

4. Other Proposals

4.1. Background information

4.1.1. There are some sites that have not been put forward by developers and land owners under the 'Call For Sites' but are likely to change in the future. These are listed here although some are broad locations rather than precisely defined sites. Although they have been put forward by the Council Planning Department they have not been endorsed as redevelopment sites by the Council as Local Planning Authority. The sites have been included as part of the Local Plan process of finding sites to help accommodate the towns need for more housing, modern business premises and community facilities. Associated with this is the objective of managing future development, where there is pressure for development, with the aim of co-ordinating development and controlling its quality where piece-meal development may occur otherwise. In some cases comprehensive redevelopment may be the best solution. The list contains a variety of proposals; some are specific others more general such as proposing a *review* of the potential for redevelopment i.e. for the latter there is no current commitment by the Council to actively promote redevelopment of these sites. Sites that fall into the review category are: OTH 140, 143, 146, 147.

4.1.2. Some sites are already referred to on the Council's Proposals Map of 2010 as Selected Key Locations relevant to future redevelopment. These are sites OTH 140 and 141 and are now proposed as specific redevelopment sites. Other sites are listed because they may assist with meeting the town's development needs and where there is already emerging pressure for redevelopment by some land owners. The Council seeks to control this development pressure to ensure it meets the town's needs. Regarding the latter the Council is aware of or expect, in the near future, pressure for development because of recent land owner/developer enquiries, nearby developer activity or infrastructure improvements. By specifically proposing these sites in the Council's Local Plan co-ordinated rather than piece-meal redevelopment is possible through application of future site specific planning policies. Similarly there are greater opportunities for requiring developers to contribute to necessary infrastructure improvements if sites are allocated within the Local Plan.

4.1.3. Promoting sites near the town centre and railway stations for residential use is associated with the desire to reduce the need for car travel for work or other journeys. This reduces the impact that additional households in the town will have on traffic and associated air pollution and carbon emissions.

Land owners of sites within walking distance of Slough railway station are likely to consider redevelopment because of the forthcoming Crossrail (Elizabeth Line) service to direct to central London and a rail link to Heathrow Airport. Langley Station will also benefit from a Crossrail service.

4.1.4. Two railway land sites are listed (OTH 135 & 136) for two combined reasons. Firstly Network Rail is expected to sell sites not essential for railway operation. Furthermore these two sites are suitable for local business use to assist the local economy. One of the sites is more suited to open yard or depot type uses which can be hard to find in the centre of town.

4.1.5. Many of the sites put forward can contribute to the regeneration of Slough in terms of providing modern accommodation to assist the local economy or local housing need. In addition comprehensive regeneration of local areas improves the appearance and image of the town. Regeneration or comprehensive redevelopment schemes also provide the opportunity for transport

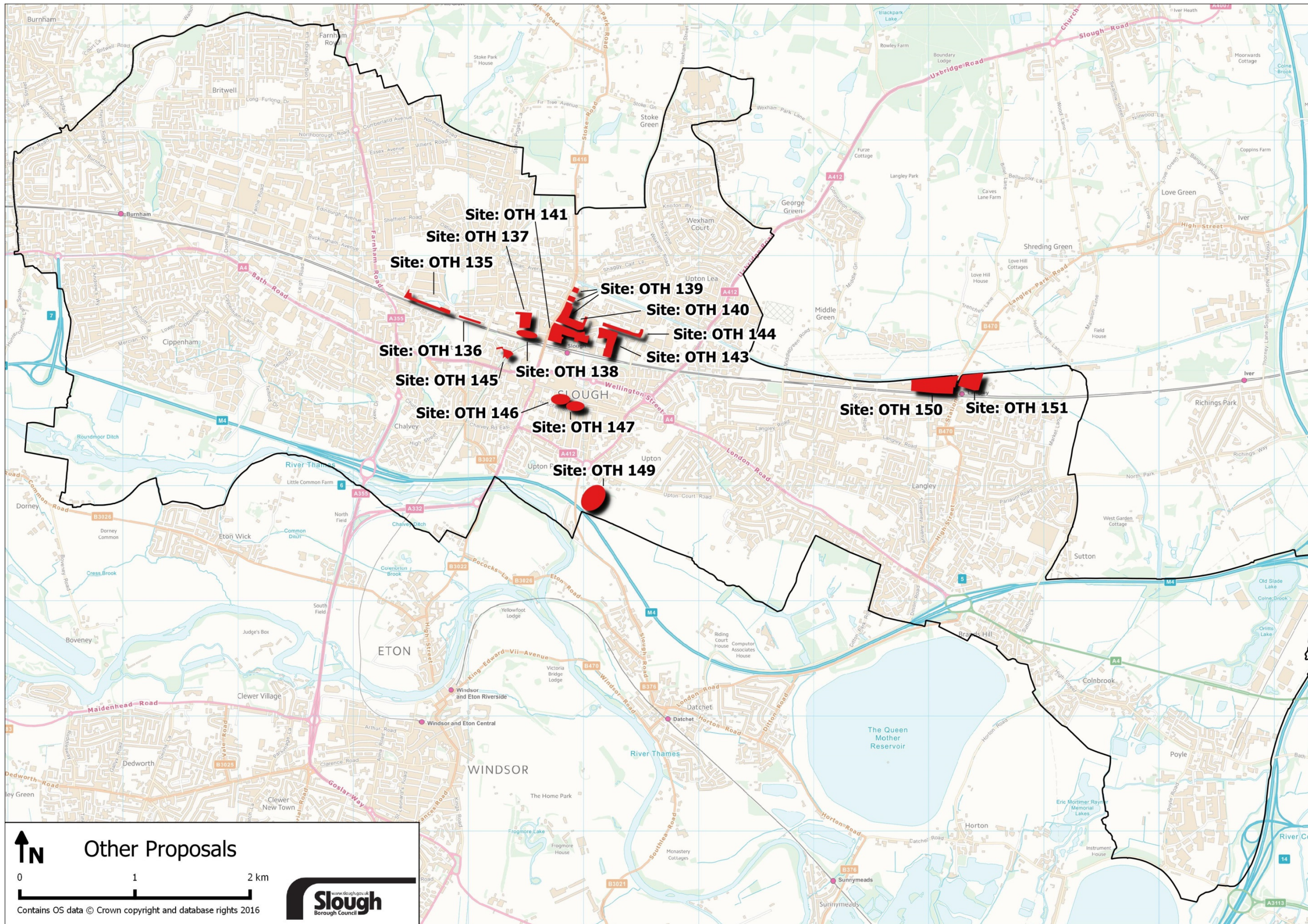
infrastructure in those areas to be upgraded to benefit the town in general. For example better cycle and pedestrian facilities, adjustments to assist public transport services and traffic management to ease congestion.

4.1.6. Where redevelopment of business and employment use is proposed for alternative uses the impact of this on economy of the town will need to be assessed.

4.1.7. Many proposal sites affect privately owned land. Implementation of the proposal for these sites will be dependent upon such land being made available for redevelopment or new development. Some proposal sites are in the form of locations without precise boundaries. Definition of these will be part of the review of the Local Plan process.

4.1.8. The Other Sites are given the prefix OTH in the schedule and location plan to distinguish them from the 'call for sites' that have been submitted by land owners, developers, organisations or local people.

4.2 Location Plan

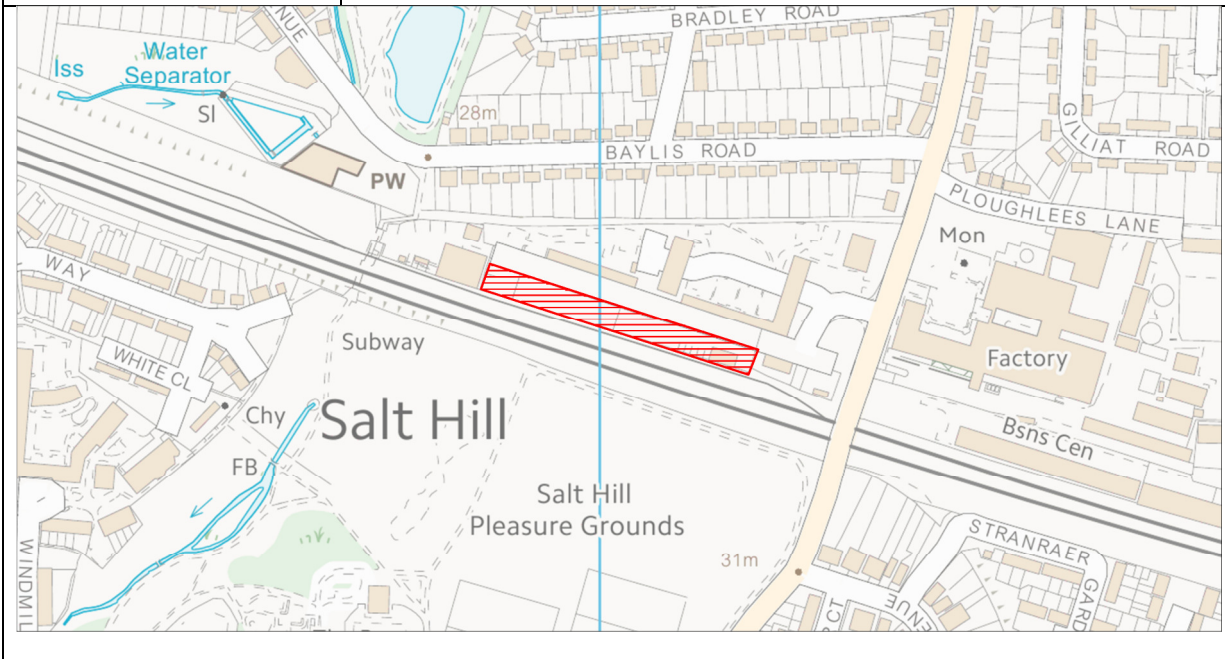


4.3 Site Schedules

Site Reference : OTH 135	
Location	Railway land off Frank Sutton Way
Proposal:	Business/industrial development/uses
Notes :	Network Rail proposes to dispose of some surplus land in the future. This site would be suitable for open yard and depot type uses.

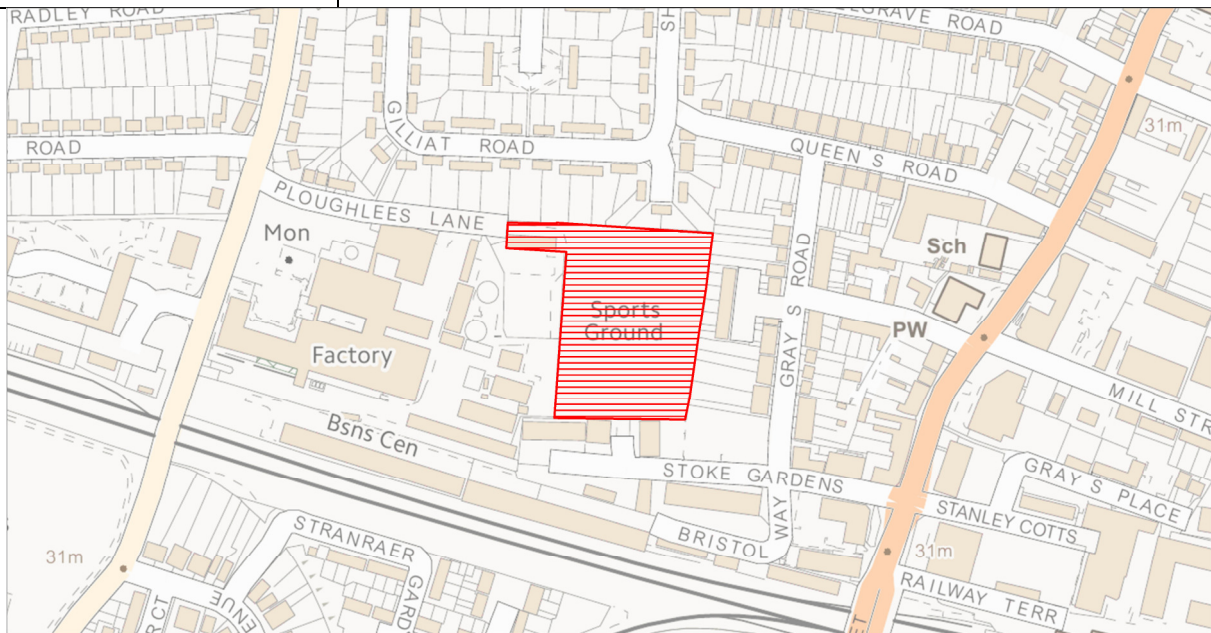
Site Reference : OTH 136

Location	Railway land at Simpsons Way
Proposal:	Business/industrial development/uses
Notes :	Network Rail proposes to dispose of some surplus land in the future.



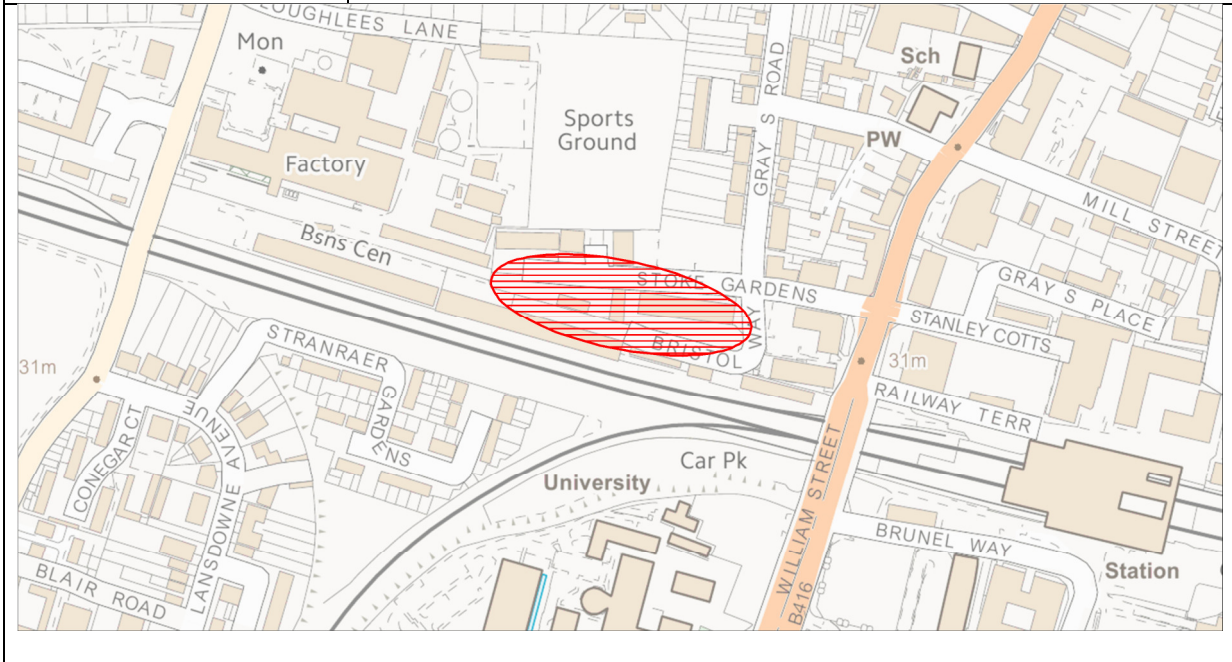
Site Reference : OTH 137

Location	Horlicks Playing Field; Plough Lees Lane.
Proposal:	Residential development with open space and pedestrian/cycle link from Stoke Poges Lane to Stoke Gardens
Notes :	The loss of a playing field is an issue to address if this site is developed. A pedestrian/cycle link through the site will provide easy access to the railway station from the site and



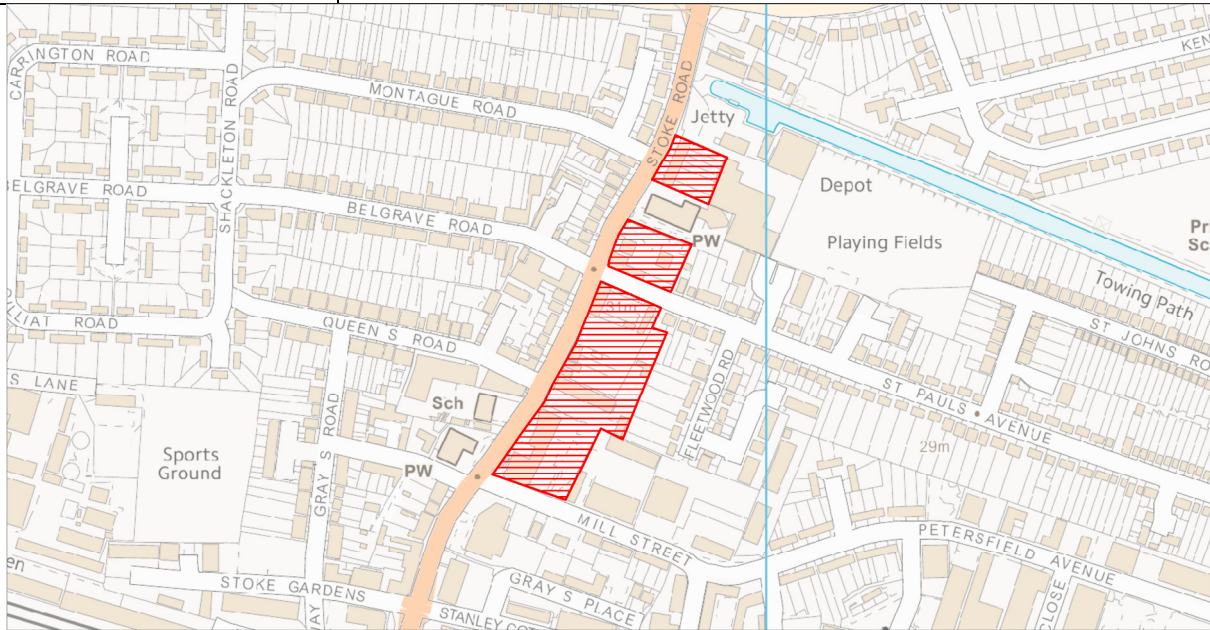
Site Reference : OTH 138

Location	Stoke Gardens
Proposal:	Residential led mixed use comprehensive redevelopment
Boundary	Boundary not precisely defined
Notes :	If this area is comprehensively redeveloped and uses not suitable next to residential development are able to move elsewhere the area could become a primarily residential area with some other uses that are suitable in a residential area



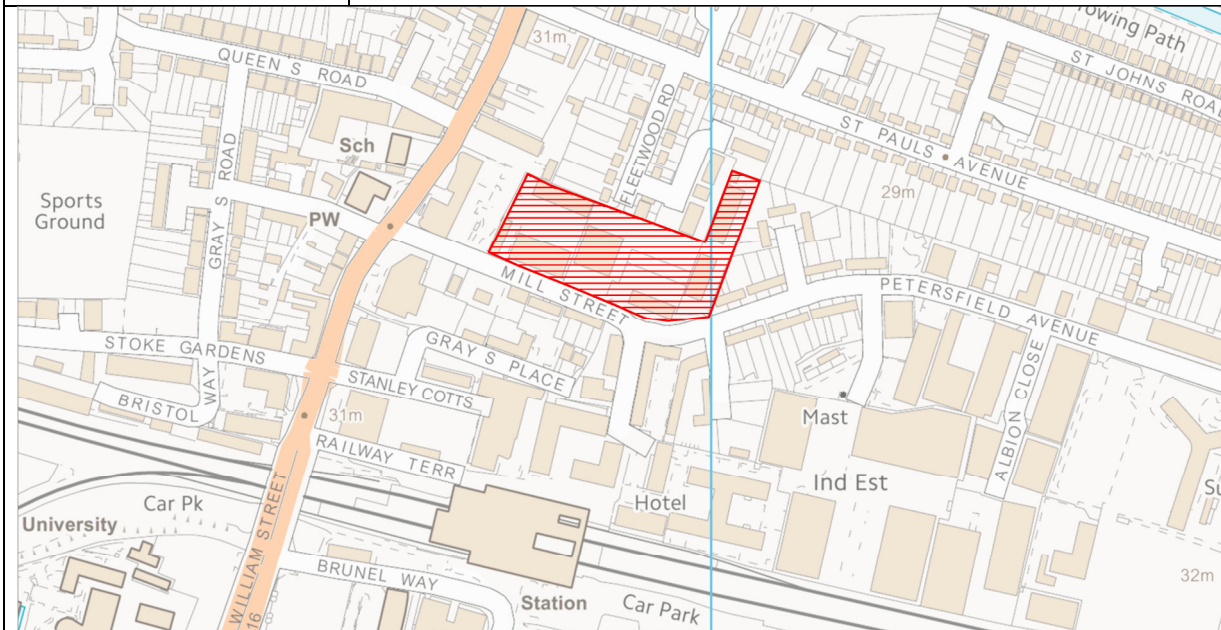
Site Reference : OTH 139

<p>Location</p>	<p>Stoke Road east side (south of Canal Basin and North of Mill Street)</p>
<p>Proposal:</p>	<p>Residential led comprehensive redevelopment including pedestrian/cycle link north south from Canal basin redevelopment site towards Slough Station</p>
<p>Notes :</p>	<p>Some sites in this area are already in the process of being redeveloped. There is scope for other uses at ground floor level where suitable for a residential site. A pedestrian/cycle route away from Stoke Road provides a more attractive route to encourage non-car modes of travel from future new housing development in the area.</p>



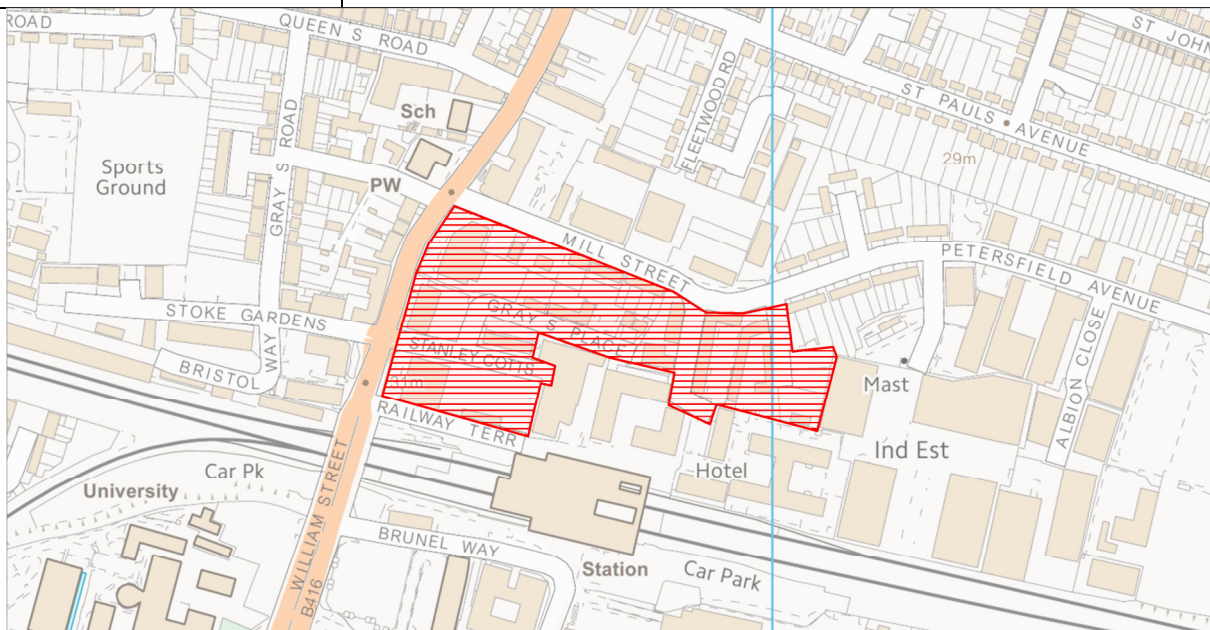
Site Reference : OTH 140

Location	Mill Street (north side)
Proposal:	Review potential for comprehensive redevelopment for business and residential development including pedestrian/cycle link north south from Canal basin towards Slough Station.
Notes :	This site is currently identified as a selected key location (SKL3) in the Site Allocations Development Plan 2010 regarding relaxation of Core Strategy policy on loss of Existing Business Area



Site Reference : OTH 141

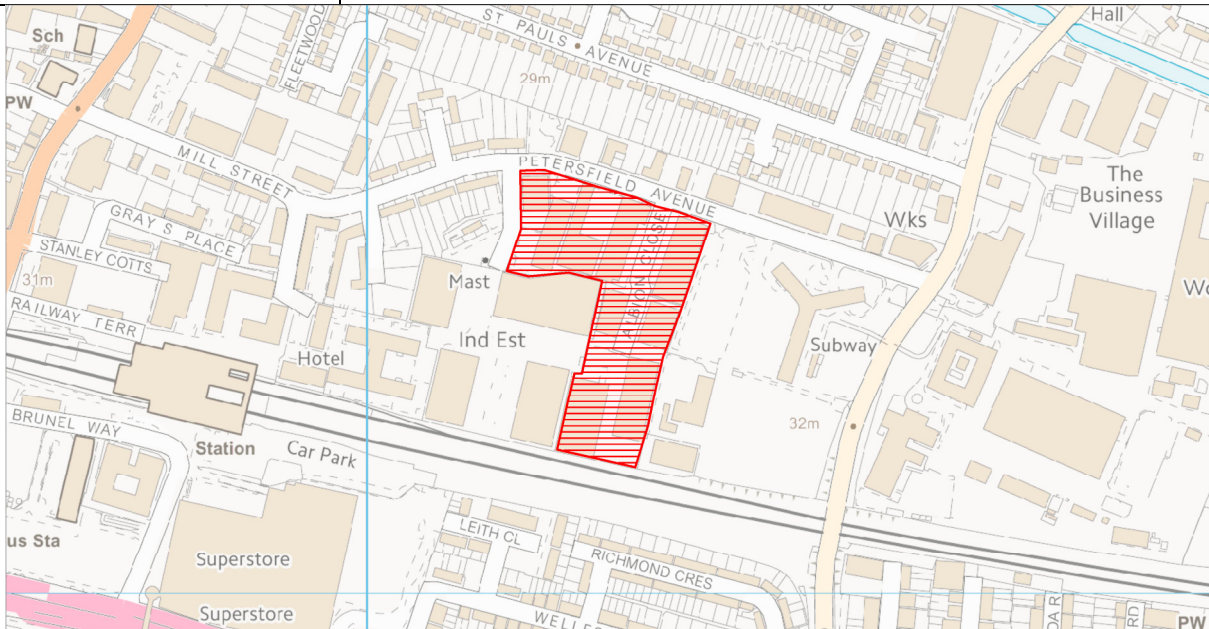
Location	Mill Street (south side) and Grays Place.
Proposal:	Residential led comprehensive redevelopment and enhanced access to station.
Notes :	This site is currently identified as a selected key location (SKL3) in the Site Allocations Development Plan 2010 regarding relaxation of Core Strategy policy on loss of Existing Business Area



[Note: Site Reference OTH 142 not used]

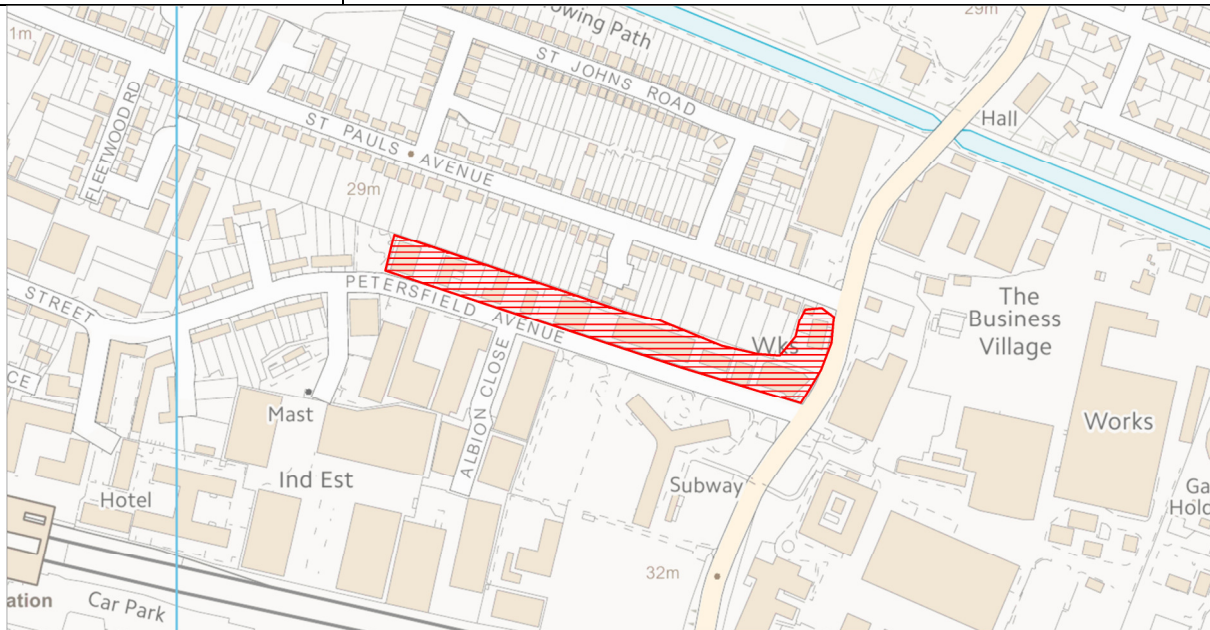
Site Reference : OTH 143

Location	Albion Close and adjacent business premises on Petersfield Ave.
Proposal:	Review potential for comprehensive redevelopment for business and residential development plus and street-scene enhancement.
Notes :	There are several vacant premises on this street. There is an opportunity to provide housing in walking distance from the station and improve the appearance of the road.



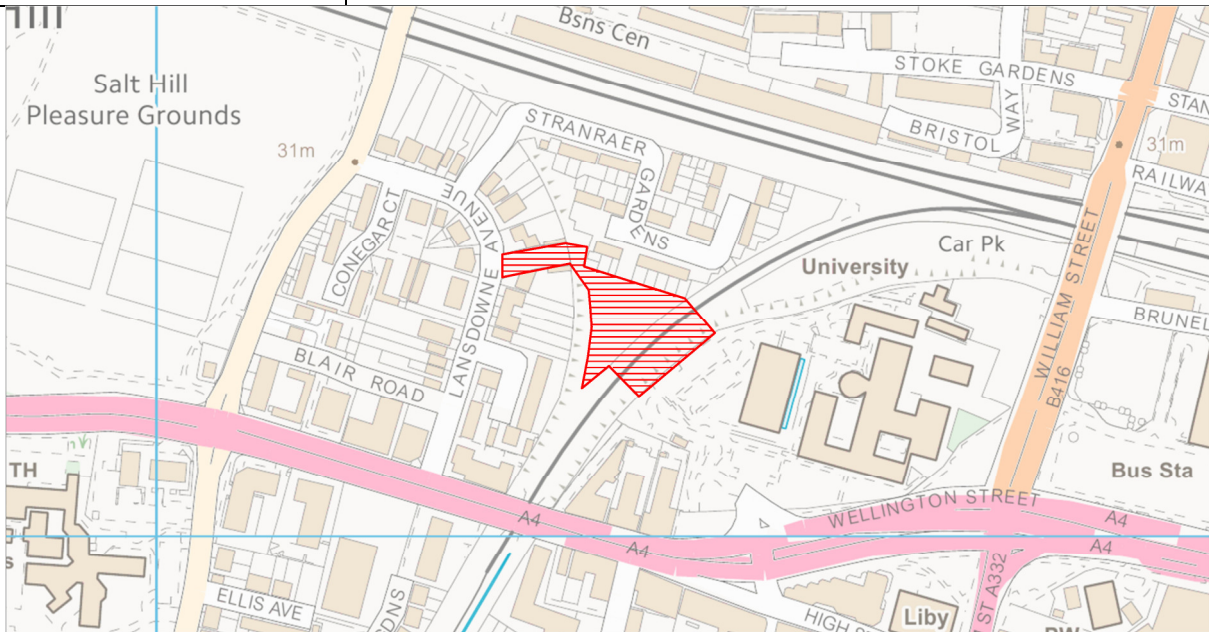
Site Reference : OTH 144

Location	Petersfield Ave (north side) existing commercial buildings.
Proposal:	Residential led redevelopment and street-scene enhancement
Notes :	There are several vacant premises on this street. There is an opportunity to provide housing in walking distance from the station and improve the appearance of the road.



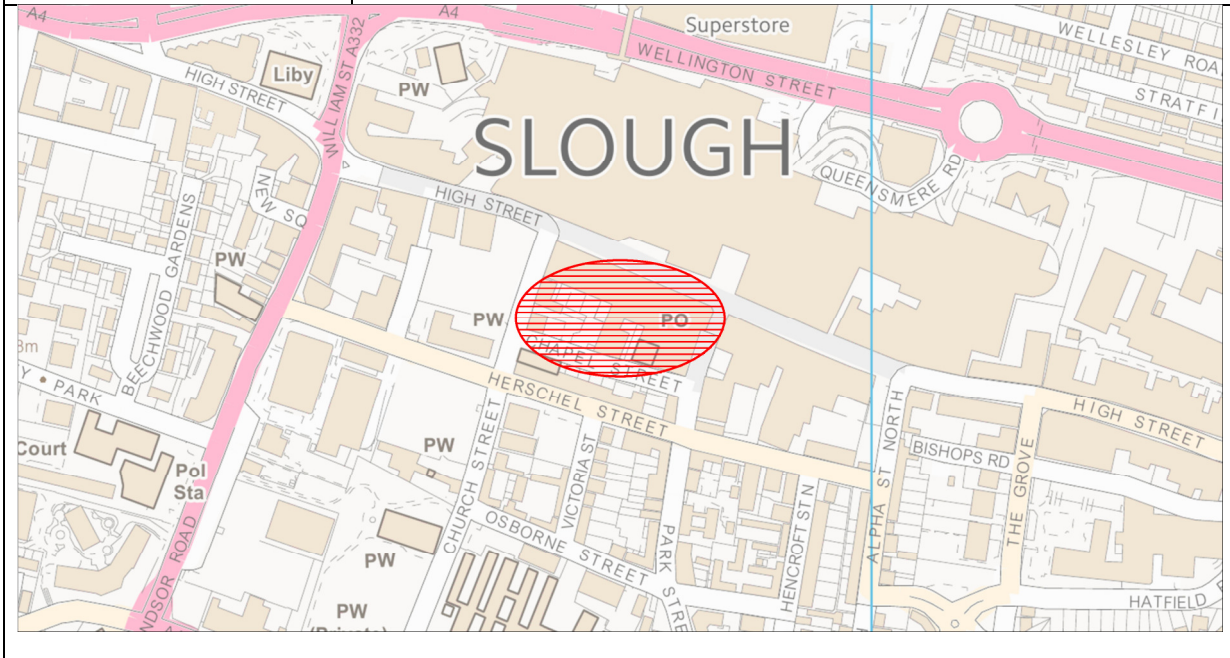
Site Reference : OTH 145

Location	Railway Triangle (rear of Lansdowne Ave/Stranraer Gardens).
Proposal:	Residential development with east- west cycle link.
Boundary	
Notes :	There is an opportunity to provide housing in walking distance of the town centre subject to review of trees on the site. Cycle link would provide a more direct route to town centre from path through Salt Hill Park.



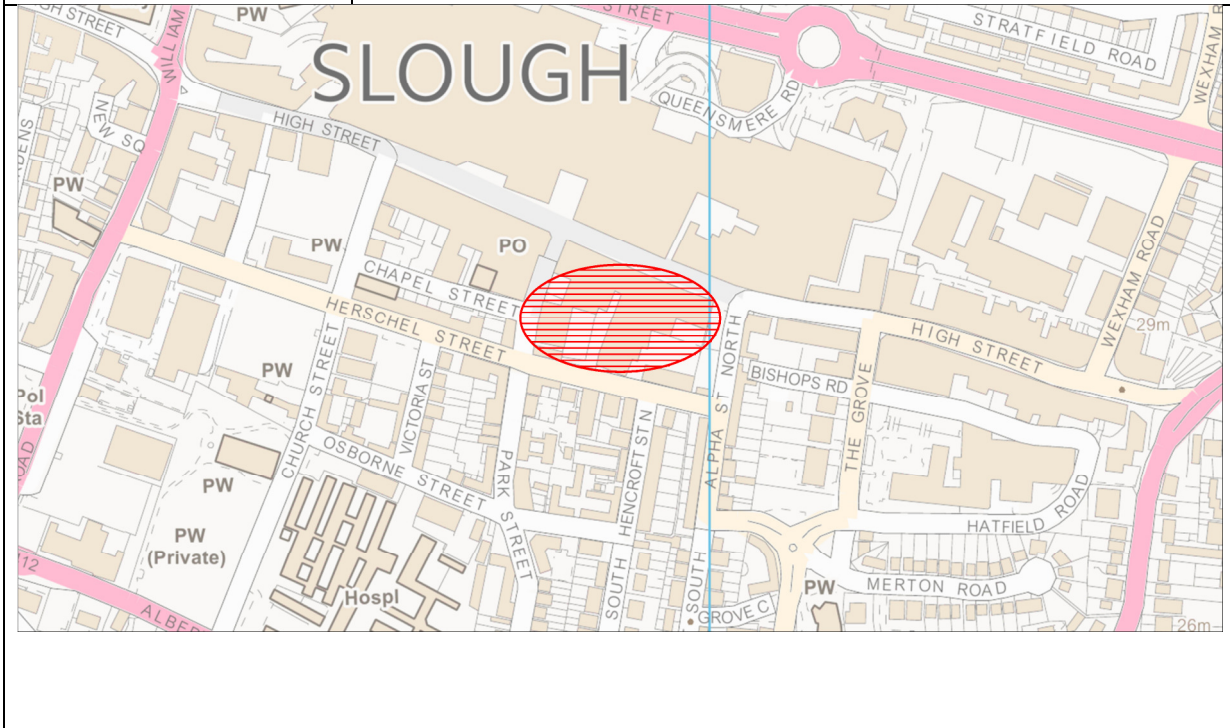
Site Reference : OTH 146

Location	Southside of High Street (Church St to Park Street)
Proposal:	Review potential for comprehensive redevelopment for retail and residential development.
Boundary	Boundary not precisely defined
Notes :	Additional residential accommodation near the High Street will help support town centre retail uses.



Site Reference : OTH 147

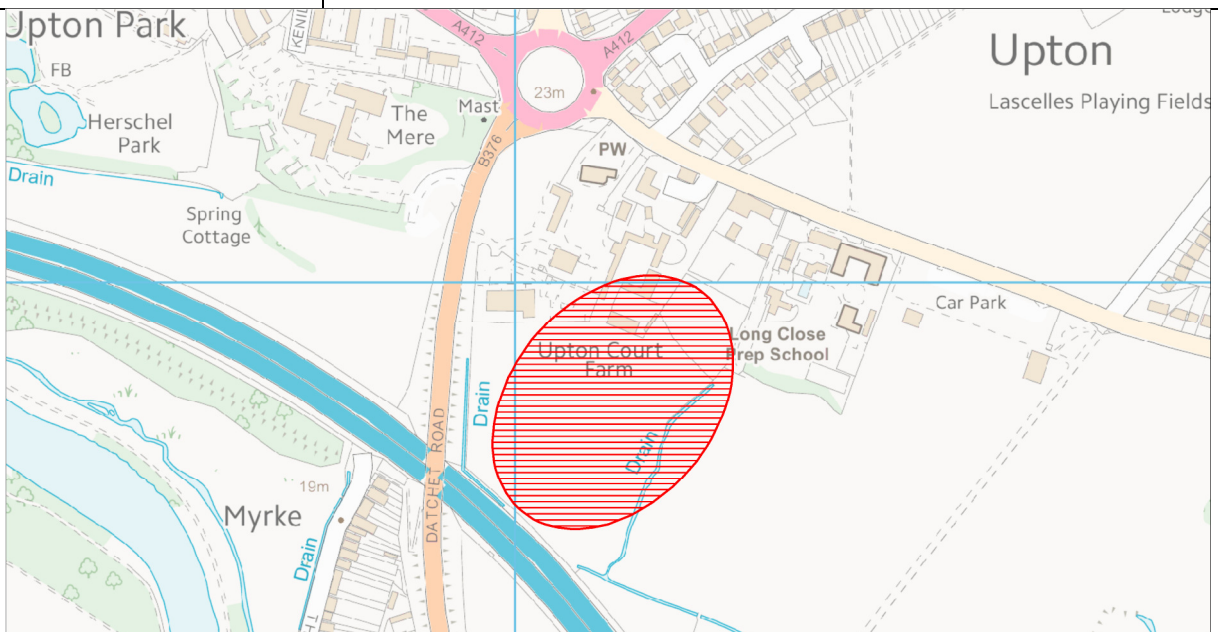
Location	Southside of High Street (Park Street to Alpha St North)
Proposal:	Review potential for comprehensive redevelopment for retail and residential development
Boundary	Boundary not precisely defined
Notes :	Additional residential accommodation near the High Street will help support town centre retail uses.



[Note: Site Reference OTH 148 not used]

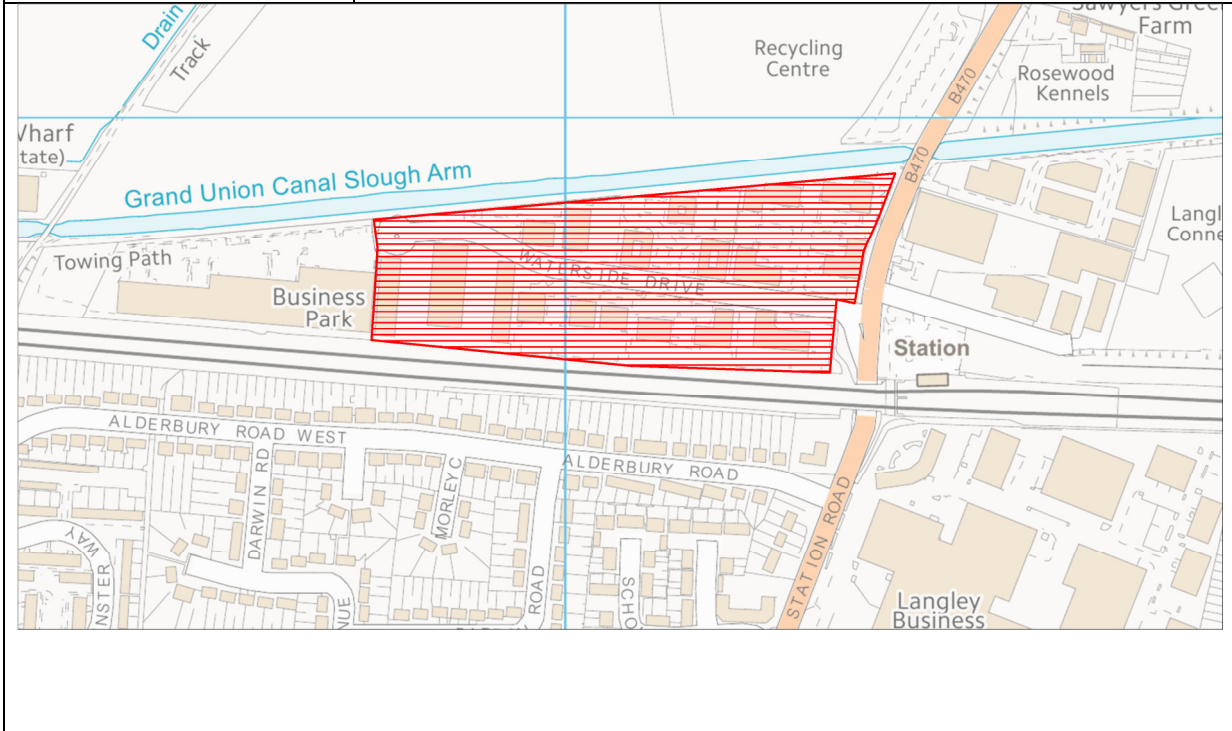
Site Reference : OTH 149

Location	Land west of Upton Court Park
Proposal:	International Information and Technology Centre
Boundary	Boundary not precisely defined
Notes :	Creation of a new centre for new business start-up/technology opportunities and exhibition/conference facilities.



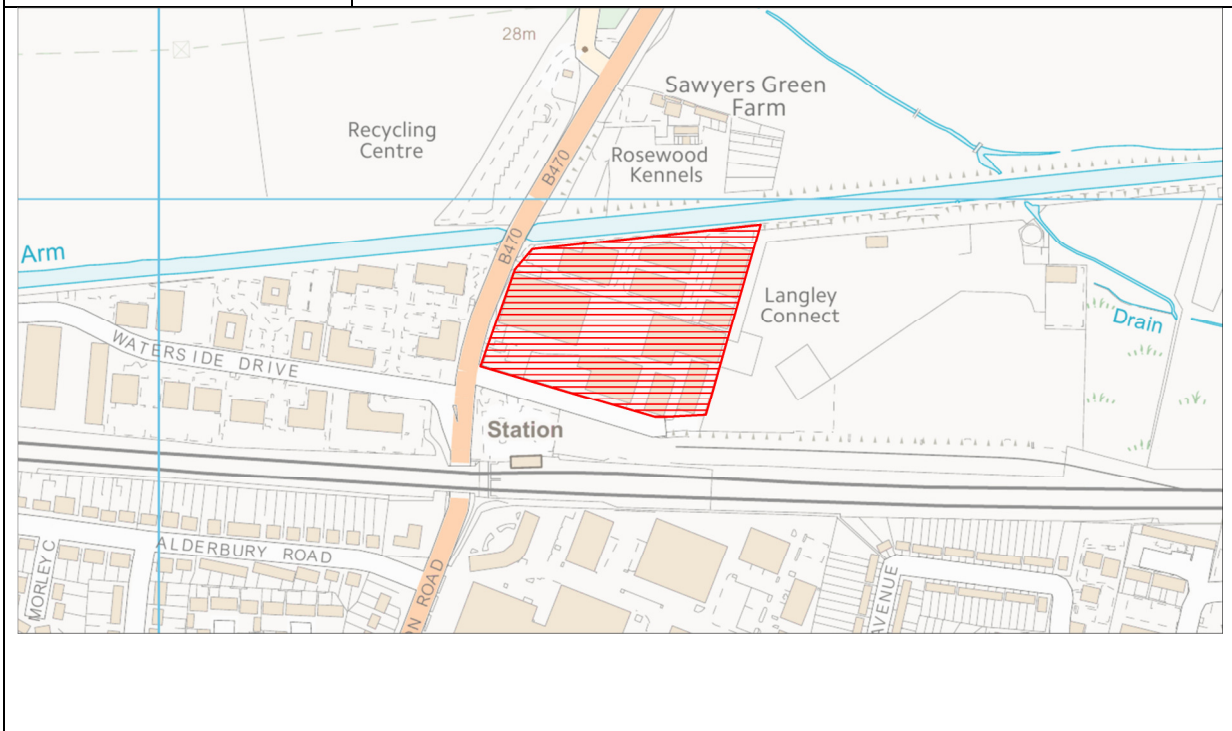
Site Reference : OTH 150

Location	Waterside Drive, Langley
Proposal:	Residential redevelopment of some employment use buildings.
Notes :	There is an opportunity to provide housing within walking distance of Langley Station.



Site Reference : OTH 151

Location	Canal Wharf; Langley
Proposal:	Residential led redevelopment.
Notes :	There is an opportunity to provide housing in walking distance of the Langley Station.



5. Sites Proposed for Infrastructure

5.1. Background Information

5.1.1. The list of infrastructure proposals does not include schemes currently underway or about to start nor small scale highway/road improvements. It lists key proposals for the future although two are already planned - the Western Rail Link to Heathrow and the phase 2 SMART bus link to Heathrow. The rail link to Heathrow is being progressed by Network Rail with the support of Slough Borough Council.

5.1.2. All the schemes involve infrastructure linked to non-car modes of travel. This is to encourage travel that does not rely solely on use of the car. The objective being to make non car modes of travel more attractive and to limit increases in road congestion, carbon emissions and air pollution from vehicles.

5.1.3. Path improvements can make walking and cycling more attractive by being more convenient, safe (in terms of crime and accidents), visually attractive). Short cuts, routes away from busy roads, forward visibility are examples of improvements.

5.1.4. Station proposals allow entry points to the town to be more attractive and convenient to improve the image of the town and encourage use of

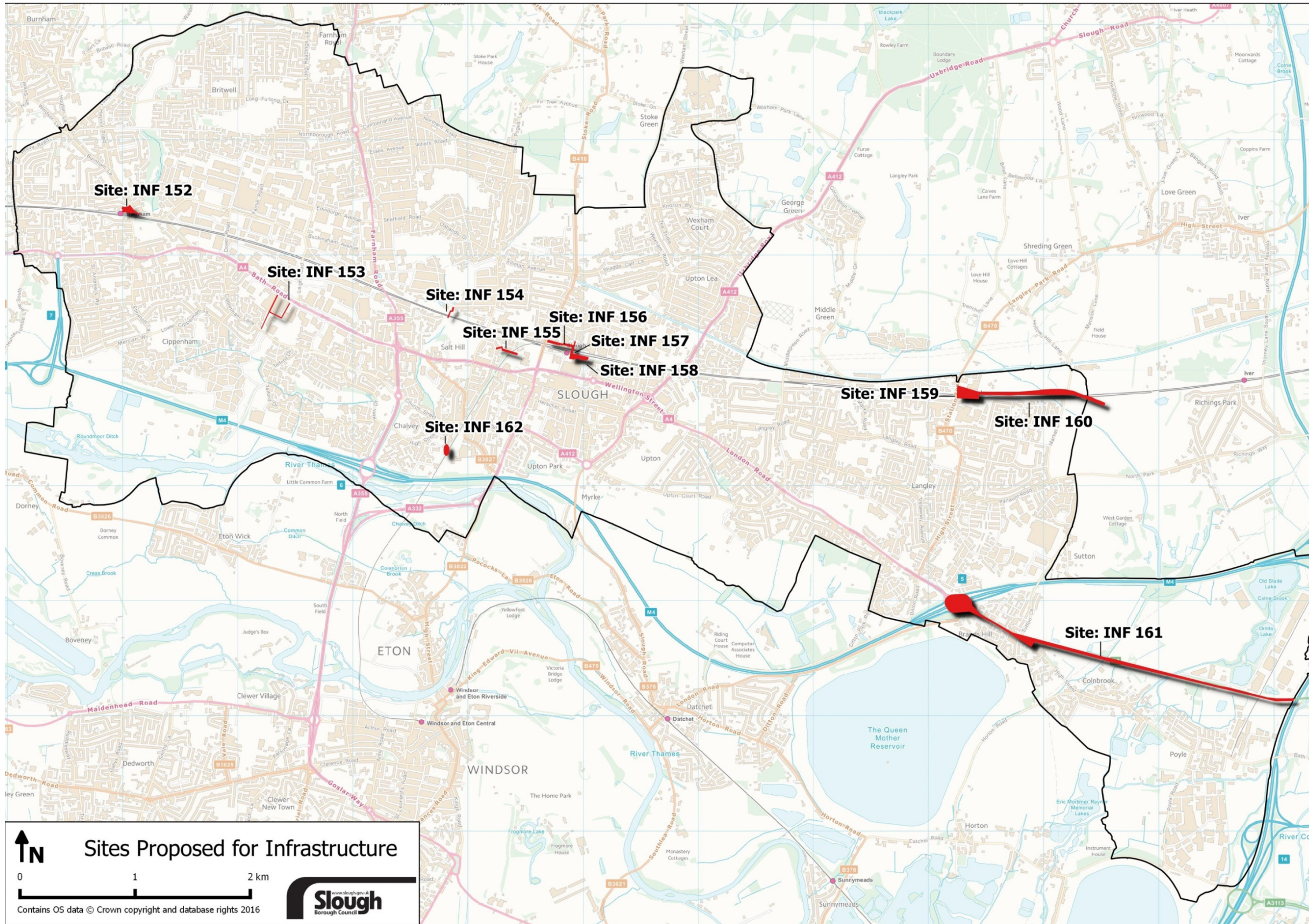
public transport. Crossrail will increase the number of people using the 3 stations in Slough so to provide for this and attract more use of non-car modes of travel the approach to the stations need improving together with space for buses to serve stations. Whilst non car modes of travel are prioritised it is accepted that rail passengers living away from the stations will come by car. Consequently opportunities for more or better station car parking will be explored.

5.1.5. Many of these sites are within land under the control or ownership of the Council. Some do however affect privately owned or railway land. Implementation of these schemes will be dependent upon such land being available for use.

5.1.6. Infrastructure improvements can help support or may be necessary for new development schemes to go ahead. Developers will in some cases need to contribute to the listed infrastructure improvements to limit the impact their development will have on the town.

5.1.7. These sites have the prefix INF to distinguish them from the 'Call for Sites' that have been submitted by land owners, developers, organisations or local people. The infrastructure sites have been put forward by the Planning Department.

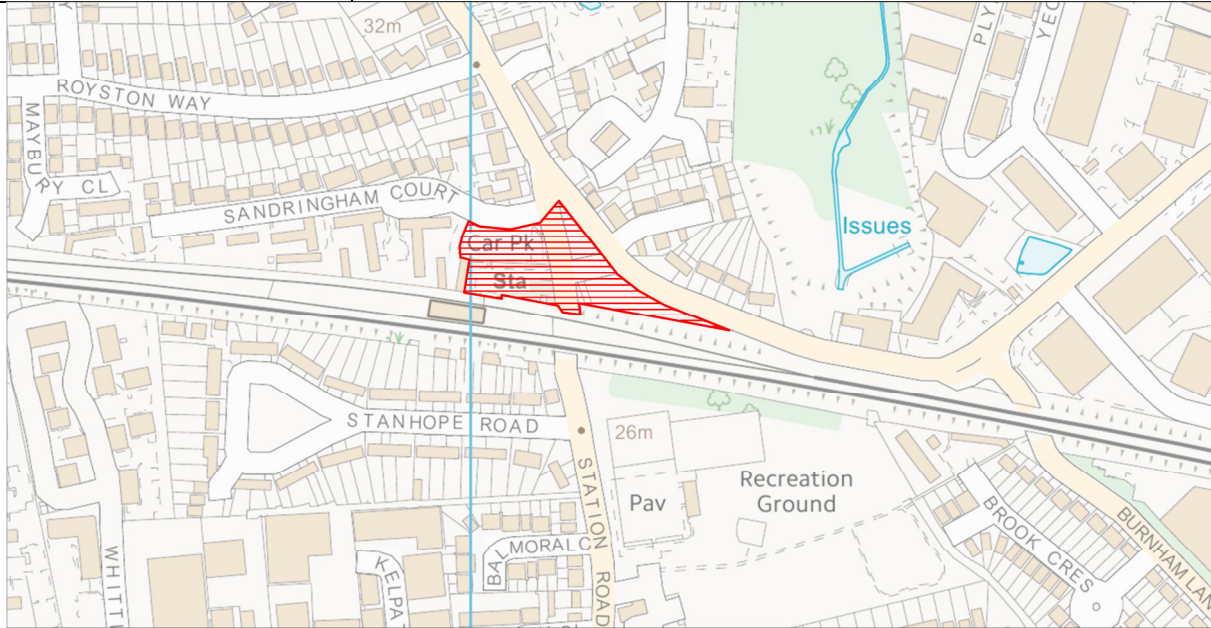
5.2 Location Plan



5.3 Site Schedules

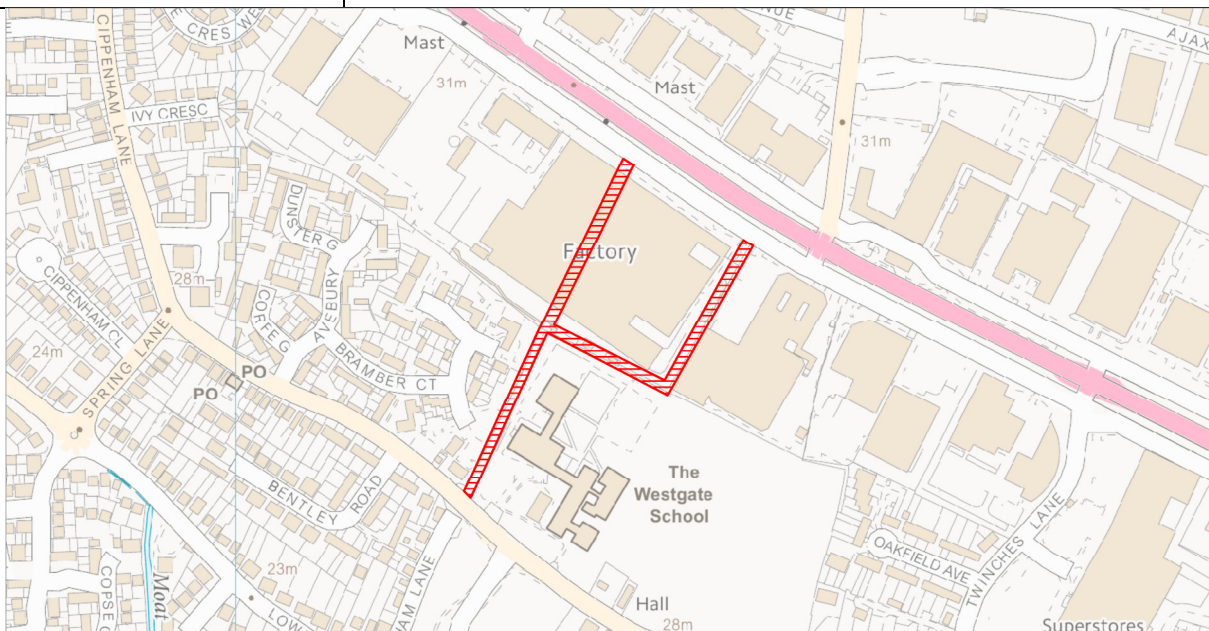
Site Reference : INF 152

Location	Burnham Station
Proposal:	Improve access to and the appearance of the approach to the station
Notes :	



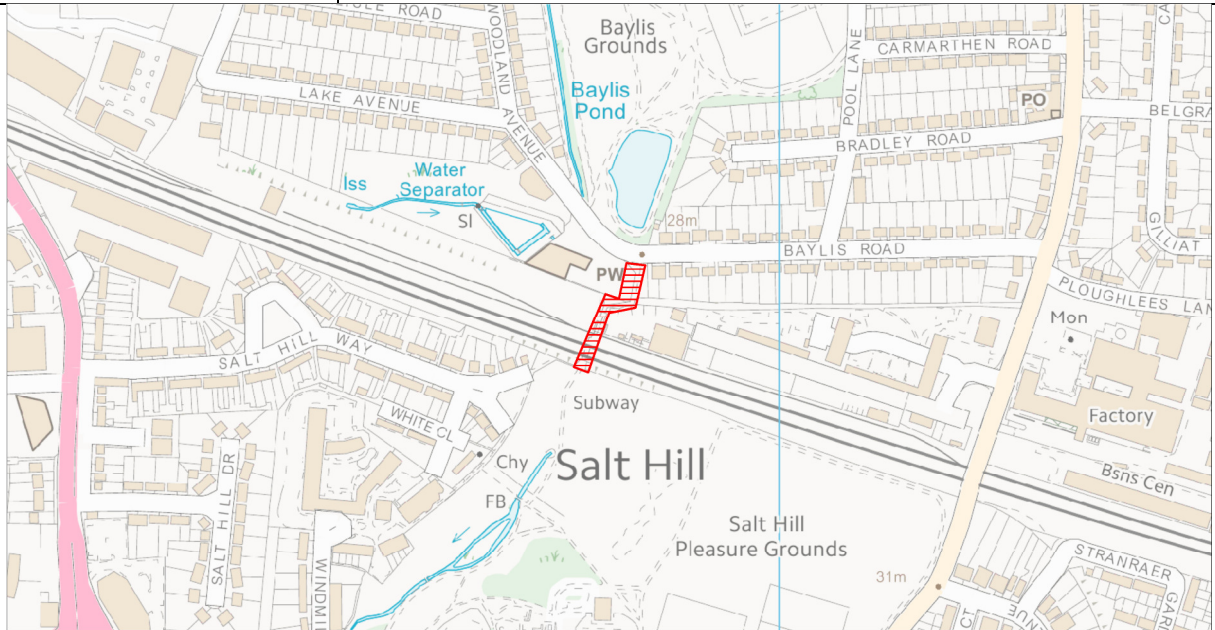
Site Reference : INF 153

Location	Path Cippenham Lane to Bath Road (adjacent to Westgate School)
Proposal:	Foot/Cycle path improvements and realignment
Notes :	A straight alignment is wanted to make the path more attractive, safer and convenient. Forward visibility at corners is important for the same reasons.



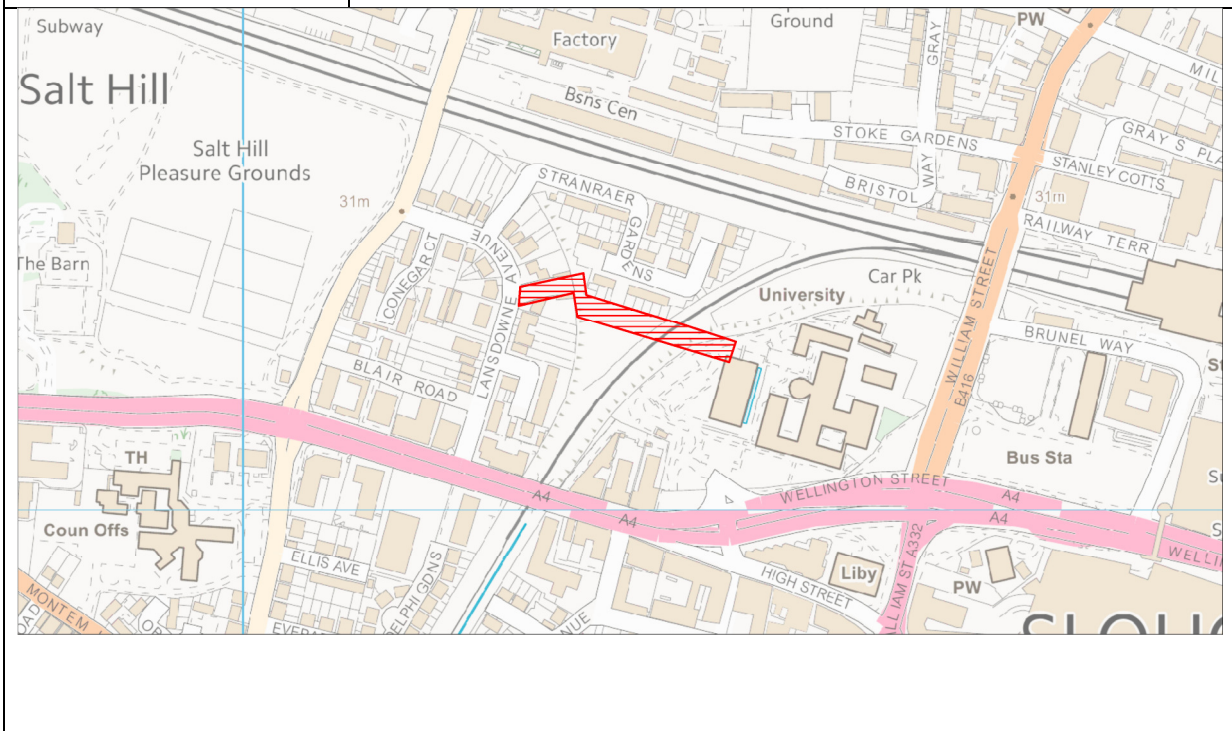
Site Reference : INF 154

Location	Baylis Road/Salt Hill Park
Proposal:	Improve pedestrian/cycle link (alignment and appearance).
Notes :	



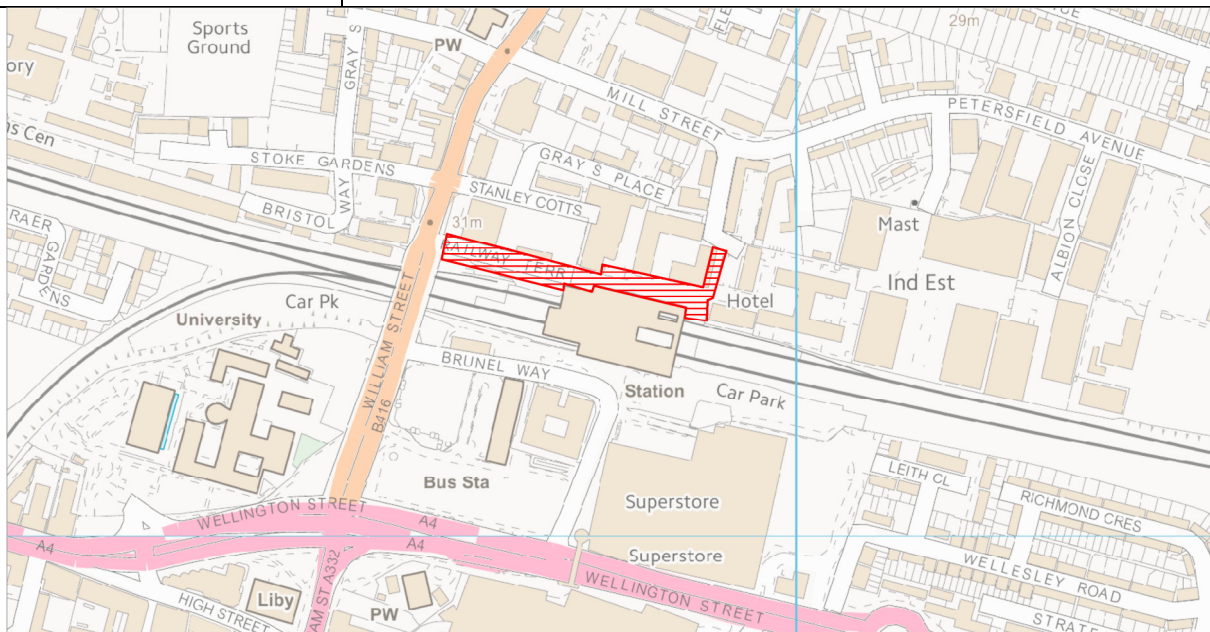
Site Reference : INF 155

Location	Lansdowne Ave to former university site
Proposal:	Create pedestrian/cycle link over railway
Notes :	A cycle link would provide a more direct route between the town centre/proposed homes on former university to the path through Salt Hill Park with links beyond to Trading Estate.



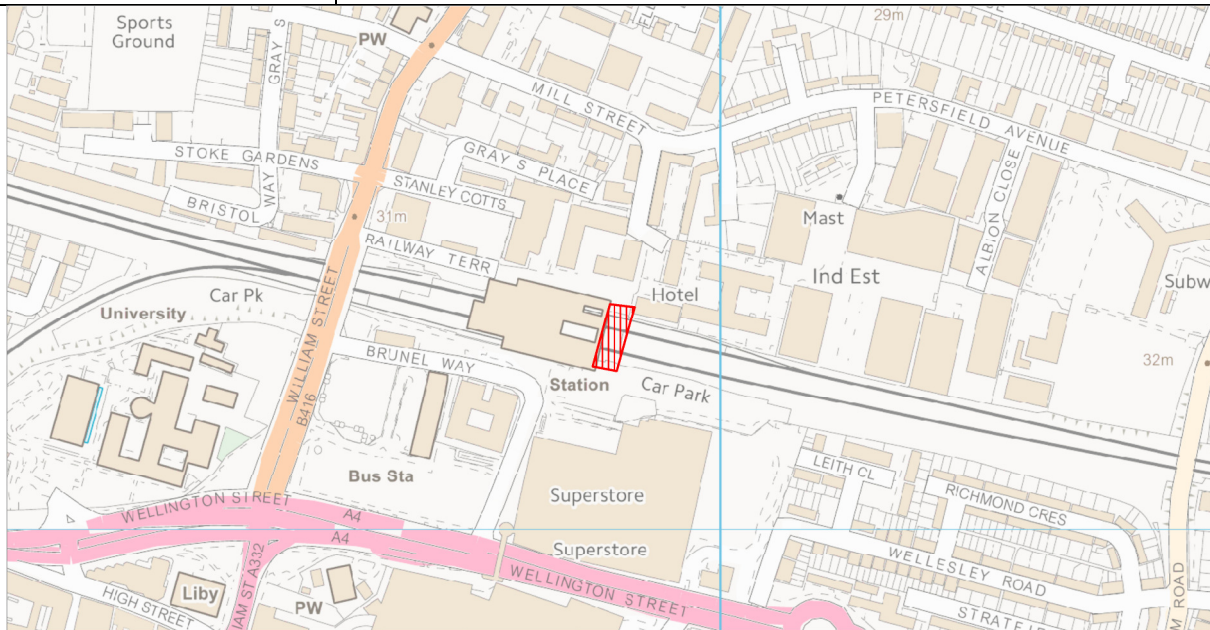
Site Reference : INF 156

Location	Slough Station North forecourt
Proposal:	Access and appearance improvements
Notes :	To assist pedestrian, cycle, taxi, drop off and bus access to the station in connection with increasing passenger numbers/future Crossrail services. Includes one way bus or possible road link to link to Mill Street. Enhance public realm outside station to improve image of the area.



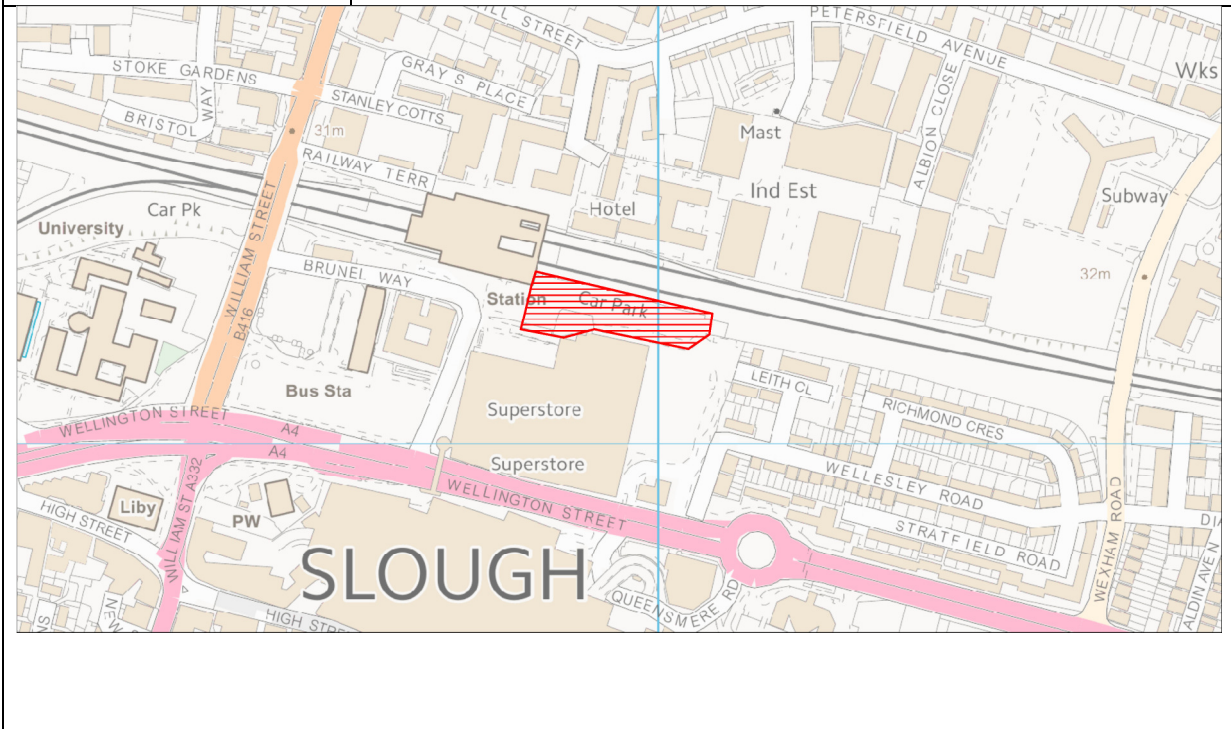
Site Reference : INF 157

Location	Slough Station (east side)
Proposal:	Bridge over railway (pedestrian/cycle access from Mill Street to town centre)
Notes :	Bridge would provide a more direct link from residential areas north of the station to the bus station and town centre. Cycle link would be safer than using Stoke Road/William Street bridge.



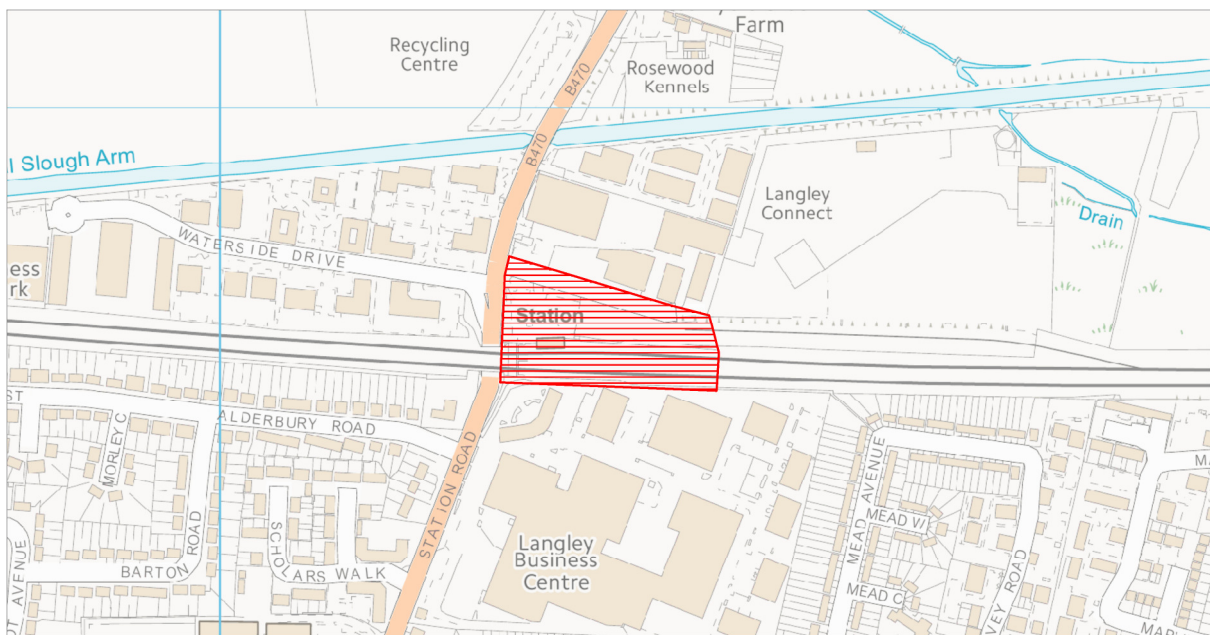
Site Reference : INF 158

Location	Slough Station east car park; Brunel Way
Proposal:	Multi-storey car park
Notes :	Extra car parking to help address extra demand when Crossrail services start. Also to provide long term replacement of existing spaces lost at station north forecourt as part of planned access and appearance enhancements.



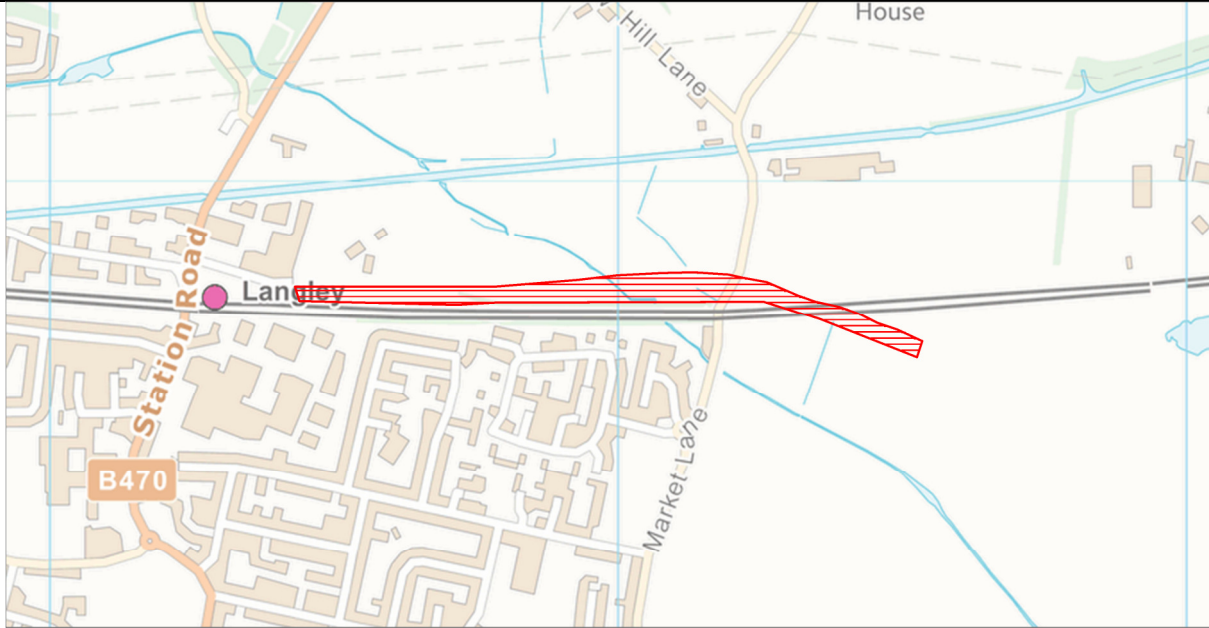
Site Reference : INF 159

Location	Langley Station
Proposal:	Improve access to and the appearance of the approach to the station.
Notes :	To assist pedestrian, cycle, taxi, drop off and bus access to station in connection with increasing passenger numbers/future Crossrail services. Increase car parking.



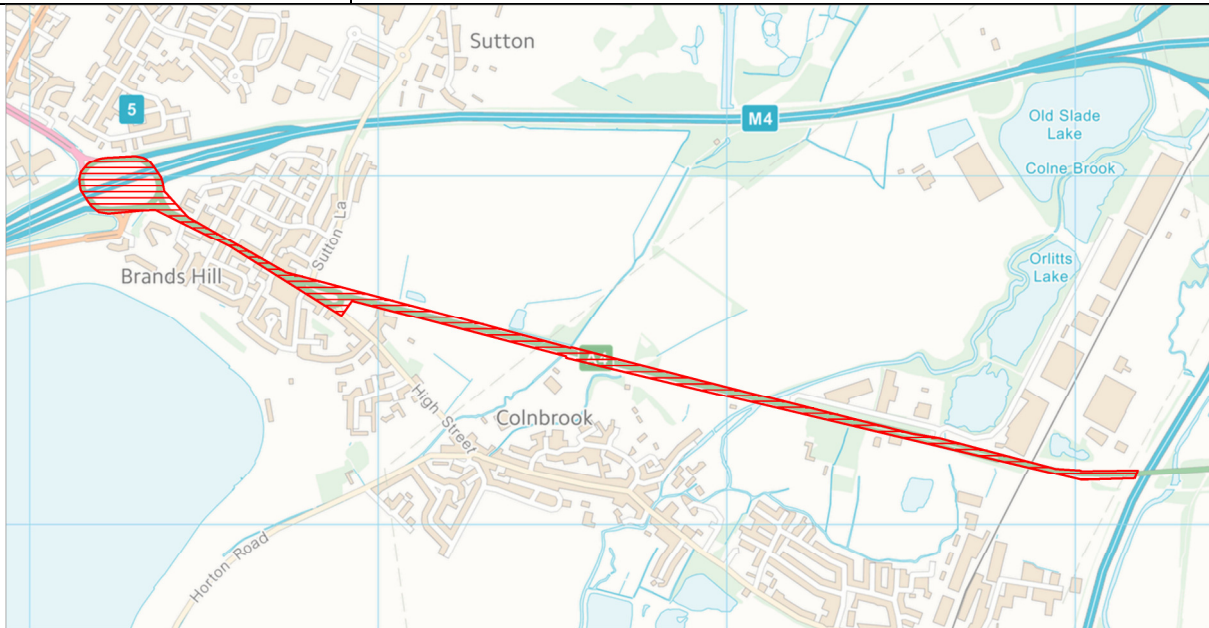
Site Reference : INF 160

Location	Langley Station; land east of
Proposal:	Western Rail link to Heathrow
Notes :	Existing proposal being supported by Slough Borough Council and being progressed by Network Rail.



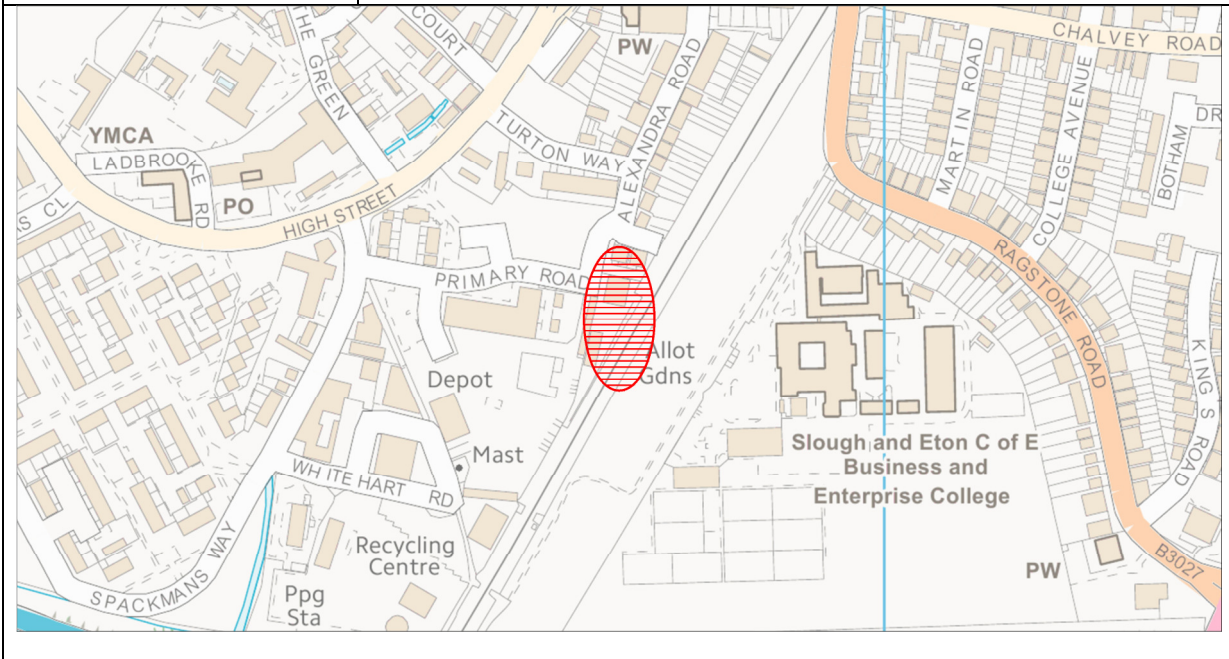
Site Reference : INF 161

Location	Junction 5 and Colnbrook by-pass
Proposal:	SMART Phase Two – rapid transit
Notes :	Extension eastwards of existing scheme under construction along the A4. Bus lane and bus priority to Heathrow Airport.



Site Reference : INF 162

Location	Alexandra Road (south end)
Proposal:	New railway station (Chalvey Halt)
Notes :	New railway station on Slough to Windsor branch line. Access to new station would affect land/property at the south end of Alexandra Road.



Appendices

Appendix a

Adopted Plan Existing Sites: site proposals being carried forward from the existing plan

Appendix b

Additional information from the sites submitted in the call for sites

During the consultation the Appendices are available online as a separate document.

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.

Review of the Local Plan for Slough

Consultation on the Call for Sites and other potential Local Plan sites 3 June to 15 July 2016 – Appendices

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 01753 477340.

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 477340 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 477340 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 477340.

Haddii aad doonayso caawinaad ah in lagu turjibaano warbixinta dukumeentigaan ku qoran, fadlan weydiiso in qof ku hadla Inriis uu ku Waco 01753 477340 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 477340 پر کال کر کے اس کی درخواست کرنے کے لئے کہیں۔