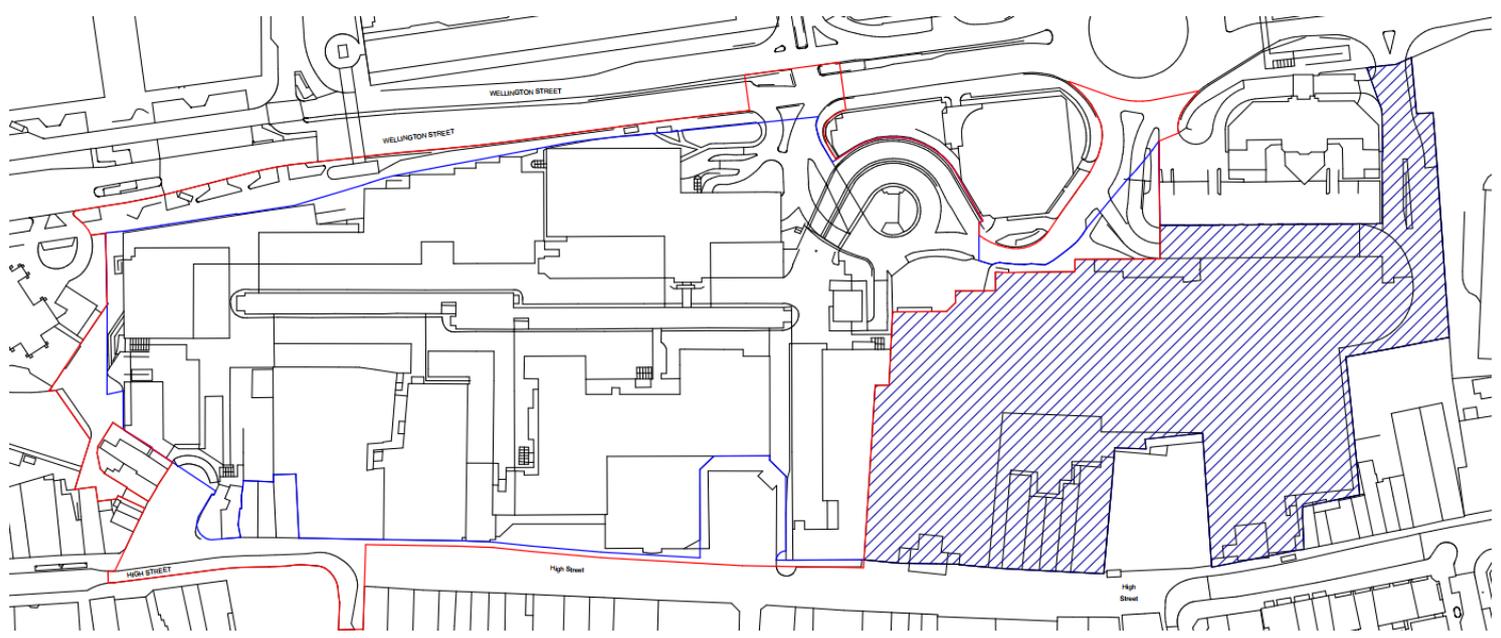


Registration Date:	01-Nov-2021	Application No:	P/19689/000
Officer:	Neil Button	Ward:	Central
Applicant:	GREEN MONARCH B1 2016 LIMITED	Application Type:	Major
		13 Week Date:	31 January 2022
Agent:	Julie Chowings, Gerald Eve LLP 72, Welbeck Street, London, W1G 0AY		
Location:	Queensmere Shopping Centre, High Street, Slough, SL1 1LN		
Proposal:	<p>Outline application (with all matters reserved) for the demolition of buildings and the phased redevelopment of the Site to provide a mixed-use scheme comprising residential floorspace (C3 use and provision for C2 use); flexible town centre uses floor space (Use Class E and Use Class F), provision for office floorspace (Use Class E (g) (i)), supporting Sui Generis town centre uses (including a range of the following uses: pubs, wine bars, hot food takeaway), Sui Generis leisure uses (provision for a cinema or live music venue); provision for the creation of basements, car and cycle parking (including provision for a Multi-Storey Car Park); site wide landscaping, new public realm including provision of a new town square and public spaces and associated servicing, associated infrastructure, energy generation requirements and highways works [Revised Parameter Plans, Reports, Documents and Environmental Statement Amendments submitted 15th June 2022](Revised Plans and Documents have been submitted).</p>		

Recommendation: Delegate to the Planning Manager for approval.



PART A - SUMMARY OF RECOMMENDATION

- 1.1 Having considered the relevant policies of the Development Plan along with all other material considerations set out below, and the representations received from consultees and the community, in the case of Recommendation Parts A and B it is recommended the application be delegated to the Planning Manager and Chair of the Planning Committee for:

Recommendation A: Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing with review mechanisms, financial contributions towards education improvements (including the potential construction of a nursery in Development Zone DZ6A), sustainable transport and air quality improvements, Burnham Beeches SAC mitigation (within SBC), Travel Plans, Employment and Training Initiatives, and non-financial contributions towards essential mitigation measures such as a Meanwhile Use Strategy, Town Centre Open Space Operations Management Plan, Local Employment, Skills and Training Plan, Town Centre Leisure Use Marketing Requirements, a Scheme for Public Art, off-site highways works, Car Park Management Plan, Commitment for a further Design Review to secure a Detailed Site-Wide Design Code and provision of all necessary off-site s278 highways works to mitigate the impact of the development on the local highways network, and other confirmatory deeds as necessary;
- (ii) The approval of the details of any/all appropriate and necessary planning obligations and/or s278 highways works.
- (iii) The satisfactory completion of an Equalities Impact Assessment (EqIA) which considers the detailed impacts on protected groups under the Equality Act.
- (iv) Receipt of any written responses received from The Gardens Trust (in connection with the potential impact on the Grade 1 Registered Park at Windsor Great Park as a result of the proposals) and being satisfied that any matters raised in the response can be satisfactorily addressed.
- (v) finalising conditions [and any other minor changes].

OR

Recommendation B: Refuse the application if the Section 106 Agreement is not completed by 31st July 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee;

- 1.2 The application is being brought to Committee for decision as it comprises a major development.

PART B - PLANNING ASSESSMENT

2.0 Site Description

2.1 The Site

2.2 The outline application site (The Site) is located within Slough Town Centre, and totals approximately 4.82 hectares in size. Located within the red-line boundary are the following buildings:

- The Queensmere Shopping Centre (with associated multi-storey car park),
- Wellington House, Duke House and Empire Cinema,
- 141 High Street,
- 143 High Street,
- 145 High Street,
- 165 High Street,
- Existing areas of public realm on High Street ((including the existing town square and western entrance space), Wellington Street, Queensmere Road and Church Street and others.

The mix of buildings currently located within the Site provide a range of retail units, leisure (including the Empire Cinema) and office facilities with 23 x existing residential flats at the upper floors to the High Street properties. A number of the retail units within the Shopping Centre and High Street, alongside the offices at Wellington and Dukes House are vacant and unoccupied. The Shopping Centre is served by a substantial multi storey car park accessed from Queensmere Road which is adjacent to Wellington Street (the A4).

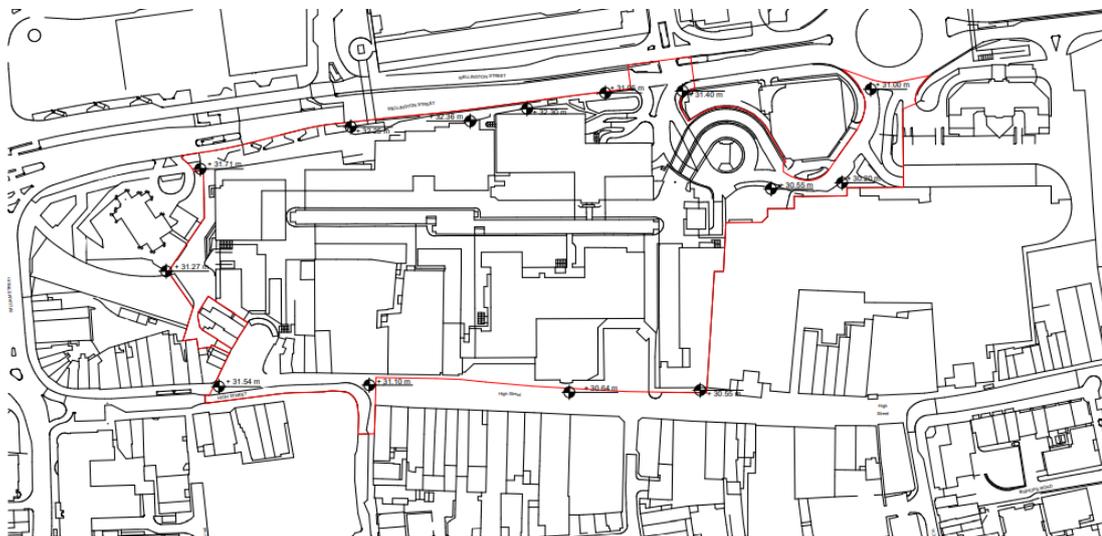


Fig 1: Site Location Plan

2.3 The site is split into a number of different ownerships with the Applicant owning the Queensmere Shopping Centre. Slough Borough Council have freehold interests in parts of the site specified in the Schedule.

2.4 Site Surroundings

To the north, the application site is demarcated by the A4 Road (Wellington Street), and to the south by High Street. The west of the site adjoins the Grade II Listed Church

of Our Lady Immaculate and St Ethelbert and the St Ethelbert's Presbytery. The Curve Library is also located to the west of the site, adjacent south to St Ethelberts Church. The Church and The Curve is accessible through Mackenzie Street which runs off to Wellington Street A4 road (northwest) to High Street (southwest). To the east of the site, the application site is adjoined to Observatory House Shopping Centre. Further east are a range of town centre buildings and retail uses along the eastern ends of High Street. Parts of the application site is located within Flood Zone 1 within the Environment Agency Flood Risk Map for Planning, meaning that the area has a low probability of flooding.

The site is not located within a Conservation Area, and no Locally Listed or Statutory Listed Buildings are located within the site area. However, it is noted that the development is located within the setting of two listed buildings. The site is immediately adjacent to the Church of Our Lady Immaculate and St Ethelbert (Grade II Listed) and St Ethelbert's Presbytery (Grade II Listed) to the west.

The Site also appears in key views from heritage assets further afield, including Windsor Great Park and Stoke Park

2.5 Policy Designations

The application site is identified within the following Planning Policy Designations within the Slough Borough Council Local Plan Policies Map (2010) and Site Allocations DPD (adopted November 2010):

- Town Centre Area,
- Shopping Centre,
- Site Allocation SSA14 (Queensmere/Observatory Shopping Centre)

With regard to the Town Centre, Paragraph 4.4 of Chapter 4 of the Site Allocations DPD (adopted November 2010) states that:

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.

Paragraph 4.5 continues to state:

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

Within the Site Allocations DPD (2010), Site Allocation Policy 1 outlines proposals on the sites. With Respect to Site Allocation SSA14, the proposed use for the site is for Mixed Use: Retail, Leisure, Residential.

3.0 Planning History

3.1 Relevant Site History of Shopping Centre:

The application site is comprised of a number of town centre buildings. As such, it has been subject to a range of planning applications over the years. A large proportion of these applications are primarily minor applications relating to shop front improvements, advertisement consent or changes of use and are largely not considered relevant to this planning application.

With reference to relevant planning applications, the following applications below are of significance:

P/06684/015 Partial demolition and internal alterations/extensions to existing shopping centre as part of a part new build/part refurbished mixed used scheme for 11, 533 sq m of A1 retail, class A3 - A5 food and drink and class D2 assembly and leisure floor space and 675 residential units. The residential element comprising 346 no. 1 bedroom and 329 no. 2 bedroom being contained within 4 no. towers of between 15 and 23 storeys plus infilling development on top of the existing shopping centre and a stand-alone tower of 15 storeys with a viewing galley on top. Reconfiguration of existing access and frontages onto Wellington Street and works including, alterations and improvements to the entrances to the shopping centre; provision of amenity space and landscaping; vehicle and cycle parking; refuse and recycling storage; provision of new and/or upgrading existing infrastructure; groundwork's and re-profiling of site levels; ancillary engineering and other operations and plant and machinery.

Withdrawn (Treated As)

06-Nov-2019

The above application was resolved within Slough Borough Council's Planning Committee meeting in 2015 to grant planning permission, subject to the satisfactory completion of a Section 106 Agreement. The Section 106 Agreement was not signed, and therefore the application was never formally consented as a result.

P/06684/013 Demolition of part of the Queensmere Shopping Centre and redevelopment to provide 3,019 sq metres of class A1 retail floorspace together with associated alterations to pedestrian access arrangements to the shopping centre. Demolition and redevelopment of existing service road with construction of a roof above.

Approved with conditions

19-Nov-2008

The development subject to this planning application was implemented.

P/06684/008 Refurbishment and extension to existing shopping centre comprising:

- (1) Infilling of the ground floor area between the cinema complex and existing retail units adjoining town square together with change of use of part of existing property for retail (a1) and/or restaurant (a3) purposes;
- (2) Erection of single storey shop unit adjoining cinema and other ground floor extensions;

- (3) Alterations to external appearance and entrances;
- (4) Repaving town square, Mackenzie street and parts of the high street
- (5) Removal of planters in town square and certain planters of the high street;
- (6) Removal of fountain and pumps in Mackenzie street

Approved with conditions 31-July-1997

The development subject to this planning application was implemented

3.2 Environmental Impact Assessment (EIA) Scoping

P/19264/001 Environmental Impact Assessment (EIA) request for a Scoping Opinion pursuant to Regulation 15 of the Town and Country Planning (EIA) Regulations 2017 for the comprehensive redevelopment of the Queensmere Shopping Centres to comprise the construction of a phased residential-led, mixed use development including residential, commercial, business and retail floorspace, car parking, access arrangements and associated landscaping

EIA Scoping Opinion Issues 22-Sep-2021

3.3 Planning History of Nearby Sites with relevant Planning Permissions/Applications

3.4 A number of major planning applications have been consented within proximity to the application site. These, alongside major applications currently under consideration are listed below.

Slough Central Library, 85, High Street, Slough, SL1 1EA

P/17238/000 Construction of mixed use development (part ten, part nine, part six and part four storey) to provide two hotels totalling 244 guestrooms, two ground floor commercial (A1/A2/A3/A4) units totalling 379 sqm, and 64 self-contained residential units with a residential mix of 12 x studios, 28 x 1 bedroom units and 24 x 2 bedroom dwellings together with associated car and cycle parking, refuse storage and the installation of plant and equipment.

Approved with conditions 29-Nov-2018

My Council, Landmark Place, High Street, Slough, SL1 1JL

F/10913/019 Prior approval for change of use from Class B1 (a) offices to Class C3 to create 89 residential units, ranging from studios, 1 bed and 2 bed units

Prior Approval
Granted with conditions 13-May-2021

Buckingham Gateway, 132-144, High Street, Slough,

P/04303/048 EIA screening opinion for Circa 291 units, Circa 3,000 sqm GIA Commercial Space (inclusive of associated basement car park) & Circa 820sqm GEA Private Residential Courtyard Space.

EIA Screening Opinion 08-Jan-2021

P/04303/051 Redevelopment of the existing cleared site for a mixed use development comprising flexible Class E (commercial) floorspace on the ground floor fronting the High Street, up to 254 residential units on the upper floors, within four connecting buildings in heights ranging between part basement, ground plus part four/part six, six, seven and fourteen storeys. Shared amenity space on the ground floor, disabled parking and ancillary waste and recycling, cycle storage and landscaping.

Under consideration

150-152, High Street, Slough, SL1 1JP

P/01601/023 Construction of a four storey building to provide Class E commercial use at ground floor and 8 residential flats on upper floors.

Approved with conditions 08-Oct-2021

186-188, High Street, Slough, SL1 1JS

P/01914/027 Construction of two storey roof extension at third and fourth floor level, a four storey infill extension to front side, and 5 storey extension the rear and side to provide 14 x residential flats (13 x 2 bed; 1 x 1 bed) with an internal courtyard with balconies; external alterations to existing elevations alter the building's appearance and provide additional windows and doors. Integral cycle store and bin store to the ground floor rear.

Approved with conditions 01-Oct-2018

190-192, High Street, Slough, SL1 1JS

P/03079/017 Redevelopment of the site to provide a part six, part eight storey building to form 63 residential units (Use Class C3); re-provision of 2 commercial units (Use Class E); associated cycle parking, refuse storage; roof garden; new residential access to the front (north) elevation; and upgrades to the high street façade.

Resolution to grant at May 2021 Committee. No decision notice issued to date.

204-206, High Street, Slough, SL1 1JS (Former BHS Site)

P/02683/013 Demolition and Redevelopment of the existing site for a mixed use development comprising replacement flexible retail space

(Class A1,A2,A3 uses) at ground floor level, flexible commercial floorspace at first floor fronting the High Street for either B1 (offices) or Class D2 (gym) uses and 78 residential dwellings within 3 buildings at podium level across the site with heights of 5, 11 and 4 storeys. Shared amenity space provided at first floor podium level, with cycle, waste and recycling storage facilities at ground floor level, and provision of two accessible car parking spaces (for the residential uses), loading and drop-off facilities and servicing area within ground floor level with access from Herschel Street (Revised Description of Development and Revised Plans submitted 03/09/2019).

Approved with conditions

04-Mar-2020

P/02683/015

An application under Section 73 of the Town and Country Planning Act 1990 (as amended) to vary Condition 2 (Approved Drawing Numbers), Condition 5 (Approved Uses), Condition 6 (Hours of Operation) and Condition 36 (Fire Safety) of planning permission P/02683/013 for the Demolition and Redevelopment of the existing site for a mixed use development (granted 4th March 2020) namely for various material amendments including addition of 2 'floors' to the top of Block B to create an 11th and 12th floor and an additional 8 x 1 bed flats; use of the first floor of Block A for 3 x 2 bed residential units; flexible Class E space throughout the ground floor commercial unit; amendment to the commercial High St side entrance to form a residential entrance; increasing the number of cycle parking spaces and waste provision; and removal of the flexible office/gym space at first floor of Block A

Approved with conditions

22-Feb-2022

234-236, High Street, Slough, Berkshire, SL1 1JU

P/02418/038

Conversion of existing first floor ancillary retail storage to residential flats (C3 Use Class) and upward extension over ground floor and first floor to create 14 flats (4 x studio flats; 8 x 1 bed flats; 2 x 2 bed). Rear extension for secure cycle store and bin store. Photovoltaic panels on flat roof. Balconies at rear, terrace at front.

Approved with conditions

02-Jun-2021

277-279, High Street, Slough, Berkshire, SL1 1BN

P/01276/003

Outline Planning Permission (with Matters of Scale) for the demolition of the existing buildings on 277-279 High Street and redevelopment consisting three buildings, one of a single storey link building for cycle store and reception area, one part four/five storey, one six storey and a single storey link building to provide up to 57no. residential flats with ground floor retail/commercial units, cycle storage facility and car parking. (Layout, Appearance and Landscaping to be dealt with by reserved matters).

	Approved with conditions	13-Jan-2020
P/01276/004	Outline planning permission (with matters of access, layout and scale) for the demolition of the existing buildings on 277-279 High Street and redevelopment consisting three buildings, one of a single storey link building for cycle store and reception area, one ground plus six storey building to the front, one ground plus 12 storey building to the rear, providing 99no. residential flats and 2no. retail/commercial units with 39 parking spaces and bin storage.	
	Withdrawn (Treated As)	05-Apr-2022
The Pied Horse, 300, High Street, Slough, SL1 1NB		
P/08145/007	Creation of an additional 3 storeys on top of existing ground floor, to create 11 new units. Alterations to 3 existing units. Ground Floor change of use from Public house (class A4 use) to Retail (class A1 use) facing High Street and Offices (Class B1a use) facing Hatfield Road. New residential units will have associated cycle storage in the basement and bin storage on the ground floor.	
	Refused	17-Nov-2020
Thames Central, Hatfield Road, Slough, SL1 1QE		
F/02411/021	Prior approval for change of use from offices (B1a) to form 153 apartments.	
	Prior approval granted	16-Oct-2019
P/02411/022	Construction of a side and roof extension to existing building to provide 52 apartments, involving the formation of a fourteen storey building.	
	Under consideration	
The Switch, 1-7, The Grove, Slough, SL1 1QP		
F/01043/042	Prior Notification for a change of use from Offices (B1) to Dwellinghouses (C3) (Change of use of the building at 4th -10th floors with ground floor entrance and ancillary accommodation from Class B1a offices to 69no. flats 61 x one bedroom and 8 two bedroom)	
	Under consideration	
F/01043/043	Prior Notification for a change of use from Offices (B1) to Dwellinghouses (C3) Change of use of the building at ground to 3rd floors from Class B1a offices to 71no. flats (65 x one bedroom and 6 x two bedroom)	
	Refused	06-Dec-2021

Buildings 1 & 3, The Future Works, Wellington Street, Slough, SL1 1FQ

P/02272/030 Construction of two office buildings, at 12 storeys in height and 11 storeys in height (plus basements) and a single storey pavilion building, to include flexible uses at ground floor (uses at ground floor and mezzanine level within 3 The Future Works) to comprise a mix of office, parking, shop, financial and professional services, gym, café/restaurant, pub or drinking establishment, health centre dentist/and or community floorspace, and associated landscaping, access, car parking and public realm works

Resolution to grant March 2021 (Committee) No Decision Notice issued at time of writing. Awaiting signing of S106.

Former Octagon, Brunel Way, Slough, SL1 1QY

P/04888/022 Redevelopment of temporary car park comprising the erection of a 7 storey building to provide 19,608 sqm including B1 office floorspace, ground floor retail uses (Use Class A1/A3), and car parking, alongside associated landscaping, access and servicing area

Approved with conditions 26-Mar-2021

Heart of Slough Redevelopment, Corner of, Wellington & William St., Windsor Rd., Brunel Way, High Street, Slough, Berkshire.

P/14405/000 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 on these streets (full). In addition, the redevelopment of the four quadrant sites adjacent to the roundabout (Thames Valley University; Brunel Bus Station, Slough Public Library; and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert) involving demolition of all existing buildings except for the church of our lady immaculate and st ethelbert 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 (outline).

Approved with conditions 22-Dec-2009

141, High Street, Slough, SL1 1DN

P/00662/022 Construction of new additional floors comprising of 6no self contained units with refuse and cycle storage at ground floor level and amended access stairs to basement level.

4.3 Further revised plans and documents were submitted in connection with the application received by SBC on 20/06/2022. The revised documentation included amendments to the development proposals, and to the plans submitted (for consideration/approval) although the description of development remains unaltered. As such, in accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended) and the EIA Regulations (2017) under Regulation 25, a number of amended site notices were displayed around the site on 16/06/2022. The application was advertised in the 17/06/2022 edition of The Slough Express for the following reasons:

- The proposals constitute a Major Development
- The application is supported by an Environmental Statement
- The development is a departure from the Development Plan
- The proposals may affect the setting of Grade II Listed Buildings

4.4 One representation has been received on 20/09/2022 in support of the application and is summarised below.

- This part of town requires serious attention to revive its previous prominent reputation, as it is currently a no-go area, providing the town with a negative stigma
- a new generation High St as a central hub is needed as the current traditional High St is in decline,
- new generation options such as street trading, retail, leisure, and residential mix alongside the Curve, Porter Building, Works, Moxy will help to boost growth and economy within the area

4.5 Consultations:

4.6 Berkshire Archaeology

Comments received on 19/11/2021. With respect to the re-submission, no further comments have been received.

No objections raised, and no further requirement for archaeological mitigation. With respect to the re-submission, no further comments have been received.

Case Officer Note: In light of the representations by Berkshire Archaeology, there is no requirement for planning conditions requiring further archaeological investigation.

4.7 Royal Borough Windsor & Maidenhead (RBWM)

Comments received from RBWM Planning Team and Conservation Team on 27/04/2022.

Objection raised on the basis of the proposed development having an adverse impact on the setting of all heritage assets considered within RBWM.

Case Officer Note: In response, the applicant has sought to address concerns with respect to the building heights, protected viewpoints, and harmful impacts on heritage assets. RBWM were provided with the applicant's comments on 28th June 2022, however no further comments have been received in response at the time of writing. Through the agent's response, the applicant has sought to correct errors in the

assumptions of building heights and ground floor levels made within RBWM's assessments. (RMWM had over-stated the actual building heights due to the reference to AOD rather than the height above ground and SBC accept this as an incorrect statement of fact with regards to the development). It is considered by officers that the applicant's response clarifies the proposed building heights. This is confirmed in the description of development in this report. The EIA scoping response predated the application and this document provided representative viewpoints and associated visual receptors that were agreed as appropriate and proportionate to the potential effects of the proposed development on site. Historic England raise no objection to the impact on heritage assets within RBWM including from the viewpoint taken from the Copper Horse Statute.

4.8 South Bucks District Council (Buckinghamshire Council)

Comments received on 30/11/2021.

No objections raised. With respect to the re-submission, no further comments have been received.

4.9 Sport England

Comments received on 17/11/2021.

No objections raised. With respect to the re-submission, no further comments have been received.

4.10 Crime Prevention and Design Officer

Comments received on 01/12/2021.

No formal objection raised. The officer has provided a list of comments to provide the applicant with guidance with respect to detailed design to ensure compliance with the National Planning Policy Framework, Secured by Design principles and Section 17 of the Crime and Disorder Act 1998.

No formal comments in relation to the re-submission have been provided.

Case Officer Note: The guidance provided by the CPDO has been issued to the Applicant as informative to the future submissions and a planning condition requiring Secure by Design Compliance is recommended.

4.11 Historic England

Comments received on 30/11/2022.

The proposals would be visible in long-range views from highly significant historical sites, including Windsor Castle, the Home and Great Parks, and Stoke Park (house and registered park and garden), as well as in close proximity to the highly grade Church of Our Lady the Immaculate and St Ethelbert. The role of the long-range view differs in its significance for each asset, with both strategic visibility of surroundings and designed vistas valued within the Windsor Castle estate. For Stoke Park, the designed landscape incorporates views throughout the grounds and includes views from the pleasure grounds southwards towards Slough town centre and from Stoke Park house. These views were designed to enjoy the splendour of the parkland with

the illusion given by tree belts to the south that the parkland extended on considerably beyond the ownership boundary.

Overall, the proposals indicate a similar scale of development in terms of impacts on heritage assets as the extant planning permission.

However, we note that it does not appear that the impact on Stoke Park was considered at the time of the earlier scheme, which is regrettable. The parameters plans indicate that the site could sit taller and further to the east in certain views from Stoke Park, which may have a greater adverse impact if poorly designed.

We agree with the design guide principles M6/7 and M6/8 that require key views from heritage assets to be carefully considered and we recommend that in addition to Windsor Castle and the Church of Our Lady the Grade I listed Stoke Park (and its grounds, registered grade II) should be included in this analysis. This is because we believe careful analysis of these sensitive locations is required to inform the developing designs, to achieve the exact position and form of towers so that the impact of them in views is reduced as far as possible. This can be achieved through careful design, including designing towers that are slender.

We welcome the aims of the indicative scheme to respect the Church of Our Lady and to create a town square and civic space to the west of the site, that could enhance this important Grade II* listed church and associated Presbytery.

No objections raised on heritage grounds. With respect to the resubmission, responses were received on 05/07/2022. No objections were raised within the response.

Case Officer Response: The impacts on built heritage are considered further within the planning assessment set out in this report and conditions are recommended to ensure future reserved matters are submitted to ensure special regard is given to the design, materials and architecture of the development to safeguard the setting and special historic character of the heritage assets identified in the report.

4.12 BEAMS [Council's Heritage Advisor]

Comments received on 10/12/2021.

No objections are received from BEAMS. BEAMS generally agrees with the findings of the Heritage Statement which provides a thorough assessment of the proposed development and its impact upon designated and non-designated heritage assets within the study area. BEAMS comments are focused upon the setting of the Church of Our Lady Immaculate and St. Ethelbert and the setting of Windsor Castle.

The proposed part of the Queensmere development closest to the Church has a curved façade which reflects and follows the line of The Curve however its massing and the massing of the development behind which rises in height is significantly greater than the existing development in this position (as illustrated in the TVIA).

The Townscape and Visual Impact Assessment (view 27 from the Copper Horse Statute) illustrates that the development would be sited to the right of Windsor Castle so will not alter its existing silhouette. The development does not look to break the skyline. BEAMS view is that the substantial massing of the Queensmere development is likely to 'draw the eye' and visually distract from views towards the Castle. The materials used in the construction of the development, and careful handling of its

overall design / appearance should aim to reduce its visual intrusion and ensure it fades into the background in views from the Copper Horse and does not visually distract from the Castle.

BEAMs considers that the proposal would lead to less than substantial harm in relation to the impact on the significance of Windsor Castle and St Ethelberts Church and Presbytery. Slough Borough Council, as decision maker, should weigh up the harm identified against the public benefits of the proposal.

4.13 Highways England

Comments received on 21/09/2021.

No objections raised subject to a condition requiring a Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority (in consultation with National Highways) (prior to commencement of development) to mitigate any adverse impact from the development on the M4, to ensure that the M4 continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

With respect to the re-submission, no further comments have been received.

4.14 Natural England

Comments received on 30/11/2021.

An objection was received with a request further information required to determine the impact on designated site, as the proposed development is within 5.6 kilometres of Burnham Beeches Special Area of Conservation (SAC). Therefore, Natural England have requested the submission of a Habitat Regulations Assessment and Appropriate Assessment to consider mitigation of the SAC.

Revised holding comments received on 05/09/2022.

As agreed [with NE], Phase 1 of Upton Court Park has a capacity [to mitigate up to] 1719 dwellings however some applications have already been allocated to Upton Court Park (for up to 524 homes at the Stoke Wharf and Montem Leisure Centre sites). As a result, the remaining capacity at Upton Court Park is 1195 dwellings.

Application P/19689/000 – Queensmere would need to seek additional mitigation as there is not enough capacity at Upton Court Park should 1600 homes come forward with this application. Phase 2 at Upton Court Park is likely to have the additional capacity for Queensmere however this requires the visitor surveys to be undertaken so you can calculate the remaining capacity within Upton Court Park in addition to the additional measures that will be delivered in Phase 2.

Case Officer Note: Following discussions with SBC officers and the Applicant, it has been agreed with Natural England that a financial contribution will be made towards Upton Court Park and Burnham Beeches mitigation measures as part of the S106 Obligations. SBC is required to determine the additional carrying capacity of Upton Court Park referred to in the Phase 2 of the Upton Court Park Enhancement Scheme and this must be agreed with Natural England. SBC is currently undertaking this work to determine the additional carrying capacity of Upton Court Park in order to provide further measures to be secured through this outline development if in excess of 1195

dwellings are delivered under the outline permission. It is understood that the rate and amount of s106 contributions are broadly acceptable to NE as evidenced by SBC.

4.15 SBC Community Safety

No objections.

Case Officer Note: Discussions between the Community Safety Officer and Officers took place on 02/03/2022. Whilst no objections specifically were raised, it was advised that the detailed design seeks to address issues with concerns to surveillance, landscaping design and security management. Officers have advised that details elements of this are provided at the reserved matters stage. The s106 will include obligations on the developer to facilitate a town centre operations management forum to review the on-going community safety measures to arise out of the new development, to include local businesses, residents, other key stakeholders, Local Police and SBC. The s106 will also include provision of a Meanwhile Use Strategy which will contain details of the strategy for promoting interim land uses, access and public realm during the construction process. A Phasing Programme and Plan will be conditioned to include details of the interim community safety measures (ie: lighting, security, access, parking etc) are satisfactory whilst the development is implemented over the construction period.

4.16 Thames Water

Comments received on 26/11/2021. The comments issued by Thames Water were issued in the standard format noting the need for conditions for foul water and surface water drainage details and piling method statements, prior to any development taking place. Thames Water recommend no development within 5m of the strategic water main. Thames Water have identified that the existing water network infrastructure may not have capacity to accommodate the needs of this development proposal. A further condition is recommended to secure an infrastructure phasing plan to ensure capacity is provided.

Case Officer Note: Correspondences were received from the Applicant on 23/02/2022 addressing concerns raised by Thames Water in relation to Foul and Surface Networks and Drainage Strategy. The Applicant acknowledges the need for modelling and design upgrades would be carried out by Thames Water prior to the development taking place. The proposed drainage strategy discusses this in the main text (section 5.3 Proposed Foul Drainage). Thames Water Pre-app response quotes a timeline of circa 20 months for Thames Water to model, design and construct the reinforcement works.

The outline application proposes that the proposed surface water system reduces the run off rate by 50% or more which has been discussed with Thames as part of the pre application process. The Applicant proposes to reduce the 1:100 year runoff rate by 50% including an allowance for Climate change. The Applicant has used Thames Water's sequential approach to the disposal of surface water in the drainage strategy document (section 4.3.1 Runoff Destination) which was submitted as part of the Queensmere Outline Planning Application.

Details of piling method statements, foul and surface water drainage methods and strategies/run-off rates will be required prior to the commencement of development and will be conditioned.

4.17 HSE Planning Gateway One

Substantive response received on 28/01/2022.

It is noted within the response that there is insufficient information available within the outline application for HSE to provide full comments, given the nature of the application. Notwithstanding this, conditions have been provided in line with HSE comments in order to ensure these details are provided within a Fire Statement alongside any reserved matters application. With respect to the re-submission, no further comments have been received.

Case Officer Note: The Council is satisfied that the Outline Fire Statement includes information that is commensurate with an outline application and further details can be addressed at the reserved matters stage and/or by condition. A condition is therefore recommended to ensure that a Fire Statement is submitted with each reserved matters application for Development (of Buildings) within a Development Zone. The Fire Statement will need to demonstrate that fire safety measures are incorporated into the detailed design of the buildings (including ancillary areas) in order to meet the relevant Building Regulations. HSE and the Local Fire Service will be consulted on these detailed submissions.

4.18 HSE

Response received on 17/11/2021.

No comments made, given that the application does not fall within HSE consultation Zones.

4.19 SBC Landscape and Arboriculture

Comments received on 18/11/2021. The comments note that details are to be provided under future Reserved Matters Applications. Further officer assessment of this is provided within Section 11.5 of the report.

4.20 SBC Environmental Air Quality and Noise

Final responses received on 18/07/2022. No objections subject to the attached conditions and recommended mitigation strategies. These issues are discussed in further detail within Section 19.0 of the report.

4.21 SBC Special Projects Officer - Energy, Sustainable Design and Construction

Comments received on 21/12/2021. No objections received. The carbon emissions will be better than the intention behind the published SBC planning guidance of 15/19% (domestic) which are better than 2013 Building Regulations. The proposal can be considered to comply with current SBC energy planning policy/guidance provided there is confidence that a start (re: Building Regulations) will not be made before 23 June 2023. If there is doubt I suggest applicant agrees to a condition to commit to comply with the 2021 Part L Building Regulations or if they dispute that 19% better than 2013 Building Regs for domestic and non-domestic buildings. Recommend BREEAM excellent for non-domestic floorspace is secured by condition.

Re use of renewable/low carbon energy, it is assumed the indicative proposal would be much better than the Council's published 10% (as defined in the 2017 Guidance).

Please seek a low carbon energy scheme by condition that commits them to a % substantially higher than 10% if possible. And to tie in with SBC climate change strategy, in liaison with Carbon Compliance Officer, seek a requirement in some form to connect to a future district heat network.

Bearing in mind the Council's climate change strategy, emerging planning policy and long build out, it is hoped there is scope to achieve better than current minimum standards re BREEAM, carbon, energy etc. as indicated above and in particular for later phases of development. 'Build net zero now' is a logical aim to avoid retrofit in future years. It should be noted proposals for net zero re: Building Regulations may come into force in 2025.

Re: ventilation and minimising overheating risk I suggest seek a study and mitigation measures by condition although improved Building Regulations are due to come into force as above re dates.

Further officer assessment of this is provided within Section 17.0 of the report.

4.22 Atkins [Providing technical advice to SBC in respect of Ecological Assessment, Biodiversity Net Gains and Habitat Regulation Assessment]

Comments received on 17/12/2021.

In respect of the Preliminary Ecological Assessment, as no survey was undertaken of the additional trees, we suggest a precautionary approach is taken and that prior to works commencing (including demolition), a pre-works check is undertaken to determine the presence / likely absence of bats.

In respect of the Habitat Regulations Assessment, Slough Borough Council need to provide details of their mitigation strategy report for Burnham Beeches SAC to Natural England including more details with regards to the timescale of this and the format of proposed mitigation measures.

In terms of the Biodiversity Net Gains report, Atkins are in agreement with the findings of the BNG assessment undertaken for the application but have made a few review comments. This report is adequate for supporting this stage of the application, but Slough need to ensure that a full BNG assessment is undertaken (once the detailed design and landscaping plans are available to support this) and submitted as part of the full planning application for the Queensmere site.

Case Officer Note: Whilst no objections were raised by Atkins, officers have secured further pre-commencement conditions in order to ensure (1) a bat survey is carried out of the existing buildings; (2) sufficient mitigation measures and appropriate assessments are provided at the reserved matters stages and to address Natural England comments in regards to Burnham Beeches mitigation and (3) a detailed BNG Assessment is carried out when sufficient detailed design is known (securing BNG in accordance with the detailed assessments).

4.23 Hampshire County Council (Lead Local Flood Risk Authority)

Comments received (in connection with outline Surface Water Drainage Assessment) on 10/12/2021.

No objections subject to condition.

Case Officer Note: Conditions are required to secure a site wide surface water drainage strategy and detailed surface water drainage proposals to be prepared for each Development Zone, or relevant part thereof for approval (prior to commencement of development) as part of the appropriate reserved matter submission.

4.24 SBC Contaminated Land

Comments received on 13/12/2021. No objections raised subject to the attached conditions requiring site investigation, remediation method statements, verification and monitoring reports post remediation.

4.25 SBC Building Control

No comments received.

4.26 SBC Resilience and Enforcement

No comments received.

4.27 Royal Berkshire Fire and Rescue Service

Comments received on 15/11/2021. No formal objections received.

4.28 Design Southeast (DSE)

Summary of final DRP (carried out on 16th August 2022);

The scheme has improved since the last review and we are supportive of the principles contained in the illustrative masterplan. This is a unique opportunity to reshape the town centre for the benefit of future generations. To enable this, the design code should promote positive change where it is needed, for example on Wellington Street. It should build on the principles described in the illustrative material and define the proposal as unambiguously as possible so that the local authority understands what is being proposed. Finally, it must provide the authority with the tools it needs to ensure the promise of the proposal is delivered and be sufficiently robust to be used in the assessment of reserved matters applications. Based on the presentation and the examples of the code shown, we think further development is required to deliver a document that meets these objectives. We would welcome the opportunity to review the design code in full and to be engaged in the review of reserved matters applications.

Case Officer Note: Design Southeast (DSE) consultants have worked alongside officers to advise on the Parameter Plans and Design Code document submitted as part of the application. A series of discussions and workshops have taken place in order to resolve outstanding issues with respect to the Design Codes and Parameter Plans. 3 x Design Review Panels (DRP) have taken place, with the applicant, agent, officers and DSE consultants pre and post planning submission. The final DRP was held on 16/08/2022. The DRP are supportive of the overall principle of redevelopment, land use provision and flexible approach to the scheme. However, some concerns are raised about the level of control in the Design Code and the Parameter Plans. Following DSE consultation comments, a number of recommendations were provided advising on the structure and content of the Design Codes and Parameter Plans, for consideration for amendments provided as part of the current proposal and matters for

future Reserved Matters Applications to resolve. Further DRP commentary is set out in the planning assessment of design within the report.

It is agreed by officers that further details in relation to the Design Codes should be submitted as part future reserved matters applications. A condition outlining the details required for this is attached to the permission.

4.29 SBC Transport and Highways Comments

An assessment of the transport and highways impacts is addressed within the planning assessment.

4.30 SBC Asset Management- Education

Comments received on 03/02/2022. No objections have been raised. A financial contribution is sought in a S106 Agreement along with provision of an appropriately sized nursery to relate to the scale of residential development delivered on the site.

4.31 SBC Future Skills/Economic Development

Following discussions with officers no objections have been raised. Financial and Non-financial commitments have been sought as part of the Section 106 Obligations alongside the S106 requirement to submit for approval a Meanwhile Use Strategy which provides details to support potential interim and temporary uses within the site, whilst the development is under construction.

4.32 SBC Community Service- Leisure

Comments received on 26/01/2022. No objections have been raised. A financial contribution (toward Upton Court Park as part of the Burnham Beeches mitigation) is sought as part of the Section 106 Obligations.

4.33 SBC Planning Policy

Comments incorporated into the planning assessment.

4.34 SBC Place Strategy

No objections received. From discussions with officers, financial contributions and non-financial commitments are sought as part of the Section 106 Obligations.

4.35 SBC Asset Management (Development)

Comments received on 26/01/2022. Note that some properties within our ownership (in Mackenzie Square, the Town Square) are incorporated into the scheme. No objections are raised.

4.36 Business Improvement District (BID)

No objections have been received.

4.37 SBC Parks

Comments received on 10/02/2022, and 22/02/2022. No objections were received. It is noted that Upton Court was accepted by officers as a Suitable Alternative Greenspace (SANG) to Burnham Beeches as a mitigation strategy. Financial contributions are sought as part of the Section 106 Obligations.

4.38 Transport For London

Comments received on 09/08/2022. No objections raised, as the site falls outside the Crossrail Safeguarded Limits.

4.39 Network Rail

Comments Received 15/08/2022. No objections raised to principle of development.

4.40 Environment Agency

Comments received on 21/12/2022. No objections have been raised, subject to the attached conditions.

4.41 Councillor Sadfar Ali

There are several concerns regarding the proposed planning development in the town centre. I believe the Queensmere and Observatory shopping centres should be upgraded at the same time. Separate construction will still cause disruption across the centre, but will be for a prolonged period of time, rather than intense construction over a shorter period. Given the other developments taking place along the high street at the moment, this will create further problems.

The council guidelines state that of the developments being proposed, 30% are designated for social housing. This plan being presented proposes only 12% for social housing, adding further burden to the council during a national social housing need.

Further to this, the pressure on local schools and GP's surgeries will be incredibly high. Given the pressure these institutions are already facing, without the appropriate development and funding, it would be ill advised to further add to the burden with this proposed development.

Parking is another issue, as has been raised by many residents previously. The parking would be insufficient to meet both the commercial and residential requirement, further adding to the congestion on the roads and thereby causing intense environmental damage as the area may well be brought to a standstill.

The consultation for the proposed planning has not been wide enough. I would like to request information on how many residents were contacted, the means by which they were contacted and how many responded? Without this information, it would not be suitable to begin construction having not considered the opinions and beliefs of the local community whom we serve.

Regarding the height of the proposed buildings, nothing of this sort exists within the town centre whereby the front of the centre would be 6 storeys and the rear going up to 18. This would require intense regulation and safety procedures, and we must consider the burden this would place.

Central ward, within a very short period of time, will have a development of the former ICI site, with over 1000 units, Stoke Wharf with over 300 units, and future potential development of the TVU site with over 1000 units. This will create a very concentrated area being turned into a concrete jungle, not mentioning the additional traffic this will generate.

The council has a track record of spending very little 106 money in the areas where these developments are taking place, the local residents will have no relief or assistance whether this be in the form of traffic relief, schooling, parking or amenities for local residents.

Finally, what guarantees do we have that this would be for the local community? As it stands, we have no guarantee that the jobs would be for local people, both in development and moving forward. Secondly, we hold no guarantee that after the planning is granted, construction would begin, as opposed to simply using the permission to increase the value of the site and sell it off to a third party. Given these grave concerns, I strongly object granting permission for the planning proposal as it stands.

Officer Response: The planning assessment will address each of the above comments in further detail. A summary response is noted in this paragraph in respect of the key headlines in Cllr Ali's Comments (Construction Disturbance including cumulative impact, Lack of Affordable Housing, Impact on GP Surgeries, Car Parking, Building Height, Density, Traffic Impact, Traffic Relief, Schools, Resident Amenities, Local Employment, Potential Sale to third party, Consultation):

Construction Disturbance including cumulative impact – This is considered within the summary of the Environmental Statement including a summary of mitigation measures required to minimise disturbances and disruption during the construction phases. This section of the report also considers the cumulative impact of the various developments coming forward in the area. Conditions are recommended to ensure that the development phasing is carried out in an appropriate sequence and Construction Environmental Management Plans (CEMP), Demolition Method Statements and Construction Logistics Plans (CLP) will be conditioned which will ensure construction and demolition work is carried out in accordance with best practices.

Lack of Affordable Housing – This is addressed within the report in the Planning Assessment. The FVA determines that the development cannot viably support any affordable housing. This has been verified independently by the Council's technical advisors. The proposals will deliver a minimum of 75 affordable homes in Phase 1 which is over and above the level of affordable housing which could be viably delivered on-site. In addition, officers have secured review mechanisms (at the end of Phase 1 and prior to commencement of the final development zone) which could re-run the viability to determine whether further affordable housing can be provided either on site, or in the form of payment in lieu to affordable housing in Slough. The affordable housing provisions are in accordance with the guidance set out in the Developer Guide.

Impact on GP Surgeries, Schools and Local Communities – The impacts on community and local amenities are addressed within the ES Section and Planning Assessment of this report. The Council does not have any planning policy, guidance or emerging strategic plans which requires s106 healthcare/GP contributions from new development to be secured. The proposal includes provision for Class F use which could provide on-site floorspace for dental, health centres or GP surgeries. S106 contributions have been secured to deliver education infrastructure to mitigate the

additional impact of the development in addition to the on-site provision of a nursery in DZ6A. S106 contributions are proposed to ensure environmental improvements to Upton Court Park are delivered to encourage new residents to it rather than Burnham Beeches SAC. The proposals deliver on-site public realm provisions including a new town square and local square, and Heart space. Conditions and Design Codes will require these to be designed to a high quality.

Car Parking – This is addressed in the planning assessment within this report. The level of car parking is in accordance with Slough’s Adopted Car Parking Standard in the Developer Guide 3 and would be consistent with the NPPF guidance. Further s106 contributions towards sustainable transport infrastructure and on-site improvements to walking and cycling, EV infrastructure Car Clubs are secured through the legal agreement and details within conditions or reserved matters. The contributions and measures are aimed towards reducing car usage and towards alternative travel modes. The impact on the local highways network is not considered to be severe as a result of the development and additional cumulative impacts arising from development can be mitigated further through the s106 contributions outlined in this report.

Building Height – This is addressed within the design section of this report. The proposed development could support taller buildings within the town centre in light of the highly sustainable central location and due to the approach to stepping down towards the site edges to the south (High Street) and west (The Curve/St Ethelberts). The height of the taller buildings is comparable with emerging and approved developments at TVU, Old Library Site, Former BHS, Octagon Site and Future Works which are in close proximity to the development. The Townscape and Visual Impact Assessment (TVIA) indicates that the height of the development will not result in substantial harm to heritage assets including the setting of Windsor Castle.

Density – This is addressed in the design section of this report. The proposed density is typical of urban town centres and is justified through good design and minimising adverse environmental impacts. Whilst delivering a denser town centre than existing, the additional homes and commercial uses will provide opportunities for a higher quality urban environment optimising the use of land in accordance with the NPPF.

Traffic Impact and Traffic Relief, - This is addressed in Chapter 6 (Environmental Impact Assessment) and the transport section of this report. The impact of the development will increase traffic levels in the town centre and the impacts have been duly considered by officers and the Council’s technical transport consultants. With implementation of a comprehensive scheme of mitigation measures including cycling, walking and public transport improvements, and through the on-site design of the development (with low car parking levels throughout) the development is capable of being implemented minimising the adverse impact of the additional traffic.

Local Employment – This is addressed within Chapter 6 (Environmental Impact Assessment) and Chapter 8 of this report. The development will result in some loss of employment within the remaining shops, offices and services within the Queensmere Shopping Centre and associated properties. The new development would create opportunities for local employment within the new modern commercial floorspace within each development zone in addition to a potential higher proportion of office floorspace if offices are constructed in DZs 1, 2 and/or 4. The s106 Agreement will require the Applicant to submit for approval a construction and end-user/operational jobs Local Employment, Skills and Training Strategy targeting local residents and companies/businesses/providers in postcodes SL1, SL2 and SL3. In addition, a Meanwhile Use Strategy will be secured by way of a planning obligation which will promote meanwhile and interim uses on the site during construction. This also

provides further opportunities for local engagement and employment whilst the development is under construction.

Development of Both Shopping Centres – The Council as Local Planning Authority cannot require both shopping centres to come forward for development at the same time although the design of the QOPA should not prejudice any future plans coming forward at the Observatory Site. The proposals have been prepared to ensure the Queensmere shopping centre could be developed either with or without Observatory Shopping Centre in situ. Whilst no current plans are tabled to develop Observatory, the scheme has been designed to ensure the Town Centre is still served by an appropriate level of retail and commercial uses, and town centre public car parking within Observatory whilst the Queensmere Shopping Centre is under redevelopment. A significantly greater amount of retail and commercial town centre uses would potentially be lost if both shopping centres came forward for development at the same time. Officers consider a phased approach to development of both shopping centres would be acceptable in planning terms.

Potential Sale to third party – This is not a material planning consideration and so this matter is not directly addressed in the report.

Consultation: The consultation process has been carried out in full accordance with Slough Borough Council's Guidelines and with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended). Over 20 x site notices have been erected within the site as part of both consultation exercises, and in the surrounding areas in June 2022 and in October 2021. No further statutory consultation is required.

4.42 SBC Early Years Team/Children Services

No objections – Strongly supports provision of Nursery in DZ6A and requests that this is secured as part of the development, rather than as a financial contribution. The size of the nursery would depend on the quantum of housing provided on the site. Therefore, the nursery should accommodate between 85 to 120 places.

4.43 Local Green Party Branch

With the management of this planning application, you have a great opportunity to take a strong step in the right direction to become a zero-carbon emission town. You should make them follow the ZC2040 (ideally ZC2030) target the council has recently declared it is trying to achieve. The local Green Party branch has submitted a response to this time last year's SBC spatial strategy consultation and every point made can apply to this development. It is a great opportunity which, if missed, could cause you to overshoot 2030 or 2040 before reaching ZC. Please seize it.

Officer Comment: The ES includes an assessment of the greenhouse gas impacts and recommends a range of measures designed to reduce carbon emissions, promote renewable energy use and require sustainable forms of construction. Planning conditions will be secured to ensure these measures are secured in accordance with site wide strategies for energy, sustainable construction standards and by reducing carbon emissions.

4.44 The Gardens Trust

Consulted on 20/09/2022 – Any comments received will be reported to the committee as an Addendum sheet.

5.0 **Description of Development**

5.1 **Outline Description**

The description of development, is as follows:

Outline application (with all matters reserved) for the demolition of buildings and the phased redevelopment of the Site to provide a mixed-use scheme comprising residential floorspace (C3 use and provision for C2 use); flexible town centre uses floor space (Use Class E and Use Class F), provision for office floorspace (Use Class E (g) (i)), supporting Sui Generis town centre uses (including a range of the following uses: pubs, wine bars, hot food takeaway), Sui Generis leisure uses (provision for a cinema or live music venue); provision for the creation of basements, car and cycle parking (including provision for a Multi-Storey Car Park); site wide landscaping, new public realm including provision of a new town square and public spaces and associated servicing, associated infrastructure, energy generation requirements and highways works [Revised Parameter Plans, Reports, Documents and Environmental Statement Amendments submitted 15th June 2022].

- 5.2 The supporting documentation provided with the planning application confirms that the Applicant is seeking outline planning permission (with all matters reserved) for up to 1600 new homes (or up to 140,800 sqm Class C3 (residential dwellings) floorspace with some Class C2 (Extra Care/Nursing Home), 0 to 40,000 sqm Class E (g) and (i) offices, between 5,500-12,000 sqm Use Class E (town centre retail and commercial uses) and Class F (community, nursery and leisure uses (with exclusions), 0 to 2,250 sqm Sui Generis (pubs, hot-food take aways) and 0 to 1,500 sqm Sui Generis (Town centre leisure uses which could include a live music venue or small cinema).
- 5.3 The application seeks permission for up to 685 car parking spaces within either podium under-croft areas (within specified Development Zones) or a Multi Storey Car Park (MSCP) in DZ6.
- 5.4 The development includes provision for basement excavation within specified areas within Development Zones for 0 to 24,355 sqm.
- 5.5 The development includes provision for a new town square in the western part of the site (adjacent to Development Zones 1 and 2) and the Curve/St Ethelberts, a local park/square in the centre of the Site (adjacent to the corners of DZ3, DZ4, DZ5 and DZ6) and a potential urban park in the eastern part of the site south of the A4/Wellington Street next to the HTC office building.
- 5.6 The outline application contains provision for a hierarchy of pedestrian and mixed pedestrian/cycle and vehicular routes connecting the various urban public spaces together and also permits connections to the existing network of streets and routes in the Town Centre. The outline masterplan identifies the principle for a new vehicular junction and access point to the site located on Wellington Street immediately adjacent to Brunel Way (on the southern side of Wellington Street). The existing access arrangements from the roundabout adjacent to the HTC roundabout are to be retained, with potential improvements to crossings and junction designs forming part of future reserved matters submissions.
- 5.7 The masterplan allows for a new North to South public street and key route connecting the High Street with Wellington Street (A4) and this would be located directly to the south of the southern arm of Brunel Way (at the new access point). This route would

potentially allow a direct link between the High Street and the Slough Railway and Bus Stations to the north of the Site.

- 5.8 The masterplan allows for the former Mackenzie Street (the diagonal street west of DZ2B) to connect to the new town square to be re-established. Additional routes between the High Street and Wellington Street are provided for and these break down the impermeable barrier of the existing shopping centre. The masterplan allows for a central spine road to split the northern and southern Development Zones which provides circulation for vehicles travelling through the site from west to east or west to south (in accordance with the controls set out in the access and circulation parameter plan).
- 5.9 The permitted building heights are subject to detailed consideration at the reserved matter stage, but the outline application permits a variation of heights across the Site rising from lower rise heights around the site edges extending up to a maximum of approx. 19 storeys. The scale and height of the development is identified within the parameter plans which permit buildings up to a maximum height within each specified Development Zone (inclusive of the height differentials shown in the plans).
- 5.10 The Outline Masterplan is comprised of a series of individual Development Zones of which there are eight in total (Zones 1, 2, 3, 4, 5, 6, 6a and Wellington Street), three Highways Zones (Zones DZH1, DZHA and DZHB) and Development Zone Wellington Street (East and West) (DZWS). Each Zone is subject to maximum parameters as shown within the associated Parameter Plans which accompany the submission. For each Development Zone, Parameter Plans have set maximum building heights, together with a maximum building footprint. This provides a maximum envelope for each Development Zone within which buildings could be delivered (Development Blocks). Throughout the Development Area, a series of public realm spaces are to be provided within four locations, with a series of landscape north/south routes and car free routes to be provided. The Parameter Plans indicate (within the Town Centre Uses Parameter Plan) the frontages which would comprise of Class E and F (and sui generis) town centre uses (although the specific E and F Class uses are not specified), predominantly office uses and/or residential uses.
- 5.11 The Applicant has applied for a flexible planning permission which permits a range of potential development scenarios within each Development Zone. The Applicant's reasoning for this is to incentivise development within each parcel/zone to support a full range of land uses including town centre uses ranging from retail, leisure, community, food and beverage uses, financial institutions etc within a range of different building typologies and scale, which is able respond to market conditions, encourage investment and stimulate development in the town centre without undue restrictions. The Applicant considers flexibility is an economic necessity in order for the development to respond to the demand for a wide range of land uses and building typologies, which cannot all be designed in detail at the outline planning stage. The below sections of the report seek to define how the flexibility is enshrined within the outline application, in the context of the documentation submitted for formal approval (under the permission).
- 5.12 Character Areas

Notwithstanding the flexible approach outlined above, in order to ensure variety in character across this large development site, four Character Areas have been established and these are set out in the parameter plans. These Character Areas aim at providing a considered response to immediate context and will have a bearing on

the appearance and detail of the associated part of the development which will be designed in detail at the reserved matters stages. They will also serve different functions to the users of the public realm spaces and buildings. The four main character areas comprise:

- High Street
- Town Centre
- Residential [Or Mixed Residential with Offices/MSCP]
- Wellington Street

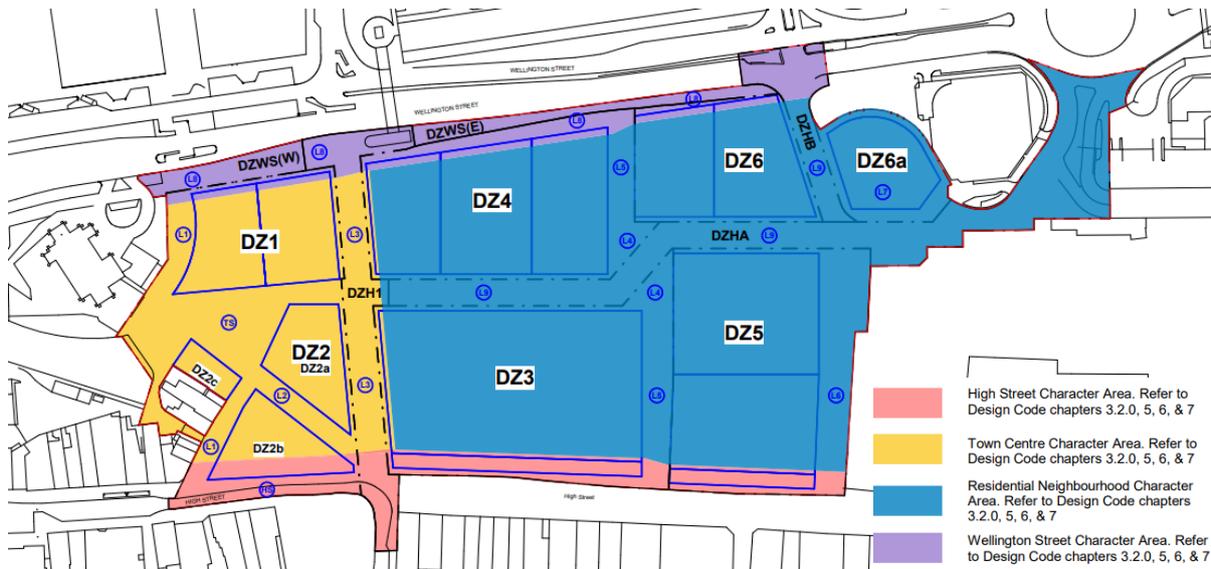


Fig 2: Character Areas Parameter Plan

5.13 Form of Application

5.14 The Application seeks outline planning approval with the elements submitted 'for approval' set out in Parameter Plans supported by a Development Specification Document and Floorspace Schedule which explains how the planning controls should be applied when preparing and assessing the detailed design (when applications for reserved matters come forward) subsequent to the outline stage. Mandatory Design Codes are submitted (for approval) to provide the Local Planning Authority further design controls to be applied when considering detailed applications for reserved matters approval. The applicant has submitted both New and Revised Parameter Plans, Development Specification Document and Floorspace Schedule and Mandatory Design Codes to respond to the consultation feedback and Local Planning Authority Officer advice. The following documents are submitted for approval as part of this application:

- Development Specification Document
- Design Codes (Mandatory Rules)
- Schedule of Plans (PA1)
- Schedule of floorspace (PA2)
- Site Location Plan and Ownership Boundary (PP01)
- Red Line Plan & Development Zone Boundaries (PP02)
- Demolition Plan (PP03)
- Existing Site Plan (PP04)
- Site Wide and Development Zone Parameter Plans (see PA1 and table 3.1)

5.15 A comprehensive set of Site Wide and Development Zone Parameter Plans have been submitted for approval following an extensive period of negotiation with the Local Planning Authority. The Site Wide Plans comprise the following titles:

- **Sitewide Highways and Movement Plan (SWHMP)** – this shows the Site with the hierarchy of highways and pedestrian movements identified.
- **Sitewide Public Realm, Public Spaces and Private Amenity Plan (SWPR)** – this shows the Site with the minimum areas of public realm and public spaces named and identified. It also identifies the indicative locations of private amenity space (for the residential uses) within each Development Zone.
- **Sitewide Town Centre Uses Plan (SWTCU)** – this shows the Site with the maximum building footprints identified and red and yellow hatching is used to show the frontages which must be predominantly town centre ground floor uses* (either 70% (orange) or 90% (red)+) and purple hatching for predominantly other office, MSCP or residential uses.
- **Sitewide Composite Plan (SCP)** – this shows the Site with the DZ boundaries, maximum heights and Maximum Building Footprints, balcony oversailing zones, areas of public realm, highways zones and Town Centre Use frontages. Also shows the Town Centre Use frontages which must be at or exceed 70% (as indicated in orange) or 90% (as indicated in red) Town Centre Uses and viewing corridors (to establish unobstructed lines of sight).
- **Sitewide Character Area Plan (SWCAP)** – this designates the character areas across the QM OPA masterplan Site.

* Town Centre uses comprise Class E (retail, business, commercial), Class F (community, leisure), Sui Generis (food, drink and beverage, pub, restaurant and non-Class F town centre leisure uses)

5.16 The below plan comprises the Site Wide Composite Parameter Plan which contains the full range of controls.

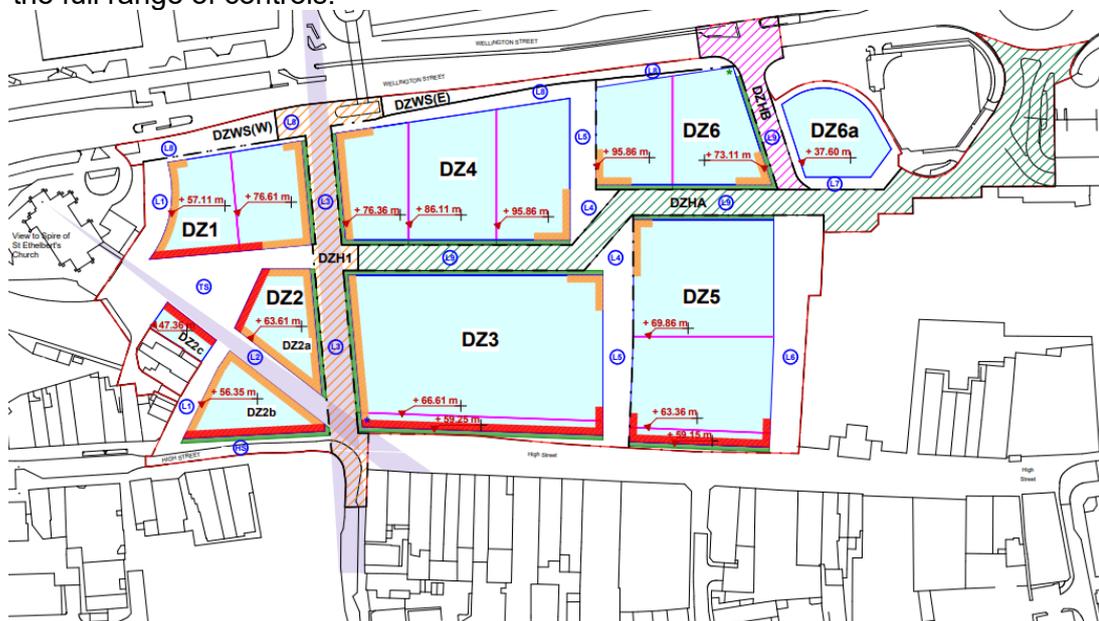


Fig 3: Site Wide Parameters Plan

5.17 The Site Wide Plans are submitted alongside Development Zone Parameter Plans for approval. Development Zone Parameter Plans are split into three types (for each specific Development Zone) which contain the control limits for the development (within each Development Zone). Future reserved matters submissions will need to fully comply with these parameters which should be read alongside the Floorspace

Schedule and Development Specification Document. The following types of parameter plan are submitted for each Development Zone (DZ):

Type A: Proposed Maximum Parameter AOD Heights (and height differentials), Maximum Building Footprint (above ground), Balcony Oversailing Zones, DZ Boundary Limits of Deviation, Information on Basement Areas.

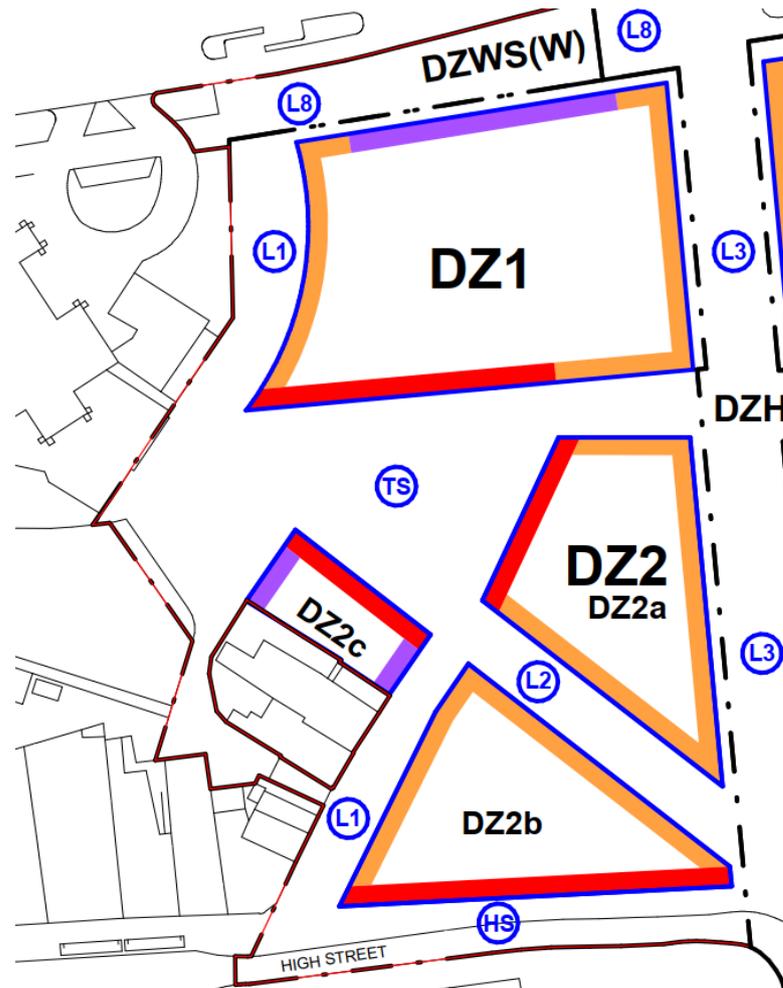
Type B: Areas of Public Realm, Areas for Landscaping, Ground floor frontages which must be at or exceed 90% (shown in red) or 70% Town Centre Uses (shown in orange), or which are primarily residential or permitted office/multi-storey car park uses as identified with the DSD (shown in purple).

Type C: Maximum Building Footprint (above ground), Maximum Basement Extents Coverage (20%, 50% or 100% where applicable).

- 5.18 The below paragraphs contain further detail about the controls and limits of deviation within each Development Zone.

Development Zones 1, 2A, 2B and 2C

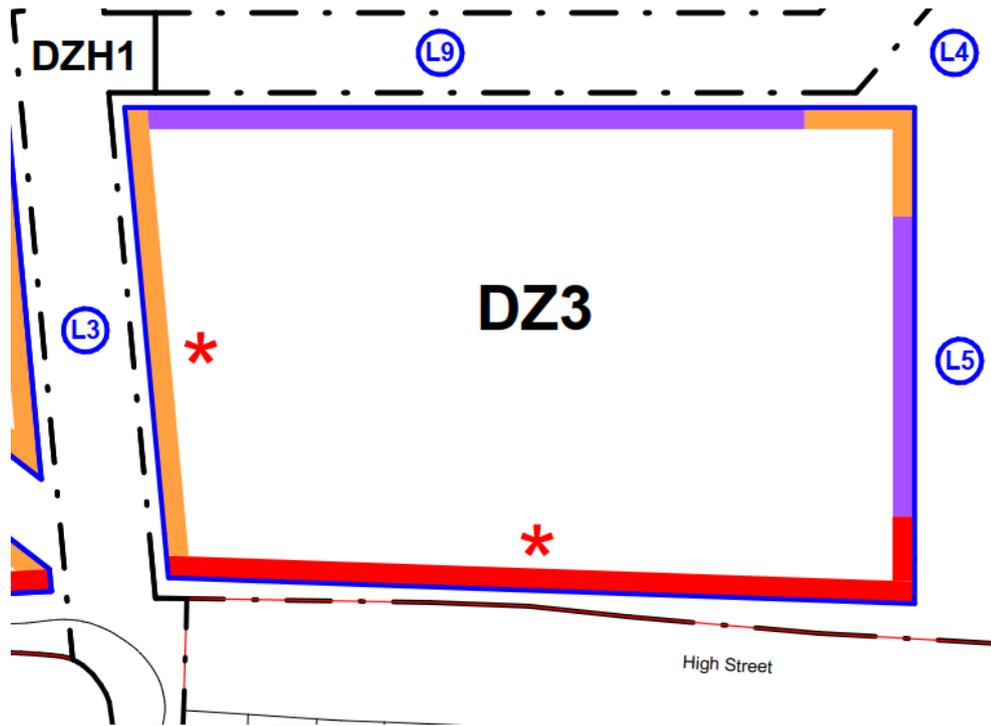
- 5.19 Within Development Zone 1 and 2A, the Maximum Parameter AOD heights are as follows: DZ1 57.11m-76.61m (stepping up in height to the east), DZ2A 63.61m, DZ2B 56.35m and DZ2C 47.36m (denoted on Parameter Plan SWCP). The Zones are bounded by DZH1 to the east, the High Street to the south and DZWS(W) to the north. With respect to the Town Centre Uses, as identified on Parameter Plans DZ1&2 (B) and SWTCU respectively, the southwest frontage of DZ1, west frontage of DZ2A, the south frontage of DZ2B and north frontage of DZ2C are to have frontages where Town Centre Uses must be at or exceed 90% of the ground floor level frontage.
- 5.20 The west and northwest corner edge, southeast corner edge, east edge and northeast corner edge of DZ1, the northeast and south edges of DZ2A, and the east and west edges of DZ2b are to have frontages where Town Centre Uses that must be at or exceed 70% of the ground floor level frontage. The north edge of DZ1 and east and west edges of DZ2C are to have frontages which are primarily residential or permitted office uses as identified with the DSD. In accordance with the DSD, the parameter plans allow flexibility within these Development Zones to comprise up to 36,000 sqm of offices within the upper floors OR residential uses.
- 5.21 It is noted that the Town Square and Landscaped Areas are identified as TS, L1 and L2 respectively on Parameter Plans SWTCU and SWPR. Within Parameter Plan SWCP, the Balcony Oversailing Zones are also identified, where there is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings. It should be noted that all Development Zone Boundaries indicated on the parameter plans have a limit of deviation of +/- 2m.
- 5.22 The below extract is taken from the ground floor land use site wide plan which identifies the frontages which are to comprise predominantly town centre uses (90%+ in red or 70%+ in orange) or predominantly office/residential uses (in purple). The public realm areas are labelled with an L, H (High Street) or TS (for the town square).



**Fig 4: DZ1, DZ2A, DZ2B and DZ2C Land Use Parameters Plan
(Extract from Site Wide Plan)**

Development Zone 3

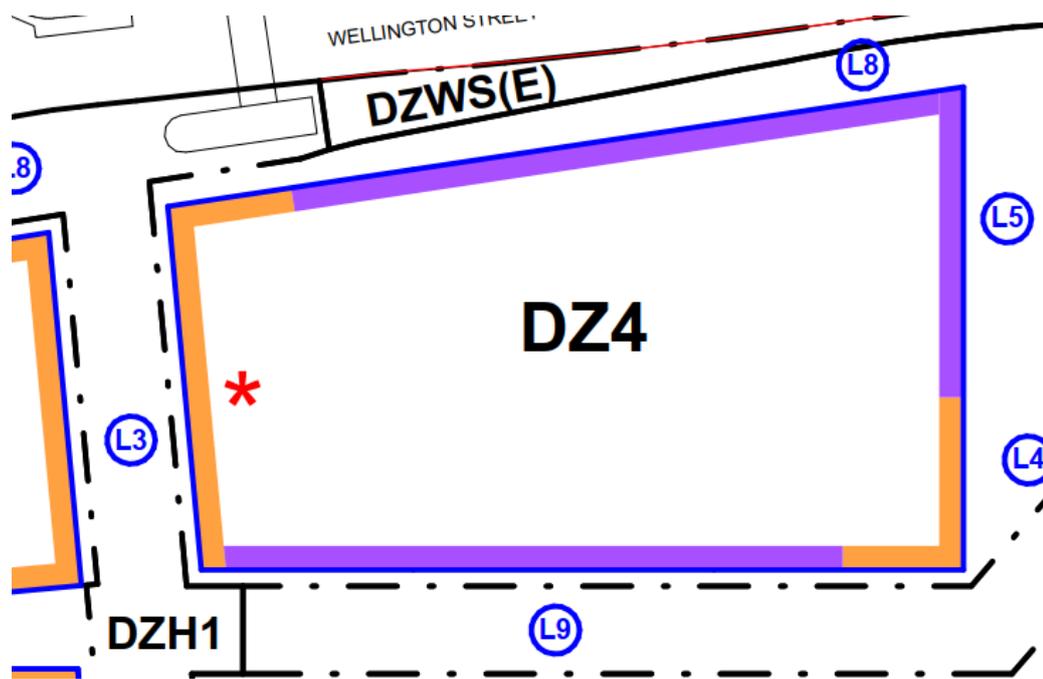
- 5.23 Within Development Zone 3, the Maximum Parameter AOD heights are as follows: 59.25m-66.61m (stepping up in height to the south). This is denoted on Parameter Plan SWCP. The Zone is adjoined by DZH1 to the west and DZHA to the north.
- 5.24 With respect to the Town Centre Uses as identified on Parameter Plans DZ3 (B) and SWTCU respectively, the south edge and southeast corner edge are to have frontages where Town Centre Uses must be at or exceed 90% of the frontage. The west edge and northeast corner edge are to have frontages where Town Centre Uses that must be at or exceed 70% of the frontage. The north edge DZ2C are to have frontages which are primarily residential or permitted office/multi-storey car park uses as identified with the DSD. The upper floor uses within DZ3 comprise residential.
- 5.25 Within Parameter Plan SWCP, the Balcony Oversailing Zones are also identified, where there is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings. The asterisks note the potential location for town centre leisure uses (sui generis) which could comprise of a cinema or music venue (or other suitable town centre leisure use).



**Fig 5: DZ3 Land Use Parameters Plan
(Extract from Site Wide Plan)**

Development Zone 4

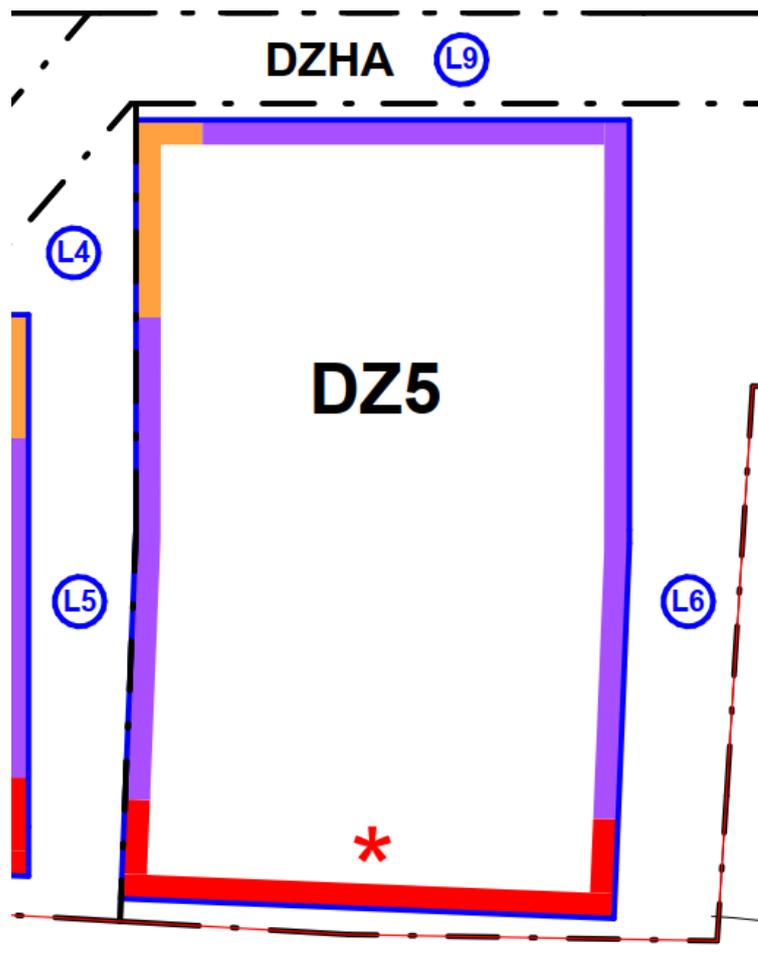
- 5.26 Within Development Zone 4, the Maximum Parameter AOD heights are as follows: 76.36m to 86.11m to 96.86m increasing in height towards the east. This is denoted on Parameter Plan SWCP. The Zone is adjoined to DZH1 to the west, DZWS(E) to the north and DZHA to the south.
- 5.27 With respect to the Town Centre Uses as identified on Parameter Plans DZ4 (B) and SWTCU respectively, the west edge and northwest corner edge and the southeast corner edge are to have frontages where Town Centre Uses must be at or exceed 70% of the frontage. The north, northeast corner, east and south edges all are to have frontages which are primarily residential or permitted office uses as identified with the DSD. This is identified within Parameter Plan SWTCU. The upper floor uses could comprise either residential or/and office uses which are specified in the DSD up to the maximum limits set.
- 5.28 It is noted from the parameter plan B (for DZ4) that the Local Square (L4) and landscape areas (L3, L8 and L9) are located within the vicinity of DZ4. Within Parameter Plan SWCP, the Balcony Oversailing Zones are also identified. There is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings.



**Fig 6: DZ24 Land Use Parameters Plan
(Extract from Site Wide Plan)**

Development Zone 5

- 5.29 Within Development Zone 5, the Maximum Parameter AOD heights are as follows: 59.15m to 63.36m to 69.86m (stepping down in height going south towards the High Street). This is denoted on Parameter Plan SWCP. The Zone is adjoined by DZHA to the north.
- 5.30 With respect to the Town Centre Uses as identified on Parameter Plans DZ5 (B) and SWTCU respectively, the south, southeast and west corner edges of the block are to have frontages where Town Centre Uses must be at or exceed 90% of the frontage. The northeast corner edge is to have frontages where Town Centre Uses that must be at or exceed 70% of the frontage. The north, northeast corner, east and west edges of the block are to have frontages which are primarily residential or permitted office uses as identified with the DSD. Residential Uses are proposed within the upper floors of this DZ.
- 5.31 It is noted from Parameter Plan SWTCU that the Local Square (denoted as L4) and landscape areas (denoted as L5, L6 and L9) are located within the vicinity of DZ5. Within Parameter Plan SWCP, the Balcony Oversailing Zones are also identified. There is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings.



**Fig 7: DZ5 Land Use Parameters Plan
(Extract from Site Wide Plan)**

Development Zone 6

- 5.32 Within Development Zone 6, the Maximum Parameter AOD heights are as follows: 73.11 to 95.86m (stepping up in height to the east) as denoted on Parameter Plan SWCP. The Zone is adjoined by DZHA to the south and DZWS to the north.
- 5.33 With respect to the Town Centre Uses as identified on Parameter Plans DZ6 (B) and SWTCU respectively, the southeast and southwest corner edges are to have frontages where Town Centre Uses that must be at or exceed 70% of the frontage. The south, east, west and north edges of the block are to have frontages which are primarily residential or permitted office/multi-storey car park uses as identified with the DSD. This is identified on Parameter Plan SWTCU.
- 5.34 The parameter plans and DSD indicate that DZ6 could come forward either as a mixed predominantly residential led block or a predominantly Multi-Storey Car Park (with other ground floor potential uses).
- 5.35 It is also noted from this plan that the Local Square (L4), the Urban Park (L7) and landscaping areas (identified as L5, L8 and L9) are within vicinity of DZ6. Within Parameter Plan SWCP, the Balcony Oversailing Zones are also identified. There is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings.

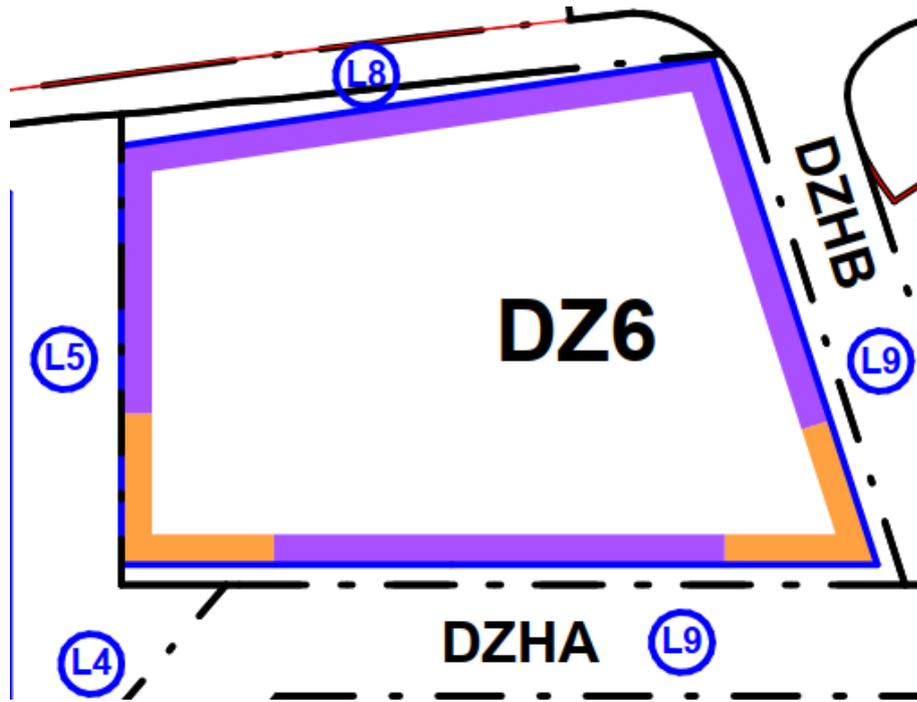


Fig 8: DZ6 Land Use Parameters Plan
(Extract from Site Wide Plan)

5.36 Within Development Zone 6A, the Maximum Parameter AOD height is 37.60m. The area is proposed to have flexibility for Town Centre Uses (if a pavilion structure is proposed) or Class F (if nursery provision is proposed) on Parameter Plan SWTCU. It is noted from Parameter Plan SWTCU that the hatched area also has potential flexibility to be used as an Urban Park. The Zone is adjoined to the west by DZHB and DZHA to the south.

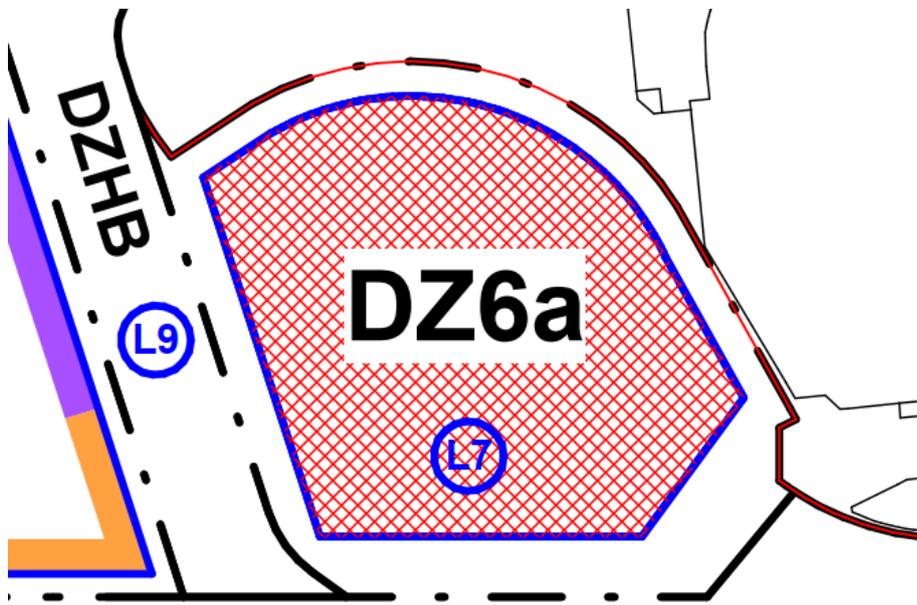


Fig 9: DZ6A Land Use Parameters Plan
(Extract from Site Wide Plan)

5.37 Within Development Zone Wellington Street (DZWS), no Development Blocks are included as there are no buildings within this Zone. The purpose of this Zone is to identify an area that can be used as landscaping and public realm. Parameter Plan

PPDZWS identifies landscaping areas (denoted as L8) along the Development Zone. The Zone is adjoined by DZH1, DZ1&2, DZ4 and DZ6 to the south.

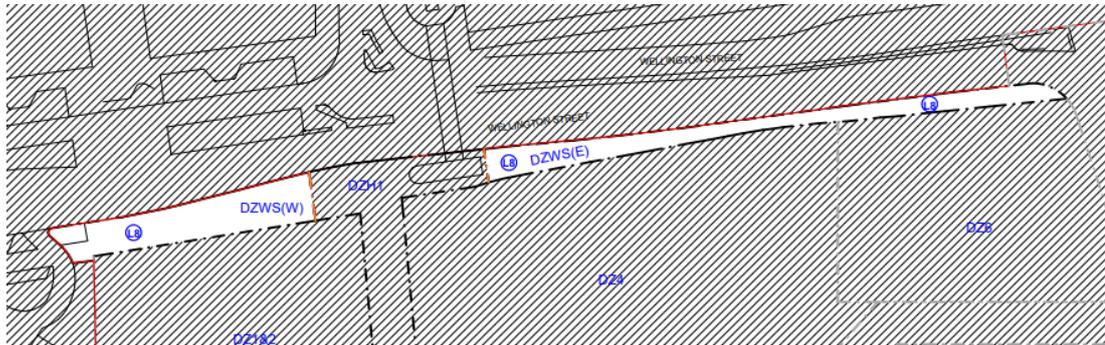


Fig 10: DZWS(E) & DZWS(W) Parameters Plan

- 5.38 Within Development Zone Highways 1 (DZH1), no Development Blocks are included as there are no buildings within this Zone. The purpose of this Zone is to provide a one-way direction south through the Site between DZWS, DZ1&2, DZ4, DZHA and DZ3 and adjoining the High Street to the south. All vehicles and cyclists can exit the Site to the east via DZHA. Controlled access is provided south to the High Street. Within Parameter Plan PPDZH1, the Balcony Oversailing Zones are also identified, where there is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings. This plan also shows the direction of traffic flow.

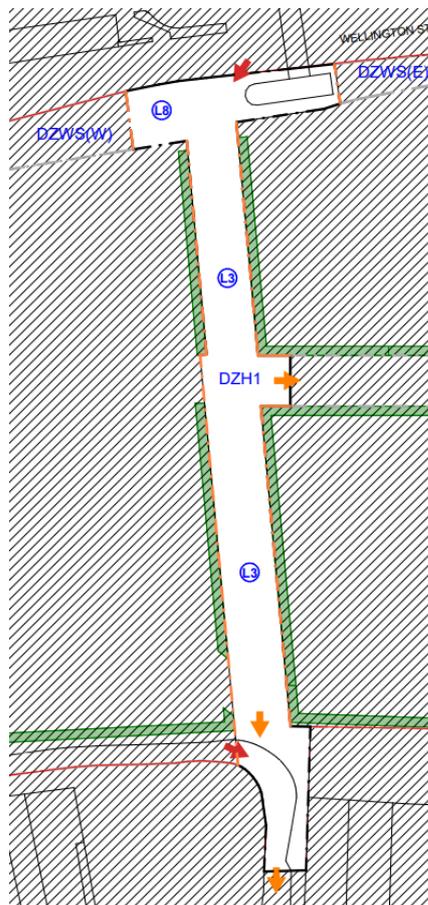


Fig 11: DZH1 Parameters Plan

5.39 Within Development Zone HA (DZHA), no Development Blocks are included as there are no buildings within this Zone. The Zone runs centrally through the Site, starting at DZH1 and running eastwards. When the Zone reaches DZ6a, DZHA becomes a two way point along Queensmere Road and up to the HTC Roundabout with egress/access to Wellington Street. The Zone is adjoined by DZH1 to the west, and DZ4, 6, 6A to the north, and DZ3 and DZ5 to the south. Within Parameter Plan PPDZHA, the Balcony Oversailing Zones are also identified, where there is potential in these locations for balconies to be constructed beyond the maximum building footprint envelope, but these areas cannot be occupied by buildings. This plan also shows the direction of traffic flow.



Fig 12: DZHA Parameters Plan

5.40 Within Development Zone HB (DZHB), no Development Blocks are included as there are no buildings within this Zone. The Zone is a two-way street which runs between Wellington Street (north) and DZHA (south). The Zone is adjoined by DZWS, DZ6 and DZHA to the west and DZ6A to the east. This plan also shows the direction of traffic flow. This is shown on Parameter Plan PPDZHB

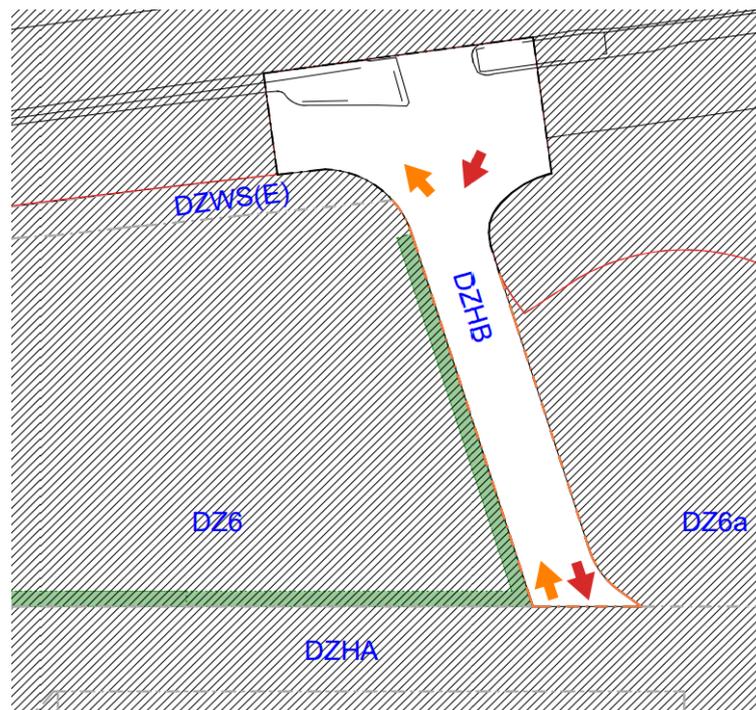


Fig 12: DZHB Parameters Plan

Flexible Approach to facilitate Future Development

- 5.41 The applicant is seeking approval for a mixed-use development offer within the town centre which has a flexible approach towards the scheme. The application provides flexibility for the scheme (as a whole) to deliver a larger quantum of office floorspace with an MSCP and subsequent lower quantum of residential uses. The application also allows flexibility for no office floorspace (within upper floors) to be provided, with upper floor levels within specified DZs comprising residential uses. The office led scheme proposes the scope to provide up to 40,000sqm of office space, with flexibility being provided to accommodate this within Development Zones 1, 2 and 4. It is noted that this office use would be above ground floor level, excluding any mezzanine levels.

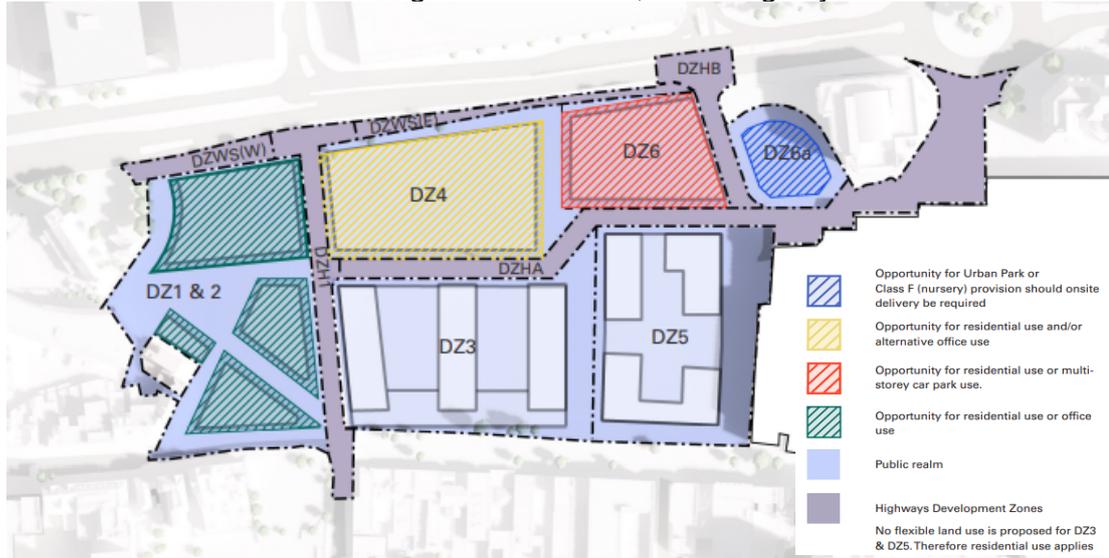


Fig 13: Flexible DZ Land Uses

- 5.42 As part of this scenario where the maximum provision of office space is brought forward, the Applicant suggests that with the reduced residential floorspace in DZ6 (if constructed as an MSCP) and if the maximum 40,000 sqm Class E offices are constructed within DZ1, DZ2 and/or DZ4 up to 950 units could be provided. Should no office floorspace be provided within the upper floors, up to 1,600 units could be proposed as a part of a residential led scheme in the Development Zones. Within each scenario, ground floor uses will predominantly be town centre uses. The application provides flexibility for a combination of these scenarios with varied quantum of office and residential floorspace, within the maximum floorspace tested in the ES as 260,000 sqm. It must be noted that a scheme of 260,000sqm could not be implemented as it would not conform to the PA2 Floorspace Schedule or the DSD. In practice, the development could provide proportionally less residential floorspace according to the amount of office floorspace delivered (which would be provided alongside an MSCP).
- 5.43 A Schedule of Floorspace PA2 (as set out within the Development Specification Document) has been submitted which sets out the maximum site wide limits for each proposed land use within the QM OPA. The maximum volume of development set out within the parameter plans for all Development Zones, and the maximum amounts of floorspace set out for each Development Zone in the Development Specification Document could not all be built out in full due to the site wide limitation of floor area in PA2, for which approval is sought. The Applicant is seeking flexibility to draw from the site wide Schedule of Floorspace (PA2) to provide a range of land uses across the different Development Zones, and that the location and type of certain land uses to be delivered across the different Development Zones remains flexible at the outline application stage.

- 5.44 The exact quantum of each proposed land use to be delivered per Development Zone is to be secured at Reserved Matters Application State on a phased/Development Zone basis and will be required to be in accordance with the PA2 Schedule and the Development Zone floorspace schedules set out within the Development Specification Document. This includes setting a minimum and maximum floor area within each DZ where specified.
- 5.45 The following table sets out the use classes, types of use and proposed range of floor spaces as set out within the PA2 Schedule of Floorspace. Further details of this are set out within Table 5.1. of the Development Specification Document.

Use Class	Type of Use	Total Gross New External Floorspace Proposed
Class C2/C3	Residential	0 – 140,800sqm (up to 1600 units)
Class E (g) (i) (above Ground Level)	Office Space	0 - 40,000sqm
Use Class E and Class F	Town centre uses	5,500 – 12,000sqm
Sui Generis	Pub/Bar/Hot food take away	0 – 2,250sqm
Sui Generis	Cinema/ Live Music Venue	0 – 1,500sqm
Car Parking	Potential to be provided within the building as sandwich parking / basement parking / in a MSCP on DZ6	685 spaces
Basement Areas	Potential to include car parking, cycle parking, plant and supporting infrastructure	0 – 24,355sqm

Fig 17: PA2 Floorspace Schedule

- 5.46 The applicant is seeking flexibility within the QM OPA as to how these land uses are allocated across the site (Office led or Residential led). This is discussed in further detail below with respect to Residential Uses, Office Use, Car Parking, Use Class E (excluding office uses), Use Class F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) and Sui Generis uses.
- 5.47 The land use is also further elaborated on per Development Zone as discussed within the DSD. This table sets out the range of floor space that could be delivered as a maximum:

Use Class	DZ 1&2 (GEA)	DZ3 (GEA)	DZ4 (GEA)	DZ5 (GEA)	DZ6 (GEA)	DZ6A (GEA) (Urban Park Option)	DZ6A (GEA) (Nursery Option)
Residential Units****	0-350 units	0-385 units	0-465 units	320 units	0-290 units	-	-
Residential Floorspace	0-26,850sqm	0-36,450sqm	0-41,400sqm	27,750sqm	0-25,150sqm	-	-
Office (Class E)****	0-32,700sqm	-	0-40,000sqm	-	-	-	-
Use Classes E & F*	Up to 3,900sqm***	Up to 5,400sqm***	Up to 3,050sqm***	Up to 1,550sqm***	Up to 200sqm***	0-300sqm	0-1,000sqm***
Pub, Bar, Hot Food Takeaway (Sui Generis)**	0-2,250sqm***	0-2,250sqm***	0-2,250sqm***	0-1,550sqm***	0-200sqm***	0-300sqm***	-
Basements	DZ1: no more than 20% of max building footprint DZ2A-C: up to 50% of max building footprint.	Up to 100% of the max building footprint	Up to 100% of the max building footprint	Up to 100% of the max building footprint	Up to 100% of the max building footprint	-	-
Live Music Venue/Cinema (Sui Generis)	-	0-1,500sqm	0-1,500sqm	0-1,500sqm	0-1,500sqm	-	-
Car Parking Spaces	-	0-243 spaces	0-261 spaces	0-106 spaces	0-96 spaces	-	-
Multi-storey car park (MSCP)	-	-	-	-	Up to 685 spaces	-	-

Fig 18: Minimum and Maximum Floorspace Permitted per use class.

*Footnote: Class E (excluding offices) & F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink)

**Footnote: Sui-Generis uses (pub / bar / hot food takeaway) – this category of floorspace includes the ability to delivery uses as a public house, wine bar or drinking establishment, as a drinking establishment with expanded food provision, and as a hot food takeaway for the sale of hot food where consumption of that food is mostly undertaken off premises.

***Footnote: The Class E & F and Sui Generis floorspace combined provide for Town Centre Uses. There is a minimum commitment in this for DZ1&2 for 2,075 sqm (GEA) of Town Centre Uses. There is a minimum commitment in this for DZ3 for 1,800 sqm (GEA) of Town Centre Uses. There is a minimum commitment in this for DZ4 for 1,000 sqm (GEA) of Town Centre Uses. There is a minimum commitment in this for DZ5 for 500 sqm (GEA) of Town Centre Uses. There is a minimum commitment in this for DZ6 for 125 sqm (GEA) of Town Centre Uses. There is no minimum commitment to town centre uses within DZ6A.

****Footnote. No more than 1600 dwellings and 40,000 sqm (Class E Offices) could be implemented by way of the FA2 Floorspace Schedule.

- 5.48 For Development Zones 1 and 2, flexibility is sought for the quantum of residential and/or office floorspace that comes forward. This means that within DZ1&2, the upper levels of Development Blocks DZ1, DZ2a, DZ2b and DZ2c could be used for residential or office floorspace. This flexibility is proposed to be mutually exclusive as between residential or office use within each individual Development Block in DZ1&2. That means that above ground floor in DZ1&2, excluding any mezzanine level, the land use is proposed to be either office or residential use (save that other uses from the floorspace tables might also be integrated at upper levels with office or residential uses). No car parking is provided within this Zone. Residential car parking for this zone could be provided on DZ3 as “sandwich parking”, basement parking or within Development Zone 4 depending on which Zones are a part of the first phase of development. Alternatively, car parking for these zones could be provided in DZ6 as a MSCP. Flexibility is sought for basements to be provided at no more than 20% of the Maximum Building Footprint of DZ1 and up to 50% of the Maximum Building Footprint of DZ2a, DZ2b and DZ2c. The basements would provide space for cycle parking, plant, and supporting infrastructure.
- 5.49 For Development Zone 3, flexibility is sought for basements to be provided as up to 100% of the Maximum Building Footprint of DZ3. There is potential for car parking to come forward for the residential uses in the range of 0 to 243 spaces. This car parking area, or the car parking area in DZ4, could also meet the car parking requirements from the residential uses on DZ1&2, depending on which Development Zones comprise the first phase of development. The car parking would be delivered as ‘sandwich’ parking or as part of a basement car park. The basements could provide space for car parking, cycle parking, plant, and supporting infrastructure. Alternatively car parking for these zones could be provided in DZ6 as a MSCP.
- 5.50 For Development Zone 4, flexibility is sought for office and/or residential use of the above ground floors, excluding any mezzanine levels. In DZ4, the use of the above ground floors, excluding any mezzanine level, is not mutually exclusive between office and residential uses. That means that Development Block(s) in DZ4 can operate independently within a Development Zone as to whether they are in office or residential use or a mix on the upper floors, provided they accord with the floorspace figure ranges for the Development Zone as set out in this DSD. Office entrances may also be provided at ground level (this is accounted for within the office floorspace range). Town Centre Uses (as defined in this DSD) may also be incorporated at upper levels if this is considered appropriate at RMA stages. But the floorspace quantum for each use will not exceed that set out in table above and table 5.5 of the DSD. Should the residential use be brought forward on the upper levels of the block, there is the potential scenario within the proposal for car parking to come forward for the residential use in the range of 0 to 261 spaces, as ‘sandwich’ parking or in a basement. Alternatively, car parking could be delivered in DZ6 as a MSCP. If offices are proposed at upper levels in DZ4, car parking for the offices would be on DZ6 as a MSCP. It should be noted that the residential unit numbers and car parking spaces proposed allow for DZ4 to be able to accommodate the car parking for DZ1&2 in the event that DZ1&2 and DZ4 form the first phase of the development. 115 car parking spaces allocated to DZ1&2 are mutually exclusive. Flexibility is also sought for basements to be provided as up to 100% of the Maximum Building Footprint of DZ4. The basements would provide space for car parking, cycle parking, plant, and supporting infrastructure.
- 5.51 For Development Zone 5, flexibility is sought for basements to be provided as up to 100% of the Maximum Building Footprint of DZ5. There is potential for Town Centre uses to be incorporated within the upper levels if considered appropriate at the

reserved matters stages however the quantum of floorspaces shall not exceed the values as set out in the table above and Table 5.5 of the DSD. There is potential for car parking to come forward in DZ5 for the residential uses in the range of 0 to 106 spaces. The car parking would be delivered as ‘sandwich’ parking or as part of a basement car park. Alternatively, car parking could be delivered in DZ6 as a MSCP.

5.52 For Development Zone 6, flexibility is sought for basements to be provided as up to 100% of the Maximum Building Footprint of DZ6. There is potential for Town Centre uses to be incorporated within the upper levels if considered appropriate at the reserved matters stages however the quantum of floorspaces shall not exceed the values as set out in the table above and Table 5.5 of the DSD. There is potential for car parking to come forward for the residential uses in the range of 0 to 96 spaces as ‘sandwich’ parking or as part of a basement car park where DZ6 is delivered with residential uses. DZ6 also has flexibility for a MSCP to be delivered, which would accommodate the car parking for office uses on DZ4 or car parking for residential uses from across the Site. If a MSCP came forward on DZ6, no residential floorspace would be delivered on DZ6. The MSCP could serve both the office and residential uses. In the maximum office scenario, the MSCP could provide up to 685 car parking spaces. In the maximum residential scenario, the MSCP could provide up to 550 car parking spaces. Both of these figures would be policy compliant for each scenario.

5.53 It is noted for Development Zone 6a, that the GEA provision for associated class uses is dependant on whether a Nursery or Urban Park comes forward.

5.54 With respect to the public realm, amenity and landscaping spaces, the Sitewide Public Realm, Public Spaces and Private Amenity Plan (SWPR) is relevant. This plan shows the minimum areas of delivery for each of the main areas of public spaces as set out below:

- The Town Square: 1,00sqm min,
- The Local Square: 175sqm min,
- The Heart Space: 1,200sqm min,
- The Urban Park 1,000min (should a nursery not be provided within DZ6A).

5.55 Application Reports List

5.56 As a part of the application, documents for the final submission were received from the applicant on 20th June 2022. Further documentation in relation to Parameter Plans and Design Codes have also been received throughout August and September. The submission documents submitted are set out below:

<u>Document Name:</u>	<u>Document title:</u>	<u>Prepared by:</u>
-	Development Specification Document	Gerald Eve LLP
-	Design Codes (Mandatory Rules)	Squire and Partners
PA1	Schedule of Plans	Squire and Partners
PA2	Schedule of Floorspace	Squire and Partners
Parameter Plans		
PP01	Site Location Plan and Ownership Boundary	Squire and Partners
PP02	Red Line Plan & Development Zone Boundaries	Squire and Partners

PP03	Demolition Plan	Squire and Partners
PP04	Existing Site Plan	Squire and Partners
PPDZ1&2(A)	Development Zone 1 & 2 Parameter Plan A	Squire and Partners
PPDZ1&2(B)	Development Zone 1 & 2 Parameter Plan B	Squire and Partners
PPDZ1&2(C)	Development Zone 1 & 2 Parameter Plan C	Squire and Partners
PPDZ3(A)	Development Zone 3 Parameter Plan A	Squire and Partners
PPDZ3(B)	Development Zone 3 Parameter Plan B	Squire and Partners
PPDZ3(C)	Development Zone 3 Parameter Plan C	Squire and Partners
PPDZ4(A)	Development Zone 4 Parameter Plan A	Squire and Partners
PPDZ4(B)	Development Zone 4 Parameter Plan B	Squire and Partners
PPDZ4(C)	Development Zone 4 Parameter Plan C	Squire and Partners
PPDZ5(A)	Development Zone 5 Parameter Plan A	Squire and Partners
PPDZ5(B)	Development Zone 5 Parameter Plan B	Squire and Partners
PPDZ5(C)	Development Zone 5 Parameter Plan C	Squire and Partners
PPDZ6(A)	Development Zone 6 Parameter Plan A	Squire and Partners
PPDZ6(B)	Development Zone 6 Parameter Plan B	Squire and Partners
PPDZ6(C)	Development Zone 6 Parameter Plan C	Squire and Partners
PPDZ6A(A)	Development Zone 6A Parameter Plan A	Squire and Partners
PPDZ6A(B)	Development Zone 6A Parameter Plan B	Squire and Partners
PPDZ6A(C)	Development Zone 6A Parameter Plan C	Squire and Partners
PPDZWS	Development Zone WS- Wellington Street (East & West) Parameter Plan	Squire and Partners
PPDZH1	Development Zone Highways 1	Squire and Partners
PPDZHA	Development Zone HA Parameter Plan	Squire and Partners
PPDZHB	Development Zone HB Parameter Plan	Squire and Partners
Sitewide Plans		
SWHMP	Sitewide Highways and Movement Plan	Squire and Partners
SWPR	Sitewide Public Realm, Public Spaces and Private Amenity Plan	Squire and Partners

SWTCU	Sitewide Town Centre Uses Plan	Squire and Partners
SWCP	Sitewide Composite Plan	Squire and Partners
SWCAP	Sitewide Character Area Plan	Squire and Partners
Illustrative Plans		
IPP	Sitewide Indicative Phasing Plan	Squire and Partners
IMP	Sitewide Illustrative Max Parameters	Squire and Partners
ILP	Sitewide Illustrative Landscape Plan	Squire and Partners
IUUP	Sitewide Illustrative Upper Uses Plan	Squire and Partners
Environmental Impact Assessment and Chapters		
Volume 1	Main Text	
Chapter 1	Introduction	Waterman
Chapter 2	EIA Methodology	Waterman
Chapter 3	Existing Land Use and Activities	Waterman
Chapter 4	Alternative and Design Evolution	Waterman
Chapter 5	The Development	Waterman
Chapter 6	Development Programme, Demolition and Construction	Waterman
Chapter 7	Socio-Economics	Turley
Chapter 8	Transport and Access	WSP
Chapter 9	Air Quality	Hoare Lea
Chapter 10	Greenhouse Gas and Climate Change	Hoare Lea
Chapter 11	Noise and Vibration	Hoare Lea
Chapter 12	Daylight, Sunlight and Overshadowing	GIA
Chapter 13	Wind Microclimate	Arup
Chapter 14	Built Heritage	Turley
Chapter 15	Ground Conditions and Contamination	Arup
Chapter 16	Cumulative Effects	Waterman
Chapter 17	Next Steps	Waterman
Volume 2	Figures	Waterman
Volume 3	Townscape and Visual Impact Assessment	Turley
Volume 4	Appendices	Waterman
Other Supporting Technical Documents		
	File Note: BRE Consultant Response	Arup
	Application Form, Certificates and Notices	Iceni Projects
	Schedule of Owners (PA3)	British Land
	Design and Access Statement (including	Squire & Partners

Illustrative Scheme and Landscaping Strategy)	
Design Codes	Squire & Partners
Arboricultural Impact Assessment	Waterman
Archaeological Assessment	Waterman
Biodiversity Net Gain Report	Waterman
Built Heritage Statement	Turley
Original Cover Letter	Iceni Projects
Amendments Cover Letter	Gerald Eve LLP
Daylight, Sunlight and Overshadowing	GIA
Drainage Strategy	Arup
Environment Statement – Non-Technical Summary	Waterman
Fire Statement	Hoare Lea
Financial Viability Appraisal (FVA) Executive Summary and Affordable Housing Proposal and Review Mechanism Proposals	DS2
Buckingham Gateway Sensitivity Review	Gerald Eve (with Appendices)
Flood Risk Assessment	Arup
Future Proofing a Phased Redevelopment of Slough Central	Iceni Projects
Habitat Regulation Assessment	Waterman
Health Impact Assessment	Iceni Projects
Indicative Delivery and Servicing Plan	WSP/British Land
Indicative Construction Logistics Plan	WSP/British Land
Indicative Meanwhile Use Note	British Land
Indicative Sustainability and Energy Assessment	Hoare Lea
Needs Assessment	Turley
Planning Statement (including Retail Assessment)	Gerald Eve LLP
Post Submission Engagement Overview	Kanda
Preliminary Ecology Assessment	Waterman
Statement of Community Involvement	Kanda
Transport Assessment	WSP

	Utilities Statement	Hoare Lea
	Section 106 Topic Areas	British Land

Fig 19: Applications Documents & Supporting Information

5.57 Illustrative Scheme

5.58 An Illustrative scheme has been prepared by the applicant in order to test the broad design principles of the development. The illustrative scheme is submitted with the intent to demonstrate how a high-quality standard of design could be delivered through an overall masterplan which follows the good urban design principles sought by the Local Planning Authority. The Illustrative Scheme is described in further detail within the Design and Access Statement (DAS) and Illustrative Plans. These documents are advisory and are not submitted for approval. These documents are submitted to illustrate how the development could be implemented which would be consistent with the parameter plans in terms of land uses, building heights, public spaces and routes.

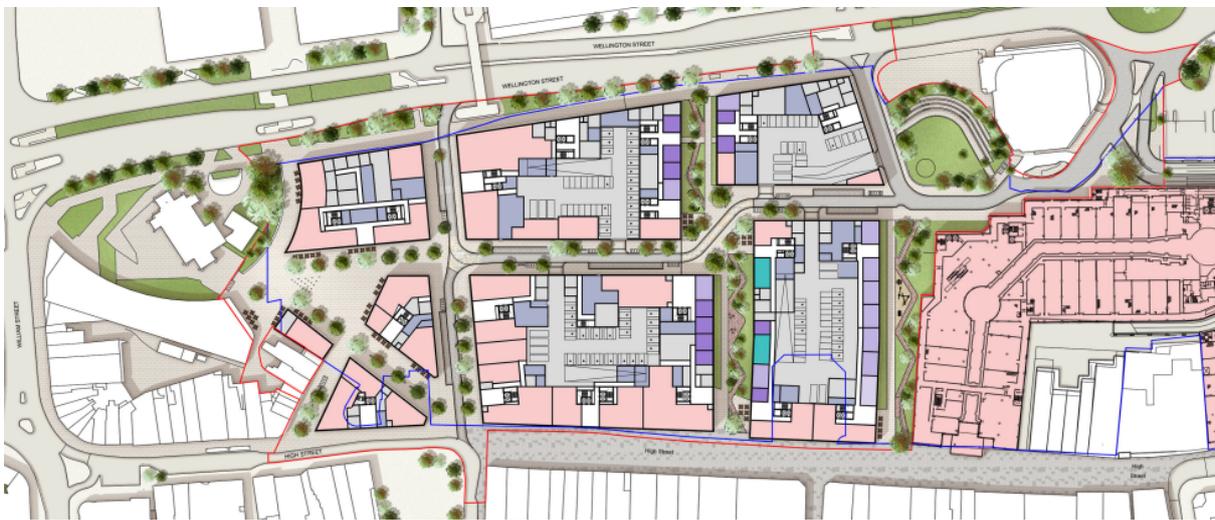


Fig 20: Indicative Ground Floor Masterplan



Fig 21: Indicative Masterplan 3D

- 5.59 Development Zones 1 & 2 Illustrative Design. The Illustrative Footprints within Development Zones (DZ1 and 2) are designed to create and define a link route connection to and from the High Street and create a new Town Square connected to the High Street and Mackenzie Street. The illustrative footprint of Development Zone 1 is configured as a single U-shaped building and is designed to have a strong northern edge to the new Town Square and a curved shape facing the church - to continue the geometry of the adjacent Curve building. In this illustrative scheme, buildings DZ2A and DZ2B consist of smaller, triangular footprints providing more diagonal public realm routes and contain central cores which serve the upper levels and DZ2C forms a bookend to the Mackenzie Street terrace as well as the southern edge of the Town Square. The ground floor uses of DZ1 and DZ2 are indicatively shown to have Town Centre Uses. The upper floors are illustratively proposed to have flexibility for residential and office use. The illustrative scheme heights for DZ1 are proposed to be 6-12 storeys with the heights stepping up away from the church, DZ2A is proposed to be 8 storeys, DZ2B is proposed to be 6 storeys and DZ2C is proposed to be 3 storeys. The blocks within Development Zones 1 & 2 fall within the Town Centre Character Area, with the exception of DZ2B which falls within the High Street Character Area.
- 5.60 The Town Square is located within Development Zones 1 & 2 with associated link routes, located within the Town Centre Character Area. The Town Square is illustratively designed to be a hard landscaped public space and to serve as a destination space, providing clear public realm routes from the Link route (which connects Slough Station to the High Street) and to existing civic spaces to the east - The Curve and Church of Our Lady Immaculate and St Ethelberts. The Town Square offers spill out spaces from the ground floor level food and beverage outlets.
- 5.61 Development Zone 3 Illustrative Design - Development Zone 3 is predominately located within the Residential Neighbourhood Character Area with the exception of the southern edge which belongs to the High Street Area. The Illustrative Footprint of DZ3 consists of an E-shaped building above a podium, with associated landscaping. The building form is designed to have strong edges to the High Street edge to the south to mirror the diagonal route, and the west and the east and north facades are perpendicular to one another and parallel with other Development Zone footprints. The ground floor uses for this Zone are illustratively shown within the Design and Access Statement to have predominantly Town Centre Uses and some plant/storage/parking, with the exception of the eastern edge indicatively shown to be residential in use, which faces towards Development Zone 5. The upper floors are shown to be predominantly C2/C3 (residential) in use. The proposed illustrative heights for DZ3 consists of 9 storey heights for the northern fingers of the E-shaped building and 7 storeys for the element along the High Street.
- 5.62 Development Zone 4 Illustrative Design - Development Zone 4 is predominantly located within the Residential Neighbourhood character area, with the exception of the northern edge which is located within the Wellington Street Character Area. The Illustrative Footprint of DZ4 consists of three rectangular blocks which sit on a podium base, with associated landscaping between the blocks within the Development Zone. The western edge of the block is illustratively designed to align with the North/South Link route and the northern edge is designed to align with Wellington Street. The ground floor uses for this Zone are proposed to have town centre uses to the south and western edges and northwest corner. Residential uses are indicated toward the eastern edge and plant/storage/parking is indicated to the northeast edge. The upper floor uses are indicated to have flexibility for Residential Use (C2/C3) and/or Office

Use (E). The illustrative heights for stated to be up to 8 storeys towards the east with a staggered height.

- 5.63 The Local Square is the second main public realm space within the QM OPA, which is located within the secondary North/South Route, connecting Wellington Street to the High Street. The Local Square is proposed in this illustrative scheme to be animated by a small amount of ground floor town centre uses and to serve as a stopping-off point for routes towards other primary routes and places. The North/South Route will also contain associated landscaping. The Local Square and secondary North/South Route are located in this scheme within the Residential Neighbourhood Character Area, on the edges of Development Zones 3, 4, 5 and 6.
- 5.64 Development Zone 5 Illustrative Design - Development Zone 5 is predominantly located within the Residential Neighbourhood Character Area, with the southern edges facing High Street being located within the High Street Character Area. The footprint of the buildings with DZ5 consists of a cluster of buildings and associated landscaping, atop of a podium base. The raised courtyard amenity space provided is designed to serve residents within this building cluster. The ground floor uses of DZ5 are illustratively shown to have Town Centre uses to the southern edges, residential uses to the eastern edge, plant/storage/parking uses to the north east corner, Town Centre uses to the north west corner and residential uses to the western edge. The upper floor uses are to be predominantly residential in character. The illustrative scheme heights are stepped up towards the north away from the High Street varying from 7 to 10 storeys.
- 5.65 Development Zone 6 Illustrative Design - Development Zone 6 is predominantly located within the Residential Neighbourhood Character Area, with the exception of the northern edge which falls within the Wellington Street Character Area. The parameter plans of the scheme splits this Development Zone into DZ6 and DZ6A (Urban Park), however, for the purposes of the Illustrative scheme, this is described overall as Development Zone 6. The footprint of the buildings within DZ6 consists of two linear blocks, sitting atop of a podium base, separated by associated landscaping space. The Illustrative Scheme also contains a Urban Park (DZ6A within the Parameter Plans) which sit adjacent east to the DZ6 buildings. The ground floor uses of the buildings within DZ6 are shown to be Town Centre uses on the southeast and west corners, residential along the east and northeast corner and plant/storage/parking along the north edge. The upper floors are proposed to have flexibility to be used for Residential Use (C2/C3) or for a MSCP. The illustrative scheme heights are proposed to be 11-18 storeys, with the heights stepping down towards the east. The parameter heights provide an additional allowance for rooftop plants and lift overruns. The illustrative scheme indicates if DZ6 was to come forward as an MSCP then the building would have a lower height given the maximum car parking is limited to 685 spaces.
- 5.66 It is noted that the use of the Urban Park space may alternatively be used as a potential location for a pavilion, however the Illustrative scheme shows this area as an Urban Park. The Urban Park is located adjacent west to the existing HTC building and is proposed to be used as an open green space connected to the site through the Heart Space route from the High Street to the south.
- 5.67 The Heart Space route is located along the eastern edge of Development Zone 5 and the western edge of the existing Observatory House Shopping Centre. The route falls within the Residential Neighbourhood Character Area. The Heart Space connects the High Street, across the Service Spine Route to the Urban Park. The area provides

green spaced within the Town Centre, with the landscaping scheme designed to provide public play area and break-out space for potential use for markets, local events etc.

5.68 Development Highway Zones

5.69 The three Highway Zones contained within the QM OPA are DZHA, DZHA and DZHB. This are illustratively shown within the Sitewide Illustrative Landscaping Plan. DZH1 provides access from Wellington Street to the QM OPA site, and services access to the DZHA and servicing access for DZ2A and DZ3. DZHA shown in the Illustrative Scheme runs through the centre of the QM OPA area, through the Development Zones and Residential Character Area.

5.70 The route is identified as DZHA on the Illustrative and Parameter Plans. The route connects Highway Zones DZHB to the northeast and DZH1 to the northwest. DZHB provides an exit route from the site, connecting to DZHA. The routes overall are designed to provide vehicular access through the site, whilst also limited the interfaces between vehicular access routes and pedestrian priority movement routes. The Indicative Servicing and Delivery Strategy provides more definitive detail on how this is used and is further discussed within the report.

5.71 The detail provided in the above paragraphs describing the illustrative scheme should not be construed as being detail that is to be approved through this outline application. Officers will refer to the illustrative scheme only where it is relevant to the assessment of the planning merits of the proposed outline application for example, whereby it is necessary to consider if the scheme max parameters are capable of delivering an acceptable scheme in one particular scenario. In respect of issues concerning scale, access, appearance, landscaping and layout, these are reserved for the detailed stage and therefore where these issues are discussed in the context of the illustrative scheme, it should be advised the application is not seeking approval for these details.

Indicative Phasing

5.72 An indicative phasing plan is included in the DAS submission which indicated one potential construction sequence of development phases. The DAS confirms that a Development Phase will set out the order at which the proposed development will be delivered.

5.73 The Development Phase and/or Phasing Plan will not be defined in the Outline Planning Application stage but will be defined as part of the discharge of a planning condition and must be approved by the Council before any development is commenced.

5.74 The indicative phases of the development generally move forward in a west to east direction and are broadly in line with the sequencing of Development Zones. Phase 1 is likely to comprise Development Zones 1 & 2, with the addition of Development Zone 3 or 4. However, the Applicant is seeking flexibility on development phasing. These phases have been overlaid with the Development Zones and Character Areas to explain how they overlap with one another.



Fig 22: Indicative Phasing

Revisions to the Development secured post submission

- 5.75 Following consultation between the Local Planning Authority, statutory and non-statutory consultees, and the Applicant, the planning application has been revised and new technical supporting information and documentation has been submitted alongside revised and new/additional Parameter Plans, Development Specification Document and Mandatory Design Code submitted for approval. The Environmental Statement has also been updated to reflect the changes to the scheme.
- 5.76 The formal amendments took place in June 2022 (including the Revised ES), with further minor amendments and clarifications submitted in August 2022. The description of the development and details of the final parameter plans, design code and DSD are described in the above section of this report. The following bullet points comprise a summary of the changes to the proposals, secured post submission (these are set out in the Gerald Eve Cover letter dated June 2022 and Email dated August 2022);
- Tightening of the Maximum Footprints within a number Development Zones, including the addition of Balcony Oversailing Zones.
 - Addition of minimum extents for principal public realm areas included on Parameter Plans.
 - Addition of protected zones on the Parameter Plans to celebrate the view of St Ethelbert's Church and the pedestrian view/connection along Brunel Way.
 - Addition of basement extent Parameter Plans submitted for approval.
 - Sitewide Highways and Movement Plan, Sitewide Public Realm, Public Spaces and Private Amenity Plan, and Sitewide Composite and Town Centre Uses Plans are now submitted for approval.

- Addition of a checklist within the Design Code which outlines the key Character Areas and public realm areas relevant to each DZ.
- Addition of 'Wellington Street' character area.
- Addition of a Sitewide Character Area Plan for approval.
- Addition of illustrative information detailing typical upper floors uses.
- Provision of minimum town centre uses floorspace commitment per DZ.
- Clarification of 'height differential' on the Parameter Plans
- Balcony oversailing zones amended and oversailing zones removed on Wellington Street.
- Additional clarity on the minimum % of frontage coming forward for Town Centre Uses and amendment to secure more 'active' town centre uses within specified Category 1 frontages (90% town centre uses), Category 2 frontages (70% town centre uses) and Category 3 frontages (comprising predominantly residential, office and/or MSCP uses).
- Revised Town Centre Use Parameters indicates Category 1 frontages are located in the primary High Street and Town Square fronting buildings with Category 2 frontages located on the North-south route, Town centre Character Area and on key corners within the Residential Character Area.
- Chamfer added to lower levels of DZ3 up to a minimum of +38.5AOD of southwest corner of DZ3.
- Regulation Plan included within Mandatory Design Code to draw together relevant design codes specific to public realm and public spaces, in accordance with DRP feedback.
- Potential for chamfer added to lower levels up to a minimum of 39.36 AOD of the northwest corner of DZ6.
- Addition of Town Centre frontage on southeast and southwestern corners of DZ6.
- Indication of location of private podium amenity space within each DZ
- Clarification of location options for town centre leisure uses (including potential small cinema/live music venue).
- Amended Landscape Plan to respond to revisions to site movement/circulation plan.
- The former Illustrative Composite Plan submitted as a Revised Site Wide Composite Plan for approval.
- Rerouting of primary vehicular access, delivery and servicing route from HTC/A4 roundabout to form a new access point on Wellington Street (adjacent to DZ1 and DZ4) south of Brunel Way leading to a one-way system along the new North-south route turning eastwards into the new central spine road and egressing at the HTC/A4 junction. Controlled/restricted access for southbound delivery vehicles is provided to High St is provided for.
- Inclusion of an option within DZ6A for provision of an on-site nursery (with associated amenity/play space)
- Revised Mandatory Design Codes and Guidance submitted to address (where possible) design requirements and feedback following from the DSE Design Review Panel and SBC Officer advice.
- Indicative scheme for max office/ with MSCP scenario provided and included in the revised DAS

5.77 The following changes are also confirmed as being made to the proposals and are detailed in the Gerald Eve Cover letter and DSD (and other documents where applicable);

- Removal of reference to 'mutually exclusive' on Development Zone (DZ) 4 to allow residential and/or office uses at upper levels within this DZ.
- Correction of error in the 'up to' car parking number for the Max Office Scenario (2) - now to state, up to 685 car parking spaces

5.78 The following documents have been updated to reflect the changes to the scheme (although these elements are supporting material and not submitted for approval):

- ES Clarification updates in line with all changes proposed.
- Updated Daylight, Sunlight and Overshadowing Assessment to respond to BRE comments
- Updated Wind Microclimate Assessment information supporting the ES Chapter
- Shadow Appropriate Assessment submitted to address potential mitigation measures to reduce impacts on Burnham Beeches SAC.
- Revised Indicative Outline Delivery and Servicing Strategy to address new movement and circulation plan
- Revised Transport Assessment with technical appendices to address the detailed consultation feedback provided by SBC Highways Authority incorporating Origin Transport Consultant's advice.
- Indicative Meanwhile Use Strategy and Phasing proposals to address the potential location, types and timing for delivery of meanwhile uses during construction of the development.
- Clarifications detailing the proposed Affordable Housing provisions and Review Mechanisms.
- Revised Design and Access Statement submitted with Indicative Landscape and masterplan proposals updated.
- Non-Technical Sensitivity Analysis of cumulative environmental impact of the development upon potential Buckingham Gateway site proposals.

6.0 Environmental Impact Assessment

6.1 Due to the scale, size and form of the development, Environmental Impact Assessment (EIA) has been undertaken and an Environmental Statement with Addendum (ES) has been submitted under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). This requires certain development-related issues to be assessed to establish whether they would have any significant effect on the environment.

6.2 The ES informs readers of the nature of the Development and the likely environmental effects. It also presents the measures proposed to prevent, reduce and where possible, offset any adverse effects on the environment (referred to as 'mitigation' measures). The ES identifies environmental effects during the demolition and construction phase, and on completion and occupation of the Development. This part of this section sets out the principal conclusions of the ES.

6.3 The significance of effects has been classified as being:

- **Adverse** (minor/moderate/major significance) – negative or harmful effects to an environmental / socioeconomic resource or receptor
- **Insignificant effect** - negligible effects to an environmental / socio-economic resource or receptor. These effects are beneath levels of perception, within normal bounds of variation or within the margin of forecasting error.
- **Beneficial** (minor/moderate/major significance) – advantageous or positive effect to an environmental / socioeconomic resource or receptor.

- 6.4 Where adverse or beneficial effects have been identified, these have primarily been assessed against the following scale (and are further defined within Volumes I of the ES):
- **Major effect:** where the Development is likely to cause a considerable change from the baseline conditions and the receptor has limited adaptability, tolerance or recoverability or is of the highest sensitivity. This effect is considered to be 'significant';
 - **Moderate effect:** where the Development is likely to cause either a considerable change from the baseline conditions at a receptor which has a degree of adaptability, tolerance or recoverability or a less than considerable change at a receptor that has limited adaptability, tolerance or recoverability. This effect is considered more likely to be 'significant' but will be subject to professional judgement;
 - **Minor effect:** where the Development is likely to cause a small, but noticeable change from the baseline conditions on a receptor which has limited adaptability, tolerance or recoverability or is of the highest sensitivity; or where the Development is likely to cause a considerable change from the baseline conditions at a receptor which can adapt, is tolerant of the change or/and can recover from the change. This effect is considered less likely to be 'significant' but will be subject to professional judgement; and
 - **Negligible:** where the Development is unlikely to cause a noticeable change at a receptor, despite its level of sensitivity or there is a considerable change at a receptor which is not considered sensitive to a change. This effect is 'insignificant'.
- 6.5 Effects are also generally assigned a geographic extent (local, Borough (within the administrative boundary of SBC) regional or national) and duration - temporary or permanent. In addition, the ES identifies the potential for direct and indirect effects, and interactions and cumulative effects.
- 6.6 Regulation 13 of the EIA Regulations provides that an applicant may ask a Local Planning Authority to state in writing its opinion as to the scope of an EIA. A formal EIA Scoping Report was submitted to Slough Borough Council (SBC) on the 19 July 2021 and as detailed in Chapter 2 EIA Methodology of the ES, a Scoping Opinion was adopted by SBC on the 22 September 2021 (refer to Appendix 2.1 and 2.2).
- 6.7 The scoping process determined that the Development would likely result in several potentially significant environmental issues that need to be assessed as part of the EIA/ES. These issues were categorised within key disciplines and a summary of the conclusions from the ES are provided below.
- 6.8 Given the flexibility being sought, the EIA needs to ensure that the assessments that rely on floorspace calculations (e.g. socio-economics, greenhouse gases, transport and access, air quality, and noise and vibration) are robust and therefore assess the potential worst case positions between the floorspace ranges and mix of uses and the flexibility sought. As a result, two scenarios have been defined as detailed below which are the worst-case scenario for the purpose of the socio-economic assessment:
- Scenario 1: Maximum Employment and Minimum Residential which would consist of:
 - 40,000 sqm of offices;
 - 950 residential units; and
 - 12,000 sqm of Use Class E (excludes offices) and F (excludes primary/secondary schools, swimming pool and staking rink) of which 1,500 sqm

is Sui Generis (either or live music/cinema) and 2,250 sqm Sui Generis Bar/hot food take away.

- Scenario 2: Minimum Employment and Maximum Residential which will consist of:
 - 0 sqm office;
 - 1600 residential units; and
 - 12,000 sqm of Use Class E (excludes offices) and F (excludes primary/secondary schools, swimming pool and staking rink) of which 1,500 sqm is Sui Generis (either or live music/cinema) and 2,250 sqm Sui Generis Bar/hot food take away.

6.9 The ES also states that in the case of the socio economics, a further scenario was also tested. This scenario was based on the minimum office, minimum Class E and Class F (5,500 sqm floorspace) and maximum residential of 1600. The Sui Generis uses are zero in this sub scenario. Under both scenarios, the most sensitive use is 'residential without gardens'.

Demolition and Construction

Programme

6.10 ES Volume 1, Chapter 6: Development Programme, Demolition and Construction sets out the indicative demolition and construction programme and activities. The specific order of phasing has not been defined and the Applicant is seeking flexibility to enable the Development to be brought forward in any order through Reserved Matters Applications (RMA). There will be a requirement via a pre-commencement condition to provide a detailed phasing programme for the whole Development alongside a programme of each Development Zone in conjunction with the Meanwhile Use Strategy to better understand if/when there will be any overlap phases to understand if there are likely to be multiple works at the same time to occur across the Site.

6.11 The ES states that it is currently estimated that demolition and the Development would be built-out over a period of approximately 13 years. A phasing programme will be conditioned to secure a more detailed programme and understanding of what will come forward as part of the RMA stage.

Access and Egress

6.12 The ES has assessed the main construction routes, namely the A4 Wellington Street / Bath Road, the A355 Turns Lane, and the M4. The ES states that this route is considered suitable for larger vehicles due to the width of carriageway, capacity, and their connection to the wider strategic network i.e. the M4. It should be noted that the traffic routing would be agreed in advance with SBC as part of the Construction Logistics Plans (CLP) and CEMP with the Council's Environmental Quality Team and Transport and Highways Team for the appropriate routing strategy (extracted from Volume II: Figures):

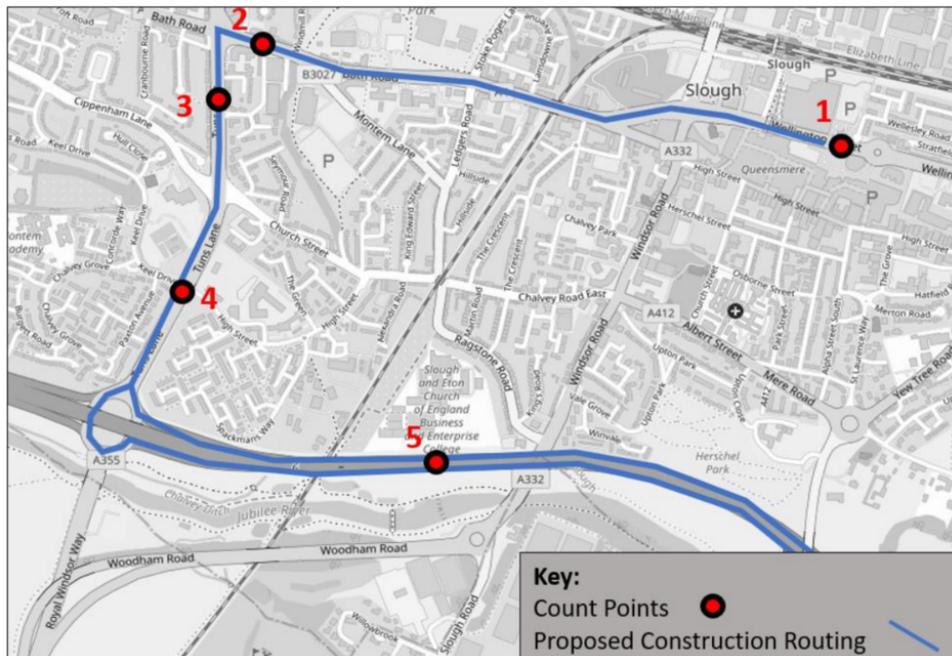


Fig 23: Indicative Routing Strategy

Construction Environmental Management Plan

- 6.13 The commitments made within the ES would be incorporated into a CEMP to be submitted to and approved by SBC in advance of the commencement of any demolition, refurbishment and construction works which has been secured via condition to minimise the environmental impacts during the construction phase.

Socio Economics

- 6.14 Chapter 7: Socio-Economics of the ES reports the findings of an assessment of the likely socio-economic effects of the Development which considers the need for local infrastructure such as employment during demolition/construction and operational phase, housing provision, schools, GPs and open space and recreation facilities.
- 6.15 The ES states that the maximum residential scenario (Scenario 2) would result in the largest increase in population and therefore effects on local education and healthcare provision, but the minimum number of jobs created during operation of the Development. The maximum office scenario (Scenario 1) conversely would result in the lowest increase in population, but the maximum number of jobs created during operation of the Development as well as the maximum number of vehicle movements during operation.

Creation of employment during demolition and construction

- 6.16 The ES reports that the demolition (over 13 years) and construction (over 12 years) phase of the Development is expected to generate approximately 210 Full Time Equivalent (FTE) jobs on average for each year. The construction of the Development could also be expected to support a further 80 FTE jobs within the wider impact area via indirect and induced effects, i.e. through contracts within the supply chain etc. The ES recommends that 60 FTE jobs could be taken by those living in the local impact area of Slough.
- 6.17 The Developer will be obligated to take all reasonable steps to secure these provisions by way of planning obligations in the proposed section 106 agreement via a Local Employment Skills and Training Plan. The Local Employment and Skills Plan must

ensure that employment opportunities are maximised through local employment, skills and training scheme, which the applicant will be required to prepare. As such, the ES concludes that the Development is considered to result in a local, temporary, long-term, direct, beneficial effect of minor significance on the labour force in the local impact area as a result of creation of employment during construction (insignificant effect in EIA terms).

Change in employment once operational

- 6.18 The redevelopment of the Site will mean that businesses occupying existing units at the Queensmere Shopping Centre will be displaced. Based on occupancy information stated within the ES, it is estimated that c. 560 FTE jobs are currently supported at businesses operating at the Site, which are all assumed to be lost, under a worst-case scenario. Therefore, it is estimated that the Development could result in a net increase of c. 2,580 on-site FTE jobs under Scenario 1, a reduction of 110 on-site FTE jobs under Scenario 2, and a reduction of 320 FTE jobs under the minimum commercial scenario. As such, the ES states that the Development is considered to result in:
- Under Scenario 1 – a permanent, long-term, direct, beneficial effect of major significance on the labour force in the local impact area as a result of the change in on-site employment once operational; and
 - Under Scenario 2 and the Minimum Commercial Scenario – a permanent, long-term, direct, adverse effect of minor significance on the labour force in the local impact area as a result of the change in on-site employment once operational which is not significant in EIA terms as stated within the ES.
- 6.19 The ES notes that it is important to recognise that the delivery of the minimum commercial scenario, should be considered very much a worst-case scenario. It is also highly possible that existing businesses which are displaced by the Development will seek to re-locate to new premises whilst remaining within Slough borough, resulting in no overall loss of employment to the local impact area, albeit at this stage it is not possible to quantify this factor. To mitigate the effect of lost/displaced jobs, there is a suitable condition and Section 106 obligation with regards to Business Relocation Strategy and Local Employment Skills and Training Plan to retain as many jobs as possible within the borough and the Meanwhile Use Strategy could also absorb some of these job losses and also bring in the opportunities for ‘start-up’s’ filter into the local economy.

Increased provision of housing, including affordable housing

- 6.20 The ES reports that a total of 12 existing homes will be lost as a result of the Development. It has been noted that the application form states 23 existing homes but only 12 are in habitable condition as confirmed by the agent. The number of residents that could be accommodated within the Development under the two scenarios has been calculated using the illustrative residential dwelling mix by number of bedrooms, refer to the table in para 9.1.
- 6.21 The ES states the findings for the two scenarios’:

Under Scenario 1 – A total of 950 new homes (938 net) at the Development would meet the housing need expected to arise over circa 1 year (1.1 years). This equates to approximately 5% of the total need between 2019 and 2039 or 8% of the borough’s needs over the 13-year construction and demolition period. Delivering lower numbers of new homes, this scenario is the least beneficial of the two scenarios.

Under Scenario 2 – A total of 1,600 new homes (1,588 net) at the Development would meet the housing need expected to arise in just under 2 years (1.8 years). This equates

to 9% of the total need between 2019 and 2039 or 14% of the borough's requirements over the 13-year construction and demolition period. Delivering higher numbers of new homes, this scenario is the most beneficial of the two.

- 6.22 The ES reports that the sensitivity of people requiring housing in the local impact area is considered to be 'high', given the scale of identified need, the impact that access to suitable housing can have on life chances and physical and mental health and the fact that the delivery of new homes is considered a local and, indeed, national policy priority. The magnitude of change is considered to be 'large' for both Scenario 1 and Scenario 2, given the Development's potential to contribute to provide new, high-quality housing for between c. 2,730 (under Scenario 1) and c. 4,590 (under Scenario 2) people by meeting the equivalent of between 5% and 9% of the total housing need identified in the borough between 2019 and 2039, increasing local housing supply permanently over the long term.
- 6.23 As such, under both Scenario 1 and Scenario 2 the Development is considered to result in a permanent, long-term, direct, beneficial effect of major significance on people requiring housing in the local impact area as a result of the increased provision of housing, including affordable housing, once operational and is significant in EIA terms as detailed within the ES.

Demand for education facilities

- 6.24 The ES concludes that Scenario 2 (1,600 homes) is considered to be the 'worst-case' scenario of those outlined for this effect, generating higher demand for education facilities. Under Scenario 2, the Development is considered to have a permanent, long-term, direct, adverse effect of moderate significance on pupils requiring access to education facilities (all phases) in the local impact area as a result of increased demand for education facilities and therefore the ES recommends that appropriate mitigation would be required mitigate the adverse impacts of the Development.

Early Years:

- 6.25 The ES states that an option for an on-site nursery building within DZ6A with a footprint no greater than 450 sqm and outside space no greater than 550 sqm could meet the demand for early years provision which would broadly meet the requirements for 1,600 homes. Therefore, as reported within the ES, following the effective implementation of the identified mitigation measures, either through the provision of a nursery within the Development and/or by way development contributions to off-site provision as required, via the section 106 agreement, it is concluded that the likely residual effect would be a permanent, long-term, direct effect of negligible significance. This effect is considered to be not significant.

Primary:

- 6.26 The three closest primary schools to the Site (Claycots Town Hall, St Mary's CofE Primary and Iqra Slough Islamic Primary School) are currently full. Therefore, an appropriate development contribution to provide additional capacity at these schools and at others in the surrounding area will be required. Additionally, while some pupils living at the Development will get places at nearby schools, the majority of children will have to travel further to find a place. Therefore, SBC will also require the development contributions towards a transport solution, such as school buses and Travel Plans and this will be secured via the section 106 agreement.

Secondary and Post 16:

- 6.27 All Slough secondary schools are currently effectively full and this will be the case for a number of years. Therefore, development contributions to provide additional capacity

at relevant secondary schools in the borough will be required. In terms of Post 16, Development contributions would be required to expand existing provision to meet the need and demand of the Development.

Special Education Needs & Disabilities *SEND*:

- 6.28 Development contributions for additional places at SEND facilities in Slough would be required, with development contributions also likely to be required towards transport solutions and again would be secured within the section 106 agreement.
- 6.29 Given the flexible nature of the outline planning application and the need to monitor the supply and demand position of school places over the coming years, the form of mitigation measures will be kept under review and determined as detailed planning applications are developed for each phase of development. The Applicant will continue to engage with SBC to ensure that the impacts of the Development are effectively mitigated, through a mixture of on-site provision and development contributions through the Section 106 Agreement. Following the effective implementation of the above mitigation measures, it is concluded that the impact to local education provision to be negligible (not significant). The Local Planning Authority is satisfied that the education impacts arising from the Development can be satisfactorily mitigated.

Demand for healthcare facilities

- 6.30 The ES states that Scenario 2 is considered to be the 'worst-case' scenario of those outlined for this effect, generating higher demand for healthcare facilities. Under Scenario 2, the Development is considered to have a permanent, long-term, direct, adverse effect of minor significance on people requiring access to primary healthcare facilities in the local impact area as a result of increased demand for healthcare facilities once operational.
- 6.31 It should be noted the Council does not have adopted policy to determine what healthcare facilities are required to mitigate the impact of development. In the absence of local policy to support local healthcare services and inability to ensure any mitigation is CIL compliant (insofar as any projects being in accordance with the statutory 106 tests at the time of writing the report), it is concluded at this stage that the likely residual effect would remain as a permanent, long-term, direct, adverse effect of minor significance and this would not be significant in EIA terms.
- 6.32 Based on the proximity of local facilities in the area, and the phased nature of the development being brought forward over time, it is considered the additional demand for healthcare provisions would generate an impact on existing facilities but this can be planned for as part of the wider Town Centre regeneration strategy and the Local Plan process which seeks to enable the provision of adequate healthcare provision to cater for the new development.

Demand for open space and recreation facilities

- 6.33 Scenario 2 is considered to be the 'worst-case' scenario of those outlined for this effect, generating higher demand for open space and recreation facilities. It is estimated that the total number of new homes could accommodate between c. 2,730 (under Scenario 1) and c. 4,590 (under Scenario 2) residents once completed and fully occupied. Under Scenario 2, the Development is considered to have a permanent, long-term, direct, adverse effect of minor significance on people requiring access to open space and recreation facilities in the local impact area as a result of increased demand for open space and recreation facilities.
- 6.34 Whilst the Development will not result in any loss of open green space and will also deliver primary mitigation in the form of civic/town squares and other public open

spaces, the Development will nonetheless generate additional demand for existing open and green spaces, there is limited public open and green space in the centre of Slough near the Site, albeit Salt Hill Park, Baylis & Godolphin Park, Herschel Park, Upton Court Park and Lascelles Park are present and serve the locality's need for green space to some extent.

- 6.35 Mitigation inherent to the Development's design in the form of on-site open space and recreation facilities will be delivered through new and enhanced public realm and landscaped areas. Details of the exact nature of open space to be provided would be subject to subsequent approval at a later date through RMA and this will be secured via condition.
- 6.36 Given the response from Natural England further mitigation measures will be secured in the form of a financial, which would further effectively mitigate the above adverse impacts and would primarily comprise development contributions towards new and enhanced facilities at Upton Court Park.
- 6.37 Following the effective implementation of the above mitigation measures, it is concluded that the likely residual effect would be a permanent, long-term, direct effect of negligible significance. It is considered that this effect is not significant. The Local Planning Authority is satisfied that the mitigation measures which will be secured via condition and the Section 106 agreement will be appropriate to mitigate the impacts arising from the Development.

Transport and Access

- 6.38 Chapter 8 Volume I of the ES presents an assessment of the likely significant effects of the Development on the transport and access conditions within the area local to the Site and the wider surrounding area. The applicant has submitted the ES which is supported by a detailed Transport Assessment which provides an assessment of the impacts of the Development during peak times and once completed and in operation.
- 6.39 The ES states that the likely significant effects arising from the Development during demolition and construction are expected to be temporary and will only impact local conditions in the short-medium term. The increase in traffic and HGVs generated during this phase is relatively small when compared to local traffic flows (it has been estimated that there would be a maximum predicted daily flow of 121 one-way vehicle movements (comprising of LGVs and HGVs) within a 10-hour working day. This comprises 51 one-way HGV movements in the worst case). Hence, the impacts expected to occur on environmental factors during this phase should be minor/negligible.
- 6.40 Additionally, the implementation of measures of mitigation such as a Construction Logistics Plan (CLP), a Construction Environment Management Plan (CEMP), temporary traffic management works and the implementation of cycle and pedestrian access routes during the construction phase are expected to further reduce impacts during this phase which will be secured via condition.
- 6.41 The Site is located in a highly accessible area with good connections by bus and rail, with good pedestrian and cycle connections. There are good quality pedestrian facilities and cycle routes around the Site which facilitate connectivity within the local and wider area. There are crossing facilities on key roads that bound the site that facilitate movement for both pedestrians and cyclists to surrounding facilities, negligible (not significant) effect on the surrounding roads.

- 6.42 In terms of the impact to the local highway network, the ES reports there would not be a significant impact in EIA terms to the local road which were assessed surrounding the town centre and the applicant's ES proposes a number of mitigation measures for the complete and operational phase of the Development will include:
- Improvements to HTC roundabout to facilitate two-way access to the Site.
 - Provision of cycle parking and low car parking which are expected to encourage site users to select active and sustainable forms of transport over private vehicle usage.
 - Public realm improvements and high permeability within the Site. These improvements will encourage walking and cycling through the Site and the town centre and railway station, thereby assisting to minimise the traffic impact of the proposed development.
 - Section 106 agreement to secure suitable financial contributions towards mitigation, refer to section 22 of this report;
 - A Framework Travel Plan which will be secured via the Section 106 agreement. The document would encourage a mode shift away from private car travel. This would help to mitigate impacts on the local highway network, severance, driver delay and amenity in the local area.
 - A Delivery and Servicing Management Plan as part of the RMA. The document would aim to reduce and consolidate delivery vehicle trips which would also assist with reducing vehicle trip generation associated with the Development; and
 - Section 278 agreements (of the Highways Act) agreements to secure appropriate working methods for highway works including traffic management arrangements for the revised secondary site access at Tesco junction and minor alterations to the HTC Roundabout Site access arm.
- 6.43 The Highways Authority consider the ES results are verified and robust. Notwithstanding this, there are material impacts on the following junctions: A4 Wellington Street / A412 Uxbridge Road signalised roundabout, A4 Wellington Street / Wexham, A4 Bath Road/Stoke Poges Lane/Ledgers Road signalised junction. In ES terms it is considered that the proposed development would result in the need for additional mitigation measures to be outlined in the s106 agreement.
- 6.44 The applicant asserts that the mitigation listed above are expected to mitigate impacts on the local highway network, severance, driver delay and amenity in the local area. The Local Highways Authority has identified further mitigation (in addition to that offered in the ES) as a result of reviewing the Transport Assessment. The LHA have not raised any objections to the mitigation proposed within the ES and agreed through the Transport Assessment which will be secured via conditions, Section 278 agreement and the Section 106 Agreement.

Air Quality

- 6.45 Chapter 9: Air Quality of the ES and the ES Addendum consider the impact on air quality that would occur as a result of the construction and operation of the Development and has been undertaken at both existing nearby sensitive receptors and the future users of the Development.
- 6.46 Within the ES, existing baseline conditions have been established using recent air quality monitoring data from SBC. This showed there has been one exceedance of the annual mean NO₂ AQO in the vicinity of the Site in the most recent monitoring year, 2019. NO₂ concentrations are decreasing in the vicinity of the Site at both roadside and background sites. Defra predicted background concentrations at the Site are below the relevant objectives for all three pollutants assessed (NO₂, PM₁₀ and PM_{2.5}) in the anticipated opening year of the Development, 2026.

- 6.47 The ES confirms that dust and particulate matter emissions released during the construction phase of the Development will be controlled through the implementation of a Construction Environmental Management Plan (CEMP). These emissions are therefore not expected to give rise to significant effects and have not been considered within the ES.
- 6.48 A detailed assessment of air quality in the construction phase of the Development has been undertaken, considering the impacts of emissions from road traffic generated by the Development at existing receptors. The impacts at existing receptors are all predicted to be negligible in line with the EPUK/IAQM guidance and, as such, will not give rise to significant effects.
- 6.49 A detailed assessment of air quality in the operational phase of the Development has been undertaken, considering the impacts of emissions from road traffic generated by the Development at existing receptors. The impacts at existing receptors are all predicted to be negligible in line with the EPUK/IAQM guidance and, as such, will not give rise to significant effects. Nevertheless, embedded mitigation measures to reduce emissions from road traffic generated by the Development are set within the highways and transport mitigation which seeks a modal shift from private car travel to sustainable forms of transport, such as walking, cycling and public transport.
- 6.50 The Site suitability assessment determined that predicted concentrations across the whole of the Site would fall below the relevant air quality objectives for the three pollutants assessed (NO₂, PM₁₀ and PM_{2.5}). Therefore, it is expected that onsite concentrations will not give rise to significant effects.
- 6.51 The cumulative impacts of the Development with other cumulative schemes in the local area have been considered inherently in the future year assessment. As a result, the cumulative impacts of the Development are not expected to give rise to significant effects.
- 6.52 Overall, the air quality effects of the construction and operational phases of the Development are judged to be not significant and no additional mitigation is required. The ES concludes that there are no material constraints to the planning application as a result of air quality.

Greenhouse Gases

- 6.53 Greenhouse Gases (Chapter 10); An assessment has been made of the likely significant environmental effects of the Development on the global climate. While the focus of the Climate Change chapter is on greenhouse gas (GHG) emissions, consideration has also been given to the anticipated effects on other receptors sensitive to climate change.
- 6.54 The ES states that for both the enabling/construction phase and operational carbon emissions predicted for the Development (considering both development scenarios), the anticipated impact has been identified as negligible, not significant effect. Notwithstanding this an Indicative Sustainability and Energy Strategy has been submitted and the ES sets out the enhancement measures to further mitigate and minimise any potential impacts on the environment which will be secured via condition.

Noise and Vibration

- 6.55 Noise and Vibration (Chapter 11); Noise and Vibration of the ES and ES Addendum present an assessment of the likely significant effects of the Development with respect to noise and vibration to identified sensitive receptors, in terms of:
- Predicted noise and vibration levels from the demolition and construction works;
 - Noise from building services plant associated with the Development during operation;

- Any increases to road traffic attributed to the Development.

Construction Works Noise:

- 6.56 A simple assessment of likely noise from construction activity at an early point in construction has been carried out, depending on location around the Site, the ES confirms that average noise levels during the day range from 41-77 decibel (dB). During this phase there will be the following impact:
- adverse effects of major significance are predicted at St Ethelbert's Church vicarage;
 - adverse effects of moderate significance are predicted at Marlborough House residential properties;
 - adverse effects of minor significance are predicted at receptors 8 (High Street residential properties - south), 10 (High Street residential properties - west) & 11 (High Street residential properties - north); and
 - all other receptors are expected to be subject to insignificant effects.
- 6.57 The ES states that as different works are carried out across Site, the nearest receptors will be subject to adverse effects of major or moderate significance and the effects at other receptors will be less. However, these effects will be short-term for each receptor. Therefore, even though the construction programme spans over 13 years, any noise effects would be short-term, as they quickly diminish in noise level as works progress. Therefore, construction works noise is considered to result in a local, temporary, short-term, direct, adverse effect of major significance i.e., significant.

Construction Works Vibration:

- 6.58 The ES assesses the highest levels of vibration anticipated at each assessment receptor during construction of the Development. These levels are based on impact driven piling works. The assessment concludes that there will be short-term adverse effects of moderate significance are anticipated for four number of receptors. Therefore, construction works vibration is considered to result in a local, temporary, short-term, direct, adverse effect of moderate significance i.e., significant.

Construction Works Traffic noise:

- 6.59 An indicative route for construction traffic has been defined in the ES, therefore, the assessment of construction traffic noise impacts is limited to the noise consequences of temporary changes in traffic flows along these roads as a result of this construction traffic.
- 6.60 The ES states that the average daily traffic data for the peak period of construction in terms of vehicle numbers (2026) have been compared to the forecasted baseline traffic data along these roads in the same year to determine how the temporary increases in traffic will influence road traffic noise levels. As the amount of traffic serving construction of the Development is very low in relation to the general traffic flows along the construction traffic route, the increases in road traffic flows caused by vehicles serving construction of the Development are not significant and considered to be negligible.

Complete and Operational Development

- 6.61 At this stage as the detailed design is not known, the ES reports that for internal noise levels, external amenity areas, building services noise, operational road traffic and delivery noise, the Development results in a site wide, permanent, long-term, direct, adverse effect of minor (only for operational road traffic) to major significance in the absence of mitigation.

- 6.62 The ES recommends that a noise condition to be secured so that sensitive receptors such as residents are protected against noise and that during the RMA stage, when the proposals are sufficiently developed, appropriate mitigation measures can be incorporated into the design process.
- 6.63 The Council's Environmental Quality Team have raised no objection and recommended a condition which states that the noise assessment will need to include a noise mitigation scheme which will demonstrate how the design, orientation, internal layouts and additional mitigation measures will minimise adverse noise impacts and provide an acceptable level of amenity for future residents. The scheme will include detailed specifications for any acoustic enclosures, screening, glazing, ventilation and cooling that are identified as necessary to protect the future residents and it is considered that this is acceptable to mitigate the impacts of noise arising from the Development.

Daylight, Sunlight and Overshadowing;

- 6.64 The ES, Chapter 12 and the ES Addendum provide an assessment of the Daylight, Sunlight and Overshadowing and only considers the effects of the Development on existing and future surrounding receptors, and not users of the proposed Development itself as this is covered separately in the planning assessment section of this report.
- 6.65 The daylight, sunlight and overshadowing assessments have been undertaken in accordance with the methodologies and guidelines recommended by the Building Research Establishment (BRE). It should be noted that BRE Guidelines was updated prior to the submission of this updated ES Chapter, but subsequent to the submission of the October 2021 ES. Whilst the assessments herein were undertaken by reference to the (now) superseded BRE Guidelines (2011), the updated BRE Guidelines (2022) have no bearing on the daylight, sunlight and overshadowing assessment methodologies contained within this Updated ES Chapter. The technical analysis has been undertaken quantitatively via the creation of a digital three-dimensional model of the Site and surroundings based on the maximum parameters of the Development.
- 6.66 The potential for solar glare and light pollution rely on detailed elements of the Development in order to undertake technical assessment. From review of the proposed uses and proximity of sensitive receptors and typical design strategies, it is not considered likely that significant solar glare or light pollution effects would arise. This will be considered and mitigated through any future detailed design.
- 6.67 Of the 65 existing residential buildings, a total of 999 windows serving 705 rooms surrounding the Site have been assessed for existing daylight conditions. Within the 42 residential buildings, a total of 504 windows (serving 415 rooms) were assessed for existing sunlight conditions. In respect of overshadowing, two portions on the outdoor area of amenity surrounding St Ethelbert's Church were assessed.
- 6.68 During the demolition works there would be short term, temporary, local effects on daylight sunlight and overshadowing to properties and amenity areas surrounding the Site. As construction of the Development progresses, the effects would change to those reported for the complete and operational Development.
- 6.69 In relation to daylight, 60 of the 65 buildings identified would not experience a noticeable alteration in the levels of daylight that they receive with the completed Development in place and therefore the effects to these buildings are considered negligible (of the 999 windows assessed for VSC 937 (93.7%) would meet BRE criteria. Of the 705 rooms assessed for NSL, 684 (97.0%) would meet BRE criteria). The new BRE Guide identifies that the Guidance and Standards may be applied flexibly in high density locations (such as town centres). Applying the BRE Guidance flexibly is also often required whereby it is necessary to increase housing supply and

optimise use (and re-use) of brownfield/previously developed land (in accordance with the NPPF). Officers accept that that some divergence from the standards in the BRE Guidance is justified for this development.

- 6.70 As stated in the planning assessment in this report, it is accepted that strict adherence with BRE guidance is often constrained in town centre/urban locations as the existing properties are generally constructed around a dense layout with buildings having close relationships with one another. In the case of the urban flatted developments, some loss in VSC and NSL can also be attributed to the design of rooms themselves and building exterior, such as overhanging balconies etc. A further detailed daylight and sunlight assessment would need to be undertaken at the RMA stage to ensure related impacts are mitigated where possible and this will be secured via condition.
- 6.71 The ES states that the majority of daylight effects and all sunlight effects are considered negligible in ES terms. The Church of Our Lady Immaculate and St Ethelbert Nave would experience a negligible to minor adverse daylight effect and two properties (presbytery building of the Church and 186-188 High Street) are considered to experience minor adverse daylight effects. One residential building, 146-148 High Street - Butler House would experience major adverse daylight effects to the seven windows affected by the proposed Development. However, all other windows at this property overlooking Church Street would be unaffected by the proposed Development.
- 6.72 In relation to sunlight, the ES reports that 43 of the 44 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive with the completed Development in place and therefore the effects to these buildings are considered negligible. Church Of Our Lady Immaculate and St Ethelbert Presbytery is considered to experience negligible to minor adverse effects.
- 6.73 The overshadowing effect of the Development on the surrounding amenity areas was also assessed, Church of Our Lady Immaculate and St Ethelbert Yard, is considered long term, local, adverse of minor significance.
- 6.74 In the cumulative scenario, no noticeable additional daylight effects would occur to 64 buildings, and therefore the overall effect is unchanged from the Development scenario. One building, Church of Our Lady Immaculate and St Ethelbert Presbytery, would experience noticeable additional effects in the cumulative scenario, and the effect is therefore considered to increase to a long term, local, adverse effect of moderate significance i.e. significant. It is understood that this building is not of primary residential tenure and as such is of lower sensitivity.
- 6.75 In relation to sunlight, all 42 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive in the cumulative scenario and therefore the effects to these buildings are considered to remain as reported for the Development scenario in isolation.
- 6.76 Owing to the location of cumulative schemes north of the sensitive amenity areas, no cumulative overshadowing assessment is considered necessary.
- 6.77 In relation to the future sensitive properties assessed in relation to daylight, six are considered to experience a negligible effect. The remaining building 150-152 High Street is considered to experience a long term, local, adverse effect of major significance. However, the design of this building inherently limits daylight availability within the room, which should be taken into consideration when evaluating the significance of effect.
- 6.78 Given the outline nature of this scheme, a condition will be included for a daylight and sunlight assessment during the RMA stage in accordance with the revised BRE

guidance, this will take into consideration the detailed design and provide a robust assessment of the site circumstances as they come forward to ensure that where possible the impacts in terms of daylight, sunlight and overshadowing can be appropriately mitigated.

Wind Microclimate

- 6.79 Chapter 13 of the ES and Addendum on wind microclimate presents an assessment of the likely significant impacts of the Development on the local wind microclimate both within the Site and within the immediate vicinity of the Site. In particular, consideration is given to the likely significant effects of wind upon pedestrian comfort and safety. This Chapter summarises the findings of a desk-based wind assessment undertaken by Arup, which they consider assesses the worst wind scenarios for the Site.
- 6.80 Further clarification was sought to understand the approach taken for the wind assessment by the Council's consultants BRE. In terms of the assessment undertaken, it has been based on the maximum building parameters and all wind directions (frequency and strength) have been considered. Generally, the ES advises that windiness depends on the overall massing and porosity. At this outline stage, the wind microclimate has been considered at a high level given the nature of this application. It should be noted that local windiness will occur in places where air escapes around corners or thorough openings and is very sensitive to detail geometry. Officers consider this will need to be fully assessed as the detailed massing is developed as part of the RMA stage.
- 6.81 The existing Site and surroundings contain a variety of building heights from lower rise two storeys up to 8/9 storeys along the High Street. In addition, a large part of the existing retail Site comprises covered internal malls. The external areas of the existing Site are expected to fall into the 'Sitting' to 'Strolling' range, which is safe and acceptable for almost all existing uses.
- 6.82 The development proposals are significantly taller than the surroundings, the heights will range between 6 and 19 storeys of development. However, this includes all plant and infrastructure requirements as well as lift overruns, so the number of storeys might be less in reality. The ES states that this will create some additional windiness around the borders where the massing 'steps up' and likely to impact the comfort of areas around DZ1, DZ4, DZ5, DZ6 and, DZ6a due to direct winds and down-drafting off the significantly taller outline massing and accelerating around the closest corners. This will be particularly noticeable at the north-eastern edge along Queensmere road and Wellington Street. Amenity spaces and the corners of buildings in these areas will be exposed to the less frequent but cooler north-east winds that occur in the spring. The ES recommends that local mitigation such as trees, screens and relocation or recessing of entrances will help improve any adverse conditions in these areas and can be specified at the RMA stage for each Development Zone to ensure that mitigation measures achieve safe limits of wind conditions.
- 6.83 The ES notes that the general massing of the development proposals gradually builds in height with the lowest height buildings in the west and south, building up as you progress east across the Site. This gradual increase in height takes advantage of the natural process of sheltering and isolated towers that would have created high wind accelerations at ground level have been avoided. This process continues right across the development proposals with each building in turn sheltering the next from the prevailing wind. The ES considers that this creates a generally sheltered environment with only very few areas of wind acceleration. The ES advises any small areas of wind acceleration are expected to be mitigated with the measures, such as soft

landscaping/trees, screens, public art/advertising signs for local businesses, and recessed or relocated entrances.

- 6.84 Prevailing south-west winds are likely to be downdrafted by the exposed western and southern facades of the QM OPA however these could be mitigated with horizontal canopies, soft landscaping and trees or recessed entrances.
- 6.85 Overall, with the local mitigation correctly designed at the RMA stage for each Development Zone, all conditions affecting areas such as public space, outdoor seating, upper amenity space and entrances into buildings are expected to be negligible. As such, an appropriate condition is proposed to be included for the RMA stage to ensure that prior to any works commencing above ground floor level within any Development Zone includes details of wind microclimate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development, within the relevant Development Zone(s), or parts thereof which will need to be approved by the Local Planning Authority. This ensures compliance with the NPPF (2021).

Built Heritage

- 6.86 Chapter 14 of the ES assesses the likely significant effects of the Development on the environment, in respect of the particular significance of the built heritage assets adjacent to the Site and within the surrounding area (including statutorily listed buildings, scheduled monuments, registered parks and gardens, conservation areas and locally listed buildings), as well as the potential indirect impacts through change to their settings and views. For the purposes of this chapter, the term 'built' heritage refers to the above ground heritage assets only. The assessment has been undertaken on the basis of the maximum extent of built form within the established parameters, and also the proposed flexibility of uses, i.e. the worst case scenario.
- 6.87 No statutory or locally designated built heritage assets are present within the Site boundary; however, there are a range of other designated and non-designated built heritage assets within the wider study area. There are 25 Listed Buildings (3 Grade I, 2 Grade II*, 20 Grade II) and 3 Grade II Registered Park and Garden (Hershel Park, formerly Upton Park; Royal Estate, Windsor: Windsor Castle and Home Park; and Stoke Park) within the study area.
- 6.88 The closest Listed Buildings include Grade II Listed Church of Our Lady Immaculate and St Ethelbert, St Ethelbert's Presbytery, which are adjacent to the western boundary of the site, Grade II* Listed Church of St Mary and Grade II* Beech House, Oak House and Linden House at Upton Hospital. In addition, Windsor Castle, a Grade I listed building and scheduled monument, which is located approximately 7.8km south of the Site, has a prominent landmark status, exceptionally high level of special architectural and historic interest and sensitivity to change. In addition, there are 27 non-designated heritage assets within the Site and study area, and two locally listed buildings in proximity to the Site.
- 6.89 The ES concludes that the effects of the demolition and construction phase of works would be transitory in nature, i.e. confined to a phase, and also linked directly to the delivery of the completed scheme for the Site. However, during a phase, the visibility of spoil for demolition, construction cranes and other structures and equipment, and also the associated noise, dust, construction and vehicular activity, and other experiential effects, would likely distract from the experience and enjoyment of those heritage assets within closer proximity to the Site, which would be a minor adverse effect. For other more distantly located, or otherwise removed, heritage assets such effects would be either negligible or neutral. The details of proposed mitigation / monitoring measures would be set out in a CEMP and would be agreed with the Local

Planning Authority and secured via a condition. The duration of effects would be medium-term, although any magnitude of effects would reduce during the construction process as completed works obscure views of the later works under construction. Following the implementation of appropriate mitigation measures, the residual demolition and construction effects on the significance of the relevant built heritage are not considered to be significant for the purposes of EIA.

- 6.90 When completed and operational, the Development has the potential to indirectly impact the significance of the identified built heritage assets and sensitive receptors. Following completion, the ES states that the Development would likely have no significant effects on any of the designated and non-designated heritage assets within the local and wider surrounding area of the Site for the purpose of the EIA. The nature of the effect of the completed and operational phase on the significance of the built heritage assets has been assessed to be permanent, long term and indirect for each of the receptors assessed, and this ranges from minor to negligible adverse, or no change which in EIA terms are not considered to be significant effects.
- 6.91 It should be noted that given the nature of this application at outline stage, there are mandatory rules, and design guidelines set within the Design Code Document and detailed conditions which would ensure to achieve a high-quality place in terms of architecture and landscape design alongside public realm benefits, these mitigation measures which will need to be taken into consideration at the RMA stage to limit the impact to the heritage assets. An assessment has been undertaken in planning assessment within this report which identifies some less than substantial harm to heritage assets and this is considered further within the aforementioned section.

Ground Conditions and Contamination

- 6.92 Chapter 15 of the ES presents an assessment of the likely effects of the Development on ground conditions, hydrogeology and contamination, it should be noted that surface water receptors have been included in the assessment as changes to the groundwater may impact these receptors.
- 6.93 The Development is located in the centre of Slough. It has historically been developed and been subjected to industrial and commercial land use including the existing commercial centre, and historically, a gas works, printing works and embrocation works. Activities associated with these developments may have resulted in contamination of soils and groundwater. The Development is underlain by the Langley Silt and Taplow Gravels, which in turn are underlain by the Reading Formation over the Upper Chalk. The gravels and chalk support Principal aquifers, which comprise important resource for water supplies and the wider water environment.
- 6.94 The ES states that with mitigation measures in place during construction, no significant effects are predicted on human health and water environment. Direct impacts from land contamination during construction on human health and groundwater quality would be managed through the CEMP. Construction of the basements (up to 100% of maximum footprint within Development Zones 3, 4, 5 and 6; up to 20% of maximum footprint within Development Zone 1 and up to 50% of maximum footprint within Development Zones 2a, 2b and 2c) may locally need groundwater control levels measures, which may locally impact the groundwater level and flow within the gravels. There are not any groundwater dependent features within the study area that may be impacted by these changes. Construction of the basements will produce large volumes of soil, disposal of which will be managed through a Waste Management Plan as part of CEMP. These impacts are unlikely to result in significant effects during the construction of the Development.

6.95 With mitigation measures in place following further ground investigations and land contamination risk assessment post-demolition (e.g. remediation of soil or groundwater contamination), no significant effects are predicted on human health and the Site will be safe for the intended end uses of the Development. The new basements may locally create a barrier to the groundwater flow, though there are not any ground water dependent features within the study area that may be impacted by these changes. These predicted impacts are unlikely to result in significant effects during the operation of the Development.

Townscape and Visual Impact Assessment

6.96 The Townscape and Visual Impact Assessment (TVIA) provides an assessment of the potential townscape and visual impacts of the Development, details of which can be found in volume III of the ES. The document identifies the existing townscape character and visual amenity of the Site and its context; and assess the effect of the Development on the townscape and visual amenity of the Site and its surroundings.

6.97 The ES has identified eight townscape character areas (TCA) within the area, which are likely to be affected by the Development (map below exacted from the TVIA, prepared by Turley; highlights the local character areas). The sensitivity of these townscape character areas ranged between low and medium, with TCA6: Upton Park Residential having the highest sensitivity. The ES has also identified a number of visual receptors and viewpoints which have been considered in terms of their visual relationship to the Site and the possible views into the Development.

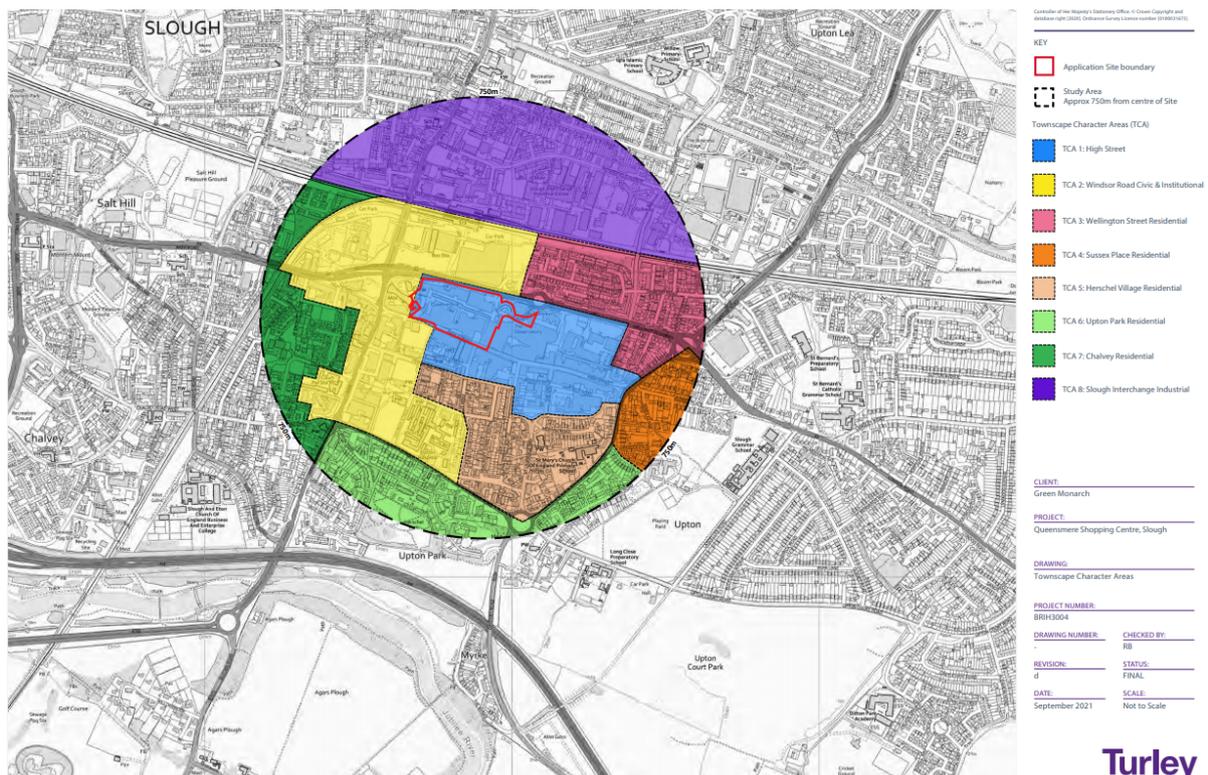


Fig 24: Townscape Character Areas

6.98 The existing site is characterised mostly by a large 1960s shopping centre with later additions and alterations. The building footprint creates a barrier to north-south movement whilst the limited active frontages together with the decreasing occupancy results in some poor-quality townscape. Traffic moving along the A4 Wellington Street dominates the townscape and compounds the limited permeability into the town centre from the north. Modern development around the train station is of high architectural

quality and has a more positive influence on the townscape and form prominent elements on the local skyline.

6.99 Potential effects on views and townscape character have been considered as part of the design process and views have been tested using 3D modelling of the maximum parameters and illustrative scheme. Mitigation has been incorporated into the design as far as possible through the iterative design process. The TVIA states that the key measures which have been embedded in the scheme to mitigate potential townscape and visual effects (as prescribed by the Mandatory items of the Design Code) include:

- Establishing minimum block spacing and maximum heights of new buildings (6 to 19 storeys) with varied and fragmented roof levels.
- Incorporating new public realm with a mix of formal and informal public open spaces which relate to the immediate context.
- Providing new access routes which increase permeability across the Site and respond to existing connections and nodes.
- Arranging building lines to highlight key views of local landmarks and new key routes.

6.100 The TVIA summarises that the construction effects would only give rise to effects that are medium term and temporary effects. The TVIA has identified that during the construction phase there would be tower cranes associated with the development. These would be visible from a wider area and would form noticeable skyline features in views from the surrounding area. However, tower cranes are temporary features, are relatively commonplace features and they would be seen in the context of other cranes associated with other building works taking place in close proximity to the Site and within the centre of Slough. They would therefore not significantly alter the character of views on a permanent basis.

6.101 The ES reports that key aspects of the Development once complete and operational, which are likely to affect the townscape and visual receptors, within the TVIA have been identified as:

- A change in the type, mix and intensity of uses on site, with a resultant increase in vibrancy and activity levels in and around the new buildings and the adjoining streets;
- The regeneration of the Site with new buildings and improved spaces – considering opportunities to contribute positively to local and wider views, as well as contributing to the established townscape character through new built form.
- An increase in the height and volume of built form with a stepped roofline (between 6 to 19 storeys) on the Site with new buildings as defined blocks.
- Improvements to the existing network of streets to promote sustainable transport choices, and introduction of new pedestrian routes which would improve the permeability of the Site.
- Creation of new areas of public and private open space across the Site including creation of a series of public squares.

6.102 The ES TVIA concluded that in the operation phase, the Development would result in a moderate significant beneficial effect on the townscape character for TCA1: High Street; the regeneration of a large shopping centre with a mixed use high density development and associated public realm of high quality design would result in an improvement to the townscape character of this area. The Development would be higher density than the existing surrounding townscape. However, the ES notes that the Development has been designed to mitigate potential effects including the use of

stepped building forms, variations in roof levels across the different blocks and the integration of tree-lined streets between blocks.

- 6.103 The ES states that there would be some indirect effects on TCA2: Windsor Road & Institutional as a result of the increased influence of tall buildings in views out of the area although these would not be significant. The TVIA found that the Development would have no significant residual effects on the wider townscape character including negligible effects on the townscape character of areas which are more distant from the Site (TCA 3 - 4).
- 6.104 The TVIA also found no significant residual effects at operation on all visual receptors, except for users of the High Street which runs along the southern site boundary and users of the Slough Train Station to the north. In these sequential and close distance views, the proposed built development would represent an increase in height and massing, which would form a notable change in the view. This would create a new focal point and contribute to the cluster of existing taller buildings nearby which would improve the legibility of the Town Centre. The balance of height and massing across the Development with stepped levels would partly mitigate the perceived massing and the change in level from surrounding development.
- 6.105 For all other visual receptors, the assessment of visual effects identified that the Development would introduce some new additions which would be prominent in some local views such as from the roads which bound the site, and smaller scale changes to more distant views such as from Lascelles Park. These views would typically be experienced in motion and in context with other existing taller development in and around Slough town centre. The TVIA states that the introduction of a mixed-use development of high quality with buildings of stepped form would contribute to the increased visual interest of the skyline and would have a beneficial impact on local views.
- 6.106 In some longer distance views such as from Windsor Great Park the development would be visible in the background; in these views, the increase in scale would partly detract from Windsor Castle which currently forms the focal point, although this would not result in a significant change to the visual amenity, as such, the TVIA considers that the proposals will have a minor to moderate magnitude of effect with the overall effects being adverse. The significance of effect is considered to be minor. This is not a significant effect in EIA terms. The planning assessment considers the impact in accordance with the NPPF and Core Strategy Planning policies.

Cumulative Effects (Chapter 16)

- 6.107 Chapter 16 of the ES presents an assessment of the likely impact interactions arising as a result of the Development during the demolition and construction and operational phases. There are two types of cumulative effects that may arise as a result of the Development:
- Type 1 Effects: Impact Interactions: different effects (e.g. noise and dust) arising from the Development that all impact upon a single receptor; and
 - Type 2 Effects: Combined Effects: effects arising from the Development together with other existing and/or approved projects which individually might be insignificant, but when considered together could create a significant cumulative effect.

Likely Significant Type 1 Impact Interactions

- 6.108 The ES reports that in terms of combined 'Type 1 Effects', there would be an adverse effect of minor and major significance during the construction phase on Church of Our

Lady Immaculate and St Ethelbert's Church Vicarage and St Ethelbert's Yard in terms of noise, vibration and built heritage. Once the Development is complete and operational, on the same receptor there will be a combined adverse effect of minor significance on daylight, overshadowing and built heritage. To mitigate the impacts, during the construction phase, there will be a requirement to comply with the measures set out in the CEMP condition which will include a noise and vibration management plan to reduce the effect and the impact on the built environment will be temporary. In terms of the operational development, the impact will be long lasting and given the proximity of the site to the Church, it is acknowledged that there will be an impact, refer to Section 12 of this report which discusses heritage in further detail. During the RMA stage, the LPA has proposed a number of conditions to secure a high quality development and where possible consideration on this receptor will be sympathetically designed early in the process.

Likely Significant Type 2 Combined Effects

6.109 The schemes that were considered as part of the cumulative assessment are shown in Map below, extracted from the ES:

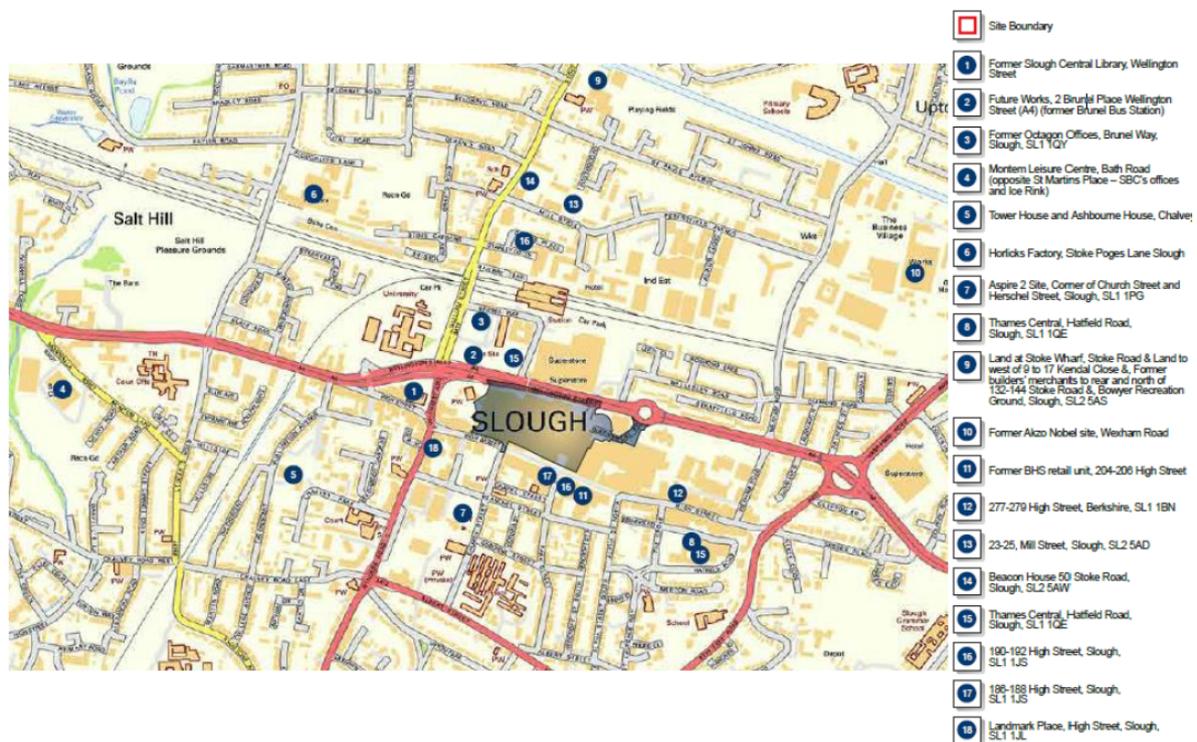


Fig 25: Cumulative Developments

6.110 The ES identifies the likely combined effects arising from the Development alongside the above cumulative developments:

- Neighbouring commercial/residential property and amenity areas (during the demolition and construction phase) who will experience a combined adverse significance (ranging from insignificant to major adverse) due to noise and vibration from the demolition and construction works;
- Socio Economics – during both the construction and operational phase, there would be a major beneficial significance in terms of creation of employment and increased provision of housing;
- Transport and access – during the operational phase there will be an insignificant effect on pedestrian and cycle delay.

- Daylight, Sunlight and overshadowing – during the operational phase there will be a minor to major adverse significance.
- Wind microclimate - once the Development is complete, there will be a minor to major adverse significance on public cafes and seating areas south of DZ3 and DZ5 and north of DZ1 and DZ4 for the development itself.
- Wind microclimate - some of the most significant cumulative developments in terms of wind comfort are planned along the southern side of the High Street (204-206 High Street (5-11 storeys tall), 277-279 High Street (1-6 storeys tall), 190-192 High Street (6-8 storeys tall), and 186-188 High Street (2-5 storeys tall)). These developments will increase the height of the shelter to the site and the High Street from southern winds. On the other hand, winds from the north-west and north-east are more likely to be downdrafted by the taller north facades of the cumulative schemes and channelled along High Street. The combined impact of these changes will result in slightly larger areas of High Street experiencing ‘Strolling’ to ‘Business Walking’ conditions. These conditions will require similar mitigation for these developments as in existing surroundings as stated within this report.
- Built Heritage – during the construction phase there will be minor adverse significance to neighbouring sites as a result of cranes, construction machinery and activity visible, hoarding surrounding site and construction noise. Once the Development is complete there will be a minor adverse effects to the following:
 - Church of Our Lady Immaculate and St Ethelbert (Grade II Listed Building) / St Ethelbert’s Presbytery (Grade II Listed Building) - as a result of the creation of new square; increased height and density of built form within immediate surroundings.
 - Windsor Castle Including All the Buildings within the Walls (Grade I Listed Building) and the built heritage (Scheduled Monument) and The Royal Estate, Windsor: Windsor Castle and Home Park (Grade I Registered Park and Garden) – as a result of the view of the upper storeys of the tall residential elements.
- No cumulative effects have been identified for air quality and ground conditions and contamination.

6.111 It should be noted that following the submission of the ES with Addendum, a major planning application for a nearby scheme (at 132-144 High Street to the south west of the Site) referred to as ‘Buckingham Gateway’ was submitted to SBC in July 2022 (Planning Application Ref: P/04303/051) for *“Redevelopment of the existing cleared site for a mixed-use development comprising flexible Class E (commercial) floorspace on the ground floor fronting the High Street, up to 254 residential units on the upper floors, within four connecting buildings in heights ranging between part basement, ground plus part four/part six, six, seven and fourteen storeys. Shared amenity space on the ground floor, disabled parking and ancillary waste and recycling, cycle storage and landscaping”*. This application is currently under determination by the LPA. The applicants have confirmed that in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) (the ‘EIA Regulations’), where only existing and approved schemes require cumulative assessment, the Buckingham Gateway scheme would not constitute a cumulative scheme and therefore require assessment within the QM OPA ES. Nevertheless, the applicants have undertaken a sensitivity review of the Buckingham Gateway scheme on the following key issues: socio economics; daylight, sunlight and overshadowing; wind microclimate; built heritage; and townscape and visual impacts. The sensitivity review has confirmed that when considering the proposals together, the Buckingham Gateway proposals are not considered to alter the conclusions of the

QM OPA revised ES, submitted in June 2022. The LPA agree with the approach undertaken as the Buckingham Gateway scheme is currently under consideration with no resolution although this may need to be reviewed if the position changes before this proposal is formally determined.

- 6.112 Given the nature of this application, there have been appropriate conditions attached and these will be further assessed at the RMA stage and it is considered that the impacts arising from the Development can be mitigated through detailed design, and matters such as daylight and sunlight can be resolved to be of a more acceptable nature.

Conclusion

- 6.113 The ES with Addendum has been reviewed by the Council's Environmental Policy, Land Contamination, Environmental Quality and Highways and Transport Officers who all raise no objections, subject to the imposition of planning conditions and suitable mitigation measures being secured and obligations within the section 106 agreement. The planning assessment part of the committee report will identify the planning issues and identify where conditions are necessary to mitigate the effect of the Development.
- 6.114 The Environmental Statement, the subsequent Environmental Statement Addendum and Statements of Conformity and their various technical assessments together with the consultation responses received from statutory consultees and other stakeholders and parties, enable the Council to determine this application with knowledge of the likely significant environmental impacts of the proposed development.

7.0 Planning Policy

7.1 Introduction

- 7.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission are determined in accordance with the development plan unless material considerations indicate otherwise. Annex 1 to the National Planning Policy Framework advises that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

- 7.3 The current version of the National Planning Policy Framework (NPPF) was published on 20th July 2021. Significant weight should be attached to the policies and guidance contained within the NPPF particularly where the policies and guidance within the Development Plan are out-of-date or silent on a particular matter. Relevant paragraphs of the NPPF are outlined below. However, before doing so officers first identify the relevant policies in the Development Plan which is the starting-point of an assessment of the application consistent with the statutory test in section 38(6) as above. The weight to be attached to the key Development Plan policies, and an assessment of the proposal against them, is set out in Section 22 of this Report.

The Development Plan:

7.4 The Development Plan consists of:

- Core Strategy Development Document (2008),
- Site Allocations Development Plan Document (2010),
- The Local Plan Saved Policies (adopted 2004, saved policies 2010); and,
- The accompanying Proposals Map (2010)

Core Strategy Development Plan Document (2008)

7.5 The Council's adopted Spatial Vision set out in the Core Strategy is to consolidate 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.**

7.6 There will also be the selective regeneration of other key areas, in a sustainable way, in order to meet the diverse needs and improve the prosperity and quality of life of Slough residents. The existing business areas in Slough will have an important role in maintaining a thriving local economy and providing a range of jobs for an increasingly skilled local workforce. All Slough residents will have the opportunity to live in decent homes that they can afford. The quality of the environment of the existing suburban residential areas and open spaces will be improved, in order to make them safe and attractive places where people will want to live and visit

7.7 The following key Strategic Objectives of the Core Strategy are (emphasis is added in bold text where it relates to the proposed development):

- Strategic Objective 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.**
- Strategic Objective 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.
- Strategic Objective 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.**
- Strategic Objective 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.
- Strategic Objective E. To **encourage investment and regeneration of employment areas and existing town**, district and neighbourhood shopping centres to increase their viability, vitality, variety and distinctiveness.
- Strategic Objective F. To **maintain and provide for community services and facilities** in appropriate locations that are easily accessible.
- Strategic Objective G. To **preserve and enhance Slough's open spaces** and to protect the Green Belt from inappropriate development and seek, wherever

practically possible, to increase the size and quality of the Green Belt land in the Borough.

- Strategic Objective 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.
- Strategic Objective 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**.
- Strategic Objective 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**.
- Strategic Objective K: To **promote a safe and healthy community** that is inclusive of the needs of the Borough's diverse population.

7.8 The following key policies in the Core Strategy are relevant to the determination of the planning application.

Core Policy 1 - Spatial Strategy
Core Policy 2 - Green Belt and Open Spaces
Core Policy 3 - Housing Distribution
Core Policy 4 - Type of Housing
Core Policy 5 – Employment
Core Policy 6 – Retail, Leisure and Community
Core Policy 7 – Transport
Core Policy 8 – Sustainability and the Environment
Core Policy 9 – Natural and Built Environment
Core Policy 10 - Infrastructure
Core Policy 11 – Social Cohesiveness
Core Policy 12 – Community Safety

Slough Local Plan (Saved Policies 2010)

7.9 Some of the policies in the Local Plan for Slough (2004) have been “saved” for development management purposes. The following policies have to be taken into consideration.

H14 - Amenity Space
S1 – Retail Hierarchy
S8 - Primary and Secondary Frontages
S9 - Change of Use A1 to A2
S11 - late night Leisure Uses in Slough Town Centre
S12 - Change of Use A1 to A3
S14 - Amusement Centres
S16 - Town Centre Leisure Uses
EMP12 - Remaining Existing Business Areas
EN1- Standard of Design
EN3 – Landscaping
EN5 – Design and Crime
EN9 - Public Art
EN17 - Locally Listed Buildings
EN34 - Utility Infrastructure
OSC4 - Protection of private playing fields
OSC5 - Public Open Space requirements
OSC8 – Green Space

OSC15 - New facilities in residential Developments
T2 - Parking
T8 - Cycling Network and Facilities
T9 - Bus Network and Facilities

Site Allocations Development Document (2010)

- 7.10 The Site Allocations DPD (2010) includes a number of Site Specific Allocations with detailed development proposals for selected sites. One of these sites is SSA14, the Queensmere and Observatory Shopping Centres.

The proposed uses for the site are “*Mixed: retail, leisure, restaurants/bars, car parking, residential and community.*”

- 7.11 The stated Reasons for Allocation are:

*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.*

The Site Planning Requirements in the DPD are:

Redevelopment and/or reconfiguration proposals should:

- *Improve the retail and leisure offer around the Town Square through change of use of key units and improved retail offer*
- *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 in the area*
- *Improve pedestrian links to the bus and railway stations via Wellington Street*
- *Rationalise multi-storey car parking provision and its links to the centres and Wellington House.*
- *Redevelopment of the western end of the Queensmere Centre adjacent to St Ethelbert's church, including improved retail units, residential accommodation above the centre and removing the toilet block*
- *Transform 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 above the retail units*
- *Aim to reduce the negative impacts of construction upon existing businesses and the quality of life for residents and users of the town centre by appropriate phasing and implementation.*

- 7.12 It should be noted that although a Development Brief had been produced on behalf of the then owners, Criterion Capital in 2007, the Site Allocations requirements were not directed towards a specific scheme. They also relate to a range of circumstances which could involve the reconfiguration of the existing centres or their redevelopment. As a result it is necessary to identify which ones apply to the current application.

- 7.13 Much of the reconfiguration of the existing shopping centres proposed in the DPD has been carried out. This includes the “*creation of an internal pedestrian link between the Queensmere and Observatory shopping centres*”, the “*redevelopment of the western end of the Queensmere to remove the service ramp to the Prudential yard*” and the “*provision of a western entrance to the shopping centre.*”

Other Material Considerations

National Planning Policy Framework (NPPF) 2021

- 7.14 Paragraph 7 of the NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs
- 7.15 Paragraph 8 of the NPPF outlines three overarching objectives that the planning system has to achieve sustainable development;
- an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 7.16 Paragraph 11 of the NPPF states that plans and decisions should apply a presumption of favour of sustainable development. For decision-taking this means:
- approving development proposals which accord with an up-to-date development plan without delay (sub-paragraph c); or
 - where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of the NPPF taken as a whole (sub-paragraph d)
- 7.17 Following the application of the updated Housing Delivery Test 2021 set out in the NPPF, the Council cannot demonstrate a Five Year Housing Land Supply. Therefore, and having regard to footnote 8, paragraph 11d) of the NPPF is engaged because the relevant housing policies of the development plan are deemed to be out-of-date, which

means the tilted balance applies. That is, as above, there is a presumption in favour of granting planning permission unless sub points (i) or (ii) apply.

7.18 Relevant sections of Paragraph 120 of the NPPF state *inter alia* that planning decisions should (a) encourage multiple benefits from urban land through mixed use schemes and taking opportunities to achieve net environmental gain; (d) promote and support the development of under-utilised land and buildings.

7.19 The NPPF (as a whole) has been considered and there are a range of policies and guidance relating to 'planning decisions' relating to the following NPPF Chapters (further details are provided in the planning assessment where relevant).

5. Delivering a sufficient supply of homes
Paragraphs 60 to 80

6. Building a strong, competitive economy
Paragraphs 81 to 85

7. Ensuring the vitality of town centres
Paragraphs 86 to 91

8. Promoting healthy and safe communities
Paragraphs 92 to 103

9. Promoting sustainable transport
Paragraphs 104 to 113

11. Making effective use of land
Paragraphs 119 to 125

12. Achieving well-designed places
Paragraphs 126 to 136

14. Meeting the challenge of climate change, flooding and coastal change
Paragraphs 152 to 173

15. Conserving and enhancing the natural environment
Paragraphs 174 to 188

16. Conserving and enhancing the historic environment
Paragraphs 189 to 208

7.20 With respect to achieving well-designed places, Paragraph 128 states that all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code. It is noted that SBC does not have a Design Code/Guide within its policy framework, however one has been submitted by the applicant as part of the application. Paragraph 129 states that Landowners and developers may contribute to these exercises, but may also choose to prepare design codes in support of a planning application for sites

they wish to develop. Whoever prepares them, all guides and codes should be based on effective community engagement and reflect local aspirations for the development of their area, taking into account the guidance contained in the National Design Guide and the National Model Design Code. These national documents should be used to guide decisions on applications in the absence of locally produced design guides or design codes.

7.21 Furthermore Paragraph 130 states that planning decision should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

7.22 It is also important to note from Paragraph 218 of the NPPF which discusses implementation, that the policies within the Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made. It is noted at this time that the Slough Local Development Plan has not yet been updated to reflect the latest addition of the NPPF. Notwithstanding this, Paragraph 219 states that existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them to their degree of consistency with the latest NPPF.

National Planning Practice Guidance (NPPG)

7.23 The NPPG was first published in 2014 and is iterative web-based guidance that is designed to complement the NPPF across a range of topics. Officers draw particular attention to the section for Design: Process and Tools provides advice on key points for consideration on design. The guidance states *inter alia* that consideration should be given to the National Design Guide by all relevant stakeholders when assessing good design. It also states the importance for Design Codes which are described as a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The guidance goes on to state within Paragraph 008 that Design Codes can be commissioned or prepared by the LPA or developer but are best prepared in partnership to secure agreed design outcomes, particularly across phased sites and multi-developer schemes. Design codes can be applied to all development types including residential, commercial, mixed use, open space, landscape, or public realm requirements. This section also outlines appropriate tools

for assessing and improving the design of a development. This list includes but is not limited to The National Design Guide, Design Review and Design Codes.

Fire Safety Provisions - DLUHC Guidance - Fire safety and high-rise residential buildings (from 1 August 2021)

- 7.24 The Department for Levelling Up, Homes and Communities (DLUHC) has brought in changes to the planning system whereby HSE Gateway One are a statutory consultee on specified planning applications. The DLUHC Guidance states that the changes are intended to help ensure that applicants and decision-makers consider planning issues relevant to fire safety, bringing forward thinking on fire safety matters as they relate to land use planning to the earliest possible stage in the development process and result in better schemes which fully integrate thinking on fire safety.

Centre of Slough Interim Planning Framework (2019)

- 7.25 The Interim Planning Framework was intended to demonstrate how comprehensive redevelopment and regeneration could take place within the Centre of Slough. It recognised that the town centre was failing as a shopping centre and so promoted an “activity” led strategy which sought to maximise the opportunities for everyone to use the centre for a range of cultural, social, leisure and employment activities which are unique to Slough. In order to do this it promoted it as a major transport hub, identified the potential for it to be a thriving business area which could accommodate a large amount of new housing and recognised the aspiration to create a new cultural centre in Slough.
- 7.26 The Framework defined a “central area” within the centre of Slough which consisted of the High Street, Queensmere and Observatory shopping centres which together perform many of the traditional town centre functions. Within the context of a declining number of visitors to the town centre and a significant number of shop closures, the preferred strategy was to keep the High Street as the primary shopping area and redevelop the southern part of the Queensmere and Observatory centres as integral parts of the new High Street. This would then allow the Wellington High Street to be redeveloped for a mix of other uses including high rise residential.
- 7.27 The Interim Framework introduced the concept of a new pedestrian link from the railway station to the High Street by extending Brunel Way through the Queensmere site.
- 7.28 The key elements of the Interim Planning Framework were taken forward in the Centre of Slough Regeneration Framework and the Local Plan Proposed Spatial Strategy documents. The extent to which the application complies with these is considered below and the weight to be afforded to the documents is concluded in the planning assessment part of this report.

The Centre of Slough Regeneration Framework (2020)

- 7.29 In March 2020 the Council commissioned Urban Initiatives Studio to prepare a Regeneration Framework for Slough’s Square Mile. This sets a vision and spatial framework for development in the town over the next 15 years.
- 7.30 This document provided technical urban design and regeneration guidance for the Centre of Slough area.

7.31 It also contained some technical analysis which conveys some evidence which underpins the broad strategies in the document. The Framework for example noted that *“Slough has around 850,000 sq. ft retail and leisure floor space. Much of this is concentrated in the Queensmere and Observatory Shopping Centres and the High Street. Slough town centre has too much retail space, some of poor quality and too many large floorplates.”*

7.32 The overall conclusion with regard to the shopping centre was as follows:

“Slough has already seen a decline in its retail performance with significant vacancy in the Queensmere shopping centre in particular. This vacancy however presents a significant opportunity for transformative change; the chance to redevelop the centre and transform the heart of the town and at the same time to deliver a more coherent and attractive place. Doing nothing is not an option.”

7.33 The Appendix to the report included a series of proformas setting out how important sites could be developed. Site 11 comprises Slough Central which sets out advisory Development Principles for potential regeneration proposals for the Queensmere and Observatory shopping centres. These were as follows:

- *Establishment of a mixed-use quarter on this large and prominent site within Slough’s urban core;*
- *Towards the southern edge of the site development to front onto High Street defining this main street with retail uses at ground floor but with residential uses above; towards the northern edge of the site large footprint office buildings to establish a new Central Business District for Slough. The east of the site to be established as a new residential quarter;*
- *The layout of development on the site to be permeable with new south to north links extending Church Street, Park Street and Alpha Street through the site to Wellington Street. A network of smaller streets, lanes and squares to provide a choice of routes through the area that encourages shoppers to step off the High Street to explore. These streets to have active ground floors, predominantly with retail use but also including a food and beverage, leisure and cultural offer;*
- *Pedestrian links and connectivity to extend westwards to integrate the site with The Curve and the Church of Our Lady Immaculate and St. Ethelbert. Further food and beverage uses could be provided in a new space that responds to the eastern entrance to The Curve;*
- *The site should include a cinema use replacing the existing cinema in the Queensmere site. The ideal location would be on a publically visible site on Wellington Street;*
- *A strong north to south pedestrian route to be established on Brunel Way connecting Slough Central and the wider town centre with the railway station. A direct and broad pedestrian crossing facility should be provided on Wellington Street to facilitate the best possible movement across the street. The north to south route to extend through the site to High Street and beyond to Church Street;*
- *A new predominantly hard paved town square to be provided on this axis. This ‘Civic Square’ to provide a space to congregate in the centre and a focus for activities and events in the centre. Active ground floor uses to be provided in the buildings that surround and enclose the space on all edges with potential to establish a focus for food and beverage uses;*
- *Whilst good visual and spatial links from the space to Wellington Street should be provided proposals should avoid opening up too much of the civic*

space to the impacts of traffic on the main street. A sculptural element could be used to draw people from the station to the civic square and CBD;

- *Development to respond to the scale, height and massing of its surroundings to the south and west but with the opportunity to establish a new character and scale on the northern part of the site;*
- *Along the northern edge of the High Street buildings should be six storeys in height but with potential to step upwards to heights of typically eight to twelve storeys to the north. The office buildings on Wellington Street, with their greater floor to floor heights could be of even greater scale (up to 14 office storeys);*
- *Building height should step downwards close to the Church of Our Lady Immaculate and St. Ethelbert to respect its setting;*
- *The office buildings should establish a clear building line to Wellington Street and with office entrances located on the main street;*
- *The environment throughout the development to be pedestrian focused with buildings set in a high quality public realm that includes areas of planting and semi-mature tree planting;*
- *Opportunity should be taken to utilise the roofscape for amenity with landscaped roof gardens located on the tops of buildings. The general arrangement of building height stepping upwards from south to north means that views southwards towards Windsor Castle can be maximised. A public viewing area should be provided allowing wider appreciation of these views;*
- *Car parking should be provided either below ground or with in a multi storey structure. The site currently incorporates two multi-storey car parks serving the town and some car parking spaces should be provided to serve shoppers in the town. Parking provision for offices should be available for wider use at weekends and in the evening; and*
- *The impact of car parking and servicing on the streetscape must be minimised and wherever possible.*

7.34 The extent to which the proposal meets each of these planning principles along with the weight to be given to the document is considered in the planning assessment in Section 8 of this report.

The Proposed Spatial Strategy (Nov 2020)

7.35 Under Regulation 18, the Proposed Spatial Strategy for the Local Plan for Slough was the subject of public consultation in November 2020. This set out a vision and objectives along with proposals for what the pattern, scale and quality of development will be in Slough. The consultation document contained a revised Local Plan Vision which supports the Council’s vision for Slough as a place where people want to “work, rest, play and stay.”

7.36 It considers that:

The centre of Slough will be an attractive, vibrant hub providing high quality offices, retail and leisure, landmark buildings and cultural opportunities for our diverse communities.

7.37 One of the “Big Issues” identified in the document is the “future of a traditional shopping centre”. The section on “retail and leisure states:

Slough has a failing shopping centre and the future of the shopping centre is uncertain. It is recognised that Slough will no longer be a sub-regional shopping centre and there will be a significant reduction in the amount of retail floorspace.”

Slough has no real night-time economy and a lack of cultural facilities. Research by the Centre for Cities found that Slough had the least number of amenities per person of all of the major towns and cities in the country.

7.38 The 5 key components of the proposed Spatial Strategy can be summarised as follows:

- *Delivering major comprehensive redevelopment within the “Centre of Slough”*
- *Selecting other key locations for appropriate development*
- *Enhancing our distinct suburbs, vibrant neighbourhood centres and environmental assets*
- *Protecting the “Strategic Gap” between Slough and Greater London*
- *Promoting the cross border expansion of Slough to meet unmet housing needs.*

7.39 The Spatial Strategy builds on the work done for the Centre of Slough Regeneration Framework. The chapter on *Delivering major comprehensive redevelopment within the “Centre of Slough”* breaks it up into a number of key area and sets out planning proposals for each one. One of these is the Queensmere and Observatory Shopping Centres.

7.40 Paragraphs 13.23 of the document recognises that: *“The Queensmere and Observatory shopping centres currently perform many of the traditional town centre functions in Slough, but are outdated and, like many, have lost their attractiveness. As a result they provide the biggest opportunity for regeneration in the Centre of Slough”.*

7.41 Paragraph 13.25 states that *“The overall objective is to encourage the comprehensive mixed use redevelopment of the shopping centres which will transform the area into an attractive, vibrant, well connected place that can provide for some of the important shopping, leisure, cultural and business needs. It also has the opportunity to meet some of Slough’s housing needs.”*

7.42 As a result the Consultation Document for the Proposed Spatial Strategy stated that the following planning principles be applied to the proposed comprehensive mixed use development of the Queensmere and Observatory sites:

- *It should be a comprehensive mixed use scheme which follows the broad principles set out in the Centre of Slough Interim Planning Framework and the Regeneration Framework.*
- *It is essential that it provides new retail and leisure facilities which will create an attractive and vibrant centre. This will include new food and beverage outlets and a cinema which will help to sustain an evening as well as day time economy. This could also include provision for new cultural facilities.*
- *New office development can be provided as an expansion to the Central Business District to the north. As a result it is assumed that 50,000 m² of offices could be built along Wellington Street as part of the “workplace led” regeneration strategy.*
- *A substantial amount of housing should be provided throughout the redevelopment with a concentration at the eastern end, possibly in a new residential quarter. This should include a range of accommodation including the maximum reasonable provision of affordable housing.*

- *A high standard of architecture will be required in order to deliver this dense city centre scale development. The tallest buildings should generally be to the north alongside Wellington Street, which should become a new “address street”. The height of buildings should step down towards the High Street in the south where they should generally be a maximum of 6 stories in order to retain its human scale.*
- *The scale and nature of development at the western end of the sites needs to reflect and enhance the setting of St Ethelbert’s church and The Curve.*
- *A new pedestrian route will be created which links the High Street to the railway station via an improved Brunel Way. This will have active frontages in order to encourage office workers, residents, shoppers and other visitors to use it. The whole site will need to be permeable with convenient and attractive links to the rest of the town centre.*
- *There is a need to improve the environment and create more greenery. Buildings should be set in a high quality public realm that includes areas of planting and semi-mature tree planting. New areas of public open space will have to be provided including a “civic square” adjacent to, or part of, the new pedestrian link from the High Street to the railway station.*
- *The shortage of public open space means that opportunities should be taken to provide landscaped roof gardens on the tops of buildings. The views of the surrounding area should be optimised, particularly those of Windsor Castle to the south. A public viewing area could be provided to create an attraction and enhance the appreciation of the area.*
- *The southern side of the site facing onto the High Street should be the prime retail area with active frontages which help to deliver the “rediscovered High Street” aim of the Spatial Strategy. There is the possibility to create a secondary “neighbourhood” of shops and leisure uses behind the High Street frontage which would be a more tightly drawn area with its own distinctive character.*
- *The layout of the development as a whole should be permeable with new south to north links extending Church Street, Park Street and Alpha Street. Pedestrian links should also be integrated with The Curve and St. Ethelbert’s church.*
- *The layout should put pedestrians first. The impact of car parking and servicing on the streetscape must be minimised and provided either below ground or in multi-storey car parks or a combination of both. Vehicular access to the public car parks should be from Wellington Street.*
- *The redevelopment should ensure that a minimum amount of car parking is provided to meet the needs of shoppers and visitors in as convenient a location as possible. This should be managed in such a way as to ensure it cannot be used for long stay parking by for example office workers. There should be some shared use of other parking so that sufficient space is available in the evenings and at weekends to ensure the retail/leisure/cultural uses are attractive and viable. It is recognised that the scale of parking provided for other uses, like*

offices and residential has to ensure those uses are viable and lettable. However it will be important that this does not undermine the overall need to encourage modal shift to more sustainable forms of transport. The amount of parking allocated to these uses could reduce over time if modal shift is successful.

- *The preferred phasing would be to begin the redevelopment from the west in order to obtain maximum benefits from the new public facilities that can be provided in this area. It would also enable the new pedestrian link from the High Street to the railway station to be created at the earliest opportunity. It is important the core of retail and leisure facilities and suitable public car parking is retained during all phases of the redevelopment of the two shopping centres. There will also be a need to provide some “meanwhile” uses to support the ongoing vitality of the centre.*

7.43 It should be noted that the consultation document for the Proposed Spatial Strategy does not contain any specific planning policies or allocate any sites. It made it clear that the existing planning policy framework for Slough would remain in force until replaced by new Local Plan policies in the future. Nevertheless, it sets out the most up to date statement of the Council’s position with regards to strategic planning issues. As a result, it is relevant for the consideration of this application (but only very limited weight can be afforded to the specific and strategic guidance therein).

Equality Act

7.44 In addition, Section 149 of the Equality Act (2010) which sets a Public Sector Equality Duty (PSED) came into force in April 2011 and requires the Council to consider the equality impacts on all protected groups when exercising its functions. In the case of planning, equalities considerations are factored into the planning process at various stages. The first stage relates to the adoption of planning policies (national, strategic and local) and any relevant supplementary guidance. In coming to a recommendation, officers have considered the equalities impacts on protected groups in the context of the development proposals as set out in Section 21 of this report.

Written Ministerial Statement (2021) – First Homes

7.45 The WMS (2021) states that First Homes should account for at least 25 per cent of affordable housing units delivered through planning obligations, which is a material consideration for decision making from 28th June 2021. First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of ‘affordable housing’ for planning purposes.

7.46 Specifically, First Homes are discounted market sale units which:

- a) must be discounted by a minimum of 30% against the market value;
- b) are sold to a person or persons meeting the First Homes eligibility criteria;
- c) on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer; and,
- d) after the discount has been applied, the first sale must be at a price no higher than £250,000 (or £420,000 in Greater London).

- 7.47 First Homes are the government's preferred discounted market tenure and should account for at least 25% of all affordable housing units delivered by developers through planning obligations.
- 7.48 The transitional arrangements set out in the Written Material Statement and Planning Practice Guidance confirm that the First Homes requirement will not apply to sites with full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen) before 28 December 2021 or applications for full or outline planning permission where there has been significant pre-application engagement which are determined before 28 March 2022.

Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

- 7.49 Natura 2000 is the cornerstone of European nature conservation policy; it is an EU-wide network of Special Protection Areas (SPA) classified under the 1979 Birds Directive and Special Areas of Conservation (SAC) designated under the 1992 Habitats Directive.
- 7.50 Since 31st December 2020, the UK requirements for Habitat Regulations Assessments is set out in the Conservation of Habitats and Species Regulations 2017 (as amended by the Conservation of Habitats and Species Amendment (EU Exit) Regulations 2019). Together, the National Site Network of the UK comprises over 25,500 sites and safeguards the most valuable and threatened habitats and species across Europe and the UK; it represents the largest, coordinated network of protected areas in the world.
- 7.51 HRA employs the precautionary principle and Reg 102 ensures that where a project is 'likely to have a significant effect' (LSE), it can only be approved if it can be ascertained that it 'will not adversely affect the integrity of the European site'. Burnham Beeches is designated a SAC under this Directive which is located to the north of Slough.
- 7.52 The development 'project' has been screened (as part of the Habitat Regulations Assessment) and it has been identified that LSE cannot be ruled out at this stage. An Appropriate Assessment is therefore required to determine whether mitigation measures are required to ensure the project will not adversely affect the integrity of the European Site (Burnham Beeches SAC)

Buckinghamshire SPD Burnham Beeches Special Area of Conservation

- 7.53 Buckinghamshire Council adopted (in November 2020) a Supplementary Planning Document (Burnham Beeches Special Area of Conservation – strategic Access Management and Monitoring Strategy) which requires developers to make a financial contribution per dwelling for mitigation irrespective of dwelling type or size in a zone between 0.5km and 5.6km from Burnham Beeches. The threshold, in terms of the size of development, when a contribution will apply is understood to be for schemes of 100 net additional homes.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 7.54 Section 66 of the 1990 Act imposes a general duty on the Council as respects listed buildings in the exercise of its planning functions. In considering whether to grant planning permission for development which affects a listed building or its setting, the Council shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Strategic Transport Infrastructure Plan (STIP)

- 7.55 In February 2019, SBC Cabinet approved the Key Principles of a transport vision to support the emerging Local Plan. The Key Principles focussed on improving public transport, improving cycling and walking and improving the public realm. The approach set out in the Key Principles is to reverse current trends in car use and address the growing demand for travel by providing a step-change in alternatives to car use and reducing the need to travel by locating homes closer to jobs, education and services. The key principles had at their core a number of proposed Mass Rapid Transit (MRT) routes to link the east and west, north and south with specific regard to housing and business growth.
- 7.56 Since March 2019 the Council has been developing the ideas in the Key Principles into a set of specific transport infrastructure proposals required to achieve the shift to non-car modes required for the future. The technical work has included the outline design of schemes, preparation of Strategic Outline Business Cases; and traffic modelling to forecast the impacts of the proposed projects on the highway network. The findings of this work have been brought together in the STIP.
- 7.57 The STIP and LTP4 are complementary, working towards a common set of objectives. The STIP sets out our plans for the largest projects for which we will need to make the strongest case for funding, whilst LTP4 is a ten-year plan for smaller projects delivered through a mix of Council funding and local contributions.
- 7.58 There are new Bus lanes (within the A4) adjacent to the northern boundary of the site which have been introduced as one of the measures proposed in the Strategic Transport Infrastructure Plan (STIP). The STIP was prepared in response to future changes in the town, including the Elizabeth Line, the redevelopment of the town centre (including the redevelopment of the site subject to this planning application), and other investment. The current dominance of travel by private car for most journeys means that there is little capacity for growth, for improving the surroundings or providing alternative forms of travel. The STIP represents a change of course towards a future where travel by public transport, on foot or by bicycle becomes much more the norm than the use of private car.
- 7.59 The STIP proposals will facilitate delivery of up to 7,400 new homes, 15,000 jobs and 328,000m² of employment floorspace. The STIP was discussed in Cabinet in Autumn 2021. Although it was not fully adopted, it was taken into account as part of the bus lane process.

8.0 PLANNING CONSIDERATIONS

8.1 Principle for Development

- 8.1 This sub-section of the report will assess the principle of the development against the adopted planning policies in the Core Strategy, Local Plan and the Site Allocations Development Plan Document which cover the strategic, local and site-specific planning requirements relating to the development as identified earlier in this report.
- 8.2 This will be supplemented, where applicable, by additional emerging evidence base in the Spatial Strategy Consultation Document and other evidence-based policy documents which contain some relevant guidance specific to the development site, but with only very limited weight to be afforded in the overall assessment.

- 8.3 The Proposed Spatial Strategy forms part of the formal process of the review of the Local Plan and was agreed by the Council as a Reg 18 Consultation. It remains the most up to date statement of the Council's position with regards to strategic planning in Slough but is only afforded very limited weight.

Core Strategy Development Plan Document (2008)

- 8.4 The Core Strategy Development Plan Document (2008) has a Spatial Vision and a number of Strategic Objectives. Part of the Vision states that there will be 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 centre, employment and transport centre”.

- 8.5 Strategic Objective E is:

“To encourage investment and regeneration of employment areas and existing town, district and neighbourhood shopping centres to increase their viability, vitality, variety and distinctiveness.”

- 8.6 The Slough Core Strategy also has a Spatial Strategy which can be summarised as “concentrating development but spreading the benefits to help build local communities”. The key principle of this strategy is that all intensive trip generating development should be built in the most accessible location. In effect this means directing development to Slough town centre since this is the most accessible for all forms of transport. The co-location of employment, shopping, leisure, transport and other facilities in one place also means that people can carry out more than one activity in a single journey and there will be a boost to the local retail economy. The strategy also recognises that parts of Slough town centre are in need of environmental enhancement and that the centre has the most capacity for absorbing major change. The prominence of the town centre also means that any improvements to its image, environment or facilities are likely to have maximum benefit for the Borough as a whole.

- 8.7 The principles of this strategy, as set out in Core Policy 1 (Spatial Strategy) of the Core Strategy (2008) remain valid today and have been used as the basis for all subsequent non statutory planning policy documents that have been produced to date including the Site Allocations designation SSA14. The only variation is that the Town Centre Area, indicated in the Core Strategy and shown on the 2010 Proposals Map, has been treated as a broader “Centre of Slough” area which is sometimes referred to as the “Square Mile”. This has not changed the boundary of the Shopping Centre.

- 8.8 In order to implement this strategy, Core Policy 1 (Spatial Strategy) specifically states that:

“Proposals for high density housing, intensive employment generating uses, such as B1(a) offices, and other intensive trip generating uses, such as major retail or leisure, 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.”

- 8.9 The Core Strategy envisaged that the shopping centres would be redeveloped as part of this strategy. Paragraph 7.18 states that “Developers will be encouraged to prepare Master Plans for the comprehensive redevelopment of areas such as the Heart of Slough, Queensmere/Observatory shopping centres and Slough Trading Estate”.

- 8.10 As a result, the current application is considered to be in compliance with the Spatial Strategy set out in the Core Strategy and this policy is duly afforded significant weight. The applicant has produced an illustrative comprehensive masterplan that incorporates the Observatory shopping centre alongside this proposal. This is not before Members and forms no part of this planning application but it does indicate how a comprehensive approach to the redevelopment of both shopping centres can be delivered, consistent with this policy framework.
- 8.11 At a local level, the Development Proposals are supported by Core Strategy Policy 1 (Spatial Strategy), which outlines that development should take place within the built-up area on previously developed land. This scheme accords with this policy, which also requires that proposals for high density housing and other intensive trip generating uses, such as major retail or leisure are located in Slough Town Centre.
- 8.12 SBC cannot currently demonstrate a five-year housing land supply. As such, the policies in the Adopted Development Plan which relate to housing supply are out of date, and as such, officers consider it is reasonable to also give due consideration to the emerging policy direction, which responds to more recent evidence setting out the current and future needs of Slough and wider social and economic trends. The emerging documents, Interim Planning Guidance and supporting evidence base are also broadly supportive of the mixed-use redevelopment of the Site involving higher density residential uses alongside town centre land uses and offices.
- 8.13 Core Policy 3 (Housing Distribution) sets out the housing requirement for Slough as it was in 2008. This states that:
- 'A minimum of 6,250 new dwellings will be provided in Slough between 2006 and 2026'.*
- 8.14 This requirement has been superseded by a much higher requirement of 847 homes per annum equating to approx. 16,000 homes (in Slough) by 2040 as calculated using the Housing Delivery Test (2021). As a result, this is the housing target that the application should be considered against rather than the Core Strategy which is out-of-date and therefore only limited weight is applied to it.
- 8.15 In terms of the distribution of new housing the Core Strategy specified that around half of the allocation that it had identified should be located in the town centre in that Core Policy 3 (Housing Distribution) states that:
- "This will be distributed as follows: Town Centre a minimum of 3,000 dwellings*
- Any additional housing required as a result of an increase in Slough's allocation in the South East Plan (Doc.10) will be built in the town centre or in other appropriate urban areas in accordance with the Spatial Strategy. New development should not result in the net loss of any existing housing."*
- 8.16 The increase in the housing requirement, combined with a shortage of land in Slough, means that a much higher proportion of housing is now being built in the Centre of Slough. It is considered that the principle of optimising the amount of housing that can be built in the town centre, as set out in the Core Strategy, remains particularly relevant today. It should also be noted that the Core Strategy envisaged major housing development taking place on the Queensmere/Observatory shopping centre as explained in paragraph 7.46 where it is referred to as one of the sites that did not have planning permission but was still included in the Housing Trajectory that underpinned the projection at that time. The overall thrust of this policy remains, although the

quantum of dwellings is likely to change. Therefore, overall significant weight is afforded to the distribution of housing policy in the Core Strategy.

- 8.17 The Core Strategy also sets the type of housing that should be built in different locations in Slough. Core Policy 4 (Type of Housing) specifically states that:

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

- 8.18 The policy also sets out a minimum net density of 37 dwellings per hectare across the Borough. The Core Strategy states that densities in the town centre should be above 70 dwellings per hectare but paragraph 7.68 explains that:

“In some parts of the town centre, such as the Commercial Core Area as defined in the Local Plan Proposals map and the area north of the railway station, densities in the range of 500 dwellings per hectare have been permitted. The actual density that will be permitted on an individual site will be dependent upon the overall strategy for that location and upon achieving a high standard of design which creates attractive living conditions.”

- 8.19 As a result the principle of high-density residential development upon the application site is supported in the Core Strategy subject to compliance with other detailed planning policies. Due to its relevance, full weight is afforded to this element of the Core Policy 4.

Site Allocations Development Plan Document: Strategic Site Allocation (SSA14)

- 8.20 The Queensmere Shopping Centre forms part of a wider area of land that comprises both the Queensmere and Observatory Shopping Centres which forms Strategic Site Allocation 14 (SSA14) within the Site Allocations Development Plan Document (2010).

- 8.21 The proposed uses for the site are “Mixed: retail, leisure, restaurants/bars, car parking, residential and community. It should be noted that the current application contains proposals for all of these uses. It also proposes office development which is not included as a possible use in the Site Allocation.

- 8.22 The stated Reasons for Allocation are:

- 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.

- 8.23 The current application complies with the principle of having comprehensive redevelopment and is integrated with the Heart of Slough regeneration, particularly in relation to The Curve and St Ethebert’s Church. Although it includes some retail investment, this is not at the scale envisaged in the Site Allocation DPD.

- 8.24 It is important to remember that is an outline application. The inclusion of Parameter Plans and an Indicative Master Plan enable a preliminary assessment to be made as to the extent the proposal complies with the Site Allocation Requirements of the Site Allocations DPD.

- 8.25 The application proposes replacing the existing Town Square with an enlarged one close to the Curve and St Ethelbert's church. This will have the commercial and town centre leisure offer around it as envisaged in the Requirement. The current application complies with the requirement for the redevelopment of the western end of the Queensmere Centre adjacent to St Ethelbert's church which includes predominantly flexible Class E commercial units with residential accommodation or offices above. There will also be active frontages adjacent to St Ethelbert's as detailed on the parameter plans.
- 8.26 When the Site Allocations document was produced, the main link across the A4 to the Queensmere was the subway which has now been closed. The application goes beyond the expectations of the Site Allocation for improved pedestrian links to the bus and railway station by creating a pedestrian route from the High Street to Wellington Street.
- 8.27 The application proposes to redevelop the Wellington Street frontage which could be a great improvement upon the existing. The extent to which it will create the urban boulevard with tree planting envisaged in the Site Requirement or provide active town centre, office and/or residential frontages is a matter to be considered as part of the planning balance exercise.
- 8.28 The background section of the Site allocation assumes that the redevelopment or reconfiguration of the Queensmere and Observatory shopping centres could increase and enhance the 54,000 m² of retail floorspace. Whilst the Observatory is being retained, the application proposes a significant reduction in the retail floorspace on the Queensmere site.
- 8.29 Overall, it is concluded that the Site Allocations DPD provides support for the redevelopment of the Queensmere shopping centre and the provision of all of the proposed uses apart from B1(a) offices. This policy is afforded limited weight in the context of the proposals due to the different retail context that was envisaged to support growth at the time when preparing the evidence base and policy

Local Planning Policy Summary

- 8.30 The Slough Central area has been identified in the Adopted Core Strategy as one of the most important regeneration sites in Slough Town Centre. It forms one of the fundamental components of the emerging strategy to promote comprehensive land-use led regeneration within the town centre, which would deliver a new 'rationalised shopping centre' with supporting uses alongside a substantial contribution towards the Council's Housing Targets.

Reduction in Town Centre Retail Uses

- 8.31 In the Core Strategy Slough town centre is classed as a Primary Regional Shopping Centre which draws shoppers from beyond the Borough's boundaries. Paragraph 7.106 recognised that despite Slough town centre's appeal, it was facing increased competition from surrounding centres. As a result, it states that "in order to prevent further loss of trade to surrounding centres, a significant improvement in the quality, scale and range of new retail, leisure and community facilities is required in the shopping centre".
- 8.32 Paragraph 7,115 explained that this would be achieved through public investment such as the Art @ the Centre environmental improvement project and the Heart of Slough

regeneration scheme. It also states that the main Queensmere and Observatory shopping centres will be redeveloped and refurbished in accordance with the Master Plan that is currently being prepared by the new owners. This will improve the layout, environment and appearance of the centres and create the opportunity to attract large anchor tenants”,

8.33 Given the anticipated level of investment in the shopping centre (at the time of preparing the evidence base) the policy approach in the Core Strategy was to protect this by directing all development to the town centre and applying a sequential test to prevent inappropriate out of centre development.

8.34 Core Policy 6 (Retail, Leisure and Community Facilities) therefore states that:

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.

8.35 The significant change to retail patterns at a local and national level since the Core Strategy was produced has resulted in a dramatic decline in Slough town centre as a shopping centre.

8.36 The proposals amount to a significant loss of traditional (formerly) Class A1 Retail floorspace (now within Class E of the Use Classes Order). A significant proportion of this floorspace within the shopping centre is currently vacant with the closures of the major anchor stores in recent years contributing to the vacancy levels. It is noted in the Applicant's Retail Statement that the principal driver of this change has been the impact of online shopping and the changes in consumer behaviour and attitudes towards shopping. It is accepted by officers that these changes have been occurring for ten-years or more, but within the last five-years, these changes have been experienced by retailers and shopping destinations, further exacerbated as a result of the Covid-19 pandemic, which market research suggests brought forward 7-years of growth of online spend in 18 months.

8.37 The Retail Statement submitted by the Applicant contends that the Covid-19 pandemic and the rise of online shopping has resulted in a combination of shorter leases and retail failures, which combined with better technologies to support online sales, has resulted in retailers opting for a reduced number of stores. The Retail Statement also suggests that there has been a general shift in spending patterns, with shoppers spending more at larger, more effective retailers which has led to a nationwide imbalance of supply and demand for shops, resulting in an oversupply of space in virtually every town, city and shopping centre in the UK. The Retail Statement points to this continued trend which will result in more regional centres declining further.

8.38 Officers acknowledge that Slough Town Centre has in the past comprised a sub-regional shopping destination but it no longer performs this role. Whilst the town centre offers a significant quantum of retail floorspace, it has a much more limited range of other town centre uses, such as restaurants and cafes, leisure facilities and an evening and night-time economy. The town centre currently functions primarily as a retail destination, with little to attract visitors outside of core retail hours.

- 8.39 As a result, Slough Town Centre has suffered more than most towns in its catchment, as other nearby towns have benefited from new investment, whilst Slough Town Centre has had limited investment activity, particularly in the retail sector.
- 8.40 Notwithstanding the strategic adopted policy position, it is clear given the high vacancy levels of retail within the town centre in recent years and from the emerging planning policy coming forward in the Preferred Spatial Strategy (2020) in the emerging evidence base, that the policy approach (to increase retail within the town centre) is out of date and is no longer appropriate or justified. The Preferred Spatial Strategy expressly recognises the fact that the existing QM and OBS shopping centres are failing, and that Slough “will no longer be a sub-regional shopping centre and there will be a significant reduction in the amount of retail floorspace in the town centre”. It notes that redevelopment in the town centre has the potential to provide a smaller but more attractive and better-quality retail offer. Specifically, for the development, the text states that it is essential that it provides new retail and leisure facilities which will create an attractive and vibrant centre.
- 8.41 The Centre of Slough Interim Planning Framework and the Slough Regeneration Framework also recognise this shift in approach to the town centre, noting the need for the introduction of new town centre uses to revitalise the town centre. This emerging policy approach and evidence base (which is of very limited weight in terms of what can be afforded to the guidance) is considered to accept and understand the realities facing the modern retail market and the resulting shift in approach to town centre development.
- 8.42 It is therefore concluded that in the current circumstances, an application for retail development on the scale envisaged within adopted policy would be commercially unviable and not sustainable. The retail policies are therefore considered by officers to be out of date such that only limited weight is to be afforded to their application in the overall assessment of the proposals.
- 8.43 As such, it is considered the appropriate and sustainable direction is to require development proposals to provide improvements to the range and type of town centre uses, alongside either residential and office uses in order to regenerate Slough Town Centre and generate footfall, expenditure and provide new office employment, but accept a reduction to the overall retail quantum.
- 8.44 The Core Strategy did not however anticipate the need to protect town centre shopping and so there is no policy in the Core Strategy to prevent the loss of retail floorspace. This means that whilst the current application for the Queensmere centre is not what was envisaged in the Core Strategy, in terms of directing all new additional retail to the town centre, there is no conflict with the adopted policy for retail or leisure in respect of the loss of this floorspace.
- 8.45 Core Policy 6 (Retail, Leisure and Community Facilities) does, however, seek to protect community facilities in that it states that:
- 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.*
- 8.46 Whilst some of the space within the Queensmere is used by community organisations there are no “community facilities” which would be covered by this policy.

Employment Uses

- 8.47 The Core Strategy identified Slough as an important employment centre and anticipates that employment will continue to grow throughout the plan period particularly within the professional services and banking sectors. Paragraph 7.78 explains that “It is not considered that any new land needs to be allocated in order to facilitate any employment growth since this can be accommodated by the redevelopment and intensification of existing uses.”
- 8.48 In order to achieve this Core Policy 5 (Employment) states that:

“Intensive employment-generating uses such as B1(a) offices will be located in the town centre in accordance with the spatial strategy.”
- 8.49 Paragraph 7.94 states that *“major new office developments will be focused around the Heart of Slough and the Windsor Road area”*
- 8.50 As a result the inclusion of a up to 40,000 sqm offices as an option within the proposed development is supported by the Core Strategy.
- 8.51 If, however, the new offices are not provided there would be a net loss of office floorspace as a result of the demolition of Dukes House and Wellington House. The resulting levels of employment within the existing site compared to a worst-case scenario (ie: minimum new commercial floorspace) are included in the ES Chapter within this report. Whilst Core Policy 5 states that there will be no loss of the defined Existing Business Areas to non-employment generating uses there is no similar protection given to sites within the town centre. As a result, the option of not providing any new offices within the development would not be in direct conflict with the policy in Core Strategy even though it would contribute to the continued decline in employment contrary to the aspirations of the plan.
- 8.52 Core Policy 5 (Employment) also states that:

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.
- 8.53 The proposed development creates a range of potential opportunities for local people to benefit from employment provision within the new town centre commercial floorspace (up to 12,000 sqm across all uses specified in the FA2 Floorspace Schedule), and up to 40,000 sqm new Class E office floorspace, within construction of the development and potentially within on-site interim Meanwhile Uses.
- 8.54 The applicant has agreed to enter into a series of planning obligations designed to optimise local employment opportunities within the Borough to mitigate the loss of office floorspace and retail employment within the current site. These obligations comprise the following:
- A commitment to submit for approval and operate a Local Employment, Skills and Training Strategy to include commitment to apprenticeship scheme; support to local procurement/partnerships, work placements for FE/HE students & engagement with local schools.
 - A commitment to submit for approval and operate (where possible) a site-wide Meanwhile Use Strategy to reflect the outline illustrative materials presented by

applicant and submitted in July 22. The MWU Strategy will include: a cleared site strategy, a strategy for potential temporary meanwhile uses(s) and routes, accesses, parking provisions, potential for public art, events, locations servicing, utilities and potential spec for structures and facilities and method of potential funding, managing and promoting the temporary uses.

- A financial contribution of £100,000 Financial Contribution towards economic development initiatives seeking to promote local employment business and training to include but not limited to the following: (a) establishment of and participation in a local construction academy in partnership with local education institutions; (b) establishment of a town centre innovation hub for start-up businesses and local companies; (c) affordable workspaces in the borough of Slough; and (d) other local training schemes.

8.55 Subject to the above provisions being secured by way of an acceptable legal agreement, the proposed development would comply with Core Strategy policy 5 and 6 and Strategic Objectives D and E and NPPF on creating a strong economy. Broadly, full weight can be applied to these policies in the NPPF and Development Plan.

Town Centre Uses (Classes E and F) Proposals

8.56 Local Plan Policy S1 (Retail Hierarchy) identifies Slough town centre as a Sub-regional centre and states that “all new retail proposals should comply with the sequential test in order to maintain, enhance and protect the following retail hierarchy.”

8.57 Policy S8 (Primary and Secondary Frontages) identifies all of the units in the Queensmere as being part of the primary shopping frontage in the town centre. Policy S9 (Change of Use A1 to A2), Policy S11 (late night Leisure Uses in Slough Town Centre) ,and Policy S12 (Change of Use A1 to A3) and Policy S14 (Amusement Centres) then identify which uses class will be permitted in the primary retail frontages. This is no longer relevant following the changes to the Use Class Order.

8.58 As detailed in Chapter 5 of the report and the FA2 Floorspace Schedule - the application proposes a range of new Town Centre Uses ranging between 5,500 – 12,000 sqm of Class E uses (excluding offices) and Class F uses (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink), between 0 – 3,750 sqm Sui Generis uses (including bars, pubs, hot food takeaways and live music venue / cinema) and residential and office entrances. The Class E uses include the uses typically associated with town centres, such as retail, restaurants, cafes and other commercial services. The application makes provision for town centre uses to be complemented by community and leisure facilities, to deliver a range and mix of different uses.

8.59 Class E is now defined as Use Class E of the Use Classes Order 1987 (as amended) was introduced on 1st September 2020 and covers the former use classes of A1 (shops), A2 (financial and professional), A3 (restaurants and cafes) as well as parts of D1 (non-residential institutions) and D2 (assembly and leisure) and puts them all into one new use class. **Use Class E [Commercial, Business and Service]** is as follows:

Use, or part use, for all or any of the following purposes —

- a) for the display or retail sale of goods, other than hot food, principally to visiting members of the public, (**shops & Post Offices etc.**)

- b) for the sale of food and drink principally to visiting members of the public where consumption of that food and drink is mostly undertaken on the premises, **(cafes & restaurants)**
- c) for the provision of the following kinds of services principally to visiting members of the public—
 - (i) financial services, **(banks & building societies)**
 - (ii) professional services (other than health or medical services), or **(estate & employment agencies etc.)**
 - (iii) any other services which it is appropriate to provide in a commercial, business or service locality,
- d) for indoor sport, recreation or fitness, not involving motorised vehicles or firearms, principally to visiting members of the public,
- e) for the provision of medical or health services, principally to visiting members of the public, except the use of premises attached to the residence of the consultant or practitioner, **(Doctors, clinics & health centres, acupuncture clinic etc.)** ,
- f) for a creche, day nursery or day centre, not including a residential use, principally to visiting members of the public,
- g) for—
 - (i) an office to carry out any operational or administrative functions, **(Offices)**
 - (ii) the research and development of products or processes, or
 - (iii) any industrial process, being a use, which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. **(Light Industrial)**

8.60 The proposed development makes provision for all of the above sub-uses with the exception of Class E (g) as part of the ‘town centre uses’ specified under the Floorspace Schedule. The proposals also allow for some complementary sui generis use in the form of Bars, Pubs and Hot Food Take-aways (up to 3,750 sqm).

8.61 The changes made to the classification scheme of Class E within the Use Classes Order were introduced by the Government to allow for different uses of property and to provide flexibility for developers in England at a time when there is a need to repurpose town centres and high streets. The outline planning application responds to this need for flexibility by permitting a full range of sub-uses within Class E (with the exception of offices which are permitted under the alternative development option).

8.62 The development also permits Class F as part of the town centre use provisions in the Floorspace Schedule. Class F (of the Use Classes Order) covers uses previously defined in the revoked classes D1, ‘outdoor sport’, ‘swimming pools’ and ‘skating rinks’ from D2(e), as well as newly defined local community uses.

- **F1 Learning and non-residential institutions** – Use (not including residential use) defined in 7 parts:
 - **F1(a)** Provision of education
 - **F1(b)** Display of works of art (otherwise than for sale or hire)
 - **F1(c)** Museums
 - **F1(d)** Public libraries or public reading rooms
 - **F1(e)** Public halls or exhibition halls

- **F1(f)** Public worship or religious instruction (or in connection with such use)
- **F1(g)** Law courts
- **F2 Local community** – Use as defined in 4 parts:
 - **F2(a)** Shops (mostly) selling essential goods, including food, where the shop’s premises do not exceed 280 square metres and there is no other such facility within 1000 metres
 - **F2(b)** Halls or meeting places for the principal use of the local community
 - **F2(c)** Areas or places for outdoor sport or recreation (not involving motorised vehicles or firearms)
 - **F2(d)** Indoor or outdoor swimming pools or skating rinks

8.63 The FA2 Floorspace Schedule submitted for approval notes that the Class F proposals exclude F1(a) primary and secondary schools and F2 (c) and (d) indoor or outdoor swimming pool or skating rink). As noted in the description of development section in this report, the proposals make provision for a nursery OR a public urban park with pavilion building within Development Zone DZ6A.

8.64 Broadly, these uses are considered acceptable uses within a town centre noting that Class F1(a) only excludes primary or secondary schools and so the permitted land uses allow for nursery provision to be secured.

8.65 As is noted in the description of development part of this report, each Development Zone benefits from the provision of specified land uses as stated in the Development Specification Document (DSD). The DSD should be read alongside both the Parameter Plans and Design Code for further guidance on the land uses that might come forward within any Phase, Block or Zone. The precise quantum of each land use to be delivered per Development Zone will be secured at Reserved Matters Application stage on a phased/ Development Zone basis and will need to be in accordance with the PA2 schedule and Development Zone floorspace schedules in the DSD.

8.66 With regards to Town Centre (Class E excl offices), Community (Class F), Sui Generis and Office (Class E) uses, the following Provisions are set out in the DSD:

Use Class	Development Zones 1 & 2 (GEA)	Development Zone 3 (GEA)	Development Zone 4 (GEA)	Development Zone 5 (GEA)	Development Zone 6 (GEA)	Development Zone 6A (GEA)
Class E + F (Town Centre Uses)	Up to 3,900 sqm	Up to 5,400 sqm	Up to 3,050 sqm	Up to 1,500 sqm	Up to 200 sqm	0 – 300 sqm
Class E (Offices)	0 - 32,700 sqm	0 sqm	0 - 40,000 sqm	0 sqm	0 sqm	0 sqm
Sui Generis (Bars, Pubs & Hot Food Take-Away)	0 - 2,250 sqm	0 - 2,250 sqm	0 - 2,250 sqm	0 - 1,500 sqm	0 – 200 sqm	0 – 300 sqm
Sui Generis (Music Venue/Cinema)	0 sqm	0 - 1,500 sqm	0 - 1,500 sqm	0 – 1,500 sqm	0 – 1,500 sqm	0 sqm
Multi-Storey Car Park (MSCP)	0 sqm	0 sqm	0 sqm	0 sqm	Up to 685 spaces (OR)	0 sqm

					0 – 96 Car Spaces	
Nursery	0 sqm	0 sqm	0 sqm	0 sqm	0 sqm	0 – 1,000 sqm
<u>Minimum</u> Town Centre Use Class E and F and Sui Generis (Bar, Pub & Take-Away)						
Class E, F and Sui Generis	2,075 sqm	1,800 sqm	1,000 sqm	500 sqm	125 sqm	No minimum

Fig 26: Minimum & Maximum Floorspace Permitted

- 8.67 The additional complementary uses, of which a maximum provision is made for in the outline application is welcomed, as it would help to create a more vibrant and attractive town centre by providing more reasons to be visited by residents and visitors, including new residents within the development. The new town centre and leisure uses will need to be provided within high quality modern buildings which could constitute an upgrade to the quality of some of the existing out-dated shopping and eating/drinking facilities.
- 8.68 Notwithstanding the provision of new floorspace within the development, the proposals result in the reduction of between 42,283 sqm Class E Town Centre Use floorspace (if the minimum 5,500 sqm is re-provided) and 35,783sqm (if 12,000 sqm is re-provided) in the development. The proposals could also result in the loss of 6,458 sqm Class E (office) floorspace if 0sqm of office floorspace is delivered. The proposals could also result in the loss of circa 2,797 sqm (Cafes & Bars) and 6,870 sqm (cinema) if the minimum 0sqm is delivered through the outline permission.
- 8.69 There are also a number of different permutations of land uses within each Development Zone which could result in less traditional town centre retail style uses coming forward within key parts of the site. The DSD should be read alongside the Land Use Parameter Plans and Design Code which require the provision of town centre uses within key frontages within the Development Zones. The Land Use provisions in the parameter plans have been designed to respond to the adjacent Character Area Parameters Plan which identifies 90% town centre (and sui generis (bars/pubs) uses) on the High Street frontages (in DZs 2B, 4 and 5) and the frontages within the DZs adjacent to the Town Square (to DZ 1, 2A and 2C) listed as Category 1 Frontages. Category 2 Frontages comprise predominantly town centre (including sui generis (pubs/bars) uses require a minimum 70% of the frontage to contain these land uses are positioned on other important parts of the site within specified Development Zones. These controls coupled with the minimum floorspace provisions for town centre uses (including sui generis bars/pubs and hot-food take-aways) provide the Council with sufficient control to ensure an acceptable level of town centre uses can be delivered within the Development, whilst providing active and vibrant mixed-use streets within the key parts of the site.
- 8.70 It should be noted that the illustrative scheme provides in excess of 7,500 sqm of town centre uses which falls in between the 5,500-12,000 sqm (including sui generis Bars, Pubs and Other Uses) range stipulated whilst providing substantial compliance with the land use parameters plan. This demonstrates a more realistic level of town centre uses which is more likely to come forward than the minimum provisions identified within each DZ in the DSD. A combination of the additional planning controls set out in the parameter plans, DSD and Design Code will ensure the Council retains sufficient scope at the reserved matters phases in order to exceed the minimum provisions set out in the outline application.
- 8.71 It is considered that the essence of Local Plan Policy S1 (Retail Hierarchy) is up to date, which is to require a town centre ‘sequential’ approach when considering new

retail proposals. However, when taken as a whole alongside the Core Policy 6, this Local Plan Policy is considered to be out-of-date given the Council's Spatial Strategy does not consider Slough town centre to constitute a Sub-regional centre. Policy S8 (Primary and Secondary Frontages), Policy S9 (Change of Use A1 to A2), Policy S11 (late night Leisure Uses in Slough Town Centre), Policy S12 (Change of Use A1 to A3) and Policy S14 (Amusement Centres) are broadly out of date as they are superseded by the Use Classes Order 2020 which permits most of the changes without planning permission. These policies are afforded minimal weight given the Use Classes Order provisions.

Sui Generis Town Centre Uses

8.72 Local Plan Policy S16 (Town Centre Leisure Uses) states that:

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

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

8.73 The loss of a major leisure facility such as the cinema, without an appropriate replacement, is considered to be contrary to this policy. However, with appropriate re-provision of a cinema or an alternative town centre leisure use (such as a music venue) within the development, the conflict would only be considered minor. The emerging evidence base to the Spatial Strategy set out in the Slough Regeneration Framework requires the re-provision of the existing cinema within any redevelopment.

8.74 This adopted policy is given full weight which resists the loss of the leisure uses. This is consistent with the emerging evidence base which is also supportive of the re-provision of the existing facility (although afforded very limited weight). It is considered that the applicant has not sufficiently justified the proposals (which do not guarantee any town centre sui generis leisure uses) against this policy. To respond to this concern, the applicant has agreed to enter into a s106 obligation which secures a commitment to actively market the site to secure provision for Town Centre Leisure uses which could include a cinema, and/or music venue of up to 1,500sqm. In the event that the applicant demonstrated to the satisfaction of the local planning authority that they have not been able to secure re-provision of a cinema or another town centre leisure use, then the developer will not be required to implement this land use within the outline application site. The conflict with this policy weighs against the proposal which is concluded in the planning balance at the end of this report.

Summary on Principle of Development

8.75 Notwithstanding the potential loss of a significant amount of existing floorspace, the proposed provision for the stated range of land uses is broadly supported at this outline stage, although there remains uncertainty about the minimum provision of the complementary uses which may come forward. The outline application seeks to ensure flexibility is afforded to the future phases of development to allow the uses to respond to the need at the time. Whilst officers accept it is important to build in an element of flexibility in the planning application, the absence of a minimum level of complementary sui generis and leisure floorspace could result in a narrower and less sustainable mix of uses than afforded within the town centre at present. Notably, the proposed application does not guarantee the re-provision of the cinema which currently is located

in the heart of the town and provides a key leisure use. The proposed development could result in there being no cinema within the town centre and therefore a loss of an important leisure facility. The uncertainty over the minimum level of complementary uses being secured in the outline application, which may result in no uses of these types coming forward and/or a loss of existing leisure uses amounts to some harm and weighs against the proposal, in the absence of further controls which seek to maximise efforts to ensure the re-provision of/and improvement of sui generis or Class F uses.

- 8.76 The proposed development seeks to redevelop the site to allow an acceptable level of town centre floorspace within the Use Class E and F Range in addition to sui generis (bars, pubs and hot food take-aways) uses. The parameter plans show the indicative locations for the potential sui generis town centre leisure uses which are within acceptable zones within the site. Providing the floorspace and units are well designed at the reserved matters stages in accordance with the detailed design codes, the proposed development would be capable of supporting a range of land uses with flexibility to respond to market conditions which are appropriate within the town centre in planning terms.
- 8.77 The proposed loss of a substantial amount of town centre retail floorspace within the Queensmere Shopping Centre is neither supported nor prohibited by the adopted planning policies within the Core Strategy or the Local Plan. The loss of the cinema and absence of its re-provision within the development would result in a conflict with Core Policy 6 (Retail, Leisure and Community Facilities) and Local Plan policy S16. This carries some negative weight in the planning balance.
- 8.78 The proposed loss of a substantial employment generating floorspace in the event no office floorspace is developed could conflict with the aims of Core Policy 5 (Employment) also states that 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. To address this, s106 obligations outlined in the report are secured to ensure that opportunities for local employment are maximised.
- 8.79 In conclusion, the potential (significant) loss of employment floorspace and loss of cinema carry moderate harm in the planning balance and weigh against the proposal. Notwithstanding the conflict with Core policy 6 and Local Plan policy S18, in Land use terms, however, the proposed mix of town centre, residential, office and sui generis uses would be considered to stimulate economic growth and reverse the decline in the town centre and this would comply with the aims of the NPPF of building a strong economy and ensuring the vitality of the town centre, to which significant weight should be attached.

9.0 Housing Mix and Type

- 9.1 The proposed development includes the demolition of 28 residential dwellings located within the various upper floors within the High Street properties on the application site. The loss of residential uses is considered to be acceptable given the substantial increase in residential uses at the site.
- 9.2 The application does not seek the approval for a fixed housing mix. Instead, the QM OPA seeks flexibility on what housing mix could come forward at the RMA stages, therefore allowing the RMAs to respond to market demand, policy and housing need at the point they are submitted. A Planning condition is recommended which requires (amongst other reserved matters submission content requirements) the details of the

dwelling mix and sizes to be included within the reserved matters submissions which would be considered at this more detailed stage. An Illustrative Scheme has been drawn up to assist officers with the consideration of the principles of the outline application and this proposes the below indicative housing mix.

No. of Bedrooms	Illustrative Mix
1 Bed 1 Person	14%
1 bed 2 Person	31%
2 Bed 3 Person	15%
2 Bed 4 Person	34%
3 Bed 5 Person	6%

- 9.3 This equates to 45% one-bedroom units, 49% two-bedroom units and 6% three-bedroom units. This illustrative housing mix is considered to reflect the typologies of dwellings suitable for the town centre and has been informed through a combination of local market advice and a review of recently consented schemes in Slough Town Centre. The proposed development will be required to provide accessible accommodation, with 5% of units meeting the M4(2) / M4(3) requirements (ie: Wheelchair Accessible Units) and this would be secured by condition. It is recommended that all Development Zones and Blocks (where applicable) provide a minimum 5% to avoid a shortfall at any stage in the construction and implementation.
- 9.4 The Applicant's Planning Statement references the data used to inform the Slough Regeneration Framework (SRF) which suggests that there is "market demand" for 'higher density, flatted development in the town centre, with the prospect of lower density, larger homes in more peripheral locations'. The SRF notes that *as a result of its excellent connectivity, Slough has become a very popular and affordable location for young professionals, leading to demand for flatted accommodation and smaller units*. This approach is taken forward into the emerging Preferred Spatial Strategy, which states that 'the vast majority of new residential development coming forward in the Centre of Slough and elsewhere will be flats'.
- 9.5 Noting the lower % of larger 3 bed plus units, officers consider that principle of providing primarily one and two-bedroom flats in this town centre location would be supported by the adopted Local Development Plan, as the Core Strategy notes in its explanatory text (para 7.56) that whilst the council will seek a mix of accommodation within the town centre, it recognises that the ability to deliver a mix will be limited within high density sites and that the main supply of new family housing will have to come from elsewhere in the borough.
- 9.6 Therefore, although the illustrative mix of dwellings provides lower percentages for larger dwellings, the predominantly flatted form of smaller 1 and 2 bed units is appropriate in the town centre and is broadly consistent with elements of Core Policies 3 and 4. Officers consider there is sufficient flexibility built into the OPA to allow for a range of residential typologies to come forward, including private market sale and Built to Rent (BTR). The final mix will be included for determination as part of future RMA submissions. Notwithstanding the future dwelling mix within the potential reserved matters submissions, the dwelling mix is of neutral weight in the planning balance at this stage.
- 9.7 The Outline application includes scope/flexibility for up to 20% of the residential accommodation to be brought forward in the form of housing for the elderly population (Use Class C2). The exact mix and quantum of C3 and C2 housing will remain flexible

as part of the OPA, with details to be submitted for approval at the RMA stage. It is noted that the proposals do not secure a minimum level of C2 accommodation and so, in light of this the provision of additional weight in the planning balance by virtue of providing a sustainable mix of accommodation for a variety of needs cannot be afforded at this stage.

- 9.8 Notwithstanding the weight attributed, the principle of providing a significant quantum of both C3 (with up to 20% C2 use) residential accommodation in the town centre is supported by policy as the NPPF supports the delivery of a variety of housing types to support local housing need and Local Plan Policy H22 (Elderly Persons, Nursing and Care Homes) sets out that housing for the elderly will be supported in appropriate locations with good access to local facilities and transport links, such as the town centre. Although the proposals are capable of demonstrating consistency with elements of the Council's Core Housing policies in terms of mix, type and location (with the exception of the provision of affordable housing), the weight given to Core Policies 3 and 4 is tempered due to the broadly out-of-date nature of the policies and due to the substantially higher housing needs for Slough as calculated by the Housing Needs Test (2021). The lack of a 5 year housing supply triggers the need tilted balance in the NPPF (as set out in paragraph 11). Limited weight is afforded to Core Policy 3 with moderate weight afforded to Core Policy 4 noting that this is also not fully consistent with the NPPF policies relating to affordable housing.

10. Affordable Housing

- 10.1 Core Policy 4 (Type of Housing) also sets out the affordable housing policy in the Core Strategy. This states that:

"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."

- 10.2 This took account of the affordable housing target in the then draft South East Plan of 35%. It also took account of a level of need in Slough identified in the Strategic Housing Market Assessment (2007) and reflected the proportion of affordable housing that was being achieved at the time.

- 10.3 Paragraph 7.62 of the Core Strategy recognises that the proportion of affordable housing that will be sought may vary depending upon the size and nature of the site. It does not, however, contain a specific viability test within the policy.

- 10.4 NPPF para 65 states:

"Where major development involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the total number of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area"

- 10.5 The Council's affordable housing guidance is contained in the 'Developer Contributions & Affordable Housing (Section 106)' document, dated September 2017. This requires 40% affordable housing as a 'normal requirement'. The affordable requirement is then split between different tenures, with 62.5% of the overall requirement being for low cost rented housing and 37.5% for Intermediate housing on brownfield sites. The Council's guidance outlines an exemption approach for brownfield sites where viability has been identified as an 'issue' by agreement, permitting a reduced overall requirement of 35% affordable housing, which is then again split 62.5% low cost rented and 37.5% Intermediate. The Council further sub-

divide the low-cost rent requirement, requiring between 22.5% and 24% (depending on whether it is 'normal' or a 'viability issue' application) as 'Slough Affordable Rent' and the remainder as 'Slough Living Rent.'

- 10.6 The Developer Guide notes that *"if a development, supported with a viability assessment, is agreed without being policy compliant re affordable housing policy it should be noted that the Section 106 planning obligation will include a review mechanism i.e. viability would be re-assessed at a later date"*. The Developer Guide notes *"For very large multi phased developments over many years. The review would establish if development values rise above development costs after permission is granted such that more affordable housing or an equivalent payment could be provided. Any additional affordable housing or payment justified by the review would take account of developers return for the site and be capped at the normal policy compliant level"*.
- 10.7 The transitional arrangements set out in the Written Material Statement and Planning Practice Guidance confirm that the *First Homes requirement will not apply to sites with full or outline planning permissions already in place or determined (or where a right to appeal against non-determination has arisen)* before 28 December 2021 or applications for full or outline planning permission where there has been significant pre-application engagement which are determined before 28 March 2022. In the case of this submission, the statutory date expired on 21st February 2022 and a right to appeal has arisen. Therefore, for this reason, the First Homes policy does not apply to this planning application for outline planning permission.
- 10.8 The proposed development includes provision of 12.5% of all housing provided within the first Phase of Development to be affordable housing, subject to this not falling below a minimum 75 x dwellings. The proposed tenure comprises either Discount Market Rent (DMR) or Discount Market Sale (DMS) intermediate dwellings. No affordable housing is proposed within the later phases unless required by way of viability reviews. The tenure of the proposed affordable homes is to be provided as Intermediate housing, flexibly defined as either a sale-based product (e.g. Shared Ownership, Discount Market Sale, First Homes etc.) or rent based products (Discount Market Rent, Rent Plus etc).
- 10.9 The affordable housing provisions fall well short of the minimum policy requirements and so the applicant has sought to justify the proposals on the basis of the Financial Viability Appraisal (FVA). The Council has appointed an independent consultant to review the FVA in order to validate the conclusions and to advise the local Planning Authority on whether the proposals are providing the maximum reasonable level of affordable housing, or if they are capable of delivering additional affordable housing. The Applicant has tested the illustrative development scheme for the purposes of appraising the viability which Officers and BPS consider to be a reasonable approach noting that the Max office scenario is not considered to generate as much return as the residential development scenario.
- 10.10 The Council's Advisors (BPS) have reviewed the Financial Viability Assessment prepared on behalf of the applicant which concludes that the proposed scheme generates insufficient returns in order to justify providing any additional affordable housing contribution.
- 10.11 Based on the information provided by the Applicant, BPS have concluded that the scheme delivers a marginally improved IRR compared to the Applicant's consultant's conclusion, but this would be still well below the Return target sought and still shows the scheme to be substantially in deficit. The below summary table is included within

the BPS Report and the Applicant's Executive Summary which in summary form, demonstrates the positions of the Developer's consultant (DS2) and the Council's Advisors BPS.

Input	DS2	BPS
Private Residential Values		Agreed
Market sales rate		Agreed
BTR rental value		50p psf increase
BTR Yield	4%	3.75%
Parking	£15,000 / space	Agreed
Affordable Housing		Agreed
Retail Rents	£15-£25 psf	£25 psf
Construction Costs		£8.5m reduction
Developers contingency	3%	Nil
Agents & Marketing fees respectively	1.5%	1%
Other costs		Agreed
Target IRR	15%	14%
Phases 2 and 3 construction duration (months)	36 & 42	30 & 31
BTR & Commercial timing	After void	On completion
Benchmark Land Value	£10,845,000	Nominal
Surplus / Deficit	-£158.6 million	-£81.8 million
Achieved IRR	-0.15%	2.28%

Fig 27: FVA Summary

10.12 The Council's Consultant further advises that:

Clearly from the information provided, the Queensmere Shopping Centre appears to be a deteriorating investment with empty property costs exceeding existing rental income. Its future potential for growth is also impacted by continued loss of traditional retail sales to online competition. The presentation of a partly let centre will act as a deterrent to both prospective new retailers and shoppers alike. Against this backdrop investment in refurbishment or re-modelling would be difficult to justify and only further contributes to the deterioration of the Centre's appeal.

Given this backdrop fundamental redevelopment offers considerable opportunities for not only creating new investments with a positive growth potential but also realising considerable developer profit and value generative potential from a large Town Centre site. Under these circumstances and noting the development's scale it has the ability bring transformative change to the Town Centre which could realistically generate positive net growth in achievable values, which we note are already to some extent incorporated within the assessment of anticipated residential values

10.13 Officers consider that the advice from BPS is clear in that the scheme currently presents a shortfall in affordable housing delivery as well as profitability, but they advise it is reasonable to consider that the prospects of improving both positions should be tied to growth potential which may yield opportunities to review the return

later in the implementation of the development. The Council's Advisor recommends the potential for growth could form the basis for the terms of later stage viability review provisions which would be timed to ensure the Local Planning Authority are able to review the viability during the implementation stages to verify whether there is any early growth within the early phases/development zones and to review the later phases to ensure opportunities for growth in values have occurred.

- 10.14 The Applicant and Council have agreed that it would be fair and reasonable for two x review mechanisms to be secured within the s106 agreement as planning obligations to provide further opportunities to maximise the provision of additional affordable housing. The Review Mechanisms are proposed on an open book basis, with the Local Planning Authority and its advisors having an opportunity to review actual evidence of sale, costs and fees to have arisen following a 'look back' of earlier phases.
- 10.15 In accordance with the Council's Developer Guide, the Council and Applicant agree that the final Development Zone could deliver an above planning policy compliant affordable housing provision (within the final zone) of up to 50% subject to the tenure, design and dwelling mix. It is agreed that the first review (of Phase 1) would translate any surplus (above an agreed target threshold return) into a financial Payment in Lieu of on-site provision. This is acceptable to SBC given the uncertainty over the timing for delivery of the later phases of development.
- 10.16 Subject to viability review, in the Max Office/Min Residential Development Scenario (up to 40,000 sqm office + 950 homes), the late-stage review mechanism (of the final DZ) could result in the provision of up to 19% (approx.) of the total number of dwellings within the development being affordable (subject to review mechanism) on the basis of the indicative quantum in the illustrative scheme.
- 10.17 In the Max Residential/Min Office Development Scenario (up to 1600 homes + 0sqm office) the proposals could deliver up to a 12% (approx.) of the total number of dwellings being affordable (on the basis of the illustrative scheme), subject to the outcomes of the late-stage review (carried out at towards the end of the development).
- 10.18 The Council and Developer has engaged in discussions on the more specific details of the review mechanism fundamentals and re-appraisal form. The nature of these form the basis for on-going discussions to review the viability of the development post permission, if the committee resolves to approve and planning permission is issued and implemented.
- 10.19 In conclusion, notwithstanding the proposals conflict with Core Policy 4 and para 65 of the NPPF, the proposals include provision of a 75 x affordable homes which is over and above what the viability suggests could be supported. This provision is welcomed along with the review mechanisms which grant SBC further opportunities to review the development during construction whilst not deterring the developer(s) from bringing forward the scheme. The proposals could yield a maximum provision of up to 19% affordable housing subject to late-stage review. The reviews would also consider the impact of potential grant/funding in order to realise additional on-site affordable, or off-site financial contributions towards delivery of affordable housing in Slough. Officers consider the affordable housing proposals represent a fair affordable housing offer and this is capable of being afforded some moderate weight in the planning balance, in light of the current reported and verified viability position and therefore their inclusion adds to the sustainable mix of accommodation within the town centre.

11.0 Design and Townscape

Policy Summary and Emerging Design Guidance

- 11.1 Saved Policy EN1 requires development proposals to reflect a high standard of design and must be compatible with, and/or improve the surroundings in terms of layout, scale, height, architectural style and materials. Policy CP1 of the Core Strategy states that 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. Policy CP8 of the Core Strategy states that 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.
- 11.2 Policy CP8 defines High Quality Design as to: 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. Policy CP8 requires that 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.
- 11.3 The NPPF (2021) states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. It advises that decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
 - f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

National Model Design Code

- 11.4 The NPPF recommends that all Local Planning Authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design

preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high-quality standard of design. Design guides and codes can be prepared at an area-wide, neighbourhood or site-specific scale, and to carry weight in decision-making should be produced either as part of a plan or as supplementary planning documents. Landowners and developers may contribute to these exercises but may also choose to prepare design codes in support of a planning application for sites they wish to develop.

- 11.5 In the case of the QOPA, the developer has opted to prepare a comprehensive set of Design Codes and Guidelines in accordance with the guidance set out in the NPPF. The NPPF is clear that design codes and guides should reflect local character and design preferences and design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Para 133 of the NPPF supports LPAs utilising Design Review Panels and taking account of the recommendations and outcomes of these processes.

Local Design Guidance and Evidence Base

- 11.6 The Site is identified in the Core Strategy Strategic Site Allocations DPD as site 14 (SSA14). The SSA14 includes a range of key planning and design requirements that redevelopment proposals should follow (as set out earlier in this report).
- 11.7 A number of the SSA14 principles are followed through into the scheme. Some of the design guidelines are considered to be out-of-date for the reasons set out earlier in this report. Some of the principles are in the process of being superseded by the emerging Local Plan evidence base highlighted in the Centre of Slough Interim Planning Framework (2019) and the (SRF) Slough Regeneration Framework (2020) which Slough Borough Council have adopted as evidence in order to provide direction in the preparation of the emerging Development Plan.
- 11.8 The SRF identifies the Queensmere Shopping Centre as part of the wider Observatory & Queensmere Site with the potential capacity for a Minimum of 1,000 residential dwellings, Minimum 50,000 up to 200,000 sq m offices, Minimum 10,000 sq m retail and Minimum 5,000 sq m leisure (inc F&B/cinema). Officers note that the SRF forms part of the evidence base of the Emerging Local Plan, and although informative and evidenced, it does not comprise part of the current adopted Statutory Development Plan for Slough. The status of this document requires the decision maker to afford only very limited weight to the guidance when coming to a view on the proposals. In absence of adopted design or planning guidelines within Supplementary Planning Briefs/Area Action Plans for the site, officers view the design requirements set out in the SRF and Interim Planning Framework as providing informative technical evidence which has informed, rather than led the Council's position in the pre-application negotiations with the Applicant in order to agree on a potentially appropriate form of development, with other statutory and up-to-date design policies and guidance taking precedence. Therefore, some regard (albeit very limited weight) is afforded to this guidance.
- 11.9 The SRF sets out the following design/land use/planning principles **(the bold text identifies the guidance which officers consider to be critical to the proposals)**.
- Establishment of a **mixed-use quarter on this large and prominent site** within Slough's urban core;

- Towards the southern edge of the site development to front onto High Street **defining this main street with retail uses at ground floor but with residential uses above;**
- The east of the site to be established as a **new residential quarter;**
- The **layout of development on the site to be permeable with new south to north links extending Church Street, Park Street and Alpha Street through the site to Wellington Street.** A network of smaller streets, lanes and squares to provide a choice of routes through the area that encourages shoppers to step off the High Street to explore. These streets to have **active ground floors, predominantly with retail use but also including a food and beverage, leisure and cultural offer;**
- **Pedestrian links and connectivity to extend westwards to integrate the site with The Curve and the Church of Our Lady Immaculate and St. Ethelbert.** Further food and beverage uses could be provided in a new space that responds to the eastern entrance to The Curve;
- The **site should include a cinema use** replacing the existing tow cinema in the Queensmere site. The ideal location would be on a publicly visible site on Wellington Street;
- A strong north to south pedestrian route to be established on Brunel Way connecting Slough Central and the wider town centre with the railway station. A direct and broad pedestrian crossing facility should be provided on Wellington Street to facilitate the best possible movement across the street. **The north to south route to extend through the site to High Street and beyond to Church Street;**
- **A new predominantly hard paved Town Square to be provided on this axis.** This 'Civic Square' to provide a space to congregate in the centre and a focus for activities and events in the centre. Active ground floor uses to be provided in the buildings that surround and enclose the space on all edges with potential to establish a focus for food and beverage uses;
- Whilst good visual and spatial links from the space to Wellington Street should be provided proposals should avoid opening up too much of the civic space to the impacts of traffic on the main street. A sculptural element could be used to draw people from the station to the civic square and CBD;
- **Development to respond to the scale, height and massing of its surroundings to the south and west but with the opportunity to establish a new character and scale on the northern part of the site;**
- Along the **northern edge of the High Street buildings should be six storeys in height but with potential to step upwards to heights of typically eight to twelve storeys to the north.** The office buildings on Wellington Street, with their greater floor to floor heights could be of even greater scale (up to 14 office storeys);
- **Building height should step downwards close to the Church of Our Lady Immaculate and St. Ethelbert to respect its setting;**

- The **office buildings should establish a clear building line to Wellington Street** and with office entrances located on the main street;
- The environment throughout the **development to be pedestrian focused** with buildings set in a **high-quality public realm that includes areas of planting and semi-mature tree planting**;
- Opportunity should be taken to utilise the roofscape for amenity with landscaped roof gardens located on the tops of buildings. The general arrangement of building height stepping upwards from south to north means that views southwards towards Windsor Castle can be maximised. A public viewing area should be provided allowing wider appreciation of these views;
- **Car parking should be provided either below ground or with in a multi storey structure.** The site currently incorporates two multi-storey car parks serving the town and some car parking spaces should be provided to serve shoppers in the town. Parking provision for offices should be available for wider use at weekends and in the evening; and
- The impact of car parking and servicing on the streetscape must be minimised and wherever possible.

The Applicant's Overall Vision for the Development

11.10 The Applicant's overarching vision for the QM OPA is set out in the following guiding principles (identified in the DAS);

- Create a genuine point of difference from other Thames valley Town Centres by providing a new heart to Slough that is distinctive and attractive to locals, new residents and visitors alike.
- Adopt a flexible and resilient approach so that future RMAs are able to adapt to future needs & demand.
- Provide a smartly sustainable Town Centre that encourages sustainable modes of transport and incorporates sustainable features.
- Nurture a sense of pride and loyalty by providing a well-designed Town Centre with a strong sense of place that local people enjoy using and are proud to call their home, and;
- Increase confidence in Slough by providing facilities that make the Town Centre a successful and attractive place for commerce that increases spending, investment and the prosperity of the wider town.

11.11 The following site-specific design features have been determined as being fundamental to the success of the development and these design principles are enshrined within the documents submitted for approval within the outline planning application in addition to the various supporting advisory and illustrative documentation.

- Provision of a new strengthened connection to/ from the train station and existing High Street.
- Provision of a new 'Town Square' that is a destination for local residents, visitors and employees at the heart of the Town Centre adjacent to The Curve and Church of Our Lady Immaculate and St Ethelberts.
- Respect and 'key into' existing context.
- Provision of high quality and generous public realm.

- Re-mapping of historic routes.
- Stitching of proposed new streetscape into existing wider urban grain.
- Respect key views towards local assets and along key pedestrian routes.

11.12 It is considered that some of these key masterplanning principles have been taken forward in the Parameter Plans & Design Codes that accompany the application, and some are reflected in the Illustrative Scheme.

11.13 The extent to which these guiding principles are followed through are contingent on the outline planning application setting an appropriate planning framework of design controls for future detailed reserved matters to follow. The above key masterplanning principles are reviewed in the following paragraphs acknowledging the appropriate Development Plan policies in the Core Strategy, Site Allocations Document DPD, Local Plan and guidance set out in the NPPF, National Model Design Code, and where relevant (but appropriately weighted), the emerging Development Plan policy evidence-based studies and interim planning framework.

Outline Form Summary

11.14 A comprehensive description of the form of the application is contained in section 5 of this report. It should be re-stated that the planning application is seeking outline permission for the overall 'principles' of development which would inform the precise details and nature of the individual zones of development to be brought forward at the detailed reserved matters stage. Given the proposed application covers a significant area of the town centre, a comprehensive set of parameter plans have been prepared alongside design codes to enable the Local Planning Authority to assess the overall design principles, in the context of an emerging masterplan for the site. The Applicant and Local Planning Authority have sought to test and review a range of potential development scenarios and the scope of planning controls within the parameter plans, design code and Development Specification Document, including the consideration of an illustrative form of development within the Illustrative Scheme (discussed in section 5 of this report and assessed below.)

11.15 In Design terms, the outline form of the proposals is framed within the maximum parameters in terms of Development Zone maximum heights, maximum DZ boundaries, Balcony Oversailing Zones, Height differentials (within each DZ) and areas whereby splayed corners or viewing corridors are to be safeguarded. The outline form does not cover building typology, building footprint, architectural character or plot widths/frontage articulation or other detailed design matters. Some design guidance is offered on these elements as non-mandatory advice. Mandatory Design codes are proposed to cover the variety of public realm, spaces and routes in order to respond to the character area parameter plans and town centre land use plans. These documents form the basis for approval and set the framework for future reserved matters submissions and detailed design.

11.16 Overall, officers consider the extent of details in the outline application and the future controls has been widened during the course of the submission to respond to officer and DRP feedback. In particular, site wide parameter plans have been proposed which provide further detail on the pedestrian/vehicular movement, access/egress and circulation; minimum areas for the key public spaces (including the Town Square, Local Park, Heart Space and Urban Park) are guaranteed (within a site wide public spaces parameter plan), town centre uses with High Street standard [Category 1] active

frontages are confirmed within the DZs with High Street facades and Town Square facades (whereby no less than 90% should contain town centre uses); other major routes and parts of the site which contain predominantly town centre uses [Category 2] with active frontages occupying no less than 70% of the façade containing town centre uses are confirmed within the parameter plans AND; controls are afforded in parts of the site whereby it is necessary to splay frontages within the corners (as a result of poor pedestrian visibility or in order to safeguard key viewing corridors). The controls which have been secured through the planning process also build in an element of flexibility to allow for the form of development to adapt to the needs at the time, detailed proposals are to be prepared. More measurable design coding is proposed to set higher standards of public realm design and landscaping which is welcomed by officers.

- 11.17 In summary, the outline form of the application and extent of the controls within are considered appropriate for the type of planning permission which is sought (outline). Officers consider, alongside the parameter plans, DSD and design code, that the planning conditions and s106 obligations provide appropriate additional mitigation and planning controls at the reserved matters to control and require the detailed form of development is of a suitable high standard of design. The future phases of development, which would form the subject of reserved matters submissions would require consideration by the Slough Planning Applications Committee (for each DZ, Building or Building(s) and/or External Spaces) due to the scale and quantum of development. The LPA therefore retains sufficient control over the quality of development post outline planning stage.

Design Review Process

- 11.18 The applicant carried out three separate formal presentations of the proposals to Design Southeast which comprises the Berkshire Design Review Panel (DRP). DRPs 1&2 took place prior to submission of the planning application on the 30th March 2021 and 20th September 2021. The third DRP took place on 16th August 2022 after the application had been submitted to the Council once revised plans and information had been lodged.
- 11.19 The Design Review Panel concluded the following points (summarised);
- The scheme has improved since the second Design Review, and we are supportive of the principles contained in the illustrative masterplan. This is a unique opportunity to reshape the town centre for the benefit of future generations. To enable this, the design code should promote positive change where it is needed, for example on Wellington Street. It should build on the principles described in the illustrative material and define the proposal as unambiguously as possible so that the local authority understands what is being proposed.
 - The scheme must provide the authority with the tools it needs to ensure the promise of the proposal is delivered and be sufficiently robust to be used in the assessment of reserved matters applications. Based on the presentation and the examples of the code shown, we think further development is required to deliver a document that meets these objectives.
 - The following details are lacking, and it is recommended (by the DRP) that the Design Code should be strengthened. The DRP would welcome the opportunity to review the design code in full and to be engaged in the review of reserved matters applications. Key recommendations;

- If the local authority remains concerned as to the adequacy of the design codes submitted, agree a mechanism through which a more detailed code can be developed prior to the submission of reserved matters applications and against which they can be assessed.
- Code for places rather than character areas and give more thought to Wellington Street.
- Proactively engage with highways, provide greater clarity on the movement hierarchy and include a technical chapter covering the details that will govern the final character and quality of the streets and public spaces.
- Include sustainable urban drainage and biodiversity strategies and demonstrate how these inform the design code.
- Include a family of sections and palettes to define the character of public spaces and develop an estate wide management strategy.
- Make use of a greater range of parameters to deliver the variety in built form shown in the illustrative material

11.20 The Applicant submitted a Revised set of Design Codes to SBC in September 2022 which seek to address both officer and DRP feedback.

11.21 There is some tension between the application material submitted as part of the design code and parameter plans and the efforts to set design standards to be achieved at the detailed design stage. Officers are aligned with the DRP in terms of the need to code for places, as opposed to character areas or Development Zones and that a more detailed approach to the design codes are required to provide the LPA with the necessary comfort that a high-quality scheme can be delivered at the reserved matters stages. The approach proposed by the Applicant leaves much detail for the reserved matters to solve and this includes important design detail such as architectural forms, building height variations, private/communal amenity space design, frontage rhythm/plot widths, roof set-back forms/designs, entrances, back-of-house/servicing functions, balcony form, street and footway designs etc. The Applicant has not sought to provide this detail at this stage as it considers these measures would unduly constrain the intended flexible approach to the development.

11.22 Broadly, the revised mandatory design codes (submitted in September) provide further detail to assist with the consideration of reserved matters in setting additional design quality standards and controls, particularly in respect of landscaping and public realm. The Design Code needs to be read and implemented alongside the information required within the planning conditions which have been drafted to ensure that where high quality materials, landscaping, public realm design, street furniture, signage, lighting, traffic signs and surface materials are referred to in the outline illustrative/indicative images in the Design and Access Statement and Design Code, these are reflected in the detailed application submissions to avoid the quality being watered down at a later date.

11.23 The design code for the building typologies and architecture does not presently contain some detail that the DRP and LPA are seeking but has accepted that a future Design Review (of the DSE DRP) would take place once a more detailed comprehensive design code is produced post outline stage. It is currently envisaged this would take place in advance of the first reserved matters submission and that the scope of the review would be set out in a s106 planning obligation and detailed planning condition.

It is advised that the scope and content of the subsequent Detailed Design Codes follows the advice provided by DSE as summarised above.

- 11.24 In summary, officers consider that the levels of control within the application coupled with the planning obligation securing a further Design Review of the detailed Design Code would provide a satisfactory level of planning control for this outline planning application (where all matters are reserved). The Applicant has provided further necessary detail within the parameters which addresses the need for further side wide masterplan principles to be embedded in the consent if it is granted planning permission. In addition, the design codes and supporting design guidance set out in the DAS provide examples which demonstrate how by applying the outline standards set out in the parameter and design coding that a high-quality development is capable of being delivered at the reserved matters stage.

Outline Circulation, Movement and Routes

- 11.25 It is considered that the proposed linkages and connections that site has with the surrounding context have been significant drivers in the establishment of the masterplan layouts. Proposed pedestrian routes have aimed at stitching together natural desire lines (where possible) from all directions in the surrounding streetscapes. Improvement of north/south connections has been particularly important since the existing shopping centre prohibits a direct route connecting the Station to the High Street. It is proposed that this new connection will be a 'primary route' that complements and enhances the existing primary High Street thoroughfare. Other secondary pedestrian routes will be provided in addition to ensure new residents and the wider community can gain safe and direct access to and from the High Street.
- 11.26 The movement parameter plan indicated that the scheme would create a clear hierarchy of pedestrian, cyclist and vehicle routes that improve permeability through the site and avoid conflict, prioritise pedestrian movement and minimise vehicular movement.
- 11.27 The below extract is taken from the DAS which indicates the hierarchy of routes, enshrined within the site-wide movement, composite and land use parameter plans:

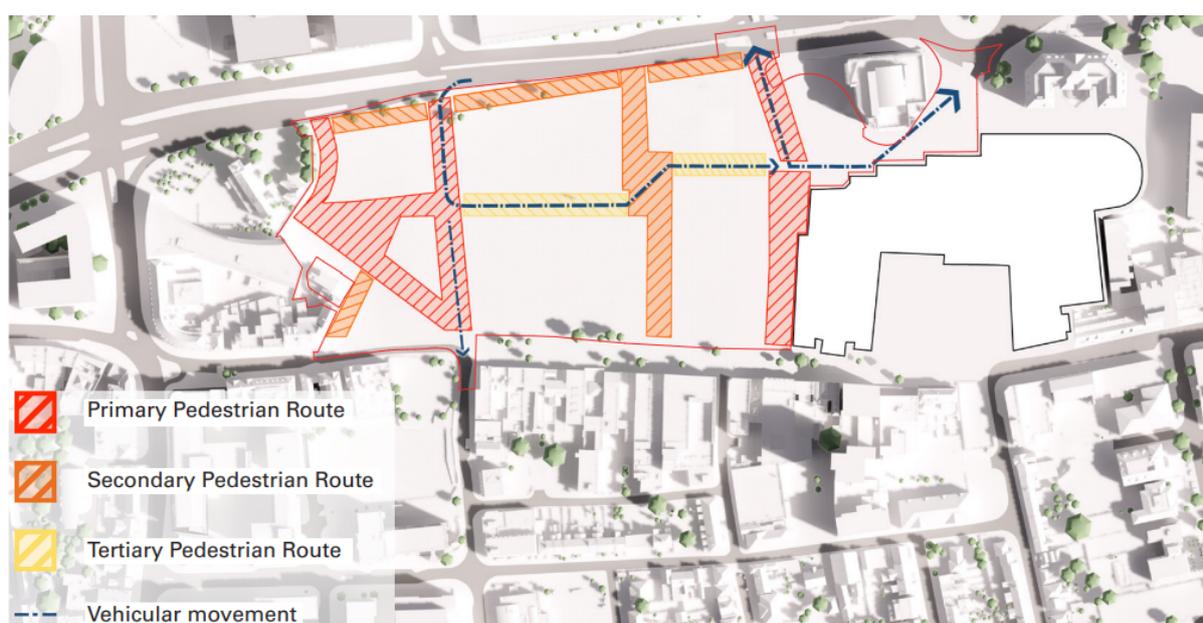


Fig 28: Hierarchy of Pedestrian Routes and Vehicular Routes

- 11.28 It is proposed that cycle routes will stitch into the existing wider network of cycle accessible routes, but within the development it will be limited to shared vehicular and cycle routes only. The outline strategy will ensure that there is not a conflict between cyclists and pedestrians within the network of pedestrianised 'High Street Neighbourhood Quarter' streets. Primary access to the site will enter along Wellington Street opposite Brunel Way, and the route will run along the centre of the site in a west to east direction.
- 11.29 Vehicular routes will also utilise and link into the existing connections of Queensmere Road and the HTC roundabout towards the Northeast boundary of the site. Vehicle egress south towards the High Street and Church Street will be controlled in order to avoid the site being used as a cut through, and to minimise traffic impact on key new pedestrian routes, as well as surrounding pedestrianised areas. This controlled route will only be used by vehicles servicing the relevant adjacent Development Zones. The Indicative Delivery & Servicing Strategy that accompanies the application will provide more detail on these vehicle routes.
- 11.30 Through the design process, the Illustrative Scheme layout has been refined to optimise the North to South route connecting the station and the High Street and provide a successful Town Square that is rooted in the existing Town Centre context. The parameter plans indicate an appropriate minimum width of space within this main route to ensure the spatial experience is generous and open and would serve as a connecting node to other parts of the Town Centre.
- 11.31 Adjustments to the masterplan have been made which provide a more spacious town square adjacent to existing public facilities (Church of Our Lady Immaculate and St Ethelberts and Curve building) and with less significant overshadowing. The town square is considered to be located in an appropriate position within the town centre to respond to the civic area in the western part of the site which is in close proximity to the North-South route and the High Street.
- 11.32 Adjustments to the street layout have opened-up glimpses of important existing features of the Slough townscape and as a consequence are planned to enhance orientation and create a strong sense of place. For example, on approach to the site and from the station, a glimpse of the High Street buildings to the south will be revealed to guide visitors towards it. Views of Church of Our Lady Immaculate and St Ethelberts will also be used as a way of orienting visitors from various parts of the development including from the western end of the High Street and from the central spine road. The town square now sits at the intersection of several key connecting routes and this will ensure that it is a well-used and animated public space.
- 11.33 Officers consider that the outline layout would provide opportunities for a series of uniquely identifiable public realm routes and spaces that are evenly distributed across the site within each 'Character Area' as a means of ensuring variation in the public realm and achieving public spaces within each zone of the development as it progresses. It is proposed that the site will be largely permeable with most spaces between the buildings being part of the public realm and dedicated public realm spaces positioned at the intersection of the routes.



Identifying key public realm elements (areas outside red line application boundary are not part of the QM OPA)

Fig 29: Public Realm Spaces

Outline Scale, Massing and Height

11.34 The maximum parameter plans could permit up to 19 storeys (at the highest point). The heights of the buildings in the illustrative Scheme range from 3 to 18 storeys. These heights have been configured to form an arced profile that rises to a high point at the centre of the site and then falls again moving from west to east (or the inverse). In the north to south direction the heights step down towards the existing High Street to respect the existing lower context and rise towards the generously scaled Wellington Street and the existing CBD buildings such as the Porter Building and Future Works. This tapering principle was established early in the design process and refined through testing of wider townscape views as well as illustrative views in the immediate surrounding streetscape such as views along the existing High Street. The maximum building heights within each DZ are identified in the indicative 3D massing plan below.

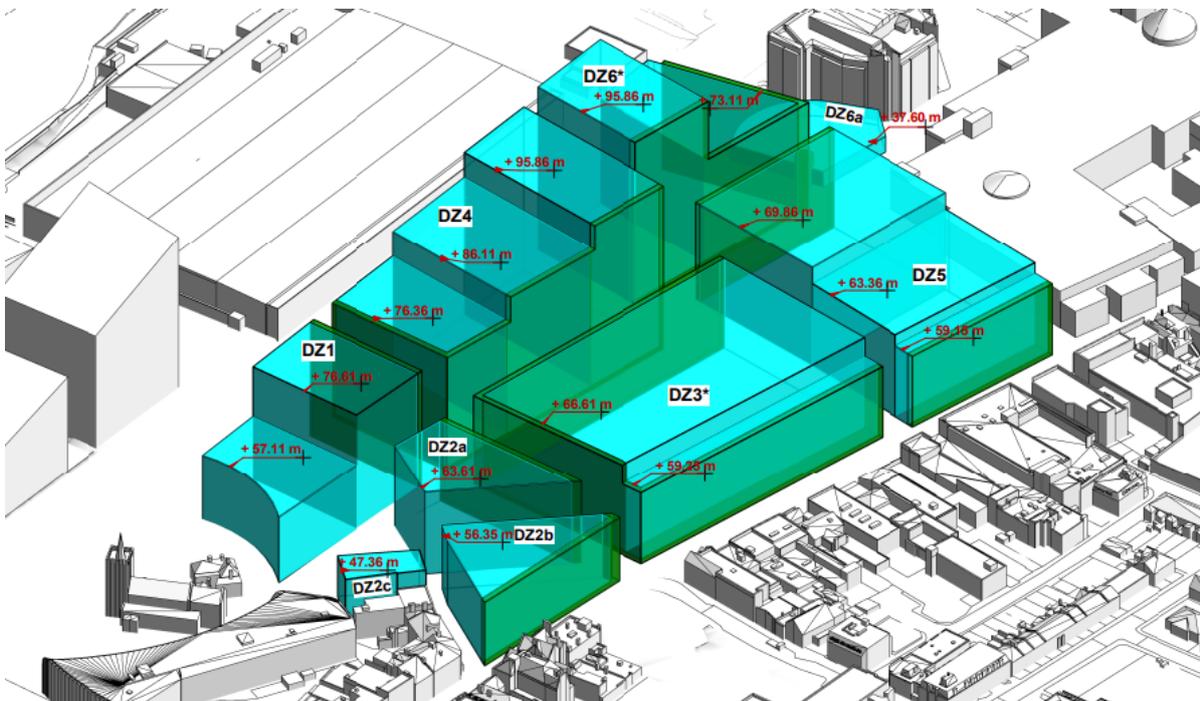


Fig 30: 3D Maximum Parameter Massing of Development Zones

(NB: these do not comprise building heights or building massing/form)

11.35 An illustrative parameter plan is provided which demonstrates a 3D approximation of the maximum height parameters of the development. In reality, the shape, form and architecture of the detailed development would not be built to this scale as the maximum floorspace provisions do not allow for this. Notwithstanding this, the maximum parameters have been assessed within the Townscape and Visual Impact Assessment (TVIA) included as part of the Environmental Statement. This includes an assessment of the scheme in relation to the nearby heritage assets including Windsor Castle, St Ethelberts and Slough Rail Station. This is covered in the following section of this report.

11.36 The proposed development would not be acceptable in the form suggested by the maximum heights and massing as illustrated in the maximum parameters plan above. However, it is acknowledged that this could not be permitted by way of the outline application as the massing could not be delivered within the tolerances of the floorspace schedule set out in the DSD. The illustrative scheme demonstrates that there could be, in principle, an acceptable site wide massing delivered within each DZ by breaking up the massing with internal courtyards and designing around internal space requirement specific to the land use. The indicative scheme has been designed to sit within the maximum parameters.

11.37 In order to provide some assurances on the potential height and scale of development which could be brought forward the illustrative scheme is defined by the below heights.

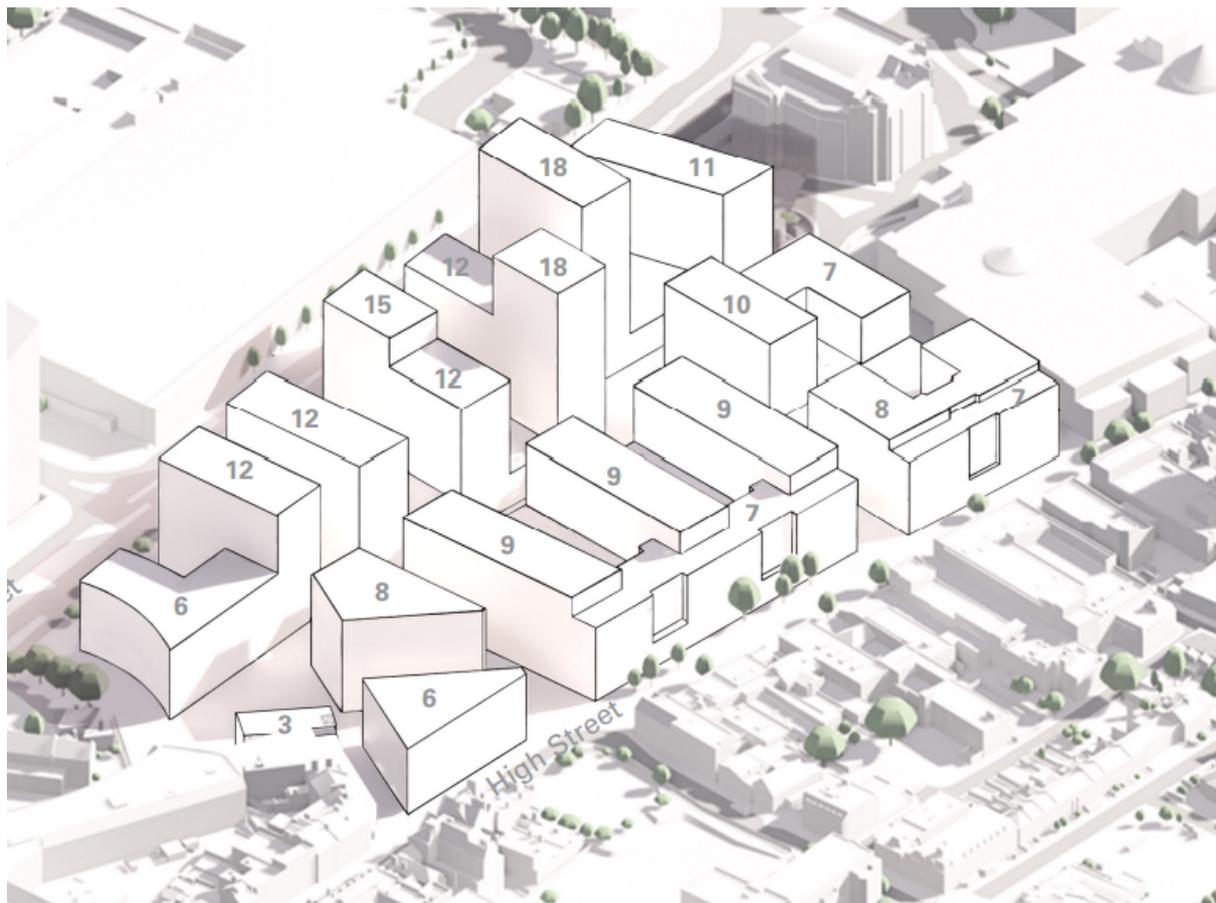


Fig 31: Illustrative Building Storey Heights

11.38 The illustrative scheme suggests the development could comprise of buildings between 6-7 storeys with additional single or two storey setbacks adjacent to the High

Street. The Town Square is addressed by a 3 storey infill block (DZ2C) added to the flank wall of the Mackenzie Street and 6-8 storey blocks DZ1 and DZ2A. The North to South route connecting the High Street with the A4/Wellington Street contains buildings which range from 6-9 storeys at the southern High Street end rising to 12 storeys adjacent to the A4/Wellington Street. The illustrative scheme indicates that the central spine road could be addressed by buildings between 2 and 18 storeys with variations in height. Likewise, the tallest parts of the development are proposed in the illustrative scheme in DZ4 and DZ6 adjacent to the A4/Wellington Street. The northern part of DZ5 rises to 7-10 storeys in the illustrative scheme adjacent to the spine road. These heights are reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns

- 11.39 In design terms the lower parts of the illustrative scheme are considered to satisfactorily relate to the context which ensures an adequate stepping down of height, in particular with regards to the High Street and the Curve/St Ethelberts.
- 11.40 The heights are broadly consistent with recent approved and emerging developments on the High Street which comprise of developments which range from 5-7 storeys (204-206 High Street (approved), Old Library Site, High St (approved and implemented), 190-192 High Street (approved) and 132-144 High St/Buckingham Gateway (emerging)).
- 11.41 The Illustrative tapering to the site perimeters and heights are considered to allow some scope for refinement to ensure public realm spaces and internal courtyards and public routes/streets are not heavily overshadowed and that the proposed residential apartments and/or upper floor level office uses receive good levels of daylight and sunlight.
- 11.42 The tallest elements of the development are sited in the most appropriate parts of the site next to the A4/Wellington Street acknowledging these settings are less sensitive in terms the urban grain and these areas can take greater building mass and height to respond to the wider open urban setting. It is also considered taller residential blocks could maximise high level views south towards Windsor and North towards Buckinghamshire.
- 11.43 Subject to the taller buildings being designed to achieve a high standard of architecture and subject to the provision of appropriate mitigation measures integrated into the design to ensure residential apartments benefit from good quality outlook and levels of daylight and sunlight and adverse wind conditions are minimised, the principle of tall buildings is consistent with the urban location in the town centre.
- 11.44 The approach to tapering of heights would be permitted in the parameter plans by virtue of the maximum vertical limits set. Ideally, the overall parameters should have been designed with more refinement of the building massing and heights to ensure that any podium courtyards would be designed with acceptable dimensions and to enable a more comprehensive assessment of wind microclimate and daylight/sunlight and overshadowing. The spacing between buildings above courtyard/podium level has not been provided in the plans which is disappointing and could result in a sub-standard interpretation of the maximum parameters. The Applicant has not addressed this matter fully within the submission and therefore, the reserved matters will need to comprise more detailed assessments to demonstrate how an acceptable standard of design could be delivered within each Zone, building or block.

11.45 The applicant has drawn up an indicative massing model of DZ4 and DZ6 if these blocks come forward as offices (with residential) on DZ4 and an MSCP on DZ6. The resulting massing of DZ6 as an MSCP appears imbalanced within the emerging townscape as the building would be restricted to a significantly lower height than DZ4 and DZ5. The varying scale of buildings appear at odds with each other and piecemeal.



Fig 32: Illustrative Scheme (with DZ4 as Offices/Residential and DZ6 as an MSCP)

11.46 It is considered that the MSCP block could benefit from a more appropriate scale and height to relate better to DZ4 if this was constructed with a taller building facing Wellington Street. Given scale and design is not a matter for consideration of this outline proposals, this concern would not constitute a reason for refusal of the application, but officers would consider DZ6 could benefit from a more dynamic approach to the design if it was developed as an MSCP, potentially containing additional land uses above the Car Parking.

11.47 Overall, the approach to scale and massing is broadly supported and it would be consistent with the capacity study within the Slough Regeneration Framework in which a high-level assessment of building heights within the Town Centre were considered by the consultant/authors. The SRF indicated buildings up to 14 storeys could be acceptable with the taller elements situated adjacent to the A4 which is in a highly prominent location in the town centre.

Outline Architectural Form/Design

11.48 The Applicant has not sought to consider detailed architectural form in their approach to the outline planning application. This is primarily out of a need to provide maximum flexibility and avoid over prescription at this stage in the planning process. This has led to some criticism of the scheme by officers (as well as from the DRP) that the high-quality aspects of the illustrative scheme including landscape strategies are open to

different interpretations of the scheme parameters at the reserved matters stages which could result in the design qualities being significantly watered down and value engineered out. Therefore, onus is set on the role of the Design Code to assist provide the LPA with further assurances over the controls at the reserved matters stage. The DRP advises that the Design Code “*should build on the principles described in the illustrative material and define the proposal as unambiguously as possible so that the local authority understands what is being proposed*”. The DRP also advise that “*it (The Design Code) must provide the authority with the tools it needs to ensure the promise of the proposal is delivered and be sufficiently robust to be used in the assessment of reserved matters applications*”.

- 11.49 The Design Code is discussed further in the below section of this report. However, to address the above concerns, the Applicant has agreed to be bound by way of a planning obligation and planning conditions that a more detailed design code (and further technical studies) is required in advance of the reserved matters stage. This will enable the authority a further stage of design refinement, prior to the reserved matters being submitted and considered by the Local Planning Authority and the Planning Applications Committee.

Outline Landscape Strategy and Public Realm

- 11.50 The outline landscaping proposals for the open spaces of the proposed development aim to create a public realm network that offer a variety of space typologies with different functions, scales, atmospheres and treatments. The DAS confirms that the key design aspiration is to create an attractive and unique environment focused on re-energizing the town centre. Landscape design seeks to restore the Town Centre environment back to the public with generous and linked new open spaces, green routes, views and a new Town Square that will greatly improve the setting of the adjacent civic buildings. The new public realm spaces have been located within the masterplan to offer connectivity with key destinations within the existing context through their placing on primary circulation routes. This approach, successfully integrated, will ensure the proposal for the new development regenerate an active part of central Slough. The key public spaces are:
- (1) The Town Square (in DZ1& DZ2),
 - (2) Local Square (in the centre of the site);
 - (3) Heart Space to the east of DZ5 and
 - (4) Urban Park within DZ6A (unless this comes forward as a nursery).
- 11.51 Wellington Street, the Central Spine Road and north-south link which intersects the Local Park also comprise other important public routes with landscape potential.



Fig 33: Town Square, Local Square, Heart Space & Urban Park

- 11.52 The Design and Access statement contains a well-constructed and clear set of precedent studies which highlight the ‘intended’ broad principles and indicative approach to the site wide landscape strategy and how it can be implemented in alignment with binding and recommended items in the Design Code. Any future RMAs will accord with the mandatory elements of the Code and should reflect the broad principles and approach of the outline landscape strategy within the DAS. The DAS notes that the outline strategies have helped to inform the illustrative landscape design and create the public realm identity for the development. Officers consider this statement indicates a firm commitment in the outline landscape strategy which sets a standard/quality requirement for future applications. All landscape related conditions will be required to follow the mandatory design code in addition to the condition reasons being framed to ensure that the quality standards set out in the DAS will met.
- 11.53 The landscape and public realm strategy principles comprise opening up the monolithic and inhibiting existing condition through the creation of a series of new routes and spaces. The landscape design of these new routes will be required (in the Design Code) to create unique journeys within and through the development and public realm spaces of varying sizes and functions will offer new destinations at key intersection points. The parameter plans have been prepared to facilitate the design of new open spaces within the development to prioritise pedestrian journeys and create a walkable town centre as an extension of the pedestrianised High Street. These open spaces aim to create a public realm network that offer a variety of space typologies with different functions, scales, atmospheres and treatments. The key design aspiration is to create an attractive and unique environment focused on re-energizing the town centre.
- 11.54 The DAS identifies a number of ‘Landscape Strategies’ which focus on the following aspects:
- Movement and access
 - Water management and sustainability
 - Urban greening and biodiversity
 - Playspace

- Community and events
- Roof level landscape

- 11.55 The Applicant has prepared an Illustrative Landscape Scheme which proposes a consistent sitewide landscape character (although this is not for formal approval). The strategies have informed the design and detailing of key spaces and routes. Details of the mandatory and recommended design aspects for each of these strategies are explained in the Landscape and Public Realm Chapter of the Design Code. It is recommended that a site wide landscape strategy is submitted for approval in advance of the reserved matters submissions and the specific DZ, Building or Public Realm/Highways zones are required to demonstrate broad compliance with this site-wide strategy. The site wide landscape strategy will need to demonstrate how the quality benchmark of the illustrative scheme can be delivered through a consistent site wide approach to the soft and hard landscaping and public realm.
- 11.56 The Illustrative Scheme proposes spaces that cater to the needs of all user types and that are easy to navigate, attractive and diverse in character. Current best accessibility practices are applied across the site for all pedestrian routes, these are designed as step free, accessible routes with gradients not exceeding 1:20 and are generally shallower. Surface materials will be durable, firm and slip resistant throughout the development. Loose paving material will be avoided to ensure surfacing does not present difficulty to people with disabilities. These minimum standards are set out in the Mandatory Design Codes for approval, and where not, they will be conditioned accordingly.
- 11.57 All Primary, Secondary and Tertiary routes both within north-south links and along the service spine route are designed to have a minimum 2m clear width for comfortable and unobstructed circulation in line with recommended Design Guidelines within the Design Code. As part of the Illustrative Landscape Scheme, primary pedestrian north-south routes are designed to include generous and wide paths. North-south routes are designed to include main pedestrian footways with a minimum 3m width in accordance with the Design Code/Condition.
- 11.58 The Heart Space and Green north-south routes also include the potential for more informal and indirect footways that meander through the soft landscape to create opportunities for more leisurely circulation and dwelling within the space. The Design Code Sections and plans demonstrate there are sufficient dimensions for landscape and street furniture elements to be positioned to sit outside of movement routes to support a busier feel while keeping footways free of clutter and obstruction.
- 11.59 The Illustrative Scheme provides the opportunity to incorporate a sustainable drainage and water management strategy as a key component of the landscape design. During early assessments and development of landscape concept, green north-south links were identified as suitable locations for Sustainable Drainage Systems (SuDS) to be incorporated into public realm design in form of vegetated swales and rain gardens. Permeable paving and attenuation cells can also be incorporated in the design during detailed stages to contribute to any subsequently approved SuDS strategies for the development. Details of the SuDS strategies will be conditioned as per a site wide requirement which each reserved matters will need to be consistent with.
- 11.60 The DAS refers to the desire for more soft landscaping within Slough Town Centre being one of the key outcomes from consultations with the public to create a more inviting town centre. The Illustrative Landscape Scheme for the development includes

a rich network of potential soft landscape in varying typologies and densities appropriate to their public realm setting across the site.

11.61 The Illustrative Landscape Scheme includes:

- Street tree planting to soften and frame vistas, provide shade and enclose public spaces within the Town Centre Character Area,
- Large feature trees that will add character to key public spaces, aid natural wayfinding and assist in grounding the new development,
- Generous areas of soft landscaping integrated into the design of north-south links within the eastern development zones which also creates opportunities for more informal and intimate public spaces,
- A large Urban Park is being proposed at the north-eastern edge of the site to offer a unique and softer atmosphere to the otherwise urbanised town centre

11.62 The outline scheme does not guarantee the detailed provision of these elements, but the design guidance suggests these provisions would be highly beneficial to the scheme. As stated in the above section of this report, it is recommended that the further measurable landscape details including tree planting specifications and soft landscape measures shall form the basis of a more detailed design code for the relevant part(s) of the site, given these aspirations are not guaranteed under the illustrative scheme.

11.63 The Illustrative scheme indicates how play elements could be sensitively integrated to create playable space within the public realm. Nature play components such as timber logs, boulders and steppingstones are suggested as part of the play-on-the way strategy spread across the development which in turn enhance the journey and promote the pedestrian experience. Designated play areas are included in the green north to south public realm areas and will create active nodes in a natural enclosure while also providing doorstep play for the residents. In addition to the areas designed to include play components, new public realm spaces also create opportunities to organize pop-up events and installations to support play strategy. At podium level the residential gardens could potentially include a more private play experience for the residents, this is likely to be targeted as doorstep play for the youngest age groups. Detailed play strategies will be required as part of the detailed submissions at reserved matters stages, and an overall landscape and play site wide strategy will be conditioned.

11.64 The illustrative scheme has been designed with an indicative palette of materials for the selected carefully to complement materials used elsewhere in Slough public spaces and ensure the proposal is stitched into adjacent streetscape finishes. The DAS proposes that public realm materials selection will form part of future Reserved Matters Applications and will require further coordination with relevant stakeholders and groups prior to any RMAs that will come forward for the development.

11.65 All material used within the public realm must be durable, robust, ethically sourced and will have low embodied energy where possible. Materiality and detailing of public realm spaces will need to be developed to provide safe and inclusive access for all throughout the scheme. A detailed design code will be secured by planning condition which is recommended to ensure that the materials selected follow through on this intent.

- 11.66 For the Town Square, lanes and streets within the Town Centre Character Area, a robust natural stone paving palette is suggested to offer a high-quality finish which will have the durability required for the high footfall expected for this area. Use of natural stone surface finishes in the adjacent High Street and refurbished open space by the Curve is continued in this Character Area to highlight its civic quality. Paving unit sizes vary in line with the function of each space within the public realm and areas with vehicle overrun should be detailed appropriately to afford access requirements in further detailed design stages. It is recommended that a detailed design code will develop this material palette further, to ensure the materials proposed match or exceed the quality within the outline illustrative landscape strategy in the DAS. This will be required prior to submission of the reserved matters.
- 11.67 A palette featuring high quality exposed aggregate concrete paving, clay brick pavers, resin bound gravel for pedestrian areas and asphalt with rolled chippings for service road carriageway is proposed for secondary squares, parks and Green North-South routes within the Residential Neighbourhood Quarter illustrative design. Concrete paving is proposed as the primary surface finish material and main pedestrian thoroughfares while brick paving is used as accent paving in activity nodes. Rubber play surface is used in designated play spaces within the Heart Space. High quality exposed aggregate concrete paving is suggested for the service spine footpaths and loading bays to create a neat and pared back finish. Paving will be made good or match existing along Wellington Street footpath and High Street Neighbourhood open space interfaces. It is recommended that a detailed design code will develop this material palette further, to ensure the materials proposed match or exceed the quality within the outline illustrative landscape strategy in the DAS. This will be required prior to submission of the reserved matters.
- 11.68 Subject to the provision of a site wide landscape and public realm strategy being secured by condition which requires the landscaping scheme to demonstrate the same (or higher) qualities as the illustrative scheme in addition to a more detailed and precise design code which informs the site wide strategy, the proposals are capable of delivering a high-quality public realm with a good standard of landscaping in accordance with the adopted Local Plan policy EN1 and EN3 and Policy 8 of the Core Strategy.

Mandatory Design Code & Design Guidance

- 11.69 The Council's Design Advisor considers that overall, the Queensmere Design Code and supporting documents and plans are a useful tool for embedding design quality. There are parameters which together will create a comprehensive approach, but also allow for innovation in the future. However, there are several deficiencies within the design code as it stands today. Some of these are inevitable given the long timeframe of this project and the amount of design work that is being deferred to later stages. It is considered that it is possible to deal with outstanding areas of design development through planning conditions, which should be written to include requirements for design coding around public realm, landscape, building materials, and detailed built form.
- 11.70 The Design Advisor considers that due to both the structure and the wording of the design code, it is likely to be a difficult document to use when assessing proposals. It is recommended that care should be taken when using the current document to ensure that all code requirements have been met for each proposal, as some requirements

may be missed due to them being placed in parts of the document that designers might not realise are relevant to their project.

- 11.71 The Design Advisor draws attention to the importance of the balance between guidance (how designers should approach a particular design issue), and design code (how designers must respond to a particular design issue). Due to the outline stage of the planning process, this is tipped heavily in favour of guidance and therefore further mandatory codes within future documents need to be produced that fill the gaps left within this code in a way that still creates a cohesive development. Officers consider that detailed design codes need to be prepared for parts of the development, prior to the preparation of reserved matters which themselves may contain specific coding building on the principles of the outline Design Code. This can be secured by condition, and it is recommended that a further Design Review Panel (DRP) is held to ensure the overall detailed design coding is capable of delivering appropriate control in advance of the submission of reserved matters. The DRP will be secured under a planning obligation.

Boundary/Edge Conditions

- 11.72 The proposed site lies adjacent to a number of existing town centre buildings which include the Observatory Shopping Centre, HTC Office building and Verona Apartments (to the east) and The Curve, St Ethelbert's Church and Presbytery (to the west) alongside the retained commercial units on Mackenzie Square. These create some challenging boundary conditions for the development to respond to such as:
- Level changes adjacent to the HTC office and car park which are higher than the site level;
 - The east facing façade of DZ5 lies in close proximity to the retained Observatory Shopping Centre building side flank which would be exposed post demolition.
 - The existing public link to the Curve between the High Street and Wellington Street passes exposed rear elevations of the Mackenzie Square/High Street properties which back onto the Curve.
 - The north-western boundary of DZ1 lies adjacent to the Presbytery wall and fence which would back onto the new Town Square.

- 11.73 It is considered that these design challenges will need to be addressed at the detailed design stages in reserved matters submissions. An updated Design Code will be prepared to provide further design guidance and direction to how these conditions should be addressed. In design terms, the parameter plans indicate that there is scope for public art within the flank wall of the Observatory Shopping Centre (adjacent to the eastern boundary of DZ5) which is within the Owner's control to implement in order to create an acceptable temporary environment with Observatory Shopping Centre being retained.

Comprehensive Development

- 11.74 The Site Allocations Policy (SSA14) covers the Queensmere and Observatory Shopping Centres. The reasons for the allocation are stated as -
- 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.

11.75 Officers consider the Allocations Policy permits both redevelopment and reconfiguration of the shopping centres and there is nothing in the explanatory notes which suggests or requires both shopping centres to come forward for development.

11.76 Early pre-application iterations of the development were prepared on the basis of a larger comprehensive development which included the Observatory Shopping Centre alongside the Queensmere part. The layout of blocks, streets and spaces within the indicative proposals suggested that both Queensmere and Observatory Shopping Centres are capable of coming forward separately, or together. The indicative masterplans for the larger (combined) sites are presented in the DAS with one potential massing model (this is not presented for approval).

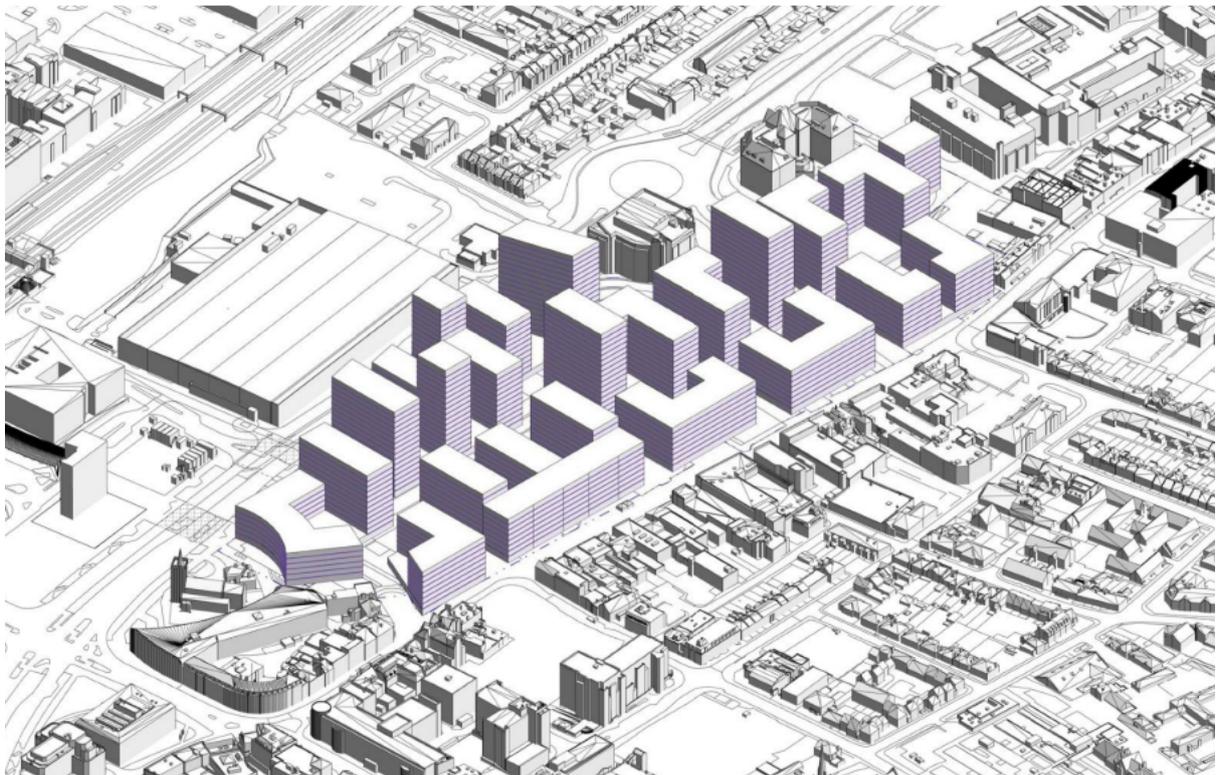


Fig 35: Illustrative Initial Massing sketch (from DAS showing potential comprehensive development ie: including Observatory Shopping Centre)

11.77 It is considered that the current application complies with the principle of planning for comprehensive redevelopment which would be integrated with the Heart of Slough regeneration, particularly in relation to The Curve and St Ethebert's Church.

Townscape and Visual Impact

11.78 A summary of the townscape and visual impacts are set out in the ES Chapter of the committee report which reports the findings and conclusions of the Townscape and Visual Impact Assessment (TVIA). The TVIA forms Volume 3 of the ES and this document identifies how the proposed development will affect townscape character, views and visual amenity in the surrounding area. The TVIA is considered

comprehensive and detailed and provides an important technical document to assist with assessing the visual impacts of the development upon visual receptors (ie: users) and townscape character areas (defined by buildings, spaces and roads).

- 11.79 The TVIA includes a series of assessments on the existing townscape and has been through a scoping process to identify key viewpoints through a Zone of Theoretical Visibility, desk top review and site visits. The TVIA considers that the surrounding area is generally of a low sensitivity and low value and there are few heritage features of note whereby the development would be seen against. The heritage assessment considers the impacts on the setting of the key assets as discussed in this report in part 13. It is also noted that the town centre has been and continues to be the subject to major change in character through the implementation of a number of major developments which point to a larger scale of buildings and more varied higher quality modern architecture. The new development at The Curve, Moxy Hotel (former Library Site), Future Works (Building 1), The Porter Building, The Bus Station and Horlicks Factory are recent examples of more modern large-scale development which defines the emerging character of the town centre. The development north of Slough Station also includes taller buildings which contribute to the changing urban character.
- 11.80 The TVIA considers the impacts on 8 townscape character areas surrounding and including the site (see Fig 24 of this report) and considers the following 30 viewpoints in the study.

View	Location
RV1	Slough Train Station at Brunel Way looking south.
RV2	Grand Union Canal Walk at Bower Playing Fields looking south.
RV3	St Johns Road, a residential road looking south.
RV4	Junction of Leith Close and Wellesley Road, a residential road looking south.
RV5	Junction of A412 Uxbridge Road and A4 Wellington Street, looking west.
RV6	Junction of Chichester Close and Sussex Place, a residential road looking west.
RV7	Junction of Sussex Place and A412 Yew Tree Road, looking west.
RV8	Saint Laurence Church, looking north
RV9	Entrance to car park of Upton Court Park, looking north west.
RV10	Pavilion at Agars Plough Playing Fields, looking north east.
RV11	Pedestrian bridge within Herschel Park, looking north.
RV12	A412 Albert Street at the entrance to Upton Hospital, looking north.
RV13	Junction of Hencroft Street North and Hencroft Street South, a residential road, looking north.
RV14	Junction of Osbourne Street and Park Street, a residential road, looking north.
RV15	Junction of Alpha Street North and Alpha Street South, a residential road, looking north.
RV16	A412 Albert Street at the entrance to St Mary's Church looking north.
RV17	A332 Windsor Road, looking north.
RV18	Junction of A332 Windsor Road and A4 Wellington Street, looking south-east.
RV19	A4 High Street, looking east.
RV20	Public Right of Way within Salt Hill Park, looking south-east
RV21	Stoke Park House fountains and gardens, looking south.
RV22	Stoke Park House second floor terrace, looking south
RV23	Public Right of Way within Langley Park near to George Green, looking south-west.
RV24	Open space within Ditton Park, looking north-west.
RV25	North Terrace of Windsor Castle, looking north.
RV26	The Copper Horse within Windsor Great Park, looking north.
RV27	The Long Walk within Windsor Great Park, looking north.
RV28	Queen Anne's Ride within Windsor Great Park, looking north
RV29	Open space within Dorney Common, looking north-east.
RV30	Junction of Stoke Road (B416) and Elliman Avenue, looking south

Fig 36: Representative Viewpoints taken from TVIA

- 11.80 In local to medium range views of the development, the viewpoint analysis suggests that there will be a major change to the scale and massing of development within the town centre. The High Street and immediately surrounding viewpoints illustrate that the development could be designed (within the max parameters) to respect the site edges with lower rise blocks addressing the existing context. The taller buildings have limited impact on the High Street and Residential Character Areas to the south which are considered more sensitive to change. The townscape impact to Wellington Street character area is more pronounced due to the proximity of the housing to the taller buildings at the northern edge of the site. Other selected viewpoints from longer range, including the more sensitive locations at Windsor Castle, the Great Park and Stoke House indicate that the skyline silhouette of Slough Town centre will appear more prominent and visually distracting. This is not necessarily considered to result in any demonstrable harm to the visual receptors (users) from the viewpoints.
- 11.81 The TVIA includes a wireline of the maximum extent of the parameters plotted with the illustrative massing rendered as a guide to indicate the nature of detailed design and mitigation required at the reserved matters stages. The illustrative scheme suggests that any buildings proposed within the Development Zone boundaries will need to be articulated to minimise the overall massing and scale of the development and to ensure adequate spacing and separation between buildings or within blocks. The TVIA indicates that in short range views of the development, to mitigate the urban impact of the greater scale of the buildings, the edges, podium spaces, routes and public realm spaces will require softening through landscaping and tree planting.
- 11.82 The detailed design of the buildings will be particularly important in terms of ensuring the roof profiles are articulated at the tops and lift over-runs and plant structures are integrated to the architecture of the buildings. The Design Code does not set out mandatory coding as to how these measures should be secured. The non-mandatory design guidance in the Design Code includes some useful examples to address the above but none of this is code and therefore, the approach is not enshrined within the outline application.
- 11.82 The TVIA indicates the need for further detail on the materials and architectural form in connection to the buildings immediately adjacent to St Ethelberts and the Presbytery to ensure the setting of the heritage assets are safeguarded and protected as much as they can be. This is also a matter for the detailed design code which as noted above, will be required by a condition. In longer range views the building tops and design of the taller elements to the scheme need to consider materiality to ensure the skyline is not over-dominant particularly in views from Stoke House, the Copper Horse and the Great Park in Windsor.

Design Summary

- 11.83 The proposals are considered (in their outline form, with all matters reserved) to be capable of demonstrating broad compliance with the adopted Core Strategy and Local Plan design policies alongside the Site Allocations design principles. It is also considered that the proposals are informed by the high-level development principles in the emerging guidance in the SRF and IPF which form evidence to the emerging spatial strategy (although of very limited weight in planning terms).
- 11.84 The proposed outline form of development and building typology, façade treatment and architecture is lacking at this stage, but with appropriate planning controls (detailed

design code, conditions and 106 obligations) it is considered adequate for the current scheme.

- 11.85 The proposed movement and circulation principles set out in the parameter plans are considered to be broadly acceptable at this outline stage subject to detailed coding and condition details being followed through into the reserved matters applications.
- 11.86 Officers consider that although the Scale and Massing proposes a significant change in scale to the lower rise High Street properties, the approach to tapering the height within the parameters is considered acceptable broadly and would be consistent with the scale of emerging regeneration development within Slough Town Centre. Officers consider the proposed parameters show blocks/zones which lack articulation of roof levels and do not provide any specific code or limits to the courtyard spaces or building types. This hinders assessing environmental factors at this stage such as wind microclimate, sunlight and daylight and townscape.
- 11.87 The proposed indicative outline Landscape Strategy demonstrates a high quality vision within illustrative scheme, but this is capable of being watered down unless further detailed design controls are secured between the outline and reserved submission stages. Further controls are required by condition, design code and a site wide strategy to set standard comparable with illustrative scheme.
- 11.88 At this outline stage (and incorporating the above controls both as part of any outline consent and at the detailed design stage), the proposed development is considered to comply with Local Plan policies EN1, EN3 and EN5, Core Policy 8 and guidance contained within the NPPF and Site Allocations DPD. Significant weight is attached to these policies in the assessment. The proposed development has also considered the emerging design guidance within the Council's evidence base documents submitted with the Spatial Strategy (although very limited weight must be attached to these documents).

12.0 Heritage

- 12.1 Core Policy 9 sets out that new development will not be permitted unless it protects and enhances the historic environment and respects the character and distinctiveness of existing buildings, townscapes and landscapes and their local designations. This is inconsistent with the NPPF insofar as it does not provide the need for a public benefits test and a balance to be carried out in concluding on the level of harm and whether this is outweighed by the public benefits.
- 12.2 Saved Policy EN17 sets out that special attention will be given, in the exercise of the development control function, to the retention and enhancement of locally listed buildings and their setting.
- 12.4 Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 provides that in considering whether to grant permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. As a consequence the desirability of preservation must be given considerable importance and weight in the decision making process.

- 12.5 The NPPF (2021) requires a consideration of the impact that Development Proposals could have on designated heritage assets. Paragraph 199 of the NPPF sets out that “when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the assets, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significant”. This makes clear that the starting point should be to conserve designated heritage assets, and as Paragraph 200 states, any harm to a designated heritage asset should require clear and convincing justification. Paragraph 202 states “Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use”.
- 12.6 Chapter 14 of the ES assesses the impact of the Development Proposals on the Built Heritage which has been reviewed by the Council’s Heritage Advisor BEAMS and Historic England. The heritage assessment in the ES concludes that the completed and operational development would have a ‘permanent, long term and indirect impact’ on the assessed heritage receptors, ranging from ‘minor to negligible adverse’, or ‘no change’. On this basis, the ES chapter concludes that the Development Proposals would likely have no significant effect on any of the designated and non-designated heritage assets (in ES Terms).
- 12.7 The Built Heritage Statement (BHS) identifies that the Development Proposals are likely to result in ‘less than substantial harm’ to the following three designated heritage assets.
- Grade II Listed Building Group: Church of Our Lady Immaculate and St Ethelbert, and St Ethelbert’s Presbytery.
 - Grade I Listed Building & Scheduled Monument: Windsor Castle Including All the Buildings within the Walls.
 - Grade I Registered Park and Garden: The Royal Estate, Windsor: Windsor Castle and Home Park
- 12.8 The Council’s Advisor agrees with the assessment in regards to the level of harm.
- 12.9 The ES heritage assessment also correctly identifies the range of all other designated and non-designated assets which comprise a number of Grade II Listed Buildings, Locally Listed Buildings and Local Areas of Special Character (shown in the below map taken from the ES). The development is not anticipated to result in any harm to these assets as confirmed in the ES.

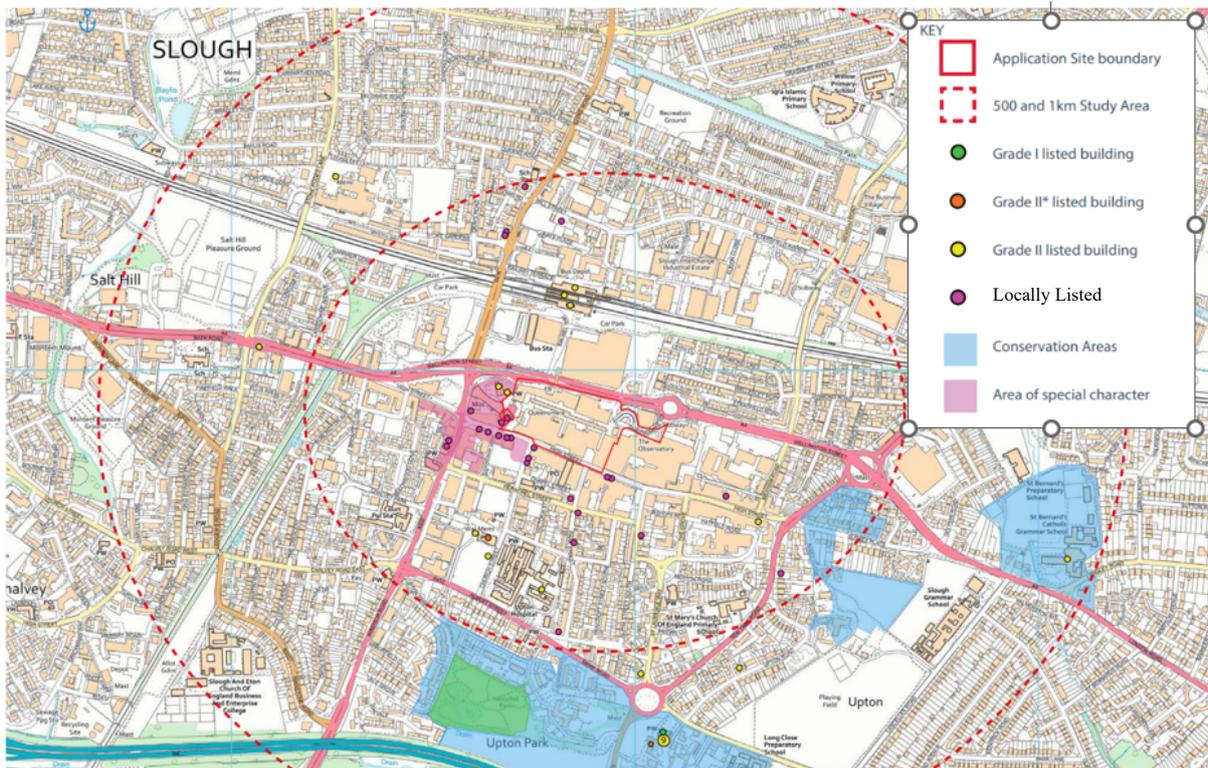


Fig 37: Designated and Non-Designated Heritage Assets

12.10 The Built Heritage Statement (BHS) has identified ‘Less than substantial harm’ as a result of the potential visual impact of the overall height, scale and massing of the Development Proposals in the views to and from the 3 x cited heritage assets. The Council’s Heritage advisor agreed with the conclusions in the Built Heritage Statement which finds that the scale of harm is within the ‘less than substantial harm’ category, at the lower end of the scale.

Church of Our Lady Immaculate and St. Ethelbert

12.11 The grade II listed Church of Our Lady Immaculate and St. Ethelbert and associated grade II listed presbytery are adjacent to the west end of the Queensmere Shopping Centre. The Roman Catholic Church was built in 1909-10, in the Perpendicular style of flint with stone dressings. The church spire makes it a prominent landmark building when travelling along Wellington Street. Views of the Church are principally achieved from Wellington Street (the main A4 road) on approach from either direction. The Curve has been constructed directly adjacent to St Ethelbert’s church; it’s curved elevation and relatively modest height successfully frames the church and forms a reasonably sympathetic backdrop to it. It is considered that the church will become better connected to the new development and the High Street with the main route through the site and the newly created town square allowing for views of the church – which is welcomed.

12.12 The Council’s Heritage Advisor ‘BEAMS’ acknowledges that Slough now contains several tall buildings and consent for further tall buildings in the vicinity of the church which reflects the declining prominence of churches which started to change during the 20th century with the construction of taller buildings becoming more commonplace in urban areas.



Fig 38: TVIA view of Grade II Listed St Ethelbert's (with development in background)

12.13 The proposed part of the Queensmere development closest to the church has a curved façade which reflects and follows the line of The Curve however its massing and the massing of the development behind rises in height and is significantly greater than the existing development in this position. This is demonstrated within the Townscape and Visual Impact Assessment – with the view towards the church from the junction of Windsor Road and Wellington Street, looking south-east (page 180 – 182). The Council’s Advisor notes that the design and material construction of the new built form closest to the church will be key to ensuring it sits comfortably in relation to the church and presbytery. Nevertheless, the immediate backdrop to the church would be altered and its prominence locally further reduced. BEAMS considers this will detract from the setting of the Church, resulting in ‘less than substantial harm’ to its significance. The NPPF (para. 202) states that “where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use”. The ES also concludes a noticeable loss of daylight at the Presbytery which adds to the harm to the setting.

Windsor Castle (Grade 1) and Windsor Great Park (Grade 1 Registered Park)

12.14 The potential impact on the grade I listed and Scheduled Windsor Castle and the surrounding grade I registered Windsor Great Park has been addressed within the Heritage Statement. The most sensitive view of the Castle is from the ‘Copper Horse’ with views aligned along the Long Walk, it emphasises the scale and grandeur of both the Castle and Windsor Park – the castle has a nationally and internationally recognised silhouette.

12.15 The Townscape and Visual Impact Assessment (view 27) illustrates the likely visual impact – the development would be sited to the right of the Castle so will not alter its existing silhouette. Also, the development does not look to break the skyline. BEAMS view is that the substantial massing of the Queensmere development is likely to ‘draw the eye’ and visually distract from views towards the Castle. Appropriate materials and sympathetic overall design / appearance should aim to reduce its visual intrusion and ensure it fades into the background in views from the Copper Horse and does not visually distract from the Castle. These matters can be incorporated into the detailed design code (post outline stage) but the outline Design Code contains some guidance on materials and architecture which provides further comfort that the development is capable of responding to the setting.



Fig 39: TVIA view from Copper Horse Statute of Windsor Castle (with development in background)

- 12.16 BEAMS considers the harm to the significance of Windsor Castle (through development within its setting) to be 'less than substantial' (NPPF, para. 202).

Grade I Registered Park and Garden: The Royal Estate, Windsor: Windsor Castle and Home Park.

- 12.17 The BHS noted that Windsor Castle is c. 4km south of the QM OPA site, and as such there are long-range views from the Castle and grounds to the Site. The BHS considers the impact of the Development Proposals on the heritage significance of this designated heritage asset and historic landscape is closely related to those on the significance of Windsor Castle. As such, similar to the effect on the Windsor Castle buildings, the Development Proposals make no contribution to the significance of this registered park and garden, but the Development Proposals could have an effect indirectly on how that significance is experienced within its setting and some shared longer distance views. The BHS considers the presence and landmark status of this heritage asset would not overall be challenged, and the intrusion of additional built form of a discernibly larger scale to the wider background of this and other recognised key views could be seen to be visually distracting, all of which (in their judgement) amounts to less than substantial harm at the lower end of the scale.

- 12.18 In summary, the proposal is considered to lead to 'less than substantial harm' in relation to the impact upon the significance of Windsor Castle, the Royal Estate Home Park and St Ethelberts Church and Presbytery. This view is also shared by Historic England who raise no objections. In accordance with the NPPF and the Council's duty under the Listed Buildings Act 1990, considerable weight is attached to this harm arising in respect of each of the assets.

Locally Listed Buildings and Old Town Character Area

- 12.19 The development is also adjacent to locally listed buildings in the High Street and the Old Town Special Character Area which are identified in the below map and in the Built Heritage Statement. The impact on the setting of these non-designated assets is considered in the Built Heritage Statement by assessing the impact on various building groups.

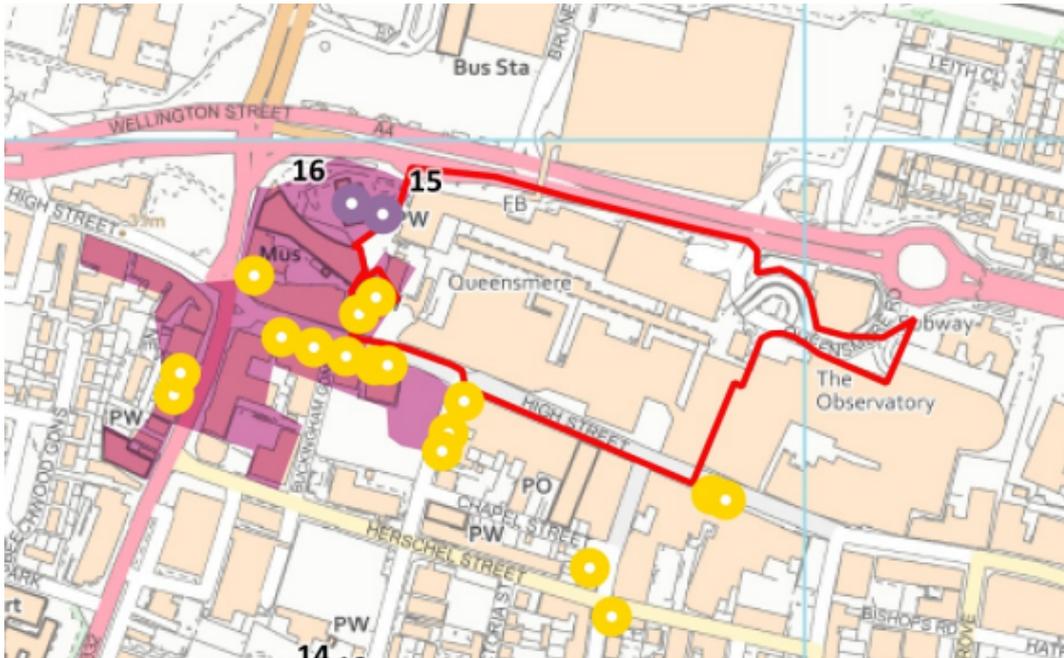


Fig 40: Non-Designated Assets (Locally Listed Buildings & Old Town Character Area)

12.20 There are no adverse impacts on the setting of these locally listed buildings reported in the Built Heritage Assessment and the impacts are reported to be neutral i.e. their settings are preserved. Officers are in agreement with the assessment set out in the Built Heritage Assessment.

Public Benefits

12.21 As 'less than substantial harm' to designated heritage assets has been identified in the assessment, Paragraph 202 of the NPPF is engaged and states that it is necessary to weigh this harm against the public benefits of the Development Proposals. This balancing exercise is required to be carried out on an asset by asset basis. The public benefits arising from the proposal are set out below.

Economic Benefits:

- Reversing the decline of the existing over-sized and out-dated shopping centre with provision of new, modern and flexible commercial floorspace to support a wider range of functions equipped to support current retail/business needs appropriate to provide for Slough's needs and in the interim through implementation of a successful Meanwhile Use Strategy;
- Increase in the town centre population within the new living accommodation (within the development) increasing expenditure in the local facilities and services, stimulating the local economy;

Social Benefits:

- Providing a substantial number of new homes to meet a growing demand for housing in Slough and to address local housing needs;
- Provision of some affordable housing within the development and opportunities to increase the provision on or off-site subject to review mechanisms;

- Provision of a legible series of connected streets and urban spaces to encourage social mixing including re-providing a Town Square in the heart of the town centre contributing to a sense of civic pride in upgrading the image of the town;

Environmental Benefits:

- Provision of green and biodiverse streets and publicly accessible urban pocket parks and spaces;
- Biodiversity Gains relating to the provision of green landscaping within the ground levels and podium courtyards and from the additional tree planting (on-site) which is capable of increasing the biodiversity factor.
- Improvements to the pedestrian and cyclist accessibility by virtue of the creation of more walkable direct routes across the site, including improved linkages to the local public transport nodes (Slough Bus Station and Rail Station) and connections (Bus Stops).
- Re-use/Redevelopment of Brownfield/Previously Developed Land instead of building on undeveloped green fields.
- Protection of Suburbs by virtue of developing in the town centre and most sustainable/accessible location

12.22 The above list indicates that the proposals have the potential to deliver a substantial number of public benefits, which together provide economic, social, and environmental benefits to Slough. It is considered that, overall, the range of substantial benefits identified would outweigh the 'less than substantial harm' to each of the designated heritage assets referred to above. Accordingly, Paragraph 202 of the NPPF is satisfied.

12.22 Notwithstanding this, it is acknowledged that the development results in a conflict with an element of Core Policy 9 which requires new development to protect and enhance the historic environment. However, the Core Strategy policy is inconsistent with the NPPF guidance in this respect because it does not permit a balancing exercise to be carried out pursuant to which any identified harm is weighed against public benefits. Accordingly, only limited weight is given to this conflict with the Core Strategy policy. Limited adverse harm is applied to the heritage impact in the planning balance due to the less than substantial harm to heritage settings including the loss of daylight to the Grade II listed Presbytery as reported in the ES.

13.0 Playspace and Amenity

13.1 With respect to the playspace and amenity provision across the proposed outline scheme, this has predominantly been indicatively shown through the Illustrative Scheme. This section predominantly focuses on playspaces, private amenity and small public amenity spaces outside the four key public realm spaces.

13.2 As discussed previously within the report, the Illustrative Scheme does not seek approval for the detailed treatment of this areas but, instead, presents an example of how the scheme could be implemented.

13.3 The Design Code contains guidelines as to how playspace and amenity areas could be implemented. Key elements of this coding with respect to the above is discussed below. With respect to playspace provision The Design Code identifies the Heart Space as an opportunity area to provide playspaces alongside a variety of other uses as set out in G5/45. Criteria for details coming forward for signeted playspaces within the podium terraces is also set out in G6/17 which outlines requirements for landscape

proposals within the podium terraces, and M6/42 to inform the placement of playspace features.

13.4 With respect to private amenity space, the SWPR Parameter Plan provides indicative locations for private amenity space within the Development Zones (for reference Development Zones 1, 3, 5 and 6). Design Codes M5/1 sets out the requirement for the delivery of these within the locations set out in the plan, to coordinate with each other and their related street networks. Green links also play an important part as part of the natural visual amenity, and the incorporation of this with the public realm is underpinned by G5/1. Differentiating between amenity spaces and public realm spaces is also considered to be an important element of the design and character of each zone. G5/24 provides criteria for this to ensure different plant typologies should be used to help with this differential, and G5/42 also includes the requirement for a provision of an amenity lawn within the heart of the Urban Park.

- With respect to private amenity space, G6/1 states that cluster building typology will provide amenity space within the associated podiums and/or ground level landscaped areas. G6/16 also states a requirement for new building within new building should be provided with amenity space with ground floor defensible space and a distinction between public and private amenity space.
- Roofscape areas are also used as consideration for accessible planted amenity space as highlighted within G6/6.2 and 3.
- Public Art is also considered as part of the amenity strategy within the development. G5/20 sets out the requirement of a Public Art Strategy to be provided during the Reserved Matters stages, with some image examples of possible interventions provided.

13.5 With respect to the Illustrative Scheme, the Design and Access Statement provides diagrams which indicatively show the location of public incidental play spaces and informal public play spaces, and play spaces within the way routes are identified within the Development Zone 6a (should an urban park be developed in this zone), Green North-South Link (linking Wellington Street to the Local Square to the High Street) and Heart Space (predominantly focused within the Residential Neighbourhood Character Area). Locations of private roof/podium gardens/terraces level play areas are also indicated within Development Zones 1, 3, 4, 5 and 6 for use by residents. Roof level amenity green space is located on the roofs of the building blocks within all Development Zones. These are designed to provide garden-like amenity spaces.

13.6 As part of the assessment of this element of the scheme, comments have been provided by the Arboricultural Team. Officers have noted that details in relation to the public and private amenity space are to be submitted subject to subsequent approval at a later stage through the Reserved Matters applications. Notwithstanding this, the Parameter Plans and Design Codes identify the key public spaces within the Site. The comment from officers note that the new public realm spaces and green routes would provide an attractive and unique environment which would re-energise the Town Centre. Officers have also noted the illustrative landscaping design process has demonstrated elements of roof level landscaping, play and social spaces and urban greening.

13.7 Policy H14 of the Local Plan discusses Amenity Space. It states that:

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

a) type and size of dwelling and type of household likely to occupy dwelling;

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

13.8 Policy OSC5 (Public Open Space Requirements) states:

Within new housing developments of two hectares and over, public open space with equipped play area(s) will be required.

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

13.9 Policy EN9 (Public Art) states:

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

13.10 Part of Core Policy 2 (Green Belt and Open Spaces) of the Core Strategy states that:

“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.”

13.11 Paragraph 7.39 states that “new development will be expected to contribute to the provision of, or improvements to, the quality of open spaces, playing fields, play areas, allotments and green spaces in accordance with the provisions of Planning Policy Guidance Note 17 – Planning for Open Space, Sport and Recreation (PPG17) and Core Strategy Policy 5 – Infrastructure.” PPG 17 has now been replaced by the NPPF (2021) but the principles set of in the former Guidance Note and the Core Strategy remain broadly the same.

13.12 Provision of Public Open Space is largely provided through 4 key Public Realm spaces. The assessment of this is predominantly covered within Section 11 of the report. With respect to the play spaces provided, officers note that at this stage, details of the design, size and implementation of these mechanisms throughout the scheme are yet to be finalised, and will be subject to assessment under the reserved matters applications. Notwithstanding this, the design codes offer some guidance, setting out criteria on how the playspace and amenity spaces should be implemented.

13.13 It is indicated that playspaces should be provided within the Residential Character Area of the Development, through the Heart Space and North-South Green Routes. The codes set out provisions of how the amenity spaces can be provided through the Development Zones and Parameter Plan SWPR sets out potential locations. The provision of podium garden spaces, and private amenity spaces within the aforementioned Development Zones would provide much needed amenity space for future residents within the Town Centre which currently lacks sufficient provision of public and private amenity spaces. Whilst the Development Plan does not set out a specific amenity space size requirements per person in major developments, it is noted

that the private amenity provision would offer a unique opportunity to provide green amenity space within a restrictive town centre setting.

- 13.14 In this respect, the Parameter Plans and Design Codes broadly comply with Policies H14, EN9 and OSC5 of the Local Plan and Core Policies 2 and 8 of the Core Strategy.
- 13.15 It is noted by Officers that detailed proposals with respect to amenity space and play space provision have not provided, only indicative details with regards to potential locations. Details with respect to the above are to follow in subsequent Reserved Matters applications and subject to the attached conditions. This approach is acceptable by Officers when weighing up the public benefits of the proposals in the planning balance. Therefore the proposal would be considered acceptable subject to conditions to deal with the following matters; Condition 11 (Site Wide Landscape and Public Realm Strategy), Condition 29 (Public Art), Condition 52 (Hard and Soft Landscaping), and Condition 69 (External Surfaces).

14.0 Trees

- 14.1 As part of the proposed scheme, tree planting across the Site is indicatively proposed as part of the public realm and landscaping scheme. Whilst specific locations and species have only been indicatively shown through the Illustrative Scheme and Design and Access Statement. Although it has been noted that the Illustrative Scheme is not offered a mandatory document, it is an important context to the application, to provide context as to how the scheme could come forward within its maximum parameters. The Illustrative Plans provide an indication of the location, size and potential footprint of trees across the site, as shown on the Sitewide Illustrative Landscaping Plan.
- 14.2 Further to this, the Design Codes offer some criteria for Tree Planting across the Site:
- G5/14 Guidelines for planting design
 - M5/17-25, specifically:
 - M5/18 Mature canopy size of trees must be considered to determine spacing of trees as well as their offset distance from building facades and street edges.
 - M5/19 Street planting must be coordinated with servicing and vehicle access strategies and trees must be set back from road edges to minimise the risk of being struck by high sided vehicles.
 - M5/34 Medium to large street streets must be planted where L5 & L6 interfaces with the High Street to assist natural way finding.
- 14.3 It is noted that whilst no details are provided offered for consent with regards to tree species, through M5/21, minimum planting sizes for different tree characters are set out and M5/22 sets out minimum tree rooting volumes for specific tree sizes (small to large).
- 14.4 Furthermore, the Applicant has submitted a Tree Survey Report prepared by Watermans. The report provides drawings to indicate which trees are to be retained and removed as part of the outline scheme. The report states in relation to proposed tree planting that are not fixed at the outline stage however, through the illustrative scheme, there is potential to include a rich network of soft landscape in varying typologies and densities appropriate to the public realm setting. To strengthen the public's connection to nature and deliver the softer town centre aspiration. The scheme outlines this to be provided through the following ways:

- street tree planting to soften and frame vistas, provide shade and enclose public spaces within the Town Centre character area
 - large feature trees that will add character to key public spaces, aid natural wayfinding and assist in grounding the new development.
 - generous areas of soft landscaping integrated into the design of north-south links within the eastern development zones which also creates opportunities for more informal and intimate public spaces
 - a large urban park is being proposed at the north-eastern edge of the site to offer a unique natural atmosphere to the otherwise urbanised centre of the town.
- 14.5 Recommendations for tree protection are also provided, however the report advises that the detailed design of these Development Proposals will be progressed through Reserved Matters Applications, as with the above details secured through a Arboricultural Method Statement. As a part of the assessment of this element of the scheme, the Trees Officer has been consulted for comments. The removal of the trees was considered acceptable to officers, on the proviso of that a condition is provided for replacement trees to be provided within the landscaping scheme. The officer has advised that tree rooting areas need to be planned and implemented in joint enterprise with providers in order to incorporate SuDS swells and drainage schemes. Rooting volumes have been discussed as part of the Design Codes, and further details will be provided at the Reserved Matters scheme.
- 14.6 Core Policy 9 of the Core Strategy states that development will not be permitted unless it enhances and preserves natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. It is considered by officers that the proposed tree strategy for removal and replacement of trees to re-provide trees around the Site would enhance the appearance and quality of the Town Centre Area. The illustrative scheme is not submitted for approval but is submitted to provide a scenario of how the scheme could potentially progress.
- 14.7 It is accepted by Officers that further and final details in relation to location, size, species and tree protection will be provided at the Reserved Matters stage, given that there would not be sufficient enough detail in this regard during the outline stages (to determine compliance with the Local Plan policy), given the site massing is not definitive or final at this point. Notwithstanding this, minimum tree planting sizes by way of Design Code M5/21 as mandatory coding is considered to be useful to allow Officers some control for assessing future applications. The Parameter Plans and Design Codes are considered as broadly acceptable with regards to Core Policy 9 of the Core Strategy, as the proposal would enhance the natural habitat and biodiversity within the Town Centre. In order to ensure a detailed proposal at reserved matters stages are provided, a Sitewide Landscape and Public Realm Strategy (Condition 11), Design Code details (Condition 26), and Tree Protection Strategy (Condition 51), are secured by condition to be provided at a later stage during reserved matters and pre commencement within the relevant Development Zone.
- 15.0 Ecology & Impact on Local Protected Habitats [including Burnham Beeches Special Area of Conservation]**
- 15.1 Paragraph 179 (b) of the NPPF requires new development to promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue

opportunities for securing measurable net gains for biodiversity. Core Policy 9 relates to the natural environment and requires new development to preserve and enhance natural habitats and the biodiversity of the Borough, including corridors between biodiversity rich features. Saved Policy EN22 sets out that special account will be taken of nature conservation interest when determining proposals for development which would be detrimental to land which contains features of ecological importance. Ecological appraisals are required where proposed development is likely to threaten any nature conservation interest. The suite of policies and intent of which are broadly consistent with each other although the NPPF para179 requires measurable biodiversity net gains to be secured.

- 15.2 A Preliminary Ecological Assessment (PEA), Biodiversity Net Gains Assessment (BNG), Shadow Habitat Regulation Assessment (HRA) and Shadow Appropriate Assessment (AA) have been submitted with the planning application.
- 15.3 The PEA has been reviewed by the Council's advisors Atkins and they have confirmed that the assessment has been undertaken with reference to current guidance with the data valid for a period of 18 months.
- 15.4 The PEA report notes that a group of trees outside of the original application boundary is now included in the scheme and was not subject to a PRA for bats. Atkins advise that given the location of the trees within a strongly urban environment with little connectivity and significant noise and light disruption so that, as a matter of their professional judgement, it is unlikely that bats will use these trees to roost. The building roofs were unable to be accessed for the preliminary bat roost inspection due to the COVID 19 restrictions being in place. The PEA confirms that whilst the roofs could not be accessed, they were viewed from ground level to inform the assessment. Atkins noted, as a matter of their professional judgement, that as the location of the buildings is within a strongly urban environment, with little connectivity and significant noise and light disruption, it is unlikely that bats will use these buildings to roost.
- 15.5 The PEA report concluded that the scheme provides opportunities for enhancement of biodiversity on the site through:
 - The protection of retained trees;
 - The use of native species or species of benefit to wildlife within any proposed landscape scheme;
 - Provision of enhanced green infrastructure providing connectivity to adjacent off-site habitats;
 - Possible creation of additional habitat utilising roof top space such as the provision of living roofs; and
 - Creation of artificial habitats for bats, bird and invertebrates.
- 15.6 The report notes that the completion of a Biodiversity Net Gain assessment of a minimum of a 10% Net Gain for biodiversity will be provided as part of the scheme design. Atkins advise that the applicant has submitted a provisional BNG assessment which indicates a biodiversity net gain of 0.77 which comprises a 500% increase to the existing site condition. Planning conditions are secured which requires a recalculation of the BNG when more precise detail is known and that the net gains should be a minimum of 10%.
- 15.7 Subject to conditions requiring a bat survey of the roofs, an updated PEA and securing biodiversity net-gains by conditions through detailed design (when the design of the

buildings and spaces are known), the proposals are capable of demonstrating compliance with elements of the Local Plan policy EN22, Core Policy 9 and the NPPF with regards to the ecological impact.

Impact on Burnham Beeches SAC and Review of Shadow Habitat Regulations Assessment & Appropriate Assessment

- 15.8 Under the requirements of the Conservation of Habitats and Species Regulations 2017 ('The Habitats Regulations') it is necessary to consider whether the proposed project may have significant effects upon areas of nature conservation importance designated/classified under the Directives (Habitats Sites). In this case the proposed development is entirely within a 5.6 Km buffer zone of Burnham Beeches Special Area of Conservation (SAC) located to the northwest of Slough outside the borough boundary.
- 15.9 The Habitats Regulations place a duty upon 'Competent Authorities' i.e. Slough Borough Council to consider the potential for effects upon 'Habitats Sites' (Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar) prior to granting consent for projects or plans.
- 15.10 The applicant has undertaken a Shadow Habitats Regulations Assessment and Appropriate Assessment of the proposed mitigation scheme as part of the above planning application. The Shadow HRA outlines the Habitats Regulations context, the project, the relevant designated sites, screening of potential effects and consideration of potential effects resulting from public access/ recreation. The Shadow Appropriate Assessment comprises an assessment of whether the Likely Significant Effects on the integrity of Burnham Beeches SAC can be adequately mitigated.
- 15.11 This HRA Screening Report of Likely Significant Effects (LSE) has assessed the Development Proposals in terms of any potential impact upon relevant European designated sites and concluded that Likely Significant Effects cannot be ruled out in relation to the potential for increased recreational disturbance from new residents on Burnham Beeches SAC European Site.
- 15.12 An Appropriate Assessment (Stage 2) must be undertaken and completed by Slough Borough Council to assess whether the LSE on the integrity of Burnham Beeches SAC can be adequately mitigated. The Applicant has submitted a Shadow Appropriate Assessment to inform the Council's own assessment.
- 15.13 The Council and Natural England have agreed in principle that an appropriate strategic solution to mitigating the cumulative impacts on Burnham Beeches from development (within the Burnham Beeches SAC buffer zone within Slough) would comprise improvements towards Upton Court Park to the south of the Borough. Council's draft Mitigation Strategy and the Upton Court Park Master Plan identifies a range of biodiversity/natural habitat improvements in Upton Court Park and identifies the Park as a suitable alternative natural greenspace. The 68 ha. park has the carrying capacity for more residents to use it. Its size, accessibility, substantial areas of existing semi natural habitat and walking routes means visitors can enjoy walks amongst nature away from development. It is already used for dog walking providing an alternative to Burnham Beeches. Implementation of some projects in the Mitigation Strategy/Master Plan will enhance its attractiveness to visitors and provide mitigation for the completed and fully occupied development. The Park as it is, provides mitigation associated with the occupation of the early phases of the development.

- 15.14 The potential mitigation projects for Upton Court Park, which have been agreed (in-principle) by Natural England and SBC include:
- Creation of wetlands/wetland restoration and improvement projects.
 - Creation of a spiral viewing mound.
 - Screening of the M4.
 - Creation of new gravel and reason bound paths (no tarmac).
 - General biodiversity improvements across the site (wildflower meadows, bee corridors, community orchards and foraging trails, tree planting etc)
 - Creation of seating, provision of bins and infrastructure at the park entrances
- 15.15 The Mitigation Strategy identifies work priorities in Slough to address the Council's duty under the Habitat Regulations regarding reducing visitor pressure on the Burnham Beeches SAC sensitive habitat as a result of new residential developments within the zone of influence. The aim of creating alternative recreation spaces is to attract visitors who might have otherwise travel to Burnham Beeches SAC and also to improve biodiversity generally in the area. Section 106 contributions would apply to residential developments within 5.6km of Burnham Beeches SAC with the requirement for a contribution being set in a guidance document, and subsequently in a Supplementary Planning Document.
- 15.16 In advance of formally adopting this policy guidance, and recognising the evidence in place at the time, the Applicant has agreed to make s106 contributions on the basis of a rate of £570 per additional dwelling towards the above projects. This would be calculated based on the residential quantum within each Development Zone, or to be triggered by development blocks within a Development Zone. Although this sum differs from the Bucks CC Burnham Beeches SPD, this SPD is only afforded limited weight to the consideration of the proposals as the mitigation proposed in the SPD is specific to sites in Buckinghamshire which have been costed in the document evidence base. SBC is preparing its own mitigation SPD and is relying on evidence collected for mitigation to be spent on projects in Slough including on-going maintenance. It is understood that this amount is sufficient to enable the phased implementation of mitigation works (set out in the Upton Court Management Plan) as agreed in principle with Natural England and any further suitable greenspaces within Slough which may form part of the Council's emerging strategy which may be agreed with Natural England in due course.
- 15.17 Natural England currently expect alternative natural green space to meet a standard of 8ha/1000 population relating to the carrying capacity for visitors being able to enjoy the space. Taking account of existing use of Upton Court Park, it has been assumed but not verified, that the Park has 50 % carrying capacity. Natural England have agreed that Phase 1 of Upton Court Park has a capacity [to mitigate up to] 1719 dwellings within Slough. The outline application seeks approval for up to 1600 homes which falls under this capacity. However, should other developments come forward in advance of, or at the same time as later parts of the Queensmere development, the carrying capacity may be exceeded in the future.
- 15.18 Natural England considers the current capacity at Upton Court Park is 1195 dwellings (assuming that at least 524 homes are built out under 2 x current applications with contributions secured). Natural England have accepted this pending a review when

visitor survey results are known and a review of the 8ha standard for urban populations. This work is being carried out by SBC and officers have been advised that the carrying capacity is anticipated to go up after the review. Therefore, further s106 contributions will be required to identify further projects and initiatives within Upton Court Park and/or alternative natural green spaces within Slough or elsewhere to be funded by the contributions. The Applicant considers the provision of mitigation measures costed at the agreed rate (per dwelling) is sufficient and fair mitigation for the Council to implement measures elsewhere, if the carrying capacity is exceeded at some point in the future, either as a result of this development or other development schemes coming forward.

- 15.19 At this stage, it is not possible to confirm whether the other applications will be implemented and therefore the proposed mitigation agreed with the Applicant under this outline application is considered to be a reasonable solution to secure contributions towards the current agreed list of improvements to Upton Court Park, and/or other suitable alternative greenspaces to be identified by Slough by way of financial contributions. Should the carrying capacity be clarified in advance of a decision on the Queensmere application, the additional projects will be included within the obligation definition within the s106 agreement and Natural England will be notified in advance of the decision in accordance with the Determination Statement (which will also confirm the Council's conclusions from its Habitat Regulations Assessment and Appropriate Assessment).
- 15.19 Subject to this agreement being in place as part of any reserved matters application progressing, it is considered that the Development Proposals would not have adverse effect on the integrity of Burnham Beeches SAC. As such compliance with such planning obligations (Section 106 contribution) would provide certainty of no adverse effect on site integrity subject to the conditions or obligations being secured.
- 15.20 On the basis that the principles of the proposed mitigation set out are agreed with SBC and Natural England for the outline application, the Appropriate Assessment for Burnham Beeches SAC will be completed, in advance of issuing planning permission, if the committee resolves to defer and delegate for approval. At the reserved matters stage when the precise number of residential units is known, the details of the mitigation and the mechanism for its delivery will be finalised with SBC and Natural England.
- 15.21 Prior to determination of the planning application, the Council will complete its own Appropriate Assessment under the Habitats Regulations regarding determination of the planning application for the residential development project referred to above and in relation to effects on Burnham Beeches SAC. The Assessment will set out the agreed scheme of mitigation measures in addition to those in the applicant's Assessment. The Assessment will be required to take account of the completed Section 106 planning obligation and planning conditions relevant to mitigation that will be applied to any grant of planning permission. It also takes account of the Council's control of the Upton Court Park, its proposals for enhancing the Park re biodiversity/natural habitat for informal recreation use within a Park Master Plan and a draft Mitigation Strategy to deal with the impact of future residential development in Slough upon Burnham Beeches.

16.0 Planning Assessment - Transport and Highways

- 16.1 The National Planning Policy Framework requires development to give priority first to pedestrian and cycle movements, and second - so far as possible – to facilitating access to high quality public transport. Development should be designed to create safe and suitable access and layouts which minimise conflicts between vehicles, cyclists and pedestrians. Plans should also address the needs of people with disabilities, allow for the efficient delivery of goods and access by emergency vehicles, and provide facilities for electric vehicle charging. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree. This is reflected in Core Policy 7 of Slough's Core Strategy.
- 16.2 Paragraph 111 of the National Planning Policy Framework 2021 states that *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*.
- 16.3 Policy T2 of The Adopted Local Plan for Slough 2004 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of parking standards. The Parking Standards have been updated within Part 3 of the Slough Developer's Guide.
- 16.4 The applicant has prepared a Transport Assessment to consider the transport and highways impacts of the development. A review of Highways and Transport information has been completed by Origin Transport Consultants and Slough's Highways Team.

Vehicle Access and Street Layout

- 16.5 The application seeks approval for the location of the key access points to the site in the context of the surrounding existing highway network. The precise alignment of the internal highway network can only be defined once the associated Development Zone layouts are fixed through subsequent reserved matters applications.
- 16.6 The Illustrative Scheme includes a new entry only vehicle access on the westbound lane of the A4 Wellington Street, opposite the junction with Brunel Way. This would be a left-in only junction from the A4 Wellington Street, and would provide a one-way entry route for all vehicular traffic accessing the Site, refer to the illustrative access plan below (extracted from Indicative Delivery & Servicing Strategy):

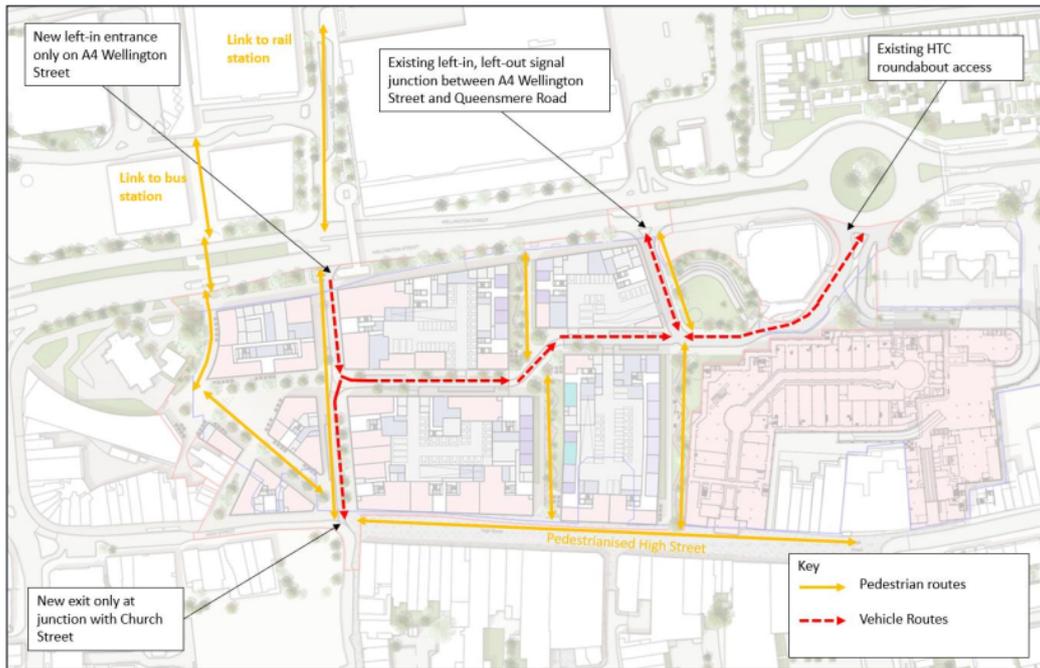


Fig 41: Illustrative Accesses

- 16.7 The Illustrative Scheme also includes a new vehicle access point at the junction between the High Street and Church Street. The proposed vehicle access will be exit only for all delivery vehicles accessing buildings in DZ2 subject to restriction/access control. To avoid the Site becoming a through-route, the exit-only section will be managed (via a range of suitable measures which will be secured at RMA stage) as such that only permitted vehicles, using this route for servicing, can pass through the Site on to Church Street.
- 16.8 The Site will include a one-way Spine Road running through the Site. Vehicles accessing DZ1, DZ3, DZ4, DZ5 and DZ6 will enter the Site via the left-in only access on the A4 Wellington Street, driving southbound between DZ1 and DZ4. The vehicles would then turn left around the corner, heading eastwards along the one-way Spine Road (east) to exit the Site via the HTC roundabout junction.
- 16.9 Vehicles accessing DZ2a, will enter the Site via the new left-in only access on the A4 Wellington Street, driving southbound between DZ1 and DZ4. If permitted, through the use of a suitable access control arrangement, the vehicles would then continue south along the one-way Spine Road (south) and exit the Site via a new exit only point at the south edge of the Site, at the junction with Church Street and High Street.
- 16.10 The one-way Spine Road will be the main route for vehicles across the Site and is split into three different zones. Zone DZHA will run from the HTC roundabout up to the western ends of Development Zones 3 and 4 and will facilitate access to Development Zones 3, 4, 5 and 6. Past this point, the route becomes the highway zone within the DZH1, which divides the DZWS and leads south to the DZs 1, 2 and 4. The retained access between the A4 and Queensmere Road will be DZHB. The majority of the Spine Road route will be a one-way carriageway approximately 3.7m in width. The carriageway located in Development Zone 1, 2 and 4 will be one-way southbound only.
- 16.11 Based on the strategy identified within the Indicative Delivery and Servicing Strategy, the majority of service and delivery vehicle loading / unloading will take place within the curtilage of each building. However, the Development also includes loading pads

along the edge of the new oneway Spine Road route for delivery and servicing activity, specifically to accommodate HGVs.

- 16.12 The LHA have confirmed that the indicative access strategy is acceptable in principle, but detailed drawings of the new site access junctions and internal site road will need to be provided and approved at the RMA stage which will be secured via condition. A detailed servicing management strategy will also need to be secured to show how access to the loading pads and restricted sections of the site access roads will be controlled and managed.

Pedestrian Movement & Access

- 16.13 Once complete, the Development will provide a highly permeable scheme and will enhance connectivity across the Site. Footways will be provided on both sides of the one-way Spine Road. The vehicle access points on the A4 Wellington Street will also provide footways on both sides of the carriageway and will enable access from the north. Additionally, the scheme has been designed to provide landscaped areas with footpaths between each Development Zone. These will provide north-south pedestrian connections between the A4 Wellington Street and High Street. Furthermore, pedestrian friendly public realm will be provided at the western end of the Site and next to the HTC building.
- 16.14 The TA states *“A key improvement associated with the proposals will be an improved connection between the site and Brunel Way. The proposals seek to improve the pedestrian crossing arrangement on Wellington Street, which is currently a two stage arrangement, meaning that people crossing the road are required to wait on an island in the middle of the road....The proposals will re-align the pedestrian crossing to the east of the junction with Brunel Way to provide a single stage at-grade crossing, which removes the need to wait in the centre of the A4. Realigning the crossing also has the benefit of improving the desire line between the site and the Station and the attractiveness of the crossing.”*
- 16.15 The above is supported by the LHA and these works will be included in the Section 106 agreement. It should also be noted that SBC is also seeking the rationalisation of crossing points on A4 as there are currently two in close proximity. The new straight across crossing would replace both the current crossing near Brunel way and the crossing a short distance to the west.

Indicative Delivery and Servicing

- 16.16 The indicative delivery and servicing strategy is for each building to be serviced individually, with each Development Zone operating as a stand-alone entity from a delivery and servicing perspective. Figure 42 shows an indicative plan that illustrates the delivery and servicing (extracted from the Indicative Delivery & Servicing Strategy).

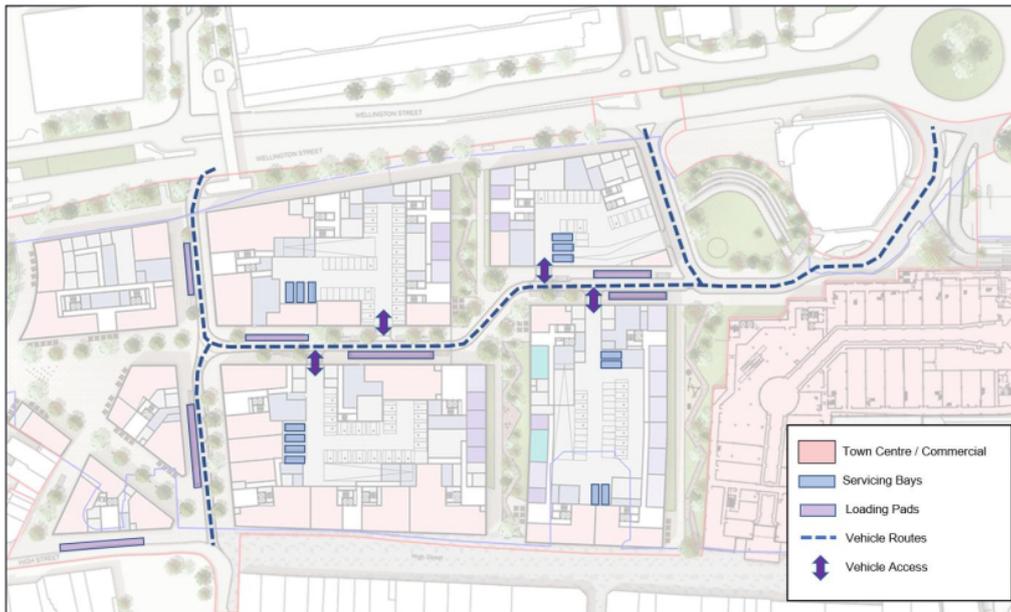


Fig 42: Indicative Delivery and Servicing

- 16.17 With the exception of Development Zone 1 & 2 on the west edge of the Site, each building will provide internal ground floor loading areas for smaller / medium-sized vans (i.e. up to a 7.5T box van) to undertake deliveries to the proposed residential units and commercial uses within the building. With regard to larger deliveries i.e. 10m HGVs and waste collection vehicles, which need to service the buildings, these will use the proposed loading pads provided on either edge of the one-way carriageway of the Spine Road route. The loading pads can be used by HGVs and waste collection vehicles accessing both the residential units and the commercial uses. However, the loading pads could also be used by smaller vans accessing the commercial units, where the loading pad would be close to the commercial frontage. All delivery and servicing vehicles would enter the Site via the new left-in entry only access on the A4 Wellington Street and exit via the HTC roundabout, with the exception of vehicles accessing buildings in Development Zone 2, which would exit the Site via the new controlled exit only access route which exits on to Church Street.
- 16.18 Development Zone 1 & 2 will not have internal car parks, therefore delivery and servicing for this Development Zone will be on-street via adjacent loading pads. As set out above, vehicles accessing DZ 1 will enter the Site via the new left-in entry only access on the A4 Wellington Street and exit via the HTC roundabout. Vehicles accessing DZ 2 will enter the Site via the new left-in entry only access on the A4 Wellington Street and exit via the new exit only access on Church Street. Development Zone 2 includes three Development Blocks, DZ2a will be accessed via a loading pad the one-way Spine Road South section of the internal road. DZ2b will be accessed via a loading pad on the High Street, therefore vehicles would not enter onto the site, instead accessing the building DZ2b loading pad via William Street. DZ2c can either be serviced from the loading pad on the High Street or from the loading pad on the one-way Spine Road South section of the internal road.
- 16.19 The LHA have confirmed that the indicative Delivery and Servicing Strategy is acceptable in principle, although further information concerning the access control arrangements and detailed drawings of the new access and servicing arrangements will need to be provided and approved at the RMA stage and this will be secured via condition which will also seek to ensure that servicing trips do not take place during

the peak hours. The details will also need to include a servicing management strategy to show how deliveries and the availability of the loading pads will be managed.

Cycle Parking

- 16.20 The TA states *“A long-stay cycle parking ratio of one space per residential unit has been discussed with SBC at pre-application stage. The Illustrative Scheme indicates that residential long-stay cycle stores will be provided at ground floor, and for some Development Zones on first floor, in the form of two-tiered cycle racks. Short stay cycle parking for visitors is also proposed.”*
- 16.21 The LHA have reviewed and stated that residential cycle parking will need to be located in secure communal stores for each building on the ground floor or located next to large lifts if stores needed to be provided on upper floors as well as ground floors. A centralised store with extra capacity and space for visitors should also be provided. No information has been provided on the ratio of cycle parking for the office uses on the site. One cycle space per 125m² is required, in line with the SBC Transport and Highway Guidance Developer’s Guide Part 3 Interim Document (November 2008) and this will be secured via condition.

Car Parking

- 16.22 The majority of dwellings are expected to be car free, with residents able to walk to the facilities within the Town Centre and relying on Slough Railway Station and Slough Bus Station which are 300 metres (4 minutes’ walk) from the site. The most recent adopted SBC Parking Standards are presented in the Slough Developer’s Guide: Part 3: Highways and Transport (2008). The parking standards allow for nil provision for residential developments within the highly accessible Town Centre area where there are a range of facilities and shops within walking distance and where public transport accessibility is greatest within the borough. The proposed office parking will be private parking associated with the additional employment uses. It will not be public parking.
- 16.23 SBC’s current adopted parking policy states maximum parking ratios for office space as one space per 40sqm for office and that residential developments would be “considered on merit”. However, to reflect emerging sustainability objectives, it was agreed during pre-application discussions with SBC to apply a car parking provision for the residential element at a ratio of 0.3 car parking spaces per unit and/or one space per 100sqm office space. This overall parking provision includes 5% of the total capacity allocated as accessible parking spaces for people with reduced mobility and 20% of the parking provided with Electric Vehicle Charging Points. This is in line with the SBC’s targets to ensure there is no increase in car parking within employment generating development. SBC have previously completed modelling exercises for Local Plan Growth which demonstrate a restrained approach towards car parking is required for Town Centre developments to avoid congestion of the road network. The results of this modelling inform SBC’s approach to low parking provision in the Town Centre Area.
- 16.24 A Car Park Management Plan is required for both the office and residential uses on the site, to explain how the parking will be enforced and to demonstrate that any reduced parking will simply not displace parking off site. It is proposed that a condition or planning obligation to secure a Car Park Management Plan will be included.

Public Transport Access

- 16.25 The TA refers to Phase 2 of the Slough Mass Rapid Transit (SMaRT) and states “*The Queensmere OPA Site will benefit from Phase 2 of SMaRT, with the route passing along the north edge of the Site, providing an excellent service for residents and visitors to the Site, as well as improving public transport access to the wider town centre area.*”
- 16.26 It should be noted that plans for Phase 2 of SMaRT are currently on hold and the proposed development can therefore not rely on these improvements.
- 16.27 The TA explains that the Slough rail station will provide access to Elizabeth Line services which will extend across London from east to west, extending to Reading in the west, and Shenfield and Abbey Wood in the east. The Elizabeth Line will also provide direct services to Heathrow Airport. The section of the Elizabeth Line between Reading and London Paddington is currently operational, with the remainder of the line across London up to Shenfield and Abbey Wood to be completed in 2022.
- 16.28 There are a number of measures proposed to improve and encourage access to public transport which are listed within the mitigation section below.

Trip Generation

- 16.29 Two separate assessments and net trip generation forecasts have taken place, comparing the trip generation associated with the existing use at Queensmere Shopping Centre.
- 16.30 It can be seen that for the maximum office scenario an increase of 103 vehicle movements can be expected in the AM peak hour and a reduction of 342 vehicle movements in the PM peak hour. The maximum office scenario is therefore forecast to generate a total of 832 (residential and non-residential) two-way serving movements across a typical day. This equates to approximately 70 two-way vehicle movements per hour based on a typical 12-hour day (0700-1900).
- 16.31 In the maximum office scenario there is forecast to be an increase of 293 rail trips in the AM Peak Hour and a reduction of 118 rail trips in the PM peak hour can also be expected.
- 16.32 It can be seen that, for the maximum office scenario, an increase of 103 vehicle movements can be expected in the AM peak hour, which includes an additional 11 vehicles accessing the site and an additional 92 vehicles leaving the site. In the PM peak hour a reduction of 342 vehicle movements is expected. In the maximum office scenario, there is forecast to be an increase of 293 rail trips in the AM Peak Hour and a reduction of 118 rail trips in the PM peak hour can also be expected.
- 16.33 For the maximum residential scenario an increase of 61 vehicle movements can be expected in the AM peak hour, which includes an increase of 190 vehicle movements exiting the site in the AM peak hour and a reduction of 129 trips accessing the site. This shows a change in the tidal direction of movements to and from the site compared to the existing situation. In the PM peak hour, a reduction of 386 vehicle movements is expected.

Traffic Modelling

- 16.34 The highway impacts associated with the Maximum Office scenario and the Maximum Residential scenario have been determined using a cordon of Slough Borough Council's Multi-Modal Model (hereafter referred to as "SMMM17"), which extends to the Slough urban area. The SMMM17 is a SATURN model and is validated to a base year of 2017 and has a forecast year up to the end of the Plan Period in 2036. A detailed review of the strategic modelling output and the individual junction capacity assessments revealed that the A4 bus lanes were not included in the Do Minimum and Do something strategic model runs in the TA. The traffic flows from SATURN and trip generation data from the applicant was input to specific models of local junctions using LINSIG, ARCADY and PICADY software.
- 16.35 The development has been found to have a material impact on the following junctions: A4 Wellington Street / A412 Uxbridge Road signalised roundabout, A4 Wellington Street / Wexham, A4 Bath Road/Stoke Poges Lane/Ledgers Road signalised junction, The following junctions were assessed and forecast to operate with spare capacity and did not need mitigation: A4 Wellington Street/Wexham Road, Windsor Road / Herschel Street Junction, Windsor Road/ Albert Street/ Chalvey Road, A4/London Road/Sussex Place/Langley Road, A4 Wellington Street / William Street.

Mitigation

- 16.41 SBC have agreed a Section 106 contribution of £3.5 million with the Applicant towards sustainable highways and transport improvements identified in the Strategic Transport Infrastructure Plan. Origin have advised that capacity improvements or signals optimisation are unlikely to resolve the impact on queueing and it is noted that three junctions operates over-capacity in the baseline and assessment years. Improvements to public transport and active travel are considered the most effective form of mitigation to move people sustainably and reduce the number of vehicles on Slough's roads. The S106 financial Contribution within Slough Town Centre/Square Mile and within the immediate vicinity of the will be used towards infrastructure including but not limited to:
- Consulting, preparing and making traffic regulation orders (TRO where necessary);
 - specified local highways mitigation and public realm improvements to enhance and improve the walking, cycling (refer below) and public transport infrastructure and improve safety, manage capacity/flows and improve the environment;
 - initiatives to improve local public transport services such as (but not limited to) improvements to accessibility, Real Time Displays, Bus Services capacity/routes (including Secondary School Services), EV charging bus infrastructure & promoting the rapid transit schemes; and/or
 - the review of existing controlled parking zones within the vicinity of the Development and associated TRO
 - EV Infrastructure towards Ultra Low Emission Vehicle Recharging Infrastructure; Town Centre EV Car Club, EV Car Club Subsidisation Scheme; and Taxi EV Infrastructure.
- Measures aimed at improving cycle connectivity, towards which the transport contribution could be used include:
- A contribution towards improvements to north south connectivity along Brunel Way between the railway station and the site.

- Measures to improve access to public transport, to which the transport contribution could be used include:
 - Provide bus stop wayfinding scheme (“where to catch your bus”) at Bus Station / Wellington Street / Brunel Way / High Street / Windsor Road (north end).
 - Reposition bus stops in Wellington Street as needed to allow: i) buses to serve stop in Wellington Street before turning right into Brunel Way or Stoke Road; ii) lining up with new pedestrian access points to and from the development and crossing points to the rail station and bus station; this may enable consolidation of the existing two westbound stop sets into one, or could mean splitting the existing eastbound single stop set into two sets.
 - consolidate existing eastbound bus stop in High Street near western end of site by removing redundant bus shelters.
 - Ensure all bus stops in Wellington Street, High Street and Windsor Road (north end) have real-time information screens.
 - Provide CCTV at all bus stops in Bus Station / Wellington Street / Brunel Way / High Street / Windsor Road (north end)
 - Revenue contribution (for x years) to enhanced Sunday and evening bus service to ensure 20-min (core network) / 60-min (secondary network) headways and last bus at least around midnight on all routes serving the development.

16.42 In addition to the above STIP measures covered by a S106 financial contribution (in paras 16.41), it is proposed that the following physical works are required and delivered by the applicants as part of the development. These could be delivered via a S278 Highways Agreement and to improve site connectivity,

- The upgrading of the footway/cycleway provision along the A4 site frontage to provide a minimum 3m wide footway/cycleway (S278)
- The provision of a new straight across toucan crossing to connect the site to Brunel Way and replace the existing staggered crossing (S278);
- The removal of the existing signalised crossing a short distance to the west of Brunel Way on the A4 to concentrate the desire line and improve the operation of the A4.
- A new toucan crossing on Queensmere Road (S278);
- Improvements to the pedestrian crossing of the southern arm of the HTC roundabout (S278)

16.43 The Applicant and LPA have agreed that a minimum contribution of £2.7m is secured towards the above items in both residential or office scenarios with an additional £800,000 of contribution secured to mitigate the impact of the offices (in this scenario only). The additional contribution would be calculated on a pro-rata basis which relates to the quantum of office floorspace to be constructed. It is considered that the impact of the offices would place some additional burden on public transport and pedestrian/cycle connections therefore it is necessary to mitigate this effect through the additional contributions. Up to £3.5m is therefore secured in phased payments towards sustainable transport infrastructure in the max office scenario.

- 16.44 In addition to the contributions towards STIP measures, SBC and the applicant have also agreed to non-physical mitigation in the form of a Car Parking Management Plan for both the office and residential elements which explains how the office and residential parking will be enforced and demonstrate that any reduced parking will not displace parking off site and a Delivery and Servicing Management Plan which will set out the control measures for controlling delivery and servicing movements on site. Furthermore, Travel Plans (for residential, nursery and flexible town centre, office and sui generis land uses) and monitoring will also be included as a planning obligation.
- 16.45 Subject to the provision of detailed information and compliance with the aforementioned conditions and planning obligations, the proposals are considered to be broadly compliant with the relevant saved transport and highways policies in the Local Plan (T2, T8 and T9) and the Core Strategy Policy 7, and the NPPF (2021) and would not result in severe impacts.

17.0 **Sustainability and Energy**

- 17.1 As a part of the Environmental Statement (ES) submitted by the Applicant and prepared by Watermans, an Indicative Sustainability and Energy Strategy has been submitted.
- 17.2 As outlined within the ES section of the Report, the Indicative Sustainability and Energy Strategy outlines that the Development could be all-electric, utilising zero-emission technologies, with no combustion sources proposed. It should be noted that though the strategy analyses both office-led and residential led scenarios, the document is indicative.
- 17.3 Within Chapter 10 of the ES, Greenhouse Gases (GHG) are discussed. As summarised within the ES section of the report, consideration has been given to anticipated effects of GHGs and other receptors sensitive to climate change. For both the enabling/construction phase and operational carbon emissions predicted for the Development (considering both development scenarios), the anticipated impact has been identified as negligible, insignificant effect. Within the ES review section of the report, a series of mitigation and enhancement measures have been outlined to be reviewed as part of the RMA design to further reduce the magnitude of significance of CO₂ emissions during enabling, construction, complete and operational development to further reduce CO₂ emissions.
- 17.4 As part of the assessment of the application, consultation comments have been provided by the Special Projects Officer in relation to Energy, Sustainable Design and Construction, and initial comments provided by the Carbon Compliance Officer.
- 17.5 No objections have been received and it is noted that the carbon emissions would be better than the SBC planning guidance standards and energy policies (Developers Guide Part 3 updated Sept 2017 page 15 (15%) and Interim Town Centre Regeneration Framework (19%)) which are higher than 2013 Building Regulations as it currently standards. With respect to the use of low carbon/renewable energy the indicative strategy outlines a performance better than 10% as outlined in the Council's published guidance and BREEAM targets. It is recommended by officers that a condition to commit to an improved percentage performance of this 10% target through future applications. It is also hoped that improvements to the current minimum standards though future applications, given the aims of "Build net Zero now" and that new Building Regulations could come into force in 2025.

- 17.6 In relation to ventilation and overheating, a mitigation study is recommended to be provided by condition.
- 17.7 Core Policy 8 (Sustainability and the Environment) states that:
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.
- 17.8 In relation to sustainable design and construction Core Policy 8 (Sustainability and the Environment) states that:
- 17.9 *All development should, where feasible, include measures to:*
- *Minimise the consumption and unnecessary use of energy; particularly from non renewable sources;*
 - *Recycle waste*
 - *Generate energy from renewable resources;*
 - *Reduce water consumption; and*
 - *Incorporate design and construction techniques, including the use of recycled and energy efficient building materials.*
- 17.10 Officers note that from the findings of the Indicative Energy Strategy the impact of the development in both flexible scenarios (office or residential-led) could be negligible subject to measures being incorporated into the design. However, as the strategy is indicative, a mitigation package is required for the development for all the outlined phases of development. Further comments in relation to this have also been made within the ES section of the report.
- 17.11 Therefore, whilst officers accept that the proposal does not yet demonstrate compliance with Core Policy 8 of the Core Strategy or the targets set out within Developers Guide Part 3 updated September 2017 and Interim Town Centre Regeneration Framework, the potential measures outlined in the initial strategy demonstrate that the proposals are capable of demonstrating compliance at the reserved matters and conditional stages. Conditions are proposed to be attached to deal with the following matters and to ensure the relevant mitigation and enhancement measures are provided for assessment for future Reserved Matters applications: Condition 10 (Energy and Sustainability), Condition 36 (Whole Life Carbon Assessment), Condition 37 (Energy Statement Compliance (Residential)), Condition 38 (Energy Statement Compliance (Non-Residential)), Condition 39 (BREEAM Very Good for non-residential uses), Condition 40 (Overheating Analysis).

16.1 Crime and Prevention

- 16.2 With respect to the prevention of crime through design, the outline scheme provides some guidance in the Design Code illustrated with potential examples in the Design and Access Statement. Detailed design has not been provided at this application stage and will be provided and secured through the Reserved Matters Stage. It is also noted that the Parameter Plans do not cover specific details in relation to designing out crime, with respect to street/building design and landscaping as that the final building forms within each zone have not yet been finalised.

- 16.3 With respect to the documents offered for approval, the Design Code outlines methods of strategic control and rules for design.
- 16.4 G5/61 outlines that the design should maximise activity from placement of seating and play/socialising areas within key public spaces to provide natural surveillance to deter against crime and anti-social behaviour. Diagrammatic examples are also provided within the code.
- 16.5 With respect to the Illustrative Scheme, the Design and Access Statement outlines 7 key aspects from Secured by Design for securing sustainable communities:
- Access and Movement,
 - Structure,
 - Surveillance,
 - Ownership,
 - Physical Protection,
 - Activity, and
 - Management and Maintenance.
- 16.6 The Design and Access Statement shows illustrative plans for identifying residential lobbies and entrances on primary and secondary routes.
- 16.7 Core Policy 12 of the Core Strategy discusses Community Safety and states that:
- Developments to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for designing out crime.*
- 16.8 Policy EN5 of the Local Plan discusses Design and Crime Prevention and states that:
- All developments schemes should be designed to reduce the potential for criminal activity and anti-social behaviour.*
- 16.9 Paragraph 130 (f) of the NPPF also states that:
- Planning decisions should ensure that developments:*
- create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*
- 16.10 Consultation comments have been provided by Thames Valley Police and Community Safety.
- 16.11 Thames Valley Police:
- 16.12 No specific objections were raised to the outline proposal, however a series of comments in relation to the use, access, surveillance and design of the podium gardens as residential amenity space, defensible space, counter-terrorism surveillance measures and bike and bin stores were provided for consideration for subsequent applications as the design and applications evolve.

16.13 Community Safety:

- 16.14 In meetings with Officers, no specific objections again were raised to the outline application, however general comments were provided in relation to the scheme. It is noted that details of security management, street protection through design (bollards, kerb heights), street furniture, CCTV, access to and from the High Street, active frontages, site wide pedestrian movement and route accesses all need to be considered with respect to the scheme going forward with future Reserved Matters applications. It is noted therefore that discussions with regards to community safety and security should be on going throughout the development of the scheme to ensure concerns can be addressed during the appropriate stage in the process.
- 16.15 It is noted by Officers that detailed design in relation to crime and community safety at this point has not been provided, given the stage and nature of the outline submission with no finalised building forms provided at this point. The outline scheme at this stage provides limited detailed information with respect to design interventions to be undertaken to minimise crime and anti-social behaviour. Compliance with policy EN5 of the Local Plan or Core Policy 12 of the Core Strategy has not been demonstrated yet through the detail provided in the submission. However, Officers acknowledge that it is not possible to confirm compliance until final building forms and landscaping plans/strategies are in place. To satisfy Paragraph 130 (f) of the NPPF, the following conditions are proposed to be secured by the permission to ensure that sufficient details are provided through the Reserved Matters applications in order to ensure the development as a whole is a safe, inclusive and accessible place where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience: Condition 11 (Site Wide Landscape and Public Realm Strategy), Condition 15 (details of Access), Condition 16 (Inclusive Accesses), Condition 26 (Design Code), Condition 27 (Secure by Design), Condition 28 (Lighting), Condition 30 (Wayfinding, Signage and Street Furniture), Condition 62 (Laminated/Attack Resistant Glazing).

19.0 **Environmental Issues**

- 19.1 This section includes a planning assessment of the following topics, including topics scoped into the EIA.

- **Noise and Vibration**
- **Air Quality**
- **Ground Contamination**
- **Sunlight & Daylight & Overshadowing**
- **Wind Microclimate**
- **Flood Risk, Water & Drainage**
- **Archaeology**
- **Socio-Economic**

Noise and Vibration

- 19.2 Notwithstanding the ES section on noise and vibration, given the outline nature of this application and land use locations cannot be confirmed at this stage, the Council's Environmental Quality Officer has recommended that a detailed noise impact

assessment and mitigation design report is undertaken at RMA. Detailed comments have been provided in terms of the scope of what would be required within the assessment, for example it would need to consider the noise impacts from existing and new sources such as road, rail and aviation traffic and plant noise (mechanical plant associated with commercial units, building ventilation, and power generation, sub stations etc) on existing and future noise sensitive receptors of the development.

- 19.3 The assessment will include a noise mitigation scheme which will demonstrate how the design, orientation, internal layouts and additional mitigation measures will minimise adverse noise impacts and provide an acceptable level of amenity for future residents. The scheme will include detailed specifications for any acoustic enclosures, screening, glazing, ventilation and cooling that are identified as necessary to protect the future residents.
- 19.4 The measures set out in the approved mitigation scheme will be fully implemented in the construction of the residential development and retained in good working order at all times in the future and the following should be noted:
- *Internal Noise Level Criteria:* To assess site suitability, comparison will be made to internal noise levels criteria. Internal noise levels are expected to not exceed recommended noise levels of 30dB in bedrooms and 35dB in living rooms.
 - *External Noise Level Criteria:* External amenity space will be expected to comply with the 50-55dB noise level recommendation, where possible.
 - *Plant Noise:* Any future plant noise will be limited to 5dB below the background noise level recorded at each long-term measurement location.
 - *Glazing and Ventilation:* Detailed façade acoustic performance requirements are required at the reserved matters application stages to optimise the façade design. Although the outline application noise report recommends double glazing (Rw+Ctr 37 dB) and ventilation, this will be a minimum standard and will be confirmed as each reserved matters application comes forward.
 - *Deliveries:* Night-time deliveries (between 2300-0700) must not exceed 5 per night.
- 19.5 Subject to the recommended conditions and appropriate mitigation, the Environmental Quality Officer raises no objections to the proposal. It is considered that subject to sufficient information being provided to satisfy the conditions at RMA stage, that the policy requirements of Core Policy 8 would be met and the LPA are satisfied that there are sufficient controls by virtue of the noise assessment condition which would seek to protect the amenities of existing residents surrounding the Site and the Development itself.

Air Quality

- 19.6 Core Policy 8 of the Core Strategy seeks development to be located away from areas affected by air pollution unless the development incorporates appropriate mitigation measures to limit the adverse effects on occupiers and other appropriate receptors. Proposal should not result in unacceptable levels of air pollution. This is reflected in the National Planning Policy Framework which also goes on to require any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.
- 19.7 The Council has adopted Low Emission Strategy on a corporate basis, which is a local air quality action plan incorporating initiatives to be delivered by the Council and will set the context for revising the Local Development Plan Policies. Measures in the Low Emission Strategy include reducing traffic, requiring electric charging points, and low

emission boilers within new developments. The Low Emission Strategy is a material planning consideration but it does not form part of the current local development plan.

- 19.8 No objections are raised in respect of Air Quality impacts subject to the implementation of development including a number of mitigation measures. These measures include contribution towards the air quality monitoring network, rapid electrical vehicle charging bays, car club for on and off-site use and will be discussed further in the S106 contributions section below. The other measures listed can be secured by condition where relevant and as a result no objections are raised in this respect.
- 19.9 In addition to the list above, the Council's Environmental Lead has requested that the Air Quality Assessment accords with the Institute of Air Quality Management (IAQM) '*Guidance on the assessment of dust from demolition and construction*', 2014 (updated 2016) and include mitigation outlined within Appendix 9.3 of Environmental Statement - Volume 4 Appendices. Furthermore, that the once full details of the construction onsite plant are available, an assessment of exhaust emissions from on-site plant (also known as non-road mobile machinery or NRMM) and site traffic should be submitted to the Council and approved in writing. There would also be a requirement for a clear and complete record to be kept for the materials and resource used on site, imported and exported, including any waste produced, and this information must be included in the final validation reports for each phase, together with full details of items and tasks mentioned in the Environmental Protection section of the EA assessment should be accompanied by a Dust Management Plan (DMP) produced in line with the Institute of Air Quality Management (IAQM) '*Guidance on the assessment of dust from demolition and construction*', 2014 (updated 2016) and include mitigation outlined within Appendix 9.3 of Environmental Statement - Volume 4 Appendices.

Ground Contamination

- 19.10 Paragraphs 183 of the National Planning Policy Framework require a site to be decontaminated so that it is suitable for its proposed use. Core Policy 8 (Sustainability and the Environment) of the SBC's Core Strategy Document states that development shall not 'cause contamination or deterioration in land, soil or water quality' nor shall development occur on polluted land unless appropriate mitigation measures are employed.
- 19.11 The Council's Land Contamination Officer has not raised any concerns for the proposal. A Phase 2 Intrusive Investigation Method Statement, Phase 3 Quantitative Risk Assessment and Site-Specific Remediation Strategy and Remediation Validation are recommended as conditions. No objection is raised to the application in respect of contamination impacts, but a condition is recommended for further investigative works prior to development is required.

Sunlight, Daylight and Overshadowing

- 19.12 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship to nearby properties. The NPPF at paragraph 125 states that 'local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).'
- 19.13 The application is accompanied by an Internal Daylight and Sunlight Assessment and Guidance for the proposed development itself. It should be noted that the daylight,

sunlight and overshadowing effects to neighbouring properties are stated with the ES section of this report.

- 19.14 The ES includes an assessment of Vertical Sky Component (VSC) and No-Sky Line (NSL) effects (for daylight), Annual Probable Sunlight Hours (APSH) for sunlight effects and Sun path analysis for Overshadowing impacts in respect of the impacts on existing properties surrounding the site. The following paragraphs summarise the planning considerations.

Daylight (Impacts on surrounding properties)

- 19.14 The ES reports that 60 of the 65 buildings identified would not experience a noticeable alteration in the levels of daylight that they receive with the completed Development in place and therefore the effects to these buildings are considered negligible in ES terms (of the 999 windows assessed for VSC 937 (93.7%) would meet BRE criteria which is considered a very high percentage of properties meeting the BRE targets. Of the 705 rooms assessed for NSL, 684 (97.0%) would meet BRE criteria).
- 19.16 Of the buildings whereby BRE transgressions are reported, the Church of Our Lady Immaculate and St Ethelbert Nave is reported to experience a negligible to minor adverse daylight effect and two properties (presbytery building of the Church and 186-188 High Street) are considered to experience minor adverse daylight effects. One residential building, 146-148 High Street - Butler House would experience major adverse daylight effects to the seven windows affected by the proposed Development. However, all other windows at this property overlooking Church Street would be unaffected by the proposed Development.
- 19.17 The new BRE Guide identifies that the Guidance and Standards may be applied flexibly in high density locations (such as town centres). Applying the BRE Guidance flexibly is also often required whereby it is necessary to increase housing supply and optimise use (and re-use) of brownfield/previously developed land (in accordance with the NPPF). Officers accept that that some divergence from the standards in the BRE Guidance is justified for this development given the low number of properties which do not meet the BRE guide and the overall high level of compliance within an urban town centre location.
- 19.18 In the cumulative scenario, with adjoining developments in situ, the ES reports no noticeable additional daylight effects would occur to 64 buildings, and therefore the overall effect is unchanged from the Development scenario. The Church of Our Lady Immaculate and St Ethelbert Presbytery, would experience noticeable additional effects in the cumulative scenario, and the effect is therefore considered to increase to a long term, local, adverse effect of moderate significance i.e. significant. It is understood that this building is not of primary residential tenure and as such is of lower sensitivity.

Sunlight Impacts

- 19.19 In relation to sunlight, the ES reports that 43 of the 44 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive with the completed Development in place and therefore the effects to these buildings are considered to be in accordance with the BRE guidance whereby no significant noticeable effect on sunlight would occur. Church Of Our Lady Immaculate and St Ethelbert Presbytery is considered to experience negligible to minor adverse effects in ES terms and therefore some noticeable change is expected to this property, although it is not considered to result in substantial harm.
- 19.20 In relation to sunlight, all 42 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive in the cumulative scenario and

therefore the effects to these buildings are considered to remain as reported for the Development scenario in isolation.

Overshadowing:

- 19.21 The overshadowing effect of the Development on the surrounding amenity areas was also assessed to the Church of Our Lady Immaculate and St Ethelbert Yard. The ES reports the impacts are considered long term, local, adverse of minor significance, however these impacts must be balanced against the significant new areas of public realm including the town square and local square which provide opportunities to improve on the quality of the current urban environment.
- 19.22 Given the outline nature of this scheme, a condition will be included for a daylight and sunlight assessment during the RMA stage, this will take into consideration the detailed design and provide a robust assessment of the site circumstances as they come forward to ensure that where possible the impacts in terms of daylight, sunlight and overshadowing can be appropriately mitigated.

Light Within Assessment

- 19.23 The Internal Daylight and Sunlight Assessment and Guidance ascertains the potential for the proposed buildings to offer acceptable daylight and sunlight amenity for the enjoyment of future occupants and provides guidance to be used at the detailed stages to ensure that the emerging designs make the most of the daylight and sunlight available on site.

Daylight Within Assessment

- 19.24 The methodology and criteria used for these assessments is provided by the Building Research Establishments guidance 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE, 2011) and the British Standard document BS8206. The BRE guidelines are the accepted methodology used by local authorities for assessing daylight and sunlight levels.
- 19.25 The guidance sets out the primary methods of assessing daylight to existing buildings – the Vertical Sky Component (VSC). The VSC is measured from a single point, at the centre of the window, the quantum of sky visible taking into account all external obstructions. However, this assessment has been undertaken without any balconies in place as this will be resolved as part of the detailed design at the RMA for each phase.
- 19.26 The BRE Guidance states that the VSC assessments would result in the following levels of daylight:
- VSC levels above 27% conventional window design will usually give reasonable results
 - VSC levels from 15-27%, special measures are required;
 - VSC levels from 5-15%, adequate daylight can only be provided with very large windows;
 - VSC levels below 5%, it is often impossible to achieve reasonable levels of daylight.
- 19.27 The illustrative scheme has been modelled and the levels of VSC are listed below with design guidance to improve the daylight conditions:
- 47.3% of the façades (30,386 sqm) see levels of VSC of 27% or above, and therefore acceptable daylight levels indoors can be expected with a conventional design of internal layouts and façades;

- 32.7% of the façades (21,724 sqm) see levels of VSC below 27% but greater or equal to 15% and therefore acceptable daylight levels indoors can be achieved with slightly enlarged fenestration and shallower layouts;
- 19.8% of the façades (13,121 sqm) see levels of VSC below 15% and greater or equal to 5%. Adequate daylighting can be achieved in these areas provided there is no further obstruction of the sky and special measures, such as shallow layouts, enlarged fenestration and a careful positioning of balconies, are implemented;
- Only 0.3% of the facade area (167 sqm) sees levels of VSC below 5%. In these areas, bedrooms with maximised fenestration can still achieve acceptable daylighting, whilst living areas would struggle to achieve compliance.

19.28 In terms of daylight, it is evident from the above that courtyard configurations are typically challenging owing to the façades facing one-another, and lower levels of daylight availability can generally be seen on the lower floors. In consideration of this, the assessment states that the proposed courtyards have been designed with a north-south layout and generous proportions which aid daylight in reaching the lower floors. The majority of courtyard façades see VSC levels in excess of 15% meaning that acceptable daylight can be achieved indoors with the use of daylight design strategies. Any internal corners tend to see slightly lower levels of daylight potential and care will be needed in the design of flats within the areas.

19.29 Lower levels of daylight availability can be seen on the lower floors of façades along streets where two linear blocks face one-another. This block configuration is common in developing the urban grain within a regenerative masterplan but here it is expected that the ground floors of many streets will be given up to non-residential uses such as shop fronts, other commercial uses and so the effect to the lowest floors is likely less significant than presented here.

19.30 The report states that the vast majority of façades have the potential to offer good daylight amenity indoors. Whilst areas of limited daylight availability are typical of an urban context, and generally unavoidable in schemes of this size, these can be addressed at the detailed design stage to ensure that adequate daylight levels are achieved within the residential accommodation. The daylight ingress within the rooms can be maximised in several ways, the most relevant of which are summarised below:

- Enlarging fenestration to help maximise the daylight ingress, with raised window-heads being particularly effective to optimise the distribution of light within the rooms.
- Bay windows or pop-out windows would help capturing peripheral light on the façades that are most obstructed by the massing opposite.
- Balconies and overhangs significantly reduce the light entering windows below them and this is exacerbated if there are large obstructions opposite. As daylight is generally regarded as most important in living areas, balconies obstructing windows serving living areas should be avoided in the areas of lowest daylight potential. Should balconies in front of living areas be unavoidable, at least one unobstructed window should be provided.
- Dual-aspect living areas would enjoy greater levels of daylight as well as enhanced views.
- Keeping room depths to a minimum would allow light to reach the rear of the rooms, thus ensuring a uniform daylight distribution.
- light-coloured exterior and interior finishes would ensure that light is reflected off the lighter surfaces and distributed evenly within the habitable rooms.

Sunlight Within Assessment

- 19.31 The BRE guide considers the critical aspects of orientation and overshadowing in determining the availability of sunlight at a proposed development site. The guide proposes minimizing the number of dwellings whose living room face solely north unless there is some compensating factor such as an appealing view to the north, and it suggests a number of techniques to do so. Furthermore, it discusses massing solutions with a sensitive approach to overshadowing, so as to maximize access to sunlight.
- 19.32 To quantify sunlight access for interiors where sunlight is expected, it refers to the BS 82606-2 criterion of Annual Probable Sunlight hours (APSh). APSh is defined as *“the total number of hours in the year that the sun is expected to shine on unobstructed ground, allowing for average levels of cloudiness at the location in question.”* In line with the recommendation, APSh is measured from a point on the inside face of the window, should the locations have been decided. The BRE guidance states the following:
- “In general, a dwelling or non-domestic building which has a particular requirement for sunlight, will appear reasonably sunlit provided that:*
- *At least one main window faces within 90 degrees of due south, and*
 - *The centre of at least one window to a main living room can receive 25% of annual probable sunlight hours, including at least 5% of annual probable sunlight hours in the winter months between 21 September and 21 March.”*
- 19.33 The 3D computer model was also used to ascertain the APSh levels that would be enjoyed by the residential façades within the outline element of the proposed development. As per the VSC assessment, the façades are split in tiles, the colour of which represents the APSh value achieved at that location. Two maps are produced from each viewpoint, one showing the levels of annual PSh and one showing the levels of winter PSh. The BRE’s recommendations on APSh are that windows see 25% APSh total throughout the year with 5% of that being during the winter months.
- 19.34 The assessment concludes that 88% of the facade area meets the BRE recommendation of 25% for APSh and 93% meets the recommendation of 5% for WPSH, 85% of the facade area meets both criteria. As such, good levels of sunlight can be achieved within the vast majority of living rooms facing within 90° of due south when the plots are designed in detail. Care will be needed in the isolated areas and this can be assessed at the time of the RMA stage.

Overshadowing

- 19.35 The BRE guidance in respect of overshadowing of amenity spaces states the following:

“Sunlight in the spaces between buildings has an important impact on the overall appearance and ambiance of a development. It is valuable for a number of reasons:

- *To provide attractive sunlit views (all year)*
- *To make outdoor activities, like sitting out and children’s play more pleasant (mainly during the warmer months)*
- *To encourage plant growth (mainly in spring and summer)*
- *To dry out the ground, reducing moss and slime (mainly during the colder months)*
- *To melt frost, ice and snow (in winter)*
- *To dry clothes (all year)”*

- 19.36 In urban areas, the availability of sunlight on the ground is a factor which is significantly controlled by the existing urban fabric around the site in question and so may have very little to do with the form of the development itself. The BRE document states that:
- “It is recommended that for it to appear adequately sunlit throughout the year, at least half of a garden or amenity area should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sun on 21 March is less than 0.8 times its former value, then the loss of sunlight is likely to be noticeable. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on 21 March”.*
- 19.37 The sun hours on ground assessment of the town square shows that 79% of its area will receive direct sunlight for two or more hours on the equinox (21st March), easily exceeding BRE’s recommendation of 50%. The sun exposure assessments also demonstrate that the vast majority of the town square will receive at least three hours of sunlight on the equinox and six or more hours of sunlight on the summer solstice (21-June).
- 19.38 The streets themselves offer additional ground level amenity space to be enjoying throughout the year. Overall, the streets and the smaller squares found at their junctions are narrower and between the blocks so see lower levels of sunlight but greater levels of light can still be seen, particular on those streets aligned north-south as is to be expected.
- 19.39 The north-south alignment of the Illustrative Scheme significantly aides sunlight penetration and this can be seen in the summer months in particular. This north-south alignment most significantly benefits the proposed courtyards though and the levels of levels of sunlight are much higher in the courtyards than are often found and all but two of them see over the 50% recommended.
- 19.40 The two courtyards not achieving this level of sunlight are that in Zone 1 which is a small space looking north and the eastern courtyard of Zone 4 owing to it being slightly narrower than the western courtyard (achieving over the 50% recommended). Given the excellent performance of the courtyards overall and the north-south alignment of routes supporting pedestrian movement and accommodating desire lines, two of the smaller courtyards seeing slightly lower levels of light is considered acceptable on balance.
- 19.41 Overall, the assessment has demonstrated that the scheme would offer acceptable daylight and sunlight amenity overall when designed in detail. As with any large-scale central urban regeneration scheme, there are areas that are likely to experience slightly lower daylight and sunlight potential where greater levels of obstruction occur, however with consideration given to the internal layouts, fenestration and balcony strategy, at the reserved matters stage for each plot, the levels of light indoors are expected to be acceptable for a scheme of this scale and density.
- 19.42 The RMA for each phase of the development will include a full detailed assessment of sunlight, daylight and overshadowing once details are known of room layouts and fenestration and this will be conditioned. As the BRE guidance has been revised, the assessment undertaken at RMA will need to be in accordance with the updated BRE guidance. On this basis, the proposals accord with Core Policy 8 and the NPPF.

Wind Microclimate

- 19.43 Core Policy 8 requires new development proposals to reflect a high standard of design and to be compatible with and / or improve the surroundings in terms of the relationship

to nearby properties. One of the principles set out within the NPPF is that authorities should always seek to secure high quality design and a good standard of amenity for all existing and future users of land and buildings.

- 19.44 As discussed within the ES section of this report, a detailed assessment of wind microclimate has not been undertaken given the nature of this outline application. A condition has been proposed which would require a detailed wind assessment and appropriate mitigation for each development zone prior to any commencement coming forward at the RMA stage to ensure that the microclimate is suitable for the intended users of the spaces. For example, the microclimate of the town square and main commercial streets, needs to be satisfactory to invite and retain footfall, ensuring that a sustainable place is created which has an acceptable comfort level for people to experience.
- 19.45 As the detailed design of the scheme would have evolved and become more defined overtime with further information known on matters such as layout, height, orientation, entrance location, seating areas, landscaping treatment, public spaces, land uses, wind would be appropriately assessed at that stage of the development. The Council's consultant's BRE have reviewed the wording of the condition and confirmed that it would be acceptable. Thus, as wind could be addressed as part of the RMA stage, this element is not considered to be in conflict with principles set out within the NPPF and Core Policy 8 subject to the imposition of conditions.

Flood Risk and Drainage

- 19.46 Core Policy 8 states that 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. Sustainable Drainage Systems (SUDs) are an effective way to reduce the impact of urbanisation on watercourse flows, ensure the protection and enhancement of water quality and encourage the recharge of groundwater in a natural way. The National Planning Policy Framework states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. Advice from the lead local flood authority should be taken into account
- 19.47 Parts of the Site are located within Flood Zone 1, identified as land assessed as having a less than 1 in 1000 year annual probability of river/tidal flooding. The Site is therefore considered to be at little or no risk of fluvial or tidal/coastal flooding. It should be noted that parts of the Site are at a high risk of surface water flooding. However, these are generally localised areas which coincide with the lower levels of the Site or where water ponding could occur. Refer to the map below:



Fig 43: Flood Zone Map

- 19.48 A Drainage Strategy and Flood Risk Assessment has been produced by Arup. As a summary, the potential sources of flooding which could affect the Illustrative Scheme have been considered and assessed as follows:
- The risk of surface water is considered to be medium;
 - The risk groundwater is considered to be low;
 - The risk of sewer flooding is considered to be low;
 - The risk of fluvial and tidal flooding is considered to be low; and
 - The risk of flooding from artificial sources is considered to be very low.
- 19.49 The Flood Risk Assessment states that finished Floor Levels (FFLs) of 300mm above the general ground level are recommended to account for the 'medium' surface water flood risk in the application site. This shall result in most areas having FFLs set 300mm above the level of the external drainage pathways in accordance with the guidance, particularly for the 'more vulnerable' residential uses where the internal levels and damp-proof course shall be set 100 to 150mm above the external levels which will be in turn 150mm above the drainage pathway based on a standard kerb. Further ground investigations are required to understand groundwater below The Site in more detail. This is due to the proposed basements that may be incorporated into the design and deep excavations likely during construction works to demolish existing basements.
- 19.50 The Drainage Strategy states that the Development proposals and associated storm drainage strategy will be designed to manage and control any potential surface water flooding in extreme storm events to acceptable levels where possible. Furthermore, that any flooding that occurs during such an event will be managed as not to avoid any flooding of properties and that green infrastructure elements such as raingardens and swales will be utilised across the development where possible.
- 19.51 The Lead Local Flood Authority have been consulted with regards to the submitted flood risk assessment and drainage strategy. The LLFA have stated that the general principles for the surface water drainage proposals are acceptable and have recommended further information as part of the RMA stage which has been conditioned. Overall, it is considered that as flood risk and drainage arising from the development will be designed to minimize impacts in a sustainable way, subject to conditions, the proposals are considered to comply with Core Policy 8 and the NPPF

Archaeology

- 19.52 Paragraph 205 of the NPPF (2021) states that local planning authorities should
- 'require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.'*
- 19.53 The Site extends to approximately 4.82 ha and the applicant has submitted an Archaeological Desk-Based Assessment to Berkshire Archaeology which concluded the following:
- "The desk study submitted alongside the application contains historic mapping which clearly shows the site has been developed multiple times across the whole area. This action will have likely had a serious negative impact on the potential for archaeological remains to survive at the site. Therefore, in this instance, Berkshire*

Archaeology is satisfied that the development should not be subject to any scheme of archaeological mitigation works should it be permitted.”

- 19.54 As Berkshire Archaeology has not raised any objection to the development, the proposals are considered to comply with the requirements set out in the NPPF paragraph 205.

Socio-Economic

- 19.55 The NPPF seeks to achieve healthy, inclusive and safe places, promoting social interaction, safe and accessible development and support healthy life-styles. This should include the provision of sufficient choice of school places, access to high quality open spaces and opportunities for sport and recreation and the protection and enhancement of public rights of way, and designation of local spaces.
- 19.56 The ES identifies that the proposals are anticipated to result in impacts and demands on employment during demolition/construction and operational phase, housing provision, schools, GPs and open space and recreation facilities as a result of the development proposed. Officers consider that this demand could be suitably mitigated via financial contributions secured by the section 106 agreement.
- 19.57 To address the possible impacts, the applicant has provided a range of measures to cater in part for the needs of the development in addition to proposing financial contributions towards off and on-site infrastructure for both the commercial and residential use. As set out in heads of terms, and in consultation with the relevant department contributions will be secured by way of a Section 106 planning obligations towards the following infrastructure:
- Affordable housing provision
 - Education provision
 - Sustainable transport and air quality improvements and off-site highway works (s278)
 - Burnham Beeches SAC mitigation (within SBC)
 - Travel Plans
 - Employment and Training Initiatives
 - Meanwhile Use Strategy
 - Town Centre Open Space Operations Management Plan
 - Local Employment, Skills and Training Plan
 - Town Centre Leisure Use Marketing Requirements
 - Scheme for Public Art
 - Car Park Management Plan
- 19.58 In terms of healthcare provisions, the Council is currently working on its locality strategy for healthcare provisions and as such, is not currently able to identify any additional major projects which development could contribute towards. The strategy for the locality which will set out the provision for new GP/healthcare provisions will provide an evidence base to inform the wider emerging Local Plan process which will ensure that the planned growth in housing will be catered for by the provision of services.
- 19.59 The NHS's 'Find a GP' online search tool indicates there are 9 GP surgeries within 1 mile. These surgeries are staffed by an aggregate total of 30.8 FTE GPs and have a total of just over 78,300 registered patients. Whilst these GP surgeries are accepting new patients, there is an overall aggregate ratio of 1 FTE GP per 2,542 patients, which is above the recommended benchmark of 1 FTE GP per 1,800 patients.

- 19.60 Notwithstanding, Crosby House Surgery located 1-mile to the northwest has a ratio of 1,545 patients per GP. As such, there is indicatively surplus capacity for an additional 1,910 patients against the recommended benchmark ratio.
- 19.61 There are 7 dental surgeries within 1 mile of the Site. Whilst some of these dental surgeries are accepting new patients, the Development Proposals include flexible Class E and Class F floorspace which could accommodate a new practice for new and existing residents should there be a requirement, and subject to the relevant RMA assessments.
- 19.62 The local hospital is Upton Hospital which is located 0.5 miles south of the Site. It provides a range of healthcare services including dietetics, sexual health and community nursing. Wexham Park Hospital is located 2 miles to the north and includes an Accident and Emergency department, as well as maternity, general surgery and rheumatology services.
- 19.63 Based on the proximity of local facilities in the area, and the phased nature of the development being brought forward over time, it is considered the additional demand for healthcare provisions would generate an impact on existing facilities but this can be planned for as part of the wider Town Centre regeneration strategy and the Local Plan process which seeks to enable the provision of adequate healthcare provision to cater for the new development. It is considered that there is sufficient provision of local services and infrastructure serving the development in order to plan for healthy communities in accordance with the NPPF.

20.0 Fire Safety

- 20.1 The Department for Levelling Up, Housing and Communities (DLUHC) published additional national guidance on 1st August 2021 relating to fire safety and high-rise residential buildings. The guidance introduces additional measures to ensure fire safety matters are incorporated at the planning stage for schemes involving a relevant high-rise residential building. The requirements apply to applications for planning permission made on or after 1 August 2021 as a result of the Town and Country Planning (Development Management Procedure and Section 62A Applications) (England) (Amendment) Order 2021 ("the 2021 Order").
- 20.2 The Government made a commitment in 'A reformed building safety regulatory system: government response to the 'Building a Safer Future' consultation' to introduce 'Planning Gateway One' which has two key elements:
- to require the developer to submit a fire statement setting out fire safety considerations specific to the development with a relevant application for planning permission for development which involves one or more relevant buildings, and
 - to establish the Health and Safety Executive as a statutory consultee for relevant planning applications
- 20.3 In accordance with this national requirement, the Applicant has submitted an Outline Fire Statement and has consulted HSE (Gateway One) and the Local Fire Services.
- 20.4 The Outline Fire Statement identifies the fire safety guidance, BS 9991:2015 and BS 9999:2017 will be applied to form the fire strategy for all residential and non-residential buildings at the development. These have been superseded by the Approved Document B which came into effect June 2022. As such, it will be necessary for the developer to ensure the appropriate fire safety measures are incorporated into the

detailed design which comply with the up-to-date standards at the time of submission, approval and/or construction.

20.5 An indicative road layout has been included in the Outline Fire Statement to illustrate the principles of the potential approach to Fire Service access which could be implemented at the site. The Outline Delivery and Servicing Strategy has also been tested for larger emergency vehicles. Further details will be provided at the reserved matters stage to enable the fire service vehicles can access all parts of the site.

20.5 The Outline Fire Statement makes a commitment to adhere to the relevant fire safety standards by stating:

“This statement will demonstrate the overall fire safety strategy for the scheme as it develops, however it is noted that more specific fire safety items, as set out within the formal Gateway One fire statement, will be addressed at the point of submitting the reserved matters applications for relevant phases of the development”.

20.6 Therefore, as there is presently insufficient fire safety information available with this outline planning application, the HSE raise no objection subject to a condition requiring the submission of a satisfactory fire statement with any reserved matters application, and that HSE is consulted in conjunction with the Local Planning Authority’s consideration of any reserved matters application. In response, a condition is included which will require a fire statement with all relevant reserved matters applications. The HSE will be formally consulted on these submissions.

21.0 Equality - Equality Considerations

21.1 The Council is subject to the Public Sector Equality Duty in section 149 of the Equality Act 2010, which (amongst other things) requires the Council to have due regard to the need to eliminate discrimination/harassment/victimisation, advance equality of opportunity between people who share (and do not share) a protected characteristic and foster good relations between people who share (and do not share) a protected characteristic.

21.2 Having due regard to the need to advance equality of opportunity between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic; (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it; and (iii) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.

21.3 Having due regard to the need to foster good relations between persons who share (and do not share) a relevant protected characteristic involves having due regard, in particular, to the need to: (i) tackle prejudice; and (ii) promote understanding.

21.4 The protected characteristics referred to in the Act are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. The PSED is a continuing duty to have regard to the objectives identified in the Act as opposed to requiring the Council to achieve any particular outcome.

- 21.5 Throughout this report, due regard has been had to the needs of individuals with these protected characteristics, as required by the Act in order to understand the likely impact of the development proposal on them. Given that the duty is an ongoing one the Council will continue to have regard to it throughout the detailed design stage of this development proposal in due course. The application has been publicised in the local newspaper and a number of site notices were placed, inviting representations, following a review of the consultation process, matters raised have been adequately addressed within the relevant sections of the report and have been taken into consideration as part of the decision-making process. As noted within the recommendation, the LPA is awaiting a response from The Garden Trust and any comments received will be taken into consideration and should there be an impact to any protected characteristics, these will be addressed accordingly.
- 21.6 Conditions have been recommended to ensure the layout, accessibility provisions and design quality is secured which will provide commercial and residential accommodation suitable for individuals. There will also be a condition for both the construction and operational phase of the development to ensure that there is natural surveillance, active frontages, lighting and secure routes to make the development safe and secure, therefore considerate of all individuals with protected characteristics.
- 21.7 It is considered that there will be temporary (but limited) adverse impacts whilst the development is under construction. People with the following characteristics have the potential to be disadvantaged as a result of the construction works associated with the development eg: people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors. However, measures can be incorporated into the demolition method statement and construction management plan to mitigate the impact and minimise the extent of the effects.
- 21.8 The provision of a nursery on the site provides facilities for people with younger children and the access to this facility should be designed with the needs of visitors in mind eg: level accesses and ramps are provided with storage for push chairs/prams.
- 21.9 As detailed design is not known, an accessibility condition will be included to ensure level threshold access where possible within the Development, for example to individual and communal entrances to the dwellings, commercial units, nursery are accessed by way of ramps and level thresholds which considers the needs to people with characteristics such as those with disabilities, pregnancy/maternity or age characteristics.
- 21.10 There will be the loss of the existing shopping centre, its associated car park and some residential units which currently provides a range of different uses and there will be an adverse impact to individuals that visit the shopping centre. During the construction phase, a Meanwhile Use Strategy has been conditioned to provide some uses on a temporary basis, the exact land uses are not known at this stage and the RMA will undergo an Equality Impact Assessment (EqIA) to ensure that the uses meet the needs of individuals with protected characteristics when assessing the uses, temporary routes, accesses and parking provisions. It should also be noted that the Observatory Shopping Centre will remain open and this still provides a number of uses to cater for people with disabilities, maternity and pregnancy and younger children, older children and elderly residents/visitors which is adjacent to the Site. In terms of operational uses, there is a minimum requirement to provide range of land uses including town centre uses ranging from retail, leisure, community, food and beverage uses, financial institutions etc that will be lost and this re-provision will be assessed in accordance with the Equality Act at the RMA stage once further information is known.

- 21.11 A planning condition will be secured to ensure that external ground surface materials contain tactile paving where appropriate in order to delineate the pedestrian and cycle routes, and the vehicular routes.
- 21.12 In relation to the car parking provisions and due to the loss of some existing car parking in the existing Queensmere MSCP, there are potential adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics if the occupier/individual does not have access to a car parking space in the development, or off-site in the CPZ. Furthermore, the car park which forms part of the Queensmere will be demolished and this could result in adverse impacts on individuals within the pregnancy/maternity, disability and age protected characteristics, however there are a number of public car parks in close proximity to the site and the car park for the Observatory will remain operational which is adjacent to the site. It is considered, as a matter of judgement, that throughout both the construction and operational phases of the development there would be an acceptable provision of car parking (within and outside of the development) to serve those who would be most disadvantaged by any loss of existing on-site car parking. A justification for the level of car parking within the new development is provided in the transport section of this report to demonstrate compliance with the NPPF and transport planning policies in the Local Plan/Core Strategy and this will set out the appropriate provisions for fully accessible parking bays (no less than 5% of the total number of spaces).
- 21.13 The development provides opportunities within all Development Zones for a substantial level of new Class C3 residential accommodation including up to 20% as Class C2 extra care/care home. No less than 75 x homes will be built as affordable within Phase 1, and potentially additional affordable housing will be delivered in later phases subject to viability reviews. This enables the development to provide a range of new accommodation which would be available to all individuals with the protected characteristics, resulting in a betterment in accommodation at the existing site. The reserved matters applications will include details of layout, scale, design, landscaping and access which will enable the needs of individuals with protected characteristics to be fully considered at this detailed stage.
- 21.14 The recommendation includes satisfactory completion of an Equalities Impact Assessment (EqIA) which considers the detailed impacts on protected groups under the Equality Act. In conclusion, it is considered that the needs of individuals with protected characteristics have been considered by the Local Planning Authority to appropriate level at this outline stage in the planning process, exercising its PSED in accordance with the 2010 Equality Act.

22.0 Planning Obligations

- 22.1 Core Policy 10 of the Core Strategy states that development will only be allowed where there is sufficient existing, planned or committed infrastructure. All new infrastructures 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.
- 22.2 Detailed discussions have been held between the Council and the applicant regarding measures that are to be picked up in a proposed Section 106 Agreement (this is in addition to controls that would be secured by planning conditions). It is agreed that the following obligations would form part of the Agreement, each of which is considered to comply with Regulation 122 of The Community Infrastructure Levy Regulations 2010 i.e. the obligations are considered to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

- Provision of **12.5% Affordable Housing in Phase 1** comprising 100% Intermediate Dwellings (for sale or rent). This will be no less than **75 x homes**.
- Viability Review Mechanism comprising **2 x post commencement reviews** to determine whether additional affordable housing/Payment in Lieu (P.I.L) could be provided if a surplus is reached.
- The **First Review** will determine whether a **Payment in Lieu (towards additional affordable housing in Slough)** is generated from the surplus and will be carried out at the end of the First Development Phase.
- The **Second Review** will determine whether **additional housing** can be provided within the **final Development Zone capped at 50%** of the housing within this Zone, if it is generated from any surplus. The review will be carried out prior to the submission of reserved matters of the final Development Zone as a late-stage review.
- To deliver the **Town Square, North to South Route between High Street and Wellington** Street and connect the Spine Road to the existing HTC Junction.
- Commitment to **actively market the site** to secure provision for **Town Centre Leisure uses of up to 1,500sqm**.
- Provision of **on-site EV car club for up to 16 spaces** and delivery of infrastructure, power supply and charging points.
- Requirement to submit for approval a **Public Realm/Operations Management Strategy and Community Safety Plan** setting out a Strategy for management and maintenance of public realm (within the site), including community safety provisions and the participation and collaboration in Stakeholder Forums with local businesses, SBC, BID, LEP, Retailers, Resident Groups, Police, Accessibility Groups etc.
- Strategy for the provision of **Public Art** within the QM OPA site (including Boundary edges within Land Ownership).
- Requirement to participate, co-ordinate and attend a **Post Decision Design Review Panel** to review the Detailed Design Code Document (secured by way of condition).
- **Site-wide strategy for Meanwhile Uses** to include a cleared site strategy; temporary meanwhile uses(s) and routes, accesses, parking provisions, public art, events, locations and spec for structures and facilities, and method of funding, managing and promoting the temporary uses.
- **Sustainable Design and Construction Measures** securing agreement of BREEAM framework requirement for future RMAs.
- Provision of **on-site cycle and pedestrian routes**;
- Financial Contribution (of **£100,000**) towards **employment and training initiatives** in the borough including (but not limited to):

- a) Establishment of and participation in a Local Construction Academy in partnership with local education institutions;
 - b) Establishment of a Town Centre Innovation Hub for start-up businesses and local companies;
 - c) Affordable Workspaces in the Borough;
 - d) other local training schemes.
- Submission for approval of a **Local Employment, Skills and Training Strategy** to promote local construction and operational jobs in the development.
- Financial contribution of **£220,000 towards air quality monitoring** within the town centre, in the vicinity of the site.
 - New equipment approx. £50K over 10 yrs
 - Maintenance approx. £100K over 10 yrs
 - Repairs approx. £60K over 10 yrs
 - Approx. 30 tubes = £10K
- Financial Contribution of up to **£4.898,494 (less the 'actual' costs** of the construction and fit out of a **Nursery** if DZ6A comes forward for this use) **towards education** (based on standard formula in Developer Guide). The contribution would be paid in instalments depending on the quantum and types/sizes of residential housing planned and constructed.
- Financial Contribution of up to **£912,000 towards providing precautionary measures reducing recreational and visitor pressure on Burnham Beeches SAC** including but not limited to improvements to Upton Court Park, and/or towards management and maintenance of visitor facilities within Upton Court Park and other suitable alternative green spaces in Slough as deemed appropriate by SBC in consultation with Natural England. Contributions derived from basis of £570 per additional dwelling to be calculated based on the quantum of housing coming forward within each phase or zone;
- Financial Contribution of up to **£3.500,000 towards Sustainable Transport Improvements within Slough Town Centre/Square Mile** and within the immediate vicinity of the site (subject to the provisos in item (f)) including but not limited to:
 - (a) costs incurred in connection with consulting, preparing and making traffic regulation orders following a review of Controlled Parking Zones (CPZ) in and around the town centre;
 - (b) specified local highways mitigation and public realm improvements [including but not limited to those projects identified in the Emerging Transport Vision, LCWIP, STIP or other document] to deliver on the policies set out in the Core Strategy and NPPF to enhance and improve the walking, cycling and public transport infrastructure and improve safety, manage capacity/flows and improve the environment;
 - (c) initiatives to improve local public transport services such as (but not limited to) improvements to accessibility, Real Time Displays, Bus Services capacity/routes (including Secondary School Services), EV charging bus infrastructure & promoting the rapid transit schemes; and/or

- (d) the review of existing controlled parking zones within the vicinity of the Development and costs incurred in connection with consulting, preparing and making traffic regulation orders following such review;
 - (e) EV Infrastructure comprising South East Town Centre - Ultra Low Emission Vehicle Recharging Infrastructure (£175K); Town Centre EV Car Club (£150K), EV Car Club Subsidisation Scheme (£100K); and Taxi EV Infrastructure (£75K).
 - (f) A minimum contribution of £2.7m is secured if no significant office scheme is brought forward (ie: for up to 1600 homes plus other town centre uses). The Offices will incur a proportional contribution of up to £800,000 if up to 40,000 sqm is proposed and implemented, and pro-rata contributions related to the floorspace delivered.
- **Travel Plans** (for residential, nursery and flexible town centre, office and sui generis land uses) and monitoring
 - **S278 on and off-site highways works** which could comprise some of the below measures *[This list of measures is indicative and to be agreed between the Local Planning & Highways Authority and the Applicant post resolution]*:
 - A commitment to upgrading the footway/cycleway provision along the A4 site frontage to provide a minimum 3m wide footway/cycleway;
 - A new straight across toucan crossing to connect the site to Brunel Way and replace the existing staggered crossing;
 - The removal of the existing crossing a short distance to the west of Brunel Way on the A4 to concentrate the desire line and improve the operation of the A4.
 - A new toucan crossing on Queensmere Road;
 - Improvements to the pedestrian crossing of the southern arm of the HTC roundabout
 - **Car Park Management Plan** which requires:
 - allocation of spaces (including accessible spaces) for offices and to particular Dwellings, or group of Dwellings and the letting of parking spaces to residents living in those Dwellings;
 - control of visitor spaces;
 - the locations of the EV Charging Points, Rapid Charging points, Phase Car Club Spaces;
 - the management and maintenance of the EV Car Club Spaces and method of delivering passive provision to facilitate/convert to active chargers without invasive works;
 - appropriate and related public liability insurance
 - provision for the approved management plan to be revised or replaced from time to time with the further approval of the Council;
 - Requirement to enter into **supplemental S106 Agreements** to bind in any land in relevant Development Zone not bound at date of S106 Agreement.

23.0 CONCLUSION

- 23.1 The application has been evaluated against the Development Plan and other material considerations including the NPPF. The Authority has assessed the application against the core planning principles of the NPPF and whether the proposals deliver “sustainable development” for which there is a presumption in favour (per paragraph 11 of the NPPF).
- 23.2 The report identifies that the proposal complies with some of the relevant saved policies in the Local Plan and Core Strategy, and it identifies where there are some conflicts with the Development Plan, namely the loss of town centre leisure floorspace, a lack of affordable housing provision and (less than substantial) harm to heritage assets. As a whole, it is considered the proposals are compliant with the Development Plan. However, there are important policies in the development plan which are out of date, and, in applying a presumption in favour of sustainable development (as required by paragraph 11), this means that part (d) of Para 11 of the NPPF is triggered which provides that planning permission should be granted unless: (i) the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusing the proposal; or (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF as a whole. In this context, the below paragraphs set out a summary of the overall planning balance.
- 23.3 By virtue of the provision of between 950-1600 new homes in a highly sustainable location within Slough Town Centre and on brownfield land, the development would make a significant positive contribution to the **housing supply** in the Borough to **which substantial positive weight** is afforded in the planning balance. The provision of a small quantum of affordable housing (above what is supported in the viability appraisal) is also welcomed and is a further added benefit to be weighed in the balance even though it is less than required by policy 4 of the Core Strategy. The NPPF makes it clear that boosting the supply of housing is a key policy objective nationally and locally and the development will make a significant contribution to Slough’s Housing Needs.
- 23.4 There will be some economic benefits in terms of the construction of the development itself and benefits associated with the resultant increase in population to which moderate positive weight should be attached. The loss of town centre retail, leisure and office floorspace potentially could amount to a significant adverse impact on the economy and vitality of the town centre, post demolition and in the event no offices, town centre retail and minimal town centre leisure uses are delivered as part of the redevelopment. This weighs against the scheme. However, it is considered the continued decline of the town centre will be exacerbated if the site would remain currently as it is. Therefore, officers consider the s106 obligations and flexible approach to the town centre uses will enable the new development to revitalise the town centre with new land uses including the potential provision of new employment opportunities to mitigate the loss of existing employment floorspace and reduction of town centre and leisure uses. There will also be social benefits arising from the potential provision of new nursery, community and town centre leisure uses alongside an appropriate level of new commercial facilities and in addition to the uplift in the population and the role in the community in adding vitality and investment in the town. Officers consider that the proposed new town centre floorspace and additional employment opportunities from a substantial office element will result in a **moderate positive effect (on building a strong competitive economy and ensuring the vitality of the town centre)**. However, if the provision or introduction of new leisure facilities and offices is not brought forward through the development proposals, this

would reduce the weight to be afforded to this benefit to a **limited positive effect** in the balance.

- 23.5 There will be some less than substantial harm both to the setting of the listed buildings located adjacent to the development and to the setting of Windsor Castle (and its related Registered Park and Garden). The less than substantial harm to the setting of each of these designated heritage assets (as identified earlier in the report) is at the lower end of the scale. Nevertheless, considerable weight should be attached to this harm having regard to the requirements of the NPPF and the statutory duty to give special regard to the preservation of these assets. **Limited negative weight** is afforded in the planning balance (to **conserving and enhancing the natural environment**).
- 23.6 Having identified some heritage harm, it is necessary to weigh this harm (in respect of each asset) against the public benefits of the proposal (per paragraph 202 of the NPPF). In this respect, officers consider that (on an asset by asset basis) the harm would be significantly outweighed by the public benefits of the proposed development that are identified in this report. Accordingly, pursuant to paragraph 11c of the NPPF the application of heritage policy in the NPPF does not provide a clear reason for refusing the proposals.
- 23.7 The maximum height and scale of the development as indicated on the parameter plans would cause some harm to wind microclimate conditions in the public realm adjacent to the site and sunlight and daylight within existing properties adjacent to the site. However, the application contains sufficient further controls within the design codes and Floorspace Schedule to ensure that these maxima will not be built out to these limits. Further testing of these impacts is secured by way of planning conditions. The **wind microclimatic** and **sunlight/daylight impacts** will also be assessed fully when further details of the development are known and so at this stage where matters of scale, layout and design are reserved, these factors are **afforded neutral weight**.
- 23.8 The design of the development is based around a set of parameter plans with mandatory design codes with supplementary design guidance which lay an urban design framework for future reserved matters applications to be considered against. The current design code does not currently go far enough or provide the level of control which would secure an exemplar scheme, and the design controls require some refinement prior to the reserved matters stage in order to set the benchmark quality required by the NPPF and NPPG in terms of achieving well designed places. Nevertheless, officers are satisfied that the proposed plans and codes demonstrate that the site is capable of being brought forward as a high-quality well-designed part of the new town centre which would create an attractive and functioning heart to the town with a variety of urban spaces, mixture of new town centre uses, legible routes through the area and a connection to the rest of the town. The proposals will substantially increase the number of people living within the town centre which would further add to the vitality of the environment and support a range of ground floor uses. In coming to a view on the overall design, the low-quality deteriorating appearance of the existing site buildings and environment sets a very low bar for which the new proposals are set against. Therefore, although it is not yet possible to conclude that the detailed design of the development will constitute a moderate or substantial benefit, the outline parameters do indicate that the resulting scheme will improve upon the design of the existing condition, subject to reserved matters approval/conditions. It is therefore considered that some **limited benefit/positive weight** is afforded in terms of **achieving well-designed places**, in line with the NPPF guidance.

- 23.9 As the application is in outline form, full compliance with some of the other environmental objectives of the NPPF has not yet been demonstrated. However, with a comprehensive range of planning conditions and planning obligations setting appropriate standards for future development to be assessed against, it is considered the proposals are capable of demonstrating full compliance at the reserved matter stages. Therefore, in terms of **conserving the natural environment** (safeguarding protected sites), **preserving existing residential amenities, promoting sustainable transport, meeting the challenge of climate change and flooding** and **making effective use of land indicating an absence of harm** (or which in the case of **flood risk** are expected to demonstrate an absence of harm) weight in the balance should be attributed **neutrally**.
- 23.10 Flexibility is permitted within the range of approved town centre uses to provide healthcare facilities in order to mitigate the increased need for these facilities to arise out of the increased population. However, as no minimum provision of healthcare facilities is secured within the application, there remains a residual risk of the impact not being mitigated through the development. In the absence of mitigation, the **shortfall of healthcare facilities** would be afforded **limited adverse weight** which could be neutral in the planning balance if on-site provision of healthcare facilities and/or contributions were provided towards C.I.L compliance committed healthcare related projects.
- 23.11 The proposals are capable of demonstrating a significant **biodiversity net gain** which is considered to be afforded **limited benefit/positive weight** in the planning balance.
- 23.12 With regards to transport impacts, the proposals are afforded some limited negative weight in the planning balance as the Transport Assessment indicates that the development will result in additional vehicular trips at two local junctions which are currently over-capacity and are expected to worsen in the assessment year of 2036. However, the development would provide sustainable levels of car parking (in an accessible location) alongside integral improvements to the local environment and local walking and cycling infrastructure, public transport improvements and with in-built mitigation measures encouraging modal shift away from the use of the motor car. With these measures secured in appropriate planning obligations the impacts are capable of being minimised and the **transport impact on the local highway** as a result of the development is not anticipated to be severe (in accordance with the NPPF) and is therefore afforded **limited harm/negative weight** in the planning balance.

Topic	Substantial Benefit/Positive Weight	Moderate Benefit/Positive Weight	Limited Benefit/Positive Weight	Neutral (absence of Harm)	Limited Harm/Negative Weight
	+++	++	+	N/A	-
Provision of Housing	Yes				
Economic/Social and Regeneration		Yes (with offices/town centre leisure)	Yes (with no offices or town centre leisure)		
Well Designed Places			Yes		

Biodiversity Net Gains			Yes		
Flood Risk, Noise, Ground Contamination, Sustainability & Energy				Yes	
Daylight/Sunlight & Wind Microclimate				Yes	
Healthy Communities					Yes
Heritage					Yes
Transport					Yes

23.13 Weighing all of the factors into the planning balance, and having regard to the NPPF as a whole (that is afforded significant weight), and all relevant up-to-date policies (that are afforded significant or full weight) in the Core Strategy and Local Plan, the proposals are supported. It is recognised that the development conflicts with Core Policy 4 (Affordable Housing), elements of Core Policy 6 (Retail, Leisure and Community) and an element of Core Policy 9 (Built Environment – Heritage which is inconsistent with the NPPF) and Local Plan policies S8, S9, S11, S12, S14 and S16 (which cover town centre policies but are generally out of date with the exception of S16 (town centre leisure)). However, given the level of compliance with the remaining policies in the Development Plan, including the direction given in the Site Allocation Document to support comprehensive redevelopment in the town centre, it is considered the proposals are in accordance with the Development Plan, as a whole. Accordingly, the proposals benefit from the presumption in favour of the development plan as set out in section 38(6).

23.14 Nevertheless, it is recognised that some relevant important policies in the development plan are out-of-date (including because the Council is unable to demonstrate a five year housing land supply) and/or inconsistent with the NPPF against which the proposals have also been assessed. In carrying out the overall balance, therefore, it is also necessary to assess the proposal against the NPPF, which is an ‘other material consideration’ within the meaning of section 38(6) and to which significant weight is attached. The redevelopment of a major site within the town centre will deliver a significant quantum of housing at a time when the Council cannot demonstrate a 5 year supply of housing including a small amount of on-site affordable housing and this will make a major contribution towards Slough’s Housing Needs. The proposal also has the potential to deliver major town wide environmental, community/social gains and economic benefits which could assist in the regeneration of the town centre and wider area and reverse the decline of the town centre and this also weighs heavily in favour of the development. In applying the tilted balance set out in paragraph 11 (d) of the NPPF, it is considered that the adverse impacts listed in this report will not significantly and demonstrably outweigh the benefits of the proposals. To the contrary, they are very clearly outweighed by the identified benefits. Therefore, not only do the proposals comply with the development plan as a whole, they also accord with the NPPF which serves only to reinforce the case for granting planning permission (upon an application of section 38(6)).

23.15 Officers recommend that the application should be approved subject to s106 agreement and conditions, in accordance with the Recommendation in Part 1 of this report.

PART C – RECOMMENDATION

24.0 Having considered the relevant policies of the Development Plan along with all other material considerations set out below, and the representations received from consultees and the community, in the case of Recommendation Parts A and B it is recommended the application be delegated to the Planning Manager and Chair of the Planning Committee for:

Recommendation A: Approval subject to:

- (i) the satisfactory completion of a Section 106 Agreement to secure affordable housing with review mechanisms, financial contributions towards education improvements (including the potential construction of a nursery in Development Zone DZ6A), sustainable transport and air quality improvements, Burnham Beeches SAC mitigation (within SBC), Travel Plans, Employment and Training Initiatives, and non-financial contributions towards essential mitigation measures such as a Meanwhile Use Strategy, Town Centre Open Space Operations Management Plan, Local Employment, Skills and Training Plan, Town Centre Leisure Use Marketing Requirements, a Scheme for Public Art, off-site highways works, Car Park Management Plan, Commitment for a further Design Review to secure a Detailed Site-Wide Design Code and provision of all necessary off-site s278 highways works to mitigate the impact of the development on the local highways network, and other confirmatory deeds as necessary;
- (ii) The approval of the details of any/all appropriate and necessary planning obligations and/or s278 highways works.
- (iii) The satisfactory completion of an Equalities Impact Assessment (EqIA) which considers the detailed impacts on protected groups under the Equality Act.
- (iv) Receipt of any written responses received from The Gardens Trust (in connection with the potential impact on the Grade 1 Registered Park at Windsor Great Park as a result of the proposals) and being satisfied that any matters raised in the response can be satisfactorily addressed.
- (v) finalising conditions [and any other minor changes].

Recommendation B: Refuse the application if the Section 106 Agreement is not completed by 31st July 2023 unless a longer period is agreed by the Planning Manager, or Chair of the Planning Committee;

PART D – DRAFT CONDITIONS

The below list of draft conditions are currently under review with the Applicant.

1. Timing for Reserved Matters

- a) In respect of Development Zones 1, 2A, 2B, 2C, 3, 4, 5, 6, 6A, all Highway Zones and their associated external areas, public realm and routes, details of the layout, scale, design, appearance, access and landscaping (the reserved matters) shall be submitted to and approved in writing by the Local Planning Authority.

- b) The first reserved matters application must be submitted before the expiration of 3 years from the date of this permission.
- c) The final reserved matters application must be submitted before the expiration of 15 years from the date of this permission.
- d) The details relating to the final reserved matters application must be submitted before the expiration of 17 years from the date of this permission.

Reason: To prevent the accumulation of planning permissions: to enable the Council to review the suitability of the development in the light of altered circumstances and to comply with the provisions of Section 92(2) of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. Time Limits

The development hereby permitted shall be begun before the expiration of 5 years from the date of this permission, or before the expiration of 2 years from the date of approval of the last of first reserved matters to be approved, whichever is the later.

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990 (as amended).

3. Pre-Demolition Requirements

No development shall commence, including demolition, until the following have been submitted to and approved in writing by the Local Planning Authority:

- a) Construction Programme for the demolition and enabling works
- b) Sitewide demolition and enabling works Logistics Management Plan covering the following minimum requirements:
 - Site logistics and operations,
 - Site construction vehicles routing,
 - contact details for site managers and details of management lines of reporting,
 - detailed plan showing different phasing, developers and constructors to be updated on a 6 monthly basis,
 - location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking,
 - storage of any skips, oil and chemical storage etc,
 - access and egress points,
 - membership of the Considerate Contractors Scheme
- c) Sitewide Demolition Environmental Management Plan details to cover the following:
 - Details of the programme, and the nature of the demolition works;
 - Details of general Site management practices, including working hours, hoarding, access, lighting, Site facilities, energy and water use, waste, materials procurement and storage;
 - Details of environmental management and control procedures, covering transport, dust, noise, vibration, contamination, hazardous materials, waste and potable water minimisation, lighting and drainage;
 - Prohibited or restricted operations;
 - Details of emergency procedures to be implemented on Site;
 - A framework for complying with relevant legislation and guidance;

- Roles and responsibilities of key staff including training of staff, liaison with stakeholders and management of enquiries and complaints;
 - Requirements for auditing, monitoring and record-keeping;
 - A commitment to provide the name and contact details of a construction site representative;
 - Provisions for reporting, public liaison and prior notification, especially where dispensations would be required;
 - Commitment to adopt and implement the Institution of Civil Engineers' (ICE) Demolition Protocol;
 - Details of measures to prevent contaminated runoff;
 - Registration and commitment to the 'Considerate Constructors Scheme';
 - Details of proposed routes for HGVs travelling to and from the Site;
 - Details of plant to be used; and
 - Details of all construction works involving interference with a public highway, including temporary carriageway / footpath closures, realignments and diversions.
 - the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard),
 - Off-loading, Parking and turning within the site and;
 - Wheel cleaning facilities during the construction period, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance
- d) Demolition Air Quality Assessment and Dust Management Plan
- e) Demolition Noise and Vibration Management Plan
- f) Updated Detailed Bat Survey to determine the presence / likely absence of bats A tool-box talk should be given to all contractors working on the demolition with directions set out as to how to proceed if any bats are encountered.
- g) Business Relocation Strategy
- h) Tree protection plans providing details of a specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing

Reason: In the interests of the amenities of the area in accordance with Local Plan Policy EN1 and Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement and the relevant outline planning technical documents.

4. Parameter and Sitewide Plans

The development/application relates to the following site:

- a) Site Location Plan (PP01) shown on Drawing No. SLM00-SQP-ZZZ-RF-DR-AR-040104, Dated 26/10/2021; Recd 20/06/2022
- b) Existing Site Plan (PP04) shown on Drawing No. SLM00-SQP-ZZZ-RF-DR-AR-040109 Revision A, dated 26/10/2021, Recd on 20/06/2022

The development hereby permitted shall be carried out in accordance with the following approved plans:

- a) Development Zone 1& 2 Parameter Plan A (PPDZ1&2(A) Drawing No. SLM00-SQP-DZ1-XX-DR-AR-040510 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- b) Development Zone 1& 2 Parameter Plan B (PPDZ1&2(B) Drawing No. SLM00-SQP-DZ1-XX-DR-AR-040520 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- c) Development Zone 1& 2 Parameter Plan C (PPDZ1&2(C) Drawing No. SLM00-SQP-DZ1-XX-DR-AR-040530 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- d) Development Zone 3 Parameter Plan A (PPDZ3(A) Drawing No. SLM00-SQP-DZ3-XX-DR-AR-040511 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- e) Development Zone 3 Parameter Plan B (PPDZ3(B) Drawing No. SLM00-SQP-DZ3-XX-DR-AR-040521 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- f) Development Zone 3 Parameter Plan C (PPDZ3(C) Drawing No. SLM00-SQP-DZ3-XX-DR-AR-040531, Dated 10/06/2022, Recd on 20/06/2022,
- g) Development Zone 4 Parameter Plan A (PPDZ4(A) Drawing No. SLM00-SQP-DZ4-XX-DR-AR-040512 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- h) Development Zone 4 Parameter Plan B (PPDZ4(B) Drawing No. SLM00-SQP-DZ4-XX-DR-AR-040522 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- i) Development Zone 4 Parameter Plan C (PPDZ4(C) Drawing No. SLM00-SQP-DZ4-XX-DR-AR-040532 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- j) Development Zone 5 Parameter Plan A (PPDZ5(A) Drawing No. SLM00-SQP-DZ5-XX-DR-AR-040513 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- k) Development Zone 5 Parameter Plan B (PPDZ5(B) Drawing No. SLM00-SQP-DZ5-XX-DR-AR-040523 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- l) Development Zone 5 Parameter Plan C (PPDZ5(C) Drawing No. SLM00-SQP-DZ5-XX-DR-AR-040533, Dated 10/06/2022, Recd on 20/06/2022,
- m) Development Zone 6 Parameter Plan A (PPDZ6(A) Drawing No. SLM00-SQP-DZ6-XX-DR-AR-040514 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- n) Development Zone 6 Parameter Plan B (PPDZ6(B) Drawing No. SLM00-SQP-DZ6-XX-DR-AR-040524, Dated 26/08/2022, Recd on 30/08/2022,
- o) Development Zone 6 Parameter Plan C (PPDZ6(C) Drawing No. SLM00-SQP-DZ6-XX-DR-AR-040534, Dated 10/06/2022, Recd on 20/06/2022,
- p) Development Zone 6A Parameter Plan A (PPDZ6A(A) Drawing No. SLM00-SQP-DZ6-ZA-DR-AR-040515 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- q) Development Zone 6 Parameter Plan B (PPDZ6A(B) Drawing No. SLM00-SQP-DZ6-ZA-DR-AR-040516, Dated 10/06/2022, Recd on 20/06/2022,
- r) Development Zone WS Parameter Plan (PPDZWS) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040506 Revision A, Dated 10/06/2022, Recd on 20/06/2022,
- s) Development Zone H1 Parameter Plan B (PPDZH1) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040517, Dated 10/06/2022, Recd on 20/06/2022,
- t) Development Zone HA Parameter Plan (PPDZHA) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040507 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- u) Development Zone HB (PPDZHB) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040508 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- v) Sitewide Highways And Movement Plan (SWHMP Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040503 Revision A,

- w) Sitewide Public Realm, Public Spaces, and Private Amenity Plan (SWPR) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040504 Revision B, Dated 26/08/2022, Recd 30/08/2022,
- x) Sitewide Town Centre Uses Ground Floor Plan (SWTCU) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040505 Revision B, Dated 26/08/2022, Recd 30/08/2022,
- y) Sitewide Composite Plan (SWCP) Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040501 Revision B, Dated 26/08/2022, Recd on 30/08/2022,
- z) Sitewide Character Areas Plan (SWCAP) Revision A, Drawing No. SLM00-SQP-ZZZ-XX-DR-AR-040509, Dated 26/08/2022, Recd 30/08/2022.
- aa) Redline Plan & Development Zone Boundaries (PP02) Drawing No. SLM00-SQP-ZZZ-RF-DR-AR-040106 Revision A, Dated 26/10/2021, Recd On 28/10/2021,
- bb) Building Demolition Plan (PP03) Drawing No. SLM00-SQP-ZZZ-RF-DR-AR-040107, Dated 26/10/2021, Recd On 28/10/2021,

Reason: To ensure that the site is developed in accordance with the principles of the submitted application and to ensure that the proposed development does not prejudice the amenity of the area and to comply with the Policies in the Development Plan.

5. Compliance with Control Documents

In addition to the plans referred to in Condition 2, the development hereby approved will be carried out in accordance with the following control documents:

- PA2 Schedule of Floorspace dated 07/09/2022
- Development Specification Document dated 07/09/2022
- Design Code Addendum (Mandatory Rules) dated 07/09/2022

Reason: To ensure the uses are compatible with the adjoining land uses and to ensure that the amenity of occupiers residing in surrounding residential properties would be safeguarded in accordance with policies EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1,5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

6. Site wide Construction and Phasing Programme

No development shall commence (excluding any demolition) until a Site Wide Construction Phasing Programme for the development has been submitted to and approved in writing by the council.

The Construction and Phasing Programme shall comprise the following information:

1. A Construction Programme which shall set out the anticipated sequence of commencement of development, and the order in which the following works shall be carried out:
 - i) Enabling Works
 - ii) Construction of the Development Blocks
 - iii) Public Realm Works
 - iv) Landscaping Works
 - v) Highways Works
 - vi) Utilities and Infrastructure Works

2. A programme and strategy for the replacement and relocation of town centre and employment uses, including the provision of temporary, interim or meanwhile uses; A Planning Submission Programme which shall set out the order and intended sequence for the submission of Reserved Matters Applications for each Development Zone;
3. Phasing Diagrams and Plans (where applicable) which shall include the following details:
 - i) Development Block by Development Block works, within the relevant Development Zone(s) and commencement dates, and the order/sequence which the works are planned to be constructed and completed;
 - ii) Highways, Landscape and Public Realm works within a Development Zone basis and the delivery of such works in relation to the relevant Development Blocks within the Development Zone;
 - iii) Access for vehicles, cyclists and pedestrians;
 - iv) Proposals to maintain and safeguard the existing accesses and service/delivery provisions to existing adjoining and surrounding town centre uses, adjacent and neighbouring the site;
 - v) Proposals for provision of and maintaining safe north-south pedestrian accesses between Wellington Street and the High Street, and access around the Curve to the High Street;
 - vi) Scaffolding and hoarding lines
 - vii) Provision of new, or alterations of existing utilities;
 - viii) Access arrangements for existing and new premises within the High Street and surrounding uses/buildings;

The development shall be carried out in accordance with the approved Construction and Phasing Programme thereafter.

The Reserved Matters, Site-Wide and Development Zone specific Strategies, other details and samples of material shall be submitted and implemented in accordance with the approved Planning Submission Programme and in accordance with the timeframes set out in Condition 2 of this permission.

Reason: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement and the relevant outline planning technical documents.

7. Site Wide Construction Logistics Plan (CLP)

No development shall commence (excluding any demolition) until a Site Wide Construction Logistics Management Plan has been submitted to and approved in writing by the Council. The Site Wide Construction Logistics Plan shall be submitted to the Local Planning Authority for approval, prior to commencement of development, for any Development Block or Landscape Phase within a relevant Development Zone.

The development of a Block or Landscape Phase within any relevant Development Zone shall be carried out in accordance with the relevant approved Site Wide Construction Logistics Management Plan. The Site Wide Construction Logistics Management Plan shall cover the following minimum requirements:

- site logistics and operations;
- construction vehicle routing;
- contact details for site managers and details of management lines of reporting;

- location of site offices, ancillary buildings, plant, wheel-washing facilities, stacking bays and car parking;
- storage of any skips, oil and chemical storage etc.; and
- access and egress points;
- membership of the Considerate Contractors Scheme.

In the event that more than one Development Zone, Development Block or Landscape Phase is developed at the same time, or overlaps, then an updated detailed plan showing different phasing, different developers and constructors shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of the works within more than one Development Zone, Development Block or Landscape Phase.

Details for each relevant Development Zone, Development Block, Highway Zone or Landscape Phase, or part thereof shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

8. Site Wide CEMP

No development shall commence (excluding any demolition) until the Local Planning Authority has approved a Site wide Construction Environmental Management Plan (CEMP). The approved CEMP shall be observed and complied with in full during the carrying out of the Development. Those rights of way which are identified to remain open during the carrying out of the development shall be marked and fenced for the duration of construction works in accordance with the proposals approved by the Local Planning Authority and the no development within any Development Zone or Phase shall be begun until which Site Wide CEMP is approved.

- Details of the programme, and the nature of the demolition and construction works;
- Details of general Site management practices, including working hours, hoarding, access, lighting, Site facilities, energy and water use, waste, materials procurement and storage;
- Details of environmental management and control procedures, covering transport, dust, noise, vibration, contamination, hazardous materials, waste and potable water minimisation, lighting and drainage;
- Prohibited or restricted operations;
- Details of emergency procedures to be implemented on Site;
- A framework for complying with relevant legislation and guidance;
- Roles and responsibilities of key staff including training of staff, liaison with stakeholders and management of enquiries and complaints;
- Requirements for auditing, monitoring and record-keeping;
- A commitment to provide the name and contact details of a construction site representative;
- Provisions for reporting, public liaison and prior notification, especially where dispensations would be required;
- Commitment to adopt and implement the Institution of Civil Engineers' (ICE) Demolition Protocol;
- Details of measures to prevent contaminated runoff;

- Registration and commitment to the 'Considerate Constructors Scheme';
- Details of construction operations, highlighting the operations most likely to result in disturbance and / or working outside core working hours, together with an indication of the expected duration of each activity;
- Possible departures from target criteria, and details of how any adverse effects would be minimised, or potential complaints addressed;
- Details of proposed routes for HGVs travelling to and from the Site;
- Details of plant to be used; and
- Details of all construction works involving interference with a public highway, including temporary carriageway / footpath closures, realignments and diversions.
- the provision to be made to accommodate all site operatives', visitors' and construction vehicles loading (to a minimum Euro 6/VI Standard),
- Off-loading, Parking and turning within the site and;
- Wheel cleaning facilities during the construction period, non-road mobile machinery (NRMM) controls to be in line with Table 10 in the Low Emission Strategy (LES) guidance and that all heating systems (when the development is operational) shall meet the emission standards laid out in table 7 of the LES guidance.

Details of the CEMP for each relevant Development Zone, Development Block, Highways Zone or Landscape Phase shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: To ensure the development is undertaken in an acceptable manner and in order to protect the facilities available to users of the Town Centre and the amenities of current occupiers and future occupiers for the duration of the development works in accordance with Core Policies 6 and 8 of the Slough Core Strategy and Policy TC2 of the Slough Local Plan and to ensure compliance with the Environmental Statement.

9. Surface Water Drainage Strategy

No development shall take place (excluding any demolition) until a full detailed surface water drainage strategy has been provided to the Local Planning Authority, in consultation with the Lead Local Flood Risk Authority and has been submitted to and approved in writing by the Council. The proposed development shall be carried out in full accordance with the approved surface water drainage strategy for the duration of the development, and shall be permanently maintained and managed thereafter.

Reason: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

10. Site Wide Energy & Sustainability Strategy

Prior to commencement of development (excluding any demolition), an updated Energy & Sustainability Strategy detailing how low carbon energy sources will be utilised to meet both adopted Part L Building Regulations Requirements and the regulated carbon reduction target of 10% from on-site renewable energy sources, shall be submitted and approved in writing by the local planning authority.

The proposed energy efficiency and low carbon measures shall be outlined within a detailed energy and sustainability strategy for the relevant Development Zone with the details submitted alongside the relevant reserved matters application. The energy and low carbon

measures shall be incorporated within the development in accordance with the updated Energy & Sustainability Strategy which demonstrates the reduction in annual CO2 emissions across the site of at least 19% in accordance with Building Regulations 2021 Part L and associated Approved Documents. An “as built” Energy and Sustainability Strategy will be submitted for each Development Block or Development Zone demonstrating the detailed carbon reduction targets are met, prior to first occupation of the relevant Development Block or Development Zone.

Reason: To achieve a highly efficient and sustainable form of development and to accord with the National Planning Policy Framework and Core Policy 8 of the Core Strategy 2008 and the guidance contained in the Council’s Developer’s Guide Part 4 (2008) and the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

11. Landscape and Public Realm Strategy

No development shall commence (excluding any demolition) until a Site Wide Landscape and Public Realm Strategy has been submitted to the Local Authority. The Strategy shall set out the approach and principles for a site wide hard and soft landscaping scheme for the whole site including highways zones and boundaries/site edges broadly based on the high quality standard of materials, planting typologies and ground surfaces set out in the outline landscaping strategies in the Design and Access Statement and Design Codes and Guidance.

Detailed strategies for each relevant Development Block or/and Landscape Phase within a relevant Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications. The Detailed strategies shall comply with the approach and principles approved within the Site Wide Landscape and Public Realm Strategy.

Reason: In the interests of the visual amenity of the area and to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces are proposed to the same standard set out in the illustrative landscaping proposals in the Design and Access Statement in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council’s Developer’s Guide Part 4 (2008) and the National Planning Policy Framework (2021).

12. Site Wide Delivery & Servicing Strategy

No development shall commence (excluding any demolition) until a Site Wide Strategy for Delivery and Servicing has been submitted to and approved the Local Planning Authority in writing. The Site Wide Delivery and Servicing Strategy shall detail the site wide approaches to the management of deliveries, emergency access, collection of waste and recyclables, times and frequencies of deliveries and collections/ silent reversing methods/ location of loading bays and vehicle movement in respect of the whole development.

Detailed Delivery and Servicing Plans for each relevant Development Block and/or Landscape Phase within a Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant parts of the site.

Reason: In order to ensure that satisfactory provision is made for refuse storage and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise, in accordance with Policy T3 of The

Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

13. Site Wide Waste, Recycling & Refuse Management Strategy

No development shall commence (excluding any demolition) until a Site Wide Strategy for the Management, Storage and Collection of Waste, Recycling and Refuse has been submitted to and approved the Local Planning Authority in writing. The Site Wide Waste, Recycling and Refuse Management Strategy shall detail the site wide approaches to the management of waste in respect of the whole development and shall include a programme of measures to:

- Minimise, re-use and re-cycle waste;
- Minimise the pollution potential of unavoidable waste;
- Provide for on-site secure storage of waste awaiting collection; and
- Dispose of unavoidable waste in an environmentally safe manner.

A Detailed Waste, Recycling and Refuse Plan for each relevant Development Block and/or Landscape Phase within a Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications. The approved measures shall be implemented and thereafter retained for the lifetime of the residential or commercial uses in the relevant parts of the site.

Reason: In order to ensure that environmentally satisfactory provisions are made for refuse storage, recycling and collection and to ensure that the amenity of occupiers of the development site and surrounding premises is not adversely affected by noise or odours in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

14. Biodiversity Net Gains Strategy

No development shall commence (excluding any demolition) until a sitewide Biodiversity Net Gains strategy showing that the development will achieve 10% Biodiversity Net Gains across the development using the Biodiversity Metric 3.0, has been submitted to and approved in writing by the Local Planning Authority.

Reason: To deliver Biodiversity Net Gains within the planning application site in accordance with the NPPF and Core Policy 9 of the Core Strategy 2006-2026 and to comply with the recommendations of the Council's Ecologist's Report.

15. Details of Access

No development within a Development Zone shall commence (excluding any demolition) until full details of the design, siting and layout of all new and modified accesses to the development zone, or relevant part thereof, including access for pedestrians and cyclists, visibility splays and a programme for their provision within that Development Zone have been submitted to and approved in writing by the Local Planning Authority. The development within the Development Zone, or relevant part thereof shall be carried out in accordance with the approved details and programme and the accesses shall be maintained and managed thereafter.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of

the Adopted Local Plan for Slough 2004, Policies 7 and 10 of the Adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021) and to ensure compliance with the Environmental Statement.

16. Inclusive Access

No development within a Development Zone shall commence (excluding any demolition) until full details of the means of vehicular access, parking and turning facilities together with associated means of access for disabled and/or mobility impaired pedestrians, and where appropriate, accessible transport vehicles over 2m in height to the development zone, or relevant part thereof, have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant Development Zone, or part thereof and the provisions shall be permanently maintained and managed thereafter.

Reason: To ensure that safe and inclusive access is provided to all parts of the Development in accordance with Policy T3 of the Adopted Local Plan for Slough 2004, Policies 7 and 10 of the Adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021), and to ensure compliance with the Environmental Statement.

17. Ground Contamination - Phase 2 Intrusive Investigation Method Statement

Based on the findings of the Phase 1 Desk Study, prior to demolition works, no development within a Development Zone shall commence (excluding any demolition) until an Intrusive Investigation Method Statement (IIMS) has been submitted to and approved in writing by the Local Planning Authority. The IIMS shall be prepared in accordance with current guidance, standards and approved Codes of Practice including, but not limited to, BS5930, BS10175, CIRIA C665 & C552 and BS8576. The IIMS shall include, as a minimum, a position statement on the available and previously completed site investigation information, a rationale for the further site investigation required, including details of locations of such investigations, details of the methodologies, sampling and monitoring proposed.

Reason: To ensure that the type, nature and extent of contamination present, and the risks to receptors are adequately characterised, and to inform any remediation strategy proposal and in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2021), and to ensure compliance with the Environmental Statement.

18. Ground Contamination - Quantitative Risk Assessment and Site Specific Remediation Strategy

No development within a Development Zone shall commence (excluding any demolition) until a Quantitative Risk Assessment (QRA) has been prepared for the relevant part of the site, based on the findings of the intrusive investigation. The risk assessment shall be prepared in accordance with the Contaminated Land report Model Procedure (CLR11) and Contaminated Land Exposure Assessment (CLEA) framework, and other relevant current guidance. This must first be submitted to and approved in writing by the Local Planning Authority and shall as a minimum, contain, but not limited to, details of any additional site investigation undertaken with a full review and update of the preliminary Conceptual Site Model (CSM) (prepared as part of the Phase 1 Desk Study), details of the assessment criteria selected for the risk assessment, their derivation and justification for use in the assessment, the findings of the assessment and recommendations for further works. Should the risk assessment identify the need for remediation, then details of the proposed remediation strategy shall be submitted in writing to and approved by the Local Planning Authority. The Site Specific Remediation Strategy (SSRS) shall include, as a minimum, but

not limited to, details of the precise location of the remediation works and/or monitoring proposed, including earth movements, licensing and regulatory liaison, health, safety and environmental controls, and any validation requirements.

Reason: To ensure that potential risks from land contamination are adequately assessed and remediation works are adequately carried out, to safeguard the environment and to ensure that the development is suitable for the proposed use and in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2021), and to ensure compliance with the Environmental Statement.

19. Ground Contamination – Remediation Validation

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full Validation Report for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

Reason: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008 and the National Planning Policy Framework (2021), and to ensure compliance with the Environmental Statement.

20. Phase 4 Verification report.

No development within or adjacent to any area(s) subject to remediation works carried out pursuant to the Phase 3 Quantitative Risk Assessment and Site Specific Remediation Strategy condition shall be occupied until a full **Validation Report** for the purposes of human health protection has been submitted to and approved in writing by the Local Planning Authority. The report shall include details of the implementation of the remedial strategy and any contingency plan works approved pursuant to the Site-Specific Remediation Strategy condition above. In the event that gas and/or vapour protection measures are specified by the remedial strategy, the report shall include written confirmation from a Building Control Regulator that all such measures have been implemented.

Reason: To ensure that remediation work is adequately validated and recorded, in the interest of safeguarding public health and in accordance with Policy 8 of the Core Strategy 2008.

21. No Piling

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure, in accordance with the National Planning Policy Framework.

22. Foul Drainage (Thames Water)

No development within any Development Zone shall commence (excluding any demolition), until confirmation has been provided to confirm that either: -

1. All foul water network upgrades required to accommodate the additional flows from the development have been completed; or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan (as agreed pursuant Condition 5),

has been submitted to and approved in writing by the Local Planning Authority, for the relevant Development Zone, or part thereof.

No development shall be carried out until detailed Foul Drainage strategies for each relevant Development Block or/and Landscape Phase within a Development Zone are submitted to and approved in writing by the Council .

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policies 8 and 9 of the Core Strategy 2008 and the National Planning Policy Framework (2021).

23. Drainage (Surface Water)

No Development Zone shall be occupied until confirmation has been provided that either:

1. All surface water network upgrades required to accommodate the additional flows from the development (within the relevant Development Zone, or part thereof) have been completed; or
2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water to allow development (within the relevant Development Zone, or part thereof) to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan (as agreed pursuant to Condition 21).

No development shall be carried out until detailed surface water strategies for each relevant Development Zone, or part thereof shall be submitted to and approved in writing by the Council in accordance with condition 8. The development shall be carried out in accordance with the approved surface drainage strategy, prior to occupation within the relevant Development Zone(s) or part(s) thereof, and shall be permanently retained thereafter for the lifetime of the development.

Reason: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2021).

24. Drainage

No development within a Development Zone shall commence (excluding any demolition), within 5m of the water main, until information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface

potable water infrastructure, has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. The development shall be carried out in accordance with any approved diversion strategies, prior to occupation within the relevant Development Zone(s) or part(s) thereof, and shall be permanently retained thereafter for the lifetime of the development.

Reason: to prevent the risk of flooding in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026 Development Plan Document policies, and the req ents of the National Planning Policy Framework.

25. Infiltration of Surface Water

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 – 2026, the Council's Development Plan Document – Developer's Guide Part 4 Section 6 (2016) and the National Planning Policy Framework (2021).

26. Development Zone Design Codes

Prior to the submission of the first reserved matters application for a Development Block, Blocks or Landscape Phase(s) within a Development/Highways Zone or Zones, a detailed Design Code for the relevant Development Zone, or relevant Development Block(s) or Landscape Phase(s) shall be submitted to and approved by the Local Planning Authority. The detailed Design Code shall include the following:

- a. Mandatory code determining how to locate land uses based on a Movement Analysis
- b. Mandatory code setting out architectural standards
- c. Mandatory coding for building types
- d. Mandatory coding for landmarks, vistas and focal points
- e. Mandatory code for specific street character
- f. Mandatory coding for urban structure and massing
- g. Mandatory coding for roofscape
- h. Mandatory code for urban spaces, public realm, hard and soft landscaping areas [including tree planting], street furniture and signage
- i. Mandatory code for DZ edge/threshold conditions and boundary treatment
- j. Mandatory code setting private residential separation distances
- k. Mandatory code for ground floor/lower level shopfront and street level facades
- l. Mandatory code for shopfront signage zones, fascia depth and window display glazing proportions;
- m. Mandatory code for defensible spaces and garden areas, and communal amenity spaces
- n. Mandatory code for balconies, roof terraces and external amenity spaces
- o. Mandatory code for roads, footways, cycleways based on hierarchy of streets and spaces
- p. Mandatory code for public and private car parking areas, bays and podium/undercroft.
- q. Mandatory code for incorporating water storage, SUDS into the design of the landscape.

The detailed Design Code will expand upon the principles and coding set out in the approved Mandatory Design Codes from the outline planning permission and will set out precise detailed codes and measurable design standards that will inform future reserved matters applications for layout, scale, appearance and landscaping.

Reason: To ensure the detailed design and appearance of the buildings are of a good quality and to ensure a high quality public realm with streets, footways and open spaces of the same or higher standard as those set out in the illustrative landscaping and public realm proposals in the Design and Access Statement and to comply with policies EN1, EN3 and EN5 of The Local Adopted Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021) and the National Model Design Code. To ensure the development is carried out in accordance with the mitigation measures and planning controls set out in the Environmental Statement and Appendices, including any subsequent iterations or addendums to the ES.

27. Secure By Design

No Development Zone or Development Block shall be occupied until evidence has been submitted to and approved in writing by the Local Planning Authority to demonstrate how the applicant has used reasonable steps to incorporate measures to comply with Secured by Design Gold Award for the relevant Development Zone or Development Block, including details of any proposed CCTV equipment. The evidence shall be submitted and approved in writing by the Local Planning Authority, prior to first occupation of any part of the relevant Development Zone or Block. The development within the relevant Development Zone or Development Block shall be carried out in accordance with the approved measures, and shall not be occupied or used until the Council acknowledged in writing that it has received written confirmation of compliance. The approved security measures shall be maintained and retained thereafter.

Reason: In order to minimise opportunities for crime and anti-social behaviour in accordance with Policy EN5 of The Adopted Local Plan for Slough 2004 and Core Policies 8 and 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

28. External Lighting Scheme

Prior to commencement of development within a Development Zone, Development Block or Landscape Phase (excluding any demolition), details of a lighting scheme (to include the location, design of lighting features, the nature and levels of illumination in accordance with the approved measures under condition 25) shall be submitted to the local planning authority and approved in writing, in accordance with the approved construction phasing plan under Condition 5 of this planning permission. The lighting scheme within the relevant part of the development shall be implemented prior to first occupation of the relevant Block within the relevant Development Zone and maintained in accordance with the details approved.

Reason: To ensure that a satisfactory lighting scheme is implemented as part of the development in the interests of residential and visual amenity and in the interest of crime prevention to comply with the provisions of Policies EN1 and EN5 of The Adopted Local Plan for Slough 2004 and policy 12 of the adopted Core Strategy 2006-2026 and the National Planning Policy Framework (2021).

29. Public Art

Prior to the commencement of development within the relevant Development Zone(s) or Landscape Phase(s), a Scheme for the provision of Public Art for the following site boundary edges shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications;

- The south side of Queensmere Road (adjacent to the existing HTC Slough Building);
 - Along the north side of High Street and;
 - Along the eastern, western and southern edges of St Ethelberts Church and The Curve.
- The proposed development within the relevant Development Zone shall be carried out in accordance with the approved Public Art Strategy, prior to occupation within the relevant Development Zone, and shall be permanently retained thereafter.

Reason: The details to be submitted in the reserved matters applications for each individual part of the residential development shall be in accordance with the principles established in the approved Design Code, Policy EN1 of the Local Plan and Core Policy 8 of the Core Strategy.

30. Wayfinding, Signage Details and Street Furniture

Prior to occupation of the relevant Development Block within a Development Zone, details including the locations of the benches, litter bins and way-finding signage shall be submitted to and approved in writing by the local planning authority, prior to occupation of the relevant block. The street furniture listed above shall be designed and sited to be fully inclusive and accessible for all users and will not provide any obstruction to disabled persons or people of impaired mobility and/or sight. The benches, litter bins and signage as approved must be permanently retained thereafter. Details for each relevant Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: To ensure the satisfactory provision of facilities in accordance Policies EN1 and EN3 of The Adopted Local Plan for Slough 2004 and to ensure that surface water discharge from the site is satisfactory and shall not prejudice the existing sewerage systems in accordance with Policies 8 and 9 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2021).

31. Air Quality Assessment & Dust Management Plan:

No development in a Development Zone shall commence (excluding any demolition) until an Air Quality and Dust Management Plan demonstrating that ambient concentrations of applicable pollutants would not result in significant impact at relevant sensitive receptors, shall be submitted and approved by the Local Authority. Details for each relevant Development Block or Landscape Phase, or Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications

Reason: to protect sensitive receptors from pollution in accordance with Policy 8 of the adopted Core Strategy 2006 - 2026 and the National Planning Policy Framework (2021) and to comply with the recommended mitigation measures in the Environmental Statement.

32. Construction Noise and Vibration:

No development within a Development Zone shall commence (excluding any demolition) until a Construction Noise and Vibration Management Plan has been submitted to and approved in writing by the Local Planning Authority. Details for each relevant Development Block, Landscape Phase or Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021) and to comply with the recommended mitigation measures in the Environmental Statement.

33. Noise Assessment and Mitigation Design Report

No development within a Development Zone shall commence until a detailed noise assessment and mitigation design report, for the relevant Development Zone or part thereof is submitted to the Local Planning Authority for approval in writing. The assessment will include consideration of potential noise impacts from existing noise sources, such as road, rail, air traffic, commercial noise and plant, and proposed noise sources, including but not limited to, the increase in road traffic noise, plant noise and commercial noise, on both existing and proposed noise sensitive receptors. The assessment shall be made in accordance BS4142:2014+A1:2019 and to BS8233:2014. Confirmation of the findings of the assessment shall be submitted to, and agreed in writing by, the Council and shall be adhered to thereafter.

The assessment will also include a noise mitigation scheme which will demonstrate how the design, orientation, internal layouts and additional mitigation measures will minimise adverse noise impacts and provide an acceptable level of amenity for future residents. The scheme will include detailed specifications for any acoustic enclosures, screening, glazing, ventilation and cooling that are identified as necessary to protect the future residents. In the event that windows will need to be closed to provide acceptable internal noise levels, an overheating assessment will also need to be submitted and approved by the Local Planning Authority.

A suitable air ventilation system, details of which shall be submitted as part of the noise impact assessment, including a schematic drawing showing the proposed ducting, intake and extract locations, if applicable, and datasheets indicating that the chosen product meets noise reduction requirements with consideration of break-out noise.

The measures set out in the approved mitigation scheme will be fully implemented in the construction of the residential development and retained in good working order at all times in the future.

Reason: In the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021) and to comply with the recommended mitigation measures in the Environmental Statement.

34. Biodiversity Net Gains

No development within a Development Zone shall commence (excluding any demolition) until a detailed Biodiversity Net Gains (BNG) Assessment for the relevant Development Zone has been carried out which demonstrates compliance with the approved Sitewide Biodiversity Net Gains Strategy. The detailed BNG assessment report shall include detailed results from the metric, including:

- baseline habitat descriptions; and
- condition assessment proformas, which could be presented in an appendix with the headline results in the main report;

The Development shall be implemented in accordance with the approved Sitewide BNG Strategy and detailed BNG Report for that Development Zone, or relevant part thereof, and shall be permanently maintained for the lifetime of the development.

Reason: To deliver Biodiversity Net Gains within the planning application site in accordance with the NPPF and Core Policy 9 of the Core Strategy 2006-2026 and to comply with the recommendations of the Council's Ecologist's Report.

35. Bat Survey

No demolition of any buildings, structures or commencement of evasive works shall take place on the site, until an updated detailed Bat Survey is carried out to determine the presence / likely absence of bats and the findings are submitted to the Local Planning Authority for approval. A tool-box talk should be given to all contractors working on the demolition with directions set out as to how to proceed if any bats are encountered.

The submitted bat survey should contain the following as part of a report

- Appointment of Inspection team and terms of reference
- Monitoring of Bats foraging activities (pre and post Demolition and construction phase)
- Inspect Buildings for Bat roosts internal and external including below ground level.
- Frame work of continual inspection during demolition and construction phases.
- Migrate policy and license for the re-allocation of the Bat population.
- Implementation of a migration policy guideline and locations statement
- Long term monitoring the effects of the Migration policy and relocation activities.

Reason: To ensure a precautionary approach is taken in respect of any demolition of the buildings and that a preconstruction check is undertaken of the roof to determine the presence of any bat roosts. in accordance with the NPPF and Core Policy 9 of the Core Strategy 2006-2026 and to comply with the recommendations of the Council's Ecologist's Report and the Habitats Directive Article 12.

36. Energy Carbon Assessment

No development within any Development Zone shall be carried out until a Whole Life Carbon Assessment, including the demolition phases of the development, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of sustainable development in particular reducing carbon emissions and in accordance with Core Policy 8 of the Core Strategy 2008 and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021) and to comply with the Environmental Statement.

37. Energy Statement Compliance (Residential)

Within 3 months following occupation of the residential dwellings within a Development Zone, or Development Block, evidence shall be submitted that the measures set out within the Detailed Energy Statement approved under the relevant Reserved Matters approval, pursuant to Condition 9 of this outline permission have been implemented in accordance with the approved details within the relevant Development Zone or part thereof.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2021).

38. Energy Statement Compliance (Non-residential).

Within 3 months following occupation of the any office floorspace within Development Zones 1, 2 or 4 or of the first non-residential premises within any other Development Zone, or Development Block, evidence shall be submitted that the measures set out within the Detailed Energy Statement approved under the relevant Reserved Matters approval, pursuant to Condition 9 of this outline permission have been implemented in accordance with the approved details within the relevant Development Zone or part thereof.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2021).

39. Very good BREEAM requirement

Within 3 months following occupation of any non-residential use within a Development Zone, an Energy Strategy report shall be submitted to and approved in writing by the Council to demonstrate that a 'very good' Building Research Establishment Environmental Assessment Method (BREEAM) rating for non-residential buildings, has been achieved maximising passive solar gains, natural ventilation, water efficiency measures and the potential for home composting and food production. Detailed strategies for each relevant Development Block or Development Zone shall be submitted to and approved in writing by the Council, following occupation any non-residential building within a relevant Development Zone.

Reason: In the interests of energy conservation and reduction of CO2 emissions, in accordance with policies CP8 and the National Planning Policy Framework (2021).

40. Overheating Strategy

No development within a Development Zone shall commence (excluding any demolition) until an overheating assessment has been undertaken in accordance with CIBSE TM59 and CIBSE TM52 methodology (as appropriate) using current (i.e. 2020) climate data and results, demonstrating risk of overheating can be mitigated, and has been submitted to and approved in writing by the Local Planning Authority for the relevant part of the development. The overheating assessment shall assess the risks of overheating within the dwellings and offices which have exposure to solar radiation. The assessment shall also include where necessary, proposed mitigation measures including the need for air cooling or air conditioning systems. The proposed mitigation scheme within each Development Block, shall be implemented in accordance with the approved details prior to occupation of the relevant part of the development. Detailed strategies for each relevant Development Zone, or Development Block shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

REASON: To reduce the risk of overheating within the development to ensure the proposed residential accommodation will be constructed to a good standard in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

41. Sustainable Urban Drainage (SUDs) Systems

Alongside each reserved matters application for any Development Zone, or Block or/and Landscape Phase within a Development Zone a detailed surface water drainage scheme which demonstrates how the Development accords with the relevant approved site wide surface water drainage scheme required under Condition 8, shall be submitted to and approved, in writing, by the Local Planning Authority. This scheme, will include:

- (a) Demonstration that source control SuDS (such as permeable paving, green/brown/blue roofs) and additional above ground SuDS are prioritised in each Development Zone, Infrastructure Phase or Landscape Phase/Area
- (b) Water quality assessment demonstrating that the total pollution mitigation index equals or exceeds the pollution hazard index; priority should be given to above ground SuDS components
- (c) Discharge rates are to be limited to the greenfield runoff rate calculated using FEH methods and appropriate input parameters
- (d) Ground investigations including:
 - Infiltration in full accordance with BRE365
 - Groundwater level monitoring over the winter period
- (e) Subject to infiltration being inviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in paragraph 080 of the Planning Practice Guidance.
- (f) Where necessary, groundwater mitigation measures to prevent ingress into surface water drainage system, and supported by floatation calculations based on groundwater levels encountered during winter monitoring (November-March)
- (g) Full construction details of all SuDS and drainage components
- (h) Detailed drainage layout with pipe numbers, gradients and pipe sizes complete, together with storage volumes of all SuDS components
- (i) Calculations to demonstrate that the proposed drainage system can contain up to the 1 in 30 storm event without flooding. Any onsite flooding between the 1 in 30 and the 1 in 100 plus climate change storm event should be safely contained on site.
- (j) Details of proposed overland flood flow routes in the event of system exceedance or failure, with demonstration that such flows can be appropriately managed on site without increasing flood risk to occupants, or to adjacent or downstream sites.
 - Flow depth
 - Flow volume
 - Flow direction

The approved scheme for each Development Zone, Block or/and Landscape Phase within a Development Zone shall subsequently be implemented in accordance with the approved details before development within the relevant Development Zone is completed.

Reason: To ensure that a sustainable drainage strategy has been agreed in accordance with Paragraph 163 of the National Planning Policy Framework (2021) to ensure that there is a satisfactory solution to managing flood risk.

42. Programme of Car Parking Provision

No development within a Development Zone shall commence (excluding any demolition) until the Local Planning Authority has approved a programme of car parking provision for the relevant Development Zone, of part thereof including:

- Total number of spaces (including accessible parking)

- Pedestrian routes within the car parks
- Details of car parking for people with disabilities, parents with toddlers
- Means of access, access controls and egress, including location of any barriers,
- Working details of any ramps and entrances/exits, including any consequential amendments to the widths
- Layout and operation of car parks;
- Details of the ventilation of any basement or below ground car parking;

The car parking within any Development Block, within a Development Zone must be provided in accordance with the approved details.

Reason: To ensure sufficient car parking is provided for each Development Block, or Development Zone, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

43. Car Park Management Plan

No development within a Development Zone shall commence (excluding any demolition), until a Car Park Management Plan shall be submitted to and approved in writing by the Local Planning Authority, detailing for both office and residential uses, the allocation of parking spaces to occupiers/residents and visitors, and which parking spaces will be fitted with Electric Vehicle Charging Points and which spaces will be designed to accessible standards. Details for each relevant Development Block(s) within the relevant Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications for the relevant Development Zone.

Reason: To ensure that there is adequate parking available at the site, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

44. Car Parking Maximum

The residential car parking provision shall not exceed the per residential unit ratio of 0.3 across the site. The office car parking provision shall not exceed the ratio of 1 space per 100sqm across the site. The total car parking provision across the site shall not exceed 685 spaces. The car parking maximum excludes the 16 rapid charger and car club spaces. The resident spaces shall include 20% active Electrical Charging Points and 80% passive provision for future Electrical Charging Provisions. The active residential electric vehicle charging points must have a 'Type 2' socket and be rated to at least 3.6kW 16amp 0 7kW 30amp single phase. 5% of all car spaces shall be designed to wheelchair accessible standards.

Reason: To reduce the level of car-based traffic within the surrounding road network and encourage alternative sustainable modes of travel in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008, the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

45. Design of Car Parking and MSCP

Should Development Zone 6 be constructed as a Multi-Storey Car Park, in accordance with the approved Parameter Plans and Development Specification Report, no development

shall be carried out until the detailed design, phasing plan, access, layout and location of the car parking including EV chargers, Car Club Spaces, Accessible Bays, pedestrian routes and vertical clearance heights shall be submitted to and approved in writing by the Council. The proposed car parking shall accord with the details as approved and shall be retained permanently thereafter.

Reason: To ensure the Multi-Storey Car Park is designed to appropriate technical car parking standards set out in the Developer Guide Part 3, in accordance with Policy T2 of the Adopted Local Plan (2004), Policies 7 and 8 of the Core Strategy 2008 and the National Planning Policy Framework (2021).

46. Cycle parking facilities

No development within each Development Zone shall commence (excluding any demolition) until details of cycle parking including specifications of the cycle parking racks and storage facilities for the relevant Development Zone or Development Block have been submitted and approved in writing. One cycle space per 125m² is required for the Class E (office) floorspace. The cycle facilities shall be implemented prior to the occupation of the relevant Development Zone or Development Block and shall be retained thereafter at all times in the future for this purpose.

Reason: To ensure that there is adequate cycle parking available at the site in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

47. Proposed Site Wide Cycle Routes

No development within a Development Zone shall commence (excluding any demolition), until a detailed plan has been provided which identifies the Site Wide Cycle Routes, outlining all cycle routes within and serving each Development Zone including linkages to the local cycle route network and details of associated road markings and signage, and a programme for the provision thereof approved by the local planning authority. The approved details shall be implemented in full in accordance with the approved programme and the cycle routes, markings, and signage shall thereafter be retained and kept available at all times. Detailed strategies for each relevant Development Plot shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of the Adopted Local Plan for Slough 2004, Policies 7 and 10 of the Adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

48. Travel plan

Prior to occupation of any Development Block, within a Development Zone, a detailed Travel Plan shall be submitted to and in writing by the Local Planning Authority for that Development Zone, or relevant part thereof. The Travel Plan should be developed and written in line with approved plans and detailed plans. Detailed strategies for each relevant Development Zone shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: To ensure that the proposed development is in accordance with Policy T8 of The Adopted Local Plan for Slough 2004, to meet the objectives of the Slough Integrated Transport Strategy, Core Policy 7 of the Slough Local Development Framework Core

Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

49. Vehicular Access

Prior to commencement of development within each Highway Zone (excluding any demolition), and notwithstanding the details in the approved parameter plans and sitewide plans, detailed plans, tracking analysis and sections of the vehicular access junctions to and from the A4 access road to the site, and access control arrangements shall be submitted to and approved in writing prior to submission of the first Reserved Matters application of the development by the Local Planning Authority. The junctions shall be designed to ensure that all vehicles (including refuse and HGVs) can safely access/egress the site.

Reason: To ensure safe access/egress is provided (for all vehicles, including refuse vehicles and fire engines) and that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

50. Reserved Matters – Landscaping for Consideration

Any reserved matters application pursuant to Condition 1 for approval of landscaping shall be accompanied by proposals for the following in respect of the relevant Development Zone, Development Block or Landscape Phase:

- The proposed finished floor levels or contours;
- Proposed and existing apparatus above and below ground (including pipes, wires, cables and manholes) and;
- Planting Plans; written specifications for planting (including cultivation and other operations associated with plant and grass establishment) schedules of plants, noting species, plant sizes and proposed numbers/densities where appropriate;
- A Programme for the implementation of landscaping works;
- Proposals and a schedule of landscape maintenance for a minimum period of ten years;

No (approved) landscaping reserved matters application shall be implemented unless and until the Local Planning Authority has approved the details set out in this condition. The proposals shall be carried out in accordance with the approved details prior to first occupation in respect of the relevant reserved matters area, and shall be permanently maintained and retained thereafter.

Reason: To ensure the development is landscaped in the interests of the visual amenities of the area in accordance with Policy EN1 and EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

51. Tree protection

No development within a Development Zone where trees are to be retained, shall commence (excluding any demolition), until a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- Methodology and detailed assessment of root pruning
- Arboricultural supervision and inspection by a suitably qualified tree specialist;
- Reporting of inspection and supervision

Detailed strategies for each relevant Development Plot shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications, shall be implemented, prior to any works to, or within the vicinity of, the existing trees, in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with policy EN3 of the Local Plan and pursuant to section 197 of the Town and Country Planning Act 1990.

52. Hard and soft landscaping details and inclusion of replacement of dead trees and shrubs

Prior to the commencement of superstructure works for each Development Zone, Block or Landscape Phase, details of the hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The soft landscaping scheme should include the specifications, type, density, position and planting heights and include provision for Bee friendly species, along with staking/guying, mulching, feeding, watering and soil quality, of any new trees and shrubs. The hard landscaping details shall including details of all paving and external hard surfaces.

The approved scheme of soft landscaping shall be carried out no later than the first planting season following completion of the relevant Development Zone or relevant part. Within a five year period following the implementation of the scheme within the relevant Development Zone or relevant part thereof, if any of the new or retained trees or shrubs should die, are removed or become seriously damaged or diseased, then they shall be replaced in the next planting season with another of the same species and size unless otherwise agreed in writing by the Local Planning Authority.

Detailed strategies for each relevant Development Zone, or relevant part thereof shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: In the interests of the visual amenity of the area, to ensure replacement trees are planted/replanted and to ensure a high quality public realm and open spaces in accordance with Policy EN3 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

53. Wind Microclimate Assessment and Mitigation Scheme

Prior to commencement of works above ground level within any Development Zone, or part thereof details of microclimate mitigation measures necessary to provide an appropriate wind environment throughout and surrounding the development, within the relevant Development Zone(s), or parts thereof, with specific consideration of wind impacts on the Town Square and the north-south pedestrian route, shall be submitted to and approved in writing by the Council. The Wind Microclimate Measures shall be submitted following a submission and approval of a detailed Wind Microclimate Assessment of the wind conditions on, around and within the Development Zone, Development Block or Landscape Phase which shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of Development within the relevant Development Zone, or part thereof. Details of the Wind Microclimate Assessment shall be submitted alongside the Reserved Matters on a Development Zone by Zone basis. Approved details shall be implemented prior to first occupation of the relevant Development Block, or Development Zone, or part thereof and shall be permanently retained thereafter. The Wind Microclimate Assessment of each Development Zone, Development Block, or Landscape Phase, shall take account of the phasing of the scheme and the impact of other Development Zones, Development Blocks, or Landscape Phases. The cumulative impact of all relevant Development Zone, Development Blocks or Landscape Phases shall be considered.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with the NPPF (2021).

54. Sitewide Movement Strategy

No development shall take place within a Development Zone until a detailed Site Wide Movement Strategy has been submitted to and approved in writing by the Local Planning Authority. The Site Wide Movement Strategy shall inform the preparation and submission of the reserved matters applications and shall include the following details:

- Priority pedestrian flow and circulation routes
- Pedestrian desire lines
- Cycle movement routes
- Any vehicle movements
- Areas of confluence (ie: nodal points whereby routes meet)

The findings of the Site Wide Movement Strategy shall be used to inform the detailed design of the development and the location of town centre/non-residential land uses. The reserved matters will be prepared in accordance with the Movement Strategy is to be included in the RMA submission material and a statement on how it has influenced the proposals.

Reason: To ensure the proposed town centre land uses are located in the appropriate parts of the site in order to safeguard the vitality of the town centre and to comply with policies S16, EN1, EN3 and EN5 of The Local Adopted Plan for Slough 2004, Core Policies 6 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021) and the National Model Design Code.

55. Internal Noise

Internal noise levels shall not exceed recommended noise levels of 30dB in bedrooms and 35dB in living rooms. External amenity space will be expected to comply with the 50-55dB noise level recommendation, where possible. The assessment of impact to residential receptors should be made in reference to BS8233.

Reason: In the interests of the amenities of the occupiers and area in accordance with Policy EN1 of the Local Plan and Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021)

56. Plant Noise and External Noise

The plant noise rating levels within each Development Zone, Block or relevant part shall not exceed does not exceed 5dB below the typical background noise level, as a minimum, and shall be assessed in accordance with the most recent update of BS4142. To prevent gradually creeping background levels over time, the unrated 'Specific' sound level should not exceed 10dB below the typical minimum LA90 (15 minute) background sound level, except where the LA90 (15 minute) background sound level is below 30dBA.

Reason: In the interests of the amenities of the occupiers and area in accordance with Policy EN1 of the Local Plan and Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021).

57. Commercial uses hours of operation

Town centre uses including Sui Generis, Class F and E Uses on the High Street, N-S Route, McKenzie Street, Town Square and Town Square Approach shall not be permitted to be open to customers outside the hours of 07.00-23-00 Monday to Sunday.

Reason: To ensure that the amenities of surrounding occupiers are not unduly affected by noise and other disturbance, in accordance with Policy EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 6 of the Slough Local Development Framework Core Strategy 2006-2026 (2008) and the National Planning Policy Framework (2021).

58. Odour Abatement System

- a) Prior to commencement of the relevant works on the relevant Development Block, an outline strategy for the implementation of any kitchen odour abatement system will be provided to demonstrate the intended Block strategy.
- b) Prior to commencement of relevant fit out works for each respective retail/restaurant unit, details of the installation, operation, and maintenance of the best practicable odour abatement equipment and extract system for that block shall be submitted to and approved in writing by the Local Planning Authority, including the height of the extract duct and vertical discharge outlet, in accordance with the 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' January 2005 by DEFRA.

Approved details shall be implemented prior to occupation of the relevant development Block or part thereof and thereafter be permanently retained, unless subsequently otherwise approved in writing by the Local Planning Authority.

Reason: To ensure that nearby premises are not unduly affected by odour and disturbance in the interests of the amenities of the area in accordance with Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance set out in the National Planning Policy Framework (2021).

59. Shopfronts – Detailed Design

Notwithstanding the information in the approved plans, details of the shop fronts in any block/zone including signage zones located to the nursery, café, retail spaces and any other commercial within all Development Areas/Blocks/Zones shall be submitted for that block to and approved by the Local Planning Authority in writing. The details in connection with the

relevant Development Block, or Zone shall be submitted to the Local Planning Authority in writing, prior to the commencement of any works above ground within the relevant Development Block or Zone and the works shall be carried out in accordance with the approved plans, prior to first occupation of the relevant Development Block or Zone.

Reason: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

60. Shopfronts – Clear Glass/Non-Mirrored

The window glass of any shopfront hereby approved shall be clear and shall not be mirrored, tinted or otherwise obscured and shall be permanently retained as such.

Reason: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

61. Shopfronts – No Roller Shutters

No roller shutters shall be installed on any shopfront, commercial entrance or display facade hereby approved.

Reason: To ensure a satisfactory appearance of the development so as not to prejudice the visual amenity of the locality in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 8 and 9 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

62. Laminated/Attack Resistant Glazing

Detailed specification of the external glazing including samples, where relevant alongside a technical report (prepared by a qualified Structural Blast Engineer (SBE)) detailing the required standard of attack resistant/laminated external and internal glazing as well as any non-glazed facades shall be submitted to the local authority prior to commencement of works on that relevant part that demonstrates that the glazing will be attack resistant, relevant to these facades. The SBE report will include the standard of floor slabs and supporting structures columns above and below any proposed internal/undercroft parking areas, including loading areas, to help mitigate a progressive structural collapse. The details shall be implemented, as approved and shall be permanently retained thereafter.

Reason: In order to ensure that the proposed ground level facades across the Development Site deliver a high standard of design and will be attack resistant in accordance EN5 of the Local Plan

63. Fire Statements

Prior to the commencement of each Development Block, Development Zone or relevant part thereof, a detailed fire strategy shall be submitted to and approved in writing by the Local Planning Authority. The fire strategy for the relevant part of the Development should be developed and written in line with Fire Safety Building Regulations Approved Document B. Detailed strategies for each relevant Development Zone or Block shall be submitted to and approved in writing by the Council alongside the Reserved Matters applications.

Reason: To ensure that the Development contributes to the minimisation of potential fire risk in accordance with National Planning Policy Framework (2021).

64. Wheelchair User Dwellings

A minimum of 5% of the total residential units within the development shall be provided as Wheelchair Adaptable Homes and shall be provided to Building Regulation requirement M4 (3) as Wheelchair User Dwellings. The detailed plans of these dwellings shall be submitted to and approved in writing by the local planning authority. Alongside the reserved matters submissions for the residential development hereby approved, the Wheelchair Adaptable Homes shall be shown on the submitted plans and shall be implemented in accordance with the approved plans.

Reason: To ensure that the development provides for the changing circumstances of occupiers and responds to the needs of people with disabilities, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

65. Level Thresholds

The ground floor entrances and entry doors to all publicly accessible buildings within all Development Zones and integral lift/stair cores shall not be less than 1 metre wide and the threshold shall be at the same level to the path fronting the entrance to ensure level access.

Reason: In order to ensure the development provides ease of access for all users, in accordance with Local Plan policy EN1 and Core Policies 3, 4 and 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

66. No other alterations to the buildings

No alterations shall be carried out to the external appearance of the development hereby approved, including the installation of air conditioning units, water tanks, or extraction equipment, not shown on the approved drawings, unless given express planning permission from the Local Planning Authority.

Reason: To ensure a satisfactory external appearance and prevent harm to the street scene, and to safeguard the amenities of neighbouring residential occupiers, in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

67. No Telecommunications Equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting that Order with or without modification), no aerials, antennae, satellite dishes or related telecommunications equipment shall be erected on any part of the development hereby permitted, without written approval from the Local Planning Authority.

Reason: To ensure that the visual impact of telecommunication equipment can be considered in accordance with Policy EN1 of The Adopted Local Plan for Slough 2004, Core Policy 8 of the Slough Local Development Framework Core Strategy 2006-2026, and the

guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

68. Permitted Development Restricted

Notwithstanding the provisions within the Use Classes Order (2021) as amended. Changes of Use under Class MA, Part 3, Schedule 2, (General Permitted Development) (England) Order 2021 from Class E (all sub-classes) to Class C3 (residential) will not be permitted, without express planning permission from the Local Planning Authority.

Reason: To restrict and limit the loss of retail, shopping, food and drink and other commercial and office uses within the Town Centre in order to protect and safeguard the Town Centre Primary Shopping Area and Secondary Shopping Areas, to promote employment uses within the Town Centre, and to ensure the additional impact on socio-economic infrastructure (education, healthcare, leisure, community uses and facilities) is minimised (in accordance with the Environmental Statement) in accordance with policies EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1, 5 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

69. Internal loading

Prior to occupation of the relevant Development Zone or Development Block, details of the internal loading and turning provisions for delivery and refuse vehicles for the relevant part of the development shall be submitted to and approved in writing by the Local Planning Authority. The unloading and loading facilities shall be provided in accordance with approved plans and retained thereafter.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or conditions of general safety on the local highway network in accordance with Policy T3 of The Adopted Local Plan for Slough 2004, Policies 7 and 10 of the adopted Core Strategy 2006-2026 and the guidance contained in the Council's Developer's Guide Part 3 (2008) and the National Planning Policy Framework (2021).

70. Reserved Matters Documents

Detailed Plans, Assessments, Strategies and Particulars submitted for the Reserved Matters in respect of each Development Zone, or Development Block or/and Landscape Phase within a Development Zone pursuant to Condition 1 shall include the following details where appropriate:

- a) the layout, specification, drainage and construction programme for (1) any internal access roads including details of horizontal and vertical alignment, (2) footpaths, (3) parking, turning and loading/unloading areas (including visibility splays), (4) cycle parking areas, (5) cycle storage facilities (6) access facilities for the disabled and (7) individual accesses in accordance with Conditions 15, 16, 45, 46 and 69;
- b) The materials to be used on the external faces of all the buildings to which the details relate;
- c) the positions, design, materials and type of boundary treatment (including all fences, walls and other means of enclosure) to be provided;
- d) details for all hard landscaped areas, footpaths and similar areas, including details of finished ground levels, all surfacing materials, and street furniture, signs, lighting, refuse

- storage units and other minor structures to be installed thereon (in accordance with Condition 51);
- e) contours for all landscaping areas, together with planting plans and schedules of plants, noting species, sizes and numbers/densities, details of all trees, bushes and hedges which are to be retained and a written specification for the landscape works (including a programme for implementation, cultivation and other operations associated with plant and grass establishment) and details of any SuDS measures and associated structures within that Development Zone, or relevant part thereof (in accordance with conditions 12, 40, 49, 50 and 51);
 - f) details of compliance with the principles set out in the design code as approved pursuant to Condition 25;
 - g) a waste strategy including details of bin and recycling storage (in accordance with Condition 14);
 - h) Details of any external lighting to any building(s), parking loading/unloading, servicing/deliveries, or manoeuvring areas, roads, footpaths and other public areas (in accordance with Condition 13, 15, 16, 27 and 44) ;
 - i) details of compliance (where applicable) with the Construction Environmental Management Plan (CEMP) to be approved by the local planning authority pursuant to Condition 9.
 - j) Details of Wayfinding, Signage and Street Furniture in accordance with Condition 29
 - k) Housing mix delivery plan / scheme providing details of the housing unit mix for the relevant Development Block(s) or Development Zone.
 - l) A scheme for the provision of dedicated electric charging points (including standard, fast and rapid chargers) including type and location. As a minimum, the details shall include confirmation of the electrical supplies to be used (a minimum of 3.7kw 16A is required) and type of EV charger (fast or slow charging). The Development shall only be carried out in accordance with the approved details relating to that Development Zone or relevant part thereof in accordance with Condition 42.
 - m) Detailed Energy & Sustainability Strategy in accordance with Condition 11
 - n) Details of the Scheme for Public Art in accordance with Condition 28
 - o) Overheating Strategy in accordance with Condition 39
 - p) A Detailed Wind Microclimate Report in accordance with Condition 52
 - q) A Detailed Fire Strategy prepared in line with Fire Safety Building Regulations Approved Document B in accordance with Condition 63
 - r) a Detailed Sunlight and Daylight Assessment, based on the BRE Guide (2022)
 - s) a Detailed play strategy and type of play equipment to be incorporated into the private communal spaces and public realm.

Reason: To ensure a satisfactory form, layout, scale, appearance and housing mix to the development and to comply with Policies EN1, EN3, EN5, T2 and T7 of The Adopted Local Plan for Slough 2004, Core Policies 1, 3, 4, 5, 6, 7, 8, 9 and 10 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Parts 2, 3 and 4 (2008) and the National Planning Policy Framework (2021), and to ensure the development complies with the mitigation requirements of the Environmental Statement.

71. Business relocation scheme

No demolition shall occur until details regarding the relocation of existing businesses within the Site, relating to location, use, and access management has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the vitality of the town centre is protected, in accordance with Policy EMP2 and OSC15 of The Adopted Local Plan for Slough 2004, Core Policies 1 and 6 of the Slough Local Development Framework Core Strategy 2006-2026, and the guidance contained in the Council's Developer's Guide Part 4 (2008) and the National Planning Policy Framework (2021).

Glossary of terms to include definitions for a Development Zone, block or Landscape Phase.
Clarification if Development Zone includes highway Zone needed