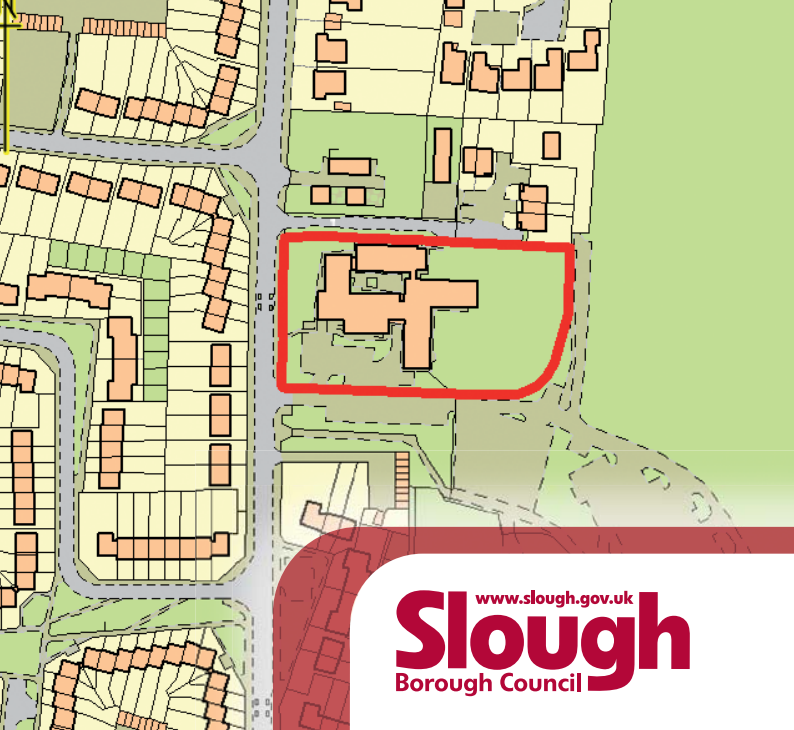
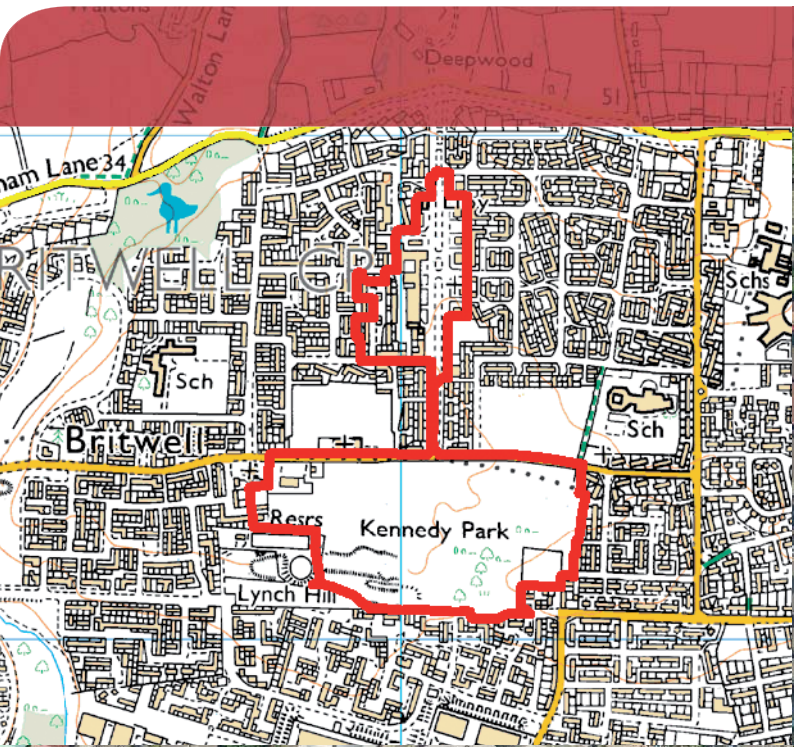


Slough Local Development Framework

Site Allocations

Development Plan Document



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Slough Local Development Framework

Site Allocations Development Plan Document

Adopted November 2010

Planning Policy and Projects
Slough Borough Council
Town Hall
51 Bath Road
Slough
SL1 3UF
Tel: 01753 477341/875863
Email: planningpolicy@slough.gov.uk

Adopted 30 November 2010

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Location of Site Allocations

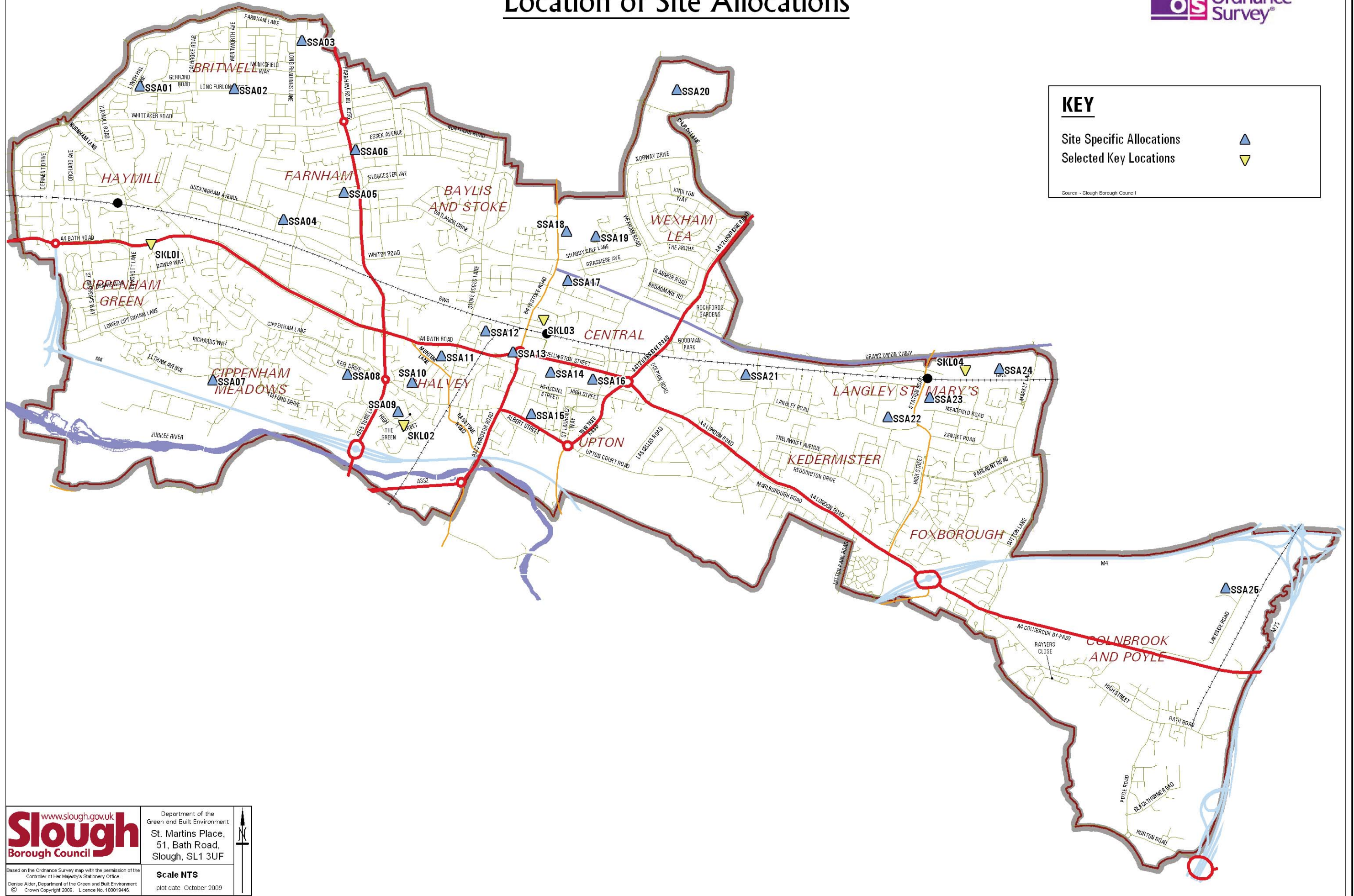


KEY

Site Specific Allocations ▲

Selected Key Locations ▼

Source - Clough Borough Council



Slough Borough Council www.slough.gov.uk

Department of the Green and Built Environment
St. Martins Place,
51, Bath Road,
Slough, SL1 3UF

Scale NTS
plot date October 2009

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Chapter 1: Introduction

- 1.1. The Council is in the process of producing a series of documents which will guide the future planning of Slough. Together these documents form the Local Development Framework (LDF) for the Borough, the details and production timetable for which is set out in a Local Development Scheme (LDS).
- 1.2. The first document to be prepared was the Core Strategy 2006 - 2026 which was adopted in December 2008. This sets out the Council's overall planning strategy for the Borough, including a Spatial Vision, Strategic Objectives and Spatial Strategy for Slough. All subsequent Development Plan Documents (DPDs) have to comply with the Core Strategy, and the regional spatial strategy set out in the South East Plan.
- 1.3. This Site Allocations DPD is the second document that the Council has prepared and forms part of the Development Plan for Slough. Its main role is to identify sites that can deliver the Spatial Vision, Strategic Objectives and policies in the Core Strategy.
- 1.4. This DPD therefore includes (i) Site Specific Allocations - detailed development proposals for specific sites, and (ii) Selected Key Locations for Comprehensive Regeneration - areas that do not currently have any specific proposals but where some relaxation of policy may be allowed in order to facilitate comprehensive regeneration.
- 1.5. The inclusion of a site within this document means that the Council will in principle support any development or use of land that is in accordance with the use proposed for it. In practise this means that a planning application that complies with the Site Planning Requirements, policies within the Development Plan and other regional and national guidance as appropriate, will be approved unless the details of the scheme are unacceptable or there are other material considerations that indicate otherwise. Conversely any planning applications that conflict with provisions of a Site Specific Allocation may be refused.

The Site Selection Process

- 1.6. The process of selecting the sites in the document followed guidance in PPS 12 which stresses the importance of ongoing community involvement in preparing development plan documents. Work on the Sites DPD began in July 2008 with a broad evidence gathering exercise that invited developers, landowners, interest groups and members of the public to propose sites they thought should come forward for development, or should be designated for protection. This identified over eighty sites across the Borough from a range of sources including developers, land owners, interest groups and the Council as landowner. Some of these sites were also proposed by the Council as the local planning authority.
- 1.7. To ensure that a comprehensive range of sites were consulted on all those put forward were advertised for a minimum six weeks. This included 88 sites published in the Draft Site Allocations DPD in October 2008, and a further three sites put forward during that consultation that were consulted on themselves in February 2009. This gave the public the opportunity to comment upon all of the options available at that stage. In order to help people participate in the consultation exercise, the document included a traffic light assessment of whether proposal was likely to be in keeping with the Core Strategy. Those sites given a green light were considered likely to comply with the Core Strategy in principle, those given an amber one were uncertain and those given a red one were unlikely to comply.
- 1.8. The results of public consultation then informed the next stage of the site selection process. Particular weight was given to comments from the Environment Agency which meant that sites subject to objections on the grounds of flood risk were excluded in accordance with Core Policy 8 (Sustainability and the Environment) and PPS25 (Development and Flood Risk).

- 1.9. It was also decided to exclude sites that were not considered necessary to take forward because they already had planning permission, were too small (under 0.27 ha) or did not propose any significant change of scale, intensity or type of use.
- 1.10. Sites that were clearly contrary to the Core Strategy were also rejected at this stage. This included proposals in areas proposed for non-statutory informal nature reserves, and sites within the Green Belt, Colne Valley Park and Strategic Gap.
- 1.11. The Site Allocations DPD does not have to be comprehensive, in that it does not have to implement all aspects of the Core Strategy or attempt to identify every site that is likely to come forward over the plan period. In addition the overall scale of development allocated in this document has to be consistent with that envisaged in the Core Strategy and tested in its accompanying Sustainability Appraisal.
- 1.12. As a result, the site selection process was further refined in a way which produces a more streamlined approach which focuses on promoting the sites that are regarded as being the most important for delivering the Spatial Vision, Strategic Objectives and Spatial Strategy set out in the Core Strategy.
- 1.13. The omission of a site from this document does not prevent it from coming forward via a planning application in the normal way. Indeed the publication of the Site Allocations Companion document may help to facilitate the process for proposals submitted for consideration by identifying which of the excluded proposals the Council would support in principle.
- 1.14. All of the Site Specific Allocations included in this DPD have been subject to appropriate technical assessments in order to establish that the proposed uses are acceptable in principle. They will, however, still have to be subject to further testing at the planning application stage in order to ensure that there are no detailed or other material considerations that would prevent planning permission being granted.

Sustainability Appraisal (SA)

- 1.15. Slough Borough Council is committed to achieving sustainable development by placing the principles that underpin it at the centre of its activities. Sustainable development in Slough is defined as that which achieves and maintains an acceptable quality of life for all and which is socially desirable, environmentally sustainable and economically viable now and in the future.
- 1.16. This Site Allocations DPD was subject to a Sustainability Appraisal (SA) at each stage of its production, and the results have informed the plan preparation and decision making process. Planning Policy Statement 1 (PPS1) describes Sustainability Appraisal in Annex B (paragraph 9): "A Sustainability Appraisal is intended to assess the impact of plan policies from an environmental, economic and social perspective. It is intended to test the performance of a plan against the objectives of sustainable development and thereby provide the basis for its improvement."
- 1.17. The SA process also helps people to participate in the consultation exercise by providing an assessment of the site proposals against established sustainability criteria (referred to as the Sustainability Appraisal Framework). This allows the plan maker and the public to identify what the social, economic and environmental effects of proposals may be and make decisions on this basis.
- 1.18. The starting point for the analysis of the Site Allocations DPD was the Core Strategy Final Sustainability Report (published November 2007). This was used to produce a Scoping Report for the Site Allocations DPD which set out (i) baseline information and data about Slough Borough, and (ii) the proposed Sustainability Appraisal Framework which the proposals in the Site Allocations DPD would be assessed.

- 1.19. Consultation on the Scoping Report for the Sustainability Appraisal of the proposed Site Specific Allocations was carried out in July 2008 alongside the Site Allocations DPD evidence gathering exercise. The results of that consultation were fed into and informed the Draft Sustainability Appraisal of the Site Allocations DPD Consultation Draft (October 2008), which was itself the subject of a six week consultation in October 2008.
- 1.20. An addendum Draft Sustainability Appraisal was produced and consulted on in February 2009, which appraised the three additional proposed site allocations identified through the consultation on the Sites Allocations DPD Consultation Draft (October 2008).
- 1.21. The Sustainability Appraisal process identified that if all of the sites that were potentially suitable for residential development were included in the Site Allocations DPD, the number of new dwellings that could potentially be delivered from them would greatly exceed the housing allocation for Slough in the South East Plan. This outcome led to the number of residential development sites included in the Site Allocations DPD being scaled back to ensure that their cumulative capacity remained aligned with the level of development assessed through the Sustainability Appraisal of the Core Strategy. This informed the decision to prioritise the sites that are regarded as being the most important for delivering the Spatial Vision, Strategic Objectives and Spatial Strategy in the Core Strategy.
- 1.22. The Final Sustainability Appraisal Report of the Site Allocations DPD, which takes account the representations received from the public consultation, was published alongside the Site Allocations DPD. The SA process showed that while a small number of sites scored poorly against the Sustainability Appraisal Framework criteria, the majority of the proposed site allocations scored relatively highly. The Final Sustainability Appraisal Report concluded that as the Site Allocations DPD prioritised the allocation of sites that supported the comprehensive regeneration of areas across the Borough, it would positively help to facilitate the delivery of sustainable development in the Borough.

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Chapter 2: Development Plan policy context

The Core Strategy (2006-2026)

2.1. All Development Plan Documents have to comply with the overarching policies in the Core Strategy. As a result the Slough Core Strategy (2006 -2026) forms the main policy context for identifying Site Specific Allocations.

2.2. The Spatial Vision in the Core Strategy is:

“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 an 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.

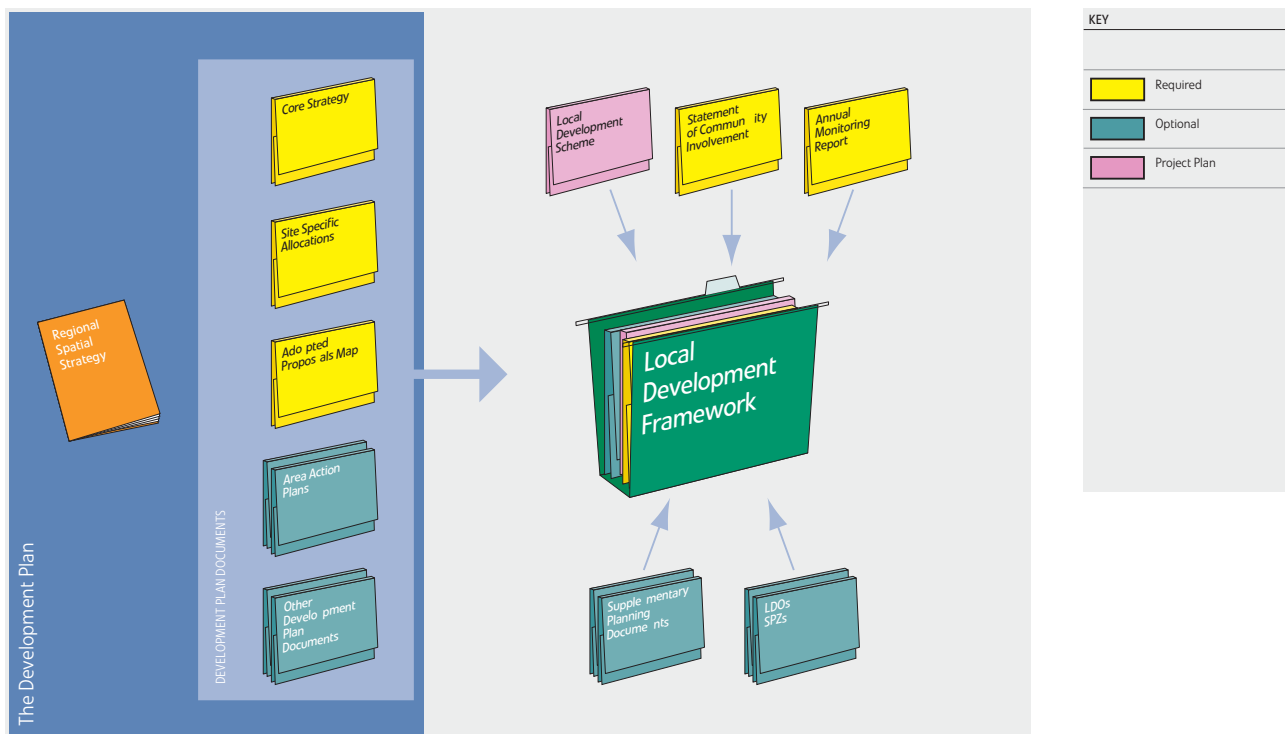
2.3. The Core Strategy also contains the following Strategic Objectives:

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 centre, 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 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.

- 2.4. In order to deliver the Spatial Vision and Strategic Objectives, the Core Strategy contains a set of 'place shaping' policies which together provide the framework to guide future development in Slough.
- 2.5. One of the key policies is the Spatial Strategy set out in Core Policy 1 (Spatial Strategy) which can be summarised as one of 'concentrating development but spreading the benefits to help build local communities'.
- 2.6. As a result, one of the purposes of this document is to facilitate development in the town centre which is the most accessible location in the Borough, and has the most potential for benefitting from improvements to its environment, and thus creating a positive image for the town centre, and Slough Borough as a whole.
- 2.7. In addition Core Policy 1 (Spatial Strategy) encourages the comprehensive regeneration of selected key locations within the Borough where this would bring overall environmental, social and economic benefits. This document therefore provides an opportunity to identify where some of these areas for comprehensive regeneration will be and how they can be developed so as to create prosperous and cohesive communities.
- 2.8. The Core Strategy also contains policies for housing, employment, retail, leisure, community and transport related development. Some of these can also be implemented through Site Specific Allocations.

The Local Development Framework - diagram showing its components



The Regional Spatial Strategy - The South East Plan 2006-2026 (May 2009)

- 2.9. Development Plan Documents also have to comply with the Regional Spatial Strategy which is set out in the South East Plan (2006-2026). This includes the housing allocation for Slough which has now been established as being 6,300 dwellings for the period from 2006 to 2026 (Policy H1 Regional housing provision 2006-2026).
- 2.10. The South East Plan Spatial Strategy identifies Slough as one of a network of 22 regional hubs, and one of four in the Western Corridor and Blackwater Valley (WCBV) sub-region (See South East Plan policies SP1 (Sub-regions in the South East), SP2 (Regional hubs), T1 (Manage and invest) and WCBV1 (Core Strategy)).
- 2.11. Slough is designated as a regional hub based on its role and function as a primary regional centre and characterised in Table S1 (point 19) as:
- “Administrative and commercial centre. Strong interaction with activities at Heathrow Airport. Interchange point on rail network between local and intra-regional rail services. Regeneration opportunities within the town centre could provide the catalyst for delivery of a long-term vision for the town that is consistent with its regional role.”
- 2.12. All of these policy considerations have been fed into the process for selecting which sites should be included as Site Specific Allocations as explained in the site selection process in the introduction above.

The Proposals Map

- 2.13. The Site Allocations Document also provided the opportunity to create a new Proposals Map to show the changes that are being made as a result of adopting the Site Allocations DPD. This includes the Site Specific Allocations, Selected Key Locations for Comprehensive Regeneration and changes to existing zonings. The zoning alterations include three extensions to the Green Belt, one to open space at Cippenham, the new Slough town centre boundary and a change to the Slough town centre shopping area.
- 2.14. The Proposals Map also carries forward all of the current designations from the saved Local Plan for Slough, Berkshire Minerals Local Plan and Berkshire Waste Local Plan.
- 2.15. A full explanation is set out in the Proposals Map Companion Document. The Proposals Map will be updated as necessary whenever a new Local Development Framework document is adopted.

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Chapter 3: Monitoring and implementation

- 3.1. All Development Plan Documents have to be monitored in order to assess their effectiveness in managing change. The main way in which this is done is through the Annual Monitoring Report (AMR). This will monitor progress towards implementing the Site Specific Allocations.
- 3.2. There is an established monitoring framework for the Core Strategy which has a limited number of measurable indicators for each policy. The main purpose of this Site Allocations DPD is to implement the policies in the Core Strategy. As a result, where they are relevant, the same indicators and targets will be used to monitor the progress of the sites in the Site Allocations DPD.
- 3.3. The relevant Core Output indicators or Local Output Indicators that will be used to monitor the Site Specific Allocations are set out in Appendix 1, Table 1.
- 3.4. Although the Council is promoting all of the Site Specific Allocations, it does not own or manage the majority of them and cannot ensure that they come forward as planned. All of the sites will also be affected by external circumstances such as fluctuations in the economy and the markets. In some cases sites are subject to ownership and other constraints which will have to be overcome before development takes place.
- 3.5. Details of the who the lead implementation agent or agents are, the likely implementation dates and brief comments upon the current status and what the expected progress will be for each site is set out in Appendix 1, Table 2. Further details are set out in the background section of the Site Specific Allocation schedules.
- 3.6. The Council will monitor the progress of the sites and will seek to negotiate with developers in order to overcome any obstacles that are preventing sites from coming forward.
- 3.7. The monitoring will take into account the contingencies that have been built into the Site Specific Allocations. The total amount of housing identified is, for example, 15% more than is required to meet the housing allocation in order to allow for the non implementation of some sites. At the same time there will be a significant amount of development from schemes that are not included as Site Specific Allocations. As a result the Council will continue to monitor through the AMR the amount of development that is coming forward from all sources which will help to meet the policies and objectives of the Core Strategy.
- 3.8. The Council will continue to review the need to produce further Site Allocations DPDs if there is a change in circumstances. This could be triggered by any reviews or partial reviews of the South East Plan. The timetable for this would be included in the Local Development Scheme.
- 3.9. The Sustainability Appraisal which has been carried out for this document was also based upon that prepared for the Core Strategy and will be monitored as part of this.

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Chapter 4: Delivering the Spatial Strategy and Core Policies

- 4.1. The main purpose of making Site Specific Allocations is to implement the Spatial Strategy and policies in the Core Strategy and the South East Plan. This section explains how the selected sites will help to achieve this.
- 4.2. Whilst the individual Site Specific Allocations are not intended to be unduly prescriptive in terms of the amount of development that can be accommodated on each site, it is possible to calculate the overall scale of development that is proposed. It is estimated that between them the Site Allocations could produce around 2,900 new dwellings, 180,000m² of new B1 (a) office development and 20,000m² of new retail development. This combined with past completions and other proposals and commitments will ensure that the scale and location of the development proposed in the Core Strategy will be achieved.

The Town Centre

- 4.3. As explained above the Spatial Strategy for Slough can be summarised as being one of 'concentrating development but spreading the benefits to help build local communities'. Core Policy 1 (Spatial Strategy) states that 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.
- 4.4. The site allocations process has provided the opportunity to define exactly where in the centre this intensive development will be allowed by redrawing the town centre boundary which will be shown on the Proposals Map. This is based upon the Local Plan "Commercial Core Area" which has been expanded westwards along the Bath Road and northwards to include land around the railway station.
- 4.5. It is recognised that the town centre has the most capacity for absorbing major change which is why there are four Site Specific Allocations within it: the **Heart of Slough (SSA13)**, **Queensmere/ Observatory Shopping Centre (SSA14)**, **Town Hall (SSA11)** and **Post Office Sorting Office (SSA16)** which together make up a significant proportion of the centre. The **Upton Hospital (SSA15)** site is also adjacent to the centre. The combination of these sites, together with the office and other development that will also be allowed in the centre, demonstrate how the Spatial Strategy of concentrating development will be achieved.

Green Belt and Open Spaces

- 4.6. In order to help to reinforce the Spatial Strategy, Core Policy 1 (Spatial Strategy) states that 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.
- 4.7. The policies in the Core Strategy make a distinction between the main area of open land in the eastern part of the Borough, and the smaller pockets elsewhere. The eastern part of the Borough is part of the Colne Valley Park where urbanisation and inappropriate development within the countryside should be resisted in accordance with the South East Plan Policy WCBV5 (The Colne Valley Park). Core Strategy Core Policy 2 (Green Belt and Open Spaces) also designates it as part of the Strategic Gap between Slough and Greater London. As a result there are no Site Specific Allocations in the Colnbrook and Poyle area.

- 4.8. There are Site Specific Allocations in other parts of the Green Belt. **Wexham Park Hospital (SSA20)** was identified as an “Area of Major Change” in the Core Strategy and included as a Major Existing Developed Site in Core Policy 2 (Green Belt and Open Spaces) where infilling or redevelopment can take place in accordance with Local Plan Policy CG8 (Major Existing Developed Sites in the Green Belt). As a result its allocation for comprehensive redevelopment complies with existing policy.
- 4.9. **Newbeech House (SSA3)** and the former **Arbour Vale School (SSA18)** are allocated for residential development on the basis that they are brownfield sites where redevelopment can take place within the footprint of the existing buildings without affecting the openness of the Green Belt, which is the critical test set out in PPG2 (Green Belts).
- 4.10. Core Policy 2 (Green Belt and Open Spaces) states that opportunities will be taken to enhance the quality and size of the Green Belt by designating additional areas provided they have no development potential. Three sites at Farnham, Cippenham and Wexham which were identified in the Core Strategy have come forward as part of the site allocations process which meet this criteria and so have been designated as Green Belt on the Proposals Map as explained below. They are not included as Site Specific Allocations.
- 4.11. The new open space within the Cippenham Green Wedge has also been designated on the Proposals Map, but as a revision to zoning has not been included as a Site Specific Allocation.
- 4.12. The Site Specific Allocations for **Britwell and Haymill regeneration area (SSA2)**, the **Canal Basin (SSA17)** and the **Moray Drive Play Area (SSA19)** all involve the loss of open space, where this can be justified in accordance with Core Policy 2 (Green Belt and Open Spaces).

Comprehensive Regeneration

- 4.13. As part of the Spatial Strategy of “concentrating development but spreading the benefits to help build local communities” the Core Strategy encourages the comprehensive regeneration of selected areas. The site allocations process provides the opportunity to identify where comprehensive regeneration should take place.
- 4.14. It is recognised that parts of Slough town centre are in need of environmental enhancement and that, because of its prominence, any improvements to its image, environment or facilities are likely to have maximum benefits for the town as a whole.
- 4.15. The South East Plan Policy (Table SP2) also recognises that “regeneration opportunities within Slough town centre could provide the catalyst for delivery of a long term vision for the town that is consistent with its regional role.”
- 4.16. The Sites identified in paragraph 4.17-4.23 below are considered to be ‘Selected Key Locations for Comprehensive Regeneration’; this means that some relaxation of policy can be allowed in accordance with Core Policy 1 (Spatial Strategy).
- 4.17. The key regeneration proposal is for the **Heart of Slough (SSA13)**, a highly accessible location which consists of a large area of the town centre around the William Street roundabout. The proposed comprehensive regeneration based on four quadrants will provide community facilities including a new library and bus station, a new residential area on the Thames Valley University site and new commercial buildings.

- 4.18. The **Heart of Slough (SSA13)** will also involve the reconfiguration of the roundabout into a crossroads. This will make the entire area more pedestrian friendly, improve links between the railway station, bus station and the shopping centre and enhance the quality of the public realm. All development will be expected to comply with the principles of the approved Master Plan for the area.
- 4.19. Although less advanced, the proposed refurbishment and remodelling of the **Queensmere/Observatory shopping centres (SSA14)** is included as a Site Specific Allocation in order to ensure that it is developed in a way that complements the **Heart of Slough(SSA13)** and promotes Slough as a Primary Regional Shopping Centre (See the South East Plan paragraph 4.11).
- 4.20. Outside of the town centre the most significant regeneration proposal is for the **Slough Trading Estate (SSA4)**. This is being promoted by SEGRO in order to accommodate modern business needs, continue to attract inward investment and provide a range of jobs available for local people.
- 4.21. While the South East Plan Policy recognises that the WCBV sub-region is strong economically (e.g. paragraph 6.32) SP4 (Regeneration and Social Inclusion, paragraph 4.18) includes Slough as an example of an urban area within an economically strong sub-region that has "scattered pockets of intense deprivation".
- 4.22. The Council is therefore promoting comprehensive regeneration schemes which can provide wider social and community benefits. The most far advanced of these is the **Britwell and Haymill regeneration area (SSA2)** which will improve the image of the area, improve retail, community and recreation facilities to support the neighbourhood and improve some of the housing stock.
- 4.23. The comprehensive redevelopment of the **Slough Canal Basin (SSA17)** is another scheme being promoted by the Council in partnership with British Waterways. This will improve access to the canal towpath as a recreation and amenity area, create a focal point and provide for new homes in an interesting setting reasonably close to the town centre.
- 4.24. In order to facilitate the Council's longer term plans for regeneration four additional areas have been designated as Selected Key Locations for Comprehensive Regeneration in keeping with the Core Strategy's Spatial Strategy (paragraph 7.23). The designation, explained in Core Policy 1 (Spatial Strategy), will help to promote comprehensive regeneration which will maximise the overall environmental, social and economic benefits that can be provided, as explained below.
- 4.25. These are at defined areas at **Chalvey High Street Shopping Centre (SKL2); Bath Road, Cippenham (SKL1); Stoke Road/Mill Street (SKL3)** and the **Former Langley Oil Depot/Railway Station Car Park (SKL4)**.
- Housing**
- 4.26. One of the principle reasons for allocating sites is to ensure that there are sufficient sites to meet the housing allocation set out in the South East Plan and the Core Strategy.
- 4.27. Core Policy 3 (Housing Distribution) states that a minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026. The South East Plan Policy H1 (Regional Housing Provision 2006-2026) clarifies that the housing allocation in paragraph 4.25 for Slough is 6,300 net additional dwellings over the plan period.

- 4.28. The Housing Trajectories in the Core Strategy and subsequent Annual Monitoring Reports show that there are sufficient identified sites to meet the housing allocation. There is also a surplus of sites which is sufficient to provide a contingency in case some of them don't come forward as envisaged. The residential elements within the **Heart of Slough (SSA13)**, **Queensmere/Observatory shopping centre (SSA14)**, **Town Hall (SSA11)**, **Post Office Sorting Office (SSA16)**, **Slough Canal basin (SSA17)**, **Britwell and Haymill regeneration area (SSA2)**, **Arbour Vale school (SSA18)** and **BT site, Langley Road (SSA22)** are already included in the Housing Trajectory.
- 4.29. Although there is no overriding need for any more housing, there is a shortage of family and affordable housing. The major housing development known as **Cippenham Phase 4 (SSA7)** has been included as a Site Specific Allocation because it forms part of an "Area of Major Change" in the Core Strategy and there is a need to confirm the extent of the final phase of the development area south of Cippenham. This will also provide a continuing supply of family housing. Two other new small sites have been included in order to establish their acceptability for housing development in accordance with planning policy. As explained above, **Newbeech House, (SSA3)** is proposed for housing on the basis that some redevelopment can take place upon this brownfield site without affecting the openness of the Green Belt.
- 4.30. The redevelopment of part of the **Moray Drive Play Area (SSA19)** has been included as a Site Specific Allocation for a limited amount of housing on the basis that this can be justified in accordance with Core Policy 2 (Green Belt and Open Spaces) because it will enable the rest of it to be restored and used as a play area.
- 4.31. Existing Local Plan housing sites such as Castlevew and Middlegreen Trading Estate (which already have planning permission), and Land at Ditton Farm (which has only a small parcel of undeveloped land remaining) will be shown on the Proposals Map. They are not included as Site Specific Allocations because they remain as Proposal Sites as set out in saved Local Plan Policy H2 (Housing Sites) and the last remaining land of the site at Ditton Farm.
- 4.32. All Site Specific Allocations have been included in the revised Housing Trajectory in Appendix 3. This shows that the housing allocation could be exceeded by around 15% if all of the sites were developed which provides a contingency and the necessary flexibility to ensure that the allocation will be met if some of the identified sites are not delivered in the lifetime of the Core Strategy.
- 4.33. It is recognised that there is a need for additional traveller and gypsy sites in Slough, although the exact numbers will be determined through the review of the South East Plan. Core Policy 4 (Type of Housing) sets out the criteria for identifying gypsy or traveller sites and the Core Strategy explains that a new site is likely to be in the Colnbrook or Poyle area. A specific site in Poyle has now been identified, but it is not considered appropriate to include it as a Site Specific Allocation because land ownership and flooding issues need to be resolved.

Employment

- 4.34. The South East Plan designates Slough as a regional hub. It also recognises that it is an administrative and commercial centre which has strong interaction with Heathrow Airport and is situated on an interchange point on rail network. Paragraph 4.8 sets out the role of Regional hubs, including that they should be a focus for investment in economic activity and regeneration, and employment development.

- 4.35. Core Policy 5 (Employment) states that intensive employment generating uses such as B1(a) offices will be located in Slough town centre in accordance with the Spatial Strategy. The Core Strategy explains that there is capacity within the existing office stock and proposed new developments to accommodate around 10,000 new jobs in Slough town centre.
- 4.36. Core Policy 5 also allows for B1(a) offices to be located on the Slough Trading Estate as an exception in order to facilitate the comprehensive regeneration of the estate. The Core Strategy assumes that around 3,600 new jobs will be created on the Trading Estate over the plan period.
- 4.37. There were a number of proposals for new office developments within Slough town centre submitted as part of the site allocations process. These demonstrated there are sufficient sites to implement the Spatial Strategy's aspirations to focus employment growth in Slough Town Centre. While these may be acceptable in principle, the Site Allocations DPD has given priority to the office schemes within the comprehensive regeneration schemes, such as the **Heart of Slough (SSA13)** and **Slough Trading Estate (SSA4)**, because of the wider benefits that these can provide. As a result no individual office developments have been included as Site Specific Allocations, but this will not prevent suitable office schemes from coming forward in the town centre.
- 4.38. Core Policy 5 (Employment) states that 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. The proposed extension to the **Sainsbury's (SSA5)** store in the Farnham Road and the proposed new supermarket in the **Langley Business Centre (SSA23)** are considered acceptable within Existing Business Areas on the basis that they will continue to provide employment.
- 4.39. The designation of part of the **Bath Road, Cippenham (SKL1)**, the **Stoke Road/Mill Street (SKL3)** area and the **Former Langley Oil Depot and Railway Station Car Park (SKL4)** as Selected Key Locations for Comprehensive Regeneration could result in the loss of Existing Business Areas. This would only take place as a relaxation of policy in accordance with Core Policy 1 (Spatial Strategy) where this can be justified by the overall benefits that will be provided. It is not considered that this will affect the overall quality and diversity of employment uses in the Borough.

Retail

- 4.40. South East Plan Policy TC1 (Strategic Network of Town Centres) identifies Slough as a Primary Regional Centre. Core Policy 6 (Retail, Leisure and Community Facilities) states that all major retail development will be located in Slough town centre in order to enhance its attractiveness as a Primary Regional Shopping Centre. Local Plan Policy S1 (Retail Hierarchy) also identifies the Farnham Road and Langley Village as District Centres.
- 4.41. The identification of Site Specific Allocations can help to reinforce the role of these centres and enhance their vitality and viability.
- 4.42. The proposed refurbishment and remodelling of the **Queensmere/Observatory shopping centres (SSA14)** will improve the layout, connectivity, environment and appearance of the centres in order to help attract new large anchor tenants and contribute to retaining Slough's status as a Primary Regional Centre.
- 4.43. The **Heart of Slough (SSA13)** regeneration will greatly improve the attractiveness of the town centre but any retail development within it will have to be complementary to the existing shopping centre. The inclusion of the Tesco Extra superstore within the Town Centre Shopping Centre on the Proposals Map is intended to reflect its role as an integral part of Slough's primary retail frontage.

- 4.44. The Core Strategy also identifies the need for enhancements to the anchor food stores in the two District Centres. As a result the **Sainsbury's (SSA5)** and **Lidl (SSA6)** stores on the Farnham Road have been included for expansion, and a new supermarket is proposed in the **Langley Business Centre (SSA23)** adjacent to the Langley Harrow Market shopping centre. Apart from this it is not considered necessary to extend the shopping centres.
- 4.45. The **Britwell and Haymill regeneration area (SSA2)** will provide a new supermarket and shops which will replace those in the Wentworth Avenue neighbourhood centre. It is considered that this will enhance the quality of retail provision for the local community.
- 4.46. The extended Sainsbury's store on the Farnham Road will provide for all major food and convenience shopping on the **Slough Trading Estate (SSA4)** in accordance with the Illustrative Master Plan. The retail provision within the Leigh Road Commercial Centre will be limited to small scale top up shopping for employees on the Estate.
- 4.47. The designation of the **Chalvey High Street Shopping Centre (SKL2)** as a "Selected Key Location for Comprehensive Regeneration" could result in the loss of a designated shopping area. This would only take place as a relaxation of policy in accordance with Core Policy 1 (Spatial Strategy) where this can be justified by the overall benefits that will be provided. It is not considered that this would affect the overall vitality or viability of the Chalvey neighbourhood shopping centre.

Community and Leisure Facilities

- 4.48. Core Policy 6 (Retail, Leisure and Community Facilities) supports the retention or, if necessary, the suitable replacement of community facilities. Core Policy 11 (Social Cohesiveness) encourages the development of new facilities which serve the recognised diverse needs of local communities. Although Core Policy 6 prioritises the town centre as the preferred location for most types of community facilities, it is acknowledged that others are better located across the Borough where they are easily accessible to the local communities that they serve.
- 4.49. The **Heart of Slough (SSA13)**, **Thames Valley Community Centre (SSA9)**, **Slough Trading Estate (SSA4)** and **Britwell and Haymill regeneration area (SSA2)** will provide a range of community, leisure, and training facilities across Slough Borough.

Transport

- 4.50. The South East Plan identifies Slough as a regional transport hub at the junction of two international and inter-regional corridors and three regional spokes. The role of regional hubs as a focus for transport is set out in policies SP2 (Regional hubs), T1 (Manage and Invest) and T8 (Regional spokes).
- 4.51. Slough Core Policy 7 (Transport) states that developments that should 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;
 - Improvements to Slough, Burnham and Langley railway stations and
 - The creation of a transport hub within Slough Trading Estate.

4.52. The Site Specific Allocations will therefore help to implement these transport schemes. The **Heart of Slough (SSA13)** includes the provision of a new bus station, and the **Slough Trading Estate (SSA4)** includes a new transport hub in the Leigh Road central core area. The designation of the **Former Langley Oil Depot/Railway Station Car Park (SSA4)** as a Selected Key Location for Comprehensive Regeneration includes the Langley Station car park and the rail sidings in order to ensure that optimum use is made of these as part of any redevelopment that takes place.

Natural and Built Environment

4.53. Core Policy 9 (Natural and Built Environment) seeks to enhance and preserve the natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. Slough has two statutory nature reserves. It also has six Local Wildlife Sites (formerly known as Wildlife Heritage Sites) where some nature conservation interest has been identified, but these are not necessarily managed with wildlife in mind.

4.54. As a continuation of Local Plan Policy EN23 (Areas of Local Nature Conservation Interest), seven sites are proposed as future non-statutory informal nature reserves (NSINR). These are at **Lynch Hill/Bangle's Spinney (SSA1)**; **Watercress Beds west of Keel Drive (SSA8)**; **Chalvey Millennium Green (SSA10)**; **Land south of Stranraer Gardens (SSA12)**; **Halkingcroft Wood, Middlegreen Road (SSA21)**; **Land west of Hollow Hill Lane, Langley (SSA24)**; and **Old Slade Lake, Orlits Lake and Colnbrook West, Lakeside Road, Colnbrook (SSA25)**. Some of these sites have been identified as Local Wildlife Sites while others do not currently satisfy the Local Wildlife Sites criteria but have been identified for their semi-natural habitat. However they could become nature reserves if the habitat is enhanced, they are specifically managed for wildlife, and long term management arrangements are in place.

4.55. The proposal for NSINRs provides an opportunity to seek and encourage enhancement and management plus public access where appropriate through the planning system (e.g. Core Policy 9 (Natural and Built Environment)), and through the Council's general duty to increase biodiversity.

4.56. In addition Slough can help with enhancing biodiversity of the South East Region through focusing attention on areas in the Borough that could contribute to the Region's priority habitats identified in the South East Biodiversity Action Plan. These are known as Biodiversity Opportunity Areas and many have been identified across the South East. One of the smaller ones is centred on the area around the Local Nature Reserves at Haymill Valley and Cocksherd Wood. One of the non-statutory informal nature reserve proposals, Lynch Hill, falls within the area. Another Opportunity area covers the Jubilee River (Bray to Eton Pits and Meadows) part of which is in the Borough. A third Biodiversity Opportunity Area (Colne Valley Gravel Pits and Reservoirs) has part within the Green Belt and Colne Valley Park in Colnbrook and Poyle, in the east of the borough. Biodiversity Opportunity Areas are not directly referred to in Core Policy 9 but are shown in Appendix 4 for information. Various local conservation bodies will work jointly to facilitate enhancements to these areas in liaison with local bodies and owners. Through the planning system opportunities will be taken to contribute to the enhancement process.

Selected Key Locations for Comprehensive Regeneration

4.57. In addition to the Site Specific Allocations, it is proposed to identify a number of other key sites which may form part of comprehensive regeneration schemes at some stage in the future.

- 4.58. Core Policy 1 (Spatial Strategy) states:
'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 justified by overall environmental, social and economic benefits that will be provided to the wider community.'
- 4.59. The Core Strategy (paragraph 7.23) indicates where some of these Selected Key Locations will be but makes it clear that other areas can be considered in the Site Allocations DPD. Many of these areas, such as the **Heart of Slough (SSA13)**, have been brought forward as Site Specific Allocations, but there are some which are not sufficiently advanced to be treated as such. As a result it is proposed to identify the following four areas as Selected Key Locations for comprehensive regeneration.
- 4.60. The part of the A4 **Bath Road, Cippenham (SKL1)** which currently contains the Trade Sales car showrooms and sites has been included as a Selected Key Location on the basis that it could be redeveloped for residential use. This would involve the relaxation of Core Policy 5 (Employment) which prevents the loss of Existing Business Areas.
- 4.61. The **Shopping Centre, Chalvey High Street (SKL2)** adjoins the Thames Valley Community Centre and has the potential to be developed in co-ordination with this. As a result it has been identified as a key location that could form part of the wider Chalvey regeneration area. It is considered that it could be redeveloped without having to replace all of the existing shops.
- 4.62. The **Stoke Road/Mill Street (SKL3)** area close to the town centre has been included on the basis that there is a long standing recognition that the image of the area could be improved and the area would benefit from being redeveloped in a comprehensive manner for a mix of uses.
- 4.63. The **Former Langley Oil Depot/Railway Station Car Park (SKL4)** has been included as a Selected Key Location for comprehensive regeneration in recognition of the fact that it may not be suitable for business or warehousing use because HGVs cannot gain access to it under the low bridge in Station Road. As a result long term solution needs to be found with a suitable mix of uses which also improves access to the site, remediates the site as required, maintains the Green Belt, improves access to the Colne Valley Park and retains some capacity for rail deliveries via the adjacent existing sidings.

Chapter 5: Site Specific Allocations

- 5.1. This chapter sets out the Site Specific Allocations Policy, and identifies the site specific proposals the Council considers can bring most benefits to the Borough from their implementation. These sites will help implement the key aspects of the Core Strategy, as influenced by the South East Plan (Published May 2009).
- 5.2. A detailed explanation of how the sites relate to the Core Strategy and South East plan is set out in Chapter 2, and the site boundaries are also shown on the Proposals Map. The policy is set out below, and is followed by a series of site schedules that set out more information about them.

Site Allocation Policy 1

The sites listed below, as shown on the Proposals Map and described in the following section are designated as Site Specific Allocations.

Proposals on the sites listed below which are in accordance with their Proposed Use and Site Planning Requirements will be considered acceptable in principle.

Site Specific proposals will need to be developed in accordance with policies in the development plan and national planning guidance unless material considerations determine otherwise.

Ref no.	Proposal address	Proposed Use
SSA1	Lynch Hill and Bangle's Spinney	Non-statutory informal nature reserve
SSA2	Britwell and Haymill Regeneration Area	Mixed use: community, retail, residential and public open space
SSA3	Newbeech, Long Readings Lane, Elderly Persons Home and Day Centre	Residential (family housing) and or community use
SSA4	Slough Trading Estate (including Leigh Road Central Core Area)	Mixed use: Offices, Research and Development, Light Industrial, General Industrial, Storage and Distribution, Residential, Retail, Food and Drink, Hotels, Conference Facilities, Educational Facilities, Recreation and Leisure Uses.
SSA5	149-153 Farnham Road and 415-426 Montrose Avenue	Retail (extension or redevelopment of existing supermarket with car parking)
SSA6	352-358 Farnham Road	Retail (extension to supermarket)
SSA7	Cippenham Phase 4	Residential (family housing)
SSA8	Watercress beds west of Keel Drive	Non-statutory informal nature reserve
SSA9	Thames Valley Community Centre	Mixed use: community and education

Ref no.	Proposal address	Proposed Use
SSA10	Chalvey Millennium Green	Non-statutory informal nature reserve
SSA11	Slough Town Hall	Mixed use: residential, community, education, commercial
SSA12	Land south of Stranraer Gardens	Non-statutory informal nature reserve
SSA13	Heart of Slough	Comprehensive regeneration for residential, offices, hotel, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to the public realm and parking.
SSA14	Queensmere and Observatory Shopping Centres	Mixed use: retail, leisure, residential
SSA15	Upton Hospital, Albert Street	Medical and Healthcare uses
SSA16	Post Office Sorting Office, Wellington Street	Residential or mixed use: business and residential
SSA17	Slough Canal Basin, Stoke Road	Mixed Use: residential, hotel, retail, business, public open space.
SSA18	Former Arbour Vale School, West Wing, St. Joseph's playing field, Stoke Road	Community, residential, playing fields
SSA19	Play Area off Moray Drive	Residential and public open space including play area
SSA20	Wexham Park Hospital, Wexham Road	Medical and Healthcare uses
SSA21	Halkingcroft Wood, Middlegreen Road	Non-statutory informal nature reserve
SSA22	BT Site and 297 Langley Rd	Mixed use: residential and health centre
SSA23	Part of Langley Business Centre, 11/49 Station Rd, Langley	Retail (food)
SSA24	Land West of Hollow Hill Lane, Langley	Non-statutory informal nature reserve
SSA25	Old Slade Lake, Orlits Lake and Colnbrook West, Lakeside Road, Colnbrook	Non-statutory informal nature reserve

Implementation

- 5.3. This policy will be implemented, in conjunction with other policies in Slough's Development Plan, through the determination of planning applications. Proposals should meet the Site Planning Requirements set out in the accompanying site schedules. Where stated, Master Plans will be expected to be prepared by developers to ensure comprehensive redevelopment proposals bring maximum benefits to Slough's community.
- 5.4. Planning applications will also need to comply with policies in Slough's Development Plan. This includes issues that may need to be considered early on in the process (e.g. access, or flood risk constraints) that may impact on the scale, footprint and/or design of development proposals.
- 5.5. Planning proposals will need to comply with policies that address issues including but not restricted to:
- Flood risk from sources other than fluvial (rivers and streams etc.) including groundwater, spring lines, surface water and foul sewers identified in the Council's current Strategic Flood Risk Assessment
 - Sustainable design and construction, air pollution, land contamination and incorporation of energy from local zero or low carbon technology sources
 - Preservation and enhancement of the historic environment including listed buildings and archaeology
 - Preservation and enhancement of biodiversity across the Borough
 - Provision of social and physical infrastructure that meets the needs of Slough's diverse communities
 - Compensation for loss of community facilities
 - Designing out crime (Crime Prevention)
- 5.6. Proposals will also need to comply with the South East Plan and other planning guidance and best practise as appropriate. Financial contributions and affordable

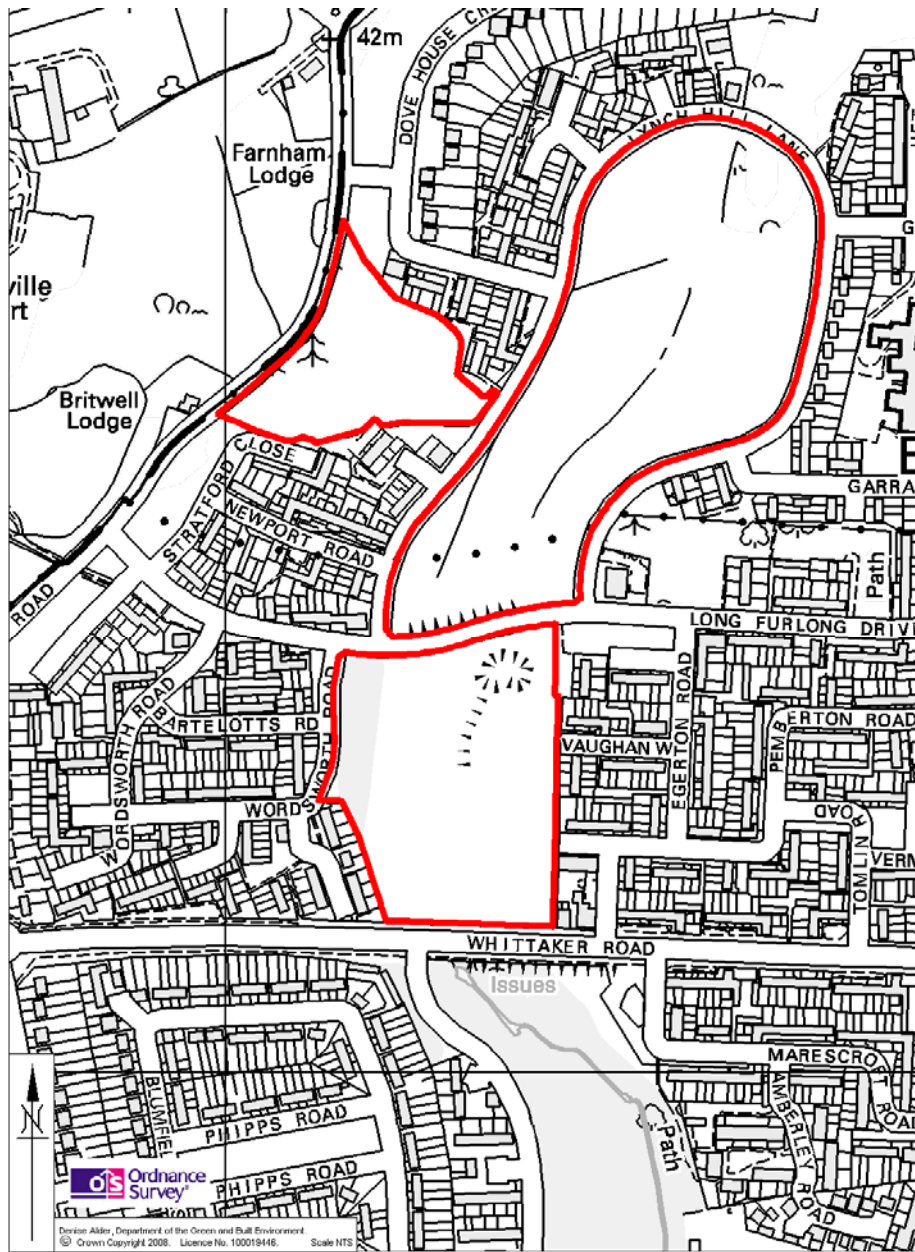
housing will be expected in accordance with the Council's published guidance (currently part 2 of the Developers Guide) unless otherwise stated or agreed.

- 5.7. The implementation of delivery of Site Specific Allocations in this policy will be monitored as set out in Chapter 3.

Site Specific Proposal Schedules

- 5.8. The following section contains a schedule for each site that sets out supporting information including why the allocation has been made and Site Planning Requirements. The site schedules also include the Core Strategy Strategic Objectives it will help deliver, an OS based map showing the site boundary, its area (in hectares) and grid reference, and background information as appropriate or available. The schedules do not list all the policies that any planning application will have to comply with as these may change over the lifetime of the Site Allocation DPD.
- 5.9. Each of the sites in the policy is included with the following information:
- Site Reference (prefixed with 'SSA' to identify it as a Site Specific Allocation)
 - Site address, Ward(s), area (in hectares) and grid map reference
 - The proposed use as set out in Site Specific Allocation Policy 1
 - A map of the site with a red line drawn around its boundary - note this is not to scale
 - Relevant Strategic Objectives from the Core Strategy (listed in Chapter 2)
 - Zonings affecting the site as shown on the Proposals Map
 - Current use(s)
 - The reason for the allocating the site
 - Site Planning Requirements (site and proposal specific guidance that develops that in the Core Strategy and LDF that any planning application must address)
 - Background information (additional and supplementary details to support the other information provided).

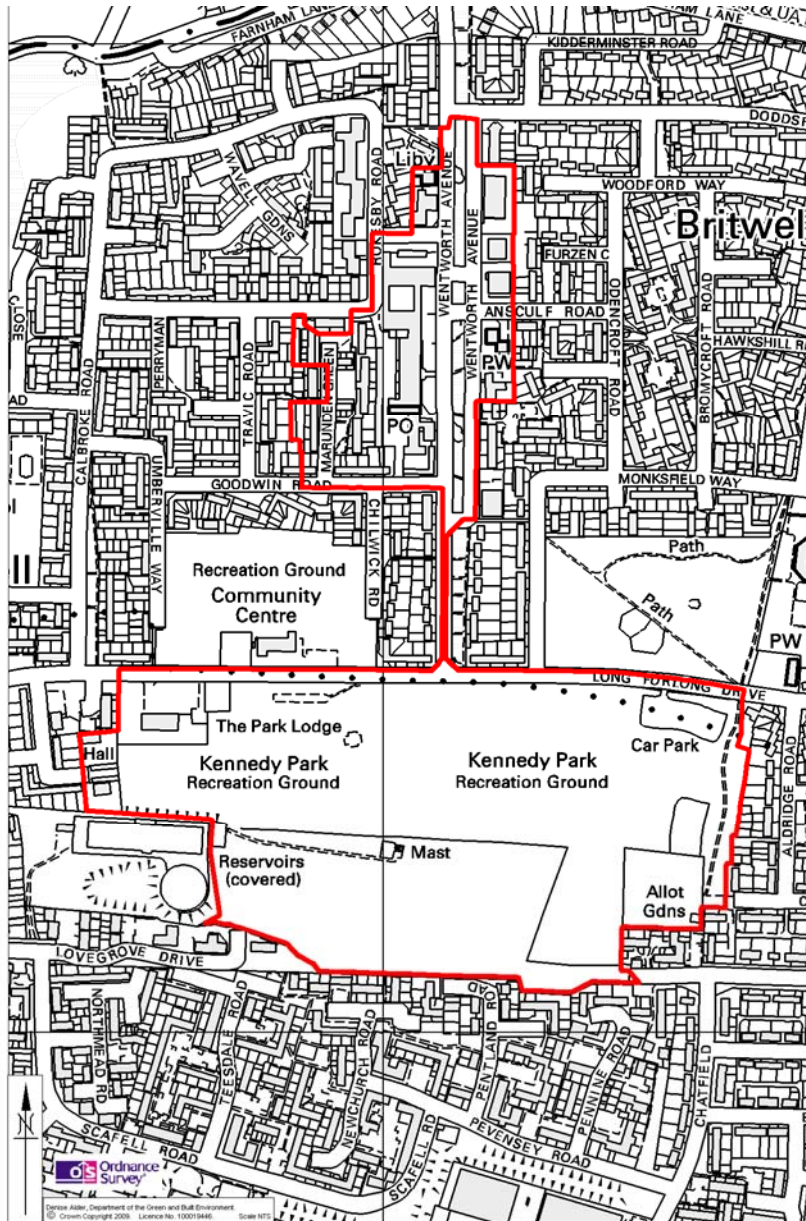
Site Reference	SSA1	Ward	Britwell
Address	Lynch Hill and Bangle's Spinney, Lynch Hill Lane		
Area (ha)	11.24	Grid Reference	494290, 182530
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood zone: 2 and 3 Public open space, (small part) Green Belt
Current use(s)	Public open space

Site Reference	SSA1	Ward	Britwell
Address	Lynch Hill and Bangle's Spinney, Lynch Hill Lane		
Reason(s) for Allocation	Enhance Biodiversity		
Site Planning Requirements	Encourage habitat enhancement and/or creation		
Background	<p>Much of the Lynch Hill site has limited natural habitat being mainly rough amenity grassland but there is scope to enhance it alongside its role as a recreation space for nearby residents. Bangle's Spinney is wooded but has scope to be specifically managed for wildlife. The sites form a link between adjacent local nature reserves and open spaces beyond the Borough. Collectively the areas form a corridor that wildlife can use to help strengthen the biodiversity value of each site and allow some wildlife to penetrate the built up areas near the corridor for example back gardens.</p> <p>This site is part of a Biodiversity Opportunity Area that also covers adjacent areas of natural habitat including Wildlife Heritage (Local Wildlife) Sites to the north and south (Cocksherd Wood and Haymill Valley). See the section on Natural and Built Environment in Chapter 4 of this document.</p>		

Site Reference	SSA2	Ward	Britwell
Address	Britwell and Haymill Regeneration Area		
Area (hectares)	22.29	Grid Reference	495060, 182480
Proposed Use:	Mixed use: community, retail, residential and public open space		



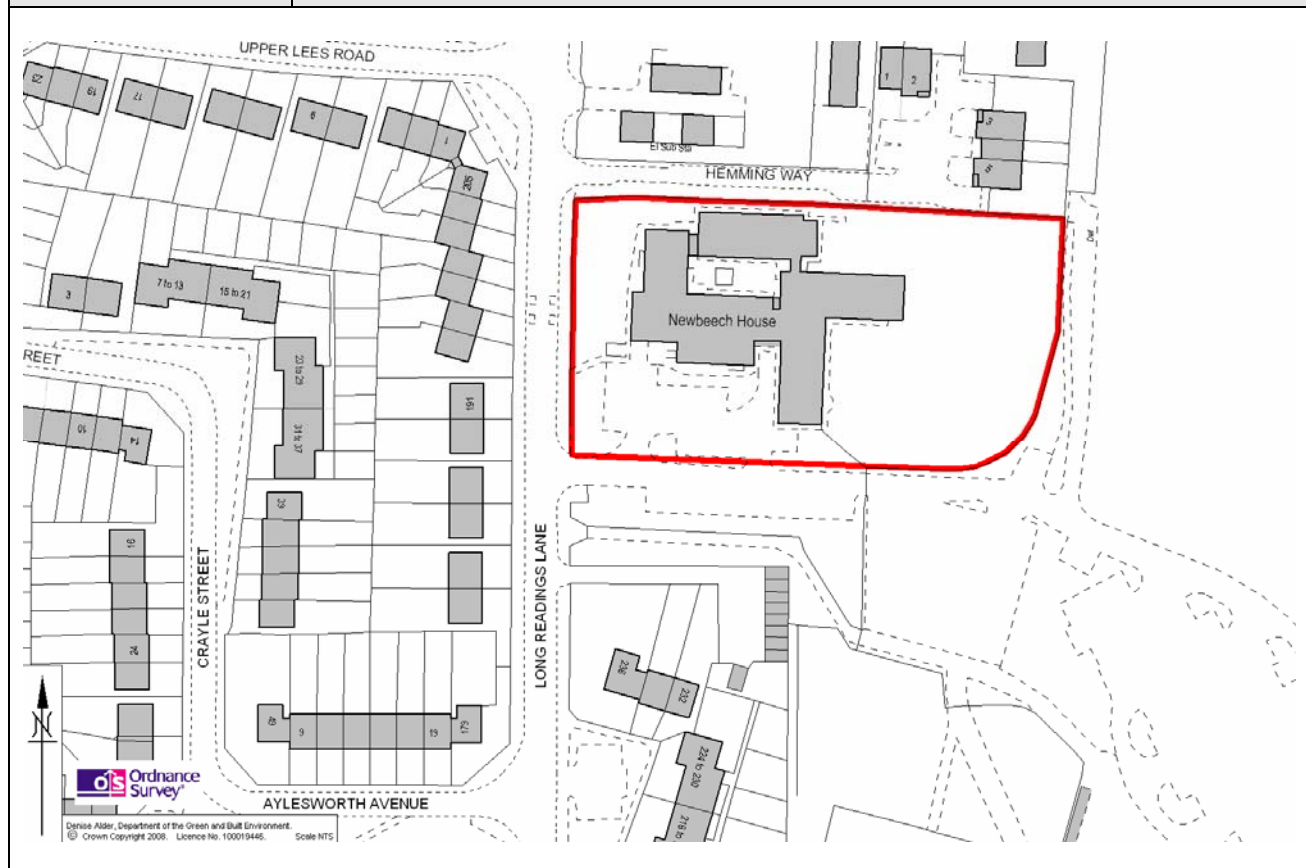
Relevant strategic Objective(s)	A B C E F K
Zoning	Flood zone: 1 (part) Shopping Centre (part) Public Open Space

Site Reference	SSA2	Ward	Britwell
Address	Britwell and Haymill Regeneration Area		
Current use(s)	Retail, community, public open space, residential, vacant land		
Reason(s) for Allocation	To regenerate the area in a sustainable way in particular improve the image of the area, improve the housing stock, provide a range of new housing in terms of size and tenure but with an emphasis on family housing, provide better local shopping and community facilities, enhance open space recreation facilities, enhance wildlife habitat (biodiversity), improve local access to shops/community facilities, in particular access from the south of the Site.		
Site Planning Requirements	<ul style="list-style-type: none"> • A comprehensive scheme for the entire Site should be agreed before any phase of new development commences. In particular any development on the Park needed to assist redevelopment of the Wentworth Avenue shops area (in terms of re-housing people and enabling development) should be accompanied by a statement of objectives and principles for enhancing the Wentworth Avenue shops area plus a commitment to submit an application for the latter. This is to ensure the potential for enhancements is optimised and coordinated • The retail element should be in accordance with the Planning Brief. The total amount of retail floorspace for the completed development should be no greater than that which currently exists within the Wentworth Avenue shopping centre • Any exceptions to Council policy must be clearly justified in accordance with Core Policy 1 (Spatial Strategy). Any public open space lost should ideally be replaced. If this is not feasible in the short term, existing open space must be enhanced in terms of quality and range of activities available for the local community in accordance with Core Policy 2 (Green Belt and Open Spaces). A contribution towards existing sport and recreation facilities should be made. In particular specific provision for older children should be provided. The open space should also be enhanced in terms of its biodiversity (wildlife habitat) • Access by modes of travel other than the car to local shops and community facilities by Britwell and Northborough residents should be enhanced. Public transport infrastructure should be enhanced including provision for a north-south bus route through the Site such that the core of Britwell can be linked to Northborough and the Trading Estate • A range of housing should be provided but with an emphasis predominantly on family housing in accordance with Core Policy 4 (Type of Housing). In order to help create a mixed, sustainable community, taking account of the large proportion of affordable housing in the wider area, the quantity of new social housing should not be substantially above the proportion normally required in Core Policy 4 • This Site has particular contamination issues, as a result of past landfill and construction activity on various parts of the site, which need to be investigated and addressed • Any existing contamination or methane gas in the ground spreading or affecting new development and users of the site will need to be addressed in accordance with Core Policy 8 (Sustainability and the 		

Site Reference	SSA2	Ward	Britwell
Address	Britwell and Haymill Regeneration Area		
	<p>Environment)</p> <ul style="list-style-type: none"> The Council's normal design and community safety policies will apply but key considerations for this Site will be improving the image of the area, quality of public spaces, robust design features and crime prevention measures 		
Background	<p>The main reason for this site coming forward is a desire to improve Britwell and the nearby Northborough area (Part of Haymill Ward). Parts of the area experience significant deprivation according to published Government statistics.</p> <p>The area is identified as an Area of Major Change in the Core Strategy which would benefit from being redeveloped in a comprehensive manner in order to meet the needs of the local community.</p> <p>Better shopping, community and recreation facilities are needed to serve the local population together with better access to them in particular from Northborough which currently has no suitable direct link to the Wentworth Avenue shops etc. The image of the area could be improved through redevelopment. Some housing needs improving and changing to make it better suited to local people's current needs in particular the tower block flats. Introducing a variation in housing tenure may benefit the area in the long term. Open Space improvements can increase the range of activities available. The Kennedy Park mound is a distinctive feature of the area that could be enhanced.</p> <p>The Council as land owner and Housing Authority is preparing a regeneration scheme involving developing part of the Park to allow the Wentworth Avenue shops area to be redeveloped without loss of shops and housing while work is underway and help with funding the scheme. Loss of open space is a very significant matter hence the need for careful consideration of any such proposal. The overall economic, social and environmental benefits that comprehensive regeneration will bring could justify the loss of open space as an exception to Core Policy CP2 (Green Belt and Open Spaces), if suitable compensatory measures are provided. The regeneration proposals are likely to result in a minimum net increase of 150 dwellings.</p> <p>Because of past landfill operations under the southern, open, part of the site development nearby can only go ahead if there is proof that it will not affect new development and users of the open areas.</p>		

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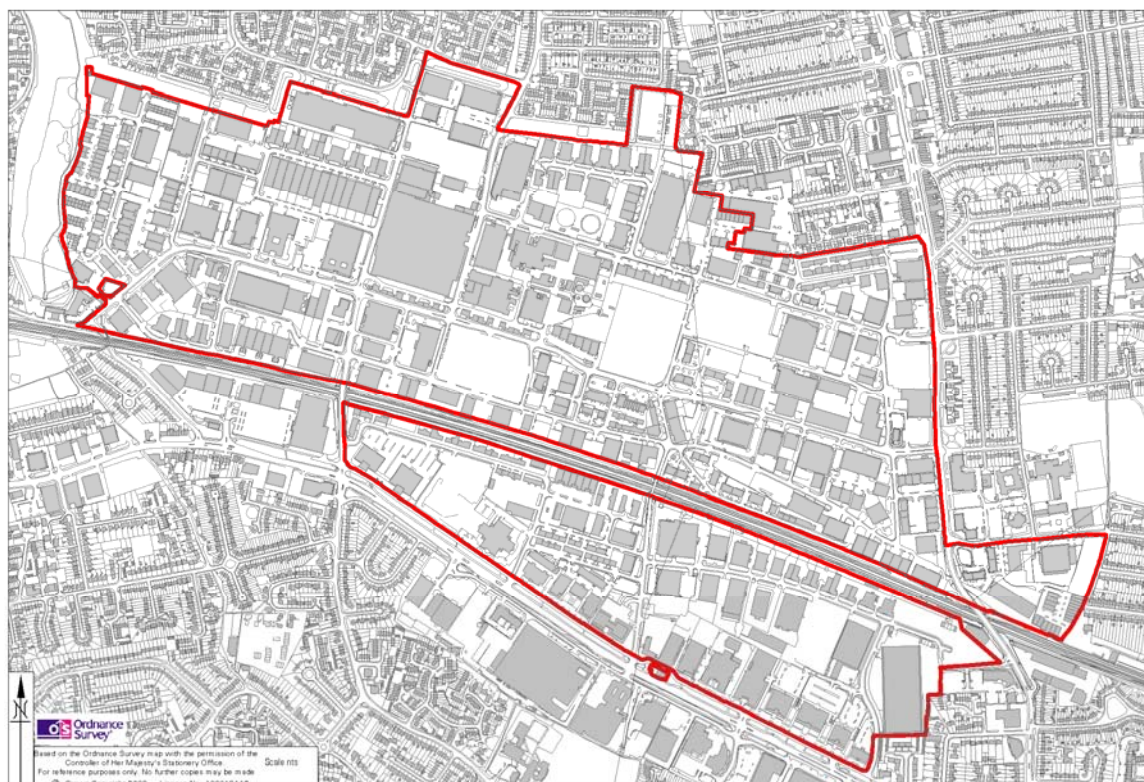
Site Reference	SSA3	Ward	Britwell
Address	Newbeech House, Long Readings Lane		
Area (hectares)	0.53	Grid Reference	495650,182810
Proposed Use:	Residential (family housing) and/ or community use		



Relevant strategic Objective(s)	A B C
Zoning	Flood zone: 1 Green Belt
Current use(s)	Elderly Persons Home and Day Centre
Reason(s) for Allocation	To establish the principle of redeveloping this brownfield site for family housing even though it is within the Green Belt.
Site Planning Requirements	Redevelopment proposals should: <ul style="list-style-type: none"> • Provide for family housing across the site • Ensure the Day Centre facilities are suitably re-provided or compensated for elsewhere
Background	This is a built site within the Green Belt. It is surrounded on three sides by residential development with the new Beechwood School, which has been rebuilt within the Green Belt, to the east. As a result it is not considered that the site fulfils a Green Belt function.

Site Reference	SSA3	Ward	Britwell
Address	Newbeech House, Long Readings Lane		
Background continued...	<p>The existing Elderly Persons Home and Day Centre is being closed as part of the Council's programme of replacing smaller homes with the new facility at Wexham. Although there is no overriding need for any more housing sites in order to meet the housing allocation in the Regional Plan, it is considered necessary to find a suitable new use for this brown field site. As a result it is being included as a Site Specific Allocation in order to establish its acceptability for housing in accordance with Green Belt policy.</p> <p>The reuse of buildings can be appropriate development within the Green Belt in accordance with PPG2 (Green Belts). In this case, however, it is not practical to seek to re use the existing institutional building for residential purposes, particularly when there is a need for family housing.</p> <p>In this respect, Core Policy 4 (Type of Housing) states that <i>"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"</i>.</p> <p>As a result it is proposed to allow the redevelopment of the site for family housing in accordance with Core Policy 4, which also complies with the intensions of PPG2 in that this will not have a materially greater impact than the present use on the openness of the Green Belt and the purposes of including land in it.</p> <p>The Elderly Persons Home also contains a Day Centre which is classed as a community facility for the purposes of Core Policy 6 (Retail, Leisure and Community Facilities). As a result it will be necessary to ensure that this has been adequately re-provided for.</p>		

Site Reference	SSA4	Ward	Haymill / Farnham
Address	Slough Trading Estate, Bath Road, Slough		
Area (hectares)	161.24	Grid Reference	495420, 181250
Proposed Use:	Offices, Research and Development, Light Industrial, General Industrial, Storage and Distribution, Residential, Retail, Food and Drink, Hotels, Conference Facilities, Educational Facilities, Recreation, Community and Leisure Uses.		



Relevant strategic Objective(s)	A D E I
Zoning	Flood Zone: 1 Existing business area, Trading Estate Simplified Planning Zone (SPZ)
Current use(s)	Primarily employment
Reason(s) for Allocation	<p>To ensure that the comprehensive regeneration of the Trading Estate takes place in accordance with the Masterplan which will enable it to continue to attract inward investment, create jobs and offer opportunities for improving skills and training to local people.</p> <p>To ensure that any major office development that is allowed within the proposed Leigh Road hub will facilitate the comprehensive regeneration of the estate.</p>
Site Planning Requirements	Development Proposals within the Slough Trading Estate should be generally in accordance with the Illustrative Masterplan and accompanying Masterplan Document (January 2009) and the Leigh Road Central Core Area which forms part of it unless otherwise agreed by the Council.

Site Reference	SSA4	Ward	Haymill / Farnham
Address	Slough Trading Estate, Bath Road, Slough		
	<p>Relevant development may also take place in accordance with the Simplified Planning Zone or Local Development Order.</p> <p>The main planning requirements, as set out in these documents are as follows:</p> <ul style="list-style-type: none"> • 130,000 square metres (GIA) of additional new B1 (a) offices is proposed to be built out in the Leigh Road Central Core area unless otherwise agreed by the Council. • There is no overall increase in the total number of parking spaces upon the Trading Estate • A package of public transport improvements are provided in order to meet modal shift targets that will ensure that there is no increase in the level of car commuting into the Estate • A package of skills training is provided in order to increase the number of Slough residents working on the Estate <p>The scale and nature of the proposed retail, hotel and leisure uses apart from those in the Farnham Road should be of a scale which would predominately serve the needs of the Trading Estate and minimise the impact on the vitality and viability of the Farnham Road District centre and Slough Town Centre.</p> <p>The Sainsbury's store in the Farnham Road should be extended in order to serve the Estate as well as acting as the anchor store for the Farnham Road.</p> <p>The Leigh Road Central Core should include a transport hub and skills centre.</p> <p>Apart from the gateway features on the Bath Road and the hotel hub, all buildings will be a maximum of height of four storeys.</p>		
Background	<p>The Slough Trading Estate is the largest estate of its kind in Europe extending to over 161 hectares and catering for over 400 occupiers who provide in excess of 17,000 jobs. The Trading Estate therefore provides around a quarter of all of the jobs in the Borough and so its continued success as an employment centre is of great importance to the local economy and the prosperity of the town as a whole.</p> <p>The main body of the Trading Estate provides predominantly for a mix of industrial uses. There is however a continued decline in the traditional manufacturing industrial base and so the demand in the future will increasingly be from knowledge-based sectors requiring high quality office, hi-tech and modern industrial premises.</p> <p>Major independent B1(a) offices have been permitted along the A4 Bath Road frontage in accordance with Local Plan Policy EMP7 (Slough Trading Estate). They have not been allowed elsewhere in the Estate.</p> <p>The Trading Estate has been designated as a SPZ. This permits most types of business development, apart from B1 (a) to take place without the need for planning permission, provided all of the conditions attached to the scheme have been met. It is proposed that the SPZ will be replaced with an updated SPZ or a new Local Development Order.</p>		

Site Reference	SSA4	Ward	Haymill / Farnham
Address	Slough Trading Estate, Bath Road, Slough		
	<p>It is recognised that the Trading Estate will need to continue to evolve to serve the needs of the knowledge based industries and that there needs to be a step change in the quality of the environment Estate, the range of premises and facilities it provides.</p> <p>The Spatial Strategy in the Core Strategy can be summarised as “concentrating development but spreading the benefits”. As a result the main focus for new development is the town centre. It does, however, recognise that there will have to be selected regeneration in other locations as part of the “spreading the benefits” part of the Spatial Strategy.</p> <p>The Trading Estate has therefore been identified as an area for comprehensive regeneration in order to enable it to continue to attract inward investment, create jobs and offer opportunities for improving skills and training to local people.</p> <p>As a result Core Policy 5 (Employment) states that in order to facilitate comprehensive regeneration of the estate as a whole, B1(a) offices may also be located on the Slough Trading Estate, as an exception to policy. This will be achieved through the production of a Masterplan and the provision of a package of public transport improvements.</p> <p>The Core Strategy envisaged that around 3,600 new jobs could be created on the Trading Estate in a range of business uses, including offices. It specified that the amount of new B1 (a) offices and the scale of the other forms of development would be dependent upon a number of requirements being met. These are that there should be: no overall increase in the number of parking spaces in the Estate; no increase in the level of car commuting into the Estate; the introduction of a package of public transport improvements; and an increase in the number of Slough residents working on the Estate.</p> <p>SEGRO have prepared an ‘Illustrative’ Masterplan for the Trading Estate and submitted an outline planning application for the Leigh Road Commercial Core Centre within it.</p> <p>The key components of the Masterplan are:</p> <ul style="list-style-type: none"> • Infrastructure and streetscape enhancement • Transport Strategy • A rationalised primary and secondary route network • The Buckingham Avenue Boulevard • The Leigh Road Boulevard and new bridge • The Bath Road Primary Gateway • Secondary Gateways • A Central Amenity Core and transport hub • Secondary Amenity Cores • Skills Strategy <p>The Illustrative Masterplan sets out general land use zoning based upon the primary and secondary route network. Higher land use values are located along the primary routes with lower value uses behind the primary frontages.</p>		

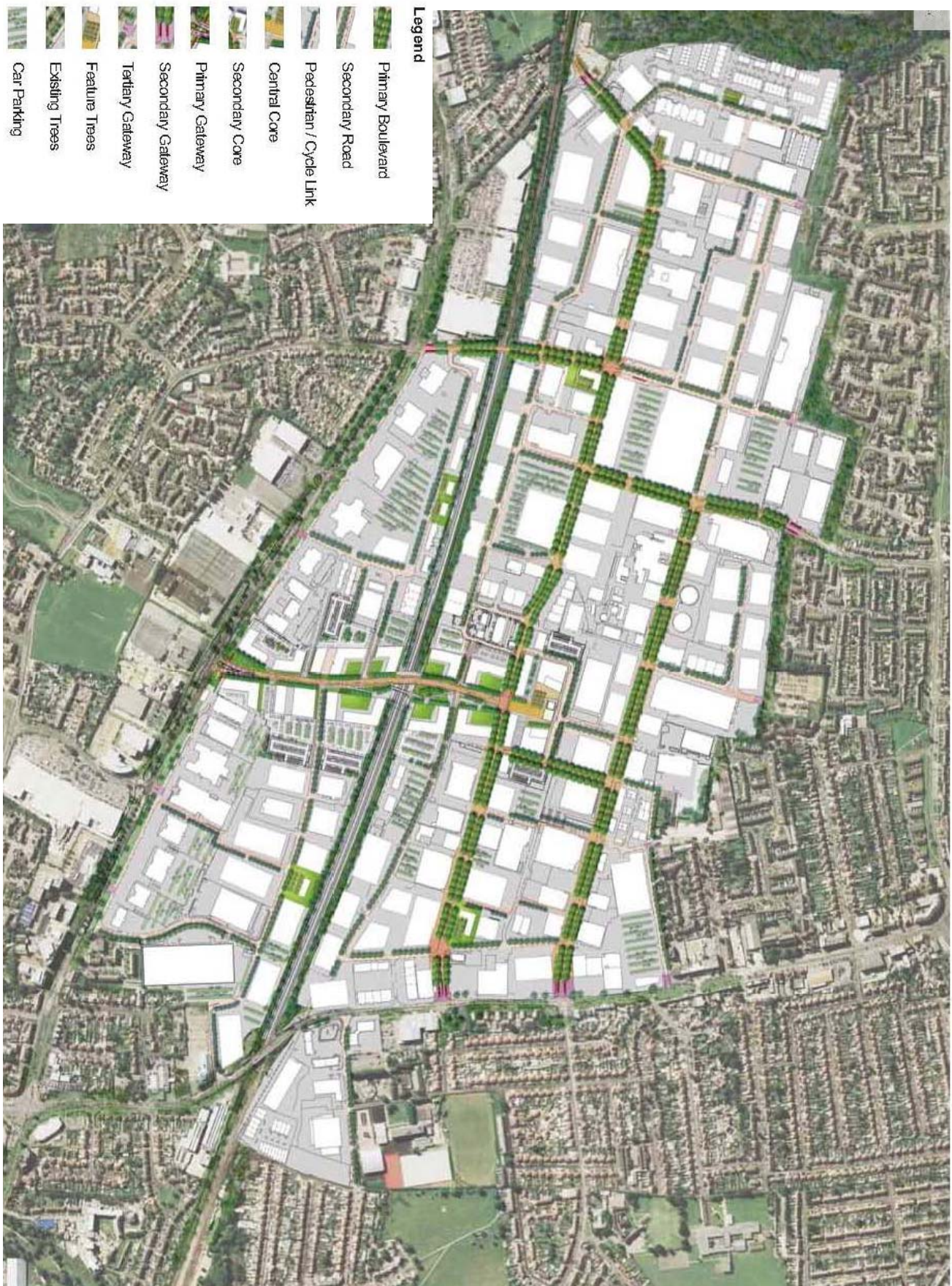
Site Reference	SSA4	Ward	Haymill / Farnham
Address	Slough Trading Estate, Bath Road, Slough		
	<p>The existing Enterprise Quarter will also be retained. This will continue to ensure that there is a range of employment within the Estate.</p> <p>Within the context of the overall Masterplan, an outline planning application has been submitted for the Leigh Road Commercial Core area which has been identified as the location for all new major B1 (a) offices. This new commercial centre with a mix of ancillary uses including a hotel and leisure facilities, retail, restaurants and cafes, is intended to meet the needs of occupiers of the estate. It also includes the realignment of Leigh Road with a new bridge and linear park. There would be a central core to the north which would include the transport hub and a new landmark gateway on the Bath Road.</p>		

Figure SSA4 – 1:
Slough Trading Estate Masterplan - Key Components and Proposed Land Uses
(Source: Slough Trading Estate Illustrative Masterplan Document – SEGRO 2008)

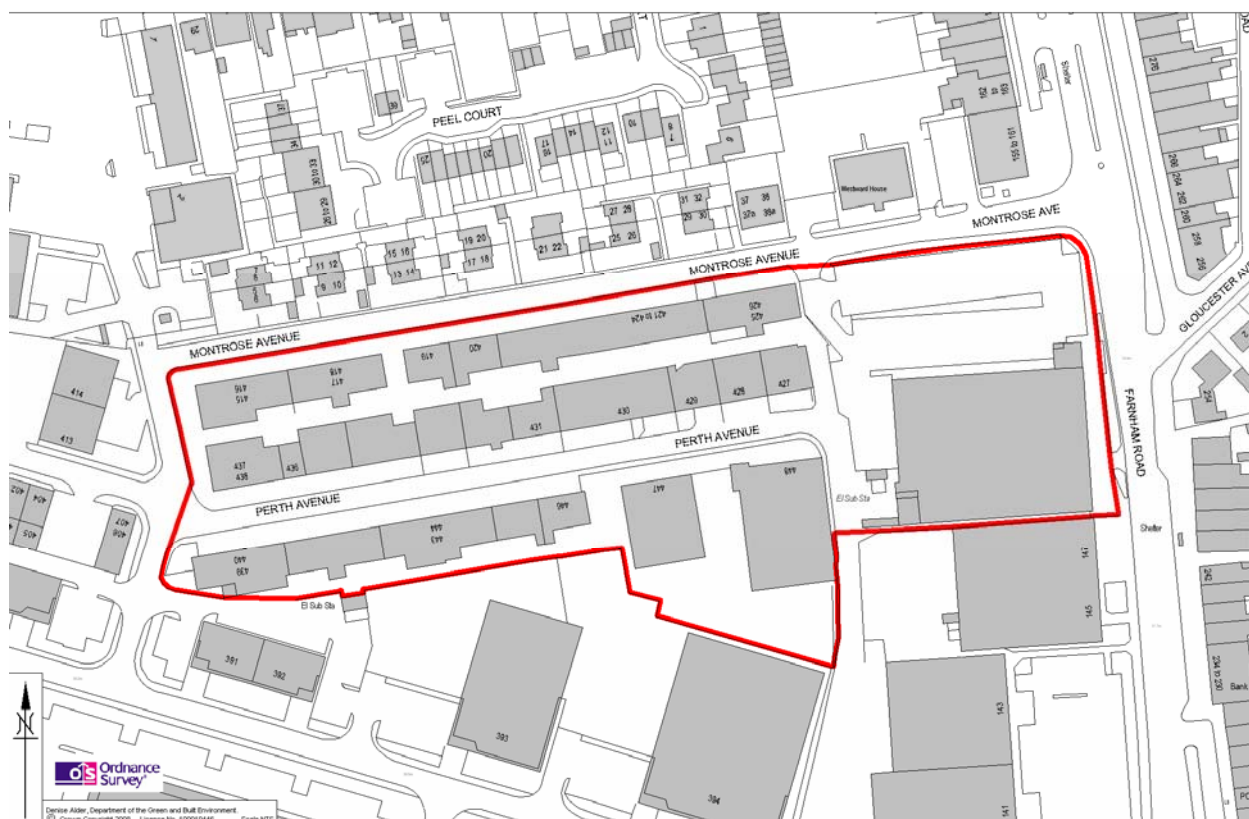


Legend	 Office	 Gateways
	 Office / Amenity	 Enterprise
	 Flexible Business Space/ High Prominence	 Existing Primary Route Network (offsite)
	 Flexible Business Space/ Low Prominence	 Proposed Primary Route Network
	 Retail	 Proposed Secondary Route Network

Figure SSA4 – 2: Slough Trading Estate Illustrative Masterplan
(Source: Slough Trading Estate Illustrative Masterplan Document – SEGRO 2008)



Site Reference	SSA5	Ward	Farnham
Address	149-153 Farnham Road and 415-426 Montrose Avenue and 427-448 Perth Avenue		
Area (hectares)	1.60	Grid Reference	495980, 181430
Proposed Use:	Retail (extension or redevelopment of existing supermarket with car parking)		

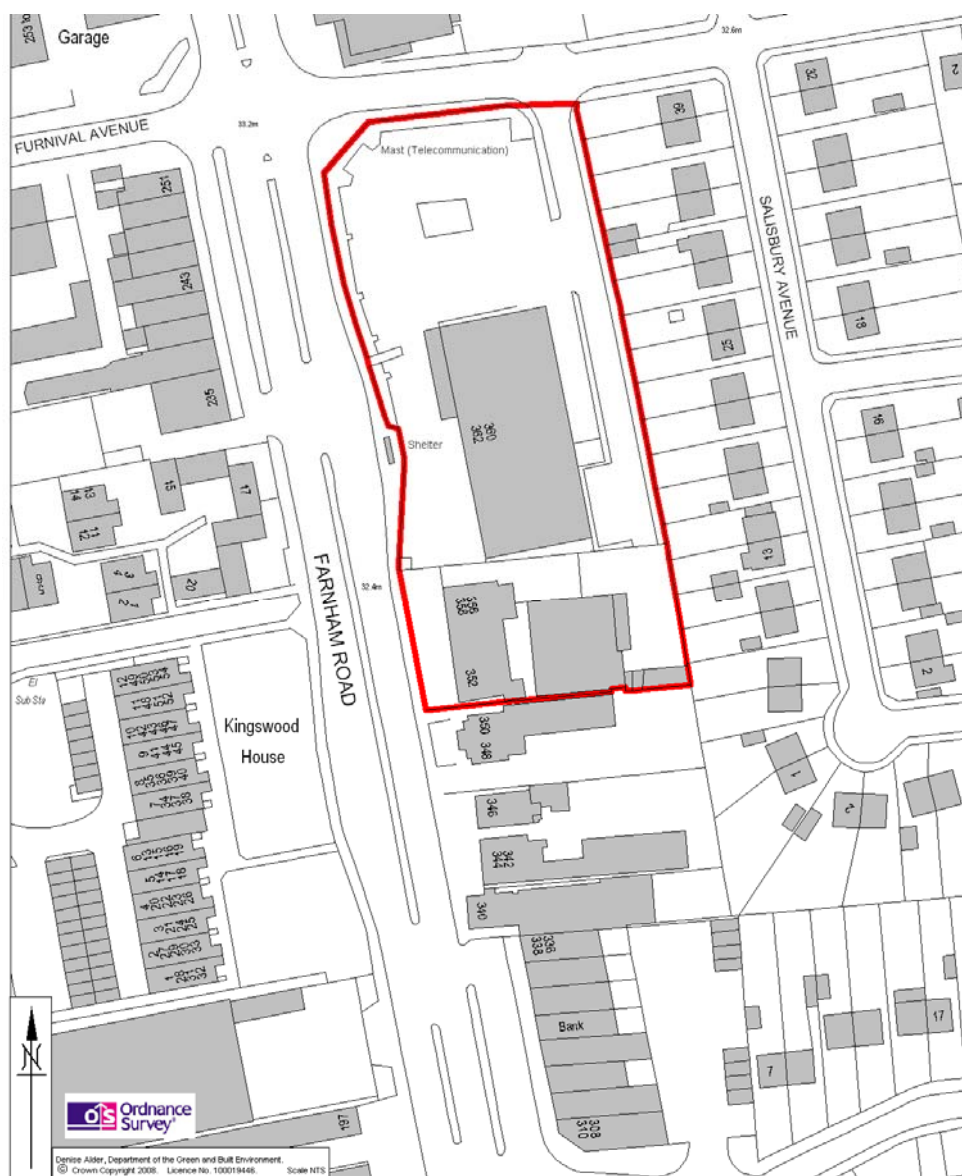


Relevant strategic Objective(s)	A E I
Zoning	Flood zone: 1 (part) Existing Business Area ; (part) Trading Estate Simplified Planning Zone (part) Shopping Centre (Primary)
Current use(s)	Employment and Retail
Reason(s) for Allocation	To reinforce the role of the Farnham Road district shopping centre and enhance its vitality and viability. To implement part of the Trading Estate Masterplan.
Site Planning Requirements	Redevelopment proposals should: <ul style="list-style-type: none"> • Relocate the store to the west of the site towards the proposed Leigh Road hub (away from the Farnham road, between Montrose Avenue and Perth Avenue) • Provide a car park on the east of the site fronting Farnham Road that is accessible to both users of the supermarket and to persons

Site Reference	SSA5	Ward	Farnham
Address	149-153 Farnham Road and 415-426 Montrose Avenue and 427-448 Perth Avenue		
	<p>wishing to use the Farnham Road shopping centre and allows parking for long enough to undertake joint trips</p> <ul style="list-style-type: none"> • Allow for access to the site off Montrose Avenue; making provision for the necessary transport and highway improvements along the Farnham Road and all other affected roads and junctions • Improve pedestrian and cycle access to Farnham Road and include a design and layout attractive and accessible to pedestrians and cyclists • Improve pedestrian and cycle access to Slough Trading Estate in accordance with the Masterplan and ensure that the design and layout is attractive and accessible to pedestrians and cyclists coming from the Estate 		
Background	<p>The existing Sainsbury's supermarket has a gross floorspace of 2,596 sq m, with a net sales area of 1,596 sq m. The site currently falls within the defined shopping centre for the Farnham Road, which is identified as a District Centre within Local Plan Policy S1 (Retail Hierarchy). Within the context of local and national planning policy the site is therefore considered to be an appropriate location for a supermarket. The relocation and expansion of the supermarket will contribute to the implementation of part of the Masterplan for the Slough Trading Estate by providing a major foodstore with improved access for its employees.</p> <p>The proposal to expand the supermarket was considered in part through the production of the Core Strategy and was supported at the time by a Retail Impact Assessment. The Retail Impact Assessment, prepared in October 2007, demonstrated at this time that a quantitative need existed for additional convenience floorspace in this location. The Core Strategy recognises that the existing Farnham Road centre has limited scope to expand and supports the principle of extending the Sainsbury's store to enhance its role within this location (refer to Paragraph 7.117 of the Core Strategy).</p> <p>The principle to extend the supermarket is supported given the qualitative need for an anchor store in this location to enhance the retail offer of the Farnham Road Centre. However since the time that the original Retail Impact Assessment was undertaken (October 2007) there have been a number of planning proposals for new supermarkets and convenience floorspace that collectively will have the potential to increase the amount of convenience floorspace within Slough over the plan period. Any planning application to extend the supermarket will need to recognise this and a revised Retail Impact Assessment will need to be prepared in support of the planning application. This will be used to identify the scale of development appropriate for the site.</p> <p>The re-siting the building to west of the site will increase its accessibility to pedestrians and cyclists from the trading estate and SEGRO's proposed Leigh Road hub. Proposals for footpath and cycle access should include a wider 'boulevard' to improve its appearance and access.</p>		

Site Reference	SSA5	Ward	Farnham
Address	149-153 Farnham Road and 415-426 Montrose Avenue and 427-448 Perth Avenue		
	<p>The car park will be made accessible to all users of the Farnham Road centre to encourage joint trips. This will be achieved by locating the car parking provision for the supermarket to the east of the site by the Farnham Road and by allowing parking for long enough to undertake joint trips.</p> <p>The design and layout of the proposed store, including the location of the service yard, will have to take account the need to protect the amenities of adjoining residential properties. In addition the impact on the residential properties on Montrose Avenue will need addressing, particularly in light of the potential hours of operation of the supermarket.</p> <p>The site is located in the Slough Trading Estate Existing Business Area and Simplified Planning Zone as identified within the Local Plan for Slough (2004). Until such time as the site is developed for a supermarket it is not intended to alter the boundary of the Existing Business Area or alter the boundary of the Shopping Centre. Accordingly, the relevant policies in the Local Plan and Core Strategy remain in force for the site. The proposal is not considered to be contrary to Core Policy 5 (Employment) as the proposed supermarket will continue to provide employment on the site.</p>		

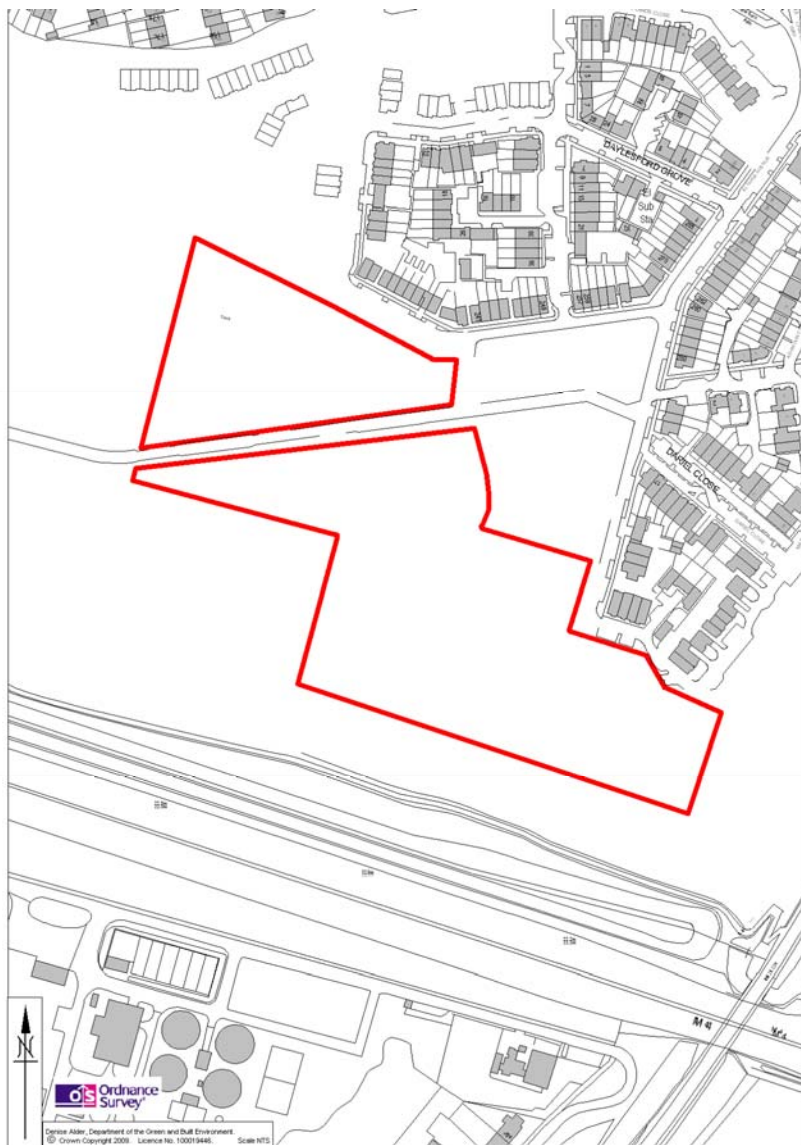
Site Reference	SSA6	Ward	Farnham
Address	352-358 Farnham Road, Slough		
Area (hectares)	0.65	Grid Reference	496130, 181820
Proposed Use:	Retail (extension to supermarket)		



Relevant strategic Objective(s)	A E I
Zoning	Flood zone: 1 Shopping centre
Current use(s)	Retail
Reason(s) for Allocation	To reinforce the role of the Farnham Road district shopping centre and enhance its vitality and viability.

Site Reference	SSA6	Ward	Farnham
Address	352-358 Farnham Road, Slough		
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Ensure the design, scale and footprint of the store enhances the vitality of the retail frontage along the Farnham Road. This will be achieved in part by extending the existing store westwards towards the Farnham Road, retaining the established building line at 352-358 Farnham Road and creating an active street frontage across the whole site • Ensure car parking on site is accessible to both users of the supermarket and to persons wishing to use the Farnham Road shopping centre. Parking times should be for long enough to undertake joint trips • Extend the rear access road across the whole site • Contribute to the enhancement of pedestrian and cycle access along the Farnham Road • Ensure that all vehicular access is from Essex Avenue and not from the Farnham Road 		
Background	<p>The site falls wholly within the defined Shopping Centre for the Farnham Road, which is identified as a District Centre by Policy S1 of the Local Plan. Within the context of established local and national planning policy the site is therefore considered to be an appropriate location for a supermarket. The proposal to expand the supermarket was considered in part through the production of the Core Strategy. The Core Strategy recognises that the existing Farnham Road centre has limited scope to expand and supports the principle of extending the Lidl store.</p> <p>The supermarket site is in a prominent location within the Farnham Road Shopping Centre but, by being set back from the road and having a blank façade, the current building layout breaks the continuity of retail frontages. Any future extension to the store, or redevelopment, will be expected to remedy this issue by extending the store forward to reflect the established building line of shop frontages on the Farnham Road. The proposals will also be expected to create an active retail frontage along the Farnham Road.</p> <p>Development in this location will be expected to comply with the design advice contained in the companion document to the former PPS6 - Planning for Town Centres: Guidance on Design and Implementation tools (http://www.communities.gov.uk/documents/planningandbuilding/pdf/147594.pdf)</p>		

Site Reference	SSA7	Ward	Cippenham Meadows
Address	Cippenham Phase 4, Land either side of Eltham Avenue, Cippenham		
Area (hectares)	3.42 ha	Grid Reference	494840, 179760
Proposed Use:	Residential (primarily family housing)		



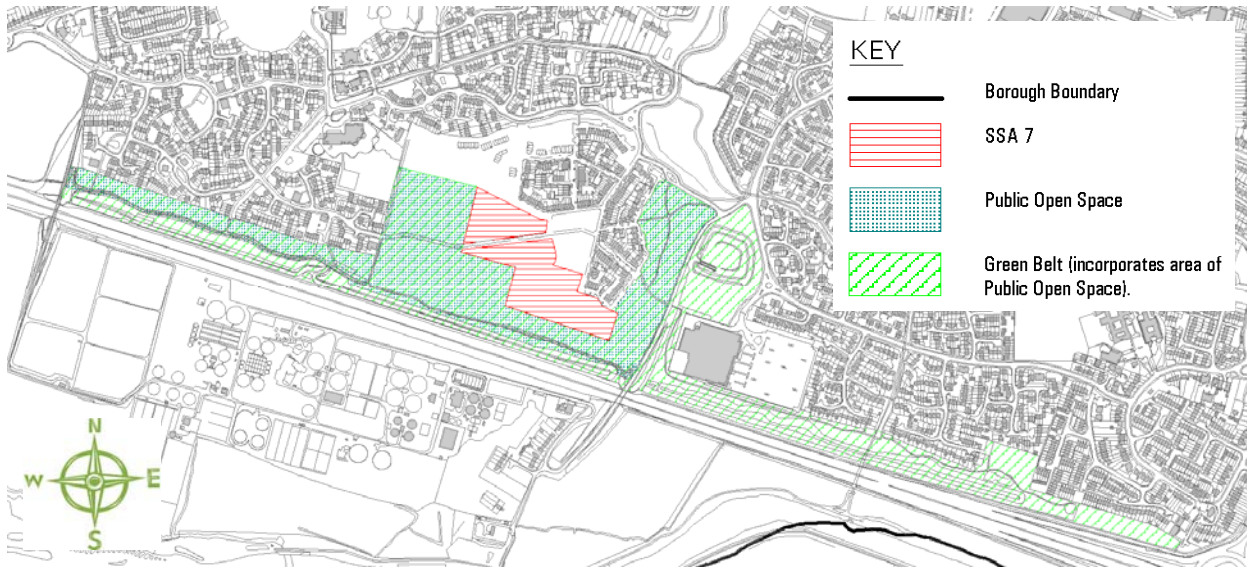
Relevant strategic Objective(s)	C
Zoning	Flood zone: 1 (part) Public Open Space (part) playing field
Current use(s)	Undeveloped open land
Reason(s) for Allocation	To establish the principle of allowing this greenfield site to be developed for housing and confirm the extent of this final phase of development. To ensure that a range of family house types and sizes and affordable family housing is

Site Reference	SSA7	Ward	Cippenham Meadows
Address	Cippenham Phase 4, Land either side of Eltham Avenue, Cippenham		
	provided. To ensure all necessary infrastructure is provided in full.		
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Provide primarily family housing • Provide a range of house sizes from two to five bedroom at least • Provide a minimum of 30% social rent affordable housing and 10% other forms of affordable housing • Provide all necessary infrastructure for the development to go ahead including local open space and play, contribute to enhancement and greater use of adjacent open spaces, drainage infrastructure transport infrastructure, education infrastructure, recycling facilities • Scheme design to tie in with and improve upon that under construction adjacent • Design to accommodate options for development of health centre adjacent. 		
Background	<p>This site is the last area of open land south of Cippenham Village and north of the motorway which is outside of the permitted housing development and not planned for public open space. There is no overriding need for any more housing sites in order to meet the housing allocation in the Regional Plan.</p> <p>The site forms part of an “Area of Major Change” in the Core Strategy reflecting current adjacent development. It is desirable, but not essential, to establish soon the final extent of development south of Cippenham Village as a continuation of recent and current building phases.</p> <p>The site forms part of Local Plan Policy OSC7 (Cippenham Green Wedge) which designated it as private open space in accordance with the Section 106 agreement for the previous phase of the Cippenham housing development. It is now proposed to set this aside and allow housing development on part of the Green Wedge whilst at the same time ensuring that the area of public open space is designated as such and zoned as Green Belt on the Proposals Map.</p> <p>The site is likely to yield a minimum of 127 dwellings dependent upon housing mix and design.</p>		

Site Reference	SSA7	Ward	Cippenham Meadows
Address	Cippenham Phase 4, Land either side of Eltham Avenue, Cippenham		

Figure SSA7-1

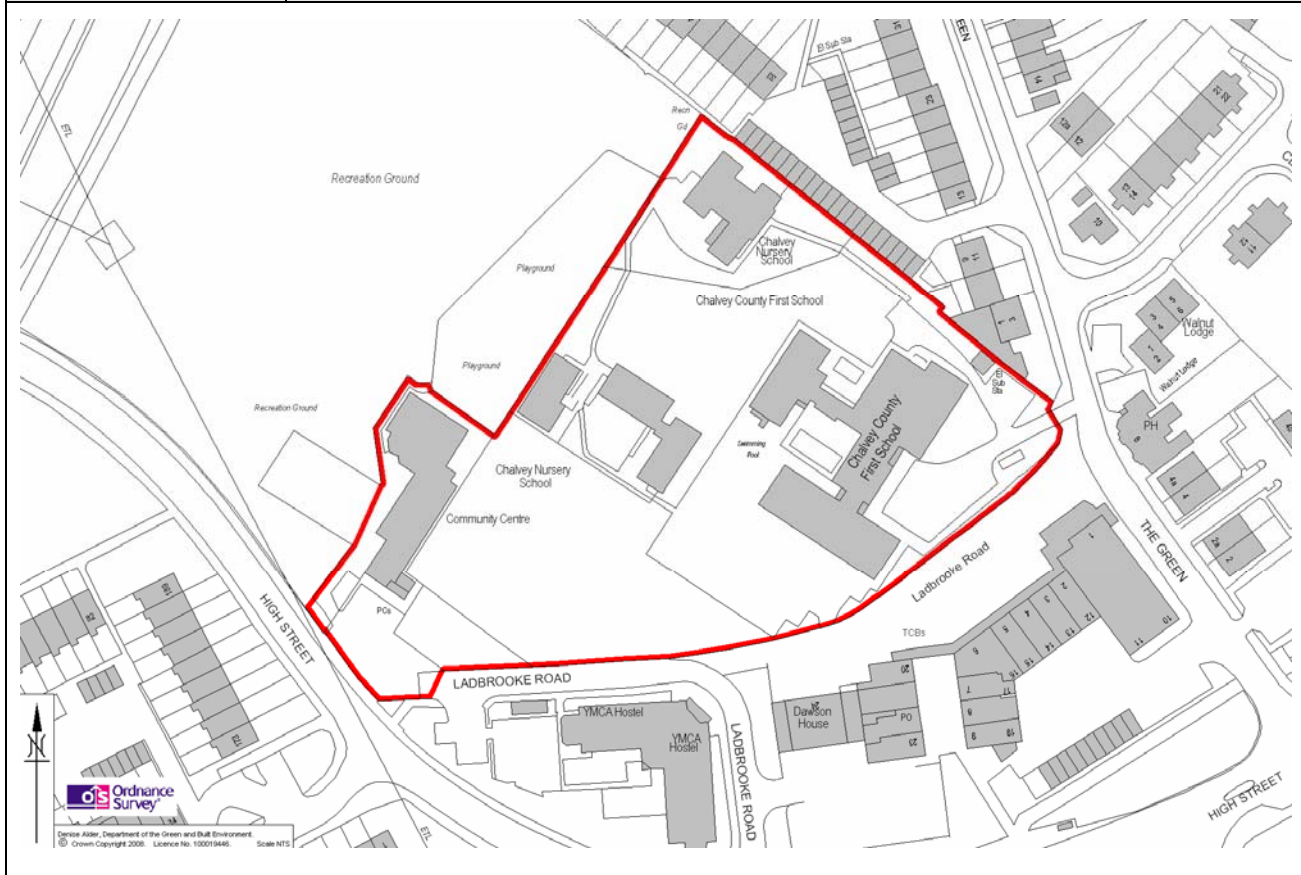
Diagram showing relationship of land use zonings and designations adjoining SSA7.
 Note the Public Open Space is within the Green Belt, but SSA7 is not.



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Site Reference	SSA8	Ward	Cippenham Meadows
Address	Watercress beds west of Keel Drive, Slough		
Area (hectares)	0.93	Grid Reference	496110, 179790
Proposed Use:	Non-Statutory Informal Nature Reserve		
Relevant strategic Objective(s)	H K		
Zoning	Flood zone: 1		
Current use(s)	Undeveloped open land		
Reason(s) for Allocation	Enhance biodiversity		
Site Planning Requirements	<ul style="list-style-type: none"> • Encourage habitat enhancement and/or creation • Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity 		
Background	<p>This narrow site is partly overgrown but includes some mature trees and a wet area the remnants of an old watercress bed. In an urban context it can provide a home for wildlife and there is scope to manage the area to increase wildlife value. Part of the site has been made accessible by local volunteers.</p>		

Site Reference	SSA9	Ward	Chalvey
Address	Thames Valley Community Centre and Community Buildings, The Green, Chalvey, Slough (TVCC)		
Area (hectares)	1.33	Grid Reference	496500, 179480
Proposed Use:	Mixed use: community and education		

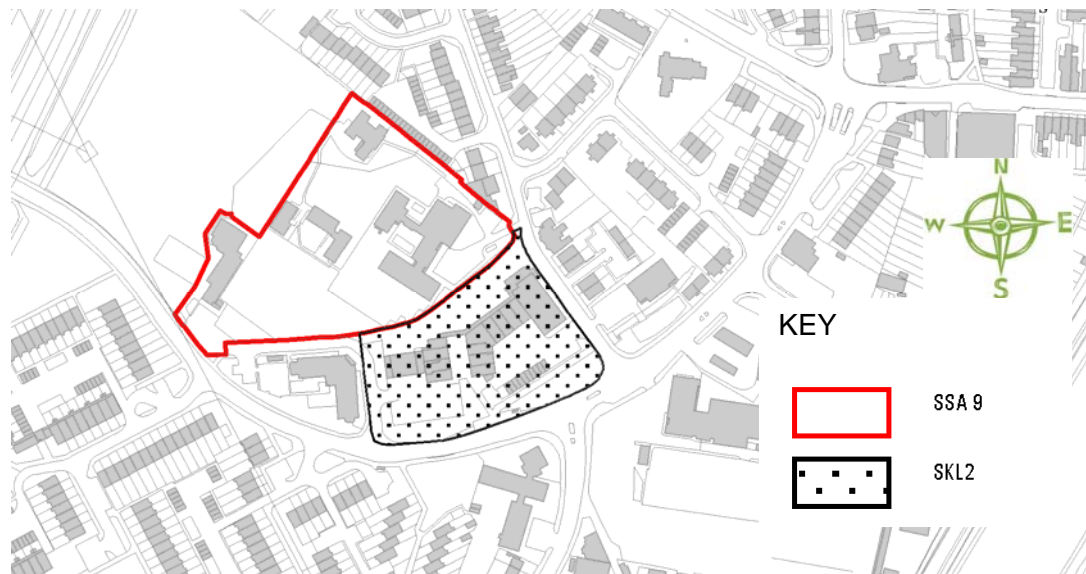


Relevant strategic Objective(s)	A F K
Zoning	Flood zone: 2 and 3 (small part) Public Open Space
Current use(s)	Community Centre, Children's Centre, Community Buildings
Reason(s) for Allocation	Assist in the wider regeneration of Chalvey by improving local community/education facilities and the appearance of the area
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Retain the existing nursery/children's centre use within the site • Be designed so as to open up opportunities for and not compromise redevelopment of 1-24 Ladbrooke Road and the associated public area between the sites. A joint redevelopment or coordinated designs for both sites is desired. If the TVCC Centre site design is progressed first it must take account of redevelopment adjacent and provide an active frontage where the site faces Ladbrooke Road • The Council's normal flood prevention policy will apply but key a

Site Reference	SSA9	Ward	Chalvey
Address	Thames Valley Community Centre and Community Buildings, The Green, Chalvey, Slough (TVCC)		
	requirement for this Site will be a sequential test (under PPS 25) to establish how much development can take place in flood zone 2/3 and what flood prevention/mitigation measures are needed		
Background	<p>There is scope to redevelop existing community use related buildings to better serve the community in terms of range of facilities and better quality of buildings. There is a need for extra school places to serve the Chalvey area in the future. The site is well located for local community and/or education use. The existing nursery/children's centre is well established. The site is in flood zones 2 and 3 and is therefore less suited to residential development (a more vulnerable use in terms of flood risk); furthermore if better community facilities are needed for the immediate area they are location sensitive whereas residential use is less so. Consequently the site is not being put forward as a residential site.</p> <p>The Core Strategy identifies Chalvey as an area for regeneration. The adjacent site to the south, 1-24 Ladbroke Road, has been designated as a Selected Key Location for Comprehensive regeneration which is intended to ensure that any redevelopment is properly coordinated and optimises the use of both of the sites in terms of layout, design and the amount of floorspace that can be provide (see figure SSA9-1 below).</p>		

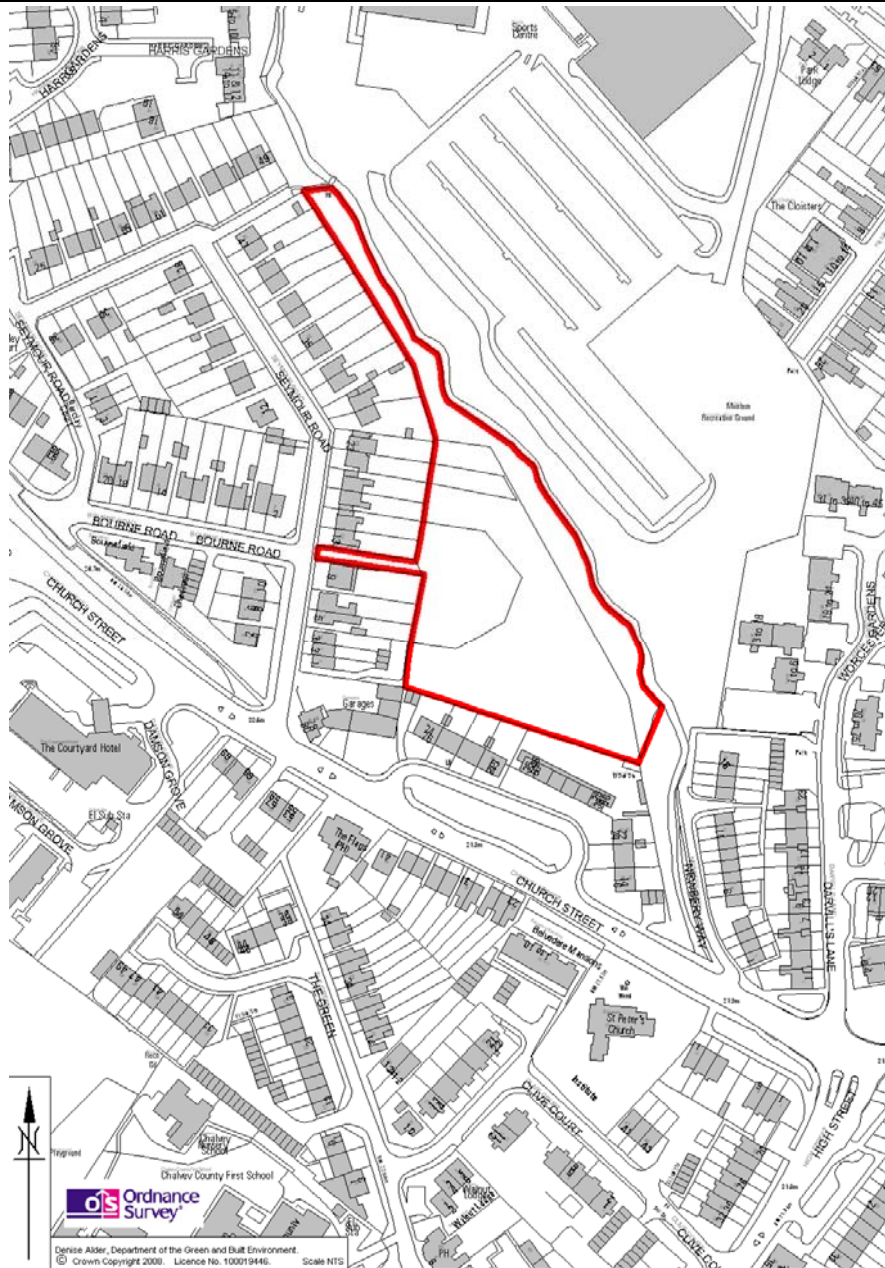
Figure SSA9-1

Diagram showing relationship between SSA9 (Thames Valley Community Centre) and SKL2



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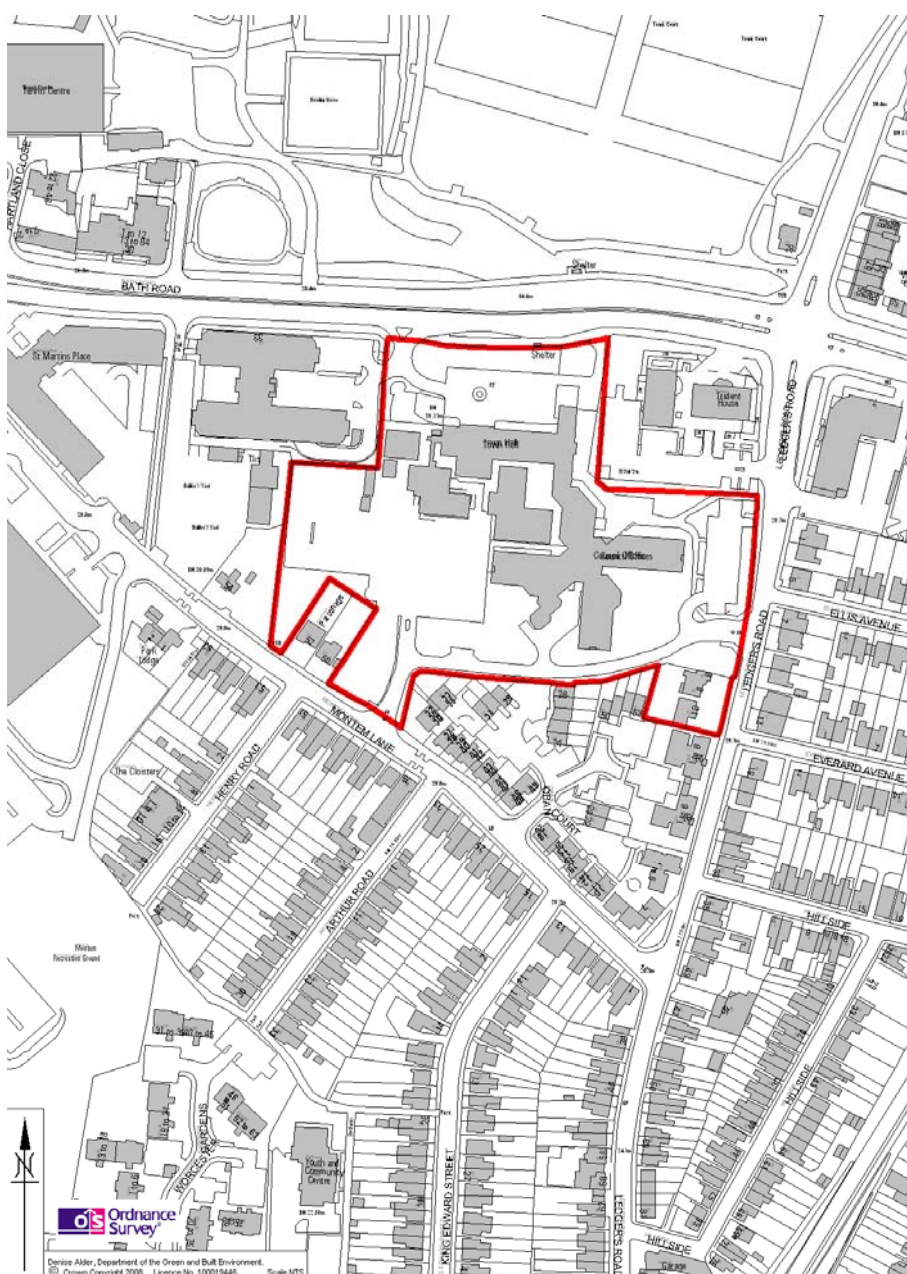
Site Reference	SSA10	Ward	Chalvey
Address	Chalvey Millennium Green, Seymour Road		
Area (hectares)	0.89	Grid Reference	496630, 179780
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood zone: 2 and 3 Public Open Space
Current use(s)	Informal wildlife area

Site Reference	SSA10	Ward	Chalvey
Address	Chalvey Millennium Green, Seymour Road		
Reason(s) for Allocation	Enhance biodiversity		
Site Planning Requirements	<ul style="list-style-type: none"> • Encourage further habitat enhancement and/or creation • Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity 		
Background	This is a streamside area of trees, shrub and rough grassland. Local volunteers have carried out work to create informal access and carry out some management work. In liaison with the local volunteers further enhancements can be considered.		

Site Reference	SSA11	Ward	Chalvey
Address	Slough Town Hall, Bath Road, Slough		
Area (hectares)	2.34	Grid Reference	496920, 179990
Proposed Use:	Mixed use: residential, community, education, commercial, non-residential institution		

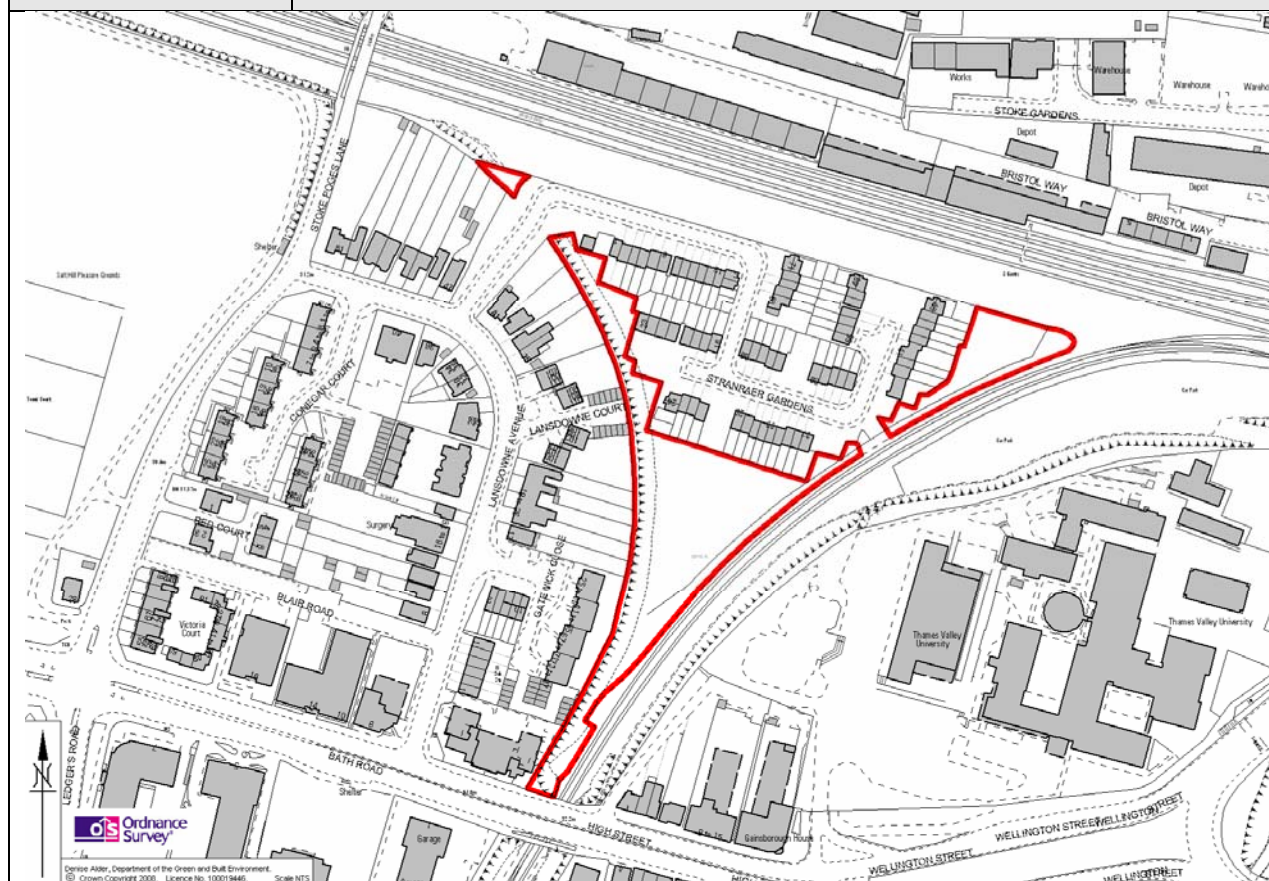


Relevant strategic Objective(s)	A C I
Zoning	Flood zone: 1 (Northern part) Slough Town Centre
Current use(s)	Employment

Site Reference	SSA11	Ward	Chalvey
Address	Slough Town Hall, Bath Road, Slough		
Reason(s) for Allocation	To ensure that this site is comprehensively developed in a way that optimises the use of the prominent main road frontage and provides for family housing at the rear.		
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Include a mix of residential with employment, community or educational uses at appropriate densities • Make the most appropriate use of the site's town centre frontage on the Bath Road which reinforces the character of the area and the 'boulevard' along the A4 • Ensure that any residential development Include provision for family housing at the rear of the site • Enhances connectivity with Salt Hill Park and improves pedestrian and cycle access along the Bath Road frontage and throughout the site 		
Background	<p>The Council is in the process of carrying out an Office Accommodation Strategy in order to assess where to best locate its Civic buildings, customer facing services and back office staff. As part of this strategy it is proposed to redevelop part or all of the Town Hall site.</p> <p>The Bath Road frontage of the Town Hall has been included within the Town Centre Area. Core Policy 1 (Spatial Strategy) states that proposals for high density housing or intensive employment generating uses can be located within the appropriate parts of the town centre. As a result the Council has considered the options both for developing offices or flats on the Bath Road frontage retaining the core of the Town Hall, and redeveloping the whole frontage without retaining any part of the existing Town Hall.</p> <p>The Town Hall is a Locally Listed Building which is covered by Local Plan Policy EN17 (Locally listed Buildings). English Heritage recommended that it should be a Grade II Listed Building but the Secretary of State decided that it was not of sufficient architectural or historical interest to merit being listed.</p> <p>Nevertheless due consideration will have to be given to retaining, enhancing and refurbishing all or part of the building in accordance with Local Plan Policy EN17 (Locally Listed Buildings).</p> <p>If part or all of the Town Hall is retained it may be necessary to find new uses for the building. This could include a range of community, civic, educational or religious uses which fall within Use Class D1.</p> <p>Given the uncertainty about what may happen on the front of the site, the main purpose of the Site Specific Allocation is to establish the principle of residential development on the rest of the site which is outside of the town centre area.</p> <p>Core Policy 4 (Type of Housing) states</p>		

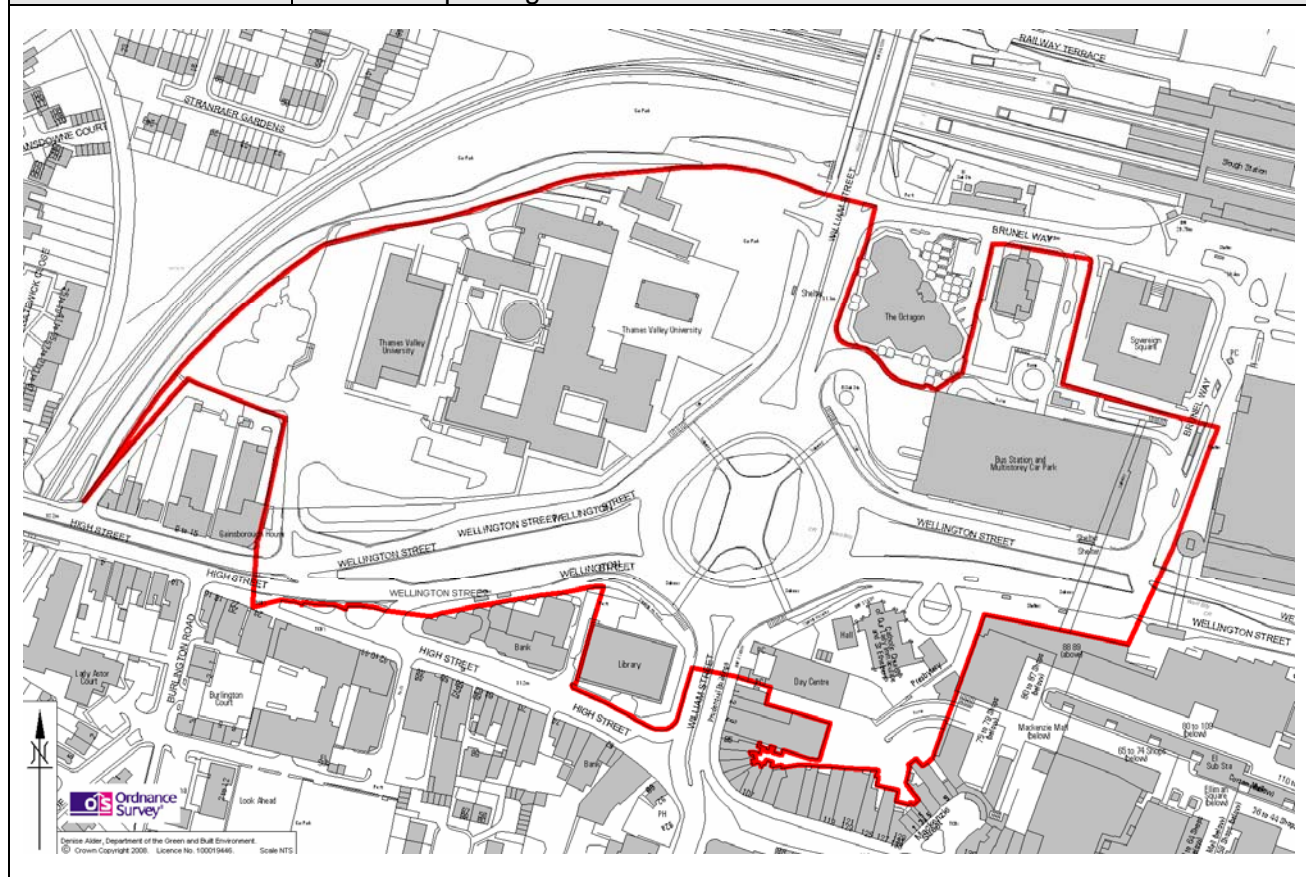
Site Reference	SSA11	Ward	Chalvey
Address	Slough Town Hall, Bath Road, Slough		
	<p><i>“In the urban areas outside of the town centre, new residential development will predominantly consist of family housing and be at a density related to the character of the surrounding area, the accessibility of the location, and the availability of existing and proposed local services, facilities and infrastructure.”</i></p> <p>It is not considered that there is any merit in retaining the ‘new’ part of the Town Hall which was added in the 1970s and its demolition will potentially enhance the setting of the 1930’s building. Even if the Town Hall is retained as a Listed Building PPG15 makes it clear that new buildings can stand alongside historic ones provided they are carefully designed to respect their settings and follow the fundamental architectural principles of scale, height, massing, alignment and use appropriate materials.</p> <p>It is considered that some medium rise flats would be acceptable within the middle of the site which would replace the existing offices. The rest of the site should be made up of three storey town houses which can be related to the character of the surrounding area.</p> <p>There should be no increase in car parking on the site. All development should be comprehensively planned with the main vehicular access from Ledgers Road and Montem Lane. There should be pedestrian permeability through the site with the opportunity for links to Salt Hill park across the other side of the A4. Any development along the Bath Road should seek to reinforce the ‘boulevard’ along the frontage and retain the existing cedar tree.</p>		

Site Reference	SSA12	Ward	Chalvey
Address	Land south of Stranraer Gardens, Slough		
Area (hectares)	0.84	Grid Reference	497320, 180150
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood zone: 1 Wildlife Heritage (Local Wildlife) Site
Current use(s)	Undeveloped open land
Reason(s) for Allocation	Enhance biodiversity
Site Planning Requirements	<ul style="list-style-type: none"> • Encourage habitat enhancement and/or creation • Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity
Background	This small area of trees and shrubs is hemmed in between houses and railway but is linked to open countryside via vegetation alongside the railway. The latter helps wildlife come into the town. There is no public access and the site is mostly hidden. There is scope for it to be managed to increase its nature conservation value.

Site Reference	SSA13	Ward	Upton/ Chalvey
Address	The Heart of Slough, Slough Town Centre		
	The Heart of Slough site consists of the William Street roundabout and four quadrant sites made up of the Thames Valley University and Market Yard car park; Brunel Bus Station/car park and Compair House, Slough Public Library; and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert		
Area (hectares)	8.80	Grid Reference	497550, 180030
Proposed Use:	Comprehensive regeneration for residential, offices, hotel, bus station, library, retail, restaurants and cafes, drinking establishments, education, leisure, associated changes to the road network, improvements to the public realm and parking.		



Relevant strategic Objective(s)	A B C E F I
Zoning	Flood zone: 1 Town Centre Area (part) Town Centre Shopping Centre
Current use(s)	University, public car parks, bus station, offices, library, church and church hall.
Reason(s) for Allocations	To ensure that the area is comprehensively redeveloped in accordance with the Masterplan in a way which will change the appearance and image of this key area of the town centre. This will include the reconfiguration of the existing road system to create a new pedestrian friendly public realm. The establishment of new residential, commercial and community quarters together with a new bus station.

Site Reference	SSA13	Ward	Upton/ Chalvey
Address	The Heart of Slough, Slough Town Centre		
Site Planning Requirements	Redevelopment should be in accordance with the approved Masterplan and Development Brief.		
Background	<p>There have been aspirations for some years to achieve a radical comprehensive development of the Heart of Slough area in a way that would deliver significant change to the infrastructure and appearance of this key part of the town centre.</p> <p>The Local Plan for Slough identified that the perceived problems within the town centre include:</p> <ul style="list-style-type: none"> • Substantial areas of land dominated by public highway, including the wasted area of the sunken A4/William Street roundabout; • Severing effect of the A4, with pedestrians forced to use subways and cyclists not catered for in a safe manner; • Lack of focus and identity or sense of entering the Town Centre; • Poor architecture and lack of landmark buildings at one of Slough's principle gateways; • Poor pedestrian and cycle links between the railway station and town centre/shopping centre; • Bleak unwelcoming environment outside Slough Station, with muddled usage patterns on forecourt areas; • Poor unwelcoming environment in the Bus Station and at bus stops outside the Queensmere shopping centre; and • Lack of integrated rail/bus/transport interchange. <p>As a result the Local Plan included Proposal Site 27 for the Heart of Slough which proposed a comprehensive redevelopment to provide a mix of uses drawn from the following: arts/cultural/ heritage, leisure, offices, hotel/conference, residential plus public car parking and replacement bus station facility.</p> <p>In November 2007 English Partnerships (now the Homes and Communities Agency) published a Development Brief for the Heart of Slough which set out the framework within which a Masterplan and subsequent planning applications should be prepared.</p> <p>The Development Brief:</p> <ul style="list-style-type: none"> • Sets out the key roles that the east-west and north-south connections should play, with great emphasis on dealing with the 'Severance effect' currently created by the A4, Wellington Street and the crucial need to improve north-south connections through the site; • Sets out key development criteria for the four main development sites: <ul style="list-style-type: none"> - Bus Station site - TVU site - New Library site/Church Square site - Former Library site; • Emphasises the important relationship between the Heart of Slough proposals and neighbouring sites, in particular , in particular the Queensmere and the Electrolux site; and • Sets out the need for the Library, TVU and Bus Station to remain in 		

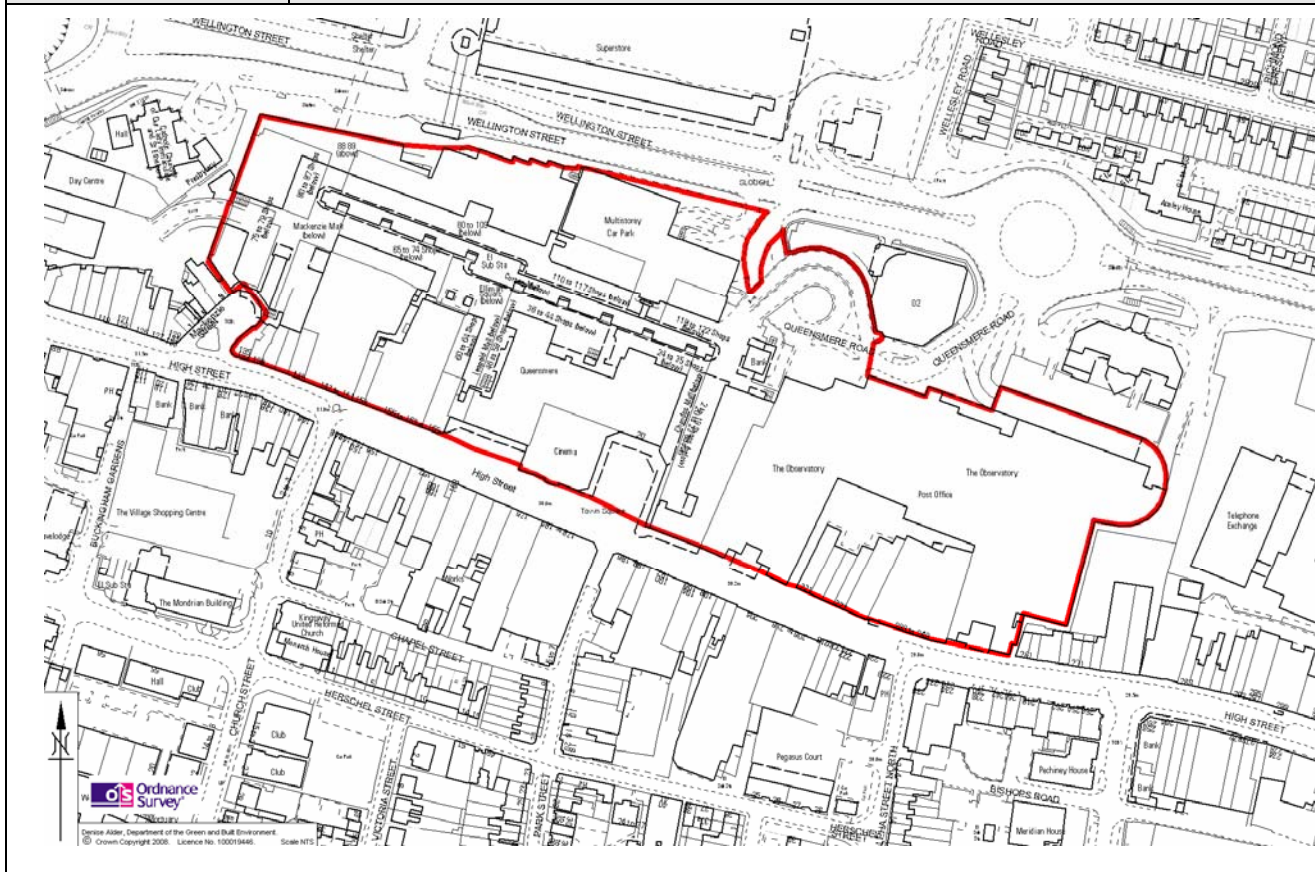
Site Reference	SSA13	Ward	Upton/ Chalvey
Address	The Heart of Slough, Slough Town Centre		
	<p style="text-align: center;">place until new facilities are in place</p> <p>The key design principles which are established in the Development Brief are that the Heart of Slough should create:</p> <ul style="list-style-type: none"> • A gateway to Slough town centre; • An address Street to Wellington Street; • A destination within the Heart of Slough Borough Council; • A network of pedestrian routes across the town centre; • A network of vehicular routes; • A mixed-use quarter which complements the town centre; • Active frontages on all pedestrian routes; • An integrated public realm connecting with the High Street; and • Appropriate street enclosure and a new skyline for the town. <p>A planning application for the Heart of Slough Masterplan was submitted by English Partnerships in July 2008.</p> <p>This included full details of the proposed road works. This involves the redevelopment/reconfiguration of the existing roundabout at the junction of Wellington Street with William Street to create a crossroad layout at this road junction, plus the removal of the existing pedestrian subway (underneath Wellington Street), and alterations to the footways of Wellington Street, William Street and High Street West associated with works to enhance the public realm/landscaping within these areas.</p> <p>The application also included outline proposals for the redevelopment of the four quadrant sites adjacent to the roundabout to provide 1,598 new dwellings; 48,708sqm of (Class B1 use) office space; a 120 bed hotel; a new bus station; 6,085sqm of Community floor space (Class D1 use) including provision of a new library, Class A1 retail use and Class A3 café/restaurant, Class A4 use (pubs/bars), Class D2 use (Leisure) and associated public realm and parking.</p> <p>Core Policy 4 (Type of housing) states that between 30% and 40% of dwellings will be provided as social rented along with other forms of affordable housing. In recognition of the wider regeneration benefits that the Heart of Slough project will bring to Slough, it is considered that 30% affordable housing should be sought. It is anticipated that this accommodation will all be of social rented tenure, as this will meet core need from the council's housing register.</p> <p>It is assumed that this will be provided on site with a preferred mix being agreed for each phase. If the appropriate affordable housing mix cannot be accommodated or physically built (for example no family housing can be provided) then the equivalent contribution shall be provided off site.</p> <p>In recognition of the fact that the residential development is not currently viable, each block or phase of development will be subject to a viability test. This will be based upon an agreed recognised appraisal model and will be subject to a time limit for construction.</p>		

Site Reference	SSA13	Ward	Upton/ Chalvey
Address	The Heart of Slough, Slough Town Centre		
	<p>Although the Heart of Slough provides a number of transport benefits, contributions will also be needed to address off site traffic problems and to support public transport as part of the Slough Integrated Transport Strategy.</p> <p>The proposed residential development will generate the need for large numbers of new educational places in Slough. As a result financial contributions will be required for early years, primary, secondary and post 16 education provision. This will be based upon the exact mix of dwellings that is built in each phase and the educational requirements and the formulae that exists at the time. Any contribution may be subject to a viability test.</p> <p>A Strategic Public Realm Design Guide will provide a control document for the next level of public realm detail design. This will ensure that there is a unified and coherent public realm across a series of sites each with different ownerships, developers and design teams. It will outline different character areas of the Heart of Slough Masterplan so as to highlight areas of public realm design across the scheme. These character areas will reinforce the use and nature of the spaces created by the architectural proposals envisaged in the Masterplan. It will also outline a palette of materials, details and street furniture to be used across the Heart of Slough area and will include a maintenance strategy for the various areas.</p> <p>The total amount of A1 retail floorspace within the Heart of Slough shall not exceed 2,500sqm and the maximum size of individual units will be controlled to ensure that the proposed shopping is proportionate in scale to the development.</p>		

Figure SSA13-1 Indicative Masterplan of the Heart of Slough



Site Reference	SSA14	Ward	Upton
Address	Queensmere and Observatory shopping centres High Street, Slough		
Area (hectares)	5.83	Grid Reference	497920, 179830
Proposed Use:	Mixed: retail, leisure, restaurants/bars, car parking, residential, community		



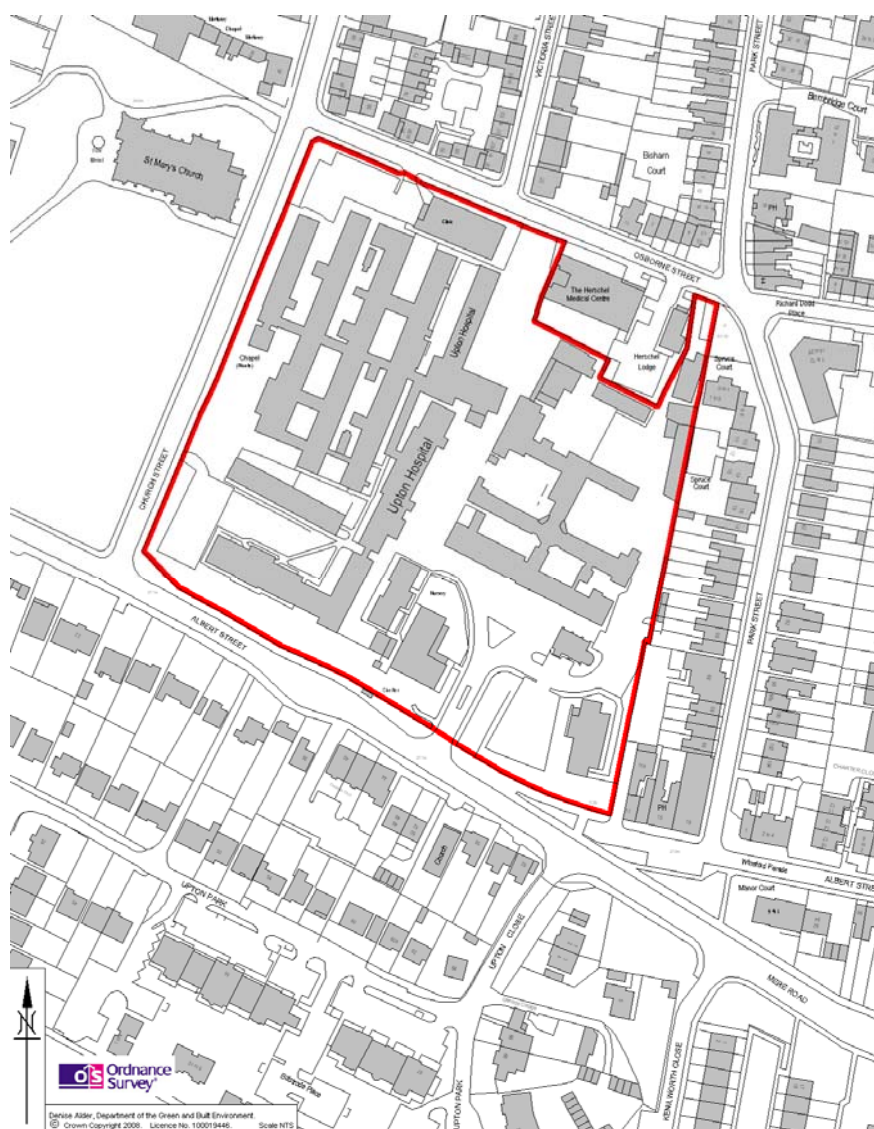
Relevant strategic Objective(s)	A B C E F I K
Zoning	Flood Zone: 1 Town Centre Area Town Centre Shopping Centre
Current use(s)	Shopping centre, including restaurants/ cafes and cinema
Reason(s) for Allocation	To establish the principles for the comprehensive redevelopment and/or reconfiguration of the Queensmere and Observatory shopping centres. To ensure that the future development of the shopping centres positively contributes to the wider regeneration proposals for the town centre; particularly the Heart of Slough. To support development proposals that will encourage further retail investment in the town centre.
Site Planning Requirements	Redevelopment and/or reconfiguration proposals should: <ul style="list-style-type: none"> • Create a internal pedestrian link between the Queensmere and Observatory shopping centres

	<ul style="list-style-type: none"> • Improve the retail and leisure offer around the Town Square through change of use of key units and improved retail offering • Link to the Heart of Slough through provision of a western entrance to the shopping centre, and access to residential units above the centre • Create active frontages along the A4 Wellington Street and St Ethelbert's Church frontage • Remove the service ramp to the Prudential yard in coordination with the Heart of Slough proposals for the area • Improve pedestrian links to the bus and train stations via Wellington Street • Rationalise multi-storey car parking provision and its links to the centres and Wellington House • Redevelop the western end of the Queensmere Centre adjacent to St Ethelbert's church, including improved retail units, residential accommodation above the centre and removal of the toilet block • Transform the Wellington Street frontage to create an urban boulevard with tree planting, improved north-south route connection to the town centre, active retail frontages and access to residential accommodation above the retail units • Aim to reduce the negative impacts of construction upon existing businesses and on the quality of life for residents and users of the town centre by appropriate phasing and implementation
Background	<p>In order to inform the Core Strategy, Slough Borough Council commissioned a Retail Assessment from Colliers CRE in January 2007 which considered the current and future role of the town centre. This concluded that Slough town centre is experiencing a significant leakage of retail expenditure to competing centres, retaining just 30% of market share of comparison goods expenditure within the defined core catchment area. This loss of market share and the associated decline in goods sales and shopper population is forecast to continue in the absence of an additional and improved retail offer within the town centre.</p> <p>The Core Strategy recognises the need to improve the range and attractiveness of Slough's retail offer to consumers. Accordingly the Core Strategy seeks to positively enhance the role of the town centre by ensuring that all new major retail and leisure facilities are located within it. The redevelopment and reconfiguration of the Queensmere and Observatory shopping centres are therefore pivotal in achieving this and improving the competitiveness of Slough Town Centre as a retail destination over other competing centres</p> <p>Located centrally within the town centre the Queensmere and Observatory shopping centres collectively provide approximately 54,000 sq m of retail floorspace. It is recognised that through redevelopment and reconfiguration the amount of retail floorspace in the centres could be increased and enhanced.</p> <p>The refurbishment and reconfiguration of this site is also central to the wider regeneration of Slough Town Centre. The proposals will help to reinforce the role of the town centre retail area in keeping with its sub-regional status in the South East Plan. The proposals will be expected to build on the town centre 'Art at the centre' initiative and Heart of Slough proposals.</p>

The current layout of the site also closes off the historic north-south routes from Mackenzie Street to the High Street. This limited pedestrian access between the railway station and High Street to the subway between the bus station and Queensmere. This underground connection has recently been supplemented by the new pedestrian footbridge connecting the Tesco's Extra store with the Queensmere Centre, but the A4 along Wellington Street retains an urban by-pass appearance hostile to pedestrians and cyclists.

A Development Brief was produced by Criterion Capital, Barton Willmore and Douglas Wallace in 2007, the Council is broadly supportive of the key proposals in this document. The original proposal included the comprehensive redevelopment and reconfiguration of the shopping centres; this incorporated an element of high density residential development into the scheme. The Council is supportive of the principle of the comprehensive phased redevelopment of the shopping centres including and supported by residential development.

Site Reference	SSA15	Ward	Upton
Address	Upton Hospital, Albert Street, Slough		
Area (hectares)	2.95	Grid Reference	497730, 179470
Proposed Use:	Medical Healthcare and Residential uses		



Relevant strategic Objective(s)	A F K I
Zoning	Flood zone: 1
Current use(s)	Hospital
Reason(s) for Allocation	To allow the provision of enabling residential development To ensure the continued provision of modern health care facilities on site; To preserve and enhance the special character of the Listed Buildings on and off site through high quality redevelopment;

Site Reference	SSA15	Ward	Upton
Address	Upton Hospital, Albert Street, Slough		
	To secure the long-term future of the on site Listed Buildings through sympathetic re-use.		
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Ensure that opportunities for residential use of surplus land or building takes place as part of the comprehensive planning of the site. • Enhance the setting of the listed buildings on and off site • Consider opportunities to intensify the healthcare provision on the site through careful re-use of buildings and redevelopment of the parts of the site which are known to have little historic importance • Open up pedestrian/cycle access in a north-south direction through the middle of the site to improve non-motorised links between the Town Centre and Herschel Park; creating a linear pedestrian link from Victoria Street to Albert Street • Not result in an overall increase in car parking provision on the site 		
Background	<p>The site is ideally located for healthcare provision as it is close to the Town Centre and public transport links. The site is situated within an attractive part of Slough surrounded by residential properties to the north and east and by the Grade II* Listed St Mary's Church to the West. The former Workhouse and Chapel are Grade II Listed Buildings and are cited on the Listed Building Schedule. At the time that the former Workhouse and Chapel were listed all buildings on the site built prior to 1948 became listed by virtue of being in the curtilage of the buildings. . Many of these buildings, particularly the single storey ward buildings to the west and north of the former Infirmary (now the Tamar Ward) and the buildings to the north and east of the former Workhouse, are however considered to have little architectural or historic significance¹. The site also contains a number of buildings built post 1960 which contribute little to the setting of the Listed Building.</p> <p>The site would benefit from being comprehensively redeveloped to improve its appearance and make the most efficient use of the land available. The development will need to positively enhance the setting of the Listed Buildings cited in the Schedule and maximise opportunities to continue the use of these buildings.</p> <p>Proposals for the demolition or partial demolition of the Grade II Listed former Workhouse and Chapel will not be supported (refer to figure SSA15-1). The Infirmary, built circa 1906, although not specifically cited within the schedule itself, is considered to contribute to the setting of the former Workhouse and Chapel. Any development proposals on the site should therefore seek to prioritise the retention of this building where possible. The other curtilage buildings on the site, as shown on figure SSA15-1, are considered to contribute little to the setting of the Listed Building and their removal may be justified as part of any proposal for comprehensive redevelopment².</p>		

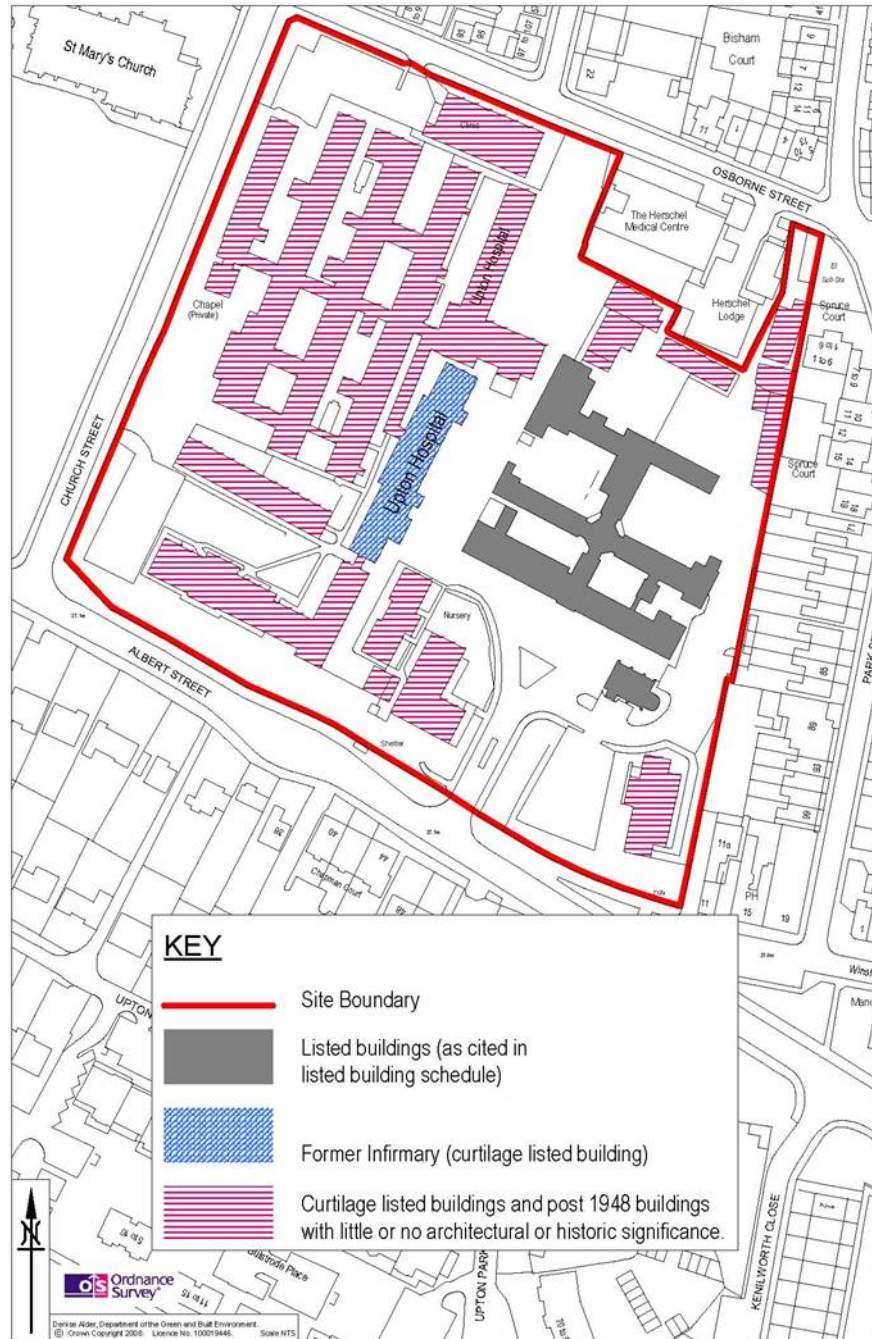
¹ Refer to LDF 51 Site Allocations Companion Document – Upton Hospital SBC Historical Significance Considerations (2009)

² Refer to LDF 51 Site Allocations Companion Document – Upton Hospital SBC Historical Significance Considerations (2009)

Site Reference	SSA15	Ward	Upton
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Address	Upton Hospital, Albert Street, Slough		
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Figure SSA15-1: Upton Hospital Listed Buildings
 Curtilage Listed Buildings and Post 1948 Curtilage Buildings



Healthcare facilities have the potential to generate a large number of car-borne journeys. Any intensification on the site therefore has the potential to significantly increase traffic in the local area and result in capacity issues on the surrounding roads and junctions. Given the hospital's central location, opportunities to maximise the use of public transport by visitors and staff will be needed to reduce the number of car-borne journeys to and from the site.

Site Reference	SSA15	Ward	Upton
Address	Upton Hospital, Albert Street, Slough		
	<p>Any proposal for redevelopment of the site will need to be accompanied by a Travel Plan setting out how the proposal would meet the requirements of the Local Transport Plan and Core Policy 7 of the Core Strategy. The starting point will be that there will be no net increase in on site car parking provision arising from the redevelopment. Access to the site will principally be gained from the existing access along Albert Street.</p> <p>The scale and character of any development proposed on the site will be influenced by the key listed buildings on and surrounding the site. The design of buildings should also be sympathetic to the established character of the nearby residential areas. The proposal provides the opportunity to create building frontages along Church Street, Osbourne Street and Albert Street to secure an outward looking scheme, and a new pedestrian/cycle link between the town centre and Herschel Park (which has been awarded a heritage lottery fund grant for renovations).</p> <p>Although a the priority is to retain the site for healthcare uses, residential development could take place on land i no longer required for healthcare uses or through the conversion ofthe former Workhouse and surrounding buildings on the east of the site to residential. The merits of this and the impact on the listed buildings would however need to be considered through a planning application. Any proposal of this nature would need to be considered within the context of the Development Plan. In particular Core Policy 7, which limits the amount of car parking for residential development in the town centre, will apply.</p>		

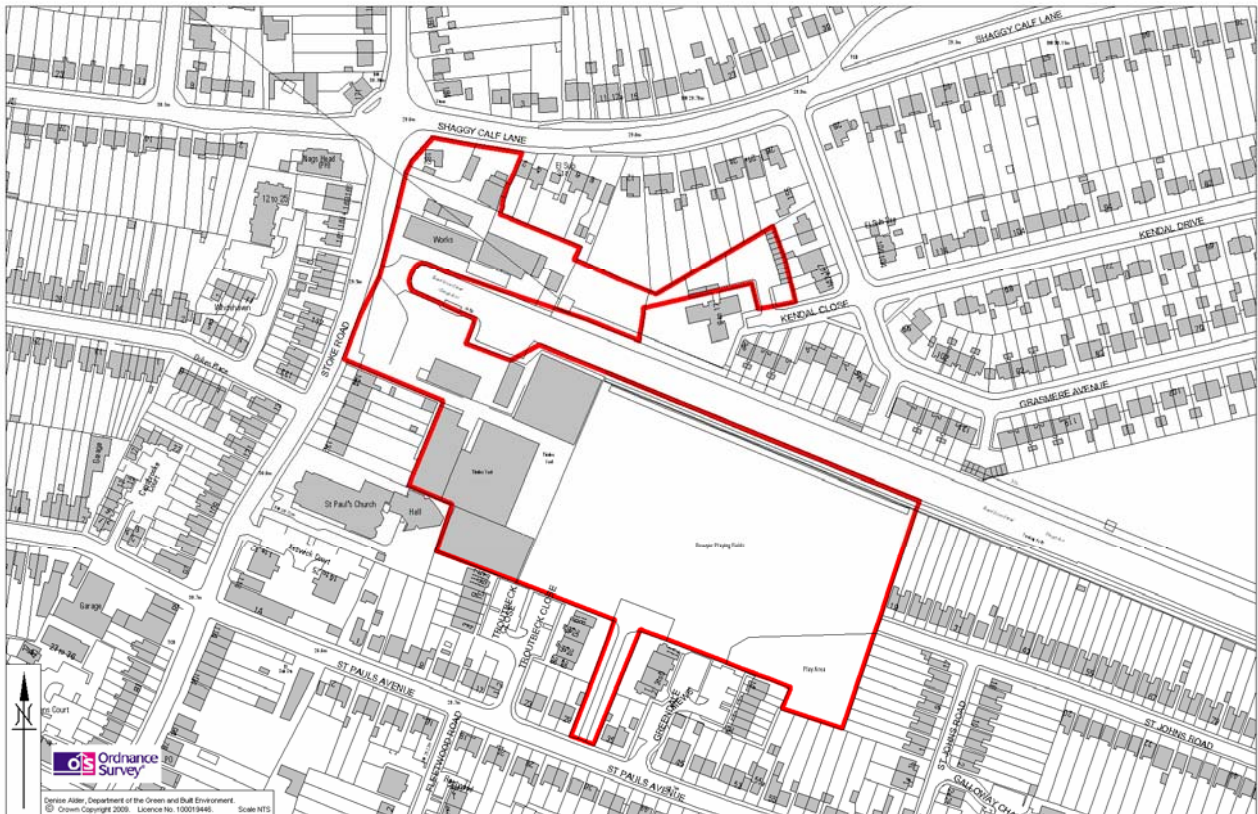
Site Reference	SSA16	Ward	Upton
Address	Post Office Sorting Office, Wellington Street, Slough		
Area (hectares)	1.25	Grid Reference	498290, 179770
Proposed Use:	Residential or mixed use: business and residential.		



Relevant strategic Objective(s)	A B C E I
Zoning	Flood zone: 1 Town Centre Area
Current use(s)	Employment
Reason(s) for Allocation	To ensure that this important town centre site is redeveloped in the most appropriate way.
Site Planning Requirements	Proposals for comprehensive redevelopment of the site should: <ul style="list-style-type: none"> • Provide for residential uses, in keeping with its town centre location • Ensure a design and layout that respects residential properties on

Site Reference	SSA16	Ward	Upton
Address	Post Office Sorting Office, Wellington Street, Slough		
	<p>Wexham Road, and provides for a community 'hub' on site</p> <ul style="list-style-type: none"> • Provide a strong streetscape, including landscape improvement to the Wellington Street frontage, and enhancements to public transport, pedestrian and cycle facilities in the immediate area • Include a full transport assessment, the scope of which to be agreed with Slough Borough Council in advance 		
Background	<p>The site is walking distance from the train station, bus station and town centre, and is located in a prominent position on the corner of Wellington Street and Wexham Road, forming the eastern boundary of the Town Centre Area.</p> <p>The design of development, particularly that to Wellington Street, should therefore take the opportunity to give a clear indication of its location as the start of the Town Centre Area.</p> <p>The scale and layout of redevelopment on the site should also balance the need to redevelop the site in keeping with its town centre location with that of the two storey residential streetscape existing on the opposite side of Wexham Road.</p> <p>It is therefore considered proposals should be predominantly for residential use, but with an option for a flexible mix of uses if this is integral to proposals to create a community hub.</p> <p>A preliminary traffic assessment highlighted:</p> <ul style="list-style-type: none"> • the need for a detailed traffic assessment to address impacts on the wider traffic network including those on the Wexham Road / A4 junction, and roundabouts at the Observatory and A4/ A412 Uxbridge Road; and . • the potential for an Air Quality Management Area which may impact on the type and location of proposed development on site. • that the most appropriate access may be onto Wexham Road. • the potential to agree a pedestrian crossing on the A4 Wellington Street at the Wexham Road junction. • the possibility of constraining car parking on the site to reduce the impact of additional vehicle movements. <p>A study carried out in 2008 proposed a part commercial (B1) and part residential (45 units) development. The site area for that proposal was slightly smaller than this site, and it is no longer considered the scale of B1 proposed is required. However the following elements from that scheme are supported:</p> <ul style="list-style-type: none"> • massing the scheme to relate to the surrounding context in terms of height, building separation and orientation; • designing a Masterplan to provide a strong streetscape as well as creating a community hub within the site, whilst avoiding overlooking issues to the surrounding buildings; • considering a fully pedestrian friendly site with large green areas. <p>The planning proposal here supersedes that of Local Plan Proposal Site 19.</p>		

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
Area (hectares)	3.62	Grid Reference	498060, 180700
Proposed Use:	Mixed Use: residential, hotel, retail, business, public open space		



Relevant strategic Objective(s)	A B C D E G H K
Zoning	Flood zone: 1 (part) Public Open Space
Current use(s)	Mixed use: funeral parlour, two builder's yards with trade counter uses, Bowyer Playing field public open space
Reason(s) for Allocation	To ensure that this site is developed in a comprehensive way which maximises the attractiveness of the canal and the basin. To establish the principle of allowing residential development within the public open space.
Site Planning Requirements	<p>Redevelopment proposals should:</p> <ul style="list-style-type: none"> • Provide facilities that will attract visitors and form a focal point for users of the towpath and canal • Open up views from Stoke Road to the Canal Basin • Retain and enhance the winding hole and pedestrian and cycle access to the basin • Retain and take opportunities to enhance the nature conservation

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p style="text-align: center;">value of the canal</p> <ul style="list-style-type: none"> • Consider the provision of visitor moorings and the north side of the canal • Provide residential development • Enhance recreational facilities within the Bowyer Playing Fields 		
Background	<p>There have been long term proposals for the redevelopment of the Canal Basin which currently accommodates industrial uses which limit public use and reduce the attractiveness and the prominence of the basin from the Stoke Road.</p> <p>The provision of visitor moorings at the basin as well as residential moorings on the off side (north side) of the canal would be favourably considered.</p> <p>In addition to this, Local Plan Policy CG4 (Slough Arm of the Grand Union Canal) encourages the enhancement of the recreational value, access and landscape quality of the canal as a whole.</p> <p>The Core Strategy reiterates the need to further enhance and promote the Grand Union canal and the public rights of way network. It also supports the principle of extending the canal to link it with the river Thames provided it is technically feasible, economically viable and environmentally sustainable.</p> <p>It is therefore proposed that the area should be comprehensively redeveloped with a phased residential led mixed use development that will provide a new amenities and an active public realm area that will attract visitors to the canal. It is also intended to provide moorings and act as a destination for canal boats, thus increasing the use of the Slough Arm of the Grand Union Canal.</p> <p>The site is currently in multiple ownership and this issue will need to be resolved in order for development to go ahead.</p> <p>The Local Plan proposal related to land around the basin that was predominantly owned by British Waterways but leased to a number of businesses. Most of these leases are due to expire in the near future which will mean that British Waterways will control most of the land around the basin apart from that occupied by the Travis Perkins timber yard.</p> <p>The site has now been increased to include Council owned land to the north and the Bowyer Playing field to the south in order to create a larger area for comprehensive redevelopment.</p> <p>Proposals to develop part of Bowyer Playing Field need to be considered against Core Policy 2 (Green Belt and Open Spaces) which states that existing public open spaces will be preserved and enhanced but where, exceptionally, it is agreed that an open space may be lost, a new one or</p>		

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p>suitable compensatory provision will be required to be provided elsewhere.</p> <p>It is proposed that only a limited amount of the Bowyer Playing field will be developed adjacent to the canal in a manner which still preserves views to and from the open space. It is considered that the loss of some open space is acceptable, as an exception, on the basis that some new public areas will be created around the canal basin with hard and soft landscaping. There will also be compensatory improvements to the quality and facilities provided within the Bowyer Playing field including the provision of a multi use games area.</p> <p>The predominant use of the site will be residential. Although Core Policy 4 (Type of Housing) states that 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 surrounding area, it is considered that an exception can be made in this case.</p> <p>Any development with Bowyer Playing Fields needs to minimise the footprint and be elevated in order to create a presence and provide views over the canal. As a result it will not be possible to provide family housing in this location.</p> <p>Most of the rest of the site has an existing commercial value. There is a need to create an attractive location with high quality urban realm and its own distinct architectural identity. It is also important to maintain an open view of the canal from Stoke Road. As a result the residential development is likely to be at a comparatively high density and not particularly suited to providing very much family housing. In this respect, the Site Specific Allocation can therefore be treated as an exception to Core Policy 4 in accordance with Core Policy 1 (Spatial Strategy) because of the overall environmental, social, economic and community benefits that the proposed regeneration can provide. Provision will, however, have to be made for affordable housing in accordance with Core Policy 4 (Type of Housing).</p> <p>It is also proposed to include a combination of a hotel, retail, bar or commercial uses within the scheme in order to provide facilities that will attract visitors and form a focal point for users of the towpath and canal.</p> <p>Core Policy 6 (Retail, Leisure and Community Facilities) states that all major facilities should be located in the town centre. Any retail development within the scheme would be accepted provided it is of a small scale nature that is ancillary to the proposed development as a whole.</p> <p>The proposed hotel is supported on the basis that it would add to the overall viability and attractiveness of the proposed regeneration.</p> <p>A major constraint to the development of the northern side of the basin is the existing electricity pylon and power lines. This will limit the extent and nature</p>		

Site Reference	SSA17	Ward	Central
Address	Slough Canal Basin, Stoke Road, Slough		
	<p>of development that can take place. All proposals will have to comply with the relevant advice about the safety of building in close proximity to overhead power lines.</p> <p>The main vehicular access should be from Stoke Road located as far to the south as possible in order to avoid conflict with the Stoke Road/Shaggy Calf lane junction. A secondary access should be provided for any development off Kendal Close, and there should be no vehicular access from St. Paul's Avenue. The existing bus stop will need to be relocated in order to provide appropriate visibility. There should be attractive pedestrian routes through the site, and a permissive right of way along the south side of the canal must be retained with pedestrian access along the north side through to Kendal Close.</p> <p>Local Plan Policy CG3 (Redevelopment of Canal Basin) states: Proposals for the comprehensive redevelopment of the canal basin which incorporate uses such as restaurant or pub, as well as residential and appropriate open space, will be permitted provided they</p> <ul style="list-style-type: none"> a) form a focal point for users of the towpath and canal; b) retain and enhance the winding hole and pedestrian access to the basin; <p>and</p> <ul style="list-style-type: none"> c) do not compromise existing nature conservation value of the canal corridor. <p>This policy will be superseded following the adoption of this DPD.:</p>		

Figure SSA17-1 Indicative Masterplan for the Canal Basin



Birdeye view looking north

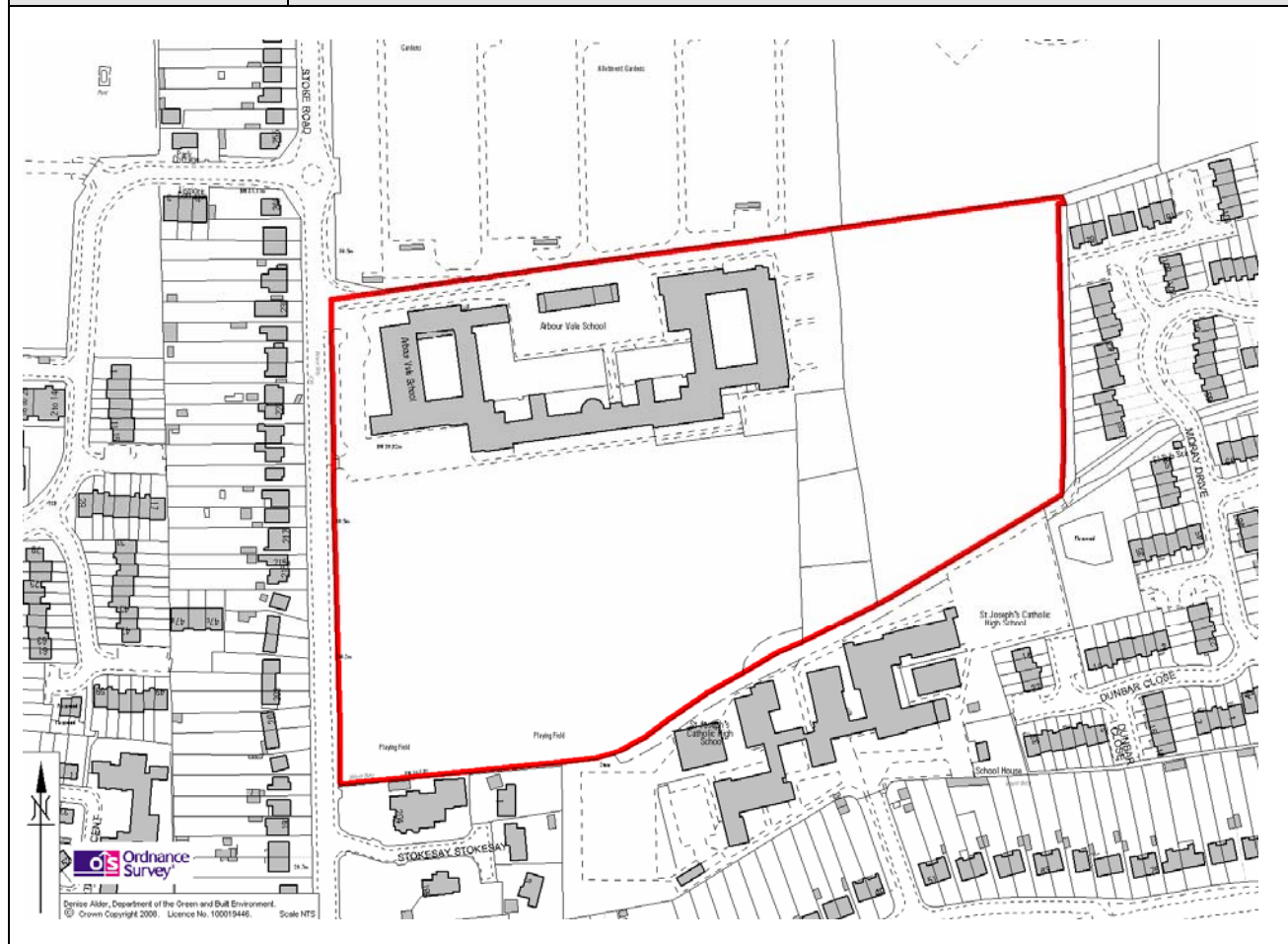
SLOUGH BASIN

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Site Reference	SSA18	Ward	Wexham Lea
Address	Former Arbour Vale School site, West Wing, St. Joseph's School playing field, Stoke Road, Slough		
Area (hectares)	6.18	Grid Reference	498110, 181100
Proposed Use:	Community, residential, playing fields		



Relevant strategic Objective(s)	A B C F G
Zoning	Flood zone: 1 Green Belt
Current use(s)	West Wing Art Centre, former school buildings and playing fields; St Joseph's School playing field.
Reason(s) for Allocation	To establish the principle of redeveloping this partly redundant brownfield site for family housing even though it is within the Green Belt. To ensure that the existing community facility is retained or adequately replaced.
Site Planning Requirements	Redevelopment proposals should: <ul style="list-style-type: none"> • Provide primarily family housing • Retain the existing community use (the West Wing arts centre) unless alternative provision is made elsewhere

Site Reference	SSA18	Ward	Wexham Lea
Address	Former Arbour Vale School site, West Wing, St. Joseph's School playing field, Stoke Road, Slough		
	<ul style="list-style-type: none"> • Retain a playing field for St. Joseph's School • Enhance sports facilities • Ensure any new development is built within the overall envelope of the existing buildings in terms of height and spread. Buildings ancillary to sports use in the Green Belt will be acceptable subject to normal Green Belt policy considerations • Ensure development retains the existing openness and setting of the green belt • Limit the impact of any floodlights on adjacent residential use • Retain trees near site boundaries and on the frontage • Ensure no loss of the former Arbour Vale School playign fields unless it can be demonstrated that it is surplus to requirements in accordance with PPG17 (Planning for Open Space, Sport and Recreation) and any development proposals can demonstrate 'very special circumstances' in line with PPG2 (Green Belts) or its successor 		
Background	<p>The mostly redundant site and playing field to the east needs to be put to a good use. The West Wing arts centre is an important cultural facility for the town but it may get relocated in the future; and the site overlaps St. Joseph's school playing field. Both these need to be retained where they are unless any comprehensive sports scheme provides a satisfactory alternative. Although the site is partly surrounded by development the key constraint on extensive development is its location in the Green Belt, but redevelopment of the existing building is acceptable in principle.</p> <p>The Council, as landowner, is promoting the development of a new football stadium for Slough Town Football Club on part of the site. In the absence of any specific policy support for this in the Core Strategy this is not part of the Site Specific Allocation. If a planning application for this scheme is received it will have to demonstrate very special circumstances to allow for an exception to Green Belt policy to be considered.</p> <p>Taking into consideration the retention of the West Wing Theatre, the amount of housing provided on site will be determined by Green Belt considerations with an aspiration to meeting the minimum density figure of 37 dwellings per hectare.</p>		

Site Reference	SSA19	Ward	Wexham Lea
Address	Play area off Moray Drive, Slough		
Area (hectares)	0.19	Grid Reference	498290, 181070
Proposed Use:	Residential and public open space including play area		



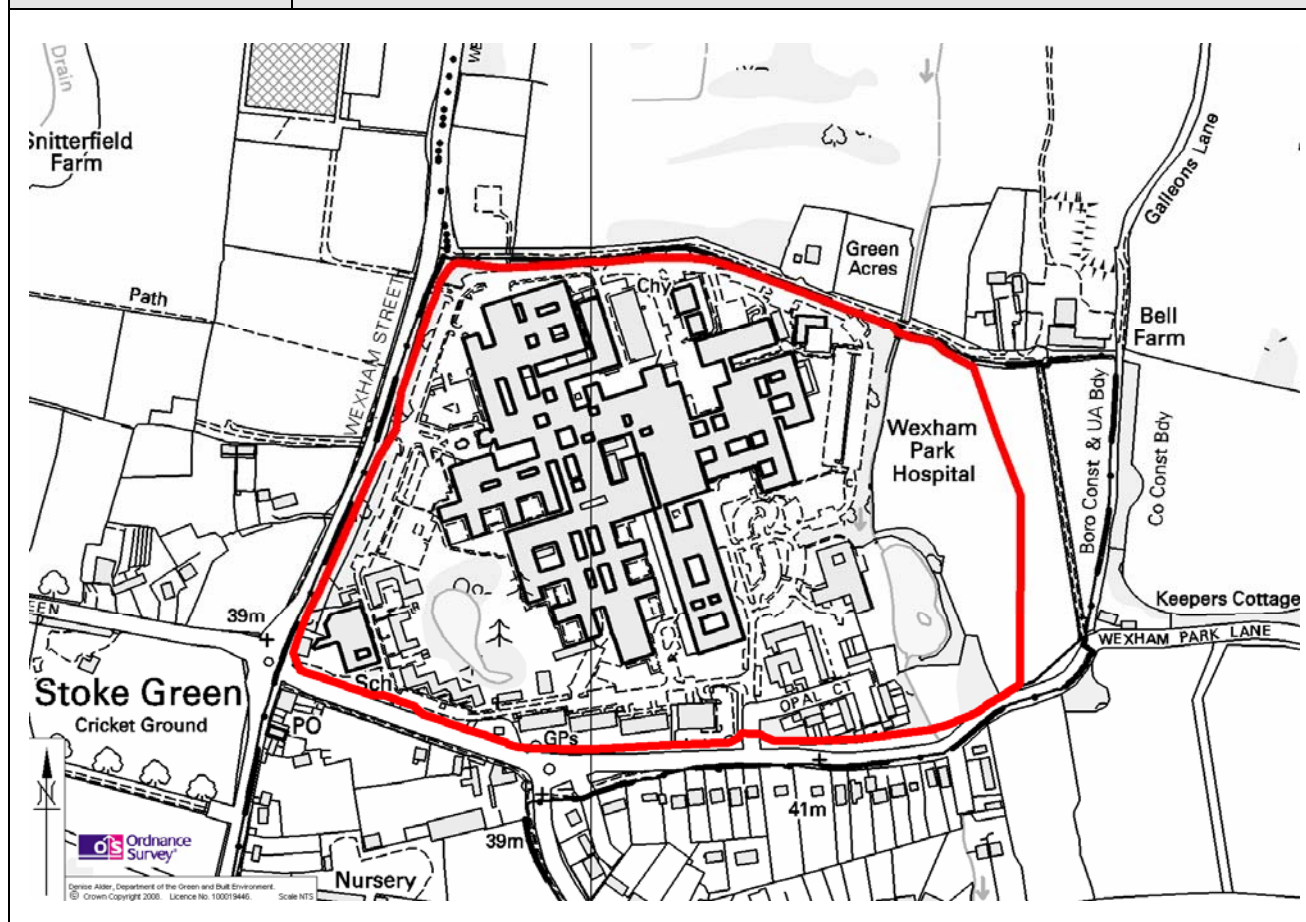
Relevant strategic Objective(s)	C F K
Zoning	Flood zone: 1 Public Open Space
Current use(s)	Play area
Reason(s) for Allocation	To establish the principle of allowing the loss of part of the public open space for housing subject to compensatory improvements being made to the remaining area.
Site Planning Requirements	Redevelopment should: <ul style="list-style-type: none"> • Make provision for family housing that offers natural surveillance of the play area • Ensure the play area is improved and retained

Site Reference	SSA19	Ward	Wexham Lea
Address	Play area off Moray Drive, Slough		
	<ul style="list-style-type: none"> Retain its designation as open space on all of the site excepting that lost to residential use 		
Background	<p>The site is designated as public open space. The play area on site has fallen into disrepair mainly because it lacks any natural surveillance and as such is subject to anti social behaviour. It is important that the play area is restored in a way in which new facilities can be provided on a long term basis.</p> <p>It is therefore considered part of the site could be redeveloped to family housing in order to fund its renovation and long term maintenance, as set out in Core Policy 2 (Green Belt and Public Open Spaces). The design and layout should encourage natural surveillance of the site in order to deter anti social behaviour.</p> <p>In order to minimise the loss of open space the preferred access would be from the north of the site rather than from the existing hammer head.</p>		

Figure SSA19-1 Indicative layout



Site Reference	SSA20	Ward	Wexham Lea
Address	Wexham Park Hospital, Wexham Road, Slough.		
Area (hectares)	23.72	Grid Reference	499060, 182400
Proposed Use:	Medical and Healthcare uses		



Relevant strategic Objective(s)	F G K
Zoning	Flood Zone: 1 Major Developed Site in Green Belt
Current use(s)	Hospital, including staff accommodation
Reason(s) for Allocation	To establish the principle that the comprehensive redevelopment of this important health facility can take place on the basis that it is a major developed site in the Green Belt. To ensure that existing parking problems are overcome.
Site Planning Requirements	Redevelopment proposals should: <ul style="list-style-type: none"> • Be for hospital and healthcare related development only as per the Masterplan • Ensure the footprint does not extend beyond the existing developed envelope • Address car parking (in particular staff parking) issues in advance of

Site Reference	SSA20	Ward	Wexham Lea
Address	Wexham Park Hospital, Wexham Road, Slough.		
	<p style="text-align: center;">or alongside any proposals to increase the intensity of use on the site</p> <ul style="list-style-type: none"> • Include a full transport assessment, the study area of which to be agreed with Slough Borough Council in advance. 		
Background	<p>The Hospital is identified as a Major Developed Site in the Green Belt where some infilling can take place in keeping with its Core Strategy designation as an Area of Major Change. It is located at the northern border of Slough Borough, approximately three kilometres from the town centre and at present is not easily accessible by non-car modes.</p> <p>At present (November 2009) services on site are delivered by the Heatherwood and Wexham Park Hospitals NHS Foundation Trust, Berkshire Healthcare NHS Foundation Trust and Slough Borough Council. The hospital provides key healthcare provision and offers a full range of services, including an accident and emergency facility. Proposed plans for redevelopment will be part of a wider healthcare strategy with the expectation to decrease outpatient treatments and increase inpatient provision, and upgrade the design and standard of accommodation within the next 15 years.</p> <p>Due to its location and as a result of incremental development on site (and in common with many other large scale hospitals) the area has suffered from car parking problems, particularly those for staff. It is vital that the transport issues are addressed alongside or ahead of any proposals that will have traffic impacts associated with them. The council is aware that the Trust acknowledges the transport issues on and around the site and is working with Slough Borough Council to develop and enforce a Travel Plan and Car Park Management Strategy.</p> <p>Proposals for additional residential provision on this site are not supported because of its Green Belt status, the limited capacity of the site, and poor public transport accessibility. The Trust have also indicated they would not seek housing as, were some of the site to become surplus to their needs, they would prioritise offering the land to another NHS Trust.</p> <p>Its location in Green Belt means it is essential that redevelopment is restricted to the existing area, and that it does not encroach further east. There is also scope for the water body to act as a 'holding pond' to prevent surface water flooding.</p>		

Site Reference	SSA21	Ward	Langley
Address	Halkingcroft Wood, Middlegreen Road		
Area (hectares)	1.32	Grid Reference	499660, 179820
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood zone: 1 Public Open Space Green Belt
Current use(s)	Informal amenity space
Reason(s) for Allocation	Enhance biodiversity

Site Reference	SSA21	Ward	Langley
Address	Halkingcroft Wood, Middlegreen Road		
Site Planning Requirements	<ul style="list-style-type: none"> • Encourage habitat enhancement and/or creation • Ensure public access is managed to ensure it does not have a negative impact on biodiversity 		
Background	This area of secondary woodland lies next to the railway and open land beyond and has informal public access. There is scope for it to be managed for wildlife.		

Site Reference	SSA22	Ward	Langley
Address	BT site and 297 Langley Road, Langley		
Area (hectares)	2.08	Grid Reference	500930, 179440
Proposed Use:	Residential and Health Centre		



Relevant strategic Objective(s)	A B C F I
Zoning	Flood Zone: (Part) 2 and 3
Current use(s)	Vacant land (former BT depot) and house

Site Reference	SSA22	Ward	Langley
Address	BT site and 297 Langley Road, Langley		
Reason(s) for Allocation	Create a residential development with a substantial proportion of family houses in a sustainable location and provide a site for health facilities.		
Site Planning Requirements	<p>Redevelopment Proposals should:</p> <ul style="list-style-type: none"> • Provide a site for additional local GP health facilities to serve Langley • Provide a substantial portion of family houses • Provide a range of family homes from 2 bedroom to 5 bedroom • Retain boundary trees or space for boundary trees • Satisfy the Environment Agency that development can go in a flood zone 		
Background	<p>This proposal is carried forward from the Local Plan. An Outline Planning application has been agreed subject to a Section 106 agreement. The owner, Telereal, has not recently been actively pursuing completion of the agreement. It is appropriate to retain the site as an allocation as it provides a sustainable location for housing and an opportunity to provide family homes in close proximity to shopping and transport links. Regarding development in a flood zone 2/3 in response to the planning application the Environment Agency have said the development is acceptable in principle the flood modelling for the site having been refined since the flood zone boundaries were published.</p> <p>The site is likely to yield a minimum of 123 dwellings.</p>		

Site Reference	SSA23	Ward	Langley
Address	Part of Langley Business Centre. 11/49 Station Road, Langley		
Area (hectares)	2.56	Grid Reference	501300, 179620
Proposed Use:	Retail (new supermarket)		



Relevant strategic Objective(s)	A E I
Zonings	Flood Zone: 1 Existing Business Area
Reason(s) for Allocation	To meet an identified need for additional convenience floorspace within the eastern part of the borough in an edge of centre location. To ensure any new supermarket development which comes forward is of an appropriate scale given the site's: <ul style="list-style-type: none"> • Location near to the Langley District Shopping Centre

Site Reference	SSA23	Ward	Langley
Address	Part of Langley Business Centre. 11/49 Station Road, Langley		
	<ul style="list-style-type: none"> • Physical characteristics and constraints • Capacity of the surrounding highway network 		
Site Planning Requirements	<p>Redevelopment proposal should:</p> <ul style="list-style-type: none"> • Include provision for a supermarket with no more than 2,500 sq m trading floorspace³. The majority of this floorspace will be made available for the sale of convenience goods with no more than 25% of this floorspace being made available for comparison goods • Ensure car parking provided is accessible to users of the supermarket and to the Langley shopping centre to encourage linked trips. This will be achieved by locating the car parking provision for the supermarket close to the Station Road frontage and allowing parking for long enough to undertake joint trips • Enhance the quality and attractiveness of the footway between the supermarket site and the Harrow Market • Include a design and layout attractive and accessible to pedestrians and cyclists • Allow for access to the site off Station Road. Making provision for the necessary traffic and transport improvements along Station Road and affected junctions and roads. This should take into consideration other planned developments within the central area of Langley <p>Proposals for non-food retail units would not be acceptable in this location. It is, however, recognised that the site could accommodate more than the proposed supermarket and so the development could incorporate an element of residential, financial and professional services, restaurants, cafes, drinking establishments or takeaways. This would have to be of a scale and design which enhanced the vitality and viability of the District Shopping Centre as a whole.</p>		
Background	<p>Research commissioned by Slough Borough Council in 2009⁴ suggests that when taking into consideration existing and planned supermarket provision in Slough, the quantitative need for a food supermarket exists within the eastern part of the Borough. Local Plan Policy S1 identifies Langley as a District Centre within the network of centres in Slough. Therefore, sequentially, Langley is considered to be the best location in the eastern part of the Borough to accommodate a supermarket. Due to the amount of land needed to accommodate a supermarket there is however no scope to locate a new supermarket within the existing District Centre itself. The Core Strategy recognises this, and notes the option to extend the Langley District Centre into the Langley Business Centre located within 80 metres of the Harrow market⁵.</p>		

³ Planning Policy Statement 4: Planning for Sustainable Economic Growth defines a supermarket as a self-service store selling mainly food, with a trading floorspace of less than 2,500 square metres, often with car parking.

⁴ See the Site Allocations Companion Document (LDF 51): Langley Business Centre: Retail Needs Assessment (CACI and SBC, 2009)

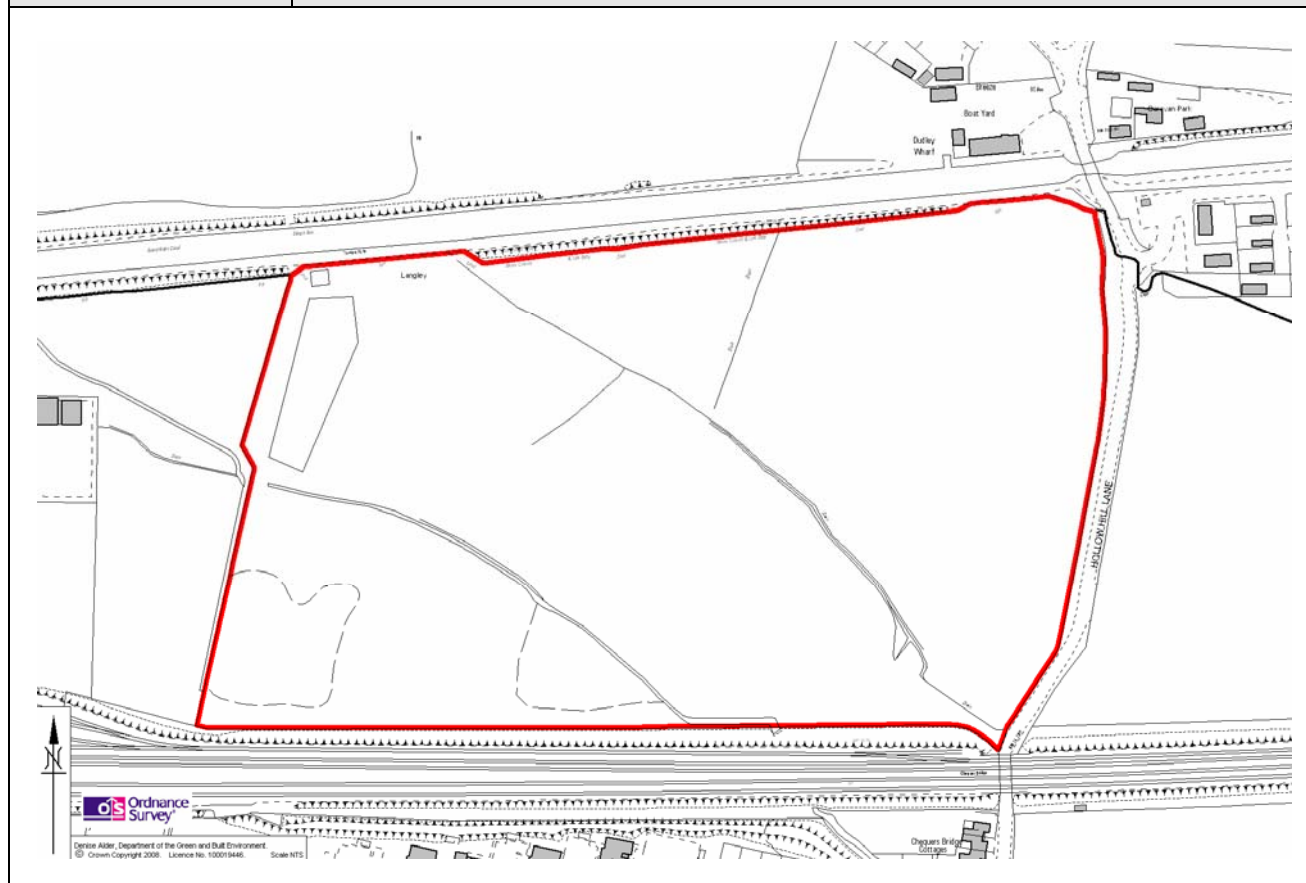
⁵ Refer to Paragraph 7.118 of the Core Strategy

Site Reference	SSA23	Ward	Langley
Address	Part of Langley Business Centre. 11/49 Station Road, Langley		
	<p>It is proposed to limit the scale of the supermarket that will be allowed on the site to no more than 2,500 sq m of trading floorspace⁶. This takes into consideration:</p> <ul style="list-style-type: none"> (i) the capacity of the local road network to cope with the traffic generated by a supermarket in this location (taking into account other future developments and development opportunities planned in and around central Langley); (ii) the type of supermarket suited to the local context given the amount and scale of other supermarkets/superstores within Borough; and (iii) the potential impact of the development on the existing shops in the Langley District Centre. <p>The percentage of the 2,500 sq m total trading floorspace of the supermarket that will be allowed for sale of comparison goods will be limited to no more than 25% (625 sq m). This percentage is consistent with the supermarket floorspace ratios that have been permitted on the former Co-op Site, Uxbridge Road, Slough.</p> <p>Proposals for non-food retail stores on the site will not be supported in this location. It is considered that all opportunities to expand the retail provision of Slough Town Centre should be prioritised above other shopping centres. The Core Strategy states that <i>“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”</i>⁷.</p> <p>The design and layout of the proposed store, including the location of the service yard, will have to take account of the need to protect the amenities of adjoining residential properties.</p> <p>The site is located in the Langley Business Centre Existing Business Area as identified within the Local Plan for Slough (2004). Until such time as the site is developed for a supermarket it is not intended to alter the boundary of the Existing Business Area. Accordingly, the relevant policies in the Local Plan and Core Strategy remain in force for the site. The proposal is not considered to be contrary to Core Policy 5 as the proposed supermarket will continue to provide employment on the site.</p>		

⁶ Planning Policy Statement 4: Planning for Sustainable Economic Growth defines a supermarket as a self-service store selling mainly food, with a trading floorspace of less than 2,500 square metres, often with car parking.

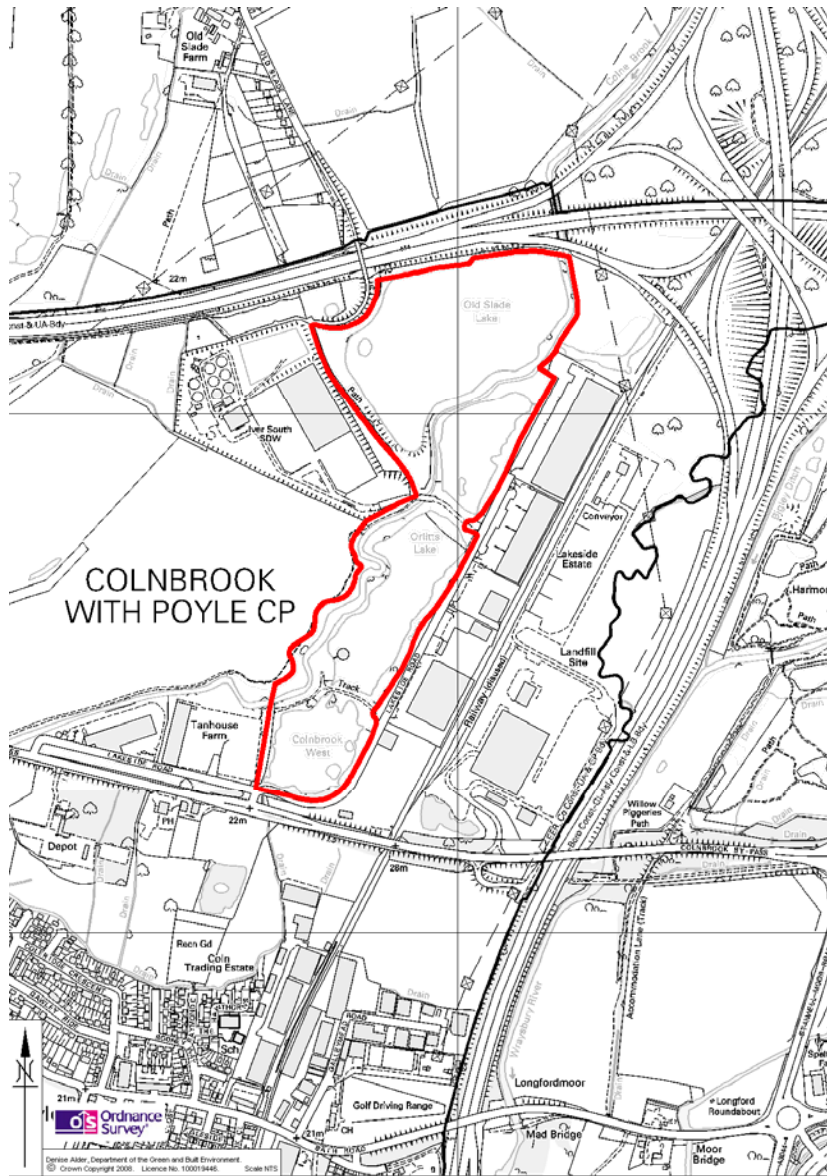
⁷ Refer to Paragraph 7.107 of the Core Strategy

Site Reference	SSA24	Ward	Langley
Address	Land West of Hollow Hill Lane, Langley		
Area (hectares)	9.72	Grid Reference	502000, 179910
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood Zone: 2 and 3 Green Belt, Colne Valley Park and Strategic Gap
Current use(s)	Undeveloped open land; occasional grazing or crops on part of it.
Reason(s) for Allocation	Enhance biodiversity
Site Planning Requirements	Encourage habitat enhancement and/or creation Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity
Background	This area of grassland, young trees and scrub between the railway and canal on the edge of town was until recently a Wildlife Heritage (Local Wildlife) Site. This means its wildlife value has decreased but there is scope to manage it to regain its designation as a Wildlife Heritage (Local Wildlife) Site and hopefully manage it as a nature reserve.

Site Reference	SSA25	Ward	Colnbrook
Address	Old Slade Lake, Orlits Lake and Colnbrook west, Lakeside Road, Colnbrook		
Area (hectares)	27.50	Grid Reference	503920, 177780
Proposed Use:	Non-Statutory Informal Nature Reserve (NSINR)		



Relevant strategic Objective(s)	H K
Zoning	Flood zone: 2 and 3 Strategic Gap Colne Valley Regional Park Green Belt Wildlife Heritage (Local Wildlife) Site

Current use(s)	None – former gravel pit
Objectives	Enhance biodiversity
Site Planning Requirements	Encourage habitat enhancement and/or creation Ensure public access if appropriate is managed to ensure it does not have a negative impact on biodiversity
Background	A semi natural habitat has evolved around the edges of these former gravel pits. There is no formal public access. Old Slade used to be a nature reserve many years ago. There is scope for them to be managed for wildlife to enhance their value and hopefully create a long term nature reserve with some public access. Their location in the Colne Valley Regional Park but close to intense urban activity means they are a valuable wildlife haven and wildlife link between the north and south parts of the Park. The expanse of open water is unusual in Slough and can bring in bird life not otherwise seen.

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Chapter 6: Selected Key Locations for Comprehensive Regeneration

- 6.1. In addition to the Site Specific Allocations, it is proposed to identify a number of other Selected Key Locations which may form part of future comprehensive regeneration schemes.
- 6.2. The basis for these is set out in Core Policy 1 (Spatial Strategy) which states :
- ‘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 justified by overall environmental, social and economic benefits that will be provided to the wider community.’
- 6.3. The Core Strategy (paragraph 7.23) states that the areas for selected regeneration projects will include Britwell, Slough Trading Estate and parts of Chalvey, which will be comprehensively planned to meet the diverse needs of the local community. It also makes it clear that proposals for other areas for comprehensive regeneration will be considered in the Site Allocations DPD.
- 6.4. Most of the potential areas flagged up in the Core Strategy have come forward as Site Specific Allocations, but there are some which are not sufficiently advanced to be treated as such. As a result it is proposed to identify these as “Selected Key Locations for comprehensive regeneration”.
- 6.5. The policy below therefore identifies four Selected Key Locations for comprehensive regeneration which have been designated in recognition of their potential for bringing environmental, social, and economic benefits to the wider community.
- 6.6. In order to enable this to happen, Core Policy 1 (Spatial Strategy) allows for some relaxation of the policies or standards in the Local Development Framework where this can be justified. All of the sites are currently zoned for business or retail use and it may be necessary to relax these zonings in order to allow the comprehensive regeneration to take place.
- 6.7. In the mean time the existing zonings and policy framework shown on the Proposals Map will continue to apply to the sites until such time comprehensive redevelopment proposals are put forward.

Site Allocation Policy 2

The sites listed below, as shown on the Proposals Map and described in the following section are designated as Selected Key Locations for Comprehensive Regeneration where 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.

Ref no.	Proposal address
SKL1	Bath Road Cippenham
SKL2	Chalvey High Street
SKL3	Stoke Road and Mill Street
SKL4	Former Langley Oil Terminal and Railway Station Car Park

Implementation

- 6.8. This policy will be implemented, in conjunction with other policies in Slough's Development Plan, through the determination of planning applications. Proposals should meet the Site Planning objectives set out in the accompanying site schedules. Developers will be expected to prepare comprehensive redevelopment proposals to ensure that any relaxation of policy is justified, and is of maximum benefit to Slough's community.
- 6.9. Planning proposals will need to comply with policies that address issues including (but not restricted to) :
- flood risk from sources other than fluvial (rivers and streams etc.), including groundwater, spring lines, surface water and foul sewers in line with the Council's Strategic Flood Risk Assessment
 - sustainable design and construction, air pollution, land contamination and energy from local zero or low carbon technology sources
 - preservation and enhancement of the historic environment including listed buildings and archaeology
 - preservation and enhancement of biodiversity across the Borough
 - provision of social and physical infrastructure that meets the needs of Slough's diverse communities
 - compensation for loss of community facilities
 - designing out crime (Crime Prevention)
- 6.10. Proposals will also need to comply with the South East Plan and other planning guidance and best practise as appropriate. Financial contributions and affordable housing will be expected in accordance with the Council's published guidance (currently part 2 of the Developers Guide).
- 6.11. The implementation of delivery of Selected Key Locations will be monitored as set out in Chapter 3.

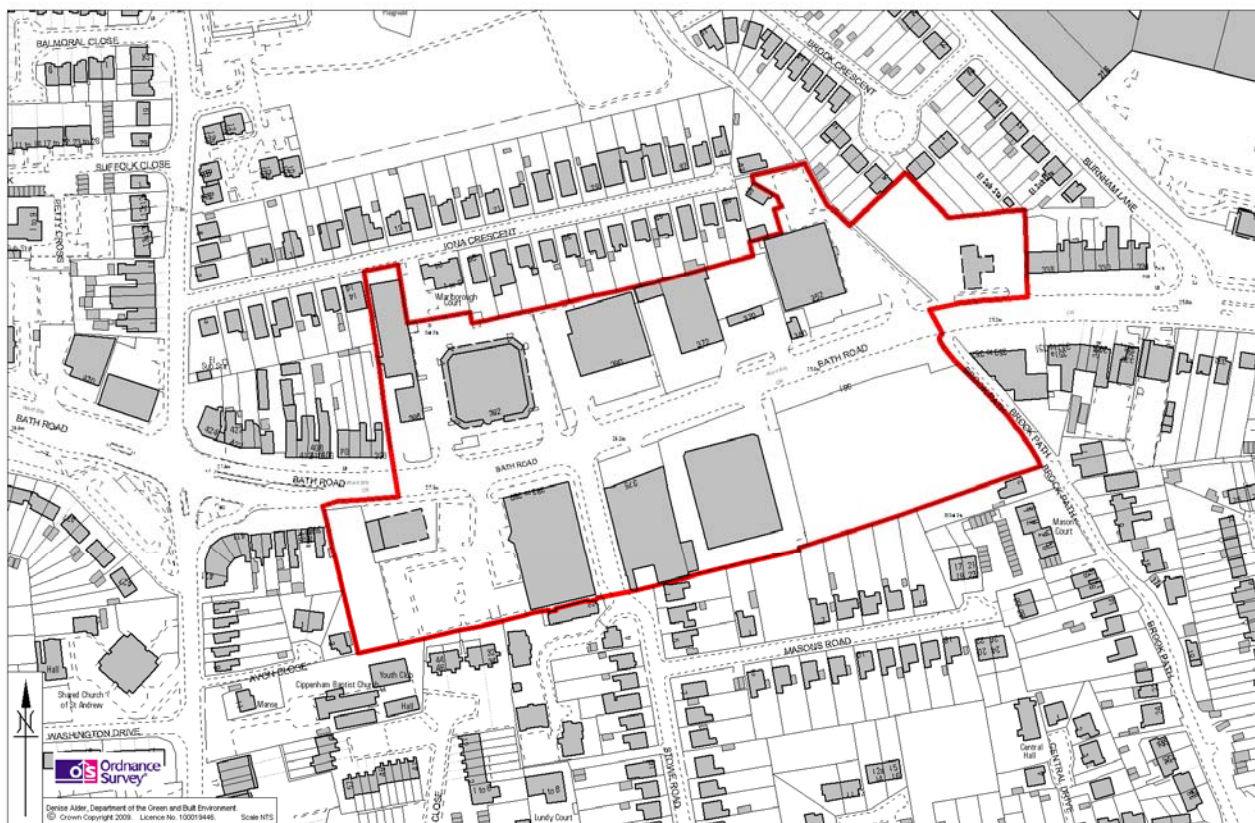
Selected Key Location schedules

- 6.12. The following section contains a schedule for each Selected Key Location that sets out supporting information including why the allocation has been made, and what objectives would need to be achieved in order for the land use zoning to be relaxed. The site schedule also includes the Core Strategy Strategic Objectives it should help deliver, an OS based map showing the site boundary, its area (in hectares) and grid reference, and background information as appropriate or available. The schedules do not list all the policies that any planning application will have to comply with as there are no clear proposals for these sites to date.
- 6.13. In summary, each of the Key Locations in the policy is included with the following information:
- Unique Key Location reference (prefixed with 'SKL' to identify it as a Selected Key Location)
 - Site Ward (s), address, area (in hectares) and grid map reference
 - Site boundary identified on an OS map base
 - Strategic Objectives it will help deliver
 - Current Use
 - Policy Relaxation that would be required
 - Objectives proposals would need to deliver
 - Background information - additional and supplementary details to support the other information provided.

Selected Key Location Schedules

Selected Key Location for Comprehensive Regeneration

Site Reference	SKL1	Ward	Chalvey
Address	Sites at Bath Road, Cippenham		
Area (hectares)	4.84	Grid Reference	494340, 181000



Relevant strategic Objective(s)	A B C D
Zoning	Flood zone: (Part- eastern edge) 2 and 3 (Majority) Existing Business Area
Current use(s)	Employment and retail
Possible Policy Relaxation	Loss of existing business area in order to allow for residential or mixed use development.
Reason(s) for Allocation	Alternative uses may need to be found for the Trade Sales car showrooms and sites in this part of the Bath Road. This would provide the opportunity for the comprehensive redevelopment and regeneration of the area.
Site Planning Objectives	Any residential or mixed use development should be comprehensively planned in a way which <ul style="list-style-type: none"> • Improves the appearance of this important main road frontage, • Provides some family housing at the rear of the site, • Includes suitable amenity areas or gardens • Minimises the number of access points onto the A4 • Provides for cycleways where appropriate • Overcomes all flooding and drainage issues • Protects the amenities of adjoining residential areas

Site Reference	SKL1	Ward	Chalvey
Address	Sites at Bath Road, Cippenham		
	It is not proposed that there should be any further retail development or any office development in this out of town centre location.		
Background	<p>The site is currently occupied by a range of retail or employment uses, half of which are occupied by the Trade Sales car showrooms and sales areas.</p> <p>It is identified as an Area of major Change in the Core Strategy. If the car sales operation ceases on the various sites there would be the opportunity to comprehensively regenerate this important main road frontage in a way which would improve its appearance and make better use of the land. The site could be redeveloped for residential use, even though it is currently zoned as an Existing Business Area.</p> <p>The design and layout of any development would have to take account of flooding and drainage issues, the juxtaposition of adjoining residential property and the need to create an attractive and distinctive development on this important main road frontage.</p>		

Selected Key Location for Comprehensive Regeneration

Site Reference	SKL2	Ward	Chalvey
Address	Chalvey High Street, Chalvey		
Area (hectares)	0.6	Grid Reference	496580, 179430

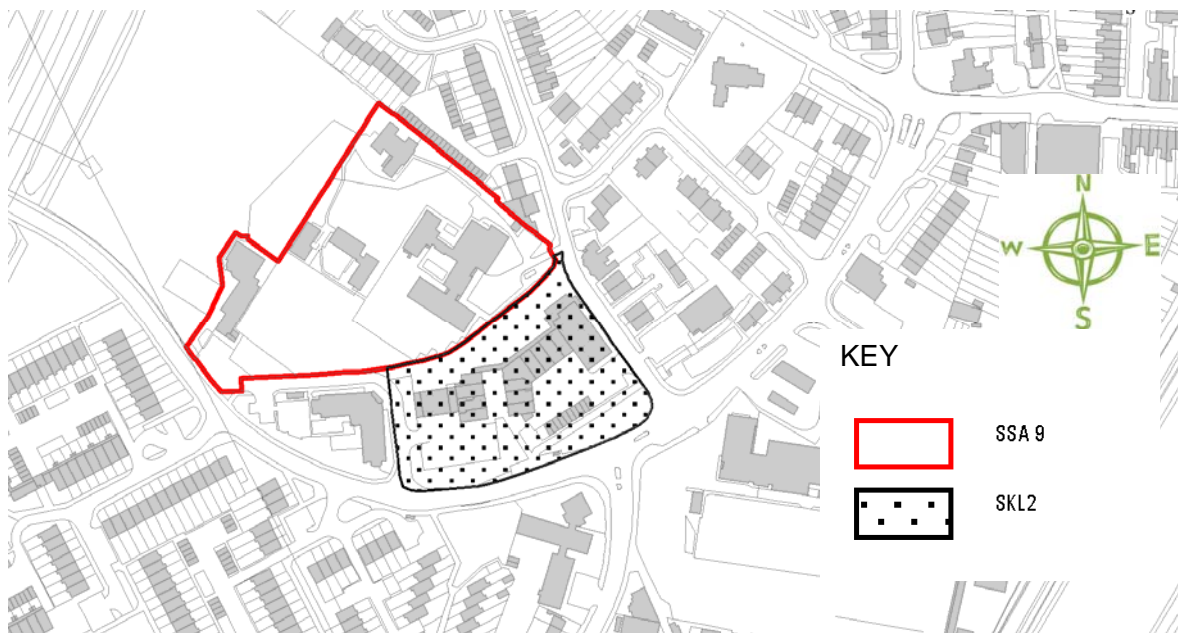


Relevant strategic Objective(s)	A B C E F
Zoning	Flood zone: 2 and 3 (Part) Neighbourhood Centre
Current use(s)	Retail and residential
Possible Policy Relaxation	Loss of Shopping Centre
Reason for allocation	The site is currently run down and under utilised as a shopping centre and has a poor design which does not present an attractive frontage to Chalvey High Street. As a result the opportunity could be taken to redevelop part, or all of it, as part of the wider regeneration of the Chalvey area.
Site Planning Objectives	Any redevelopment of the site should be comprehensively planned with the adjoining Thames Valley Community Centre in a way which: <ul style="list-style-type: none"> • Creates a new attractive environment • Rationalises pedestrian and vehicular routes • Creates an active frontage onto Chalvey High Street • Overcomes any flooding or drainage problems Any residential development should include family housing.

Site Reference	SKL2	Ward	Chalvey
Address	Chalvey High Street, Chalvey		
	Any retail uses should be of a scale and nature which serves local needs.		
Background	<p>The shopping centre was originally built to replace the shops in Chalvey Road West which were under threat from a road widening line. This has however been dropped and the Chalvey Road East area has been redeveloped and expanded as the main shopping facility for the area.</p> <p>The site is poorly designed and inward looking. It is also currently under utilised. The site adjoins the Thames Valley Community Centre (reference SSA9) and so has the potential to be developed in co-ordination with this, which would optimise the use of both of these sites (see figure SSA9-1 below). As a result it has been identified as a key site that could form part of the wider Chalvey regeneration area.</p> <p>Although the preferred use of the site would be for residential, it could retain some retail use if this was needed to serve local needs. It may be difficult to increase the residential presence on the site because of flood risk concerns.</p>		

Figure SSA9-1

Diagram showing relationship between SSA9 (Thames Valley Community Centre) and SKL2



Map based on OS map with permission of controller of HMSO
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Selected Key Location for Comprehensive Regeneration

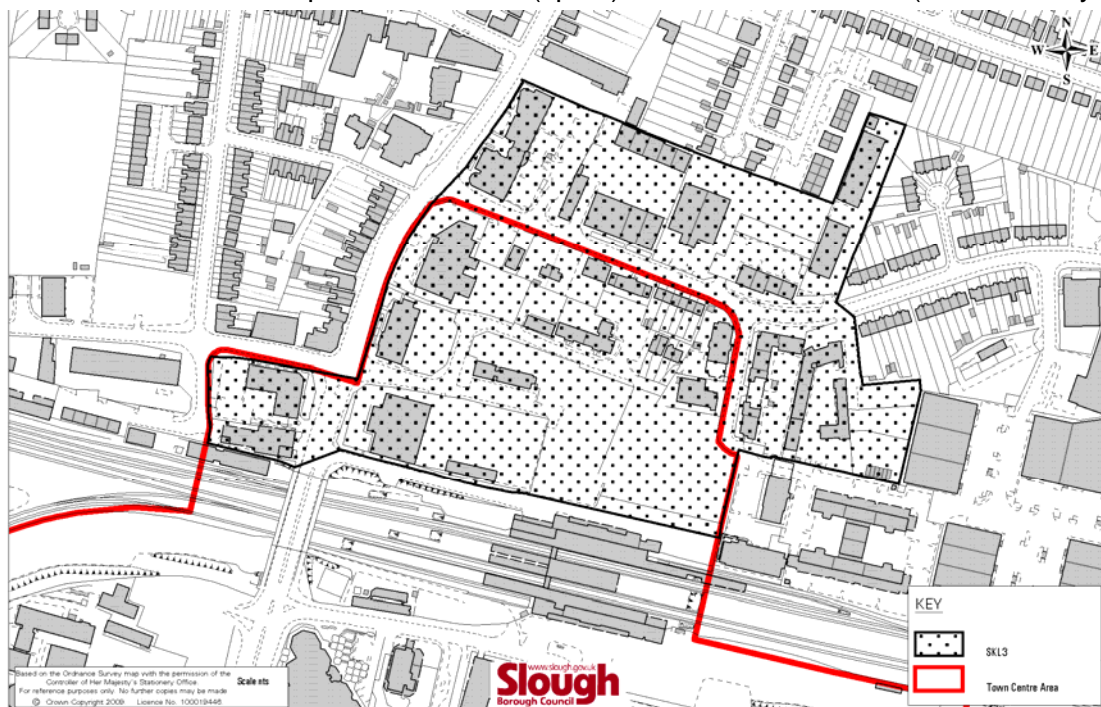
Site Reference	SKL3	Ward	Central
Address	Stoke Road and Mill Street		
Area (hectares)	7.05	Grid Reference	497850,180340



Relevant strategic Objective(s)	A B C D E
Zoning	Flood zone: 1 (Part) Existing Business Area (Part) Town Centre Area
Current use(s)	Employment and residential
Possible Policy Relaxation	Loss of Existing Business Area
Reason for allocation	The area needs to be comprehensively planned in order to accommodate the pressure for development in this location close to the railway station. This could be achieved by relaxing the policy for the Existing Business Area which prevents the loss of employment land. Residential or mixed use development may be appropriate as part of the comprehensive regeneration of this area.
Site Planning Objectives	Proposals for development within the Stoke Road area should: <ul style="list-style-type: none"> • Be comprehensively planned • Provide for an overall mix of uses within the area • Rationalise the road and pedestrian network • Only include small scale ancillary retail uses • Comply with the principles of the Slough Town Centre Urban Design Framework SPD

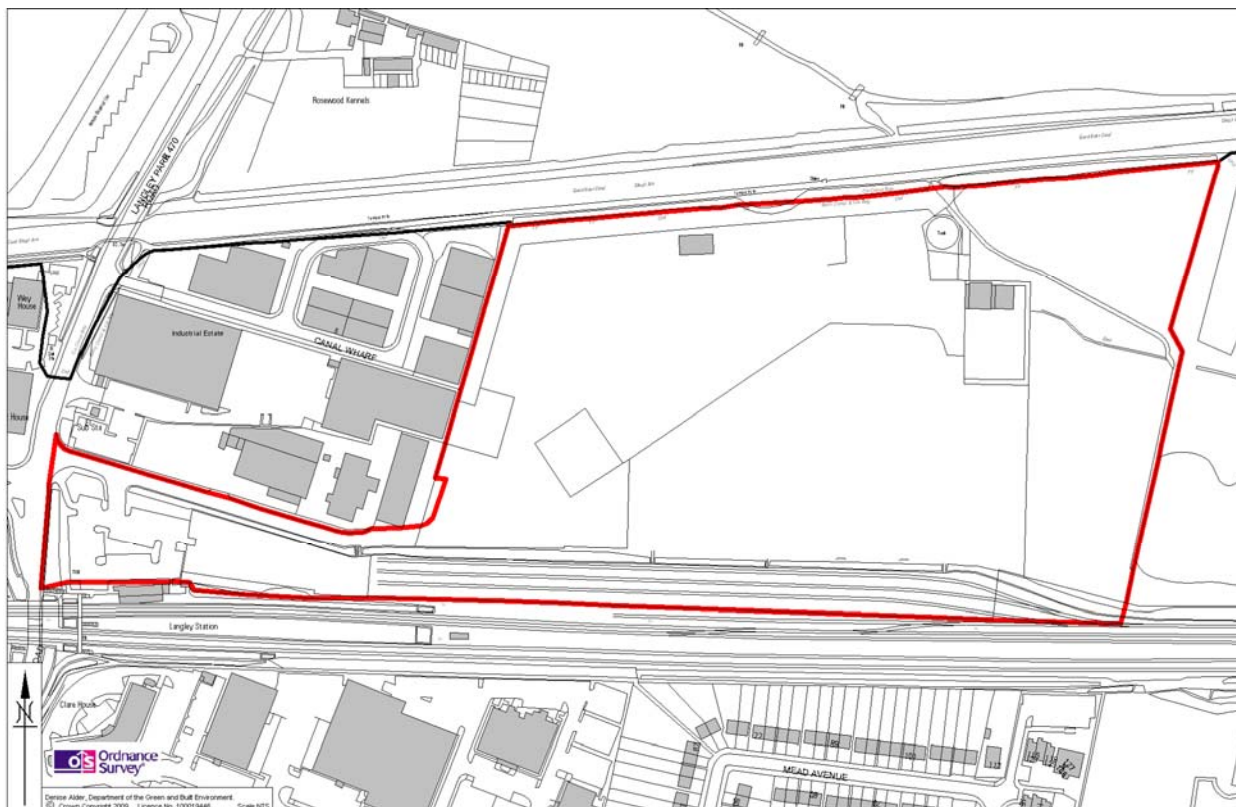
Site Reference	SKL3	Ward	Central
Address	Stoke Road and Mill Street		
Background	<p>There is a long standing recognition that there is the opportunity to comprehensively redevelop the Stoke Road Area. Local Plan Policy EMP6 (Stoke Road Area) states that redevelopment schemes which provide a range of business and residential uses, either independently or combined as mixed use schemes, will be permitted if they comply with a number of requirements.</p> <p>Paragraph 7.99 of the Core Strategy notes that major high density residential development and a hotel have been developed to the north of the station and that this and other areas of opportunity will be identified in the Site Allocations Document.</p> <p>The part of the area closest to the station is within the Slough Town Centre Area which will be shown on the Proposals Map (see figure SKL3-1 overleaf). As a result town centre type uses will be allowed in this area. Similar development will be allowed in the rest of the Selected Key Location at an appropriate scale provided it is planned on a comprehensive basis that rationalises the existing land use pattern.</p> <p>It is proposed to improve the forecourt in front of the station and there is a long term proposal to create a new direct pedestrian link to the town centre via a bridge through the railway station. This could be carried out as part of the works that will be carried out by Crossrail.</p> <p>Guidance on the height and scale of development that will be allowed in the area north of the station will be set out in the Slough Town Centre Urban Design Framework SPD.</p> <p>No major retail development will be allowed in this area which is outside of the Town Centre Shopping Area.</p>		

Figure SKL3-1 The relationship between SKL3 (spots) and the Town Centre (red boundary line)



Selected Key Location for Comprehensive Regeneration

Site Reference	SKL4	Ward	Langley St Mary's
Address	Former Langley Oil Terminal/ Railway Station Car Park, off Station Road, Langley.		
Area (hectares)	8.12	Grid Reference	501570,179860



Relevant strategic Objective(s)	A E F G H J
Zoning	Flood zone: (small Part) 2 and 3 (Part) Existing Business Area (Part) Green Belt, Colne Valley Park and Strategic Gap.
Current use(s)	Former oil terminal (not active) and railway car park.
Possible Policy Relaxation	Loss of Existing Business Area
Site Planning Objectives	<p>Proposals for comprehensive redevelopment of the site should:</p> <ul style="list-style-type: none"> • Make provision for improving road and pedestrian access • Address all other traffic and transport issues • Enhance the ecological and recreation value of the green belt • Improve access to the canal (including possible provision of visitor moorings) • Remove any contamination and reduce the impact of noise • Retain the railway sidings to allow for road/rail freight interchange. • Improve Langley railway station facilities <p>Any residential development should predominatly consist of family housing.</p>

Site Reference	SKL4	Ward	Langley St Mary's
Address	Former Langley Oil Terminal/ Railway Station Car Park, off Station Road, Langley.		
Background	<p>The site was formerly occupied by the Total Oil terminal which received oil by train and distributed it via a pipeline to Heathrow airport and by road tanker to local customers. Since the oil tanks have been removed the site has been used by a number of unauthorised low key storage businesses. Remediation work is now underway (August 2009) with a view to finding a long term use for this large brown field site.</p> <p>The site is located walking distance from Langley District Centre and train station. Rail services to Langley will be improved following the implementation of Crossrail. The road access to the site is however restricted by a low bridge in Station Road preventing access for HGVs from the south and reducing the site's suitability for business or warehousing. The site is potentially contaminated and the eastern part is designated as Green Belt, Colne Valley Park, and Strategic Gap. It adjoins SSA24 which is proposed as a Non-Statutory Informal Nature Reserve.</p> <p>Although most of the site is zoned as an Existing Business Area, it is not considered that it is suitable for industrial or warehousing use because of the restricted HGV access to the site. The access road to the site is also sub-standard. Office development would not be in accordance with Core Policy 1 (Spatial Strategy) which directs all such uses to the town centre.</p> <p>The site also suffers from high noise levels from the railway line.</p> <p>As a result a long term solution needs to be found with a suitable mix of uses which improves access to the site, maintains the Green Belt land and optimises its location next to the canal. Some capacity for road/rail interchange facilities should also be retained.</p> <p>While the preferred use of the site is residential which would predominately consist of family housing, the future use of the former depot will be determined following more detailed pre-application work.</p>		

Chapter 7: Proposals Map

- 7.1. The adopted Proposals Map identifies the areas of Slough Borough to which the various development plan policies will be applied. This includes the following :
- areas of protection, including locally designated areas and green belt
 - areas at risk from fluvial flooding (that is in flood zones 2 and 3).
 - sites allocated for particular land use and development proposals included in any adopted development plan document
 - areas to which specific policies apply, such as existing business areas
- 7.2. Some of the zonings are determined by actions that do not form part of the Development Plan Process. The boundaries of Conservation Areas are, for example, reviewed from time to time, the Wildlife Heritage Sites are re-surveyed and the areas subject to flooding are regularly remodelled by the Environment Agency.
- 7.3. In addition the Proposals Map also contains designations and allocations for Saved Local Plan Policies, the need for which will be reviewed in the Annual Monitoring Report. It also has to show designations and zonings in the adopted Minerals and Waste plans.
- 7.4. A new Proposals Map will be created every time a new DPD is adopted and this will provide the opportunity to make any necessary changes to boundaries. In the meantime, when using the Proposals Map, it is advisable to check whether there have been any alterations since it was published.
- 7.5. At the point of adoption of this DPD, the Development Plan for Slough will consist of the following documents:
- Slough Core Strategy (Adopted December 2008)
 - Slough Site Allocations Development Plan Document
 - Slough Local Plan (2004) Saved Policies (2007)
 - Waste Local Plan for Berkshire (Adopted 1998) - Saved Policies
 - Replacement Minerals Local Plan for Berkshire (Incorporating alterations adopted December 1997 and May 2001) - Saved Policies.

Proposals Map Policy 1

The Proposals Map is the spatial representation of the Development Plan for Slough. Land use designations, zonings and allocations shown on it define the land use areas to which specific policies will be applied as part of the implementation of the Development Plan.

Appendices

- Appendix 1. Monitoring and implementation
- Appendix 2. Core Strategy Policies and Key Diagram
- Appendix 3. Housing Trajectory
- Appendix 4. Biodiversity Opportunity Areas
- Appendix 5. Superseded Local Plan Policies

Appendix 1. Monitoring

Table 1: Site Specific Allocations: Monitoring (Key Indicators)

Core Output Indicator: An indicator that the Government requires Local Planning Authorities to monitor in the Annual Monitoring Report to measure policy performance/delivery of objectives. These Core Output indicators are set out in Local Development Framework Core Output Indicators Update (2/2008).

(<http://www.communities.gov.uk/publications/planningandbuilding/coreoutputindicators2>)

***Please note that the Core Output Indicators 2/2008 replace Core Output indicators in the adopted Core Strategy*

Local Output Indicator: An indicator set by the Local Planning Authority to measure policy performance/delivery of objectives.

Core Policy	Indicator	Targets	**Output Indicator type
CP1- Spatial Strategy	BD1: Total amount of additional employment floorspace – by type	None identified	Core
	BD2: Total Amount of employment floorspace on previously developed land – by type	None identified	Core
CP2- Green Belt and Open Spaces	Number of inappropriate developments or uses granted permission in the green belt		Local
	Net change in the size of the green belt	Maintain the existing green belt	Local
	Net change in hectares of public open space lost to built development	No loss of open space	Local
CP 3 -Housing Distribution	H1: Plan period and housing targets	Meet the housing allocation in the South East Plan	Core
	H2(b): Net additional dwellings – for the reporting year	Meet the housing allocation in the South East Plan	Core
	H2(c): Net additional dwellings – in future years	Meet the housing allocation in the South East Plan	Core
	H2(d): Managed delivery target		Core
	H3: New and converted dwellings – on previously developed land	95% of all housing developments to be on previously developed land by 2016 (compared to government's target of 60%)	Core
	H5: Gross affordable housing completions		Core

Core Policy	Indicator	Targets	**Output Indicator type
	Number of planning permissions where there is a net loss of dwellings	No net loss of housing within developments	Local
CP4 -Type of Housing	Number of dwellings completed at less than 37 dwellings per hectare;	All residential developments over 5 units built at a minimum of 37 dwellings per hectare	Local
	Number of family houses built each year and what percentage of the total number of dwellings built each year this represents.	No net loss of family housing within developments	Local
CP5 - Employment	Amount of land in Existing Business Areas lost due to residential development		Local
	Percentage of completed non-residential development complying with car parking standards as set out in the Local Development Framework	None Identified	Local
CP6 -Retail, Leisure and Community Facilities	Change in Slough town centre's retail ranking;	Increase Slough town centre's retail ranking	Local
	Number of existing community facilities lost.	None Identified	Local
CP 8 - Sustainability and the environment	E1: Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	None Identified	Core
	E2: Change in areas of biodiversity importance	None Identified	Core
	E3: Renewable energy generation	None Identified	Core
	Number of developments built to Eco Homes/ Code for Sustainable Homes/BREEAM standards	None Identified	Local

Table 2: Implementation of Site Specific Allocations

**Slough Borough Council*

Ref no.	Address	Lead Implementation agent(s)	Comments	Implementation term
SSA1	Lynch Hill and Bangle's Spinney	Slough BC*	Dependent on interested groups and funding	Medium
SSA2	Britwell and Haymill Regeneration Area	Slough BC*, SEGRO		Medium
SSA3	Newbeech House, Long Readings Lane, Elderly Persons Home and day centre	Slough BC*	Elderly persons home to be closed.	Short
SSA4	Slough Trading Estate (including Leigh Road	SEGRO	Current planning application for Leigh Road Central Core.	Short/ Medium/

**Slough Local Development Framework
Site Allocations DPD (adopted November 2010)**

Ref no.	Address	Lead Implementation agent(s)	Comments	Implementation term
	Central Core Area)		Development will be phased over a 20 year period.	Long
SSA5	149-153 Farnham Road and 415-426 Montrose Avenue	Sainsbury's SEGRO	Also part of Trading Estate Masterplan.	Medium
SSA6	352-358 Farnham Road	Lidl	Current application unlikely to comply with Site Allocation site planning requirements	Medium
SSA7	Cippenham Phase 4	Barratt Homes	Current planning application	Medium
SSA8	Watercress Beds West of Keel Drive	Slough BC*	Dependent on interested groups and funding	Medium
SSA9	Thames Valley Community Centre	Slough BC*		Medium
SSA10	Chalvey Millennium Green	Slough BC*	Dependent on interested groups and funding	Medium
SSA11	Slough Town Hall	Slough BC*	Depends upon decision to List the Town Hall	Long
SSA12	Land South of Stranraer Gardens		Depends on owner and funding	Long
SSA13	Heart of Slough	Housing and Communities Agency (HCA), Slough Borough Council (SBC), Thames Valley University (TVU), Development Securities	Masterplan approved. 15 year development period. New road layout to be constructed by HCA. No residential developer currently involved on TVU site. Landowner agreement to be signed.	Short/ Medium/ Long
SSA14	Queensmere and Observatory Shopping Centres	Criterion Capital	Further planning applications for the redevelopment of parts of the Queensmere are expected.	Medium
SSA15	Upton Hospital, Albert Street	Berkshire East PCT		Long
SSA16	Post Office Sorting Office, Wellington Street	Royal Mail	Alternative site for Sorting Office identified.	Long
SSA17	Slough Canal Basin, Stoke Road	British Waterways and Slough Borough Council	Partly dependent upon acquisition of Travis Perkins buildings.	Long
SSA18	Former Arbour Vale School, West Wing, St. Joseph's playing field, Stoke Rd	Slough BC* and Paradigm Housing Association	Linked to proposals for Slough Town Football stadium	Long
SSA19	Play Area off Moray Drive	Slough BC*		Short
SSA20	Wexham Park Hospital, Wexham Road	Heatherwood and Wexham Park Hospitals NHS Foundation Trust		Long
SSA21	Halkingcroft Wood, Middlegreen Road	Slough BC*	Depends upon interested groups and funding	Long
SSA22	BT Site and 297 Langley Rd	Telereal	Application approved in principle.	Short
SSA23	Part of Langley Business Centre, 11/49 Station Rd, Langley	Zurich Assurance	No retailer currently involved.	Medium
SSA24	Land West of Hollow Hill Lane, Langley		Depends on owner, interested groups and funding.	Long

**Slough Local Development Framework
Site Allocations DPD (adopted November 2010)**

Ref no.	Address	Lead Implementation agent(s)	Comments	Implementation term
SSA25	Old Slade Lake, Orlits Lake and Colnbrook West, Lakeside Road, Colnbrook.		Depends on owner, interested groups and funding.	Long

Appendix 2.

Policies in the Slough Core Strategy 2006-2026

The Core Strategy Key Diagram is included at the end of these policies

CORE POLICY 1 (SPATIAL STRATEGY)

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

All development will take 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.

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.

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 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.

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.

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 Masterplan 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 brought forward in accordance with the provisions in Circular 01/2006 (DCLG).

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.

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.

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.

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, 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 where feasible
- 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 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.

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 bio-diversity of the Borough, including corridors between bio- diversity rich features.

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.

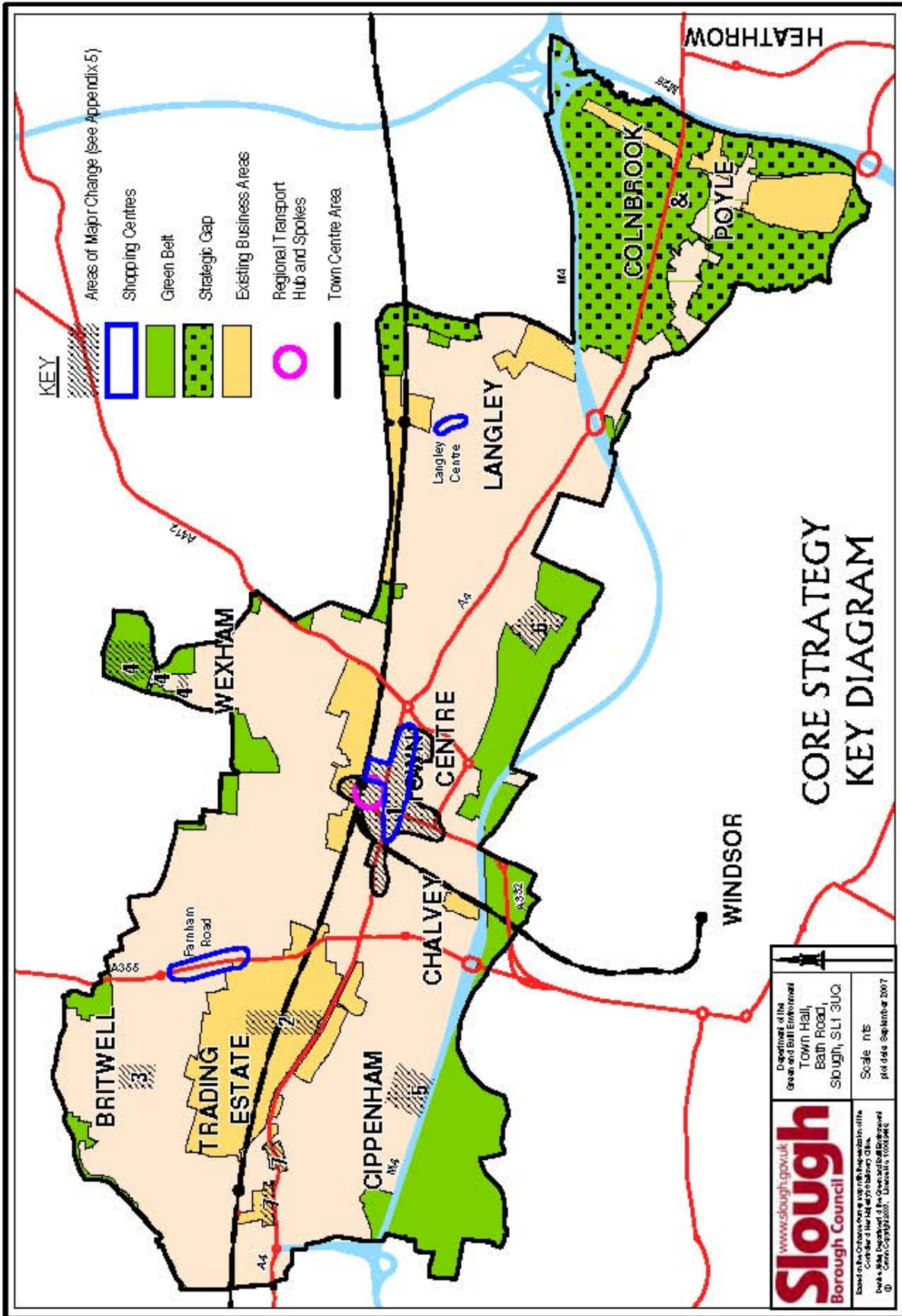
CORE POLICY 11 (SOCIAL COHESIVENESS)

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.

CORE POLICY 12 (COMMUNITY SAFETY)

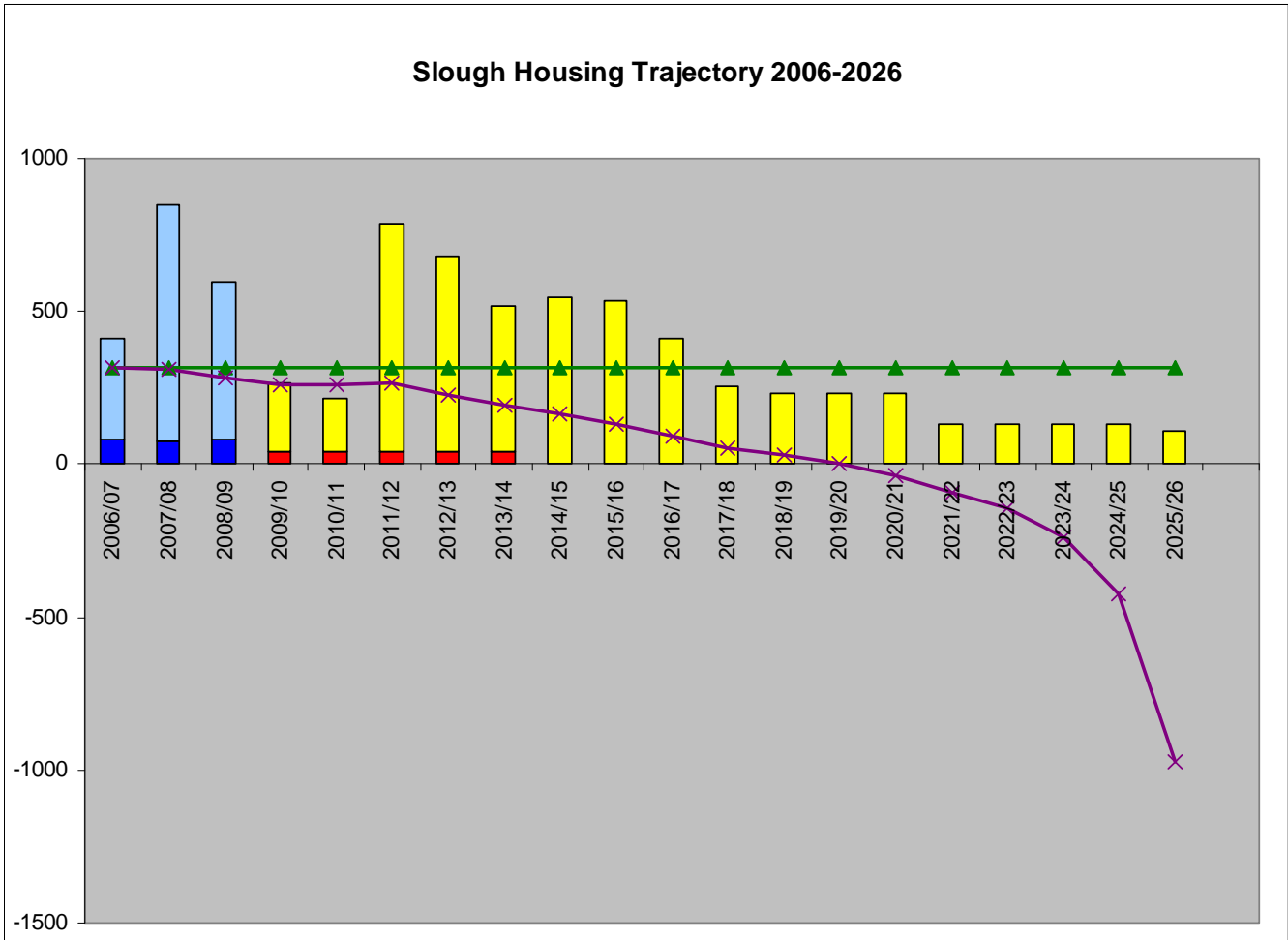
All new development should be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime. Activities which have the potential to create anti-social behaviour will be managed in order to reduce the risk of such behaviour and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

Core Strategy Key Diagram



Appendix 3. Slough Housing Trajectory 2006-2026

As of November 2009, for more information see the Annual Monitoring Report



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
- X MANAGE- Residual annual average

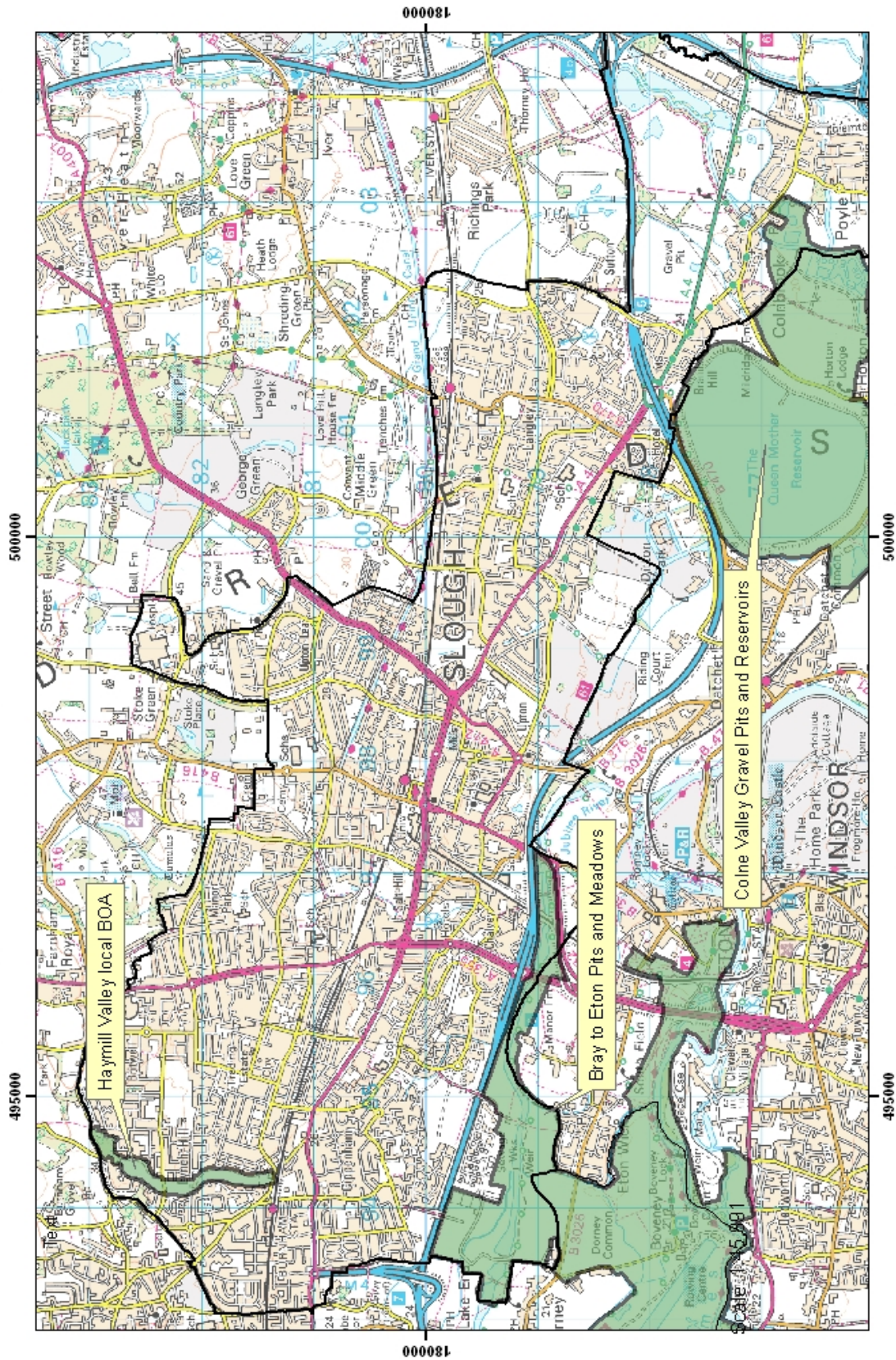
*Small and medium sites (Under 1 hectare)

**Large sites (Over 1 hectare)

Appendix 4. Biodiversity Opportunity Areas in Slough

Biodiversity Opportunity Areas are not directly referred to in the Core Strategy but this map is included for information (see Chapter 4 of this document Natural and Built Environment section).

Biodiversity Opportunity Areas (BOAs) in Slough



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Appendix 5. Superseded Local Plan Policies

Statement relating to Regulation 13 (5) of the Town and Country Planning Regulations 2004 (as amended)

The following policies are superseded by Site Allocations Policy 1 (SAP1) as result of the adoption of Site Allocations DPD:

EMP5 - Proposed town centre offices

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

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

Proposal Site 22 - Grove Court, Hatfield Road

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

Proposal Site 24 - Petrol station, Herschel Street

Proposal Site 25 - 17-23 High Street

Proposal Site 26 - 1-7 High Street

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

Proposal Site 28 - 2-10 Windsor Road

Proposal Site 29 - 53-63 Windsor Road

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

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

Proposal Site 32 - Newsweek House site, Wellington Street

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

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

OSC7 - Cippenham Green Wedge

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

CG3 - Redevelopment of the Canal Basin

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

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

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

TC1 - Town Centre Small Housing Sites

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

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

Proposal Site 47 - 316-320 High Street

Proposal Site 48 - 30-36 Park Street

Proposal Site 49 - Herschel Street/Victoria Street

This document can be made available on audio tape, braille or in large print, and is also available on the website where it can easily be viewed in large print.

Slough Local Development Framework - Site Allocations - Development Plan Document

If you would like assistance with the translation of the information in this document, please ask an English speaking person to request this by calling 01754 875820.

यदि आप इस दस्तावेज़ में दी गई जानकारी के अनुवाद किए जाने की सहायता चाहते हैं तो कृपया किसी अंग्रेजी भाषी व्यक्ति से यह अनुरोध करने के लिए 01753 875820 पर बात करके कहें.

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਵਿਚਲੀ ਜਾਣਕਾਰੀ ਦਾ ਅਨੁਵਾਦ ਕਰਨ ਲਈ ਸਹਾਇਤਾ ਚਾਹੁੰਦੇ ਹੋ, ਤਾਂ ਕਿਸੇ ਅੰਗਰੇਜ਼ੀ ਬੋਲਣ ਵਾਲੇ ਵਿਅਕਤੀ ਨੂੰ 01753 875820 ਉੱਤੇ ਕਾਲ ਕਰਕੇ ਇਸ ਬਾਰੇ ਬੇਨਤੀ ਕਰਨ ਲਈ ਕਹੋ।

Aby uzyskać pomoc odnośnie tłumaczenia instrukcji zawartych w niniejszym dokumencie, należy zwrócić się do osoby mówiącej po angielsku, aby zadzwoniła w tej sprawie pod numer 01753 875820.

Haddii aad doonayso caawinaad ah in lagu turjibaano warbixinta dukumeentigaan ku qoran, fadlan weydiiso in qof ku hadla Inriis uu ku Waco 01753 875820 si uu kugu codsado.

اگر آپ کو اس دستاویز میں دی گئی معلومات کے ترجمے کے سلسلے میں مدد چاہئے تو، براہ کرم ایک انگریزی بولنے والے شخص سے 01753 875820 پر کال کر کے اس کی درخواست کرنے کے لئے کہیں۔