

- 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.