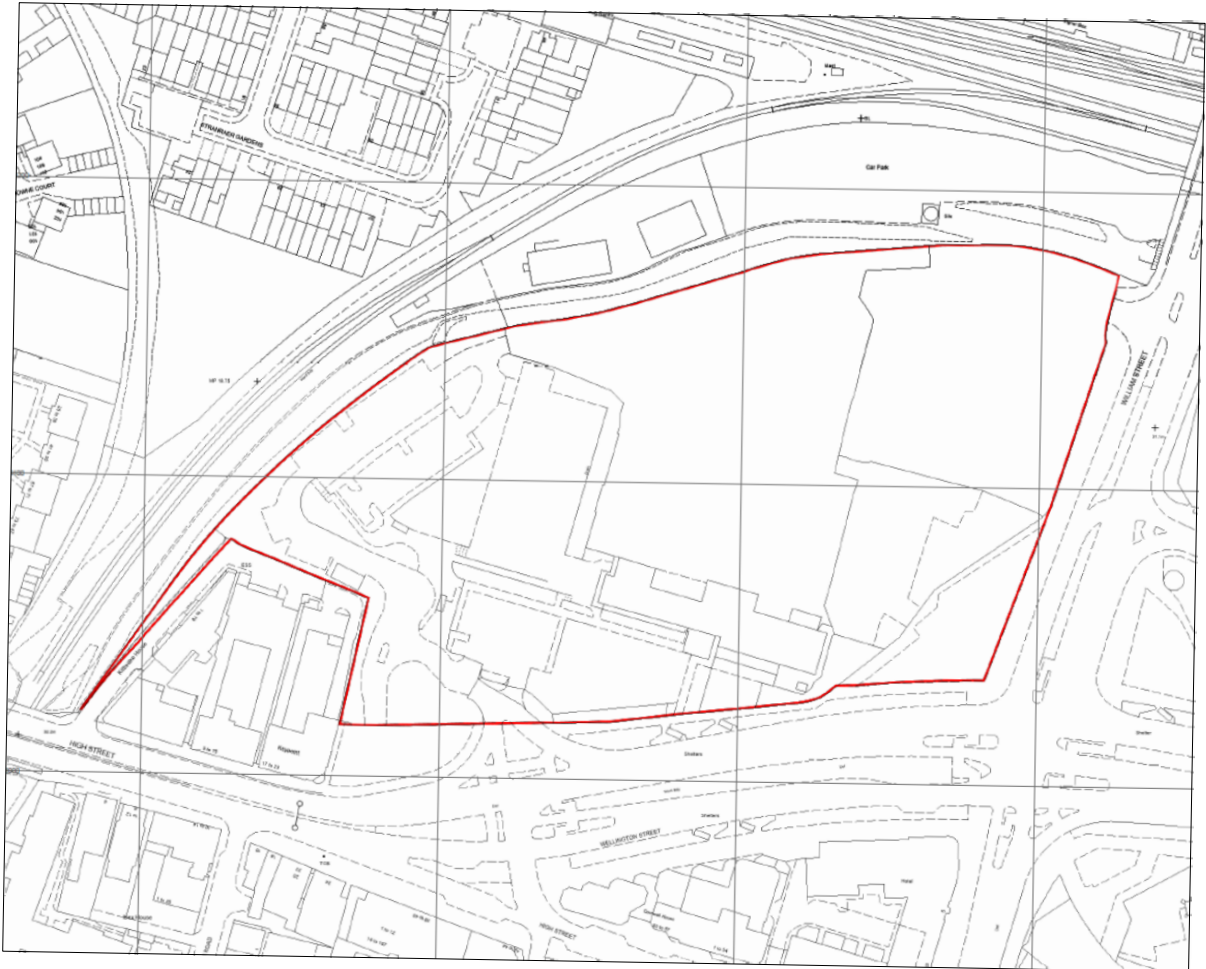


Officer:	Martin Cowie	Ward:	Slough Central
Applicant:	Community Solutions for Regeneration (Slough) Limited	Pre-Application:	Major
Agent:	PMV Planning		
Location:	North West Quadrant (NWQ), Wellington Street and Stoke Road, Slough SL1 1DZ		
Proposal:	Redevelopment of site to provide approximately 1,186 residential dwellings (Use Class C3), 325 Co-living units (Sui Generis), office accommodation, ground floor commercial space including shops/cafes/restaurants/leisure uses and children's nursery (Use Class E), ancillary parking including a multi-storey car and cycle parking, amenity space, hard/soft landscaping, public realm and associated infrastructure and highway works.		

Recommendation: Members to note.



PRE-APPLICATION PRESENTATION

Introduction:

The applicant, Community Solutions for Regeneration (Slough) Limited is a partnership between Homes England, the landowner and Muse, the developer. It has entered into pre-application discussions with the Local Planning Authority regarding the comprehensive redevelopment of a large site in Slough town centre known as North West Quadrant (NWQ) which is key development site for the Borough.

At the time of writing, a part Outline, part Detailed planning application (otherwise known as a 'Hybrid' planning application) is being submitted for the phased redevelopment of the site which is expected to be completed by 2037.

The proposals seek to transform a vacant site into a new and vibrant mixed-use place as part of the wider regeneration of the town centre.

The Site and Surroundings:

The site which measures approximately 3.68 hectares, lies within Slough Town Centre to the west of the High Street, across Wellington Street and 200m from Slough Train Station across Stoke Road.

It formerly accommodated Thames valley University and was cleared between 2020 and 2021. A temporary car park is located to the north-east, where access is currently taken from Stoke Road, serving visitors to the Town Centre and railway station. The remainder of the site comprises informal made-up ground and areas of self-seeded vegetation and a number of trees.

Further trees, grassed areas and shrubbery bound the site outside its boundary to the north, west and south. Network Rail Slough Depot, railway line and embankment also bound the site to the north. Immediately adjacent to the site to the east and south are Stoke Road and Wellington Road respectively.

Given the location of the site in the Town Centre, the surrounding area presents a mixed character comprising a significant range of commercial and residential land uses and building types/scales. In the wider area of note is the Horlicks site to the north-west, Salt Hill Park to west and the former AkzoNobel site to the east.

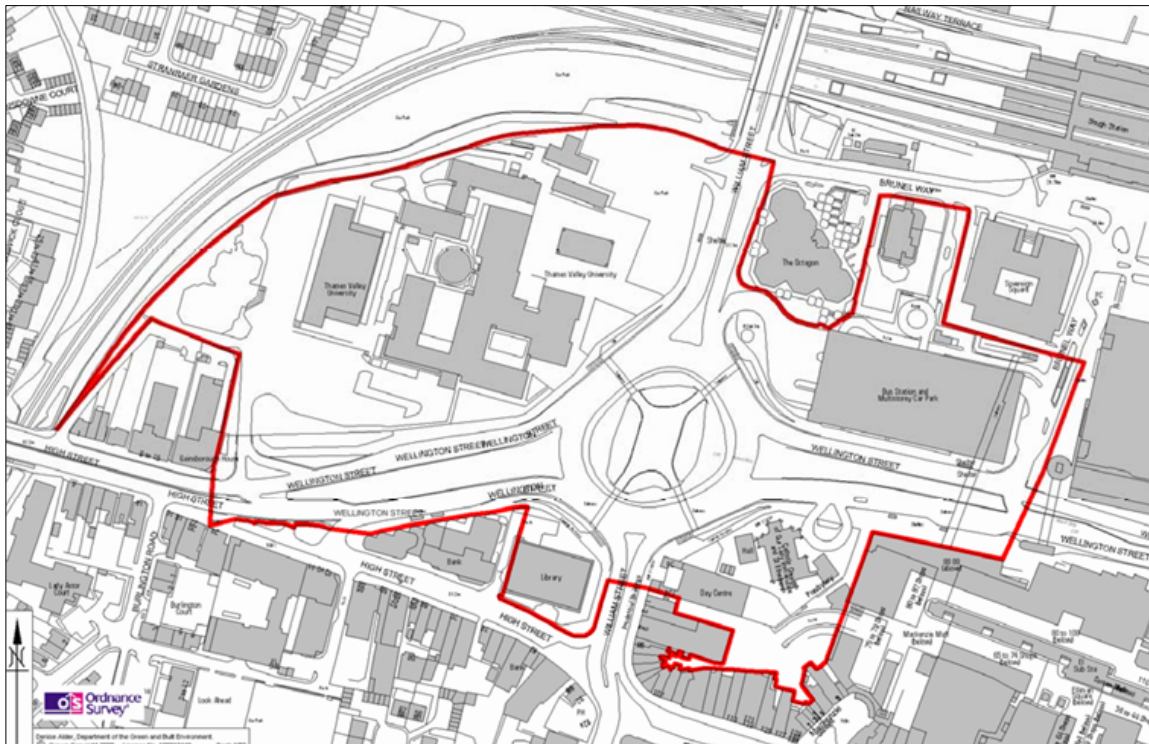
There are no environmentally sensitive areas nor statutory designated areas recorded on, or within 500 of the site and no designated heritage assets within its boundaries. The closest is the Grade II Listed St Ethelbert's Church and Presbytery, approximately 100 m south-east of the site.

The site lies within Flood Zone 1 (low risk of flooding). Wellington Street, encompassing the land adjacent to the M4 and incorporating the A355 Tuns Lane, is designated as an Air Quality Management Area (AQMA) due to nitrogen dioxide exceedances, and is also designated a Noise Action Planning Important Area (NIA).

Planning History:

Since the site was cleared, part of it has been used as a temporary car park which was formally granted permission in for a period of 5 years in June last year.

The site is identified in the Local Plan for town centre regeneration as part of the wider 'Heart of Slough' allocation (ref. SSA 13) set out in Site Allocations Development Plan Document adopted November 2010.



The allocation covers an area of approximately 8.8 hectares and consists of the William Street roundabout and four quadrant sites made up of the Thames Valley University and Market Yard car park; Brunel Bus Station/car park and Compair House, Slough Public Library; and Slough Day Centre and the Church of Our Lady Immaculate and St Ethelbert.

The Allocation highlights that there have been aspirations for some years to achieve a radical comprehensive development of the Heart of Slough area in a way that would deliver significant change to the infrastructure and appearance of this key part of the town centre. This includes the establishment of new residential, commercial and community quarters and improvements to the existing road system to create a new pedestrian friendly public realm.

The site has been subject of earlier consideration as part of a council joint-venture regeneration vehicle, Slough Urban Renewal; with initial proposals dating back approximately 10 years.

The Scheme Proposals:

The proposals seek to comprehensively redevelop a long-standing vacant site and regenerate this part of Slough Town Centre by introducing a variety of new uses, including a significant number of homes, office accommodation, commercial units, a children's nursery and other amenities and environmental improvements. They are intended to create new opportunities for people to live, work, and enjoy the area, transforming this side of the Town Centre into a vibrant new neighbourhood quarter.

The scheme comprises the following key elements:

- Approximately 1186 new homes (Build to Rent, market sale and affordable housing subject to viability) – see mix below.
- 325 Co-living dwellings
- Office block (25,030sqm)
- Flexible, supporting ground floor uses (local convenience shops, cafés, restaurants, leisure such as gyms etc. (2850sqm)
- Nursery (100 children)
- A multi-storey car park
- New vehicle/pedestrian routes, landscaping, public realm and open spaces; including a new public square

The proposals are based on a master-planned approach across 6 plots or development zones incorporating buildings ranging in height from 5 to 15-storeys, with an average height of 12 storeys.

The masterplan is split into 3 main phases and seeks to bring forward the central portion of the site first and provide Detailed proposals relating to two plots, 2 and 5 incorporating 5 residential blocks. The Detailed submission would also include the design of the new public square at the heart of the development and other public realm. The remaining 4 plots including the office block are and are prepared in Outline form and will be subject to Reserved Matters applications should permission be granted.

Overall residential mix (Indicative):

The scheme delivers mainly 1- and 2-bedroom homes as shown in the table below:

Dwelling size	Quantum	%
1 bed/1 person	82 units	7%
1 bed/2 person	460 units	39%
2 bed/3 person	183 units	15%
2 bed/4 person	390 units	33%
3 bed/5 person	71 units	6%
Total	1186 units	100%
Co-living	325 units	

Phase 1 residential mix (Detailed):

The Detailed first phase reflects the overall mix providing mainly 1- and 2-bedroom homes with some studios, in addition to the Co-living accommodation, as shown in the table below:

Dwelling size (Build to Rent)	Number	%
Studio	23 units	5%
1 bed/1 person	24 units	5%
1 bed/2 person	163 units	35%
2 bed/3 person	78 units	16%
2 bed/4 person	157 units	33%
3 bed/5 person	28 units	6%
Total	473 units	100%
Co-living	325 units	

Car parking:

Car parking provision is based on the specific land uses proposed.

A total of parking 354 spaces including Blue Badge will be provided on plot, and in the multi-storey car park to cater for the 1186 dwellings, representing a ratio of 0.3 car parking spaces per dwelling, in addition to 7 Car Club spaces. No parking is proposed for the Co-living accommodation.

The office building will be served by 200 parking spaces including Blue Badge bays within the multi-storey car park.

Delivery programme:

The development is anticipated to be completed by 2037 based on a start on site in 2027.

- Phase 1 (Detailed): 4 years
- Phase 2 (Outline): start of 2030 (4 years)
- Phase 3 (Outline): start 2034 (3 years)

Members are asked to note the contents of the report, without prejudice on the scheme proposals.