRE: Statutory Plan which sets out waste planning policies for Berkshire for the period up to 2006. Adopted by the Joint Strategic Planning Committee on 9th December 1998.

WILDLIFE HERITAGE SITE: Areas of semi-natural habitat identified as having nature conservation interest. Identification is a result of an ecological habitat survey and consideration of the survey against criteria agreed by the Berkshire Nature Conservation



Forum and contained in the Berkshire Nature Conservation Strategy. The Forum has representatives from each Berkshire Local Authority, English Nature and other groups and agencies with an interest in nature conservation. Confirmation of whether or not surveyed sites meet the criteria is agreed jointly by representatives of English Nature, a local Wildlife Trust (BBONT) and an ecologist acting on behalf of the Berkshire Local Authorities and Forum.

