

# Slough Local Development Framework

Core Strategy 2006 - 2026

## Development Plan Document



# **Slough Local Development Framework**

## **Core Strategy Development Plan Document (December 2008)**

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## Chapter 1: Introduction

### *The Core Strategy in the Local Development Framework*

- 1.1 The Planning and Compulsory Purchase Act 2004 requires the preparation of a portfolio of documents that together will form the Slough Local Development Framework. These documents will collectively set out the policies and guidance to govern the spatial planning of Slough over the next 20 years.
- 1.2 The Core Strategy is the overarching strategic policy document in the Local Development Framework. It sets out the key issues to be addressed, and how this will be achieved through the spatial vision, strategic objectives, spatial strategy and supporting policies for addressing the social, economic and environmental issues for development across the Borough. It will cover the period from April 2006 to March 2026. The Core Strategy also includes a framework for implementing and monitoring its policies.
- 1.3 The council will also be preparing other Development Plan Documents (DPDs) that must themselves comply with the Core Strategy. The next document to be produced will be the Development Control Policies and Site Allocations DPD. Supplementary Planning Documents (SPDs) which will provide further guidance on a variety of issues and policy themes will also be produced. The timetable for the preparation of all subsequent LDF documents is set out in the Local Development Scheme (LDS).
- 1.4 It should be noted that the Minerals and Waste Development DPDs will be prepared by the Joint Strategic Planning Unit (JSPU), on behalf of the six Berkshire planning authorities. These documents will set out the framework against which minerals and waste-related applications will be determined and identify potential sites for future mineral working and waste development. Consultation on both the Core Strategy Minerals and Waste DPD -

Preferred Options and the Development Control Policies Minerals and Waste DPD - Issues and Options began in September 2007.

- 1.5 The LDF will gradually replace the Slough Local Plan that was adopted in March 2004. In September 2007 the Secretary of State identified a total of 84 Local Plan policies that will be saved until they are replaced by LDF policies or are superseded by national and/or regional policy. None of the current Saved Local Plan policies will be superseded by this Core Strategy.

### *Previous consultation*

- 1.6 The Government has made community involvement central to the new planning system as part of its aim to achieve inclusive, accessible, safe and sustainable communities. The Core Strategy must therefore take into account the views of local people, stakeholders and other interested parties. The Statement of Community Involvement, which was adopted in December 2006, sets out how the council will consult the community in the preparation of Local Development Documents (LDDs) such as the Core Strategy and on major planning applications.
- 1.7 For the Core Strategy, initial consultation was undertaken in the June 2005 Slough Citizen. From this, the Core Strategy-Issues and Options were produced. This sought comments from the community and stakeholders in October 2005 on the spatial vision, spatial objectives and options relating to the spatial strategy and key policy issues/themes. The Preferred Options document followed in mid 2006 and this took account of the comments received and also outlined the key policies for the Core Strategy. A second consultation period was undertaken at this time.

- 1.8 During the consultation periods outlined above, the council sought comments from the general public by placing articles in the Slough Citizen and making the documents available at Slough's libraries and service centres. During the preferred options consultation, a display was also included in the Queensmere shopping centre and members of the public were encouraged to discuss the strategy with council officers.
- 1.9 The documents were also directly sent to all the stakeholders and interested parties that were deemed to have an interest in Slough during the consultation periods. These included the business community, key service providers and agencies, appropriate statutory and specialist organisations (e.g. environment agency, highways agency).
- 1.10 All the comments received during the consultation periods have been taken into account in preparing this document. The summary of comments received on the Submission document, along with the council response can be found in the document on Details and Consideration of Consultations Received (Doc 88, 89, a and b). A list of the people consulted can be found in the Statement of Compliance that was submitted alongside this Core Strategy to the Secretary of State.

### The Submission Core Strategy

- 1.11 The Core Strategy was submitted to the Secretary of State for examination in November 2007. The formal statutory consultation period ran from Friday 9th November 2007 until Friday 21st December 2007. All representations were considered by an independent Inspector, who held an Examination (public enquiry) into the soundness of the document in May 2008. Following receipt of the Inspector's report, the council made the required changes before adopting the document, on 16th December 2008.

### Sustainability Appraisal

- 1.12 In considering the policies and proposals in this document, you may wish to refer to the Sustainability Appraisal (SA) Report for the Core Strategy. For more information on the Sustainability Appraisal, please refer to Chapter 8.

### Monitoring and targets

- 1.13 The policies of the Core Strategy need to be monitored to assess their effectiveness in delivering the vision and strategic objectives, and how they are addressing the key issues identified. The Annual Monitoring Report (AMR) is the mechanism for carrying out this assessment, as well as identifying any changes required if policies are not working or targets are not being met. A review of the Core Strategy will be carried out if it becomes apparent that policy provisions need to be altered so as to secure delivery of the development strategy for Slough.
- 1.14 A set of indicators and targets have been developed for monitoring the LDF; and these are set out after the relevant policy. These are based on the framework set out in the guidance produced by the ODPM (now CALG) "Annual Monitoring reports: A Good Practice Guide". The indicators include:

**Core Output Indicators:** Local authorities are required to monitor a set of Core Output Indicators and where possible these indicators have been replicated as the data is readily available and consistent.

**Local Output Indicators:** These address outputs of policies that are not covered by the Core Indicators and allow scope to address issues of local importance.

**Contextual Indicators:** These describe the wider social, environmental and economic background against which the Core Strategy operates.

**Significant Effects Indicators:** These indicators are linked to the sustainability appraisal objectives and are presented as part of the sustainability appraisal. These will test the actual significant effects of implementing the Core Strategy policies and identify unexpected significant environmental effects that may result over the plan period.

The above guidance, together with the targets in the Sustainability Appraisal, has informed the targets for the Core Strategy. Further details on this is included in Chapter 9.

- 1.15 It should be noted that indicators may change over time where data sources are unavailable or incomplete.
- 1.16 The implementation of the Core Strategy policies is dependent not only on the actions of the council, but in many cases other agencies, or legislation outside of planning. Where this is the case it has been outlined in the Implementation Section, which follows each of the policies.

**Please Note:**

- The terminology that accompanies the Local Development Framework can be confusing and therefore a Glossary has been included (see Appendix 3).
- All of the documents noted in the introduction can be viewed on the council's website or obtained from Planning Policy and Projects. Contact details are available in Chapter 10.



## Chapter 2: Context

### Introduction

2.1 The preparation of the Core Strategy has to follow a clear process. This begins with an analysis of the characteristics of the Borough in order to produce a spatial portrait of Slough which describes its location and analyses the key facts and figures that help to define it as a place. The key policies which specifically apply to Slough are also identified along with an analysis of the community's views about the way it should be developed in the future. This all leads to the identification of the key issues that need to be addressed in the Core Strategy.

### Location

2.2 Slough is situated to the west of London in the Thames Valley. It is a very small Borough of just 32.5 square kilometres which is densely built up. It is surrounded by Green Belt land to the west and north (in South Bucks), the south (Windsor and Maidenhead) and the east (London Borough of Hillingdon). The only substantial area of Green Belt in Slough is located south of the M4 and east of Langley in the Colnbrook and Poyle area.



2.3 The development of Slough has been greatly influenced by its strategic transport links. There are three stations on the Great Western Railway line in the Borough, which provide access to Paddington Station to the east and Reading and beyond to the west. There is also a branch line from Slough to Windsor. The A4 runs through the length of Slough with the M4 motorway running parallel along the south of the Borough. The M25 runs north-south along the eastern boundary. Heathrow airport also lies just to the east of the Borough boundary with the 5th terminal only a mile away from the Poyle industrial Estate.

### Key facts

- 2.4 The 2001 Census shows that Slough's population was just over 119,000, which was an increase of 14% in the previous decade<sup>i</sup>. The official figure for 2005 is 117,500<sup>ii</sup>, which is a decrease of around 1.2%. There is evidence (p.5, Doc.6) to show that this may be an underestimate because of problems in calculating international migration. As a result Slough's population is expected to continue to grow.
- 2.5 **There is, however, no scope to expand the urban area of Slough** because it is constrained by the M4 motorway to the south, its political boundary to the north and west, and major technical constraints to development in the Colnbrook and Poyle area to the east. These include the existence of areas liable to flood, areas that have been subject to land filling, Air Quality Management Areas, areas subject to high noise levels and a Public Safety Zone for Heathrow airport. As a result, all development pressures will have to be accommodated within the existing urban area.

<sup>i</sup>ONS Census, 2001, Population, Section A, p.3, Doc.1

<sup>ii</sup>Nomis Official Labour Market Statistics, Section B, p.11, Doc.1



- 2.6 There are around 47,000<sup>iii</sup> dwellings in Slough, the majority of which are traditional 20th century 2 or 3 bedroom houses. Only 10% of the stock are detached houses and only 10% have seven or more rooms, compared to 30% in the rest of Berkshire. (Fig 10, p.13, Doc.3) Despite the comparatively small size of the properties, the average household size in Slough is 2.36 people, which is the highest in the south east<sup>iv</sup>. **This also results in Slough having the highest level of overcrowding in the region<sup>v</sup>.** Despite this, the vast majority of new dwellings being built in Slough are one and two bedroom flats. This is putting increased pressure upon the existing housing stock to be extended or adapted to meet the demand for larger family housing in the Borough.
- 2.7 Average house prices in Slough are slightly above the average for England and Wales, but significantly below that for the South East. **Housing is still not affordable for many Slough residents because they have low household incomes** (p.17, Doc.3). This contributes to the fact that in March 2007 there were 3,909 households on the council's housing waiting list<sup>vi</sup>. There is also a particular problem in finding suitable accommodation for large extended families in that there are 24 applicants for every available 4 bedroom and above house. It therefore takes an average of 5 years on the waiting list for a family to get housed.
- 2.8 One of the reasons that Slough has a need for larger accommodation is that **it is one of the most culturally diverse areas in the country, with 36% of the population deriving from black and minority ethnic communities<sup>vii</sup>.** The largest single ethnic groups are Indian (14%) and Pakistani (12%). This is also reflected in the religious make up of the Borough in that it has the highest percentage of Sikh residents (9.1%), compared to any other local authority in England and Wales, and has the highest percentage of Muslims (13.4%) and Hindus (4.5%) in the south east<sup>viii</sup>.
- 2.9 Nearly half of the Borough's school children are from black and ethnic minority backgrounds and 35% of school children speak English as a second language. This also reflects the recent high levels of immigration from Eastern Europe. This means that there is a need to ensure that the way in which Slough is planned in the future reflects the needs of its culturally diverse population.
- 2.10 One of the factors that has attracted people to Slough over the years is that it is a **major employment centre with around 4,500 businesses providing around 82,000<sup>ix</sup> jobs and generating a £7.5 billion turnover** (p.51, Doc.6). One of the strengths of Slough's economy is there is a wide range of employment areas and it is not over dependent upon individual firms or particular sectors.
- 2.11 Not all of Slough's residents are benefiting from the prosperity of the local economy. Over a quarter of the 76,500 people of working age are economically inactive<sup>x</sup>. This is due to a combination of factors such as 4,000 people being on incapacity benefit, over 2,000 lone parents and a disproportionate number of women not seeking work<sup>xi</sup>.
- 2.12 Around 5% of the workforce is unemployed, which is the highest in Berkshire<sup>xii</sup>. Those that are in work tend to be in lower paid jobs. The result is that **the average household income in Slough is £450 a week, which is below both the national and South East average. It is also significantly lower than the average pay for jobs in Slough, which is £520 a week<sup>xiii</sup>.**

<sup>iii</sup> ONS Census, 2001, Section A , p.5 , Doc. 1

<sup>iv</sup> ONS Census, 2001, Section A , p.4 , Doc. 1

<sup>v</sup> ONS Census, 2001, Section A , p.4 , Doc. 1

<sup>vi</sup> Housing Waiting List data, ,Section I, P.70-71, Doc.1

<sup>vii</sup> ONS Census, 2001, Section A , p.6, Doc. 1

<sup>viii</sup> ONS Census, 2001, Section A, p..9, Doc. 1

<sup>ix</sup> Nomis Official Labour Market Statistics, Section A , p.15, Doc.1

<sup>x</sup> Nomis Official Labour Market Statistics , Section B, p.12, Doc.1

<sup>xi</sup> Nomis Official Labour Market Statistics, , Section B, p.14, Doc.1

<sup>xii</sup> Nomis Official Labour Market Statistics , Section B, p.12, Doc.1

<sup>xiii</sup> Nomis Official Labour Market Statistics , Section B, p.13, Doc.

- 2.13 One of the reasons for this is the low skills level of Slough residents. **The number of people with formal qualifications at NVQ level 1 is the lowest in the South East**<sup>xiv</sup>. Around 27% of Slough residents have poor literacy and numeracy, which is higher than the national average of 24% and the Berkshire average of 20% (p.5, Doc.6).
- 2.14 This shows that there is an urgent need to improve the skills of Slough residents so that they will be able to obtain jobs in the new knowledge based industries. It will, however, take time and so there is also a need to ensure that a range of employment opportunities are retained, at least in the short term.
- 2.15 One of the results of the mismatch between the types of jobs being created in Slough and the skills of its residents is that **there is a large amount of commuting into and out from the town**. Approximately 40,000 people travel into Slough to work and 23,000 residents travel out (p.92, Doc.5). Around 3,000<sup>xv</sup> of the latter work at Heathrow airport.
- 2.16 Any assessment of the quality of the environment in Slough is bound to be subjective and distorted by the fact that the Borough boundary is drawn tightly around the urban area and so does not take account of the surrounding countryside. This at least partly explains why **Slough scores poorly in comparative studies for natural environmental quality**, with a recent study ranking the Borough at 350 out of 354<sup>xvi</sup>. This also reflects the fact that Slough suffers from problems of congestion, noise, and poor air quality which are all made worse by external factors such as the proximity of Heathrow airport and the motorways.
- 2.17 There are around 270 hectares of public open space in the Borough as well as a number of smaller public amenity areas which together provide much needed and valued space for formal and informal recreation. There are also 11 Wildlife Heritage Sites in the Borough (two of which are also Local Nature Reserves) covering 74 hectares. This still represents **a shortage of open space in Slough which cannot realistically be increased** (Doc.25).
- 2.18 Part of the Borough is identified as Zone 3 (or high risk) on the Environment Agency's flood risk constraints map. In recent years (2000/2001 and 2003) there has been significant flooding in the Colnbrook and Poyle area. The Environment Agency has recently completed a flood alleviation scheme in Colnbrook to reduce the threat of flooding.
- 2.19 In terms of the built environment, Slough is not a particularly historic town. There are five conservation areas, just under 100 listed buildings and 60 locally listed buildings. There are also two parks on the Historic Parks and Gardens Register (Herschel Park and Ditton Park) and two Scheduled Ancient Monuments (Cippenham Moat and Montem Mound).
- 2.20 Environmental problems, together with poor diet and lifestyle all contribute to **the poor health of Slough residents**. The incidence of coronary heart disease is significantly higher than in the rest of Berkshire and life expectancy for a child born in Slough is three years less than in neighbouring towns such as Wokingham, Windsor and Maidenhead (p.5, Doc.6).
- 2.21 Despite all of these problems Slough's overall level of prosperity is gradually improving. In 2004 it had risen to be 129th in the Index of Deprivation, compared to being ranked 107th in 2000<sup>xvii</sup>. However **the Britwell, Chalvey and Baylis & Stoke wards remain amongst the most deprived in the South East when measured against a number of inter-related factors such as education, crime, housing and living environment** (p.8, Doc.6)

<sup>xiv</sup> Nomis Official Labour Market Statistics , Section B, p.21, Doc

<sup>xv</sup> Heathrow Airport Survey and Official Labour Market Statistics , Section C , p.24, Doc.1

<sup>xvi</sup> The State of Berkshire: Data Annex, Section G, p.47, Doc.1

<sup>xvii</sup> Indices of Deprivation 2000 and 2004 , Section E , p.38,p.39.,Doc.1

- 2.22 Slough has comparatively high crime rates (p.8, Doc.6) with burglary and vehicle related crime<sup>xviii</sup> particular problems, with rates tending to be highest in the most deprived wards. **Surveys** (Doc.21) **continue to show that residents have a fear of crime and they continue to be concerned about anti social behaviour, graffiti and litter.**
- 2.23 Slough town centre is recognised as a Regional shopping centre. **Despite its status, studies** (Doc.36, Doc.37) **have shown that it is losing trade to other competing centres** and is likely to slip down the rankings unless there are significant improvements to its attractiveness. There is also around a million square feet of empty offices in the Borough (Doc. 9), many of which will have to be redeveloped or refurbished if they are to attract new occupiers. Both of these factors indicate that key areas of Slough will need to be regenerated if it is to continue to attract inward investment and expenditure.

### Future trends and developments

- 2.24 In addition to taking account of the current situation, the Core Strategy has to consider what is likely to happen in the future and what the major drivers of change will be.
- 2.25 As part of the preparation of the plan, the council compiled an extensive evidence base which included a number of forecasts. It has to be recognised that it is not possible to get completely reliable forecasts, particularly over a twenty year period. The best example of this is the fact that we do not have a reliable population forecast because of the problems with the methodology used by the Office of National Statistics (ONS). In other areas, such as the employment forecast, different methodologies produce different results; and with the retail forecasts the consultants have made it clear that they are not meaningful beyond 2016. Nevertheless it is possible to identify the following trends:

- The official figures produced by the ONS suggest that Slough’s population will decrease from 116,700 in 2006 to 114,000 in 2026<sup>xix</sup>. Population estimates produced by the GLA show Slough starting at a higher base of 124,500 in 2006 and remaining fairly constant up to 2026 when it would be 124,690<sup>xx</sup>. The council has considerable evidence to suggest that the way in which the existing estimates are calculated are seriously flawed and so it should be assumed that the size of the population is likely to increase. There is general agreement that this will be strongly influenced by future migration patterns and that the make up of Slough’s population is likely to become even more diverse.
- There could be an increase in jobs in Slough by around 12,000 by 2016 with a similar rate of employment growth after this. The imbalance of jobs and labour supply is expected to widen in the sub-region with a higher rate of job growth than labour supply. (Doc.44)
- Future economic growth is likely to produce further social and economic inequality with those on higher incomes demanding more living space. (p.1, Doc.3)
- The need for around 600 affordable housing units a year greatly exceeds the likely supply which means that it will not be possible to meet all local housing needs. (p.16, Doc.3)
- If unconstrained, traffic in Slough could increase by 20% between 2005 and 2025 (p.3.6, para 3.3.8, Doc.14) and the M4 is likely to become one of the most highly stressed parts of the trunk road network in the South East. (Doc.44, Doc.3)
- The town centre is likely to slip down the rankings of shopping centres unless there are significant improvements to its attractiveness.

<sup>xviii</sup> Home Office Crime Statistics, Section D , p.26-36 , Doc.1

<sup>xix</sup> ONS,2004, Section F , p.43-45 , Doc.1

<sup>xx</sup> GLA Projections (Berkshire District Summary 2006-2026) Section F, p.41-43, Doc. 1

- 2.26 The two most significant external developments that could bring about change in Slough are the expansion of Heathrow Airport and the development of the Crossrail scheme.
- 2.27 The opening of the 5th terminal at Heathrow Airport in 2008 will have a major impact upon Slough. Not only will it significantly increase the size and capacity of the airport, it will bring it much closer to the Borough boundary. This will have particular implications for the Poyle Trading Estate which is likely to see even more airport related development. The opening of T5 will affect traffic patterns in the area but will also provide the opportunity for improved transport links such as more direct bus links in the short term and a new direct rail link in the longer term.
- 2.28 BAA also has proposals to build a third runway at Heathrow which would also be very close to the Borough boundary. This would result in a worsening in noise and air quality in the eastern part of Slough as well as a general increase in congestion. The council has taken account of this as a possible constraint in preparing the Core Strategy.
- 2.29 The council has also recently become aware of proposals for the Slough Intermodal Freight Exchange (SIFE) on land north of the Colnbrook bypass. A previous proposal for the London International Freight Exchange (LIFE) was refused by the council and this refusal was upheld by the Secretary of State following a public inquiry.
- 2.30 Planning permission has been granted for a number of rail linked developments on the West Drayton to Staines line, east of Lakeside Road. Any further rail freight facilities at Colnbrook would have to demonstrate that there was a national or regional need for such a development and very special circumstances sufficient to overcome Green Belt and other strategic planning objections. It would also have to demonstrate that there would not be any unacceptable environmental impacts and that the facility could be accommodated upon both the existing road and railway network. This would include safeguarding capacity for both Crossrail and the proposed Western Connection passenger rail link to Heathrow.
- 2.31 If permitted, a high level of rail use of the warehousing would have to be guaranteed in order to ensure that the proposed benefits of the Freight Exchange are actually delivered.
- 2.32 The other significant piece of infrastructure that could be built in Slough is the proposed new Crossrail link from Maidenhead under central London to Essex and Kent in the east. This would involve the electrification of the Great Western railway line to enable it to provide a frequent, high capacity service into London and beyond without the need to change. Crossrail would greatly improve the accessibility of Langley and Burnham stations as well as reinforcing the role of the town centre as a transport hub. The Government has announced that the funding for the scheme is in place which means that construction could begin in 2010 with services commencing in 2017.



## Chapter 3: Impact of other policies and strategies

3.1 The Core Strategy must comply with national and regional planning guidance and be integrated with other council policies and strategies such as the Community Strategy (Doc.15). The purpose of this section is therefore to identify the key national, regional and local policies which are specific to Slough.

### *National Planning Policies*

3.2. The Core Strategy has to take Government policy as its starting point. The national policy framework is largely set out in Planning Policy Statements (PPS) and their predecessor Planning Policy Guidance notes (PPG). It is not appropriate to attempt to summarise or re-state this here but the key elements are set out in PPS1 (Delivering Sustainable Development). This emphasises the need to plan for social cohesion and inclusion; the protection and enhancement of the environment; the prudent use of natural resources and sustainable economic development.

3.3 PPS3 (Housing) also sets out the Government's objective of seeking to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live.

### *Regional Spatial Policy*

3.4 A draft of the South East Plan (Doc 10) was prepared by SEERA and submitted to the Secretary of State in March 2006. The Report of the Panel (Doc.44) which held the examination in public has now been published setting out its recommended changes to the plan. These will now be considered by the Government who will decide what further changes are required prior to approving it in 2008.

3.5 The most significant element of the Draft South East Regional Plan (Doc.10), for the Core Strategy, is the proposed housing allocation. The Panel has recommended that **285 dwellings per year should be built in Slough over the plan period up to 2026** (chap.7,Doc.44). This is an increase of 50 dwellings per year above the draft version and it has to be recognised that this figure may be increased in the final version of the plan.

3.6 **Slough is identified as a "Regional Hub" and the town centre as a "Primary Regional Centre"** (p.192, Doc.10). The original designation as a hub came from the Regional Transport Strategy (Doc.12), but this concept has been developed in the Draft South East Plan (Doc.10), so that they become the focus for employment, community, retail, leisure and cultural services as well as the development of high quality transport interchange facilities.

### *Regional Economic Strategy*

3.7 The Regional Economic Strategy 2006-16 (Doc.13), which was prepared by SEEDA sets out policies for achieving the three main objectives of maintaining the south east's global competitiveness, encouraging "smart growth" and providing for sustainable prosperity. **Although Slough is recognised as an important centre in the Thames Valley corridor, it is not included within the eight "diamonds" for investment and growth.**

### *Slough Community Strategy*

3.8 Slough Focus, which is Slough's Local Strategic Partnership, has developed Slough's first Community Strategy (Doc.15). This sets out a long-term vision for the 'people', the 'place' and for the 'prosperity' of the town, and the actions that are needed to make this a reality.

- 3.9 The vision for the Community Strategy seeks that:
- Slough will have healthy and fulfilled people and communities;
  - Slough will be a safe, attractive and sustainable place to live, work, and learn; and
  - Slough will have prosperous individuals and communities.
- 3.10 This vision is supported by 9 priorities
- Assisting Children and Young People to fulfil their potential;
  - Healthy and Care for People;
  - Building Stronger Communities;
  - Making Slough Safer;
  - Improving Slough's Image;
  - Quality Urban Living;
  - Promoting Learning in Slough;
  - Thriving Economy; and
  - Prosperity for All.
- 3.11 Although the Community Strategy seeks to improve the quality of life for everybody in Slough, it particularly targets those individuals who face disadvantage and discrimination in order to eliminate social exclusion and make Slough a cohesive integrated community.

### ***Slough Local Area Agreement***

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- 3.12 The Local Area Agreement (LAA) (Doc.6) started in April 2007 and builds on the priorities in the Community Strategy. The LAA has a range of targets relating to outcomes across 4 blocks.
- Children and Young People;
  - Healthier Communities and Older People;
  - Safer and Stronger Communities; and
  - Economic Development and Enterprise.
- 3.13 Like the Community Strategy, the LAA seeks to improve the quality of life for everybody in Slough but focuses on those who face disadvantage and discrimination. In the LAA this is expressed through targets that aim to:
- Ensure that service providers are more responsive to neighbourhood needs and improve service delivery accordingly;
  - Reduce inequalities in the quality of life for people in the most disadvantaged neighbourhoods; and
  - Reduce inequalities for disadvantaged groups.
- 3.14 Alongside these targets we are also seeking to achieve outcomes that that will bring prosperity to the whole town; and the Economic Development and Enterprise block specifically focuses on improving the image of the town centre and increasing the skills of our workforce.
- 3.15 The Community Strategy (Doc.15) is currently being refreshed and will become a Sustainable Community Strategy (SCS) that will seek to balance social, environmental and economic factors. The new Local Area Agreement that is also being developed will become a more focused delivery plan for this SCS.

### ***Slough Corporate Plan***

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- 3.16 The Corporate Plan's (Doc.16) vision for the council is 'Taking pride in Slough and making a difference to communities and our environment'.



3.17 In order to work towards improving the services that the council provides and to improve the quality of life for all residents, five priorities have been identified to achieve the vision:

- creating safe, environmentally friendly and sustainable neighbourhoods;
- improving lives for those in need and creating thriving communities;
- improved life chances for children and young people;
- ensuring excellence in customer services; and
- maintaining excellent governance with the council to ensure it is efficient, effective, and economic in everything it does.

### ***Slough Local Transport Plan***

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3.18 The council has produced its second, five year Local Transport Plan 2006 - 2011 (Doc.14). The vision for Slough's transport system aims to tackle problems such as congestion, air quality and make the transport structure more sustainable in the future. The three key themes for the vision are:

- a more balanced local transport system;
- an effective public transport hub serving both local and regional journeys and interchange; and
- better public transport connectivity to and from Heathrow Airport and west London.

### ***Slough Economic Strategy***

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3.19 The Slough Economic Development Strategy 2006 - 2009 (Doc.17) is based upon the council's Economic Assessment (Doc.5) of February 2006. The Strategy's vision is to create "a sustainable economy which fulfils the aspirations and potential of local people, business and other stakeholders whilst protecting and enhancing the physical environment."

3.20 In addition to promoting business and entrepreneurship, the main thrust of the Economic Development Strategy is to develop the skills of the local population so

that they are able to share in the wealth created in the town. It also identifies improvements to Slough's accessibility as being key to maintaining its competitive advantage along with improvements to its image.

### ***Slough Housing Strategy 2005 - 2010***

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3.21 The Housing Strategy (Doc.26) sets out five priorities for dealing with the challenges facing Slough under the key theme of 'Quality and Choice'.

- Maximise the supply of affordable housing and make best use of existing buildings;
- Strengthen communities to make sure all of our neighbourhoods are safe, viable and attractive areas to live in;
- Prevent homelessness and tackle housing need;
- Promote independent living and provide appropriate support for those who need it; and
- Improve housing conditions in the public and private sectors and make sure new homes are designed and built to a high standard.

### ***Berkshire Strategic Housing Market Assessment***

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3.22 The Strategic Housing Market Assessment (HMA) (Doc.3) has been undertaken to help the local authorities and their partners within Berkshire to understand the dynamics and drivers of their housing market. The key challenges identified are as follows:

- Addressing housing need within Berkshire given that the scale of housing need outstrips what can realistically be met;
- Delivering mixed communities within a polarised housing market within Berkshire; and
- Delivering new affordable housing as part of mixed income communities.

### ***Slough Crime Disorder and Drug Strategy*** (Doc.19)

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- 3.23 The Safer Slough Partnership (Slough's Crime and Disorder Reduction Partnership) has drawn together key partners to work toward the achievement of the following two outcomes for Slough.
- To reduce crime, to reassure the public reducing the fear of crime and anti-social behaviour; to reduce the harm caused by drugs; and
  - To increase the capacity of local communities so that people are empowered to participate in local decision-making and are able to influence service delivery.

### ***High Level Environment Strategy***

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- 3.24 The purpose of the High Level Environment Strategy is to build environmental protection and sustainability into the decisions influenced or made by the council and to co-ordinate policies and services to create neighbourhoods that are attractive, safe and environmentally friendly for present and future generations. There are several policies and strategies listed in this high level framework, including air quality, municipal waste, carbon management plan and contaminated land.

### ***Appropriate Assessment*** (Doc.47)

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- 3.25 Whilst there are no "European Sites" of international nature conservation in the Borough, the preparation of the plan has to take account of any potential impacts that it may have upon the nearby Special Areas of Conservation (SAC), Special Protection Areas (SPA) and wetlands of international importance (RAMSAR sites). This means that the Core Strategy has to be the subject of a screening to see whether an Appropriate Assessment is required.

### ***Policies of adjoining authorities***

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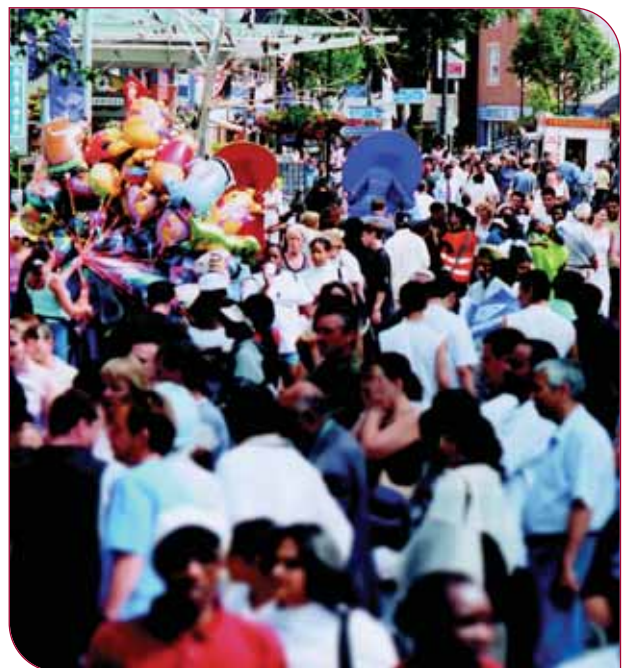
- 3.26 Slough borders onto South Bucks/Buckinghamshire, Hillingdon, Spelthorne and Windsor & Maidenhead Councils. All of these authorities are at different stages in producing their own Local Development Framework documents and other strategies. Slough has not had any reason to object to any of the emerging plans and no specific major cross border policy issues have been identified.
- 3.27 A joint Minerals and Waste Development Framework is being produced with the other five Berkshire authorities. A Core Strategy Preferred Options report (Doc.20) and Development Control Policies and Preferred Areas Issues and Options Report (Doc.4) were published in September 2007. Proposals for major minerals extraction or waste disposal facilities may have an impact upon the Colnbrook and Poyle area in particular.





## Chapter 4: Public consultations

- 4.1 In deciding what the key issues are for Slough it is important that the views of the public are taken into account. This involves taking a much wider analysis of public opinion than the fairly limited response that there has been to the formal public consultation on the Core Strategy.
- 4.2 The Community Strategy (Doc.15) lists the following things that the people of Slough had said were important to them:
- Fear of crime;
  - Litter;
  - The image of Slough;
  - Affordable housing;
  - Improved housing;
  - Education;
  - More facilities for young people;
  - Green spaces;
  - Anti-social behaviour; and
  - Community integration.
- 4.3 The 2006 Annual Attitude Survey<sup>i</sup> of Slough residents shows that 79% were either very satisfied or fairly satisfied with their neighbourhood as a place to live, but 34% thought that it had got worse over the last 3 years. People were less impressed with Slough as a whole and even less happy with Slough High Street, in that only 50% were very or fairly satisfied with it as a place to visit.
- 4.4 The response to the public consultation at the Issues and Options (Doc.38, Doc.39), and Preferred Options stages (Doc.40) of the plan showed that most people agreed that the town centre was the best and most sustainable option for future development. There was also strong support for the protection of the Green Belt. At the same time the lack of family housing is generally a growing concern to the community and it was evident that the poor image of Slough was an issue that needed to be addressed through the Core Strategy.



<sup>i</sup> Annual Attitude Survey - 2006, Section H, p.49-69, Doc. 1

## Chapter 5: Key issues for Slough

- 5.1 Taking into account the key facts, the key policies and strategies and the general public feedback, together with the results of the Sustainability Appraisal (Doc.22), it is possible to identify the key issues that are distinctive to Slough and which the Core Strategy needs to address. These can be summarised as:
- A shortage of land;
  - Overcrowding and congestion;
  - Shortage of affordable housing and family housing;
  - Skills mismatch;
  - Pockets of deprivation;
  - The need to plan for diversity;
  - Viability and vitality of the town centre and other key areas; and
  - The need to improve image and environment of Slough.
- 5.2 Slough is unusual in that it has a tightly drawn boundary around the town. This, combined with major physical constraints such as the M4 motorway, limit its ability to expand. The previous Local Plan (Doc.24) identified land for a number of urban extensions which are in the course of development. There is, however, no real opportunity to repeat this process because of the lack of suitable sites, which means that a new strategy for growth will be needed.
- 5.3 The lack of land also means that the remaining undeveloped areas such as Colnbrook and Poyle are suffering from overspill activity that cannot be accommodated in the town. As a result vulnerable areas of the Borough need to be protected from inappropriate development.
- 5.4 Despite the high levels of house building that are continuing to take place, the lack of land means that Slough will not be able to meet all of its local housing needs. It is therefore important that the best use is made of the existing housing stock and ways are found to deliver the optimum number affordable houses within new developments.
- 5.5 The continuing shortage of land is leading to increasing congestion and an intensification of use within the urban area. The existing residential areas are coming under increasing pressure as a result of infilling, extensions and the construction of outbuildings known as "Slough Sheds". Much of this is fuelled by the demand for larger family housing. As a result, it will be important to balance the need for larger homes with the need to protect amenities and character of existing residential areas.
- 5.6 Slough town centre is under performing as a retail and commercial centre and there are concerns about the future prosperity of some of the older industrial areas in the Borough as a result of structural change in the local economy. There is, therefore, a need to encourage the regeneration of key areas of the town in a way which will increase prosperity without adding to the problems of congestion highlighted above.
- 5.7 The changes in the local economy have also led to mismatch between the skills of some Slough residents and the type of new jobs that are being created. At the same time, low economic activity levels and low household incomes contribute to areas, such as the Chalvey, Britwell and Baylis & Stoke wards, suffering from multiple forms of deprivation. As a result, the emerging strategy will have to allow all residents to benefit from the economic prosperity of the town.
- 5.8 Slough is one of the most diverse areas in the country with a high proportion of the population being from the ethnic minorities or from Eastern Europe. It is important therefore that the plan respect the needs and aspirations of all of its residents.
- 5.9 Finally one of the overriding issues that has to be addressed is Slough's undeserved poor image which prevents the town and its people from fulfilling their full potential.

## Chapter 6: Spatial Vision and Strategic Objectives for Slough

- 6.1 The council has developed a long-term Spatial Vision for where it would like to be by 2026 based upon the “people, place and prosperity” theme in the Community Strategy (Doc.15). This vision seeks to address the key needs of Slough in a way which takes account of local circumstances and the character of the Borough.

### SPATIAL VISION

Consolidating current efforts by the council and its partners to improve the town’s environment; by 2026, Slough will have a positive image which will help to create prosperous, confident and cohesive communities. This will be achieved by the comprehensive redevelopment of parts of the town centre so that it can fulfil its role as a regional hub and maintain its position as an important regional shopping, employment and transport centre.

There will also be the selective regeneration of other key areas, in a sustainable way, in order to meet the diverse needs and improve the prosperity and quality of life of Slough residents.

The existing business areas in Slough will have an important role in maintaining a thriving local economy and providing a range of jobs for an increasingly skilled local workforce.

All Slough residents will have the opportunity to live in decent homes that they can afford. The quality of the environment of the existing suburban residential areas and open spaces will be improved, in order to make them safe and attractive places where people will want to live and visit.

- 6.2 This identifies the town centre as being the key location for major change but also recognises that there will be the opportunity to regenerate other selected areas and improve the overall quality of the environment.

- 6.3 In order to develop the policies that will be needed to deliver this vision, the following Strategic Objectives have been produced. These objectives build on the key issues discussed earlier, as well as taking account of the requirements of national and regional policy. As a result the objectives form a type of check list to ensure that all environmental, social and economic impacts have been taken into consideration.

### STRATEGIC OBJECTIVES

- A To focus development in the most accessible locations such as the town centre, district and neighbourhood centres and public transport hubs and make the best use of existing buildings, previously developed land and existing and proposed infrastructure.
- B To meet the housing allocation for Slough identified in the South East Regional Plan, while also preventing the loss of existing housing accommodation to other uses.
- C To provide housing in appropriate locations which meets the needs of the whole community; is of an appropriate mix, type, scale and density; is designed and built to high quality standards and is affordable.
- D To ensure that the existing business areas continue to provide sufficient employment-generating uses in order to maintain a sustainable, buoyant and diverse economy and ensure that Slough residents continue to have access to a wide range of job opportunities.
- E To encourage investment and regeneration of employment areas and existing town, district and neighbourhood shopping centres to increase their viability, vitality, variety and distinctiveness.
- F To maintain and provide for community services and facilities in appropriate locations that are easily accessible.

- G To preserve and enhance Slough's open spaces and to protect the Green Belt from inappropriate development and seek, wherever practically possible, to increase the size and quality of the Green Belt land in the Borough.
- H To protect, enhance and wherever practically possible increase the size of the Borough's biodiversity, natural habitats and water environment and those elements of the built environment with specific townscape, landscape and historic value.
- I To reduce the need to travel and create a transport system that encourages sustainable modes of travel such as walking, cycling and public transport.
- J To reduce areas subject to risk of flooding and pollution and control the location of development in order to protect people and their property from the effects of pollution and flooding.
- K To promote a safe and healthy community that is inclusive of the needs of the Borough's diverse population.



## Chapter 7: Spatial Strategy and core strategic spatial policies

### Introduction

- 7.1 In order to deliver the Spatial Vision and Spatial Objectives, the Core Strategy sets out a series of key “place shaping” policies, which together provide the framework to guide future development in Slough.
- 7.2 The overall Spatial Strategy is contained in Core Policy 1. This sets out the principles for where development should be located in the Borough. All of the subsequent policies have a role in delivering this strategy and shaping the future of Slough. As a result each of these policies has a short explanation as to how it will be implemented and what the implications will be for the different areas in the Borough.
- 7.3 The Core Strategy policies will form the strategic framework for the preparation of all subsequent Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). These will provide further details as to how the Core Policies will be implemented.
- 7.4 The council is required to monitor the extent to which the objectives of the Core Strategy are being achieved, both in terms of their performance and their compliance with Sustainability Objectives. The indicators which will be employed to monitor the performance of the strategy are listed after each policy. A number of these indicators are drawn from the Core Output Indicators (COI) that are monitored as part of the Annual Monitoring Report (AMR). Where this is the case the COI number has been added to the indicator in brackets.

### Spatial Strategy

- 7.5 The lack of suitable land for the outward expansion of the town, along with other constraints means that there are only a limited number of options for the future development of the Borough.

- 7.6 The preferred Spatial Strategy that emerged from the consultation on the Issues and Options report can be summarised as one of **“concentrating development but spreading the benefits to help build local communities”**.
- 7.7 The key principle of this strategy is that all intensive trip generating development should be built in the most accessible location. In effect, this means directing development to Slough town centre since this is the most accessible for all of forms of transport. The co-location of employment, shopping, leisure, transport and other facilities in one place also means that people can carry out more than one activity in a single journey and there will be a boost to the local retail economy. The strategy is also the one that is the most likely to cut carbon emissions, not just by focusing development in accessible locations, but also because of the potential for getting decentralised energy systems within major comprehensive mixed use developments.
- 7.8 The strategy also recognises that parts of Slough town centre are in need of environmental enhancement and that the centre has the most capacity for absorbing major change. The prominence of the town centre also means that any improvements to its image, environment or facilities are likely to have maximum benefit for the Borough as a whole.
- 7.9 The Spatial Strategy is also in line with the national policy to put town centres first and seeks to implement the “Region Hub” concept in the draft South East Plan (Doc.10).
- 7.10 The spatial strategy will therefore build upon major town centre regeneration schemes such as the Heart of Slough project and promote a sustainable, comprehensively planned, high-quality, high-density, mixed-use environment and ensure that the necessary infrastructure and community facilities/services are located in highly accessible locations.

- 7.11 The findings of the Sustainability Appraisal Report (Doc.22) confirm that this Spatial Strategy is the most sustainable spatial option for Slough. It will not only direct development into the most accessible locations in the Borough, but also protect other more environmentally sensitive areas from over-development. It is therefore the strategy which is most likely to protect the existing biodiversity of the Borough. There will however be some negative effects generated by the Spatial Strategy. If development is not appropriately planned for the Spatial Strategy this may increase in-commuting and congestion and impact adversely upon certain local environmental conditions in the town centre, including air quality. The Spatial Strategy will result in more tall buildings, a predominance of flats and the need for parking restraint in the town centre.
- 7.12 The Spatial Strategy recognises that not all development could or should take place in the town centre and that some other areas within the Borough need to change. An important part of the “spreading the benefits” part of the strategy is that selected areas outside of the town centre should also be regenerated. Parts of Britwell and the Slough Trading Estate are examples of such areas which would benefit from being redeveloped in a comprehensive, properly planned and co-ordinated manner. The scale of development in these areas will depend upon the existing and proposed accessibility of sites and the extent of any environmental constraints.
- 7.13 Some relaxation of the policies and standards in the Core Strategy may be permitted in order to maximise the potential social, environmental and economic benefits that planned regeneration may bring.
- 7.14 The strategy will also allow for the redevelopment of individual sites in the more accessible “urban” areas of the town. This will generally be confined to Existing Business Areas, District and Neighbourhood shopping centres, some main road frontages and other mixed use medium or high density areas that are well served by public transport.
- 7.15 One of the other main benefits of concentrating development in the town centre is that there will be less pressure for development in the rest of the Borough. This means that local centres and facilities can be enhanced and managed in a way which meets local needs and encourages community cohesion. The existing residential neighbourhoods, or “suburban” areas, will also benefit from not being required to make a significant contribution to meeting the housing allocation. They can therefore also continue to adapt to meet the diverse needs of the local communities through appropriate extensions and limited infilling with family housing. The strategy also allows for full protection to be given to the most environmentally sensitive areas of the Borough such as Wildlife Heritage Sites, parks and open spaces, Conservation Areas and Areas of Exceptional Residential Character.
- 7.16 The Spatial Strategy also means that there is no need to build on any land outside of the urban area which has been ruled out for a number of reasons. Firstly at a strategic level, development in the Colnbrook and Poyle area would not be very sustainable because it would not form a natural urban extension of Slough. Secondly development there would fill in the very narrow gap between Slough and Greater London. Thirdly much of the land is subject to a number of physical or technical constraints. These include the land being subject to flooding, being landfilled, having unsuitable access, being in the Public Safety Zone and being subject to excessive noise or poor air quality.
- 7.17 The development of the open land around Slough would also be contrary to Government policy of making the best use of previously developed land and would be contrary to Green Belt policy. The adoption of the Spatial Strategy of concentrating development means that Slough’s housing allocation can be met within the urban area

and so there is no need to consider reviewing the Green Belt boundary. This is confirmed in the Report of the Panel for the South East Plan (Doc.44) which does not recommend making any changes to the Green Belt around Slough.

#### **CORE POLICY 1 (SPATIAL STRATEGY)**

All development will have to comply with the Spatial Strategy set out in this document.

All development will take place within the built up area, predominantly on previously developed land, unless there are very special circumstances that would justify the use of Green Belt land. A strategic gap will be maintained between Slough and Greater London.

Proposals for high density housing, intensive employment generating uses, such as B1(a) offices, and intensive trip generating uses, such as major retail or leisure uses, will be located in the appropriate parts of Slough town centre. Such development will have to be comprehensively planned in order to deliver maximum social, environmental and economic benefits to the wider community.

Proposals for the comprehensive regeneration of selected key locations within the Borough will also be encouraged at an appropriate scale. Some relaxation of the policies or standards in the Local Development Framework may be allowed where this can be justified by the overall environmental, social and economic benefits that will be provided to the wider community.

Elsewhere the scale and density of development will be related to the site's current or proposed accessibility, character and surroundings. Significant intensification of use will not be allowed in locations that lack the necessary supporting infrastructure, facilities or services or where access by sustainable means of travel by public transport, cycling and walking are limited.

#### **Target:**

- 95% of all housing development to be on previously developed land by 2016.

#### **Indicators:**

- Percentage of residential and employment generating development completed on previously developed land (COI 1c and 2b);
- Percentage of B1 (a) development completed in the town centre (COI 1b); and
- Percentage of major retail and leisure development completed within the town centre and district centres (COI 4b).

### ***Implementation***

7.18 This policy will be implemented, in conjunction with all of the other policies in the plan, through the development control process. It will also be implemented through a combination of public and private initiatives. The council will prepare a Development Control Policies and Site Allocations DPD plus informal documents such as Supplementary Planning Guidance, which could include Design Briefs. Developers will be encouraged to prepare Master Plans for the comprehensive redevelopment of areas such as the Heart of Slough, Queensmere/Observatory shopping centres and Slough Trading Estate. The extent of the town centre will be defined through the Site Allocations DPD. It is likely that will be based upon the Commercial Core Area in the current Local Plan (Doc.24) with possible extensions to take in locations such as part of the Stoke Road area immediately north of the central station.

7.19 The council has already begun to implement the strategy of concentrating development in the town centre by allowing a number of high density mixed use, commercial and residential developments. These will begin to transform the appearance of areas such as that north of the railway station, the A4 corridor and the Windsor Road, into attractive squares and boulevards.

- 7.20 The regeneration of Slough town centre will also be implemented through major environmental enhancement schemes such as the Heart of Slough, Art@the Centre and the central station forecourt improvements. It will also be implemented through local and national transport and infrastructure proposals projects, such as those set out in the Local Transport Plan (Doc.14) and for Crossrail.
- 7.21 The council has also been proactive in promoting the Heart of Slough regeneration scheme in conjunction with English Partnerships and other development partners. This involves the comprehensive redevelopment of 12.7 ha of land; including the Brunel bus station, the library, Thames Valley University and the area around St Etheberts Church. In addition to making major changes to the urban townscape and the quality of the public realm it will provide a new bus station, new library building, new university facilities as well as significant amounts of new residential and commercial floorspace.
- 7.22 The overall effect of the strategy of concentrating development in the town centre through regeneration schemes such as the Heart of Slough will be to transform it into a more pedestrian friendly and attractive centre, with improved facilities which will improve the vitality and viability of the centre and enhance the overall image of the town.
- 7.23 As part of the "spreading the benefits" part of the Spatial Strategy, there will also be other selected regeneration projects, which will include Britwell, Slough Trading Estate and parts of Chalvey. These will be expected to be comprehensively planned to meet the diverse needs of the local community. Other selected key locations and regeneration projects are discussed in more detail in the implementation sections of subsequent policies. Proposals for other areas for comprehensive regeneration will be considered in the subsequent Site Allocations DPD.

- 7.24 Whilst the Spatial Strategy provides a clear indication as to what should go where, it does allow for some relaxation of policy, in exceptional circumstances, where it can be demonstrated that there will be social, economic and social benefits to the wider community. This will provide flexibility within the strategy and allow the council to manage any unforeseen circumstances that may occur in specific locations in the Borough. A further explanation as to how the Spatial Strategy will affect areas of the Borough is provided in the relevant sections below.

### *Green belt and open spaces*

- 7.25 Whilst most of the Borough is built up, there is a significant area of open land around Colnbrook & Poyle and smaller areas to the north and south of Slough which are designated as Metropolitan Green Belt. It has been established in the Spatial Strategy that there is no need to review the Green Belt boundaries in Slough and so all of this land will continue to be subject to Green Belt policy. Planning Policy Guidance 2 - Green Belts (PPG2) sets out a general presumption against all uses that would affect the openness of the land; apart from agriculture, forestry, some sport and recreational purposes or mineral workings.





The South East Plan (Doc.10) (Waste and Minerals) however, states that waste facilities may also be permitted in the Green Belt, under very special circumstances where there are no suitable alternative sites and where local conditions permit it.

- 7.26 The remaining open land in Colnbrook & Poyle, east of Langley/Brands Hill, is particularly important because it forms part of the Colne Valley Park and acts as the strategic gap between the eastern edge of Slough and Greater London. Additional restraint will therefore be applied to this fragmented and vulnerable part of the Green Belt which will mean that only essential development that cannot take place elsewhere will be permitted in this location.
- 7.27 Wexham Park Hospital and Slough Sewage Works will continue to be treated as Major Developed Sites within the Green Belt, where some infilling can take place there provided it has no greater impact upon the Green Belt.
- 7.28 In the past, land has been taken out of the Green Belt to allow for residential development at Wexham, Upton and Cippenham. Once the exact extent of the development in each area has been established, the opportunity will be taken to put back into the Green Belt any open land which has no further development potential.
- 7.29 Slough is surrounded by Green Belt in adjoining councils, which acts as a green lung and provides informal recreation opportunities for local residents. As a result it is important that accessibility to the surrounding countryside is improved.
- 7.30 Parks and open spaces have an important role in shaping the form of the individual urban areas within the town and these make a huge contribution to the quality of life. They also help to promote healthy living by providing opportunities for sport and other activities. The Open Space Study (Doc.25) showed that existing open spaces were well used and valued by local residents, but there was a need to improve the quality of many of them. There is an acknowledged

shortage of parks, playing fields and green spaces in Slough, which will be very difficult to make up, particularly since sporting facilities outside of the Borough are also under threat. As a result, all existing open spaces should be retained.

**CORE POLICY 2 (GREEN BELT AND OPEN SPACES)**

The existing areas of Metropolitan Green Belt will be maintained and Wexham Park Hospital and Slough Sewage Works will continue to be designated as Major Existing Developed Sites within the Green Belt.

Opportunities will be taken to enhance the quality and the size of the Green Belt by designating additional areas, which have no development potential, as Green Belt.

Development will only be permitted in the Strategic Gap between Slough and Greater London and the open areas of the Colne Valley Park if it is essential to be in that location.

Existing private and public open spaces will be preserved and enhanced. Where, exceptionally, it is agreed that an open space may be lost a new one, or suitable compensatory provision, will be required to be provided elsewhere.

**Target:**

- No loss of open space;
- Maintain the existing Green Belt.

**Indicators:**

- Number of inappropriate developments or uses granted permission in the Green Belt;
- Net change in the size of the Green Belt; and
- Net change in hectares of public open space lost to built development.

## Implementation

- 7.31 This policy will be implemented through the development control and enforcement process. Proposals to include new areas within the Green Belt will be dealt with in the Development Control Policies and Site Allocations DPD. Access to the countryside and informal recreation facilities will be enhanced through the Cycling Strategy, Walking Strategy and Rights of Way Improvement Plan. Improvements to the quality of land in the Green Belt will be sought in partnership with the Colne Valley Standing Conference, public bodies such as the Environment Agency and British Waterways and private land owners.
- 7.32 The implementation of this policy in conjunction with the Spatial Strategy will mean that there should be very little development in the Colnbrook and Poyle area apart from possible regeneration of the Poyle Trading Estate. The only exception will be any development that is allowed as a result of the Minerals and Waste Local Development Framework, which is being prepared separately as a joint document by the six Berkshire unitary authorities.



- 7.33 There will also be a presumption against inappropriate development on other areas of Green Belt land around Slough. The identification of Wexham Park Hospital and Slough sewage works as major developed sites which means that some infilling or redevelopment may take place. The council is aware of the fact that the Hospital Trust is reviewing the future of Wexham Park Hospital but no decision has yet been made. Any proposals for major redevelopment or replacement of the hospital will be managed through the preparation of an Action Area Plan for the site in conjunction with the Trust.
- 7.34 Any major development within the Green Belt that could have an impact upon one of the nearby sites of "European" importance for nature conservation will be required to carry out an Appropriate Assessment in accordance with the Habitat Regulations.
- 7.35 Any open land on the edge of Slough which does not have any development potential will be put back into the Green Belt. This could include open space within proposed new developments at Cippenham, Wexham and Upton and land such as the verge on the south side of Farnham Lane, Britwell which is known as the Green Walk.
- 7.36 The Report of the Panel for the South East Plan (Doc.44) recommends that South Bucks Council should liaise with Slough to consider allocating the additional 80 dwellings allocated to South Bucks on the northern boundary of Slough. The council will work with South Bucks District on this issue, but it is not considered that this will have a significant impact upon the Green Belt in Slough.
- 7.37 Improvements to parks and public open spaces will be sought through the implementation of the Parks Strategy. The council will also continue to take advice from Sport England about proposals for the loss of playing fields in order to ensure that where this does occur proper compensatory facilities are provided. There is likely to be some rationalisation of the existing play areas in accordance with the council's emerging Play Strategy which has

- adopted a “quality not quantity” approach to where play equipment should be located. As a result it is proposed to improve play opportunities by investing money into maintaining and equipping fewer play areas to a much higher standard.
- 7.38 Many areas in the urban fringe of Slough have become degraded. As a result, steps will be taken to prevent the dereliction of such land and to improve its appearance. The council will also seek to improve access to the countryside by continuing to develop the Linear Park along the south of the Borough which includes the Jubilee river. It will also seek to further enhance and promote the Grand Union canal and the public rights of way network. The council is aware of long term plans to extend the canal to link it with the river Thames. This could provide a number of recreational, environmental and regeneration benefits. As a result the council would support this in principle provided it is technically feasible, economically viable and environmentally sustainable.
- 7.39 New development will be expected to contribute to the provision of, or improvements to, the quality and accessibility of open spaces, playing fields, play areas, allotments and green spaces in accordance with the provisions of Planning Policy Guidance Note 17 - Planning for Open Space, Sport and Recreation (PPG17) and Core Strategy Policy 5 - Infrastructure.
- 7.40 Where, exceptionally, it is agreed that an existing open space may be lost, a new open space, or significant improvements to an existing area, will be required to be provided. This will have to be of an appropriate accessible location and be of a suitable size, quality and nature to compensate for the loss of the existing facility.
- 7.42 The Draft South East Plan (Doc.10) prepared by SEERA proposed that a minimum of 235 new dwellings should be built in Slough each year up to 2026. The Panel that held the examination in public recommended, however, that this should be increased to 285 a year (Doc.44). In doing so the Panel acknowledged that there is a limited range of options open to Slough but considered that it should have this higher rate in view of the fact that it is a regional hub. There is also a requirement to make up the shortfall of around 550 dwellings from the previous plan period. As a result, it is proposed that a minimum of 6,250 dwellings should be built in the plan period.
- 7.43 The housing has been distributed in accordance with the principles of the Spatial Strategy of “concentrating development and spreading the benefit”. This means that a minimum of 3,000 dwellings will be built in the town centre and a reduced number of 30 a year will be built on small sites of less than 10 units in the existing residential neighbourhoods (see Appendix 2). The remainder of the housing will be made up from the urban extensions that have already been permitted at Wexham, Upton and Cippenham, plus other medium or major sites within the urban area. All of the major sites are identified in the housing trajectory (Appendix 1) and so it is possible to see from this exactly how the housing allocation will be distributed throughout the Borough. It is recognised that there may be some further capacity in the town centre in the longer term. This means that if there is a further increase in Slough’s housing allocation as a result of changes to the regional plan, the bulk of this will be expected to be met in the town centre. There will be no development outside of the existing urban area.
- 7.44 The housing trajectory in Appendix 1 shows that it is possible to identify both a five year supply of deliverable land for housing and a 15 year supply in accordance with the requirements of PPS3. Despite the ongoing supply, there is still a shortage of land for housing in Slough to meet local needs and so it is important that there should be no

### ***Housing distribution***

- 7.41 The Core Strategy has to demonstrate how the housing allocation in the emerging Regional Plan can be accommodated within Slough.

loss of any residential accommodation as a result of redevelopment or change of use.

**CORE POLICY 3 (HOUSING DISTRIBUTION)**

A minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026.

This will be distributed as follows:

Town Centre	a minimum of	3,000 dwellings
Urban Extensions	around	750 dwellings
Major sites in other Urban Areas	around	1,350 dwellings
Small sites within the Urban Area	around	600 dwellings

Any additional housing required as a result of an increase in Slough’s allocation in the South East Plan (Doc.10) will be built in the town centre or in other appropriate urban areas in accordance with the Spatial Strategy.

New development should not result in the net loss of any existing housing.

**Target:**

- Meet the housing allocation in the South East Plan;
- Build at least 50% of dwellings in the town centre; and
- No net loss of housing within developments.

**Indicators:**

- Net additional dwellings completed (COI 2a ii);
- Annual net additional dwelling requirement (COI 2a iv);
- Annual average number of net dwellings needed to meet overall housing requirements having regard to previous year’s performance (COI 2a v);
- Number of planning permissions where there is a net loss of dwellings; and
- Percentage of dwellings built in the town centre.

**Implementation**

7.45 This policy, in conjunction with the others in the plan, will be implemented through the determination of planning applications for residential development. It will be monitored through the production of the Housing Trajectory in the Annual Monitoring Report and by carrying out housing land availability exercises. A Strategic Housing Land Availability Assessment will also be carried out in due course, once the housing allocation in the Regional Plan has been finalised.

7.46 Whilst all of the major sites in the Housing Trajectory have been identified, not all of these have planning permission. This includes the Heart of Slough and the Britwell Initiative which are being promoted by the council together with other schemes for Upton Hospital, the Queensmere/ Observatory shopping centre and the Town Hall site. It is also recognised that there are potential constraints to other permitted sites such as the Castlevue site where the access has not been resolved.



- 7.47 It is, however, likely that other windfall sites will come forward in the medium and longer term that are not shown within the Housing Trajectory (Appendix 1). The council will therefore continue to monitor the situation and manage any potential shortfall by identifying sites in subsequent DPDs.
- 7.48 As a result, it is considered that the Core Strategy is capable of delivering a flexible supply of land for housing and is sufficiently robust to be able to accommodate a further increase in the housing allocation in the final version of the South East Plan (Doc.10); without the need to change the Spatial Strategy.
- 7.49 The Sustainability Appraisal Report (Doc.22) identifies the potential adverse environmental effects of the scale of the proposed residential development in the town centre. These include the problems of congestion and air quality. It also identifies the issues that are associated with building large numbers of flats. In addition there is a question as to whether the market has the ability to continue to deliver and sell large numbers of flats particularly if there is an up turn in the demand for office space. As a result if there is a significant increase in Slough’s housing allocation, which cannot be met from identified sources, the Core Strategy will have to be reviewed.
- 7.50 There are a very small number of undesignated greenfield sites within the urban area which could come forward for housing development. Whilst the strategy is to promote previous developed land in preference to greenfield development, these may be permitted in exceptional circumstances on a phased basis, if it can be demonstrated that they do not fulfil a public/private open space function, they are not subject to insurmountable constraints and it can be demonstrated that they are needed to provide affordable family housing. There will be no need for any Green Belt releases. The current target for the provision of brownfield development is 60%. This will gradually increase over the plan period to around 100%.
- 7.51 Any major housing development that could have an impact upon one of the nearby sites of “European” importance for nature conservation will be required to carry out an Appropriate Assessment in accordance with the Habitat Regulations.
- 7.52 There will still be some small scale development in the existing residential areas as a result of schemes, like the garage and vacant land strategy (adopted 2005), which seek to develop unwanted garage courts. There will, however, be no need for the inappropriate type of backland development or infilling with blocks of flats that has taken place in the suburban areas in the past. As a result, the Housing Trajectory assumes that the number of completions on small sites will fall from around 80 to 30 a year (Doc.23).

***Type of housing***

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- 7.53 In addition to ensuring that an appropriate amount of housing is provided in suitable locations, the Core Strategy has to ensure that there is a wide choice and mix of housing to meet local needs.
- 7.54 One of the consequences of implementing the Spatial Strategy of “concentrating development” is that there will be a predominance of high density flats built in the town centre. The Annual Monitoring Report (AMR) (Doc.23) 2006 shows that 85% of completions in the year were for flats and these make up the majority of residential schemes in the pipeline.
- 7.55 Demographic trends show that the number of one person households in Slough is likely to go up from 30% to 36% of the total number of households in the Borough by 2026 (p.11, Doc.3). As a result, the increase in the number of flats will help to meet the need for smaller accommodation. It will not, however, do anything to address the current shortage of family housing in Slough, which is the main cause of overcrowding, nor will it address the acute need in the social renting sector where the average waiting time for a four-bedroom house is 5 years.

This is why the Berkshire Strategic Housing Market Assessment (HMA) (Doc.3) recommends that a higher proportion of larger new homes should be built in Slough than has been delivered in recent years.

- 7.56 Whilst the council will continue to seek a mix of accommodation within the town centre, it is recognised that this will be limited within high density sites and that the main supply of new family housing will have to come from elsewhere. As a result, it is proposed that all development which takes place within the "suburban" residential neighbourhoods will consist entirely of family housing. It is also proposed that any development within the higher density, more mixed use "urban" areas, such as District or Neighbourhood centres or some main road frontages, will predominantly consist of family housing. Even in high density areas there should be scope for town houses, but the exact mix of dwellings will depend upon the size, location and characteristics of the site. In order to make the most effective use of the existing housing stock and to continue to provide a mix and choice of accommodation, it is proposed that there should be no loss of family houses as a result of conversions into flats.

- 7.57 At the same time, in order to implement the Spatial Strategy of concentrating development in the most accessible locations, it is proposed to apply a range of densities for different areas within the Borough depending upon whether they are classed as "town centre", "urban" or "suburban". This will also help to deliver high quality, well designed housing and enhance the distinctive urban or suburban character of areas. In order to make efficient use of land that comes forward for development the council will continue to apply the minimum density standard set out in the Local Plan (Doc.24) of 37 dwellings per hectare. Densities less than this may be permitted on small sites or where there are site constraints or the surrounding character is low-density.

- 7.58 Many residential properties are overcrowded and so are being extended or having outbuildings, known as "Slough Sheds", erected in order to increase the size of the accommodation. There is also economic pressure for the intensification of use of these areas through flat conversions, changes to Houses in Multiple Occupation, infilling and backland development. All of this is causing a disproportionate amount of local congestion and loss of amenity as well as eroding the character of the existing residential areas. As part of the Spatial Strategy it is therefore proposed to limit the amount of new housing development that takes place outside of the town centre, which will mean that in the suburban areas there will only be a limited amount of infilling.

- 7.59 There is also an ongoing shortage of affordable housing in Slough. The HMA (Doc.3) suggests that between 530 and 690 affordable housing units are required each year in Slough, which greatly exceeds the total number of dwellings that are likely to be built. As a result it is clear that even if there were to be a major increase in Slough's housing allocation it still would not be possible to meet all local needs.



- 7.60 PPS3 - (Housing) states that, based upon the findings of the HMA (Doc.3) and other local evidence, Local Planning Authorities should set out in Local Development Documents the likely overall proportion of households requiring affordable housing and the size and type of affordable housing that is required.
- 7.61 The target for affordable housing in the Housing Strategy 2005-2010 (Doc.26) is 200 new build units per year. Under the Local Plan (Doc.24) we are currently seeking 30% social and 10% of other affordable housing on sites with 25 or more units. The HMA (Doc.3) recommends that the affordable housing target in the draft South East Plan (Doc.10) of 35% of total housing completions is realistic but makes it clear that a higher proportion would have to be sought on larger sites to make up for the fact that smaller ones may fall under the threshold. The HMA also recommends that the core requirement is for social rented to meet priority housing need, particularly in Slough and Reading where the proportion of people who could afford other forms of affordable housing such as shared equity is lower than across the rest of Berkshire.
- 7.62 As a result it is proposed that the amount of affordable housing that will be sought will be between 30% and 40%. This may vary depending upon the size and nature of the site and its viability.
- 7.63 The HMA (Doc.23) recommends that the threshold for the size of site upon which affordable housing will be sought should be reviewed. Taking account of the shortage of affordable housing in Slough, the reduced housing allocation and the increased reliance upon medium sized sites it is proposed to reduce the threshold of 25 dwellings to 15 dwellings in line with PPS3.

- 7.64 Planning Circular 01/2006 - Guidance on Changes to the Development Control System, states that the Regional Spatial Strategy (RSS) should identify the number of gypsy and traveller pitches required in each Local Authority area. This number will be determined by the South East England Regional Assembly (SEERA) as part of its review of the South East Plan (Doc.10). Taking into account the results of the gypsy needs survey undertaken in conjunction with the Association of Thames Valley Authorities (ACTVAR), an agreed Berkshire wide distribution for gypsy and traveller sites has been submitted to SEERA. (Doc 28). The current position is that 6 new gypsy pitches will be needed in Slough by 2016. The final figure will be decided following a partial review of the South East Plan on the issue currently being undertaken by SEERA. Given the dense and compact nature of Slough and the shortage of land for other purposes it is not considered appropriate or practical seek to provide a site within the urban area. As a result, if there is a proven need for a gypsy or traveller site it will have to be provided in the Green Belt.



#### CORE POLICY 4 (TYPE OF HOUSING)

High-density housing should be located in Slough town centre.

In the urban areas outside the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.

Within existing suburban residential areas there will only be limited infilling which will consist of family houses that are designed to enhance the distinctive suburban character and identity of the area.

All new residential development will be constructed at a minimum net density of 37 dwellings per hectare. Densities less than this may be permitted on small sites, where the character is low density or where there are other site constraints.

There will be no net loss of family accommodation as a result of flat conversions, changes of use or redevelopment.

All sites of 15 or more dwellings (gross) will be required to provide between 30% and 40% of the dwellings as social rented along with other forms of affordable housing.

Proposals for gypsy or traveller sites will not generally be permitted in the urban area. If there is a proven need for a gypsy or traveller site or sites in Slough, this could be considered to constitute exceptional circumstances that would justify the relaxation of Green Belt policy.

#### Target:

- 100 affordable houses built a year;
- All residential developments over 5 units built at a minimum of 37 dwellings per hectare; and
- No net loss of family housing within developments.

#### Indicators:

- Total number of affordable houses completed (COI 2d);
- Number of dwellings completed at less than 37 dwellings per hectare; and
- Number of family houses built each year and what percentage of the total number of dwellings built each year this represents.

#### Implementation

- 7.65 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications for residential development and the preparation of Supplementary Planning Documents and Development Control Guidelines. It will take account of the Housing Strategy (Doc.26), the Berkshire Strategic Housing Market Assessment (Doc.3) and the Housing Needs Survey (Doc.29). It will be monitored in the Annual Monitoring Report.
- 7.66 Further detail as to how this policy will be implemented, including the identification of the relevant "town centre", "urban" and "suburban" areas, will be set out in the Development Control Policies and Site Allocations DPD. A specific Supplementary Planning Document will be prepared for affordable housing.
- 7.67 The density part of the policy will be implemented using the following indicative density ranges which have been adapted from those set out in draft Planning PPS 3, in order to reflect the specific local circumstances in Slough. It will also ensure that Slough will significantly exceed the overall regional target of 40 dwellings per hectare set out in the draft South East Plan (Doc.10)



**Table 1: Indicative density ranges for Slough**

	Location		
	Town Centre	Urban	Suburban
<b>Density Range</b> (Dwellings per hectare)	Above 70	40 - 75	37 - 55

- 7.68 In some parts of the town centre, such as the Commercial Core Area defined in the Local Plan Proposals Map (Doc.24) and the area north of the railway station, densities in the range of 500 dwellings per hectare have been permitted. The actual density that will be permitted on an individual site will be dependent upon the overall strategy for that location and upon achieving a high standard of design which creates attractive living conditions.
- 7.69 The main impact of the implementation of the policy will be in the town centre where there are likely to be large numbers of high density flats built during the plan period. These will be expected to be built to very high design standards that will enhance the quality of the environment and improve the image of the centre.
- 7.70 Key selected areas outside of the town centre will also be subject to comprehensive redevelopment as discussed in relation to the Spatial Strategy (CP1). Individual sites will continue to be redeveloped for housing in the more accessible "urban" areas of the town such as the edge of centres, some main road frontages and other mixed use medium or high density areas that are well served by public transport.
- 7.71 The existing residential neighbourhoods in Slough will remain as suburban areas with their own individual characteristics. There will be no need for backland development or large scale infilling. The implementation of this policy will therefore significantly reduce the amount of development that will take place in the neighbourhoods and provide the opportunity to enhance their distinctive suburban character and create sustainable communities where people will want to live.
- 7.72 The council will review its existing Development Control Guidelines in the Development Control Policies and Site Allocations DPD. The fundamental issue that this will have to resolve is how the use and appearance of the existing housing stock will be managed in the future. The policies will therefore have to balance the needs of extended families and the differing lifestyles of the diverse communities in Slough with the need to protect the amenities and appearance of the area.
- 7.73 The Policy also sets out a range for the amount of affordable housing that will be sought from major sites at between 30% and 40%. This is not intended to prevent schemes coming forward with a higher percentage if the developers want to. The aim would be to meet the regional average of 35% of all dwellings being affordable. Because of Slough's specific needs the priority will always be for social housing provided by Registered Social Landlords to people on the council's waiting list. The exact type and amount of affordable housing that will be sought on any particular development will depend upon a number of site specific factors and will be complicated by the need to obtain large family accommodation, which may affect the overall percentage of units. As a result the detail as to how this will be implemented in practice will be set out in the Development Control and Site Allocations DPD and a Supplementary Planning Document.

<sup>i</sup> Nomis Official Labour Market Statistics ,Section B , p.15 , Doc.1

- 7.74 The identification of a possible gypsy or traveller site will take place through the Development Control Policies and Site Allocations DPD. If a new site is needed in the Borough in accordance with this policy it is likely that this will be within the Colnbrook or Poyle area. The siting and design of the site would have to minimise the impact upon the openness of the Green Belt. Any proposals for a gypsy or traveller site in the Green Belt would be contrary to PPG2 and Circular 1/06 (ODPM) and would have to be treated as a departure from the plan.
- 7.79 Further employment growth in Slough will not redress the existing imbalance between the number of jobs and the labour supply in the area. This is, however, the inevitable result of national and regional policy. The Panel's report for the South East Plan (Doc.44) accepted that it was not necessary to redress this imbalance within the sub region. Nevertheless the Core Strategy seeks to at least partly address the problem by increasing the number of jobs that are taken by local people.

### **Employment**

- 7.75 Slough is an important employment centre in the M4 corridor in close proximity to London and Heathrow. At present, there are an estimated 82,000<sup>i</sup> jobs in Slough. It is estimated 40,000 people commute into Slough each day for work, whilst 26,000 local residents commute outside the Borough for work (p.91, Doc.5)
- 7.76 One of the main aims of the Core Strategy is to ensure that Slough continues to fulfil its regional role in maintaining a competitive, sustainable and buoyant economy, whilst at the same time providing a diverse range of jobs for local people.
- 7.77 The council's Economic Assessment (Doc.5) shows that an additional 12,000 jobs could be created in the Borough between now and 2016. This will, however, depend upon a number of factors, such as the demand for new offices and the supply of labour. Longer term projections are less reliable but it is assumed that employment will continue to grow at a similar rate throughout the plan period. This, together with on-going improvements in competitiveness, should allow Slough to contribute towards the 3% gross value added (GVA) growth target in the Regional Economic Strategy (Doc.13)
- 7.78 It is not considered that any new land needs to be allocated in order to facilitate any employment growth since this can be accommodated by the redevelopment and intensification of use of existing sites.
- 7.80 The loss of traditional manufacturing and the emergence of knowledge-based industries have meant that there is a skills gap amongst some of the resident work force. In order to reduce this gap, the Economic Development Strategy (Doc.17) identifies the need for better education and training in order to equip the resident work force with the skills necessary to gain access to the new knowledge-based jobs that will be created in Slough.
- 7.81 Whilst progress is being made it is likely that there will be a continuing need for a range of employment opportunities in the Borough to meet local needs. As a result it is proposed to adopt the principle of retaining the Existing Business Areas (See Appendix 4) in order to maintain a diverse economic base which will offer local residents a variety of job opportunities.
- 7.82 In order to ensure that the retention of the Existing Business Areas does not result in an unacceptable level of in commuting by car it is proposed to continue to impose a parking cap whereby there will be no increase in the number of car parking spaces as a result of redevelopment. This will be accompanied by initiatives to encourage a modal shift away from the use of the private car. This policy is not intended to prevent the on going regeneration of the Borough's Existing Business Areas which is needed in order to improve the environment and to meet the needs of modern businesses.

- 7.83 One of the main roles of the Core Strategy is to ensure that jobs are located in the most appropriate locations. In order to implement the Spatial Strategy of "concentrating development and spreading the benefits" one of the over riding principles of the policy is that all intensive employment development should be located in the most accessible and sustainable locations. This means that new offices should be located in the town centre which is the most accessible place in the Borough and has the greatest potential for linked trips.
- 7.84 Office development in the town centre will also be subject to parking restraint which, together with improvements to public transport, should reduce the amount of commuting by the private car. This will help to tackle the problems of congestion and poor air quality in the town centre.
- 7.85 Slough Trading Estate is the largest Existing Business Area and provides around a quarter of all of the jobs in the Borough. As a result its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole. There has been a rolling program of refurbishment and redevelopment in the Trading Estate in recent years in order to ensure that it is able to accommodate modern business needs and continues to attract inward investment. This has been aided by the designation of the Trading Estate as a Simplified Planning Zone with its integrated transport strategy.
- 7.86 It is recognised that the Trading Estate will need to continue to evolve to serve the needs of knowledge-based industries. SEGRO are in the process of producing a Master Plan for the area which is intended to achieve this. The success of the Trading Estate is important to the Borough's sustainable development as it has the potential to retain and attract businesses, create jobs and offer opportunities for improving skills and training to local people. As a result it is proposed that Slough Trading Estate should be treated as a special case within the Core Strategy. This

means that B1(a) offices may be allowed in the proposed new hub within the Trading Estate, as an exception to the Spatial Strategy, in order to facilitate the comprehensive regeneration of the Estate.

- 7.87 Whilst there is a general presumption against the loss of employment generating uses within the Existing Business Areas, there are some offices outside of these areas which are in less sustainable locations or which no longer meet modern standards which may therefore be redeveloped or converted to residential use.
- 7.88 Any employment-generating uses within the Borough which exacerbate the problems identified above will be expected to contribute towards appropriate training, childcare and/or transport measures as required.
- 7.89 It is recognised that retailing, leisure, education, health and other service industries are an important source of jobs. As a result they are all classed as "employment" uses for the purposes of this policy. Any proposals for any of these type of developments will also have to comply with the other specific policies within this document.



### CORE POLICY 5 (EMPLOYMENT)

The location, scale and intensity of new employment development must reinforce the Spatial Strategy and transport strategy. This includes the application of a parking cap upon new developments unless additional parking is required for local road safety or operational reasons.

Intensive employment-generating uses such as B1(a) offices will be located in the town centre in accordance with the spatial strategy.

B1(a) offices may also be located on the Slough Trading Estate, as an exception, in order to facilitate the comprehensive regeneration of the estate. This will be subject to the production of a Master Plan and the provision of a package of public transport improvements. This will be partly delivered through a subsequent Local Development Order which will replace the Simplified Planning Zone.

Intensive employment generating uses which increase the level of in-commuting, increase skill shortages or reduce employment opportunities for local people will be expected to contribute toward appropriate mitigation measures, including new training, childcare and transport facilities.

Major warehousing and distribution developments will be located in the eastern part of the Borough and in Existing Business Areas that have good access to the strategic road and rail network.

There will be no loss of the defined Existing Business Areas to non-employment generating uses, especially where this would reduce the range of jobs available. Outside Existing Business Areas, the change of use or redevelopment of existing offices to residential will be encouraged where this is considered appropriate.

#### Target:

- No offices built outside of town centre or Slough Trading Estate Hub; and
- No increase in car parking within new employment development.

#### Indicators:

- Amount of land in Existing Business Areas lost due to residential development (COI 1f); and
- Percentage of completed non-residential development complying with car parking standards as set out in the Local Development Framework (COI 3b)

### Implementation

- 7.90 This policy will be implemented through the determination of planning applications for commercial development and the preparation of the Development Control and Site Allocations DPD. Master Plans will be expected to be prepared by developers for the comprehensive redevelopment of specific areas. The Simplified Planning Zone (SPZ) for Slough Trading Estate will eventually be replaced by a Local Development Order.
- 7.91 The policy will be monitored through the preparation of the Annual Monitoring Report ) and the Annual Commitments Documents. It will also be informed by updated Economic Development Strategies, Economic Assessments, employment forecasts and office market reviews.
- 7.92 The main effects of the policy will be to encourage major employment development to take place in the town centre, facilitate the regeneration of Slough Trading Estate and allow for the gradual renewal of the other Existing Business Areas over the plan period. In order to deliver a significant improvement to the overall environmental quality and image of Slough, all of these schemes will be required to comply with the best practice in the design of sustainable buildings and take the opportunity to showcase innovative architecture where this is appropriate to the local context.

- 7.93 The employment forecasts reveal that significant growth is likely to occur in the professional services and banking sectors. There is sufficient capacity within the existing office stock along with proposed new developments in the town centre to accommodate around 10,000 jobs, which is most of the predicted growth up to 2016. Employment forecasts for the second half of the plan period are less reliable, particularly with the cyclical nature of the office market and uncertainty about future labour supply. It is, however likely that they will continue at a similar rate and it is considered that sufficient new sites will come forward to meet demand.
- 7.94 The major new office developments in Slough town centre will be focused around the Heart of Slough and the Windsor Road area. These will provide high quality modern headquarter type buildings which will help to boost the image of the centre, the level of inward investment and the vitality of the centre.
- 7.95 Slough Trading Estate has specifically been identified as an area for regeneration within the policy. This will be implemented through a Master Plan which is being prepared by SEGRO. This will identify the location of the proposed new offices within a new hub. Around 3,600 new jobs could be created on the Trading Estate over the plan period. The amount of new B1(a) offices, and the scale of other development will, however, be dependent upon a number of requirements being met. These will include capping the number of parking spaces at current levels and introducing a package of public transport improvements and other initiatives in order to ensure that there is no increase in the level of car commuting into the estate. This should also involve increasing the number of Slough residents working in the estate. Once the Master Plan has been approved it is proposed that key elements, such as the new hub, will be considered through a planning application and the rest of it will be implemented through a subsequent Local Development Order which will replace the existing SPZ.
- 7.96 In addition to Slough Trading Estate there are a number of other Existing Business Areas, which are likely to change over the plan period, within the scope of this policy.
- 7.97 Poyle Industrial Estate is the second largest estate in the Borough, but is in multiple ownership. As a result, its development has not been properly planned and it suffers from congestion and a poor environment. The development of the 5th terminal at Heathrow has moved the centre of gravity of the airport and means that Poyle Industrial Estate is likely to come under even more pressure for airport related developments, and will have an important role to play in responding. This will be dealt with in the short term by the Site Allocations and Development Control DPD, but in the longer term it may require an Area Action Plan.
- 7.98 Parts of the Existing Business Areas along the A4, at the western end of the Borough, were identified in the Employment Land Study (Doc.27) as having the potential to accommodate some alternative uses or mixed use development. The large car dealership is currently operating on a temporary planning permission and so it is proposed that these and other main road frontage sites be considered for a range of uses, including residential development in the Site Allocations DPD.
- 7.99 Stoke Road Area, north of town centre was identified in the Local Plan for Slough (Doc.24) as an area for comprehensive redevelopment, with a mixture of commercial and residential development. Major high density residential development and a hotel have been permitted in the area north of the station. Other areas of opportunity here and in Petersfield Avenue will be identified in the Site Allocations Document.
- 7.100 The Employment Land Study (Doc.27) also identified the Langley Business Centre as having some potential to accommodate alternative uses or mixed use development. This could be considered in the longer term either as a possible expansion of the District Shopping centres or in the context of the

- greatly improved accessibility it would have as a result of Crossrail.
- 7.101 The council is aware of major industrial firms in Slough that may wish to reorganise or consolidate their operations. In considering any proposals which are designed to retain an existing employer in the Borough, the disposal of any surplus land for other uses will be treated in a flexible manner, provided there is no overall loss in the number and range of jobs.
- 7.102 Any major development that could have an impact upon one of the nearby sites of "European" importance for nature conservation will be required to carry out an Appropriate Assessment in accordance with the Habitat Regulations.
- 7.103 It is not anticipated that there will be a significant increase in the number of new jobs outside of the town centre and Slough Trading Estate. This is because the predicted gains in distribution jobs will be offset by a loss in manufacturing jobs.
- 7.104 It is envisaged that the current skills gap will be reduced over time as a result of the continuing success of students attending schools and colleges in Slough and through initiatives such as the Skills Development Centre which is being set up by Thames Valley University Skills on Slough Trading Estate.
- 7.106 Despite Slough town centre's appeal, it is facing increasing competition from surrounding centres. The current Berkshire Structure Plan (Doc.11) states that the main purpose of future development in Slough town centre is to consolidate and improve services, in order to retain the town's existing catchment rather than expand upon it significantly. There is, however, evidence to show that in order to prevent further loss of trade to surrounding centres, a significant improvement in the quality, scale and range of new retail, leisure and community facilities is required in the shopping centre.
- 7.107 As a result, it is proposed that in accordance with Planning Policy Statement 6 (Town Centres) all new major retail, leisure and community facilities will be located in Slough town centre. Not only is this the most accessible and sustainable location for major development to take place, it will also maximise the opportunities for improving the environment and the overall image of the town.
- 7.108 Within this context, development may also take place within selected district/ neighbourhood centres and the new hub within the Slough Trading Estate, but it will need to be appropriately located, scaled and designed to serve the needs of local residents, reducing the need to travel.

### ***Retail, leisure and community facilities***

- 7.105 The network of shopping facilities in the Borough consists of Slough town centre, two district centres at Farnham Road and Langley, and a series of neighbourhood centres and local parades (see Appendix 4). Slough's town centre is recognised as a Primary Regional Shopping Centre that draws shoppers from beyond the Borough's boundaries. The other centres have a more localised role. The implementation of the Spatial Strategy is intended to reinforce the existing hierarchy of centres by preventing out of centre development.
- 7.109 Any new out-of-centre and edge-of-centre retail development will be subject to the sequential test. Developers will be required to demonstrate that there is a need for the development, that it is of an appropriate scale, that there are no sequentially preferable sites, the development would not have a detrimental impact on the vitality and viability of existing centres and it is accessible by a choice of means of transport. This will ensure that the new development is appropriately and sustainably located. In demonstrating that a development satisfies the sequential test, it will not be sufficient for developers to claim that the goods/services sold/offered cannot be sold/offered in a designated centre.

- 7.110 Any major new leisure uses will also be subject to the sequential test. Small scale facilities which serve local needs may be allowed in appropriate locations throughout the Borough.
- 7.111 The provision of new community facilities to meet local needs will be also be encouraged. All existing community facilities/services should be retained unless it can be demonstrated that they are no longer required to serve local needs. Where community facilities/services are lost or reduced to accommodate new development, developers will be required to contribute towards new or enhanced facilities/services elsewhere.

**CORE POLICY 6 (RETAIL, LEISURE AND COMMUNITY FACILITIES)**

All new major retail, leisure and community developments will be located in the shopping area of the Slough town centre in order to improve the town’s image and to assist in enhancing its attractiveness as a Primary-Regional Shopping Centre.

Out-of-centre and edge-of-centre retail developments will be subject to the sequential test. Developers will be required to demonstrate that:

- There is a need for the development;
- It is of an appropriate scale;
- There are no sequentially preferable sites in designated centres;
- The development would not have a detrimental impact on the vitality and viability of existing centres; and
- The site is accessible by a variety of a means of transport.

All community facilities/services should be retained. Where, exceptionally, it is agreed that community facilities/services may be lost or reduced in size to accommodate new development, developers will be required to contribute towards new or enhanced community facilities/services locally.

**Target:**

- Increase Slough town centre’s retail ranking; and
- Satisfaction of the high street as a place to visit should increase from 50% to 70% by 2021.

**Indicators:**

- Percentage of retail vacancies in town and district centres;
- Change in Slough town centres retail ranking;
- Satisfaction with the high street as a place to visit;
- Percentage of major retail and leisure developments completed within the town centre and district centres (COI 4b); and
- Number of existing community facilities lost.

**Implementation**

- 7.112 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications for retail, leisure and community development and the preparation of the Development Control and Site Allocations DPD. Master Plans will be expected to be prepared by developers for the comprehensive redevelopment of shopping centres. (See Appendix 4 for the hierarchy of centres)
- 7.113 Applications for major retail uses will be expected to include the appropriate needs assessment, retail impact assessment and sequential test. Applications for major leisure uses or hotels outside of the town centre will be expected to demonstrate why they should not be in a more accessible, central location. The proposed new hub within Slough Trading Estate could contain retail, hotel and leisure uses provided they are of a scale which would predominantly serve the needs of businesses on the estate.

- 7.114 The policy will be monitored through the Annual Monitoring Report and through regular retail health checks and vacancy surveys. The boundaries of the shopping centres will be reviewed in the Development Control and Site Allocations DPD.
- 7.115 The proposed improvements to Slough town centre will be achieved through a combination of public and private development initiatives. The main Queensmere and Observatory shopping centres will be redeveloped and refurbished in accordance with the Master Plan that is currently being prepared by the new owners. This will improve the layout, environment and appearance of the centres and create the opportunity to attract new large anchor tenants. In order to attract more investment into the town and increase its attractiveness, work is due to commence on the "Art@the Centre" environmental improvement project which will transform the pedestrian area of Slough High Street. This will complement the Heart of Slough regeneration scheme which will also have a significant impact upon the environment, image and appearance of the centre. The Heart of Slough will also provide major new community facilities in the proposed new library building. In order to deliver a significant improvement to the overall environmental quality and image of Slough, all of these schemes will be required to comply with the best practice in the design of sustainable buildings and take the opportunity to showcase innovative architecture where this is appropriate to the local context.
- 7.116 The main effect of the implementation of this policy will be to reinforce the dominant role of Slough town centre as the key retail and leisure centre for the town, although the other centres will continue to serve their more local catchments.
- 7.117 The Farnham Road centre is already very elongated and there is not much scope to expand it. It is proposed that the Sainsbury's supermarket should be enlarged in order to enhance its role as the main anchor store for the centre. The council will also support the expansion of the Lidl supermarket. In order to overcome the existing shortage of parking spaces and encourage linked trips, any new parking that is provided as part of new retail development will have to be made available for shoppers using the centre as a whole.
- 7.118 There is even less scope for expanding the Harrow Market shopping centre in Langley. Its role and appearance will be enhanced by the proposed comprehensive redevelopment of the adjoining East Berkshire College site. The longer term possibility of expanding into the Langley Business Park to the north will be considered in the Development Control Policies and Site Allocations DPD.
- 7.119 The Wentworth Avenue shopping centre will be regenerated as part of the Britwell Initiative. Elsewhere all of the existing neighbourhood and local shopping parades will be encouraged to improve the environment and facilities that they provide so that they can adapt to meet the diverse needs of the local population.
- 7.120 There should be no further expansion or intensification of the out of town centre retail parks or individual retail warehouses, which should continue to provide for bulky goods only.

### ***Transport***

- 7.121 Slough is a compact urban area located upon the strategic east-west road and rail network. As a major employment and retail centre Slough experiences significant in and out-commuting which leads to congestion, particularly in peak hours. If unconstrained, the level of traffic in Slough could increase by 20% over the plan period. This is, however, unlikely to happen because of the limited capacity of the road network which has meant that the amount of traffic in Slough has actually fallen slightly in the period from 2000 to 2005.



- 7.122 The future management of the M25, M4 motorways and Great Western rail will be determined by the Highways Agency and Network Rail respectively. It is, however, likely that increased priority will be given to long distance journeys at the expense of more local ones. The way in which competing needs for transport are managed in and around Slough will, however, be critical for the implementation of the Core Strategy and in shaping the future of the Borough.
- 7.123 The main objectives of the policy are to enhance the transport system in Slough by reducing the need to travel and encouraging more sustainable modes of transport. This will be achieved through the application of the Spatial Strategy, which seeks to ensure that the scale of development is related to the accessibility of the site, and through the implementation of the Local Transport Plan (Doc.14).
- 7.124 The Slough Local Transport Plan (Doc.14), in accordance with Planning Policy Statement 13 - Transport (PPG13), seeks to reduce congestion, improve accessibility, create safer roads, improve air quality and mitigate the impact of the transport system on the environment and ensure that it contributes towards broader social and economic objectives. To effectively tackle congestion the plan seeks to widen travel choices by making public transport, cycling and walking more attractive than the private car. Unlike most areas of the country, the patronage of local bus services has increased in recent years which shows how important this can be for reducing congestion, improving accessibility and reducing the impacts of the transport system on the environment.
- 7.125 The Local Transport Plan (Doc.14) also seeks to reduce the demand for the limited road space available in the town centre. This will reduce congestion and help to make travel times more reliable.
- 7.126 Slough has been identified as a "Regional Hub" in the South East Plan (Doc.10). New development will be expected to contribute towards the development of this hub and key transport spokes. A new bus station is proposed as part of the Heart of Slough scheme and improved bus routes will be developed, particularly along the A4 corridor to Heathrow.
- 7.127 The proposed Crossrail link will provide a direct connection from Slough, Burnham and Langley stations to central and east London. The council will also continue to promote the creation of a direct rail link from Slough to Heathrow using part of the West Drayton to Staines line will be promoted in the longer term in order to reduce congestion and promote the economic development of Slough.
- 7.128 The council will also support the establishment of a transport hub within Slough Trading Estate as part of the Master Plan for the comprehensive regeneration of the Estate. It will also support improvements to Burnham station in order to increase its use for people commuting to the Trading Estate.
- 7.129 Slough has successfully reduced the number of traffic collisions involving death or injury in the Borough and is on target to meet the 2010 road casualty target (Doc.14). A range of measures will be needed in order to continue this improvement in road safety.
- 7.130 The Local Transport Plan (Doc.14) has identified a link between the amount of traffic on Slough's roads and an increasing level of pollutants in the town centre, such as carbon dioxide, a contributor to climate change. The plan identifies two Air Quality Management Areas (AQMAs) in Slough and a third may be declared in the town centre that could limit the scope for development there.
- 7.131 A critical tool for implementing the objectives of the Local Transport Plan (Doc.14) is the control of parking within new development. One of the benefits of concentrating development in the town centre through the Spatial Strategy is that it makes it much easier to apply parking restraint in this area, due to the availability of alternative means of transport. There will also be a parking cap on all new

commercial development outside of the town centre, where no increase in the number of spaces will be allowed. The only exception would be for industrial or warehousing developments, where the lack of sufficient parking could cause operational or road safety problems.

7.132 Minimum parking standards may, however, continue to be applied to any small scale residential development that is allowed within the existing residential areas under the Spatial Strategy. This would take account of the expected levels of car ownership and recognise the importance of promoting good design in order to protect the character and amenities of the suburban areas.

**CORE POLICY 7 (TRANSPORT)**

All new development should reinforce the principles of the transport strategy as set out in the council's Local Transport Plan and Spatial Strategy, which seek to ensure that new development is sustainable and is located in the most accessible locations, thereby reducing the need to travel.

Development proposals will, either individually or collectively, have to make appropriate provisions for:

- Reducing the need to travel;
- Widening travel choices and making travel by sustainable means of transport more attractive than the private car;
- Improving road safety; and
- Improving air quality and reducing the impact of travel upon the environment, in particular climate change.

Development proposals will also have make contributions to, or provision for:

- The development of Slough town centre as a Regional Transport Hub;
- The improvement of key transport corridors such as the links to Heathrow Airport;
- Improvements to Slough, Burnham and Langley railway stations; and

- The creation of a transport hub within Slough Trading Estate.

There will be no overall increase in the number of parking spaces permitted within commercial redevelopment schemes unless this is required for local road safety or operational reasons. Maximum restraint will be applied to parking for residential schemes in the town centre. In the rest of the Borough, the level of parking within residential development will be appropriate to both its location and the scale of the development and taking account of local parking conditions, the impact upon the street scene and the need to overcome road safety problems and protect the amenities of adjoining residents.

**Target:**

- No increase in car parking within employment generating development;
- The number of vehicles entering Slough town centre during the morning peak (7:00am-10:00am) to be a maximum of 30,000;
- The Road Safety target to be a maximum of 25 people killed or seriously injured in road traffic collisions by 2021; and
- Annual mean NO2 air quality levels to be 35 ug/m3 by 2021.

**Indicators:**

- Percentage of new residential development within 30-minute public transport time or 15-minute cycling or walking time of primary schools, Town and District Centres and Existing Business areas (Adaptation of COI 3a);
- The number of vehicles entering Slough town centre during the morning peak (LTP6);
- Road accident casualties; People killed or seriously injured in road traffic collisions (BV 99a);
- Annual Mean NO2 levels (LTP6);
- Percentage of completed non-residential development complying with car parking standards set out in the Local Development Framework (COI 3b); and
- Changes in the area-wide road traffic flows.

## *Implementation*

- 7.133 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications and the preparation of the Development Control and Site Allocations DPD, Master Plans and Supplementary Planning Documents. All major trip generating developments will be required to submit a Transport Assessment which will identify proposed mitigation measures. Developers will then be expected to contribute towards improved traffic management schemes and improvements to public transport, walking and cycling routes
- 7.134 The policy will also be implemented through the various strategies in the Local Transport Plan (Doc.14), which include those for traffic management, buses, rail, cycling, walking, parking, travel plans, freight, road safety and air quality action plans. Many of these strategies have been drawn up in partnership with key transport providers in Slough such as First Great Western and First Bus who will help to deliver public transport improvements.
- 7.135 The council has commissioned traffic modelling of the proposed distribution of housing and jobs within the Spatial Strategy (Doc.2). This has taken into account proposed developments such as the Heart of Slough and the Slough Trading Estate hub as well as predicted changes as a result of the opening of Terminal 5 at Heathrow. The results of this show that there could be a redistribution of traffic around the town centre as a result of the Heart of Slough with an increase in traffic flows along the Datchet Road and Yew Tree Road. There would be no significant changes in the Trading Estate area and only a very slight increase in traffic flows on the M4 motorway. This will be monitored through the automatic traffic counts and through any specific surveys that are carried out.
- 7.136 All major development proposals will have to produce their own detailed traffic modelling to ensure that there is no significant impact upon the local and trunk road network and to demonstrate how accessibility can be maintained by means other than the private car. This should identify any mitigation measures necessary as a result of the proposals and how they will be implemented.
- 7.137 The council will review its current parking standards and publish them in the form of a Supplementary Planning Document. This will provide the opportunity to review the extent to which additional parking may be allowed in residential areas to overcome road safety and amenity problems. It will also implement its Town Centre Parking Strategy, which has set a limit of 5000 public parking spaces and will continue to expand the number of controlled parking areas within the Borough.
- 7.138 Under the Spatial Strategy the major new residential, employment and retail development will take place in the town centre which will consequently see the greatest increase in demand for travel. The Heart of Slough scheme includes a proposed new bus station and all other developments will be expected to contribute to further transport improvements within the town centre area. The implementation of Crossrail, the proposed new direct rail link to Heathrow and improved rail services to Windsor would all help to develop Slough as a Regional Transport Hub.
- 7.139 The implementation of Crossrail during the second half of the plan period would also significantly improve the accessibility of Langley and Burnham stations which could also then be further developed as local transport hubs.
- 7.140 Any proposals for the regeneration of Slough Trading Estate will have to include an integrated transport package which will reduce reliance upon the private car and improve public transport. This could include the creation of a new local transport hub.

7.141 The Local Transport Plan (Doc.14) contains a draft Air Quality Action Plan which sets out measures to tackle air quality problems. Further detailed work will have to be carried out to show how air quality problems in the town centre can be mitigated in order to allow the planned additional development to take place.

### ***Sustainability and the environment***

7.142 The improvement of the environment and image of Slough to make it a place that people will want to live, work and visit is of fundamental importance for the delivery of the Spatial Vision. In bringing about this change it is important that development is managed in as sustainable a way as possible.

7.143 The principles of sustainability, as set out in PPS 1 - Delivering Sustainable Development, are quite wide ranging in that they include:

- Social progress which recognises the needs of everyone;
- Effective protection of the environment;
- The prudent use of natural resources; and
- The maintenance of high and stable levels of economic growth and employment.

7.144 Climate change is also a fundamental issue for the future planning of Slough. The Core Strategy has therefore taken account of emerging Government policy on climate change and the aim of achieving zero carbon development. Development undertaken at a local level should not make worse the wider impacts of climate change resulting from carbon emissions. Therefore, new development should be constructed in such a manner so as to minimise its impact on the environment both in the short and longer term. This will involve using sustainable design and construction techniques, minimising consumption and waste and incorporating renewable energy technology within development.

7.145 The need for sustainable development and to address climate change are cross-cutting issues that are addressed in many of the policies in this document including the Spatial Strategy of concentrating development in the most accessible locations.

7.146 The promotion of the good design of buildings and public spaces is important for the implementation of the Spatial Strategy and Spatial Vision for Slough.

7.147 The Spatial Strategy of concentrating development in the town centre and the selective comprehensive regeneration of other selected key locations within the Borough is reliant upon there being good design which optimises the use of available land for development and the creation of public spaces. It will require the highest quality architectural designs which will create visually attractive, safe and welcoming environments which positively contribute to improving the sense of place and enhances the image of the area. All developments should also be accessible, sustainable and adaptable.

7.148 One of the main "benefits" of the Spatial Strategy is that there will be less need for development in the rest of the Borough. A key part of the Spatial Vision is that the quality of the environment within the existing suburban residential areas will be



- improved in order to make them safe and attractive places where people will want to live. As a result the main considerations in these areas will be to ensure that new buildings or extensions should respect the amenities of adjoining occupiers and be designed in a way that reflects the street scene and the local distinctiveness of the particular urban or suburban area.
- 7.149 Given the overall shortage of open space in Slough, all development should provide an appropriate amount of amenity space commensurate with the density of the development, the type of use and its location.
- 7.150 Whilst most new development has some affect on the environment, it is particularly important in a densely populated area like Slough that the impact is kept to a minimal level and appropriate mitigation measures are provided.
- 7.151 The ability to carry out mitigation measures may not necessarily justify permitting a development particularly where there would be a loss of amenity or create other adverse impacts. In addition the cumulative impact of development upon the environment will have to be taken into account.
- 7.152 A combination of Slough’s industrial heritage and its location close to Heathrow, the motorway network and railway lines means that there is a need to ensure that the occupiers of new developments are protected from all forms of possible pollution. The Spatial Strategy encourages the re-use of previously developed land, but this can only happen once any contamination from previous activities has been treated to a standard suitable for its new intended use.
- 7.153 There are currently two areas close to the motorways which have been designated as Air Quality Management Areas. They are unsuitable for residential development and other sensitive uses, unless it is practical to incorporate mitigation measures to reduce the effects to acceptable levels. Other areas of the Borough are affected by pollution

from noise, dust, and chemicals, which may limit new development.

- 7.154 Parts of the Borough, such as the Colnbrook and Poyle area, are at risk from flooding. The Spatial Strategy takes account of this by concentrating development in the town centre, which is an area that is not liable to flood. It is not envisaged that there should be any need to build upon any land within the functional flood plain as a result of the Core Strategy.
- 7.155 New development should also incorporate measures to manage surface water arising from the site. Sustainable drainage systems should be used to attenuate surface water run off and to minimise the risk of future sewer flooding where this is practical in terms of ground water levels, geology and land quality.

**CORE POLICY 8 (SUSTAINABILITY AND THE ENVIRONMENT)**

All development in the Borough shall be sustainable, of a high quality design, improve the quality of the environment and address the impact of climate change.

1. Sustainable Design and Construction Principles:

All development should, where feasible, include measures to:

- a) Minimise the consumption and unnecessary use of energy, particularly from non renewable sources;
- b) Recycle waste;
- c) Generate energy from renewable resources;
- d) Reduce water consumption; and
- e) Incorporate sustainable design and construction techniques, including the use of recycled and energy efficient building materials.

2. High Quality Design:

All development will:

- a) Be of a high quality design that is practical, attractive, safe, accessible and adaptable;
- b) Respect its location and surroundings;
- c) Provide appropriate public space, amenity space and landscaping as an integral part of the design; and
- d) Be in accordance with the Spatial Strategy in terms of its height, scale, massing and architectural style.

The design of all development within the existing residential areas should respect the amenities of adjoining occupiers and reflect the street scene and the local distinctiveness of the area.

3. Pollution

Development shall not:

- a) Give rise to unacceptable levels of pollution including air pollution, dust, odour, artificial lighting or noise;
- b) Cause contamination or a deterioration in land, soil or water quality; and
- c) Be located on polluted land, areas affected by air pollution or in noisy environments unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors.

4. Flooding

- a) Development will only be permitted where it is safe and it can be demonstrated that there is minimal risk of flooding to the property and it will not impede the flow of floodwaters, increase the risk of flooding elsewhere or reduce the capacity of a floodplain; and
- b) Development must manage surface water arising from the site in a sustainable manner which will also reduce the risk of flooding and improve water quality.

**Indicators:**

- Number of completed development incorporating renewable energy capacity;
- Number of developments built to Eco-Homes/Code for Sustainable homes/BREEAM standards; and
- Number of planning applications granted contrary to the advice of the Environment Agency (COI 7).

**Implementation**

7.156 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications and the preparation of the Development Control and Site Allocations DPD and Supplementary Planning Documents. It will also be implemented through the various strategies that are being prepared as part of the council's High Level Environmental Strategy. All of these will expand upon the advice set out in PPS10 (Planning for Sustainable Waste), PPS22 (Renewable Energy), PPS23 (Planning and Pollution Control) and the draft supplement to PPS1 (Planning and Climate Change).

7.157 The provision of new waste disposal or recycling facilities needed to implement this aspect of the policy will be dealt with through the Minerals and Waste Core Strategy (Doc.20) that is being produced jointly by the six Berkshire Unitary Authorities. All major developments will be expected to demonstrate that they have explored the feasibility of a range of renewable energy and low carbon technologies including combined heat and power and shared renewable energy plant either within the site or adjacent to it.

7.158 All relevant planning applications must be accompanied by a Design and Access Statement, which will have to demonstrate how the proposed development meets the necessary design requirements. This should demonstrate how the siting, design and layout of the buildings have taken into account the need to maximise energy

- efficiency. Where appropriate, developers will be required to submit energy assessments with planning applications. Detailed policies for recycling and waste management within developments will be set out in the subsequent Development Control Policies and Site Allocations DPD.
- 7.159 In order to ensure that development is sustainable, all new residential development will have to comply with the appropriate Eco-Homes (or Code for Sustainable Homes), all commercial development will have to comply with the Building Research Establishment Environmental Assessment Method (BREEAM) and civil engineering projects will have to comply with the CEEQUAL standard. In each case proposals for non residential development should achieve a rating of “very good” or “excellent” and residential developments should achieve Code for Sustainable Homes Level 3 or 4 Rating.
- 7.160 Relevant planning applications will have to be accompanied by noise, light pollution or odour studies, which demonstrate that the proposed development will not have an unacceptable impact upon adjoining uses. Developers will also have to carry out air quality modelling to show that the site is not affected by poor air quality and that the proposed activity will not make the air quality any worse.
- 7.161 Where necessary, developers will be required to carry out detailed contaminated land surveys which will have to demonstrate how any existing contamination can be mitigated. It is not considered that this will prevent the redevelopment of existing brownfield sites in accordance with the Spatial Strategy and should result in existing contamination and pollution being dealt with as development takes place over time.
- 7.162 The Spatial Strategy will result in a significant amount of intensive development taking place in and around the town centre. This will mean that particular emphasis will be placed upon the design of individual buildings and the spaces around them. All development will be expected to comply with the principles of “Urban Design in the Planning System” by CABE. There will also be a requirement for flats to provide amenity space on site wherever possible. Innovative solutions such as green and brown vegetated roofs will be promoted to address this issue and provide sustainable drainage systems, particularly in higher density development. The council will continue to develop an urban design and tall buildings strategy for the town centre based upon the principles that are emerging from the Heart of Slough comprehensive redevelopment scheme. This will include the creation of more pedestrian friendly streets, boulevards and squares.
- 7.163 The Spatial Strategy will result in only a limited amount of small in-filling development taking place in the existing residential areas. The design of these predominantly family housing schemes should reflect the street scene and enhance the local distinctiveness of these areas.
- 7.164 The Strategic Flood Risk Assessment (Doc.31) that has been prepared in support of the Core Strategy has refined the information that is available on the Environment Agency’s flood maps and identified additional areas that may be at risk. As a result the council will require detailed Flood Risk Assessments to be submitted with proposals within these areas as well as in the existing flood map zones. New development should not be located in high risk areas such as Wexham, Colnbrook and Poyle without demonstrating that the proposal would comply with the sequential test set out in PPS 25 (Development and Flood Risk).
- 7.165 The Spatial Strategy of concentrating development in the town centre will not increase the risk from fluvial flooding but it will exacerbate the existing problems of surface water drainage in the area that is currently piped away. As a result on site surface water attenuation will have to be provided within development sites in order to prevent peak surcharges.

***Natural, built and historic environment***

- 7.166 There are a limited number of Conservation Areas, Listed buildings, Historic Parks and Gardens and scheduled Ancient Monuments spread throughout the Borough, which reflect Slough's history. It is important that these are protected in accordance with Planning Policy Guidance 15 - Planning and the Historic Environment (PPG15) which states that historic assets should be preserved and enhanced not merely for their own sake but for the sake of a place's cultural heritage and identity.
- 7.167 There are also some archaeological remains which offer evidence of ancient cultures and these should also be protected in accordance with Planning Policy Guidance 16 - Archaeology and Planning (PPG16).
- 7.168 The Spatial Strategy has taken account of the distribution of these features in the Borough by concentrating development in the town centre, and other selected key areas, which do not have much historical or environmental interest and so can accommodate the scale of redevelopment proposed without causing any significant harm to the natural, built and historic environment.
- 7.169 The conclusions of the Appropriate Assessment (Doc.47) also show that the policies and proposals within the Core Strategy will not in themselves have a significant impact on Special Protection Areas (SPAs) or Special Areas of Conservation (SACs). Any major development that could have an impact upon one of these nearby sites of European importance for nature conservation will be required to carry out an Appropriate Assessment in accordance with the Habitat Regulations.
- 7.170 Slough is not a particularly historic town and so much of its cultural heritage and identity comes from its major periods of expansion during the 20th century. This means that, although they are not of national significance and therefore not eligible for statutory protection, local designations are particularly important in the Slough context. These include Locally Listed Buildings, the Residential Areas of Exceptional Character and the Old Town Area of Special Character, all of which need to be preserved and enhanced wherever possible in order to help to improve Slough's image and deliver the Spatial Vision.
- 7.171 There are relatively few watercourses in Slough but they have the potential to contribute to the ecology, landscape and overall amenity of an area. It is also particularly important to protect the areas alongside the streams not just for their biodiversity value but also because they can create wildlife corridors. As a result new development which affects watercourses will be expected to enhance the water environment and its margins. This could include opening up culverts and increasing access to watercourse where appropriate.
- 7.172 Slough does not have any nature conservation sites of international or national significance. It does, however have two statutory Local Nature Reserves and a number of Wildlife Heritage Sites, which have been identified as being of local importance using the criteria established by the Berkshire Nature Conservation forum. In addition to being important for wildlife and biodiversity, these, and other green areas have significant visual amenity and provide educational and leisure opportunities for local residents.



**CORE POLICY 9 (NATURAL AND BUILT ENVIRONMENT)**

Development will not be permitted unless it:

- Enhances and protects the historic environment;
- Respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations;
- Protects and enhances the water environment and its margins;
- Enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features.

**Indicators:**

- Number of listed buildings demolished or included in the Buildings at Risk Register and the number added to the statutory list; and
- Changes in area of Wildlife Heritage Sites or Biodiversity Action Plans (BAP) (priority sites).

- 7.173 This policy, in conjunction with all of the other policies in the plan, will be implemented through the determination of planning applications and the preparation of the Development Control and Site Allocations DPD and Supplementary Planning Documents. It will also be implemented through measures such as the Berkshire Nature Conservation Strategy and the Strategy for the Colne Valley Park, in conjunction with the adjoining Boroughs.
- 7.174 The Sustainability appraisal (Doc.22) sets out a framework for monitoring and identifying unexpected significant environmental effects that may result over the plan period. The need for development to reflect the character and distinctiveness of existing buildings and townscapes should not prevent the application of sustainable design and technologies required under Core Policy 8.
- 7.175 Where appropriate, developers will be required to carry out or fund improvements to and the future maintenance of areas of environment importance.

- 7.176 The council will continue its programme of producing Character Assessments for the Conservation Areas. Any additions to the Locally Listed Buildings or the Areas of Exceptional Residential Character will be considered in the Development Control and Site Allocations DPD.
- 7.177 Wildlife Heritage Sites will continue to be surveyed in order to monitor their condition and ensure that they are properly managed.
- 7.178 The council will continue to carry out environmental improvements in partnership with organisations such as the Groundwork Trust and will also encourage the community to become involved in local environmental and wildlife projects.
- 7.179 The management of water courses and their margins will be carried out in conjunction with the Environment Agency. Buffer zones will also be required alongside water courses which allow for their maintenance.

**Infrastructure**

- 7.180 The Spatial Strategy is dependent upon the necessary infrastructure being provided in the right place at the right time. All new development will, to varying degrees, create additional demands upon existing infrastructure, community services and public services. Developers will therefore need to demonstrate that existing, planned and/or committed infrastructure is sufficient to accommodate new development. Where existing infrastructure is insufficient to accommodate new development, developers will need to, either individually or collectively, ensure that all of the necessary infrastructure can be put in place.
- 7.181 The timing of infrastructure improvements will also be crucial. Where necessary, agreement will need to be reached between the council and developers on the programmed implementation of all on-site and off-site infrastructure improvements. These improvements should be put in place prior to the occupation of a new development and should serve both

individual and communal needs. In some instances, such as transport improvements, developers will be required to contribute towards a cumulative pot which will fund necessary improvements.

- 7.182 The provision of essential infrastructure will be secured through planning obligations or by conditions attached to planning permissions.

**CORE POLICY 10 (INFRASTRUCTURE)**

Development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructure must be sustainable.

Where existing infrastructure is insufficient to serve the needs of new development, the developer will be required to supply all reasonable and necessary on-site and off-site infrastructure improvements. These improvements must be completed prior to the occupation of a new development and should serve both individual and communal needs.

Infrastructure includes:

- Utilities (water, sewerage and drainage);
- Transportation;
- Education and skills;
- Health;
- Leisure, community and cultural services; and
- Other relevant services.

The provision of reasonable and necessary infrastructure will be secured through planning obligations or by conditions attached to planning permissions.

**Indicators:**

- Number of developments with legal agreements for infrastructure contributions.

**Implementation**

7.183 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications and the preparation of the Development Control and Site Allocations DPD and a "Developers Guide" SPD. Where appropriate, planning applications will have to be accompanied by a relevant technical report which is capable of identifying the need for additional infrastructure or financial contributions as a result of the proposed development. This will also have to take account of the relevant strategies and programmes for the provision of infrastructure by the agencies and organisations concerned.

7.184 Work carried out by the Environment Agency (Doc.33) shows that the projected housing growth in Slough can be accommodated with only low cost works to Slough Sewage works, subject to stricter discharge consents being applied. As a result it is likely that the requirements for infrastructure contributions will be limited.

7.185 Work on the Strategic Flood Risk assessment (Doc.31) has shown that improvements to localised drainage systems may be required. Where Sustainable Drainage Systems (SUDS) are provided in accordance with Core Policy 8, developers will be expected to pay for the ongoing maintenance of this infrastructure.

7.186 The Local Transport Plan (Doc.14) currently has an annual programme of £5m on transport improvements, in addition to major infrastructure projects such as the Heart of Slough. Financial contributions will be sought from all major trip generating developments for off site transport improvements.

7.187 The Slough Schools Places Plan 2007-2012 (Doc.34) shows that there is currently a 9% surplus of primary school places in Slough, but this is likely to fall to around 5% by 2011/12. These surplus places are not, however, spread evenly across the town and are not well located to accommodate

the proposed growth in the town centre. This situation will also change over the plan period. As a result all housing developments may have to make financial contributions towards primary educational provision in the local area.

- 7.188 There is currently a shortage of 217 secondary school places in Slough. Whilst this is predicted to fluctuate, there is still likely to be a shortage of 135 in 2011/12 (Doc.34). Major housing developments will therefore be expected to make a contribution towards secondary education provision.
- 7.189 The council may also seek the provision of training and skills facilities in order to increase the supply of labour and reduce the existing skills gap in Slough.
- 7.190 The council is aware of the proposals by the Heatherwood and Wexham Park Hospital Trust and the Berkshire East Primary Care Trust (PCT) to reorganise healthcare provision which focuses upon making the best use of existing NHS sites in the Borough such as the Wexham Park and Upton Hospitals. The council will work in partnership with the Hospitals Trust and the PCT to ensure that the improvement of existing facilities and the location of any new facilities, such as health centres and GP surgeries, respond to the needs of the community. This could include the relocation or redevelopment of Wexham Park Hospital and the redevelopment of part of Upton Hospital. The council will continue to seek the provision of new surgeries, where the opportunities arise in appropriate areas and will seek financial contributions where there is an additional need as a result of development.
- 7.191 Financial contributions towards other forms of infrastructure or services may also be sought in order to implement other policies in the Core Strategy. Details of how the policy will be operated will be set out in the Development Control Policies DPD and the "Developers Guide" SPD.

### *Social cohesiveness*

- 7.192 One of the objectives of the Community Strategy (Doc.15) is to improve the quality of life for those individuals who face disadvantage and discrimination in order to eliminate social exclusion and make Slough a cohesive integrated community.
- 7.193 Slough has seen major social changes over the years that has resulted in it having one of the most culturally diverse populations in the country. The recent influx of people from Eastern Europe means that the make up of the town is changing again and is likely to continue to alter over the plan period.
- 7.194 It takes time for the physical fabric and range of facilities in the town to adapt to the changing needs of its residents but it is important that this is managed as quickly as possible so that the aims of the Community Strategy (Doc.15) to increase participation in cultural activity and increase the capacity of local communities can be achieved. As a result it is important that the application of planning policy in Slough recognises the diverse needs and values of residents. Specific consideration will therefore be given to proposals which meet the recognised needs of ethnic and religious groups, those with special needs and other relevant minority groups.



7.195 There are also areas and groups of people who suffer from multiple deprivation. The Local Area Agreement (Doc.6), which has been drawn up to implement the Community Strategy (Doc.15), focuses upon inequality and the need to improve the health, training and economic performance of under performing groups such as some of the ethnic minorities. It also identifies the most deprived wards, which are Baylis and Stoke, Britwell and Chalvey, as the priority areas for action. This is reflected in the "spreading the benefits" part of the Spatial Strategy which recognises that selected areas such as parts of Britwell would benefit from being regenerated and redeveloped in a comprehensive, properly planned and co-ordinated manner. These will be undertaken in partnership with organisations such as the Local Strategic Partnership.

7.196 It is also important that all sections of the community have access to facilities. The Local Transport Plan (Doc.14) seeks to improve accessibility to employment and services such as education, health, leisure and shopping for all, and particularly those in the most socially excluded sectors.

7.197 The design and layout of new developments, especially those open to the general public, must enable easy access and should not exclude persons with limited mobility or physical disabilities. The design and layout of new developments should also consider the needs of pedestrians, cyclists and public transport users.

**CORE POLICY 11 (SOCIAL COHESIVENESS)**

The development of new facilities which serve the recognised diverse needs of local communities will be encouraged. All development should be easily accessible to all and everyone should have the same opportunities.

**Indicators:**

- Percentage of developments that comply with Regulations M1, M2, M3 and M4 of the Building Regulations 2000.

**Implementation**

7.198 This policy will be implemented in conjunction with the other policies in the plan, through the determination of planning applications and the preparation of the Development Control Policies and Site Allocations DPD. It will also be implemented through the Building Regulations' requirement for access to developments.

7.199 All non-householder applications will be required to submit a Design and Access statement which will demonstrate how the proposal complies with accessibility requirements.

7.200 The council will continue to work with organisations such as the Slough Race Equality Council and other representative groups to ensure that the recognised needs of minorities are met through the planning system. It will also work with organisations such as the Slough Disability Forum to ensure that the needs of people with impaired mobility are fully met.

**Community safety**

7.201 One of the aims of the Community Strategy (Doc.15) is to produce safer and stronger communities in Slough. The 2006 Annual Attitude Survey (Doc.21) showed that 62% of residents thought that the level of crime was the most important factor in making somewhere a good place to live and 40% thought that the level of crime in their local area needed to be reduced. There were also significant concerns about teenagers hanging around, along with vandalism.

7.202 One way in which the Core Strategy seeks to address these concerns is to support local communities by protecting the existing suburban residential areas from harmful development and improving their environment, in order to make them safe

and attractive places where people will want to live.

- 7.203 The Spatial Strategy of concentrating development, and the selective regeneration of key areas, will also lead to more high density development in these locations which, if not properly designed, can be alienating for some people. This will, however, also provide the opportunity for the comprehensive redesign of areas to improve their environment and get rid of features which contribute to the fear of crime.
- 7.204 It is proposed that the layout of all new development should discourage, or minimise the opportunity for crime or anti-social behaviour. This can be achieved through ensuring that areas use appropriate materials; are well used and subject to natural surveillance; are well lit and include CCTV cameras where appropriate. The inclusion of crime prevention measures should not, however, have a detrimental impact upon the amenity of an area.
- 7.205 There are some legitimate leisure and recreational activities which have the potential to cause a nuisance or anti-social behaviour. These can range from people going to and leaving clubs and pubs through to people using informal kick around areas. The mix of uses and lack of space in Slough makes it hard to accommodate all of these activities without impacting upon others. It is, however, important that they are controlled and managed in such a way which promotes community safety.

**CORE POLICY 12 (COMMUNITY SAFETY)**

All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and the impact upon the wider community.

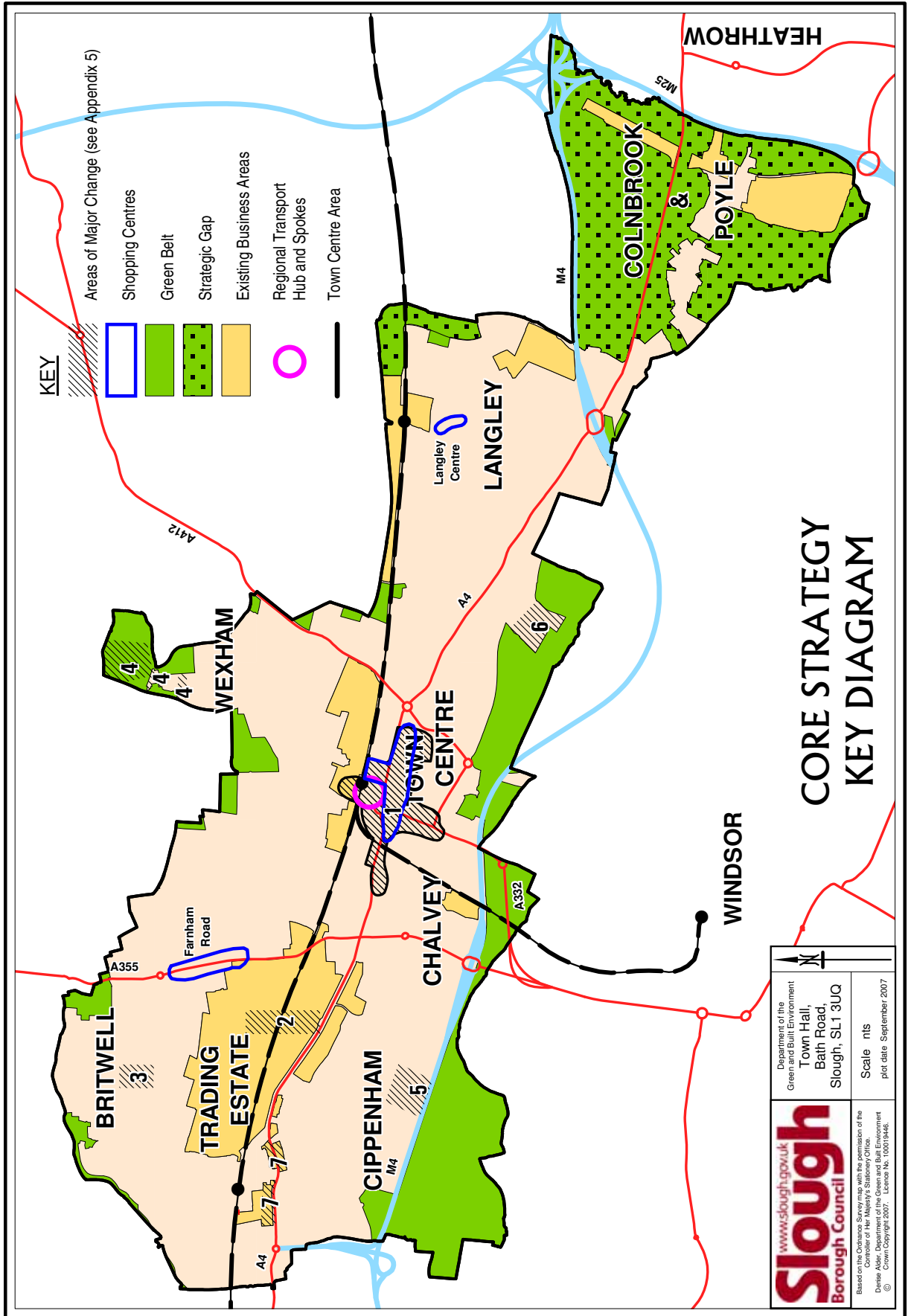
**Indicators:**

- Number of developments approved contrary to the advice of the Police Architectural Liaison Officer; and
- Reduction in British Crime Survey Comparator Crimes.

**Implementation**

- 7.206 This policy will be implemented, in conjunction with the other policies in the plan, through the determination of planning applications, the preparation of the Development Control/Site Allocations DPD and Supplementary Planning Guidance. The council will also meet its requirements under s17 of the Crime and Disorder Act, which requires a Local Authority to do what it reasonably can to prevent crime and disorder in it's area.
- 7.207 All relevant applications will be required to submit a Design and Access statement which will demonstrate how the proposal has been designed to reduce the opportunity for crime. The Police Architectural Liaison Officer will be consulted on all major applications.
- 7.208 Developments that are likely to increase the incidence of crime and disorder will be expected to contribute to measures such as the enhancement of the CCTV system.
- 7.209 The council will continue to work with the Safer Slough Partnership and the police to meet the targets for the reduction in crime and anti-social behaviour.

- 7.210 Major regeneration projects such as the Heart of Slough will provide the opportunity to get rid of features such as the network of subways around the William Street roundabout that are unwelcoming and attract anti-social behaviour. The programme for redeveloping garage courts and other under used or poorly designed areas will also remove the opportunities for vandalism and anti social behaviour.
- 7.211 The council will also continue to use its planning and licensing powers to control the location and operation of late night leisure uses in conjunction with the Police and voluntary schemes such as "Pub Watch". It will also use its powers to control and manage any other activities that have the potential to lead to anti-social behaviour.



# CORE STRATEGY KEY DIAGRAM

<a href="http://www.slough.gov.uk">www.slough.gov.uk</a> <b>Slough</b> Borough Council	Department of the Green and Built Environment Town Hall, Bath Road, Slough, SL1 3UQ	Scale: 1:50,000 Date: September 2007
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## Chapter 8: Appropriate Assessment and Sustainability Appraisal

### *Appropriate Assessment*

- 8.1 Under Regulation 38 of the Conservation (Natural Habitats & c.) Regulations 1994 (The Habitats Regulations) an Appropriate Assessment (Doc.47) has been carried out for the Core Strategy in order to see whether its policies and proposals could have the potential to result in adverse impacts upon a 'European Site'. These are sites that have been designated for their international nature conservation interests and include:
- Special Areas of Conservation (SAC) designated under European Council Directive 92/43/EEC(a) on the Conservation of Natural Habitats and of Wild Fauna and Flora (the Habitats Directive);
  - Special Protection Areas (SPA) designated under the European Council Directive 79/409/EEC on the Conservation of Wild Birds (the Birds Directive); and,
  - The UK Government (in the accompanying circular to Planning Policy Statement 9) as a matter of policy has chosen to apply the Appropriate Assessment procedures in respect of Wetlands of International Importance (Ramsar sites), even though these are not European sites as a matter of law.
- 8.2 Whilst there are no European Sites within the Borough, there are a number within the wider vicinity. Those of relevance to the Core Strategy are the South West London Waterbodies SPA and Ramsar site, Burnham Beeches SAC and Windsor Forest and Great Park SAC.
- 8.3 Under Regulation 48 of the Habitats Regulations the first stage in the Appropriate Assessment process is to carry out a Screening to establish whether the plan is likely, either alone or in combination with other plans and projects, to have a significant effect upon a European site.

Projects or plans which are assessed as likely to have a significant effect on a European Site at the screening stage will usually require a full Appropriate Assessment to be carried out.

- 8.4 The results of the Screening show that a full Assessment is not required for the Core Strategy. However, in accordance with the precautionary principle enshrined within the Habitats Regulations, it is recommended that an Appropriate Assessment under the Habitats Regulations will need to be made for relevant proposals at the development control stage. This will require the preparation of a thorough ecological assessment of the likely impact of certain types of development upon the relevant European Site or sites as proposals come forward over time.
- 8.5 Any development that cannot demonstrate that it would not have an adverse effect upon the integrity of a site of European or international importance to nature conservation will be refused planning permission at the development control stage.

### *Sustainability Appraisal and Strategic Environmental Assessment*

- 8.6 Under the regulations<sup>i</sup> implementing the provisions of the Planning and Compulsory Purchase Act 2004 (PCPA), a Sustainability Appraisal (SA) is mandatory for all Local Development Documents (LDDs). The purpose of SA is to promote sustainable development through better integration of sustainability considerations in the preparation and adoption of plans.
- 8.7 Additionally, a Strategic Environment Assessment (SEA) is also required under the provisions of EU Directive 2001/42/EC (the 'SEA Directive'<sup>ii</sup>). The PCPA regulations stipulate that SA of LDDs should meet the requirements of the SEA Directive. Both SA

<sup>i</sup> Town and Country Planning (Local Development) (England) Regulations 2004.

<sup>ii</sup> Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment.



and SEA can be satisfied through a single appraisal process and this Submission Document is accompanied by an SA Report which incorporates all of the requirements of the SEA.

8.8 The combined SA/SEA is an iterative process that identifies and reports on the likely significant effects of the plan against an agreed set of sustainability criteria that are developed as part of the overall process. This enables an assessment of the extent to which the implementation of the plan will achieve the social, environmental and economic objectives by which sustainable development can be defined.

8.9 Given the content of the Core Strategy policies, the majority of which are concerned primarily with delivering the holistic regeneration of Slough as a thriving commercial location and appealing place in which to live, the key findings of the SA of the Core Strategy are as set out below. This summarises the overall findings, taking into consideration both direct and cumulative, synergistic and indirect effects:

- In general terms, the regeneration focus of the policies has resulted in a positive performance against social and economic SA objectives. In particular, when the elements of the Core Strategy are combined, the plan has been predicted to deliver significant beneficial effects in terms of improving the vitality and viability of the town as a whole; extending the range of activities and general appeal of Slough to a broader cross-section of people, including through the provision of considerable additional housing; strengthening the economic base and overall performance of the local economy; and delivering an overall enhancement to the environmental quality and architectural character of the town;

- Principally, as a product of the points listed above, the SA has also identified the potential for the Core Strategy to deliver benefits in terms of strengthening community cohesion; improving access to facilities and services of the types and in the locations where there is identified need; supporting an increase in skills development, partly through increased employment opportunities; and helping to tackle the issues associated with deprivation;
- The overall scale of development that will be required to support the level of regeneration sought through the Core Strategy has resulted in the SA highlighting a range of potential adverse effects. These effects tend to be linked to significant increases in built development and trip generation. Thus there is a need to carefully consider the effects of the Core Strategy in terms of the environment - increased greenhouse gas emissions; deterioration in air quality; increased noise and disturbance; pressure to extend the town limits into greenspace; and negative effects on the water cycle.

8.10 In conclusion, the SA indicates that overall the sustainability performance of the Core Strategy is relatively good, particularly in terms of social and economic beneficial effects. There are a number of potentially adverse effects identified, particularly in respect of the environment, but it is considered that there is sufficient scope for these to be mitigated to an acceptable level through a combination of strengthened policy wording and inclusion of specific measures in the supporting LDDs that will be developed as part of the LDF.

<sup>i</sup> Annual Attitude Survey - 2006, Section H, p.49-69, Doc. 1

## Chapter 9: Strategic monitoring and review

9.1 The details as to how each policy will be monitored and implemented are set out in paragraphs 1.13 - 1.16. The Sustainability Appraisal has, however, identified a number of cumulative, synergistic and indirect adverse effects of the policies in the plan that will need to be monitored. These relate to air quality, increased traffic, congestion and overcrowding in the town centre and climate change.

### Air quality

9.2 There is a risk that the Spatial Strategy of concentrating development in the town centre with taller, denser buildings, together with increased transport movements, will combine to increase emissions and limit the potential for the concentration of pollutants to be dispersed. This has the potential to create significant localised long term adverse effects.

9.3 The air quality review carried out by the council showed that an area along the A4 in the town centre was close to exceeding the nitrogen dioxide objective primarily as a result of road traffic congestion. An Air Quality Management Area (AQMA) was not declared but this will have to be kept under review in the light of the proposals to build large numbers of residential units in the town centre. Any significant deterioration in air quality could therefore undermine the Spatial Strategy and limit the amount of residential development that can take place there.

9.4 As a result, air quality in the town centre will have to be monitored and the effects of any changes to the road system, such as those proposed in the Heart of Slough, will have to be fully assessed. Mitigation measures may also have to be introduced such as reducing congestion and controlling the amount of stationary traffic in critical areas. At the same time, buildings may have to be designed so that non residential uses are located on the most sensitive areas. The council will also

continue to implement and develop the air quality action plan in the Local Transport Plan.

### Increased traffic

9.5 The overall aim of increasing the attractiveness of the town centre as a retail, leisure, employment and residential location could increase the amount of traffic with all of the associated adverse effects upon air quality, greenhouse gas emissions and increased noise and disturbance. This could potentially be a long term problem as the attractiveness of the centre increases, resulting in an increase in users and residents.

9.6 This could undermine the Spatial Strategy by eventually reducing the vitality and viability of the shopping centre, making it less attractive for inward investment and a less desirable place to live.

9.7 Recent monitoring of traffic flows in Slough has shown that there has been a slight decrease in traffic levels in Slough, but this cannot be assumed to continue as the attractiveness of the town increases. Indeed, latent demand is such that, if unconstrained, traffic in Slough could increase by around 20% during the plan period.

9.8 As a result the council will continue to monitor traffic flows and introduce a number of measures to try to achieve a reduction in traffic in the Borough. These will have to be reviewed and additional restraint applied through subsequent planning policies and traffic management schemes if considered necessary.

9.9 The proposed regeneration of the Trading Estate will include a series of public transport measures that will be financed by SEGRO in order to achieve a modal shift away from the car that will allow the additional jobs to be created without increasing the amount of car-borne commuting. As a result, the creation of a

new transport hub is critical in ensuring that the proposed new development does not have a significant adverse effect. The council will therefore continue to assess and monitor the effectiveness of the Master Plan in delivering the predicted transport benefits and will, if necessary, require additional measures to be introduced.

### ***Congestion and overcrowding in the town centre***

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- 9.10 The Sustainability Appraisal also identifies that there could be a specific problem in the town centre as a result of the proposed scale of development, which could have a significant cumulative adverse impact. This could produce adverse environmental effects such as increased traffic congestion and the problems that can be associated with high density living.
- 9.11 As a result the council will continue to monitor the level of environmental stress that the town centre is under and ensure that the necessary environmental benefits and infrastructure improvements are provided through the proposed major regeneration schemes. Failure to do so could result in the need to phase the rate at which development takes place.

### ***Climate change***

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- 9.12 The Sustainability Appraisal identifies that the proposed scale of development with the accompanying increase in activity could have the significant cumulative effect of increasing overall greenhouse gas emissions in Slough.
- 9.13 It is considered that the Spatial Strategy of concentrating development in the town centre is the most sustainable and that the proposals for comprehensive development provide the best opportunities for introducing measures to combat transport-based emissions. Nevertheless it is recognised that there is a need to introduce stringent measures in order to reduce carbon emissions from all sources throughout the Borough.

- 9.14 Core Policy 8 (Sustainability and the Environment) sets out the need for development to comply with sustainable design and construction principles and lists the areas in which this can be achieved. Full details of how this will be implemented will, however, be set out in the Development Control Policies and Site Allocations DPD. The council will continue to monitor the effect of all of the LDF policies and review them if it is necessary, potentially introducing stricter targets if appropriate.
- 9.15 The council will also take account of the possible effects of climate change in applying policies such as those related to flood risk.

### ***Monitoring sustainability effects***

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- 9.16 In addition to the specific measures outlined above relating to the cumulative, synergistic and indirect effects identified through the SA process, the SEA Directive requires that the monitoring of sustainability effects considers the performance of the plan against all SA objectives for which a significant effect (beneficial or adverse) has been predicted. Consequently, for Slough this means that the overall monitoring programme for the Core Strategy will need to consider performance against all of the SA Objectives within the framework.
- 9.17 A proposed sustainability monitoring framework is set out in the SA Report, which highlights indicators and targets associated with each of the SA Objectives. These will be integrated into the development of the overall Annual Monitoring Report, which will combine the assessment of the performance of the Core Strategy against both development targets and sustainability targets on a thematic basis.

### *Monitoring the level of development*

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- 9.18 The policies in the Core Strategy seek to balance out competing social, economic and environmental needs and their demand for scarce resources. Within this context it does not, however, impose an upper limit upon the amount of housing, employment, retail or leisure development that can take place. This will largely be dependent upon factors such as market forces, the shortage of available land and other constraints to development such as infrastructure capacity. The plan has also identified a number of external factors which could result in a significant change in Slough.
- 9.19 As a result, in addition to all of the detailed monitoring that is proposed, the council will carry out strategic monitoring in order to assess what the overall level of development is and whether the balance of development is still in accordance with that envisaged in the Core Strategy. The results of this will determine whether a partial or complete review of the plan is required.
- 9.20 The main mechanism for monitoring the plan and the Sustainability Appraisal will be the Annual Monitoring Report, which includes the housing trajectory. This will indicate the extent to which the various targets and assumptions in the plan are being met. It will also show the effectiveness of the policies in the plan and identify where adjustments may be needed.

## Chapter 10: Further information and contact details

Should you require any further information regarding the Core Strategy or any aspect of the Local Development Framework, you can contact the Planning Policy and Projects team, either:

**by letter:** Planning Policy and Projects  
Town Hall  
Slough Borough Council  
Bath Road  
Slough  
SL1 3UQ

**by email:** [planningpolicy@slough.gov.uk](mailto:planningpolicy@slough.gov.uk)

**or by phone:** 01753 875863 or 477341

### ***Other relevant contact details:***

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Slough Library High Street Slough SL1 1EA	Langley Library Trelawley Avenue Langley SL3 7UF
Britwell Library Wentworth Avenue Britwell SL2 2AW	Cippenham Library Elmshott Lane Cippenham SL1 5RB

Planning Policy Homepage: [www.slough.gov.uk](http://www.slough.gov.uk)  
(Environment and Planning > Planning > Planning Policy).



## Appendix 1: Slough housing trajectory



Figure 1: Slough Housing Trajectory 2006-2026

**Key:**

- Net completions on medium\* and large\*\* sites
- Net completions on small\* sites
- Expected Net completions on small sites
- Expected net completions on medium and large sites
- PLAN- RSS (Regional Spatial Strategy) Requirement - Annualised
- MANAGE- Residual annual average

\*Small and medium sites (Under 1 hectare)

\*\*Large sites (Over 1 hectare)

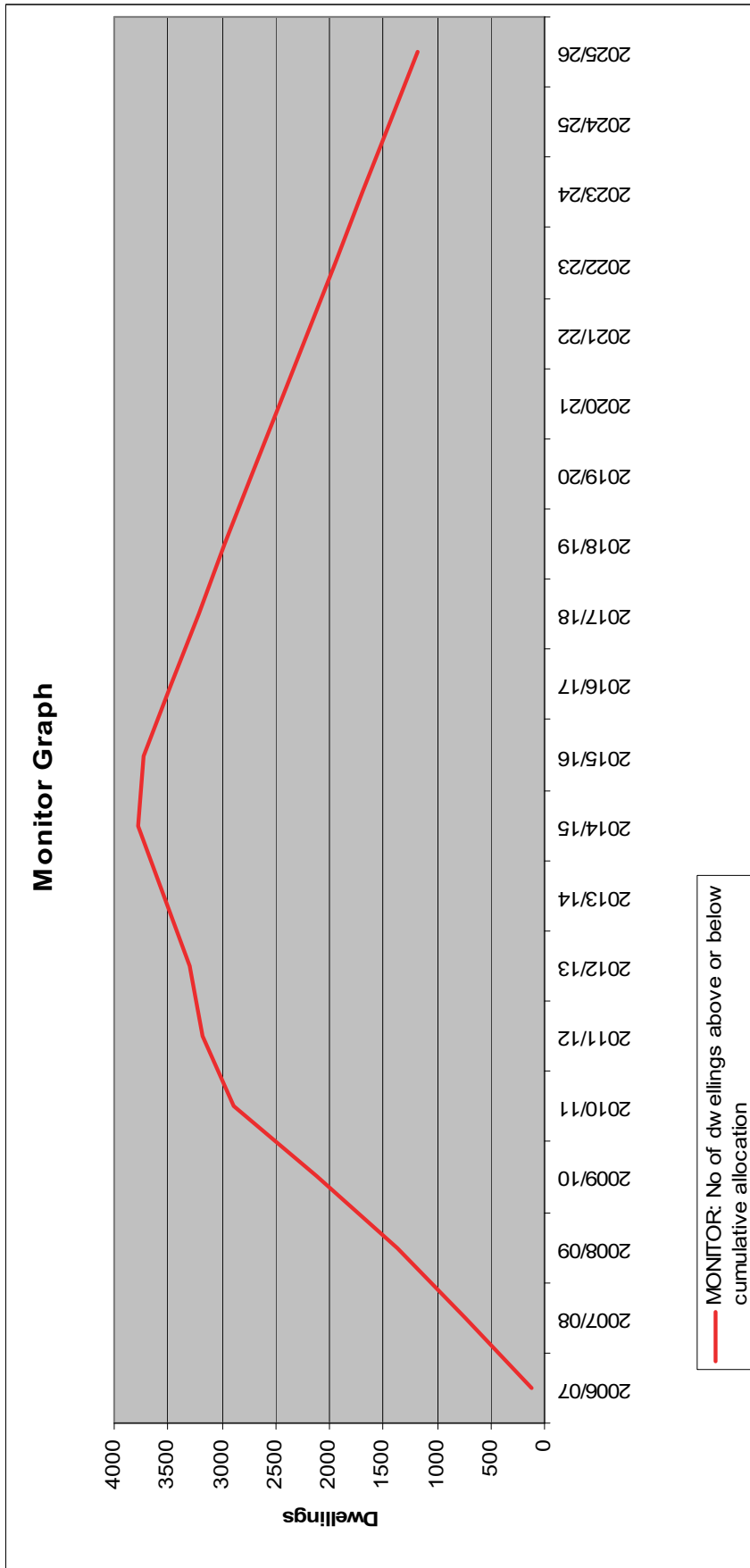


Figure 2: Monitor graph showing the number of dwellings above or below cumulative allocation



**Table 1: Housing Trajectory: Past and Projected Completions on Medium and Large Sites**

Site	Net Total	Comp 06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	
New Square, Windsor	15	15																				
Commerce House 2-6 Bath Road	44	44																				
Burlington House, Burlington Road	39	39																				
31 Bower Way	19	19																				
117, 119, 137-139, 153-155 (odds), Furnival Avenue	30	30																				
B/w 109 & 111 Meadfield Rd & r/o 1-16 Tilbury Walk	14	14																				
Osborne house and land adj. to 25 Osborne Street	18	18																				
2-12 Rutland Avenue	18	18																				
73-79 Rokesby Road	16	16																				
Land of Buckingham Gardens	24	24																				
Land adjacent to Orchard End, Church Lane	19	9	10																			
Langley Grammar	104	53	51																			
New Station House, Mill Street	189	27	162																			
Small Site Completions		83																				
		(409)																				
222 High Street, Langley	10		10																			
Lincoln Way	14		14																			
2-4 Stowe Road & r/o 6-14 Stowe Road	22		22																			
295 Langley Road	11		11																			
580-588 London Road	16		16																			
26-40 High Street	166		166																			
South Bucks Office, Windsor Road	192		192																			
611-623 Bath Road	67		67																			
55-59 Stoke Road	16		16																			
Langley Library, Treilawney Avenue	20		20																			
270-272, High Street	24		24																			
17 Harvey Road	16		16																			
93-95 London Road	16		4	12																		
White Hart House, Park Street (outline)	14		10	4																		
Cippenham Green wedge	300		30	150	120																	
New Tithe Court	35		10	25																		
30-34 Oakfield Avenue	11		11																			
Small site completions			30																			
			(892)																			

Site	Net Total	Comp 06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	
144 Lower Cippinham Lane	12		12																			
William Penn Primary School	14		14																			
94-102 Stoke Road & 2 St. Paul's Ave	55		55																			
Manor Lodge, Mildenhall Rd.	13		13																			
Bishops Court 238-244 High Street	37		37																			
Units 2 + 3, The Pavilions, Stoke Gardens	56		56																			
92, Highstreet	16		16																			
10-14 Highstreet	24		24																			
330 Northampton Avenue	56		56																			
26 Chalvey Road West	17		17																			
11,15,17 Yew Tree Road	12		12																			
4-10 Hawtrey close	12		12																			
133-137 Elliman Avenue	10		10																			
Rogans Garage	58		58																			
Stoke Gardens	12		12																			
139-143 Elliman Avenue	11		11																			
Western House School	50		50																			
BT Depot Langley Road	123		60	63																		
16-28 Farnburn Avenue	23		23																			
Theale and Land adl to the west, Old Bath Road	21		21																			
79-83 Uxbridge Road	14		14																			
114a London Road	14		14																			
300-310 High Street	24		24																			
17 St. Laurence Way	13		13																			
William Hartley Yard, Part of Wexham Nursery	67		67																			
65,67 and 69 Bradley Road	16		16																			
Small Site Completions			30																			
			(913)																			
Intercity House, Railway Terrace	134			134																		
Land South of Wexham Lodge	70			70																		
Lea School	80			80																		
Britwell Regeneration Scheme	80			80																		
19-25 Lansdowne Avenue	21			21																		
Thames Valley Community Centre	40			40																		
1-7 Highstreet	78			78																		
Middlegreen Trading Estate	200			100	100																	

Site	Net Total	Comp 06/07	07/08	08/09	09/10	10/11	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	
Railway Terrace/Mill Street	229				180	49																
165-175 Farnham Road	28				28																	
Small site completions	30				30																	
					(1049)																	
Trade Sales	200					100	100															
Northborough (Slough Estates)	150					150																
Petersfield Avenue	119					119																
Land south of Castleview Road	300					200	100															
Heart of Slough	1425					300	300	300	300	225												
Small Site Completions						30																
						(1048)																
Arbourvale	40						40															
Small site completions	30						30															
							(570)															
Town Hall	250								50	100	100											
Electrical Substation, Chalvey	75							75														
Small site completions	30							30														
								(405)														
Upton Hospital	100								100													
Queensmere	250								50	100	100											
Canal Basin, Stoke Road	30									30												
Post Office, Wellington Street	50									50												
Small site completions									30	30	30	30	30	30	30	30	30	30	30	30	30	30
									(530)	(535)	(230)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(30)

**Table 2: Annual requirement for Slough (taking account of past/projected completions)**

Year	Past and Projected Completions	Cumulative Completions	PLAN - strategic Allocation (annualised)	MONITOR - No dwellings above or below cumulative allocation	Residual Structure Plan Allocation	Remaining Number of Years	MANAGE: Residual Expressed as annual average
2006/2007	409	409	285	124	5700	20	285
2007/2008	892	1301	285	731	5291	19	278
2008/2009	913	2214	285	1359	4399	18	244
2009/2010	1049	3263	285	2123	3486	17	205
2010/2011	1048	4311	285	2886	2437	16	152
2011/2012	570	4881	285	3171	1389	15	93
2012/2013	405	5286	285	3291	819	14	59
2013/2014	530	5816	285	3536	414	13	32
2014/2015	535	6351	285	3786	-116	12	-7
2015/2016	230	6581	285	3731	-651	11	-59
2016/2017	30	6611	285	3476	-881	10	-88
2017/2018	30	6641	285	3221	-911	9	-101
2018/2019	30	6671	285	2966	-941	8	-118
2019/2020	30	6701	285	2711	-971	7	-139
2020/2021	30	6731	285	2456	-1001	6	-167
2021/2022	30	6761	285	2201	-1031	5	-206
2022/2023	30	6791	285	1946	-1061	4	-265
2023/2024	30	6821	285	1691	-1091	3	-364
2024/2025	30	6851	285	1436	-1121	2	-561
2025/2026	30	6881	285	1181	-1151	1	-1151

## Appendix 2: Slough's housing distribution list

Housing Sites	TOTAL NUMBER OF UNITS
<b>TOWN CENTRE</b>	
Central	
New Square, Windsor Road	15
Intercity House, Railway Terrace	134
Railway Terrace/Mill Street	229
Lion House and Depot, Petersfield Avenue	119
Heart of Slough	1,425
Units 2 and 3, The Pavillions, Stoke Gardens	56
New Station House, Mill Street	189
Chalvey	
Commerce House 2-6 Bath Road	44
26-40 High Street	166
South Bucks Office, Windsor Road	192
92 Highstreet, Slough	16
10-14 Highstreet, Slough	24
1- 7 Highstreet	78
Burlington House, Burlington Road	39
Upton	
Land off Buckingham Gardens	24
300-310 High Street	24
17 St. Laurence Way	13
270-272, High Street	24
Bishops Court 238-244 High Street	37
Osborne house and land adjacent to 25 Osborne Street	18
Upton Hospital	100
Queensmere	250
Post Office, Wellington Street	50
<b>TOTAL</b>	<b>3,266</b>
<b>URBAN EXTENSIONS</b>	
Cippenham Green	
Cippenham Green wedge	300
Upton	
Land south of Castleview Road	300
Wexham	
William Hartley Yard and Part of Wexham Nursery	67
Land adjacent to Orchard End, Church Lane	19
Land south of Wexham Lodge	70
<b>TOTAL</b>	<b>756</b>

<b>MAJOR SITES NOT IN TOWN CENTRE</b>	
Kedermister	
Langley Grammar	104
Cippenham Green	
Western House School	50
611-623 Bath Road	67
Langley	
Middlegreen	200
BT Depot Langley Road	123
Chalvey	
Electrical Substation, Chalvey	75
Baylis	
330 Northampton Avenue	56
Central	
94-102 Stoke Road and 2 St. Paul's Ave	55
Lea School	80
Britwell	
Britwell Regeneration	80
Northborough (Slough Estates)	150
Colnbrook	
Rogans Garage & The Cottage	58
Chalvey	
Town Hall	250
Cippenham Green/Haymill	
Trade Sales	200
<b>TOTAL</b>	<b>1,548</b>
<b>MEDIUM AND LARGE SITES IN THE REST OF THE TOWN</b>	
Cippenham Green	
2-4 Stowe Road and rear of 6-14 Stowe Road	22
Lincoln Way	14
144 Lower Cippenham Lane	12
30-34 Oakfield Avenue	11
31 Bower Way	19
Farnham	
2-12 Rutland Avenue	18
165-175 Farnham Road	28
16-28 Farnburn Avenue	23
117, 119, 137-139, 153-155 (odds), Furnival Avenue	30
Langley	
B/w 109 and 111 Meadfield Rd and rear of 1-16 Tilbury Walk	14

222 High Street, Langley	10
17 Harvey Road	16
295 Langley Road	11
Colnbrook and Poyle	
White Hart House, Park Street	14
Theale and Land adjoining to the west, Old Bath Road	21
580-588 London Road	16
Britwell	
73-79 Rokesby Road	16
Central	
55-59 Stoke Road	16
133-137 Elliman Avenue	10
Stoke Gardens	12
139-143 Elliman Avenue	11
4-10 Hawtrey close	12
Canal Basin, Stoke Road	30
79-83 Uxbridge Road	14
Kedermister	
93-95 London Road	16
Langley Library, Trelawney Avenue	20
Upton	
New Tithe Court	35
11,15,17 Yew Tree Road	12
114a London Road	14
Baylis	
65,67 and 69 Bradley Road	16
William Penn Primary School	14
Manor Lodge, Mildenhall Rd.	13
Chalvey	
26 Chalvey Road West	17
Thames Valley Community Centre, Chalvey	40
19-25 Lansdowne Avenue	21
Wexham	
Arbourvale	40
<b>TOTAL</b>	<b>658</b>
<b>SMALL SITES</b>	
Small site completions 2006-07	83
Small site projected completions 2007-26	570
<b>TOTAL NUMBER OF UNITS:</b>	<b>6,881</b>

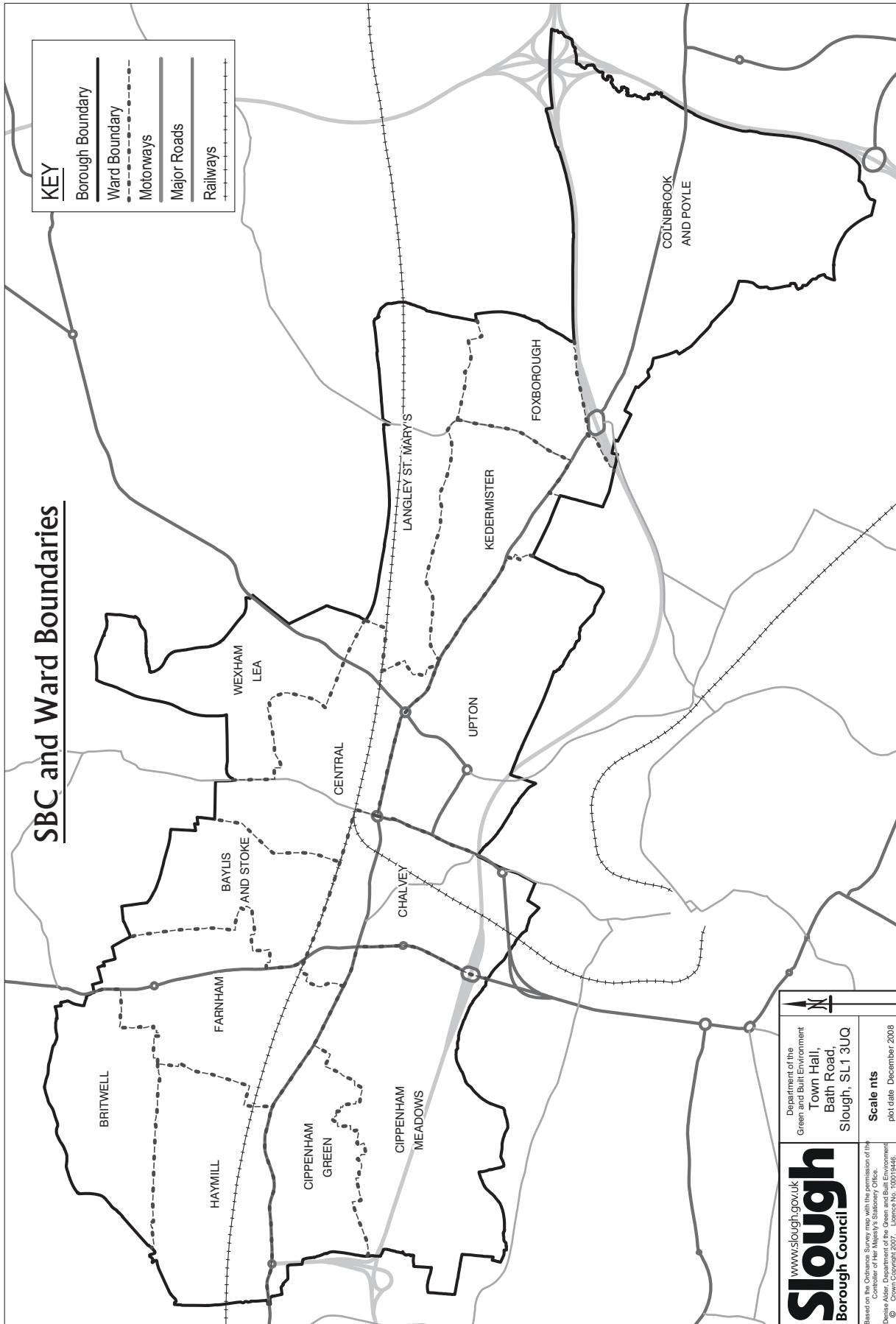


Figure 2 Map of Ward Boundaries in the Slough Borough



## Appendix 3: Glossary of terms and key web addresses

<b>Affordable Housing</b>	<p>This is housing that is subsidised in some way for people unable to rent or buy on the open market. It includes social rented housing, key worker housing and shared ownership homes.</p> <p>The affordable housing number is calculated as the <b>gross</b> number of dwellings (i.e. number of existing dwellings retained + all new dwellings).</p>
<b>Annual Monitoring Report (AMR)</b>	<p>Sets out progress in terms of producing Local Development Documents and in implementing policies. The monitoring period is from April to March.</p>
<b>Appropriate Assessment</b>	<p>The purpose of an Appropriate Assessment is to assess the impacts a Local Development Document will have on a range of European designated sites. As of October 2006 all councils must decide if they need to carry out an Appropriate Assessment on the Local Development Documents they produce. If an assessment needs to be carried out it can either form part of the Sustainability Appraisal, or can be a document in its own right.</p>
<b>Area Action Plan DPD</b>	<p>A planning framework for an area where significant change and/or conservation is needed.</p>
<b>Built up Area</b>	<p>All land not within the Green Belt.</p>
<b>Community Facilities</b>	<p>These range from basic health and social services to education and other children’s services, arts, leisure (including built sports facilities), culture and religious facilities, as well as community offices and meeting places.</p>
<b>Core Output Indicators (COI)</b>	<p>Authorities are required to monitor a set of Local Development Framework Core Output Indicators as a consistent data source as part of the Annual Monitoring Report. The main purpose of Core Output Indicators is to measure physical activities that are affected by the implementation of planning policies.</p>
<b>Core Strategy</b>	<p>The long-term Spatial Vision and strategy for the area, including the key strategic policies and proposals to deliver that vision/strategy. A Development Plan Document.</p>
<b>Development Control Policies</b>	<p>Policies which set out the criteria against which planning applications for development and the use of land and buildings will be considered.</p>
<b>Development Plan</b>	<p>Under the Planning Acts, this is the prime consideration in the determination of planning applications. Under the new system it consists of all Development Plan Documents and the Regional Spatial Strategy.</p>

<b>Development Plan Document (DPD)</b>	Spatial planning document prepared by the planning authority that is subject to independent public examination. A Development Plan Document can cover a range of issues and will set out the main spatial strategy, policies and proposals of the council.
<b>Employment Uses</b>	Includes any uses or development that create a job(s).
<b>Existing Business Areas</b>	These are the 21 areas shown on the Proposal map for the Slough Local Plan (2004). These areas will be further defined as part of the Development Control and Site Allocations DPD.
<b>Family Housing</b>	A fully self-contained dwelling (with a minimum floor area of 76 square metres) that has direct access to a private garden. Comprises a minimum of two bedrooms and may include detached and semi-detached dwellings and townhouses but not flats or maisonettes.
<b>Green Belt</b>	See Metropolitan Green Belt.
<b>Greenfield Land</b>	Land on which no urban development has previously taken place; usually understood to be on the periphery of an existing built-up area.
<b>Housing Trajectory</b>	This shows net and expected net housing completions on small and medium sites and large sites. The trajectory is included in Appendix 1 of this document.
<b>Local Development Documents (LDDs)</b>	Generic term for documents that can be included in the Local Development Framework. Comprises Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.
<b>Local Development Framework (LDF)</b>	A portfolio of Local Development Documents that provides the framework for delivering the spatial strategy of the area.
<b>Local Development Order (LDO)</b>	An order made by the Local Planning Authority extending permitted development rights for certain forms of development with regard to a relevant Local Development Document.
<b>Local Development Scheme (LDS)</b>	Rolling three-year project plan for the preparation of Local Development Documents.
<b>Local Plan</b>	Part of the Development Plan under the old land use planning system. Statutory district-wide document prepared under the old system that sets out land use policies and proposals for the area.
<b>Local Transport Plan</b>	A statutory document prepared under the Transport Act 2000, which is a 5-year strategy for the management, maintenance, development and monitoring of the Borough's transport system.

<b>Metropolitan Green Belt</b>	The statutory designated area of open land surrounding Greater London. The Metropolitan Green Belt is illustrated on the Core Strategy Key Diagram and saved from the Local Plan (2004) Proposals Map.
<b>Open Space</b>	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).
<b>Planning Policy Guidance (PPG)</b>	These were issued by central government to set out national land use policies for England on different areas of planning. PPGs are gradually being replaced by Planning Policy Statements.
<b>Planning Policy Statement (PPS)</b>	These explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system in regards to development and land use. PPSs are a material consideration in determining planning applications, and generally supersede development plan policies if they are of a later date.
<b>Proposals Map</b>	Illustrates policies and proposals in Development Plan Documents.
<b>Previously Developed Land</b>	Land which was once occupied by a permanent structure and/or associated fixed surface infrastructure.
<b>Regional Planning Guidance (RPG)</b>	Non-statutory guidance produced under the previous planning system. Sets out regional planning policy. Being replaced by the Regional Spatial Strategy (RSS).
<b>Regional Spatial Strategy (RSS)</b>	A statutory document under the new system that replaces Regional Planning Guidance, setting out Regional Spatial Strategy. New Local Development Documents will have to comply with this. The RSS for the South East is being produced by SEERA and is called the South East Plan.
<b>Simplified Planning Zone (SPZ)</b>	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.
<b>Site Allocations DPD</b>	The allocation of sites for specific or mixed uses of development to be contained in Development Plan Documents. Identified sites will be illustrated on the proposals map.
<b>Social Rented Housing</b>	Housing available to rent at below market levels. Lower rents are possible because the government subsidises local authorities and registered social landlords in order to meet local affordable housing needs.
<b>South East Plan</b>	Emerging strategy governing the future use and development of land in South East England.

<b>Spatial Planning</b>	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function.
<b>Spatial Strategy</b>	The overall strategy which underpins the plan and sets out the broad locations for development. This strategy is detailed in Core Strategy Policy 1.
<b>Statement of Community Involvement (SCI)</b>	Sets out the approach of the authority to involving the community in the preparation, alteration and review of Local Development Documents and in the consideration of significant planning applications.
<b>Strategic Gap</b>	A gap to maintain a separation between the Slough and the developed area of Greater London. This is illustrated on the Core Strategy Key Diagram.
<b>Strategic Environmental Assessment (SEA)</b>	Environmental assessment of policies, plans and programmes required under the European SEA Directive 2001/42/EC
<b>Structure Plan</b>	Part of the Development Plan under the previous planning system - abolished under the new system. Statutory document setting out county-wide land use strategy and policies.
<b>Suburban Areas</b>	These are the existing residential neighbourhoods in Slough that are outside of the urban and town centre areas.
<b>Supplementary Planning Documents (SPD)</b>	Statutory documents that expand upon policies or proposals in Development Plan Documents. These replace Supplementary Planning Guidance.
<b>Supplementary Planning Guidance (SPG)</b>	Non-statutory guidance prepared under the previous planning system to expand upon policies and proposals in the Local Plan and/or Structure Plan. Being replaced by Supplementary Planning Documents.
<b>Sustainability Appraisal (SA)</b>	A social, economic and environmental appraisal of strategies, policies and proposals - required for the Regional Spatial Strategy, all Development Plan Documents and Supplementary Planning Documents. To be undertaken jointly with Strategic Environmental Assessment.
<b>Town Centre</b>	The 'strategic' area that is illustrated on the Core Strategy Key Diagram. This area will be further defined as part of the Development Control and Site Allocations DPD.
<b>Urban Areas</b>	The areas outside of the town centre that are generally of a medium or high density, are well served by public transport and include many mixed-use developments. Most of these areas are confined to the Existing business Areas, the edge of the Town Centre, District and Neighbourhood shopping centres and some main road frontages.

*Key web addresses*

<b>Organisation</b>	<b>Web Address</b>
<b>Berkshire Joint Strategic Planning Unit</b>	<a href="http://www.berks-jspu.gov.uk">http://www.berks-jspu.gov.uk</a>
<b>Department of Communities and Local Government</b>	<a href="http://www.communities.gov.uk">http://www.communities.gov.uk</a>
<b>Office of Public Sector Information</b> (UK Legislation, official publications etc).	<a href="http://www.opsi.gov.uk/">http://www.opsi.gov.uk/</a>
<b>Planning Aid</b>	<a href="http://www.planningaid.rtpi.org.uk/">http://www.planningaid.rtpi.org.uk/</a>
<b>The Planning Portal</b>	<a href="http://www.planningportal.gov.uk/">http://www.planningportal.gov.uk/</a>
<b>Slough Planning Policy Home Page</b>	<a href="http://www.slough.gov.uk/services/920.aspx">http://www.slough.gov.uk/services/920.aspx</a>
<b>South East England Regional Assembly</b>	<a href="http://www.southeast-ra.gov.uk/">http://www.southeast-ra.gov.uk/</a>

## Appendix 4: Key areas details

### **Retail:**

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Details of the network of shopping facilities in the Borough are outlined below:

<b>Primary Regional Shopping Centre:</b>	Slough Town Centre
<b>District Centres:</b>	Farnham Road Langley Village
<b>Neighbourhood Centres:</b>	Elmshott Lane/Bath Road Chalvey High Street Wentworth Avenue Upton Lea Parade Stoke Road Trelawney Avenue
<b>Local Shopping Parades:</b>	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 Coleridge Crescent

### **Employment**

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The Existing Business Areas are identified in the Slough Employment Land Study (Sept 2005) and are listed as follows.

West of Trading Estate	Heathrow Business Park (Heron Park)
Slough trading Estate	Axis Park
Perth Trading Estate	Lakeside Road Estate
South of Trading Estate	Galleymead Road
Satchwell and former County Council Yard	Poyle Estate
Spackmans Way	
Stoke Gardens	
Mill Street	
Petersfield Avenue	
ICI, Transco and Wexham Business Village	
Land West of St. Mary's Road	
Deseronto Wharf Industrial Estate	
Langley Business Park (Waterside Drive)	
Langley Business Centre	
Adjacent to Total Oil Site	
Total Oil Site	

## *Transport*

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Details of the transport hubs in Slough are as follows:

<b>Rail stations</b>	Central Slough Rail Station Langley Station Burnham Station
<b>Bus station</b>	Central Slough Bus Station

### **Open spaces**

Details of the open space provision is included in the Slough PPG17 Sport, Recreation and Open Space Study (Oct 1995). This can be obtained from the council's website or by contacting the council's Planning Policy and Projects Section.

### **Air Quality Management Areas (AQMAs)**

There are currently two areas designated in Slough as Air Quality Management Areas. Information regarding these areas, including maps showing their extent, can be obtained from the council's website (Environment and Planning > Pollution > Air Quality in Slough).

## Appendix 5: Areas of major change

The following describes the indicative Areas of Major Change shown on the Key Diagram.

1. The **Town Centre** Area of Major Change is where most development will take place in accordance with the Spatial Strategy of “concentrating development”. It is based upon the Commercial Core Area defined on the Local Plan Proposals Map which has been expanded to include the Stoke Road area to the north of the railway line (para 7.18).
2. The **Slough Trading Estate** Area of Major Change is the proposed new hub within the wider Trading Estate Master Plan. This is identified in paragraph 7.23 as one of the selected key areas for comprehensive regeneration allowed for in Core Policy 1 (Spatial Strategy). Further details are set out in Core Policy 5 (Employment) and paragraph 7.95 which identifies the hub as the proposed location for new offices. Paragraph 7.140 also refers to the creation of a new local transport hub.
3. The **Britwell** Area of Major Change is also identified in paragraph 7.23 as one of the selected key areas for comprehensive regeneration that is allowed for in Core Policy 1 (Spatial Strategy). Para 7.119 also states Wentworth Avenue shopping centre will be regenerated as part of the Britwell Initiative.
4. **Wexham Park Hospital** is identified as a Major Existing Developed Site within the Green Belt in Core Policy 2 (Green Belt and Open Spaces). It is also identified as an Area of Major Change because it was likely to be completely redeveloped as explained in paragraph 7.33.
5. The Hospital Trust has now decided not to go ahead with the option of completely redeveloping the site but to reorganise the provision of services.  
The other areas at Wexham have been identified as Areas of Major Change because they are identified in paragraph 7.43 as one of the areas forming the urban extensions in Core Policy 3 (Housing Distribution). Appendix 2 lists the three sites at William Hartley Yard, Orchard End and south of Wexham Lodge that have permission for 156 dwellings.
5. The Area of Major Change at **Cippenham** is also identified in paragraph 7.43 as one of the areas forming the urban extensions in Core Policy 3 (Housing Distribution). Appendix 2 lists Cippenham Green Wedge as having planning permission for 300 dwellings. There is also additional undesignated Greenfield land within the Cippenham Green Wedge Master Plan area that could come forward for development as set out in paragraph 7.50.
6. The **Upton** Area of Major Change is also identified in paragraph 7.43 as one of the areas forming the urban extensions in Core Policy 3 (Housing Distribution). Appendix 2 lists the Castleview site as having planning permission for 300 dwellings. It also contains a possible school site.
7. The Area of Major Change on the **western end of the A4 Bath Road** is identified in paragraph 7.98 as having the potential to accommodate some alternative uses or mixed use developments. Part of this is the Trade Sale sites which are identified in Appendix 2 as having the potential for 200 dwellings. This has been flagged up as an Area of Major Change because residential development in the area would usually be contrary to Core Policy 5 (Employment) which states that there will be no loss of the defined Existing Business Areas.



## Index of documents referenced

- (Doc.1) Slough Borough Council (November 2007) Digest of Statistics
- (Doc.2) Steer Davies Gleave on behalf of Slough Borough Council (November 2007) Final Slough Core Strategy Modelling
- (Doc.3) DTZ on behalf of Slough Borough Council (May 2007) Berkshire Strategic Housing Market Assessment
- (Doc.4) Joint Strategic Planning Unit for Berkshire Unitary Authorities (September 2007) Detailed Minerals and Waste Development Control Policies and Preferred Areas - Issues and Options (Regulation 25)
- (Doc.5) GWE Research on behalf of Slough Borough Council (February 2006) Slough Economic Assessment
- (Doc.6) Slough Borough Council (April 2007) A Local Area Agreement for Slough
- (Doc.9) Lambert Smith Hampton (April 2007) Slough Office Market Quarterly Reports
- (Doc.10) SEERA (March 2006) Draft South East Plan (Regional Spatial Strategy for the South East)
- (Doc.11) Berkshire Unitary Authorities Joint Strategic Planning Unit (September 2005) Berkshire Structure Plan 2001-2016
- (Doc.12) SEERA (July 2004) Regional Transport Strategy
- (Doc.13) SEEDA (October 2006) Regional Economic Strategy
- (Doc.14) Slough Borough Council (March 2006) Local Transport Plan 2006-11
- (Doc.15) Slough Borough Council (December 2003) Slough Community Strategy
- (Doc.16) Slough Borough Council (June 2006) Slough Corporate Plan
- (Doc.17) Slough Borough Council Slough Economic Development Strategy 2006-09
- (Doc.18) Safer Slough Partnership (Community Safety Team, Drug Action Team, Slough Borough Council, Slough Primary Care Trust, and Thames Valley Police) (April 2005) Slough Crime Disorder and Drug Strategy 2005-2008
- (Doc.20) Joint Strategic Planning Unit for Berkshire Unitary Authorities (September 2007) Core Strategy - Preferred Options (Regulation 26)
- (Doc.22a) Slough Borough Council (June 2006) Draft Sustainability Appraisal
- (Doc.22b) Atkins Limited on behalf of Slough Borough Council (November 2007) Final Sustainability Appraisal
- (Doc.23) Slough Borough Council (December 2006) Annual Monitoring Report 2005-2006
- (Doc.24) Slough Borough Council (March 2004) The Local Plan for Slough
- (Doc.25) Strategic Leisure Ltd on behalf of Slough Borough Council (October 2005) PPG17: Sport, Recreation and Open Space Study: An Assessment of Quantity, Quality and Access
- (Doc.26) Slough Borough Council (December 2005) Housing Strategy 2005-2010
- (Doc.27) Slough Borough Council (September 2005) Employment Land Study
- (Doc.28) Berkshire Unitary Authorities Proposed Gypsy Site Distribution (October 2007)
- (Doc.29) Opinions Research Services (University of Wales, Swansea) on behalf of Slough Borough Council (April 2003) Slough Borough Council Housing Needs Study 2000-2001
- (Doc.30) Slough Borough Council (A survey by the Joint Strategic Planning Unit and Slough Borough Council (Annual) Commitments for Housing/Employment

- (Doc.31) Slough Borough Council (November 2007) Strategic Flood Risk Assessment
- (Doc.33) Environment Agency (October 2006) Creating a better place: Planning water quality and growth in the SEV11
- (Doc.34) Slough Borough Council (2007) Slough School Places Plan 2007-2012
- (Doc.36) Colliers CRE on behalf of Slough Borough Council (February 2007) Slough Retail Assessment
- (Doc.37) CACI - Information Systems on behalf of Slough Borough Council (May 2006) LDF17: Balance of Trade Report
- (Doc.38) Slough Local Development Framework (March 2006) Core Strategy-Issues and Options (Details of initial Consultation received (Regulation 25)
- (Doc.39) Slough Local Development Framework (March 2006) Core Strategy-Issues and Options (Summary and Analysis of initial consultations received (Regulation 25)
- (Doc.40a) Slough Local Development Framework (Final Version-November 2007) Core Strategy-Preferred Options (Details and Consideration of Consultations Received (Regulation 26) (Included as an appendix in the Final Sustainability Appraisal)
- (Doc.40b) Slough Local Development Framework (Final Version-November 2007) Core Strategy-Preferred Options (Details and Consideration of Consultations Received (Regulation 26) on Sustainability Appraisal
- (Doc.42) Government Office for the South East (June 2006) Regional Planning Guidance for the South East (RPG9) - Waste and Minerals
- (Doc.44) South East Regional Assembly (SEERA) (August 2007) Draft South East Plan - Report of the Panel
- (Doc.47) Atkins Limited on behalf of Slough Borough Council (November 2007) Appropriate Assessment Screening

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