

Registration Date:	2 nd December 2025	Application No:	P/19689/002
Officer:	Neil Button	Ward:	Central
Applicant:	Berkeley Homes (Oxford & Chiltern)	Application Type:	Major
		13 Week Date:	3 rd March 2026
Location:	Queensmere Shopping Centre, High Street, Slough, SL1 1LN		
Proposal:	<p>Submission of Reserved Matters Application for Phase A (comprising) Blocks A, H, and I of the Slough Central, Queensmere Shopping Centre Site Redevelopment, comprising residential units and commercial floor space within new buildings ranging from 4 to 16 storeys in height, associated landscaping, public realm and amenity spaces known as Town Square and Station Walk, parking, access routes and associated works pursuant to outline application P/1689/000, and including the discharge of conditions 13 (Energy and Sustainability Strategy), 14 (Delivery and Servicing Strategy), 17 (Details of Access), 18 (Inclusive Access), 30 (Detailed Drawings), 31 (Hard and Soft Landscape Design and Wayfinding), 34 (Noise Assessment and Mitigation Report), 41 (Sustainable Urban Drainage (SUDs) Systems), 42 (Car Parking Provision), 44 (Cycle Parking Facilities), 45 (Proposed Sitewide Cycle Routes), 47 (Vehicle Access) and 48 (Wind Microclimate Assessment and Mitigation Scheme), 55 (Fire Statements), 56 (Wheelchair User Dwellings) in relation to Phase A pursuant to outline planning permission Ref: P/19689/000 dated 18th August 2025. (Revised Description of Development and Amended Plans and Documents submitted 30th April 2026)</p>		



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 Part A 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 an appropriate Legal Agreement (under Section 106) to secure financial contributions towards the replacement, repositioning and other necessary associated works relating to the Automatic Number Plate Recognition (ANPR) Camera on the High Street (Bus Gate) and associated works for any necessary Traffic Regulation Order (TRO).
- (ii) Finalising conditions and any other minor changes to the Reserved Matters submission.
- 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 Reserved Matters (RM) site (known as Phase 1A or Phase A in this report) forms a part of the Outline Planning Application (OPA) site, which comprises the following addresses:

- 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.

- 2.3 The RM site comprises the first phase of the comprehensive redevelopment of the vacant Shopping Centre which benefits from outline planning permission (Ref: P/19689/000 dated August 2025). The Queensmere Shopping Centre (and associated plots) is located within Slough Town Centre, with the OPA area totalling approximately 4.82 hectares in size.

- 2.4 The mix of buildings currently located within the OPA Site provide a range of retail units, leisure (including the Empire Cinema) and office facilities with 23 x residential flats at the upper floors to the High Street properties (now mostly vacant) – these flats sit outside of the Reserved Matters site area. All 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).

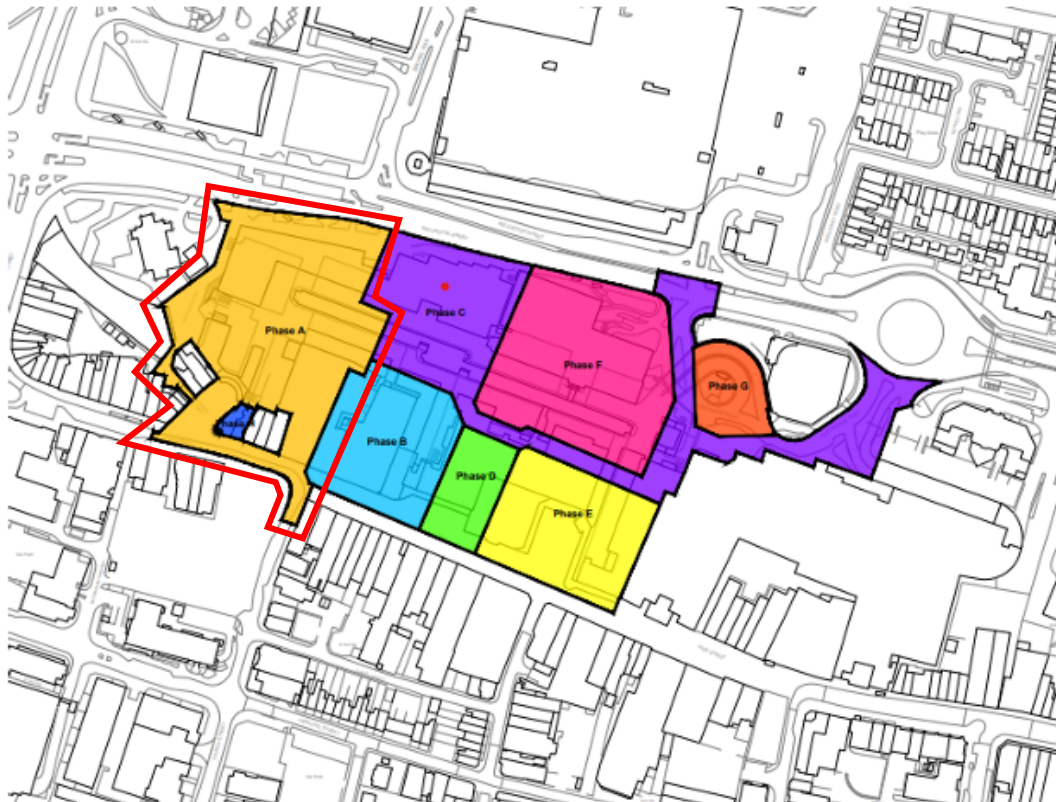


Fig 1: OPA Site Plan (Phase A/1A shown in Orange outlined in Red)

- 2.5 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.

Site Surroundings

- 2.6 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, which is also in the ownership of the Applicant. Further east are a range of town centre buildings and retail uses along the eastern ends of High Street.
- 2.7 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.
- 2.8 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.
- 2.9 The Site also appears in key views from nationally significant heritage assets further afield, including Windsor Great Park and Stoke Park.

2.10 Policy Designations

2.11 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)

2.12 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.

2.13 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

2.14 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 RM submission or the OPA.

Ref: P/19689/000 - Main Outline Planning Permission for Slough Central

3.2 The RM submission relates to the first RM pursuant to the following outline planning permission (OPA) (Ref: P/19689/000 dated August 2025) for:

"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."

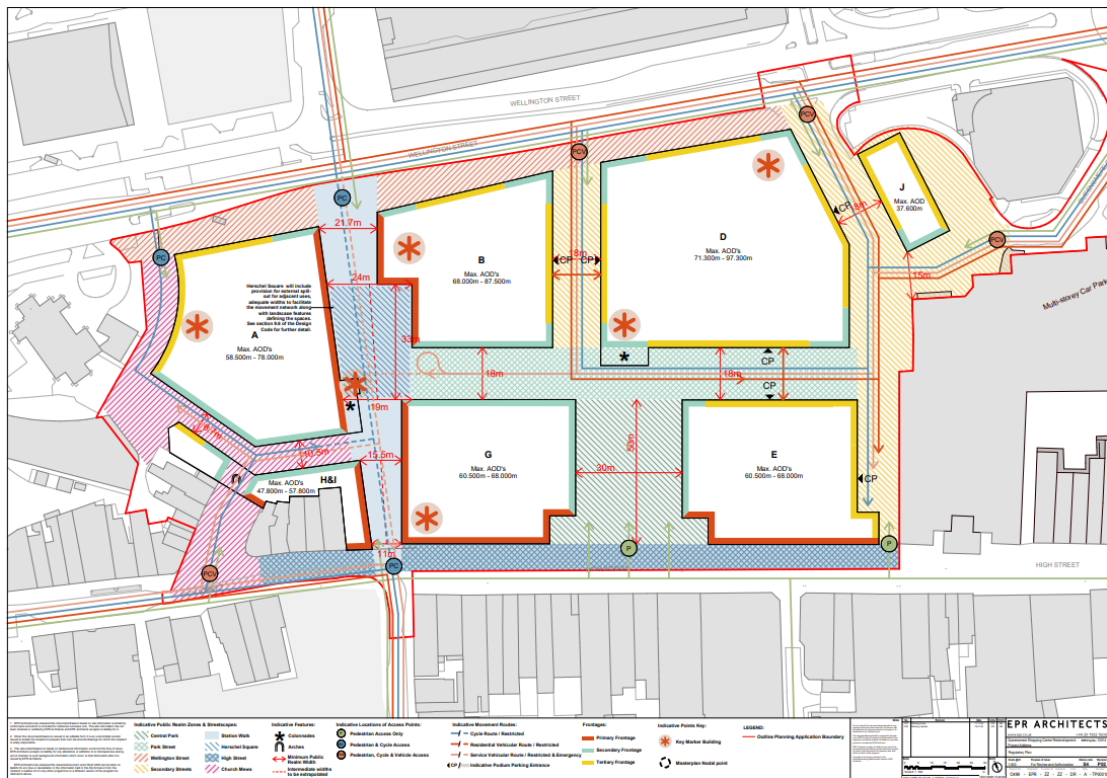
The OPA was approved subject to Condition 7 which set out the following approved land uses:

The outline planning application proposed up to 1,600 dwellings (which a minimum of 75 affordable homes to be provided in accordance with the s106 agreement). The residential quantum is expressed within the approved land use table as a maximum floorspace (Gross External Area/GEA).

Proposed Use Class	Type of Use	Total Gross New External Floorspace Proposed (sqm)	
C3/C2	Residential	0 – 140,800 (excludes associated car parking, cycle parking and plant areas)	
E (Above Ground Level)	Office Space	0 – 40,000	
E and F (excluding F1(a), F1 (e), F2(d) and E(g)(i))	Town Centre Uses	5,500 – 12,000	Note: Combined Maximum Floorspace for Use Classes E, F and Sui Generis across the entire development not to exceed 12,000 sqm (GEA)
Sui Generis	Pub/Bar/Hot Food/Take Away	0 – 2,250	
Sui Generis	Cinema/Live Music Venue	0 – 1,500	
Car Parking	May include provision within buildings including basement parking	Maximum – 685 spaces	
Basement Areas	May include car parking, cycle parking, plant and/or supporting infrastructure	0 – 24,355	

Ref: P/19689/001 – Planning Conditions 5 and 6 [Regulatory Plan & Design Code]

- 3.3 The OPA was approved subject to a range of planning conditions (and s106 Legal Agreement). **Conditions 5 (Regulatory Plan)** and **6 (Design Code)** are relevant to the current Reserved Matters submission. These conditions required the approval of a Site Wide Regulatory Plan and Design Code, prior to approval of any reserved matters applications. These documents form the key planning controls which set out the framework for how future reserved matters applications should be made.
- 3.4 An application was made by the applicant to discharge details of Conditions 5 and 6 in October 2025 [Ref: P/19689/001]. This was determined by the Local Planning Authority on the 2nd April 2026. The conditions are worded to require any reserved matters application to accord with the provisions set out in the approved Site Wide Regulatory Plan and Design Code.
- 3.5 The below image constitutes the **Composite Approved Regulatory Plan** which includes provisions for different character areas/areas of public realm, horizontal and vertical levels of deviation (including maximum building heights), key marker building locations, vehicular, pedestrian and cycle movement/circulation routes, accesses, active frontage hierarchy and block shapes.



3.6 P/19264/001 - Environmental Impact Assessment (EIA) Scoping Opinion

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 was issued 22 September 2021.

4.0 Consultation Comments

4.1 Neighbour Notification

4.2 In accordance with Article 15 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), a number of site notices were displayed around the site on 04/12/2026.

4.3 Further revised plans and documents were submitted in connection with the application received by Slough Borough Council (SBC) in April 2026. The revised documentation included amendments to the development proposals, and to the plans submitted (for consideration/approval). The proposed amendments resulted in changes to the description of development which have been agreed by the applicant.

4.4 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 30/04/2026. The application was advertised in The Slough Express on 12th December 2025 and 8th May 2026.

4.5 No comments have been received in response to the consultation exercise.

4.6 Statutory External & Internal Consultations:

4.7 Crime Prevention and Design Officer

Comments received on 24/01/2025 & 29/05/2026

Initially raised a holding objection. Further dialogue with officers and the applicant has taken place with most points being resolved. The holding objection is removed but there remain points of concern. The main points noted in the later consultation are:

- Concern over potential uncontrolled doors from amenity floorspace in Building A1;
- Concern in connection with location of Bike store at Block I and lack of active frontages within recessed area;
- Concern expressed in regards to gated access onto internal courtyard (recommend this should not be accessible to the public);
- Potential for loitering under archways;
- Prefer Access and Security Strategy to be secured prior to commencement instead of trigger in outline condition 28 (prior to occupation). It will be challenging to secure acceptable compartmentalisation at this late stage.
- External double leaf doors difficult to secure as opposed to single leaf doors (these should be revised).
- Landscaping, Lighting and Secure by Design issues can be secured through conditions 28, 31 and 32 of outline approval.
- Hostile Vehicle mitigation – recommend condition to secure this measure.
- Concern of potential loitering/unsafe conditions if Mckenzie Street remains a pedestrian route – this should be closed as part of the RM proposals.

Case Officer Note: The layout of Block I has been revised to address the concern relating to the position of the bike store. Conditions can be secured to address the other concerns as set out in the report. Outstanding access and security strategy is not agreed with the CPDA, neither is the timing for the submission of condition 28 of the outline approval. Officers have set out in the report a detailed response to this.

4.8 **Historic England**

No comments received.

4.9 **Environment Agency**

No objections subject to outline planning conditions.

4.10 **Natural England**

Comments received on 15/12/2026 & a follow up email was received on 27/05/2026 (repeating the below comments).

Further information required to determine impacts on designated sites. As submitted, the application could have potential significant effects on Burnham Beeches Special Area of Conservation (SAC). Natural England requires further information in order to determine the significance of these impacts and the scope for mitigation. The following information is required:

- A Habitats Regulations Assessment (HRA) to assess the significance of the impacts on Burnham Beeches SAC, including information on required mitigation.

Without this information, Natural England may need to object to the proposal. Please re-consult Natural England once this information has been obtained.

Case Officer Note: No further information has been provided following the representations made by Natural England. The whole Slough Central development has been subject to a Habitats Regulation Assessment and subsequent Appropriate

Assessment (AA) (to consider the impact from development upon Burnham Beeches Special Area of Conservation), which was adopted by Slough Borough Council in August 2025. The conclusions of the HRA and AA remain valid at the time of considering the first reserved matters application (subject to this application). The planning permission secures mitigation in the form of a financial contribution of £570 per additional dwelling which would apply to the 359 homes within the reserved matters submission. The contribution is to be secured towards mitigation in the form of enhancements of Upton Court Park in accordance with the Council's emerging Burnham Beeches Mitigation Strategy. This is considered fully in accordance with the duties that must be carried out under regulation 63 of the Conservation of Habitats and Species Regulations 2017 (as amended). A full consideration of the impacts on Burnham Beeches is set out in the officer report.

4.11 **SBC Community Safety**

No comments

4.12 **HSE Planning Gateway One**

Substantive response received on 31/12/2025

No objections – HSE is content with the fire safety design, to the extent that it affects land use planning. However, HSE has identified some matters that the applicant should try to address, in advance of later regulatory stages.

4.13 **SBC Environmental Air Quality and Noise**

Initial Response received: 06/02/2026 Final response received 12/06/2026

The comments consider the information submitted to discharge Conditions 34, 49 and 50, specifically. No comments are provided in connection with the reserved matters.

Condition 34 – Further information required. Clarifications on plant noise, vehicle noise, commercial noise and further detail of thermal glazing is sought. Overheating assessment is recommended.

Condition 49 – Discharge (for Part A development only).

Condition 50 – Further information required. A detailed BS4142 assessment should be submitted for approval once the plant has been confirmed.

4.14 **SBC Environmental Quality - Energy, Sustainable Design and Construction**

Raises objection to the Site Wide Energy Strategy but no objection to the Strategy for the first phase (Phase A). Detailed comments are set out in the report.

4.15 **SBC – Drainage Engineer (Environmental Quality)**

Comments received (on 21/05/2026). No objections – but further clarifications sought.

- As per Thames water recommendation developer restricted discharge rate to 145l/s and 115l/s respectively for Phase 1 & Phase 2. It is OK (ref. BR31347-JNP-XX-XX-RP-C-1003 Drainage Updates Report, section 3.1 & Appendix A).
- At new drainage system pipe sizes are significantly reduced (ref.BR31347-JNP-XX-XX-RP-C-1003 Drainage Updates Report, section 3.4.3) as a result storage space within the drainage system has been reduced. But input runoff rate to the system remained same what was previously calculated. It is not clear how previously calculated runoff rate are accommodated within this new drainage system where pipe sizes are significantly reduced and also reduced discharge rate

- to Thames water sewer system, though attenuation tank sizes are slightly increased and one attenuation tank is added.
- In Appendix B flow calculation is given only for phase 1A but needs to show flow calculation of other phases 1B, 1C as it is an integrated drainage model and discharge location is one for all 3 phases.
 - Need to include in the report drainage model result of all attenuation tanks as size of the tanks has been changed.

Case Officer Note: The applicant has submitted an updated technical note to respond to these points.

4.16 **BEAMS [Council's Heritage Advisor]**

Comments received on 29/05/2026.

- The first phase of development has been designed broadly within the maximum parameters as approved but the massing and heights have been modified from the original outline submission to follow the new site layout. Further amendments have been made following submission.
- The first phase (Phase A, comprising blocks A, H, and I) is adjacent to the Grade II Listed St Ethelbert's Church and the associated Grade II listed Presbytery, so the setting of both of these designated heritage assets needs careful consideration.
- View 1 in the Design and Access Statement shows the new development from Stoke Rd / Wellington St junction looking east as a backdrop to St Ethelbert's Church. Block A1 has a gently curved facade - reflecting that of 'The Curve' which also sits adjacent to the church but features a restrained grid-like architectural design with inset balconies.
- Block A1 (7 storeys) with block A2 (14 / 16 storeys) behind, forms a greater massing and height of development compared to the existing, thereby further reducing the landmark quality of the church locally and resulting in a low level of harm to its significance (through development within its setting). However, the design and appearance of the development is an improvement on the current built form and the provision of an enhanced public realm in the immediate surroundings of the church and presbytery, along with the introduction of active frontages is welcomed.
- The lower rise buildings, Blocks H and I (Church Mews) are not as tall and relate better to the development to the south as well as providing a sensitive approach to St Ethelbert's Church from the town centre.
- In terms of the wider setting of Windsor Castle and Stoke Park the Design and Access Statement references the use of light brick tones for this part of the development including Block A2 which will be 14 / 16 storeys. The upper floor of Block A2 is referred to as being constructed of white brickwork. Whilst this may result in the development being more recessive in local views there are concerns that this use of pale / white brickwork may increase the prominence of the development in longer distance views from Windsor Castle and Stoke Park due to the height of this part of the development.
- The Townscape and Visual Impact Assessment submitted with the approved outline application (view 27 from the Copper Horse Statute) illustrated that the development would be sited to the right of Windsor Castle and concerns were raised that the resultant massing of the Queensmere development (albeit broken up into various towers) could 'draw the eye' and visually distract from views of Windsor Castle. The visual impact of the development could be mitigated through design and materials (both in terms of colour / reflectivity) but this is not referenced within the current RM application. Clarification is sought on this.

Officer Response: Further information has been provided by the applicant to clarify the view from Copper Horse Statute. This demonstrates the level of harm is consistent with the conclusions of the EIA (less than substantial). The applicant has confirmed that the upper floor brick to A2 will be light grey, not white. Officers consider the top

floors will not be overly perceptible from the Copper Horse given the significant distance of the proposed building from these views and given that the height of this block would not break the Chiltern Hills landscape ridgeline.

4.17 SBC Waste Management Team

No objections – Updated Comments provided 21/05/2026

Issues raised in earlier response (21/01/2026) have been addressed.

4.18 SBC Resilience and Enforcement

No comments received.

4.19 Royal Berkshire Fire and Rescue Service

No comments received.

4.20 SBC Transport and Highways Comments (Origin)

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

4.21 Business Improvement District (BID)

No objections have been received.

4.22 The Gardens Trust

No comments have been received.

5.0 Description of Development

5.1 Reserved Matters Description

The RM application seeks approval of the ‘Reserved Matters’ for Phase 1A of the approved development, which relates to Blocks A, H, and I, which sit within the area subject to approved Outline permission, at the western parts of the Site. The matters reserved in this instance relate to the following details:

1. Scale
2. Layout
3. Appearance
4. Landscaping, and
5. Access

This application is the first RM application to come forward on the Site, pursuant to outline planning permission (Ref: P/19689/000 dated August 2025 for “*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.*”).

5.2 The agreed description of the RM development is:

Submission of Reserved Matters Application for Phase A (comprising) Blocks A, H, and I of the Slough Central, Queensmere Shopping Centre Site Redevelopment, comprising residential units and commercial floor space within new buildings ranging from 4 to 16 storeys in height, associated landscaping, public realm and amenity spaces known as Town Square and Station Walk, parking, access routes and associated works pursuant to outline application P/1689/000, and including the discharge of conditions 13 (Energy and Sustainability Strategy), 14 (Delivery and Servicing Strategy), 17 (Details of Access), 18 (Inclusive Access), 30 (Detailed Drawings), 31 (Hard and Soft Landscape Design and Wayfinding), 34 (Noise Assessment and Mitigation Report), 41 (Sustainable Urban Drainage (SUDs) Systems), 42 (Car Parking Provision), 44 (Cycle Parking Facilities), 45 (Proposed Sitewide Cycle Routes), 47 (Vehicle Access) and 48 (Wind Microclimate Assessment and Mitigation Scheme), 55 (Fire Statements), 56 (Wheelchair User Dwellings) in relation to Phase A pursuant to outline planning permission Ref: P/19689/000 dated 18th August 2025.

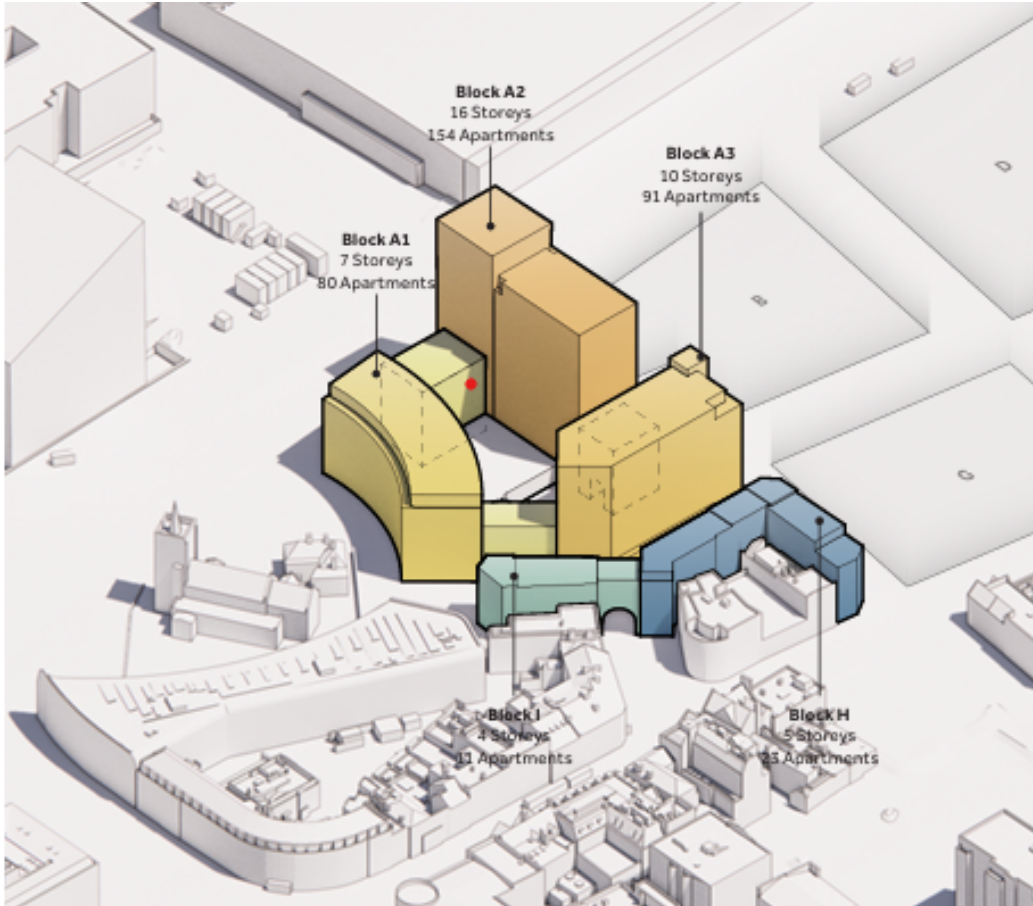
(Revised Description of Development and Amended Plans and Documents were submitted 30th April 2026)

5.3 Only the above 'matters reserved' listed in points 1-5 in para 5.1 are under consideration within this report. The principle for demolition, the amount of development, land uses, car parking levels, affordable housing provisions and other supporting infrastructure are subject to control within the outline planning approval (as set out in the conditions and planning obligations).

5.4 The proposed development, within the RM area, has been the subject of extensive pre-application discussions with the applicant. In summary, the proposed development includes:

- A northern perimeter block, broken up into buildings referenced as **Blocks A1, A2, A3**, and an extruded L-shaped block, **Blocks H and I** – with heights ranging from **4 to 16 storeys**;
- **359 private market homes** and ancillary residential floorspace;
- **1,204 sqm of flexible commercial floorspace**, intended to support local services and amenities including:
 - o **Food & Beverage: 225.42 sqm**
 - o **Marketing Suite / F&B: 240.04 sqm**
 - o **Retail (A3): 378.98 sqm Retail**
 - o **(H&I): 344.27 sq**
- **359 cycle parking spaces (for the residential dwellings)**;
- Areas of **new public realm** including a **new Town Square** (Herschel Square) and Station Walk; Church Mews and;
- Extensive **landscaping** throughout the site.

5.5 The below 3D block image identifies the 3 main blocks with Block A broken into sub-blocks A1 (7 storeys), A2 (16 storeys) and A3 (10 storeys). Block H (5 storeys) and Block I (4 storeys) are linked and are located at the southern end of the site.



5.6 Phase 1A is laid out with predominantly commercial and/or active uses at ground level with residential uses on upper floors. The ground floor layout (with the various land uses, functions (servicing, cycle stores, back-of-house, concierge) and lobbies/entrances coloured) is set out in the below floorplan.



Image: Ground Floor Plan

5.7 The proposed mix of dwellings is as follows:

Studios	18	(5%)
1 bedroom	165	(46%)
2 bedroom	172	(48%)
3 bedroom	4	(1%)
Total	359	

5.8 All dwellings are private/market dwellings. The proposed affordable housing provisions are subject to delivery in accordance with the Section 106 agreement pursuant to the outline permission which does not obligate the applicant to deliver affordable housing within Phase A. 5% of the dwellings in Phase A will be designed to be wheelchair accessible units.

5.9 The building heights range from 4-16 storeys across the site. The heights fall within the maximum permitted heights as per the controls set out in the outline planning permission (notably conditions 5 (Approved Regulatory Plan) and 8 (Maximum Heights)).

5.10 **Block A1** consists of the crescent shaped block which is adjacent to the Curve and St Ethelberts Church and Presbytery. This block extends east along Wellington Street and southeast along the new Church Mews. The Block ranges from 4 storeys (at Church Walk), 6 storeys (at the link block on Wellington Street) and 7 storeys (the curved element).



Image: View towards Block/Building A1 (looking east)

5.11 **Block A2** consists of the tallest block which extends in a south-north linear form with the northern element addressing Wellington Street (to the north) and Station Walk (to the east). The building is between 14-16 storeys in height. The ground floor contains a range of Food + Beverage and Retail uses in addition to the provision of the residential Concierge which addresses Herschel Square. Block A2 has been revised following negotiations with the applicant, and the corner element has been redesigned to increase the height by two floors alongside other elevational refinement. This has resulted in the floorplan being reconfigured to consolidate the two core areas to comply with Fire Safety Regulations.



Image: View of Building/Block A2 looking south west

5.12 **Block A3** consists of a 10 storey building which has been designed to accommodate a feature building at the northeastern corner. The feature building contains distinctive arches integrated within its design at ground and the top floors. Block A3 has been designed to provide a key backdrop to the new town square.



Image: View of Block/Building A3 looking south

- 5.13 **Blocks H and I** comprise lower rise 4 and 5 storey buildings which wrap around the existing buildings at the High Street and Mckenzie Street. The ground floors contain small scale retail uses with residential flats above. Blocks H and I address Church Walk which is intended to comprise a more intimate but inviting retail street accessed through the archway at the end of Mckenzie Street and Station Walk.



Image: View looking west towards St Ethelberts (at Block I)

- 5.14 The **Landscape Masterplan** for Phase A includes detailed proposals for new public realm within **Station Walk**, the new **town Square** (named **Herschel Square**), **Church Walk** and the space adjacent to the Curve (**Mckenzie Square**) and Wellington Street.
- 5.15 The proposals also include a landscaped area within the internal courtyard (in Block A) accessed through the archway at Block A1/A3 at Church Walk and from the controlled enclosed arch from Station Walk. This courtyard would be accessible to the public but through controlled accesses. Block A also contains a podium level landscaped courtyard.
- 5.16 The landscape masterplan is shown in the below image.

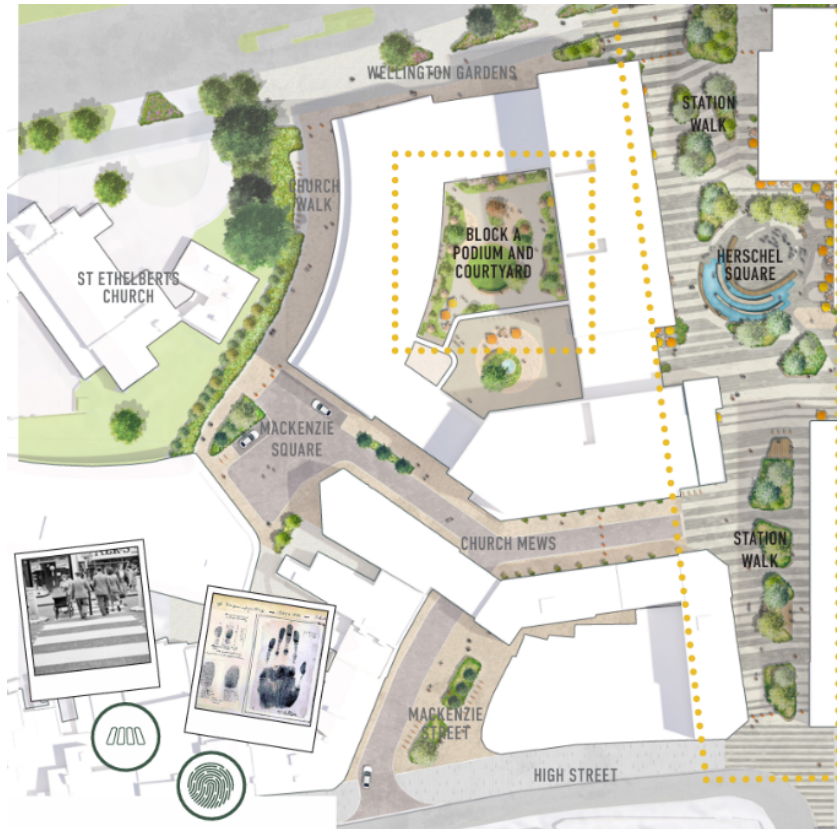
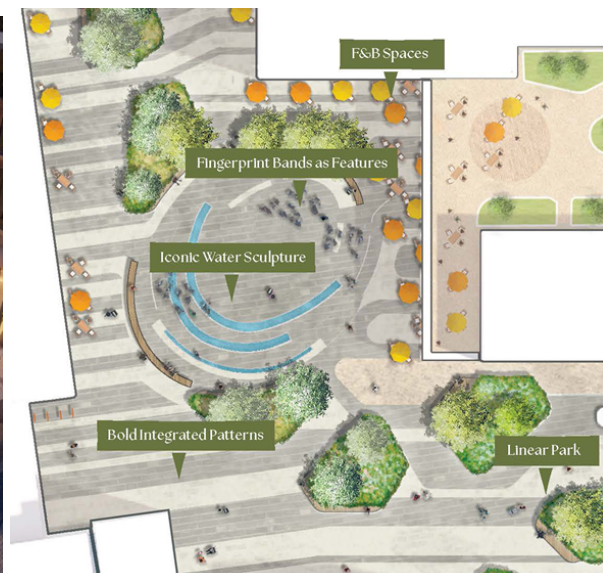


Image: (Landscape Addendum) – Updated Landscape Masterplan (Phase 1A)

- 5.17 The new **Town Square** is named **Herschel Square** which forms the first significant communal and civic space within the Slough Central development. The square will be provided in the first phase of development on the north-south route between the High Street and Wellington Street.
- 5.18 The square has been designed to support everyday use, small-scale events, and flexible programming, while maintaining its overall scale and strategic importance within the wider public realm. The square forms part of a wider emerging landscape masterplan (within the outline application site) which proposes a larger more civic scale space within the heart of the wider development located to the north of the High Street, which is intended to be delivered later in the development. Herschel Square has been designed to include features which make reference to the fingerprint motif with the origins of finger-printing technologies that originated in Slough.



Images: Herschel Square

- 5.19 Phase 1A also proposes a new public route through the wider Slough Central development site which would provide an important pedestrian connection from the High Street to Wellington Street and towards Brunel Way and Slough Rail Station to the north. This south-north route (named **Station Walk**) would be delivered in the first phase of development which would connect the main shopping area in the town centre with the Rail Station and Wellington Street (which is currently operating as a location for buses stopping/picking up and laying over since the closure of the Bus Station).

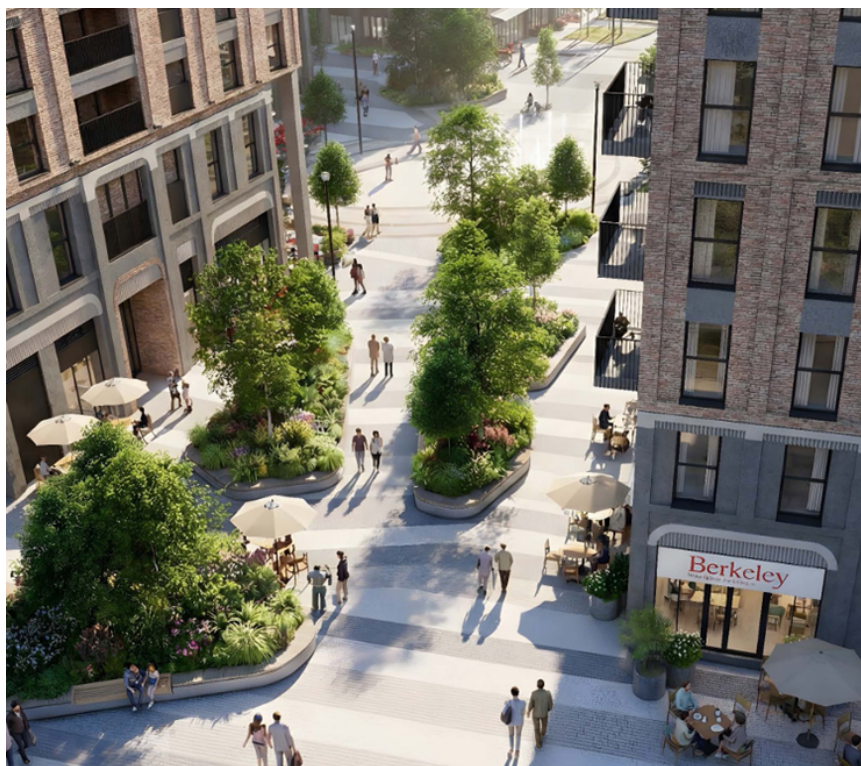


Image: Station Walk (looking south)

- 5.20 **Station Walk** has been designed to reflect the Zebra crossing pattern (which references the first Zebra crossing in the UK being in Slough). It includes further landscaping provisions spread the length of the route designed to support a pedestrian friendly, largely vehicle free environment. Hostile Vehicle Deterrent (HVD) provisions are included to ensure the street retains its pedestrian-led character.



5.21 The proposals have been designed to consider the provision for refuse, servicing/deliveries, drop-off/unloading, emergency access vehicles. The Design and Access Statement includes a series of plans which identifies the key routes for all of these vehicles. The Transport Assessment includes a detailed Delivery and Servicing Plan along with swept path plans to demonstrate how all vehicles can access and egress the site.



Image: Delivery & Servicing Plan (Servicing Routes)

5.22 The **Phase 1A Delivery and Servicing Plan (DSP)** and Design & Access Statement includes further details of how deliveries will be managed within Phase 1A. The Phase A DSP identifies that non-HGV delivery vehicles will access the site through the High Street via Mckenzie Street (under the arch in Block I). Servicing (for the commercial units in Blocks A, H and I) will take place from the area adjacent to Mckenzie Square (opposite the Curve). Residential deliveries will take place, by foot via the site concierge (within Block A2 on Station Walk). HGVs are provided for by way of the new layby on High Street which is located south of the RM site. Non-HGV Vehicles will then proceed southwards back under the archway at Block I back to the High Street and will proceed south along Church Street. Due to the High Street being subject to restricted access (by way of the Bus Gate), all vehicles which access the site will need to be authorised through the Council’s Parking Enforcement Scheme and the proposed DSP includes a scheme for how this will be managed and operated post occupation. No delivery or servicing will take place on Wellington Street.

Application Documentation

5.23 This submission is accompanied by drawings and reports as set out below:

- Site Location Plans (prepared by EPR Architects)

- Existing and Proposed Floor Plans, Elevations and Sections – Revised April 2026 (prepared by EPR Architects);
- Detailed Bay Studies – Revised April 2026 (prepared by EPR Architects);
- Landscape Plans (revised April 2026) (prepared by BMD);
- Landscape Addendum (April 2026) (prepared by BMD);
- Design and Access Statement (November 2025) & Addendum (April 2026) (prepared by EPR Architects);
- Energy and Sustainability Report (Revised – April 2026) (prepared by Hodkinson);
- Transport Assessment (Revised – April 2026); including Delivery and Servicing Plan and Car Parking Management Plan (prepared by Evoke);
- Daylight & Sunlight Reports (amended April 2026) (prepared by Schroders Begg);
- Fire Statement (amended April 2026) (prepared by Totus Digital);
- Drainage Layout Updates Report & Drawings– Surface Water Drainage (amended April 2026) (prepared by JNP Group) + SBC Proforma;
- Fire Statement (amended April 2026) (prepared by Totus Digital);
- Noise Impact Assessment – (amended April 2026) (prepared by Cass Allen); and
- Wind Microclimate Assessment - (amended April 2026) (prepared by RWDI).

5.24 As noted in the description of development, the applicant has submitted further supporting documentation to enable the discharge of planning conditions pursuant to the outline planning permission (Ref: P/19689/000) where the detail relates to Phase 1A.

5.25 The application includes details submitted to discharge Conditions:

- 13 (Energy and Sustainability Strategy);
- 14 (Delivery and Servicing Strategy);
- 17 (Details of Access);
- 18 (Inclusive Access);
- 30 (Detailed Drawings);
- 31 (Hard and Soft Landscape Design and Wayfinding);
- 34 (Noise Assessment and Mitigation Report);
- 41 (Sustainable Urban Drainage (SUDs) Systems);
- 42 (Car Parking Provision);
- 44 (Cycle Parking Facilities);
- 45 (Proposed Sitewide Cycle Routes);
- 47 (Vehicle Access);
- 48 (Wind Microclimate Assessment and Mitigation Scheme);
- 55 (Fire Statements) and
- 56 (Wheelchair User Dwellings).

5.26 The details of the above conditions are set out in the detailed drawings and plans, and relevant technical reports listed in para 5.6.

5.27 Over the course of the RM application, revised plans and documents, including clarifications and technical notes have been produced to respond to consultee feedback. The design and layout of the proposals have been revised with the following changes of note:

- The layout of Building A1 has been modified to include a new Food & Beverage (Class E) unit at the corner;

- The layout of Building A2 has been modified to remove the recessed area adjacent to Wellington Street and reconfigure all floors to accommodate revisions to the core locations;
- Revisions to podium level floor plan (level 1) to enable increase in private amenity spaces to flats.
- The height of Building A2 has been increased from 14 to 16 storeys and the elevations have been revised (this has resulted in the number of flats increasing from 346 to 359);
- Arch within Building A2 through to courtyard has been infilled with glazing to create additional commercial floorspace;
- The landscaping scheme has been revised to reflect level changes and an evolution of the site wide masterplan – key changes include a redesign of Herschel Square and pattern of the zebra crossing style paving;
- Elevation refinements of the upper floors to buildings A1, A2 and A3 to emphasise brick detailing and top floor string courses.
- New 26m long servicing bay added to High Street;
- Evolution of Delivery & Servicing Plan (by Evoke) to respond to SBC Parking Enforcement Team advice;
- Change to Surface Water Drainage System as set out in the Revised Drainage Layout Report (by JNP);
- Other layout changes to respond to Crime Prevention Design Advisor (removal of recesses, gate controls confirmed etc).

6.0 **Planning Policy**

6.1 Introduction

6.2 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).

6.3 The current version of the National Planning Policy Framework (NPPF) was published on December 2024 (and updated in February 2025). 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 this Report.

The Development Plan:

6.4 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)

The Core Strategy DPD, and its Saved Policies, formally expired in March 2026. While policies within it do not automatically become out-of-date by virtue of expiry, the weight to be afforded to them is a matter of planning judgment, having regard to their consistency with the National Planning Policy Framework (NPPF) and the extent to which they remain relevant.

Core Strategy Development Plan Document (2008)

- 6.5 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.**
- 6.6 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
- 6.7 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.

6.8 The following key policies in the Core Strategy are relevant to the determination of the Reserved Matter submission.

- Core Policy 1 - Spatial Strategy
- 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)

6.9 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.

- H9 – Comprehensive Planning
- H14 - Amenity Space
- EN1- Standard of Design
- EN3 – Landscaping
- EN5 – Design and Crime
- EN9 - Public Art
- EN17 - Locally Listed Buildings
- EN34 - Utility Infrastructure
- 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)

6.10 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.”*

6.11 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.*

6.12 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.

6.13 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) 2024

6.14 National Planning Policy Framework 2024 Chapter 2 relates to Achieving sustainable development and Paragraph 11 of the NPPF states that decisions should apply the presumption in favour of sustainable development, for decision-taking this means: c) approving development proposals that accord with an up-to-date development plan without delay; or d) 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 this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed (footnote 7); or ii. any adverse impacts of doing so would

significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination (footnote 9). Footnote 9 refers to the paragraphs where the policies are referred to i.e. paragraphs 66, 84, 91, 110, 115, 129, 135 and 139. The key chapters of relevance within the NPPF 2024 are as follows:

- 2- Achieving sustainable development
- 5 - Delivering a sufficient supply of homes
- 6 - Building a strong, competitive economy
- 7 - Ensuring the vitality of town centres
- 8 - Promoting healthy and safe communities
- 9 – Promoting sustainable transport
- 11 – Making effective use of land
- 12 – Achieving well-designed places
- 14 – Meeting the challenge of climate change, flooding and coastal change
- 15 – Conserving and enhancing the natural environment
- 16 – Conserving and enhancing the historic environment

National Planning Practice Guidance (NPPG)

- 6.15 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 2023)

- 6.16 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)

- 6.17 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.

- 6.18 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.
- 6.19 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.
- 6.20 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 document is afforded very limited weight at this time, as it is now dated and has been overtaken by events (such as new development and other planning approvals) following its publication in 2019.

Equality Act

- 6.21 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 for the wider site as part of an Equality Impact Assessment (EqIA). Further consideration to the detailed impacts is set out within this report.

Habitats Regulations Assessment of Projects, Natura 2000 and European Sites

- 6.22 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.
- 6.23 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.
- 6.24 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.

Planning (Listed Buildings and Conservation Areas) Act 1990

- 6.25 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.

7.0 PLANNING CONSIDERATIONS

Principle for Development

- 7.1 The approved Slough Central planning application was submitted in outline with all matters reserved. The Applicant sought an Outline permission which was flexible to incentivise development to support a range of town centre uses including retail, offices, leisure, food and beverage uses within a range of building typologies and scale, allowing subsequent phases to respond to market conditions, encourage investment and stimulate development in the town centre without undue restrictions. The principle of the development has therefore been established through the granting of the outline consent (ref: P/1689/000).
- 7.2 Notwithstanding this, outline permission was granted with conditions which secured additional details to be approved through the submission of a Regulatory Plan and Design Code. The conditions required that these documents should be approved before any RM application was determined. These documents were approved in April 2026 under ref: P/19689/001.
- 7.3 The approved **Regulatory Plan** develops the site wide design principles set out in the **parameter plans and compliance control documents** assessed through the outline planning permission and has subsequently superseded the outline submitted Parameter Plans and compliance control documents. All subsequent RM applications will need to be in accordance with this approved Document.
- 7.4 The Outline permission also secured the submission of a **Site Wide Design Code** by condition. The Design Code sets out a common set of architectural principles upon which all future RM applications should be based. The Code is split into several sections, each relating to different design components, including heights, massing, entrances, materials, building lines, façade principles, roofscape treatment and lighting. The approved Design Code provides the Local Planning Authority (LPA) adequate control of future reserved matters submissions, and assurance over the form of the development, and its design quality, whilst enabling some flexibility, which is important for large scale, phased developments.
- 7.5 Other conditions were imposed on the outline planning permission to be restrictive. Condition 7 (Compliance Control Documents) stipulated the distribution of the total permitted development across the scheme. The proposed uses relevant to this RM application are as follows:

Proposed Use Class(es)	Type of Use	Total Gross External Area (GEA) Proposed
Class C3/C2	Residential	0-140,800 sqm
Class E & F (excluding F1(a), F1(e), F2 (d) and FE (g) (i))	Town Centre Uses (Retail, Restaurants, Cafes, Banks etc etc)	5,500 – 12,000 sqm
Sui Generis	Pub/Bar/Hot-Food Take-away	0-2,250 sqm

- 7.6 Condition 8 (Building Heights) ensures that the development shall be no higher than 95.86m AOD and no higher than the building heights/maximum parameters included within the indicative massing model tested in the Townscape and Visual Impact Assessment (TVIA) in the Environmental Statement (ES) dated June 2022, unless otherwise agreed in writing with the Local Planning Authority.
- 7.7 It is noted that there have been further changes to the massing and heights of Phase A and the emerging masterplan scheme as a whole which deviates from the scheme tested in the TVIA which accompanied the Environmental Statement. Notwithstanding this, the ES Compliance Statement submitted in support of condition 5 considered that it was permissible to extend above the maximum height/massing limits of the condition without affecting the conclusions of the original ES TVIA. Therefore, the parameter plans within the regulatory plan which included differing heights/massing were found to be acceptable to permit the discharge of Condition 5 of the Outline planning permission. It is also noted that the proposed development within Phase A is lower than the maximum permitted height (95.86m AOD) set out in condition 8.

Land Uses

- 7.8 The Outline consent approved up to 1,600 units and between 5,500-12,000sqm of Use Class E and Class F. The proposed development would provide 359 residential units which is within the approved parameters, alongside 1,204sqm of town centre /commercial floorspace which would provide retail, food and beverage and a temporary marketing suite. In land use planning terms, the proposed development is therefore consistent with the land use provisions within the outline planning permission and is considered to be acceptable and compliant with relevant planning policy.

Housing

- 7.9 The Outline permission allows for up to 1,600 homes, envisaging approximately 350 of these within Development Zones 1 and 2 / Phase 1A. The proposed development would provide 359 residential units in broad compliance with the delivery anticipated within the Outline permission, with the overall development remaining on track to achieve the 1,600 homes envisaged. Policy 4 of the Core Strategy states that high-density housing should be located in Slough town centre. This element of the Policy which directs high density housing to the town centre is in accordance and is consistent with the current NPPF requirement for development to 'make efficient use of land'. Given the sustainable location of the site in the centre of Slough, it is considered that the quantum of housing proposed is appropriate in this location in accordance with core policy 4 of the Core Strategy and the NPPF.

Affordable Housing

- 7.10 Core Policy 4 of the Core Strategy also 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. Phase 1A does not provide any affordable housing, with this provision to be delivered within Phase 1E of the development, in accordance with the Section 106 Agreement which accompanied the Outline planning permission. No affordable housing is therefore proposed within Phase 1A which is acceptable and in line with the outline permission.

Dwelling Mix

- 7.11 There is no adopted policy position in terms of housing mix requirements, however the adopted Core Strategy acknowledges that the demographic trend shows an increase in number of one person households in Slough. Officers recognise that the potential for a mix of large or family accommodation within town centres will be limited within high density sites, and that the main supply of new family homes will have to come

from elsewhere. It is envisaged that development within the 'suburban' residential neighbourhoods will need to consist entirely of family housing, allowing the higher density smaller units to come forward in the town centre which is more suited to high density housing in a sustainable location.

7.12 Notwithstanding this, the Outline application did not consider a fixed housing mix, and no conditions were included to dictate the housing mix within future development. It is noted that the outline application proposed an indicative mix for the purposes of the EIA and technical supporting documents. Officers consider this indicative mix broadly reflects the typologies of dwellings suitable for the town centre.

7.13 The proposed RM submission includes a report which justifies the proposed mix within Phase A. It also seeks to outline the proposed mix of housing types, sizes, and tenures in the phase, align with the outline consent ref. P/19689/000, local policies and housing needs. The report has been prepared by the Applicant (Berkeley Homes).

7.14 The Housing Report includes a summary of the Market Research carried out by Berkeley Homes which concludes:

- *A balanced distribution of studios, 1-beds, 2-beds and 3-beds should be adopted to reflect identified market demand and support a diverse and sustainable community.*
- *The mix should avoid over reliance on one demographic to broaden the scheme's appeal with; 1-beds providing more affordable entry points and appeal to first-time buyers, investors and young professionals alike. 2- and 3-beds attracting more committed owner occupiers and appealing to couples, small families, sharers and those who are looking for flexible space.*
- *The mix should provide a variety of different sized apartments at each occupancy level to vary the mix further and to cater to different needs and price points which is fundamental in making the scheme viable.*
- *At the recent launch of the Maltings at the Horlicks Quarter, there has been six times the demand for 1-beds against 2- & 3-bedroom apartments reflecting a clear need in 1-bedroom apartments. Generally, the market data at Horlicks Quarter has been a significant factor in determining the appropriate mix at Queensmere.*

7.15 The proposed mix comprises 51% 1-beds, 48% 2-beds and 1% 3-beds reflecting a greater weighting to 1-bedroom apartments against the indicative mix approved within the Outline reflecting the current market conditions. The applicant considers that as this is the first phase of a larger development, there may be opportunities to introduce 3-bedroom apartments within later phases to rebalance the mix in line with the outline consent.

7.16 The proposed detailed breakdown of the dwellings within Phase A is as follows:

Revised Mix - Residential (A, H, I)			
Type	No.	Area Range (m ²)	Mix
Studios	18	39 – 41	5%
1-bed < 50m ²	122	44 - 50	34%
1-bed < 50m ²	43	50 - 67	12%
2-bed < 70m ²	134	60 - 70	37%
2-bed > 70m ²	38	70 - 87	11%
3-bed	4	88 - 106	1%
Total	359		

7.17 The table indicates that the 1 bed and 2 bed units heavily favour smaller sized apartments. This means there are more 1 bed 1 person apartments and 2 bed 3 persons apartments (than there are 1 bed 2 person apartments and 2 bed 4 person apartments). Officers calculate that 74% of the 1 bed apartments would not meet the NDSS for 2 person units and for 2 bed apartments, 78% (of all 2 bed apartments)

would fall below NDSS standards for 2 bed 4 person apartments. Officers consider this potentially reduces the variety of housing types within the first phase of development, and results in a potentially less sustainable balance of household types. It also limits the opportunities for households to grow.

- 7.18 The applicant considers (in the Housing Statement) that the *“Queensmere layout strikes an appropriate balance between space efficiency, functionality, and residential quality, and that increasing the unit size solely to achieve NDSS compliance would result in diminishing returns in terms of actual occupier benefit”*. The applicant also considers the mix responds well to market research that the applicant has recently undertaken, and that the proposals would offer a variety of apartment types with differing occupancy levels catering to different needs.
- 7.19 The applicant has set out in their housing statement a qualitative justification which supports the proposed housing mix. They consider that the shortfall of floor area for 1 bed 2 person units (15% below NDSS for the unit size) reflects a relatively small shortfall and that for the two bed units which fall below the 2 bed 4 person standard, all second bedrooms exceed minimum standards and the majority are proportioned to accommodate a double bed (as well as storage and circulation). The applicant considers re-designing the units within the current building envelope would also reduce overall housing numbers, reduce efficiency and impact viability of the overall scheme without translating to meaningful improvement in how the spaces are experienced or used.
- 7.20 Although there is some merit to the arguments put forward by the applicant to indicate that the quality of dwellings provided in the development will be of a good standard, officers consider that there remains some concern that the first phase of the development will not provide a varied dwelling mix which supports a balanced and sustainable community within the town centre. This slightly tempers the significant positive weight afforded to the provision of housing overall. However, given all units (including the studio units) meet or exceed the absolute minimum sizes set out in the NDSS for studio, 1, 2 and 3 bed apartments, on balance the proposed dwelling mix is acceptable, for this first phase only.

Residential Amenity

- 7.21 Local Plan Policy EN1 requires new development to provide a good standard of design. This includes ensuring living conditions within new development provide an acceptable standard of accommodation. The proposals include provision for 359 dwellings within a Town Centre location, in close proximity to the High Street and main shopping area, Slough Rail Station and major road infrastructure (the A4 and M4). Wellington Street, William Street, Brunel Way and Windsor Road contain locations for numerous bus stop provisions. The site is afforded a significant level of local amenity from shopping, leisure, employment and transport provisions. The level of local amenity on offer is well suited to support the regeneration of the town.
- 7.22 The development proposals have been through a process of review and scrutiny from the LPA with the applicant submitting revised plans to make improvements to the internal residential layout to respond to Officer and consultee advice. The resulting plans demonstrate that the proposed development provides a high-quality residential accommodation for future occupants. In particular, it is noted that the apartments have been designed efficiently and with good access to external and internal amenity, either communal (within the podium courtyard), private (within roof terraces/balconies) and/or spaces within the public realm. Block A includes a generous internal area which could support ancillary residential spaces.
- 7.23 The layout and massing has been designed to maximise opportunities for multi-aspect dwellings, and minimise any north facing single aspect units. The scheme would deliver 124 dual aspect units, 222 single aspect, of which, just 36 are north facing.

- 7.24 Saved Local Plan policy H14 sets out that the appropriate level of amenity space will be determined through consideration of the type and size of dwelling; the type of household likely to occupy the dwelling; quality of the proposed amenity space; character of the surrounding area in terms of type and size of amenity space; and proximity to existing public open space and play facilities. 75% of the units provide good levels of private amenity space, either in the form of private balconies or a private demise within the podium space. Given the town centre location, and the accessibility of alternative forms of public amenity space (Herschel Park, Salt Hill Park or Jubilee River) in the locality, the external amenity provision is considered acceptable.
- 7.25 Condition 56 of the Outline permission requires 5% of units to meet M4(3) (2)(a) requirements (for wheelchair accessible dwellings). It was recommended that this was provided in each reserved matters submission (for a phase, or sub-phase) to avoid a shortfall at any stage in the construction and implementation. 17 x M4(3) homes will be provided in phase 1A, equivalent to 5%, in accordance with these requirements. In addition, all homes are designed to meet the requirements of Building Regulations Approved Document M4(1), ensuring step-free access and inclusive design principles throughout.

Daylight & Sunlight Within Development

- 7.26 The proposal has been designed to ensure that the dwellings receive sufficient amounts of sunlight and daylight, and the number of dual aspect units across the development has been maximised where possible, acknowledging the constraints of the site, the proximity to adjacent development phases and the need to make efficient use of land.
- 7.27 A Revised Daylight and Sunlight Assessment prepared by Schroeders Begg has been prepared in support of this application, which considers the revised layout and scale. The report considers the provision of internal daylight and sunlight within the proposed buildings and concludes that the scheme performs well overall in daylight terms, with 83% (751 out of 908) habitable rooms meeting or exceeding the target illuminance levels for daylight. Over half of the 148 rooms which do not meet the required target would still achieve over two thirds of the target sought. For sunlight provision, 83% (298 out of 359) of homes would meet or exceed the BRE recommendations. The primary reason for those which do not meet the target is owing to their north facing aspect. It is not uncommon for some dwellings to contain a primary north facing aspect in urban or town centre locations. This would inevitably lead to the % of dwellings failing to provide sunlight in accordance with the recommended BRE standards.
- 7.28 The main amenity areas comprising the Herschel Square and Station Walk within the development meet the BRE Guidance target in relation to sunlight availability. The podium courtyard within Block A would not meet the required sunlight standards, but would receive some sunlight. The internal courtyard within Block A has not been tested, as it is anticipated this would not meet the sunlight standards for an external area. Given the intimate character of the inner courtyard at both ground and podium levels, it is considered sunlight access would not undermine the overall quality of the spaces on offer which provide further amenity space for residents. Notwithstanding this, overall, the level of daylight and sunlight throughout Phase 1A is considered to be acceptable, recognising the high-density, urban context of the site and the need to make efficient use of the land.

Overlooking

- 7.29 The proposed layout of Phase 1A includes facing windows between buildings, in close proximity in terms of separation distance. The internal courtyard generally comprises separation distances of over 20m which is acceptable. The intimate character of Church Walk between Buildings A3 and H&I results in windows being approx. 12m

apart which is a common separation distance in urban town centre locations (where buildings front onto narrower streets). The southern elevation of Building A2 contains windows which are located approx. 12m from windows in the northern elevation of A3 at upper levels 3-9. It is considered that additional mitigation is required to the secondary windows in the southern façade of Building A2 which serve living rooms and kitchens. These rooms are served by east-facing principle facing windows which would allow sufficient light to the rooms. A condition will be added to ensure that windows (in the corner apartments in Building A2 in levels 3-9) will be obscure glazed up to 1.7m in height to prevent overlooking.

Transport & Parking

- 7.30 Paragraph 115 of the NPPF seeks to ensure that sustainable modes of transport are prioritised, taking account of the vision for the site, the type of development and its location. Paragraph 116 of the NPPF 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, following mitigation, would be severe, taking into account all reasonable future scenarios'.
- 7.32 Saved Local Plan policy T2 seeks to restrain levels of parking in order to reduce the reliance on the private car through the imposition of maximum parking standards. Core Strategy policy 7 seeks to ensure that new development is sustainable and located in the most accessible locations, thereby reducing the need to travel. Development proposals will need to make appropriate provisions for reducing the need to travel; widening travel choices; improving road safety; and reducing the impact of travel upon the environment. Maximum restraint will be applied to parking for residential schemes in the town centre.
- 7.33 The Site is in a highly accessible and sustainable location, with Slough Railway Station approximately 200m to the north, and multiple bus stops located in close proximity on Wellington Street, Brunel Way, High Street, Windsor Road, Bath Road and William Street/Stoke Road. Owing to the Town Centre location of the site, a wide range of local amenities, including schools, shops and healthcare facilities, are within reasonable walking and cycling distances.
- 7.34 A Updated Transport Assessment (TAA); and Revised Delivery and Servicing Plan; prepared by Evoke, accompany this RM application and set out the Transport Strategy for the Phase 1A in full detail, including access arrangements, swept path analysis, movement, trip generation and parking, as well as compliance with the transport conditions and obligations secured through the Outline planning permission.

Pedestrian and Cycle Access

- 7.35 The TAA confirms that Phase 1A will be predominantly car-free and will provide a comprehensive network of permeable walkable routes and cycle connections to external routes. Pedestrian and cycle connections were considered as part of the outline application and the TAA states that a key change from the outline application is to give more priority to pedestrians and cyclists internally to the Site with reduced vehicle routes and traffic concentrated to the northwest. The principle of this approach is supported by Highways Officers. The resulting proposals will allow for the creation of shared spaces and will allow for Station Walk to be pedestrianised to become the central square for the development and key spine connecting the High Street and Brunel Way and onto Slough Railway Station. The TAA states that vehicular access along Station Walk will be controlled by bollards and will be restricted to emergency and maintenance access only.
- 7.36 As well as providing walking and cycling connections to Wellington Street and beyond to the north, the drawings in the TAA show active travel access provided to the west of the site via Mackenzie Street (shared footway/cycleway) and to the south of the site

at the High Street (shared surface). It should also be noted that there is an Obligation in the S106 associated with the outline consent that requires the footway/cycleway along the frontage of the site adjacent to Wellington Street (the A4) to be upgraded to provide a minimum 3m wide footway/cycleway. The site is therefore well connected to the surrounding walking and cycling network.

- 7.37 The TAA also confirms that Phase 1A has been designed with a strong emphasis on inclusive, legible and accessible environments for all users. Proposals include 18 wheelchair-adaptable dwellings with level pedestrian access to all uses across the development, including residential, commercial and public realm areas to assist access for users of all abilities.

Public Transport Access

- 7.38 Since the closure of the Bus Station due to fire, the southern section of Wellington Street (westbound carriageway), adjacent to the northern boundary of the application site, has been used to station buses. The Council are carrying out a study which investigates the need for additional and/or consolidation of the bus facilities along Wellington Street (and surrounding streets), with the conclusions of that study not yet known. Schedule 14 of the S106 Agreement for the outline permission requires the applicant to carry out improvements to the footway/cycleway along the A4 Wellington Street (minimum 3m wide footway/cycleway), and to the existing crossing arrangements (removal of crossing to the west of Brunel and a new straight across toucan crossing to connect the site to Brunel Way and replace the existing staggered crossing). Notwithstanding this, the proposed development in the first Phase meets the requirements of the S106 in principle with regards to the compliance with the block parameter plans and the safeguarding minimum footway width to accommodate the shared cycle/footway on Wellington Street. Further changes to the public realm, bus infrastructure and active travel routes on Wellington Street (within the Phase 1A site area) may necessitate revisions to the approved layout which are not significantly compromised by the current proposals.

Trip Generation

- 7.39 Section 5 of the TAA considers the trip generation of the Phase 1A development and compares this to the baseline and consented trip generation of the overall site. It is noted that trip rates and estimates for the baseline and proposed uses were agreed with the LHA as part of the outline consent. The TAA first considers the trips agreed for the whole site and then consider the trips for the Phase 1A element.
- 7.40 The baseline trips associated with the existing uses on site and the agreed trips by mode of travel were agreed at the outline stage.
- 7.41 The TAA considers the maximum residential scenario that was considered as part of the outline consent. The TAA notes trips by mode for the maximum residential scenario were not defined within the TA submitted at outline stage, however the TAA has gone onto calculate the trips by mode by applying the mode share and linked-trips scenario agreed at outline stage.
- 7.42 Section 5.4 of the TAA considers the traffic generation of the Phase 1A development and applies the trip rates and modal share by land use to the schedule of accommodation for Phase 1A in Table 3 of the TAA to determine the expected trip generation by modes. The resulting trip generation is summarised below. The trip generation figures have been reviewed by the LHA and are acceptable.

Table 11 –Trips by Mode of Travel (Phase A)

Total	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Train	8	41	49	34	18	52
Bus	9	38	47	38	23	61
Taxi	0	2	2	1	0	1
Motorcycle	0	0	0	0	0	0
Car / Van Driver	11	62	73	50	23	73
Car / Van Passenger	3	12	15	12	7	19
Bicycle	1	5	6	4	1	5
On Foot	5	26	31	20	9	29
Total	37	186	223	159	81	240

N.B. Any differences due to rounding

- 7.43 Table 12 of the TAA shows the net change in trips when Phase A trips are compared to the baseline trips for the existing uses on site. It is evident that the trips generated by Phase A are significantly below those that could currently be generated, and also within the level of trips assessed as part of the two scenarios tested at the outline application stage.

Table 12 – Net Change relative to Baseline (Phase A)

Mode	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Train	-91	-30	-121	-297	-300	-598
Bus	-172	-98	-270	-608	-587	-1195
Taxi	-1	1	0	-1	-2	-3
Motorcycle	-2	-1	-3	-5	-5	-10
Car / Van Driver	-174	-29	-203	-332	-405	-737
Car / Van Passenger	-51	-26	-77	-165	-164	-328
Bicycle	-4	3	-1	-3	-8	-11
On Foot	-41	-2	-43	-103	-117	-219
Total	-536	-181	-718	-1513	-1588	-3102

N.B. Any differences due to rounding

- 7.44 The TAA confirms that initially the vehicle trips in the AM and PM will travel to and from the Observatory Shopping Centre Car Park where the resident parking will be located, however once car parking within the site is built, car parking and therefore trips will re-assign and use a combination of the proposed access points for the development (HTC Roundabout, Central Access and Eastern Access).

Phase A Delivery and Servicing Plan

- 7.45 The Phase A Delivery and Servicing Plan (DSP) (13 April 2026) is included in Appendix E of the TAA and has been reviewed by the Local Highway Authority (LHA).

Loading and Parking Restrictions

- 7.46 SBC advises that on-street loading and unloading from Wellington Street would not be considered acceptable. This is due to the conditions on the A4 which comprises a two lane 30mph dual carriageway, with double yellow lines on both sides. The southern side of Wellington Street has designated bus lane markings and bus stops provided, prohibiting stopping between 0700 and 1900, except for buses. Pedestrian guard railing is also provided for much of the length along the site frontage. These conditions make Wellington Street unsuitable to provide servicing for the site.

Phase A Delivery and Servicing Trip Generation

- 7.47 The trip rates included have been cross checked against those agreed at outline stage and they are consistent.
- 7.48 The dwell data included in the DSP is consistent with the data included in the TRICS® document and states that vehicles associated with delivery and servicing of the residential units will typically be on site for 10 minutes or less. The dwell times given in the DSP are a reasonable estimation.
- 7.49 Non-residential (retail and food and beverage) servicing trips are also given in the DSP. These trip rates and resulting servicing trips have been crossed checked against those agreed as part of the outline permission and they are consistent.
- 7.50 The total number of delivery and servicing trips expected to result from the Phase 1A proposals are set out in the following table.

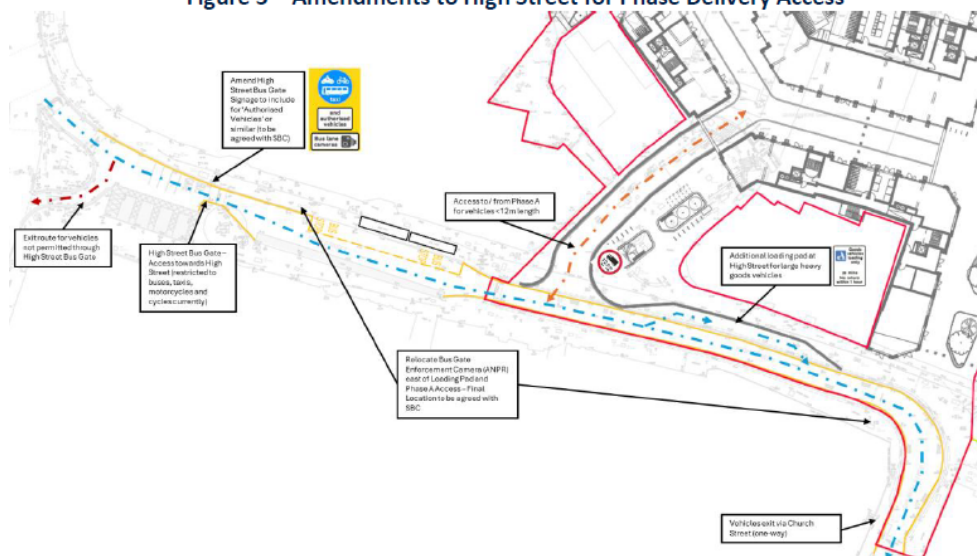
Table 4 - Summary of Phase A Delivery and Servicing Trips

Time Period	Residential			Non-Residential			Total			Average
	In	Out	Total	In	Out	Total	In	Out	Total	
LGV	56	55	111	14	14	28	70	69	139	5.8
HGV	3	3	6	2	2	4	5	5	10	0.4
Total	59	58	117	16	16	32	75	74	149	6.3

N.B. Any differences due to rounding

- 7.51 The delivery and servicing strategy has been prepared to accommodate the servicing trips highlighted above. It is proposed that all service vehicles for Phase 1A will access the site via the High Street from the William Street/High Street junction, where that they will be required to pass through the town centre bus gate which is currently operational. The current bus gate permits authorised vehicles, buses and taxis only.
- 7.52 Any unauthorised vehicle currently passing through the bus gate would be served with a Penalty Charge Notice (PCN) from SBC, and determining the best mechanism for allowing service vehicles associated with the Phase A development through the bus gate without being served a PCN has been the subject of detailed discussions between the applicant and SBC officers. As a result of these discussions the applicant has included proposals in the DSP to revise the bus signage at the bus gate entrance, relocate and replace the enforcement (ANPR) cameras and a delivery management system operated from the site concierge in Block A2. This is shown in the below plan taken from the DSP.

Figure 3 – Amendments to High Street for Phase Delivery Access



- 7.53 The LHA advise that the principles of what is set out above is acceptable and consistent with discussions that have taken place. The SBC Parking Team have advised that in order to accommodate the required monitoring and management of vehicles, an upgrade to the existing enforcement camera and system, including a tablet, would be required, and this would be subject to a developer contribution of c.£25,000 (exact figure to be confirmed), secured via a S106 Agreement. They have also advised that a £10,000 developer contribution would be required towards the required amendments to the existing Traffic Regulation Order (TRO).
- 7.54 The SBC Parking Team have advised that the Concierge would enter the registration of vehicles on the SBC system using the tablet within a certain period (exact timeframe to be confirmed as part of S106 discussions) and this would then place the vehicle on a 'whitelist' and cancel any PCN that would have been issued. The developer would also be responsible for the costs of any repair or replacement of the tablet due to damage, which will also need to be written into the S106.
- 7.55 Loading and unloading within Phase 1A is proposed to be via a loading area at Mackenzie Square with a suitable turning area for a large HGV (12m) rigid or a refuse vehicle. There is an archway between Blocks H and I with a minimum vertical clearance of 4.8m. Larger vehicles (over 12m in length) will be restricted from passing through the archway, enforced by signage at the junction with the High Street.
- 7.56 It is proposed that the loading area will be limited in duration to a stay of 20 minutes (with no return within 1 hour) and will be available for commercial and residential loading use only. The LHA considers this to be reasonable. It is also proposed that the commercial uses will be encouraged to schedule deliveries out of core hours for the town centre, which the LHA supports. All deliveries will be monitored by the Site Management (or Parking Management Contractor).
- 7.57 The DSP advises that bollards will be installed between Ethelbert Mews and Station Walk which would allow vehicles to access Station Walk in case of emergency or if absolutely necessary out of hours (18:00-10:00) for delivery and servicing, with vehicles exiting to the south via Church Street.
- 7.58 For the larger vehicles who will not enter the central area of Phase 1A it is proposed that a new loading facility on the High Street to the southeast of Phase 1A, immediately to the east of the Phase 1A/High Street junction, will be provided. This has also been the subject of detailed discussions between the applicant and SBC Officers.
- 7.59 A Loading Pad will be provided on the existing shared surface and will be 3m x 26m in length (excluding tapers) and has been designed to allow a 16.5m articulated vehicle to enter and exit in a forward gear. Tactile corduroy paving will be used to delineate the loading pad with the loading pad area also having different surface treatment to the surrounding footway. The extract below shows the loading pad and includes the tracking of a 16.5m articulated vehicle entering and existing the pad in a forward gear.

a private contractor or SBC's paid for service. It is expected the collection will take place at a minimum every other day and wherever possible would be restricted to overnight (22:00-10:00) by Site Management in order to minimise conflict potential with other users of the town centre. Bollards would be installed between Ethelbert Mews and Station Walk which would allow vehicles to access Station Walk out of hours if absolutely necessary, with vehicles exiting south via Church Street.

Other Deliveries

- 7.66 It is anticipated that the F&B units will receive daily food deliveries with the retail units likely to receive deliveries less frequently. It is stated that the vehicles will use either the area at Mackenzie Square or the loading pad on the High Street, depending on their size, and these deliveries will occur outside of core hours. In terms of courier and mail deliveries, it is expected that the majority of these will be made by bicycle, cargo bikes or motorcycle/moped. There will be a dedicated area for two-wheeler parking and bicycle parking to the south of Phase 1A near the High Street to accommodate these vehicles. It is also noted that these vehicles are already permitted through the bus gate.

Delivery and Servicing Management

- 7.67 A delivery management system will be set up by the Applicant [Berkley Homes] which will be managed by the Site Management Company and administered by the Site Concierge, who will be based in Block A. It is proposed that commercial tenants will receive deliveries directly with deliveries for residential tenants made to the Concierge.
- 7.68 Vehicles will be required to pass through the bus gate, and under normal circumstances would be subject to a PCN, therefore a management strategy is required so that delivery and service vehicles associated with the Phase 1A development do not receive a penalty. Deliveries to residents and commercial tenants are proposed to operate in accordance with the strategy set out in the DSP. The LHA can confirm that the details are consistent with discussions that have taken place and are therefore acceptable. It is to be noted that the final details for the delivery and management system will be subject to agreement with SBC.

Phase A DSP Management and Monitoring Strategy

- 7.69 The DSP provides details of how the monitoring will be conducted in response to SBC's request for monitoring to be completed. The monitoring is proposed to be carried out by the Site Management Company, supported by the Concierge and the Development Manager. It is proposed that after every six-month period the Site Management Company will review, analyse and report on collected data. The LHA is generally satisfied with the proposals put forward in the DSP, subject to the appropriate clauses as detailed above being included in the S106 Agreement.

Car Parking

- 7.71 The TA confirms that a detailed Car Parking Management Plan is to follow prior to the occupation of Phase A and will be based on the principles set out in the TA. The S106 Agreement for the outline consent includes a requirement for a Car Park Management Plan for each Phase of development that includes car parking to be approved prior to occupation of that Phase.
- 7.72 No parking will be provided within the demise of Phase 1A with the exception of two accessible spaces, one car club space and the loading area. Residential parking for the development will be provided at a maximum ratio of 0.3 spaces per dwelling as agreed at outline stage. The requirement (set out in the planning condition) is to provide up to 108 parking spaces for the 359 dwellings.

- 7.73 Notwithstanding the above requirement, parking will initially be provided in the Observatory Car Park, and qualifying properties will be assigned a 'Right to Park' and will be allocated a space within the car park. The associated vehicle will be registered on the Observatory Car Park database as having a 'Right to Park' as the car park uses an ANPR entry and exit system.
- 7.74 The TA includes data for the Observatory Car Park which indicates that 830 spaces are currently available at the car park and since the closure of the Queensmere Shopping Centre Car Park in June 2025, on no occasion has there been fewer than 478 spaces available. This would indicate that there is sufficient capacity within the car park to accommodate the allocated parking for the residential element of Phase 1A. The occupancy data provided, which has been reviewed by the LHA, demonstrates that sufficient capacity is available.
- 7.75 There would be no additional car parking for retail or food and beverage uses provided as part of Phase 1A as would be expected in a town centre location. It is expected that most users will use sustainable forms of transport to access these uses, however if parking is required then the existing town centre parking will be used.
- 7.76 Two disabled parking spaces will be provided immediately to the southeast of Block A within Mackenzie Square. It is noted that further existing disabled parking is available on the High Street to the southwest of the site with a combination of four spaces available which would serve both residential dwellings and commercial uses. It is confirmed that additional disabled parking will be provided as part of future phases, and it will be ensured that 5% of all car spaces provided will be designed to wheelchair accessible standards, as required by the outline consent.
- 7.77 An allocated Electric Car Club space will be provided within Mackenzie Square and will be available to both residents and non-residents. The remainder of the Electric Vehicle Car Club spaces (16 in total) will be provided through future phases. There is also a requirement secured by the outline consent for 20% active and 80% passive provision for electric vehicle charging to be provided for residents' spaces. The two disabled spaces within Mackenzie Square will be provided with passive charging provision while future phases will deliver car parking with the required ratios.
- 7.78 The TAA confirms that parking within Phase 1A (private land) will be managed and enforced by the Site Manager. The bus gate that has been detailed earlier in this response will restrict access, while it is noted that new residents will not be eligible for on-street residential parking permits as there are no parking provisions within the streets in the development (which are mainly car-free).

Cycle Parking

- 7.79 Cycle parking for Phase 1A is to be provided in accordance with the ratios agreed as part of the outline consent. The level of cycle parking to be provided for Phase 1A is summarised in Figure 11 of the TAA which is considered to be acceptable.

Figure 11 – Phase A Cycle Parking Provision

Block	Floorspace			Long Stay Spaces			Short Stay Spaces		
	Residential (dwellings)	F&B (sqm)	Retail (sqm)	Residential	F&B	Retail	Residential	F&B	Retail
A	325	465	379	325	3	3	8	12	3
H	23		344	23	0	2	1	0	3
I	11			11	0		1		
Total	359	396	665	359	3	5	10	12	6

- 7.80 It is stated that secure rooms will be provided within Blocks A, H and I for long stay residential parking comprising 170 x 2 tier Josta stackers and 6 x accessible spaces. The details for the long stay cycle parking are considered acceptable.

- 7.81 The TAA also confirms that 43 Sheffield Stands providing 86 cycle parking spaces will be provided across the external Phase 1A area, which will be located on street at key gateways. A further six spaces will be accessible stands for disabled users. The LHA recognises that this exceeds the minimum requirements and also accounts for the re-provision of 144 Sheffield Stands (28 spaces) at Mackenzie Street adjacent to The Curve that will be affected by the delivery of Phase 1A. The cycle parking provision is therefore considered to be acceptable.
- 7.82 In terms of motorcycle parking, the TAA confirms that six motorcycle spaces (1.2m x 2.4m) have been incorporated at Mackenzie Street/High Street to the south of Phase 1A to assist in managing any informal parking by drop-off (residential) or pick-up (food and beverage) deliveries that may be made by bicycle or motorcycle. This is also acceptable.

Transport & Parking Summary:

- 7.83 Phase 1A accords with the transport principles and requirements of the approved Outline permission. The development is in accordance with SBCs sustainable transport objectives and prioritises the use of sustainable transport modes in line with the NPPF.

Design – Scale, Layout and Appearance

- 7.84 The NPPF places a strong emphasis on achieving high quality design, noting that high quality, beautiful and sustainable places is fundamental to what the planning and development process should achieve. It sets out that proposals should establish 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.
- 7.85 Local Plan Saved Policy EN1 and Core Strategy policy 8 require all development to be of a high-quality design that respects its location and surroundings, and provides appropriate public space, amenity space and landscaping as an integral part of the design. Saved Policy EN5 and Core Strategy policy 12 (Community Safety) require all new development to be laid out and designed to create safe and attractive environments in accordance with the recognised best practice for design.
- 7.86 Core Policy 8 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.
- 7.87 The outline permission for the redevelopment of the site was subject to a comprehensive design appraisal process including Design Review. (An additional Design Review also took place in July 2025, which considered the revised site wide proposals presented by the new owners of the site). The outline permission was preceded by the submission and approval of a Site Wide Regulatory Plan and Design Code which comprised the main design framework intended to guide future reserved matters phases, or sub-phases. The approved Site Wide Approved Regulatory Plan includes provisions for different character areas/areas of public realm, horizontal and vertical levels of deviation, key marker building locations, vehicular, pedestrian and cycle movement/circulation routes, accesses, active frontage hierarchy and block shapes.
- 7.88 The Design Code includes provision which breaks the whole site into different character areas. Phase 1A encompasses two areas of Station Walk and the Heritage Quarter, each seeking to contribute to the town centres distinctive sense of place. The

Regulatory Plan includes provision for different areas of public realm within Phase 1A, including all of Church Mews, Station Walk with Herschel Square, part of Wellington Street and High Street.

7.89 The following approved plans make up the Regulatory Plan:

- Building Plots Parameter Plan: TP0004 Rev P01
- Building Heights Parameter Plan: TP0005 Rev P02
- Public Realm and Character Area Parameter Plan: TP0006 Rev P02
- Ground Floor Uses Parameter Plan: TP0007 Rev P02
- Proposed Access & Circulation Plan: TP0008 Rev P02
- Markers & Nodes Parameter Plan: TP0009 Rev 01
- Regulatory Plan (Composite): TP00010 Rev P02

Scale

7.90 The approved Regulatory Plans included Building Plots Parameter Plan, Building Heights Parameter Plan and a Markers and Nodes Parameter Plan which comprise the main planning controls which inform the scale of the development. The below extracts illustrate the maximum vertical and horizontal parameter plans set out in the approved regulatory plan.



7.91 The detailed RM plans have been designed so that the heights of all Blocks fall under the maximum permitted height in the approved Building Heights parameter plan. The detailed plans also have been designed to ensure that the blocks sit within the levels of deviation permitted under the horizontal parameter plan (Building Plot Plan).

7.92 The Building Heights Plan was revised to allow for the height of Block A2 to be increased during the application process. The tallest part of this block is 83m AOD (16 storeys) with the main building sitting at 78m AOD (14 storeys). The height of this block reflects the prominent location of the building as the gateway to the wider development, on Wellington Street which would be viewed as a key marker from the Station (looking south). The height of this building has been tested in the illustrative 3D CGIs as set out in the DAS. Officers consider that the modest increase in scale of A2 results in a positive contribution to the scheme and will sit appropriately adjacent to the Listed Church and presbytery, alongside the completed Future Works (Building 2).

7.93 The scale of Phase 1A development marks a continued step change (in scale and height) from the lower rise High Street properties. However, the taller elements of Blocks A2 and A3 are considered to mirror the height of the emerging approved

development schemes, both towards the eastern extent of site wide masterplan, and the at Future Works Phases 1 and 3 on the opposite side of Wellington Street. Marking more significant height at this location is consistent with the strategy for locating taller buildings on Wellington Street (as set out in the Slough Interim Town Centre Planning Framework 2019 and the Slough Regeneration Framework 2020). The heights are also broadly consistent with the massing tested in the EIA Townscape, Heritage and Visual Impact Assessment which accompanied the outline planning permission for Slough Central. These heights would also aid legibility and wayfinding to the Town Square, (Herschel Square) and Station Walk.



Image: View of Phase 1A (Looking East) with St Ethelberts Church in foreground

- 7.94 The Marker and Nodes Parameter Plan (below extract) identifies the easternmost part of Block A3 within Phase A to comprise a marker building. The Building Heights Plan denotes this part of the Block with a slightly higher building height (68m AOD/10 storeys). This building sits at the western end of the central Park Street character area (which terminates a key western view through the wider site).



- 7.95 The height of Block A1 (4-7 storeys) has been designed as a marker building in accordance with the marker and nodes parameter plan. The scale of A1 is considered to respect the height of the immediately adjacent to the Grade II Listed St Ethelberts

Church and presbytery, alongside the Curve as shown in the above image, with the architectural character of this block providing the marker character to this block..

- 7.96 Blocks H and I have been designed to be 4-5 storeys which relates more closely to the scale and heights of the High Street buildings. These also sit below the maximum permitted height set out in the approved parameter plan.
- 7.97 Overall, the proposed scale of development is in accordance with the maximum permitted heights of the approved parameter plans and is considered to respect and contribute positively to the evolving scale and character of the town centre. Phase 1A has been designed at a scale which recognises the transformative nature of the wider development in response to the urgency and importance of regenerating the Town Centre.

Layout

- 7.98 The layout of Phase 1A is defined by the two blocks of buildings; with Block A comprising Blocks A1, A2 and A3 around a central courtyard at ground and podium level. Blocks H and I wrap around the backs of the High Street properties which also address Mckenzie Street.



- 7.99 The proposed site layout is considered to establish a network of well-defined streets and public spaces that connect and restitch the Town Centre to its surroundings, creating an inclusive, legible and accessible environment. The above plan identifies and names the new streets and places with an identity which is considered to build upon the existing street naming and location close to the High Street and Station.
- 7.100 The design prioritises pedestrian movement through a permeable layout, with a prominent north-south route (Station Walk) linking the High Street with Wellington Street, facilitating a direct route through to the station to the north. Active frontages have been maximised along key pedestrian routes, through the provision of ground floor retail and food and beverage outlets, create engaging and lively streetscapes.
- 7.101 Landscaped public spaces have been strategically located to respond to the new routes created and seek to serve as destination spaces. The areas of public realm include Station Walk and Herschel Square, which act as focal points for community events, informal recreation, and as spill out spaces for the ground floor uses, fostering a strong sense of place and supporting social interaction.

- 7.102 Church Mews has been laid out with a more intimate character with the architecture and scale drawn inspiration from the finer grain urban fabric of the surroundings, framing Ethelbert's Church as a prominent cultural and visual focal point within the development. Ground floors along Church Mews are activated with smaller commercial units, ideally suited to local businesses.
- 7.103 The proposals have been designed to provide a series of private and communal resident amenity spaces, which include the podium courtyard, private balconies and a ground level accessible courtyard. The internal courtyards offer quieter areas for residents away from the main thoroughfares. Back-of-house functions are strategically placed along secondary frontages to ensure that key pedestrian routes remain active and engaging.
- 7.104 The siting of the northern most block A1 and A2 fronting Wellington Street ensures that there is sufficient width to safeguard future public realm and active travel improvements to be implemented on Wellington Street, whilst also responding to the prominent location adjacent to the A4 which comprises a major arterial road through the Borough.
- 7.105 The proposed layout of Phase A is considered to provide good quality provision for public realm, routes and the provision of town centre uses in appropriate locations. The blocks have been laid out to support the proposed range of commercial and residential uses, whilst also accommodating their various functions and servicing requirements. The residential uses on the upper floors have been designed to provide a good standard of accommodation overall (subject to a further assessment of daylight, sunlight and amenity space provision), including limiting the provision of north-facing single aspect homes as much as possible. Overall, the proposed layout of Phase 1A is in accordance with the approved parameter plans within the Regulatory Plan.
- 7.106 The detailed layout follows the key design code principles in accordance with the approved Site Wide Design Code, which requires Phase A to accommodate a new town square, a new major connection between the High Street and Brunel Way/Slough Rail Station (Station Walk), alongside provision of other well-designed streets to support movement in and around the town centre.

Appearance

- 7.107 The approved site wide Design Code provides a robust framework for delivering distinctive, high-quality buildings and urban spaces with consistent design standards throughout the scheme. The DAS submitted with the application includes a Design Code Compliance Table which has been undertaken to demonstrate how Phase 1A has been designed to comply with the mandatory (and where appropriate, advisory) site-wide design codes.
- 7.108 There are a number of codes which affect the detailed appearance of the Phase 1A buildings and public realm. In particular Part 08 (Masterplan Appearance), Part 09 (Landscape Appearance) and Part 11 (Architectural Details) are relevant.
- 7.109 Masterplan codes 8.1 (Landmark Building Typology), 8.2 (Linear Block Typology), 8.3 (Link Building Typology), 8.4 (High St building Typology), 8.5 (low-rise building Typology), 8.6 (contextual) and 8.7 (Architectural Coherence) have been used to inform the Phase A detailed designs where it relates to the masterplan context and the wider development scheme. Codes for the appearance of Church Walk and Mackenzie Square (9.2), Church Mews (9.3) Mackenzie Street (9.4), Station Walk (9.5) and Herschel Square (9.6) have also been duly considered in the design.
- 7.110 The most important codes relevant to support the applicant's approach to the detailed appearance are set out in Part 11 (Architectural Details) which include coding for minimum floor heights (11.1), Principal Building Entrances (11.2), Materiality and Tone

(11.4), Varying Building Character (11.6), Building Lines (11.7), Roofscape Treatment (11.8), Tall buildings (11.9), Façade General Principles (11.10), Projections and Integrated Building Elements (11.11), Special Features (11.12), Ground Floor Facades (11.13) and other codes for other entrances (11.14-11.18).

- 7.111 The detailed design of the Phase 1A development is considered to draw inspiration from the architectural language of the listed church and the materiality and textures of the nearby buildings which range in style, form and era. The facade architecture includes repeated use of arches as a unifying feature across the development. This approach enhances wayfinding, reinforces key connections, and establishes a strong visual identity. The individual blocks share a cohesive design theme, whilst each block is individually articulated through variations in materials, detailing and form. Overall, the proposals are in accordance with the Masterplan codes set out in Part 08 of the approved Design Code.

Block A1 adopts a contemporary architectural expression but responds sensitively to its historic setting. Its material palette includes light-toned brickwork, recessed openings, vertical detailing, and horizontal banding drawing inspiration from the nearby church, with a single height frontage at ground floor level. The elevation is composed with a classical tripartite order: a clearly defined base/plinth, a middle section, and a recessive top floor, reinforcing a sense of permanence and civic identity. A gentle curvature in the building's form frames the church and completes the enclosure of this important public space, along with 'The Curve building, with the façade's rhythm and repetition amplifying its architectural order. Recessed balconies are used to maintain a respectful frontage.

Block A2, the tallest 16 storey element, is prominently located with a dual frontage onto Station Walk and Wellington Street. In terms of materiality, A2 uses a lighter brick tone, green accents at ground floor, arched reveals, integrated canopies, and refined brick detailing. The prominent corner of A2 has been revised over the course of the application to differentiate and emphasise the taller corner element from the linear nature of the remainder of the block. The corner element has also been redesigned to ensure the defined by well-proportioned form with a recessed crown, serving as a key marker within the townscape. The main section of A2 features a uniform composition, with balcony placement successfully punctuating the massing.

Block A3's facade has been carefully designed to establish a strong visual dialogue with the architectural character of St Ethelbert's Church, while responding sensitively to the active frontages of Station Walk and Wellington Road. A vertical projecting brick detail references the pilasters of the church tower, introducing rhythm and a sense of crafted solidity to the composition. This is complemented by areas of hit-and-miss brickwork, which echo the textured surface of the church's flint walls, enriching the façade with depth and material variation. A horizontal brick detail further reinforces this connection. At street level, a double-height expression and articulated in a lighter brick tone anchors the ground floor retail frontages. Open terraces at first-floor level contribute to a sense of generosity and double-height scale from the pedestrian perspective, while their detailing visually unites the lower levels and gives a human scale and a transition towards H&I on the south of the street. The green colour introduced along Station Walk is reinterpreted subtly within A3's shopfronts, maintaining continuity across the phase while providing a distinct identity for this building. The tallest element of the block consists of an expressed tower, flanking the south-western corner of Herschel Square. This element features several architectural elements to provide a local marker within the development. Firstly, the colonnade fronting Station Walk allows the volume to step outward, creating a focal point within the streetscape while preserving pedestrian width towards the town centre. Within the taller volume, this colonnade integrates a framed arch that defines the main residential entrance, marking a clear and elegant point of arrival. The arch motif is echoed again at the top of the building, ensuring visual balance and recognisability in longer views,

while reinforcing the dialogue between the ground-floor expression and the upper façade and giving this element of the block a strong vertical character.

Blocks H and I complement the overall materiality and detailing, incorporating widened arches that echo the High Street's traditional shopfronts and facades, and add verticality to the lower height buildings. The composition of facades to Blocks H and I offer a more human scale to the surrounding Church Mews which reflects its more intimate character.

- 7.112 In addition to the Design Code, which offer design guidance and advice to assist the preparation of the RM plans and elevational drawings, the outline planning permission included condition 30 which requires additional more detailed bay studies of the proposed architecture for each phase/building of the development. This condition was secured to ensure the LPA is able to scrutinise the detailed design at a finer detail, to ensure a high-quality detailed appearance is delivered. This level of detail is considered later in this report, but the general details of the architectural approach are considered acceptable.
- 7.113 In terms of the approach taken within each Block/Building, the codes set out in Part 11 of the Approved Design Code have been closely followed in the design teams approach to the proposed buildings in Phase 1A. This sets an appropriately high quality for the standard of design for the first phase of this development. (Alongside also setting an appropriate benchmark for the latter phases of development, and other development schemes in Slough Town Centre). The phase has been designed in accord with the masterplan codes in part 08 of the Design Code which requires particular understanding and regard of the context which includes responding to the High Street Character Area, the Grade II listed Church and presbytery, the prime Wellington Street frontage and evolving urban scale of developments adjacent to it and the key public pedestrian connection from the High Street to the Station (Station Walk and Herschel Square).
- 7.114 It is therefore considered that the design approach to Phase 1A development reflects the principles established through the Outline permission and approved Regulatory Plan and Design Code and presents a high quality of design as required by Local Plan policy EN1 and the NPPF.

Landscaping

- 7.115 Saved Local Plan Policy EN3 states that comprehensive landscaping schemes will be required for all new development proposals. Landscaping proposals should have regard to impact upon the street scene; screening; softening of built form; and opportunities for creating new wildlife habitats.
- 7.116 The proposed public realm, centred around Station Walk and Herschel Square, is designed to function as a vibrant space for community events and gatherings. The landscaping strategy prioritises accessibility and creates welcoming areas for people to meet, interact, socialize, and relax. A diverse range of new tree planting will enhance the streetscape, contribute to a high-quality residential environment, strengthening the character of the area.
- 7.117 Further details of the landscape and open space proposals for Phase A are provided in the suite of landscaping plans and Landscape Addendum which accompany this submission.
- 7.118 The public realm for Phase 1A has evolved over the course of the application. The applicant confirms that the revised response to Phase A follows a design reappraisal of the emerging landscape masterplan for the whole site, which was prepared during the course of the RM application.

7.119 The key areas of change are:

- Herschel Square: Spatial updates reflecting architectural block amendments, along with design-led refinements to the previously submitted illustrative layout. Level changes have also been introduced to the water features. The Square layout reflects the fingerprint motif, which has changed from the earlier astronomical theme. The fingerprint motif references Slough's history with a nod to the finger printing technology pioneered in Slough.
- Station Walk: Spatial and design-led updates coordinated with the review of Herschel Square. The 'zebra crossing' paving pattern has been retained and refined, with adjusted banding to strengthen connections to the High Street and Wellington Street. The zebra crossing theme reflects Slough's history which accommodated the first zebra crossing in the country.
- Block A Podium Garden: Layout updated to respond to internal layouts.
- Hostile Vehicle Mitigation measures added for the new public spaces provided in this first phase of development,

7.120 The proposed quality of landscaping represents a step change of public realm design within the central area of Slough which also celebrates Slough's history and points to a newer vibrant future. Officers consider the landscaping approach to represent a high quality overall and would fulfil the requirements of the design coding and complies with local policy. The hard and soft landscaping proposals are therefore considered to be acceptable subject to the specific details of condition 31 of the outline consent.

Heritage

7.121 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. 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. Slough Rail Station (Grade II listed) is located a short distance to the north of the site. 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, of national significance with an exceptionally high level of special architectural and historic interest and sensitivity to change. There two locally listed buildings in proximity to the Site. These are identified in the EIA submitted in support of the outline application.

7.122 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.

7.123 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.

7.124 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. Section 72 of the Planning (Listed Buildings and Conservation areas) Act 1990 requires that in the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2) (which includes the planning Acts), special attention shall

be paid to the desirability of preserving or enhancing the character or appearance of that area.

- 7.125 The NPPF (2024) requires consideration of the impact that Development Proposals could have on designated heritage assets. Paragraph 212 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 213 states, any harm to a designated heritage asset should require clear and convincing justification. Paragraph 215 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”.
- 7.126 The first phase of development has been designed broadly within the maximum parameters as approved but the massing and heights have been modified from the original outline submission to follow the new site layout. Further amendments have been made following submission. The first phase (Phase 1A, comprising blocks A, H, and I) is adjacent to the Grade II Listed St Ethelbert's Church and the associated Grade II listed Presbytery. The Council’s Heritage Advisors (BEAMS) note that the setting of both of these designated heritage assets needs careful consideration.
- 7.127 Block A1 has a gently curved facade - reflecting that of 'The Curve' which also sits adjacent to the church but features a restrained grid-like architectural design with inset balconies. new development from Stoke Rd / Wellington St junction looking east as a backdrop to St Ethelbert's Church. BEAMS considers that Block A1 (7 storeys) with block A2 (14 / 16 storeys) behind, forms a greater massing and height of development compared to the existing, thereby further reducing the landmark quality of the church locally and resulting in a low level of less than substantial harm to its significance (through development within its setting).
- 7.128 Notwithstanding this BEAMS consider the design and appearance of the development is an improvement on the current built form and the provision of an enhanced public realm in the immediate surroundings of the church and presbytery, along with the introduction of active frontages is welcomed. Officers concur with this assessment.
- 7.129 The lower rise buildings, Blocks H and I (Church Mews) are of a lower scale and BEAMS consider these relate better to the development to the south as well as providing a sensitive approach to St Ethelbert's Church from the town centre.
- 7.130 In terms of the wider setting of Windsor Castle and Stoke Park the Design and Access Statement references the use of light brick tones for this part of the development including Block A2 which will be 14 / 16 storeys. The upper floor of Block A2 is referred to within the BEAMS commentary as being constructed of white brickwork. Whilst this may result in the development being more recessive in local views, BEAMS raised concerns that this use of pale / white brickwork may increase the prominence of the development in longer distance views from Windsor Castle and Stoke Park due to the height of this part of the development.
- 7.131 In response, the applicant has produced an updated rendered CGI of the view of the town centre from the Copper Horse Statute. The rendered view is of the Phase 1A development, with Windsor Castle in the centre of the view, taken from the Copper Horse looking back towards Slough. The response also notes that the material of this block would be light grey, not white. Officers consider this view demonstrates the proposed material palette and brick colours (within Phase 1A) would be appropriate for this location. Furthermore, the top floors will not be overly perceptible from the Copper

Horse view given the significant distance of the proposed building from these views and given that the height of this block would not break the Chiltern Hills landscape ridgeline. In the view, the applicant has shown Phase 1A without the rest of the masterplan scheme as the focus for this RM and further detail on the remaining phases will come forward as part of subsequent reserved matters which will be tested in future rendered viewpoint studies.

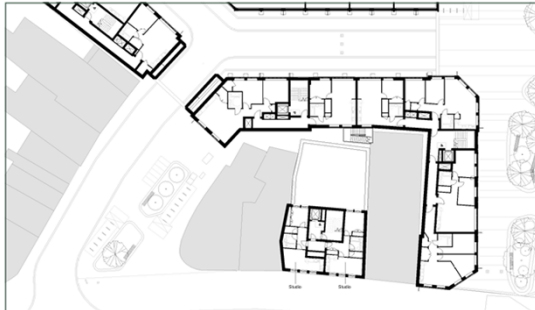


- 7.132 The Townscape and Visual Impact Assessment submitted with the approved outline application (view 27 from the Copper Horse Statute) illustrated that the development would be sited to the right of Windsor Castle and concerns were raised that the resultant massing of the Queensmere development (albeit broken up into various towers) could 'draw the eye' and visually distract from views of Windsor Castle.
- 7.133 Notwithstanding the above, it is considered that the extent of harm would not extend or increase beyond the reported less than substantial harm, to the setting of these assets from the outline application. The setting of other heritage assets, including conservation areas within surrounding boroughs would not be impacted by the development. Although the officer report for the outline consent highlighted there would be no heritage benefits to outweigh this harm, (with due consideration of the NPPF test), it was established comprehensively that there would be significant and numerous public benefits of the proposed development (including taking phase 1A in isolation) that would outweigh this harm in accordance with the NPPF. Historic England have been consulted twice on this application and have offered no comment. Taking these wider benefits into consideration, officers consider it is appropriate to grant planning permission, having had special regard to the desirability of preserving the settings of relevant listed buildings (section 66, Planning (Listed Buildings and Conservation Areas) Act 1990), and having paid special attention to the desirability of preserving or enhancing the character or appearance of relevant conservation areas (section 72, the 1990 Act).

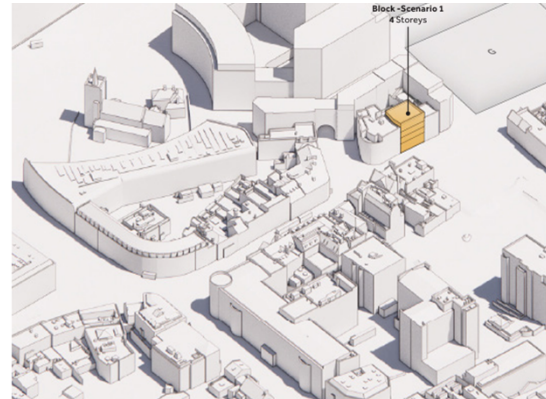
Comprehensive Redevelopment

- 7.134 It is recognised that the proposed first phase of development is adjacent and adjoining established buildings which form part of the High Street and Town Centre character. Blocks H and I wrap around the backs of the commercial units at 143-147 High Street which are currently planned to remain in their current form (ie: with no works to extend or redevelop). Saved Policy H9 of the Local Plan requires *"a comprehensive approach to be taken in any residential development scheme to ensure that adjoining land which is capable of development is not sterilised. Commercial schemes which sterilise residential land or prejudice the ability of potential residential units being provided or brought into use will not be permitted"*.
- 7.135 The applicant has considered this further in the DAS Addendum Update (April 2026) but exploring potential future development scenarios for the closest affected properties. The below indicative layout plans demonstrate how the adjoining properties could be capable of being redeveloped with (or without) the Slough Central Phase A

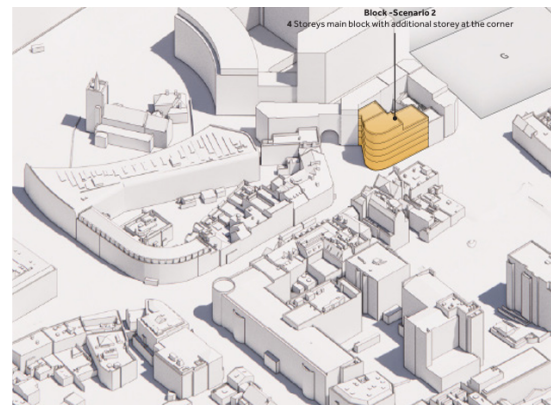
development. Redevelopment options tested comprehensive redevelopment (demolition and new build) or refurbishment and extensions. Both scenarios appear to be feasible, in principle.



Potential Option 1: Refurbishment/Infill/Extension



Potential Option 2: Comprehensive redevelopment



7.136 It is considered that the requirement of Policy H9 has therefore been met satisfactorily.

Burnham Beeches

7.137 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 whole proposed development including Phase A 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.

7.138 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.

7.139 As part of the outline planning permission Slough Borough Council adopted a Habitats Regulations Assessment (HRA) and an Appropriate Assessment (of the mitigation) which fully considered the impacts on Burnham Beeches.

7.140 The HRA concluded:

The findings presented in the Shadow HRA Stages 1 and 2 indicate that the development (as a standalone development in isolation) taking account of the

Precautionary Principle, the overall conclusion is that Likely Significant Effects (LSEs) for recreational pressure impacts on Burnham Beeches SAC cannot be ruled out as a result of the Development Proposals and mitigation would be required. Therefore, it is deemed an appropriate assessment should be carried out at stages 2 and 3 of the HRA.

7.141 As part of the ongoing dialogue, SBC and Natural England have agreed in principle that (as part of) an appropriate strategic solution to mitigating the cumulative impacts on Burnham Beeches from development (within the Burnham Beeches SAC buffer zone within Slough), it would comprise a comprehensive scheme of improvements towards Upton Court Park to the south of the Borough. The Council's Mitigation Strategy and the Upton Court Park Master Plan identify 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 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, particularly residents living within the Town Centre in Slough.

7.142 The AA concluded:

The Appropriate Assessment notes that a contribution of £570 per dwelling (towards the mitigation strategy) has been agreed between the Local Planning Authority, Natural England and the Applicant and has been secured under the s106 Agreement. The Appropriate Assessment concludes that with the mitigation measures being secured under the s106 that the proposed development would minimise the risks of adverse effects on the Burnham Beeches SAC either alone or in combination with other plans or projects.

7.143 The HRA and AA were adopted in August 2025 following planning permission being granted for the proposed outline development at Slough Central.

7.144 Notwithstanding this, comments have been received from Natural England on 15/12/2026 and a follow up email was received on 27/05/2026. Natural England has sought further information to be required to determine impacts on designated sites.

7.145 As submitted, Natural England considers the application (the RM development) could have potential significant effects on Burnham Beeches Special Area of Conservation (SAC). Natural England has asked for a further Habitats Regulations Assessment (HRA) to assess the significance of the impacts on Burnham Beeches SAC, including information on required mitigation.

7.146 It is the Local Planning Authority's opinion that the conclusions set out in the HRA and AA (dated August 2025) are up-to-date and still apply to the RM development. It is therefore not necessary to repeat the (HRA) assessment at the reserved matters stage (which would in effect result in the same mitigation scheme/financial contribution package being secured).

7.147 It should be noted that during the course of the RM submission, Slough Borough Council's Special Projects Officer has provided Natural England with an update on the current status of the Strategic Mitigation Strategy which has evolved following the submission of the outline planning application. The additional information provided by SBC is summarised below:

- SBC has consented approx. 2713 new dwellings, through granting planning permission or prior approval (the list of approvals has been sent to Natural England in March 2026).

- 365 of these dwellings must be deducted as it is understood that these permissions will not be implemented.
- SBC considers any further planning permissions for the sites omitted could enable contributions to be determined for other mitigation which would be agreed with Natural England as part of the determination of these applications.
- The balance of permitted housing developments within Slough is calculated to be **2,348 new homes**.
- The Mitigation Strategy for enhancement to Upton Court Park allocates contributions for up to **2,405 dwellings**

7.148 As can be seen from the current number of approved dwellings with extant or implementable planning permissions (2,348 dwellings which includes up to 1,600 homes from the Slough Central planning permission), there is sufficient capacity left to support the Upton Court Park enhancement scheme (which is agreed to allocate contributions for up to 2,405 dwellings). It must be noted that only 359 homes can be accounted for under the RM submission, but this would still leave ample scope to secure contributions from other developments in Slough (within the capacity of the Upton Court Park enhancement scheme) in addition to future phases of the Slough Central development.

7.149 In summary, it is considered that the LPA has considered the potential significant effects of the development (in accordance with the Conservation of Habitats and Species Regulations 2017 ('The Habitats Regulations')) and has provided (to Natural England) an update on the status of the Strategic Mitigation Strategy in accordance with the latest representations. Subject to the contributions secured under the s106 agreement pursuant to the outline planning permission, the adverse impacts on Burnham Beeches SAC will be suitably minimised.

Crime Prevention

7.150 Paragraph 96 of the NPPF sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which: Promote social interaction, including opportunities for meetings between people who might not otherwise come into contact which each other are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion - for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. These objectives are consistent with Core Strategy Policies 8 and 12, and Local Plan Policy EN5.

7.151 The Crime Prevention Design Advisor has raised a number of design issues throughout the course of the reserved matters. The latest formal comments are set out in the consultation response summary. However, since these were received, further dialogue between the LPA, applicant and Design Advisor has taken place.

7.152 The proposals have been revised to address comments made by the CPDA. The recessed areas have been minimised and the gateway into the Block A courtyard has been confirmed to be managed (with the Station Walk archway filled in to provide additional commercial floorspace within the previous void space under the arch). The applicant has agreed to accept a planning condition which requires the details of the ground floor residential amenity area to be submitted for approval, which will include a detailed floorplan and confirmation of any openings onto McKenzie Street and Church Walk will be emergency only within the ground floor facade. The outline permission includes conditions 28 (Secure by Design compliance plus details of CCTV), 31 (Landscape) and 32 (Lighting) which will contain further crime prevention and security details to be approved prior to occupation. It is recommended a new condition is imposed which requires details of Hostile Vehicle Mitigations to be submitted for approval.

- 7.153 The CPDA acknowledges that the potential closure/stopping up of Mckenzie Street to the west of Block I could be secured by an appropriate access strategy which will involve SBC owned and third-party land. The CPDA considers this should be resolved asap to ensure that there is a strategy in place for securing this part of the site. The access strategy is secured as a planning obligation as detailed further in the heads of terms.
- 7.154 There remains a difference of view between the CPDA and the applicant on the entry system for the residential units. The CPDA advises compartmentalisation with a fob entry system enabling residents access to the apartment and floor, and amenity space level only. The applicant is proposing a meet and greet system which is common in other high-density schemes managed by the applicant, including the Horlicks Development in Slough and the Reading Riverworks scheme (both town centre sites). In addition to the meet and greet system, the development includes a concierge to manage on site deliveries to the residential uses which provides an extra layer of security. CCTV is to be provided across the site, including during construction. The CPDA recommends a further condition which confirms the final details of the access and security scheme and for this to be submitted and approved at an early stage (before commencement or before substantial works are started on the building above ground). It is recognised that Slough Town Centre suffers from blight from crime and anti-social behaviour and so enabling a stronger security and access scheme is justifiable.
- 7.155 Notwithstanding this, the outline permission includes condition 28 which requires: *No Phase or Sub-Phase 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 the principles of Secured by Design for that Phase or Sub-Phase, including details of any proposed CCTV equipment. The approved security measures shall be implemented, maintained and retained thereafter.*
- 7.156 The CPDA has raised concern that the requirement to discharge this condition is too late in the process and will limit possible layout modifications. Officers recommend that a further condition is not justified as the requirement is already covered by the outline condition which requires principles of Secure by Design to be enshrined in the development. It is also noted that the Fire Safety Act has introduced early resolution of fire safety provisions as part of development process, which results in layouts being fixed to enable building regulation compliance. Further changes to layouts could require triggering additional fire safety checks through the Gateway processes and this could lead to substantial delays in the planning and design processes. Officers consider that further delays to the regeneration of the town centre should be prevented, and therefore it is considered unnecessary to impose further constraints or conditions. Officers consider the applicant should continue to engage positively with the CPDA as part of the discharge of condition 28 and an informative will be added to the RM decision which advises that further consultation with the CPDA should be carried out in preparation for the Phase 1A strategy in order to overcome residual concerns and enable a suitable scheme for this important town centre site.
- 7.157 It is considered that the raft of measures will broadly address the objections raised by the CPDA and will enable the proposals to comply with Policy EN5 of the Local Plan, Policies 8 and 12 of the Core Strategy and NPPF para 96.

Amenity Considerations

- 7.158 Whilst there are no specific local planning policies published by Slough Council in relation to daylight and sunlight, more generally, 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.

- 7.159 NPPF Para. 130. c) 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).
- 7.160 The applicant has submitted a daylight and sunlight report (in accordance with the BRE Guide) which considers the effect of the revised scheme proposal for Blocks 'A', 'H' & 'I' (representing Phase 1A), along with that of the remainder of the Queensmere masterplan (labelled in the Report as Phase 1) development. The report considers the maximum parameter massing (as per the approved Regulatory Plan), upon the daylight and sunlight to neighbouring properties (i.e. the combined effect of Phase 1A and remainder of development massing). The report also considers the cumulative effect from other to- be constructed developments which are adjacent to the development site.

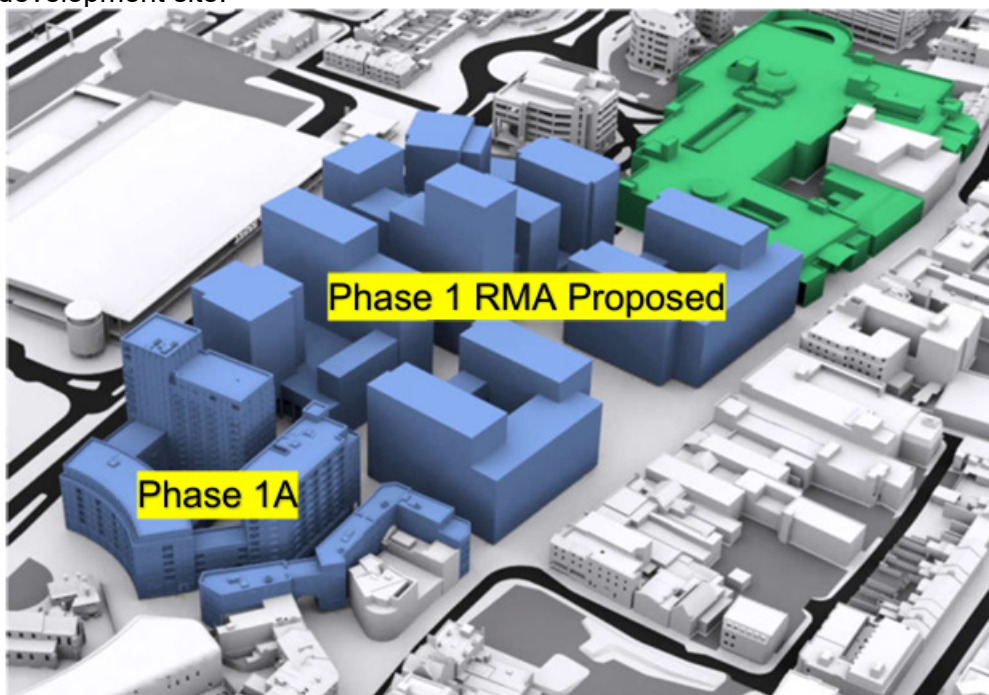


Image No. 3 - Proposed – Phase 1A (within Phase 1)

- 7.161 The effect of the proposal upon daylight and sunlight within the following neighbouring properties has been considered in the BRE Report.

Broadly North-east of site: Wellesley Road: Nos. 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24, 26, 30, 32, 34, 36, 38, 40, 42 & 44 Wellesley Path: No. 201, 203, 205, 207, 209, 211, 213 & 215 Stratfield Road: Nos. 30, 32, 34, 36, 79, 81, 83, 85, 87, 89, Apsley House

Broadly East of site: Verona Apartments, 50 Wellington Street

Broadly South (including south-east) of site: High Street: Nos. 146-148, 150-152, 186-188, 190-192, 198, 210-216, 218-220, 222 224, 226, 228, 230-232, 238-244, 258-268 (& Warbler House 3 The Grove), 261-263, 265-267, 269-271, 270-272, 273-275, 281 Church Street: Nos. 1 & 7-9 Herschel Street: Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 14, 15, 55 (Aspire) Buckingham Gardens: No. 1 Nova Court Alpha Street: No. 2a The Grove: Pechiney House

Broadly West (including south-west) of site: High Street: Nos. 92, 98, 100, 102-110 (The Village Centre), 113, 115, 117-119, 118 120, 125, 127, William Street: The Prudential Buildings, Nos. 3-5 Moxy, No. 1 Novus Apartments Buckingham Gardens: Brisbane Court Windsor Road: Landmark Place.

Daylight: (Vertical Sky Component & Daylight Distribution Tests)

- 7.162 For daylight VSC on a window room-weighted basis, 1,175 No. out of 1,193 No. (98.5%) habitable rooms for neighbouring applicable properties surrounding the site would meet BRE Guide default target criteria in terms of reductions.
- 7.163 For daylight distribution, 1,173 No. out of 1,193 No. (98.3%) habitable rooms for neighbouring applicable properties surrounding the site would meet BRE Guide default target criteria in terms of reductions.
- 7.164 The reductions of daylight to a significant number of existing neighbouring properties, meet the BRE Guide default target criteria and are considered a similar outcome to the extant outline consent. The BRE report highlights that the impacts recorded at Nos. 146-148, 150-152 & 186-188 High Street properties arise principally from the massing of the wider development beyond Phase 1A, as opposed to Phase 1A itself.
- 7.165 Where there are isolated transgressions to BRE Guide default target criteria, these relate in some instances, to habitable rooms which are more susceptible to changes such as single-aspect deep rooms or to bedrooms which the BRE Guide recognises are less important for daylight distribution. Officers consider that the overall level of daylight impact to be acceptable. It is recognised that the redevelopment of the site is within a central urban context and that the NPPF requires efficient use of land which could be achieved through greater densities. This will often result in the likelihood of some transgressions to BRE Guide default target criteria. In any case, the extent of such transgressions is isolated (almost all reductions meet BRE Guide default criteria).

Sunlight (Annual Probable Sunlight Hours (APSH))

- 7.166 The Sunlight Report considers Annual Probable Sunlight Hours (APSH) and winter hours, for all habitable rooms (within existing neighbouring dwellings), served by windows within applicable orientation for consideration i.e. facing within 90° of south. The report confirms that for all habitable rooms analysed, where reductions are applicable in APSH and also for winter hours, BRE Guide default target criteria is met. As such, the impacts are considered acceptable in line with the BRE guidance.

Sunlight to Amenity Areas

- 7.167 The BRE report considers the impact on the surrounding amenity areas;

Wellesley Road: Nos. 2, 4, 6, 8, 10, 18, 20, 22, 24, 26, 30, 32, 34, 36, 38, 40, 42, 44
Wellesley Path: Nos. 201, 203, 205, 207, 209, 211, 213, 215 Stratfield Road: Nos. 30, 32, 34, 36, 79, 81, 83, 85, 87, 89 and Apsley House (2 amenity areas for the latter).
St Ethelbert's Church, Wellington Street

- 7.168 For sunlight availability to neighbouring amenity areas for all external amenity areas considered, these would meet BRE Guide default target for any applicable reductions with one isolated exception relating to the rear garden external amenity serving St Ethelbert's Church and Presbytery. When considered together with the connected eastern forecourt to St Ethelbert's Church, as an overall composite external space, the combined area meets the BRE target for sunlight availability (amenity area ref. A1-A&B).
- 7.169 The sunlight analysis demonstrates that phase 1A will have no unacceptable impact on sunlight to internal or external neighbouring properties.

Cumulative Impacts

- 7.170 The effect of the application proposal has been considered upon the consented but not yet built residential schemes at Buckingham Gateway (132–144 High Street), 204–206 High Street, and Landmark Place (Windsor Road), all located south of the site. The analysis review has been undertaken on the same BRE Guide methodology basis as for existing properties i.e. assuming such consented schemes are existing / built-out prior to development at The Queensmere Shopping Centre.
- 7.171 From this supplementary analysis review, reductions in daylight and sunlight to consented Nos. 204–206 High Street and Landmark Place meet BRE Guide default target criteria. For Buckingham Gateway, all reductions in VSC and sunlight meet BRE default targets when due inclusion of the theoretical ‘without balcony’ analysis is considered (due to some inherent sensitivity resulting from balcony soffits above windows of these consented schemes). Daylight distribution is also meeting the BRE criteria excepting for a number of single-aspect, particularly deep rooms (11 No. bedrooms and 16 No. living rooms). It is evident that the inherent internal layout and, for living rooms, additional sensitivity due to inset balconies, is a factor in the outcome of the analysis in this instance.
- 7.172 The analysis of the above should be considered in the context that these schemes may not be built out. Furthermore, the taller elements of Phase 1A (Block A) is located further away from the nearest affected potential developments so it is more likely that the subsequent phases will have a greater impact than Phase 1A. As such, it is considered that the proposed Phase 1A development is not going to prejudice daylight or sunlight conditions within potentially emerging developments, whatever form they may emerge.
- 7.173 The sunlight and daylight assessment has been reviewed by the BRE and a detailed set of comments have been provided. The BRE consider the assessments and conclusions to be generally reasonable and the methodologies used are in line with those given in the BRE Guide. It is considered that the proposed phase 1A development does not result in significant adverse impacts on daylight and sunlight levels to existing (or proposed) residential units in neighbouring properties.

Planning Obligations

- 7.152 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.
- 7.153 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) in the outline and RM submission. It is agreed that the following obligations would form part of a suitable legal Agreement (either as a Deed of Variation of the existing s106 agreement or a Supplemental Deed). These obligations are required as a result of the changes to the Delivery and Servicing Strategy which has evolved from the outline scheme, and must be secured in order for the development to be acceptable in planning terms.
- 7.154 The obligations are 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 (RM) development acceptable in planning terms;
 - (b) directly related to the (RM) development; and
 - (c) fairly and reasonably related in scale and kind to the (RM) development

- 7.155 The following obligations are proposed:

- £25,000 Developer contribution towards the costs of providing an upgraded camera and upgrades to the management system, including the provision of a tablet, to meet the requirements of the management system for servicing and delivery vehicles.
- Commitment from the Developer to maintain the tablet for the booking in of vehicles and carry out all necessary repairs in the event of any damage or loss.
- £10,000 Developer contribution towards the Traffic Regulation Order (TRO) required to amend the existing signage and lining to accommodate the service and delivery vehicle access from High Street.
- Amendment to the definition of Highways Works in Schedule 14 of the s106 Agreement to include reference to widening the scope of the s278 agreement works to include details of the loading bay on the High Street and any required TRO amendments.
- Submission and approval of an access strategy which details the potential stopping up of Mckenzie Street and the future access provisions to the adjoining properties on Mckenzie Street, including the Curve.

8.0 Conditions

- 8.1 The applicant has submitted a range of planning conditions for discharge in connection with Phase 1A, pursuant to the outline planning permission. The conditions are worded to permit development within Phase 1A, provided they comply with the site wide strategies. The details were submitted with the RM application to enable the development to commence at the earliest opportunity.
- 8.2 The following conditions are submitted for discharging in connection with the reserved matters. The Committee resolution does not seek authority to approve these as they can be determined under delegated authority in accordance with the Council's constitution. Nonetheless, for completeness, officers have set out a summary of the details and recommend where conditions can be discharged or not.

Condition 13 (Energy and Sustainability Strategy)

Condition 13 states:

Prior to commencement of development (excluding any demolition), an 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 Phase or Sub-Phase 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.

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 and to ensure compliance with the Environmental Statement.

- 8.3 The applicant has submitted a Revised Phase 1A Energy and Sustainability Strategy for the Queensmere development following initial comments provided by the LPA. The energy strategy confirms that the Phase 1A development will deliver an overall 66%

reduction in CO₂ emissions beyond the Part L 2021 baseline, going significantly beyond the minimum 19% reduction sought by Condition 13.

The strategy comprises:

- Energy demands are to be reduced substantially through low elemental U-values, triple-glazing, a high standard of air tightness, and MVHR throughout;
- As hot water usage will represent the lead residential energy demand, all homes will generate hot water via Exhaust Air Source Heat Pump (EAHP) cylinders within the dwelling.
- Non-residential spaces will generate heating/cooling locally using separate ASHPs.

- 8.4 The renewable generation components of the above strategy will represent CO₂ reductions of 20% and 35%, for the residential and non-residential areas respectively. This goes beyond the targeted 10% for the site for the Phase 1 RMA area.
- 8.5 The Revised Energy Strategy maintains that Exhaust Air Heat Pumps are the most appropriate method for heating and cooling at this time, and that these measures demonstrate an annual reduction of CO₂ emissions which better the standard set by the condition.
- 8.6 The Strategy has given further consideration is given to alternative strategies. This includes Slough's multifuel network and the potential future heat networks Slough are currently considering. The applicant's strategy promotes Exhaust Air Heat Pumps which they consider are space-efficient and they avoid the need for a central energy centre, rooftop plant, or communal pipework which add significant costs. The applicant considers that this system offers to customers certainty, competitive energy costs and improved efficiency by eliminating heat losses and keeping all services within individual dwellings.
- 8.7 Slough's long-term ambition is for a town wide district heat network. However, for the wider Queensmere site to be future proofed to enable a future connection, the applicant considers more space (within the development) is required to deliver an onsite district heat system. The applicant has opted not to proceed with future proofing the design of Phase A to accommodate the district system and has not prepared the revised site wide masterplan to accommodate additional space at this stage. In addition, the applicant has queried the lack of detail about the system being put forward and that this carries risk to customers potentially being left without a guaranteed or reliable heat source.
- 8.8 The applicant has advanced the argument that the programme for planning, building regulations, procurement and construction means that over 80% of the dwellings will need to have a finalised brief by September 2028. The applicant considers that this aligns with the point at which Slough would be seeking to secure funding for the wider network, at which stage detailed proposals for the heat network, and any potential connections to surrounding developments, are unlikely to be fully defined. As a result, the applicant considers that a detailed design for a heat network connection would only be feasible for the remaining c.20% of the development. The applicant queries whether this limited connection would be efficient in operational terms or viable from a development perspective, and whether it would deliver any meaningful benefit to the wider network.
- 8.9 The applicant has indicated that they are open to reviewing an alternative energy strategy at a later stage subject to viability and once detailed proposals for SBC's heat network are available and there is sufficient certainty over heat supply for occupiers.

- 8.10 With regards to phase A, the Council's Environmental Quality Manager states that a centralised block by block heating and cooling strategy will not meet future home standards for the first phase of the development and will not be future proofed for a heat network. The proposals are to maintain a centralised heat/cooling block strategy through all phases of the Queensmere development, that will take the build up to 2040. The rationale is around firming design, reducing cost, derisking their strategy, and reducing consumer risk relating to heat network connections. This strategy does not fully align with the Council's emerging strategies.
- 8.11 SBCs position is to promote a heat network vision for Slough, with proposals to set up a heat zone. SBC's EQ Manager does not support the applicant's current approach (to the wider site) as it could prohibit the town centre heat network opportunity. The Council's EQ manager considers that the Queensmere site is integral to the commerciality of a Slough Heat Network seeking Government support to set up a heat network zone and procuring a heat network team to undertake this work.
- 8.12 In respect of phase A, the principle of first phase, the EQ Manager considers it would be unreasonable for Slough to stipulate future heat network proofing for the first 3 blocks in the development, and so there is no objection to the reserved matters on this basis.
- 8.13 Officers consider that the proposed energy strategy (for Phase A) will comply with the requirements set out in the condition and the policy tests are met with regards to demonstrating that the development has secured appropriate detail of how low carbon energy sources will be utilised to meet the current Part L Building Regulation requirement and will exceed the regulated carbon reduction target of 10% from on-site renewable energy sources.
- 8.14 The details submitted are satisfactory to meet the requirements of condition 13 for Phase A and can be discharged.
- 8.15 Notwithstanding the above, it is a concern that the later phases of the development are not currently being designed to support the Council's longer-term plans to develop a heat network. The EQ Manager does not at this time support the applicant's energy strategy for subsequent phases. Officers acknowledge the position of the EQ Manager, but as the proposed energy strategy is secured by condition, it can only be required to comply with the relevant planning policy at the time of issuing outline planning approval, not potential future policy direction.
- 8.16 As Slough 's intentions are to set up as a zone co-ordinating authority, designating heat network zones around the town centre, and prepare a heat network prospectus to attract external investment, this could form part of a future planning policy which could be applied to all new development. It cannot, unfortunately be applied to the current submission of details under condition 13 pursuant to outline planning permission for the redevelopment of the Queensmere shopping centre.

Condition 14 (Delivery and Servicing Strategy)

Condition 14 states:

No development shall commence (excluding any demolition) until a Site Wide Strategy for Delivery and Servicing has been submitted to and approved by 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. The approved measures shall be implemented and thereafter retained for the lifetime of the development.

Prior to the commencement of development works (excluding demolition) within any Phase or Sub-Phase, a detailed Delivery and Servicing Plan for that Phase or Sub-Phase shall be submitted to and approved in writing by the Local Planning Authority. 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 servicing and deliveries 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 and to ensure compliance with the Environmental Statement.

- 8.17 As noted earlier in this report, a Service and Delivery Plan for Phase A has been submitted as part of the application information and has been reviewed in detail by the LHA. Discussions between the applicant and the LHA have been ongoing through the application process to agree suitable arrangements to agree a suitable strategy to control the movement of delivery and servicing vehicles through the bus gate on the High Street in order to access the site. These details have been agreed, and suitable developer contributions will be secured through a S106 Agreement to fund the measures required to manage the agreed strategy.
- 8.18 Subject to the applicant agreeing the contributions, officers consider the submitted details to be acceptable and the requirements of the Condition to be satisfied.

Condition 17 (Details of Access)

Condition 17 states:

- 8.19 *Full details of the design, siting and layout of all new and modified accesses to each Phase or Sub-Phase, or relevant part thereof, including access for pedestrians and cyclists, visibility splays and a programme for their provision within that Phase or Sub-Phase shall be included within the respective reserved matters applications in respect of that Phase or Sub-Phase. The development 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 and to ensure compliance with the Environmental Statement.

- 8.20 Details of access to the Phase A site for vehicles, pedestrians and cyclists have been fully considered in the TAA. Drawings O499-EVO02-SW-XX-DER-D-005-001 and 002, both at Rev P03, appended to the TAA, show the pedestrian and cycle connections into the site from the existing provision on the surrounding highway network and show the routes through the site.
- 8.21 The vehicle access into the site leading from the High Street is shown on drawing O499-EVO02-ZZ-00-DR-D-880-005 Rev P03. This plan shows visibility splays at the High Street junction and at junctions within the site, carriageway and footway widths, with the emergency access points from Wellington Street also shown. Vehicle tracking is shown on drawings EVO02-ZZ-00-DR-D-880-002 Rev P03 and EVO02-ZZ-00-DR-D-880-003 Rev P03, which demonstrate a 12m rigid vehicle and a 10.2m refuse vehicle accessing the site via the access junction from the High Street and turning

within the site to exist in a forward gear. Drawing EVO02-ZZ-00-DR-D-880-004 Rev P03 shows the tracking of a Fire Tender accessing and egressing the site from the access junction on the High Street and both the emergency access points on Wellington Street, as well as tracking along the routes for emergency vehicles through the site, which are shown to adequately accommodate the vehicles.

- 8.22 The details provided are acceptable to the LHA and therefore the requirements of this Condition 17 in relation to Phase A are considered to be satisfied.

Condition 18 (Inclusive Access)

Condition 18 states:

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 in respect of each Phase or Sub-Phase, or relevant part thereof, shall be included within the respective reserved matters applications or that Phase or Sub-Phase. The development shall be carried out in accordance with the approved details prior to first occupation of the relevant Phase or Sub-Phase 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, and to ensure compliance with the Environmental Statement.

- 8.23 The proposed development provides 2 accessible bays within the Phase A loading area adjacent to the Curve in McKenzie Square. There are no other details necessary to discharge this condition which relates to the future design of parking areas within the development, in the blocks. The condition is discharged in connection with Phase A.

Condition 30 (Detailed Drawings)

Condition 30 states:

As part of or alongside the submission of any Reserved Matters application detailed drawings, sections and plans at a scale of 1:200 of the building facades along with bay studies at a scale of no less than 1:50 in respect of each Phase or Sub-Phase of development shall be submitted to the Local Planning Authority for approval in writing. The development shall be carried out in accordance with the approved details.

Reason: To ensure the detailed design and appearance of the buildings are of a good quality 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 and the National Model Design Code.

- 8.24 The applicant has submitted elevations, plans and sections of all Blocks at a scale of 1:200 in addition to detailed 1:50 bay studies and 3D/Axonometric bay studies. The details have been reviewed by the Council's Urban Design Officer and amendments have been secured to the facades at the rooftop of Blocks A1 and A3 (the metal coping and stretcher course) and the facades to building A3 (the stretcher course brick pilasters to the projecting element). The amended detailing has resulted in further depth, articulation and detailing in the facades which has been imbedded into the

designs. The resulting architecture is of a high standard and the details provided comply with the requirements set out in the condition.



8.25 The details are considered to be acceptable, and the condition can be discharged.

Condition 41 (Sustainable Urban Drainage (SUDs) Systems)

Alongside each reserved matters application for any Phase or Sub-Phase, a detailed surface water drainage scheme which demonstrates how the Development accords with the relevant approved site wide surface water drainage scheme, 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 Phase or Sub-Phase*
- 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 unviable, the applicant shall demonstrate that an alternative means of surface water disposal is practicable subject to the drainage hierarchy as outlined in CIRIA SuDS Manual.*
- 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 Phase or Sub-Phase shall subsequently be implemented in accordance with the approved details before development within the relevant Phase or Sub-Phase is completed and shall be permanently retained thereafter.

Reason: To ensure that a sustainable drainage strategy has been agreed in accordance with Paragraph 163 of the National Planning Policy Framework to ensure that there is a satisfactory solution to managing flood risk.

- 8.26 The approved drainage strategy for Outline planning permission previously used provided a 50% reduction in discharge rate for the 1-year and 100-year + 40%CC storm events, utilising a number of attenuation storage tanks and flow control devices. Following subsequent discussions with Thames Water regarding the acceptable maximum discharge rate that can be accommodated within the existing public sewer, Thames Water advised the discharge rate should be reduced further to achieve their requirements for the proposed development. Thames Water advised that the maximum flow rate that can be accommodated for the Phase 1 and Phase 2/3 connections would be 145l/s and 115l/s respectively.
- 8.27 The surface water flows from site will be restricted with a ~75% reduction in discharge rate for the 1 in 100-year + 40%CC storm event as compared to existing. Surface water attenuation will be provided onsite using underground tanks. Based on the latest Thames Water discharge requirements the total storage within attenuation tanks has risen from 832m³ to 1214m³, representing an increase of 382m³. The Council's Drainage Engineer has reviewed and provided comments on the updated drainage scheme.
- 8.28 The Surface Water drainage design strategy poses no risk of flooding to buildings for the 1 in 100 year + 40% CC allowance storm event. Minor overland flooding, from a small number of manholes, will be contained around soft landscaping or downstream gullies, which will eventually drain into the onsite sewers. The proposed design provides more attenuation storage across the site, which is intended to reduce flooding, and reduce the impact on the existing public sewer.
- 8.29 The revised Surface Water Drainage Strategy (for the whole site including the RM) has been reviewed by the Council's Drainage Engineer as the LLFA who raise no objections. The condition can therefore be fully discharged.

Condition 42 (Car Parking Provision)

No development within a Phase or Sub-Phase shall commence (excluding any demolition) until the Local Planning Authority has approved a programme of car parking provision for that Phase or Sub-Phase including, where applicable:

- *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;*
- *Vertical clearance heights;*
- *Layout and operation of car parks;*
- *Details of the ventilation of any basement or below ground car parking.*

The approved measures shall be fully implemented prior to occupation of the relevant Phase or Sub-Phase and thereafter retained.

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 car parking maximum ratios excludes the 16 rapid charger and any car club spaces. The resident spaces across the Site shall include a minimum of 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 up to 7kW 30amp single phase. 5% of all car spaces shall be designed to wheelchair accessible standards.

Reason: To ensure sufficient car parking is provided for each Phase or Sub-Phase of development, 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.

- 8.30 The overall level of car parking proposed at Outline stage was considered to be in accordance with Slough's adopted Car Parking Standard in Developer Guide 3, and allowed a maximum of 685 spaces across the development.
- 8.31 Condition 42 requires the details of the proposed car parking for each phase or sub-phase of development. Within Phase A, the on-site car parking provision is limited to 2 no. blue badge spaces and 1 no. EV Car Club Space which will be provided to the west of the Site adjacent to Block I within Mackenzie Square, with disabled access to Block A and a lift immediately north of these spaces. Vehicle access and egress will be taken to the south via the High Street, with a route demarcated over the shared surface between Mackenzie Square and the High Street. No further car parking is proposed within the Phase A plans.
- 8.32 Residents (who own cars) within the first phase will be provided with temporary parking at the Observatory Shopping Centre, at a ratio of 0.3 spaces per dwelling in line with the quantum secured through Condition 42 of the Outline permission. This equates to 104 temporarily allocated parking for Phase A residents. Once car parks associated with future phases have been constructed, residents' parking permits will be transferred to these facilities. The final, permanent car parking arrangement will be confirmed as part of the Car Park Management Plan for the site, however, is anticipated to comprise a combination of surface parking and undercroft spaces and permanent spaces within the Observatory Shopping Centre. Given this is the first phase of development, and future phases are yet to be planned, it is not possible to provide a detailed programme of the phased allocation of car parking spaces across the site.
- 8.33 No car parking spaces are proposed for visitors as part of Phase A, with visitors expected to use public car parks within the vicinity.
- 8.34 The outline planning permission requires a minimum of 20% active and 80% passive provision for eV. This equates to 21 being equipped with active EV, and 83 provided with passive provision, this will be delivered through future, and the location of these spaces for Phase A will be confirmed at the time of the associated Phase RM application.
- 8.35 Capacity studies carried out by the applicant (and site owner) have demonstrated that since the closure of the Queensmere Shopping Centre Car in June 2025, on no occasion has there been fewer than 478 spaces available in the observatory car park. There is therefore sufficient capacity to accommodate the 104 temporarily allocated parking for Phase A residents.

- 8.36 The pre-existing arrangement for retail and commercial units in the town centre will continue to be through the use of existing public car parks and drop off points, or via public transport. Additional disabled parking will be provided as part of future phases of the development and will ensure that 5% of all car spaces provided for the Site are designed to wheelchair accessible standards.
- 8.37 At this stage, and in respect of Phase A, as there is no on-site car parking within this phase, it is not necessary or possible to provide details of the pedestrian routes within the car parks; 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; vertical clearance heights; layout and operation of car parks; or details of the ventilation of any basement or below ground car parking. The details submitted with the application are acceptable and sufficient to discharge the condition.
- 8.38 The details provided are acceptable and therefore the requirements of Condition 42 in relation to Phase A are considered to be satisfied.

Condition 44 (Cycle Parking Facilities)

Prior to commencement of above ground floor level works within each Phase or Sub-Phase details of cycle parking including specifications of the cycle parking racks and storage facilities for that Phase or Sub-Phase shall be submitted and approved in writing by the Local Planning Authority. One cycle space per 125m² is required for any Class E (office) floorspace. The cycle facilities shall be implemented prior to the occupation of the relevant Phase or Sub-Phase 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

- 8.39 Communal cycle parking is provided in several secure stores across the ground floor. 1 space 1 space per dwelling is provided, in line with the requirements of the Outline consent and the requirements set out within SBC's Transport and Highways Guidance (2008).
- 8.40 31 spaces comprising cycle parking for commercial units and short stay residential parking will be provided on street. Accessible spaces will be provided as part of this on-street provision. The existing cycle parking at Mackenzie Street, comprising 14 Sheffield stands, will be re provided in the surrounding area in addition to the above.
- 8.41 The details of the cycle parking provisions are acceptable and are in accordance with the requirements of the condition. The condition can therefore be discharged accordingly in respect of Phase A.

Condition 45 (Proposed Sitewide Cycle Routes)

No development within a Phase or Sub-Phase 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 that Phase or Sub-Phase, 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.

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.

- 8.42 The proposed public realm comprising the footway, landscaped planters and bus stop provisions to the north of Blocks A1 and A2 on Wellington Street forms part of the wider emerging pedestrian and cycle environment for the wider development. The s106 Agreement pursuant to the outline planning permission requires that the applicant enters into a s278 highways works agreement to secure essential highways improvements to the public highways including the provision of a minimum 3.0m wide shared cycle/pedestrian path on Wellington Street and the consolidation of the crossings over Wellington Street.
- 8.43 Part of the s278 highways works area forms within the Phase A site area. The proposed landscape plans for this part of the site illustrate how the provisions of the s106 agreement are capable of being met with sufficient space provided for a 3.0m wide shared cycle/footway on Wellington Street.
- 8.44 Although the detailed s278 highways works plans remain pending, the detailed plans submitted with the RMA demonstrate how the provisions of the s106 could be met which facilitate the delivery of a cycleway on this part of the site.
- 8.45 There are no other designated cycle routes within the Phase A site.
- 8.46 The details submitted are sufficient to demonstrate compliance with the condition requirements. The condition can therefore be discharged.

Condition 47 (Vehicle Access)

Prior to commencement of development within each Phase or Sub-Phase (excluding any demolition), 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 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. The accesses, junctions and access control arrangements shall be implemented in full in accordance with the approved details, prior to first occupation of the relevant Phase or Sub-Phase and shall thereafter be permanently retained.

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.

- 8.47 The Phase A Highway Layout Drawing contained within Appendix D of the TAA shows that the access road junction onto the High Street will provide a 2.4m x 25m visibility splay to the west of its junction which is in accordance with current Manual for Street (MfS) guidance for the 20mph speed limit imposed on the High Street, and is therefore acceptable. It should be noted that the High Street is one-way in this location with vehicles travelling eastbound past this access road junction. Visibility at the remainder of the internal junctions on the route to the parking spaces has been provided based

on vehicle speeds of 10mph. When taking into account the design of the road layout and the environment within the site, it is considered that this level of visibility is appropriate.

- 8.48 The only other vehicle access is via the emergency access/egress at the northern end of Station Walk onto/from Wellington Street. It is proposed to use dropped kerbs at the northeast and northwest of the Phase A boundary to facilitate access from Wellington Street, with bollards permitting access to emergency vehicles only via Station Walk and Mackenzie Street when needed. Appendix D of the TAA contains swept path drawings showing an emergency vehicle passing along the routes highlighted above. The LHA has reviewed the details provided and the principle of what is shown is acceptable.
- 8.49 The condition can be discharged in connection with Phase A.

Condition 48 (Wind Microclimate Assessment and Mitigation Scheme)

Prior to commencement of works above ground level within each Phase or Sub-Phase, details of the microclimate mitigation measures that are necessary to provide an appropriate wind environment throughout and surrounding the development, within that Phase or Sub-Phase, with specific consideration of wind impacts on the public squares, parks and pedestrian routes, shall be submitted to and approved in writing by the Local Planning Authority. 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 Phase or Sub-Phase shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of Development within the relevant Phase or Sub-Phase. The Wind Microclimate Assessment of each Phase or Sub-Phase, shall take account of the phasing of the scheme and the impact of other Phases or Sub-Phases. The wind microclimate measures shall be implemented in accordance with the approved details prior to occupation of the relevant Phase or Sub-Phase and shall be permanently retained and maintained thereafter.

Reason: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with the National Planning Policy Framework.

- 8.50 The applicant has submitted a Wind Microclimate Report by RWDI which comprises a pedestrian level wind assessment of the proposed Queensmere and Observatory Shopping Centre Sites development. The report considers the details of mitigation measures and offers the following conclusions:
- 8.51 The meteorological data for the Site indicates prevailing winds blowing from the south-west throughout the year. There is a secondary wind from the north-east most common during the late spring season. Wind conditions in the surrounding area and site for the baseline scenario range from suitable for sitting to strolling use during the windiest season. Strong wind exceedances are not anticipated to occur.
- 8.52 With the introduction of Phase 1A, the RWDI report concludes that wind conditions would largely be suitable for the intended uses. Areas that would be too windy are situated around the south-east corner of the Tesco Store, at the entrance on the south-east corner of Phase 1A, at seating situated east of Phase 1A, at the private terrace of Phase 1A on the south-east corner, and at upper level balconies on the eastern and western façade of Phase 1A. Strong wind exceedances posing safety concerns would be anticipated to occur at the windy thoroughfare, terrace and balconies. The below plan (and key) illustrates the impact of Phase 1A in the windiest season. It is noted that comfort levels within the public realm (ground floor) within Phase 1A generally fall within sitting and standing categories (in the windiest season).



LEGEND:

LDDC COMFORT CATEGORIES:

Sitting	—	
Standing	—	
Strolling	—	
Walking	—	
Uncomfortable	—	

- 8.53 The inclusion of the full scheme (indicative massing) would result in areas that would be too windy situated around the south-west corner of the Tesco Store, at entrances to the Future Works Buildings 1 and 3 cumulative scheme, at seating situated east of Phase 1A, and at upper level balconies on the eastern and western façade of Phase 1A. Strong wind exceedances posing safety concerns would be anticipated to occur at the windy thoroughfare and balconies.
- 8.54 The report identifies that the majority of areas would have suitable wind conditions for the intended pedestrian uses. The RDWI report contains a series of diagrams which identifies where the windier conditions would occur.
- 8.55 In accordance with the requirements of the condition, mitigation measures (within Phase 1A) are proposed at Thoroughfares, Entrances, Ground Level Amenity, Upper Levels and Balconies. The upper level balconies on Phase 1A would be windier than suitable, and anticipated to have strong wind exceedance. Mitigation in the form of increasing the balustrade height to 1.5m, or alternatively having a 2m tall side screen would be expected to improve wind conditions. The detailed designs are not set out in the microclimate report, but these can be secured as conditions.
- 8.56 Ground level seating east of Phase 1A would be windier than suitable. The inclusion of the outline components would improve conditions at some of the seating areas, however there would be some on the eastern side that remain windy. The inclusion of the proposed landscaping scheme, which features trees along the eastern side would be expected to improve wind conditions at these seating areas. Seating south along the High Street would have standing conditions, one category too windy in the future development scenario. However, there are existing trees nearby the seating provisions which would be expected to provide localised shelter such that mitigation measures would not be required.
- 8.57 The private terrace of Phase 1A at the south-eastern corner would be expected to be windier than suitable in the interim phase (without future phases in-situ), and anticipated to have strong wind exceedances. Mitigation in the form of implementing screens 2m tall and 50% porous around the corner and increasing the balustrade height along the edge to 1.5m (solid) would be expected to improve wind conditions.
- 8.58 WSP have been commissioned by Slough Borough Council to undertake a review of the “Pedestrian Level Wind Microclimate Assessment” and its appendices prepared by RWDI for the Proposed Development. WSP have reviewed the technical adequacy of the RWDI assessment.

- 8.59 Overall, WSP advise that the report is well structured and (after the provision of additional information) contains the relevant elements expected within a wind microclimate assessment. The assessment follows the required methodology and is in adherence to industry best practice guidelines. The conclusions are reasonable and plausible. The requirements of condition 48 have been met in respect of Phase 1A although it is recommended that a further condition is secured which details the location and designs of the side screens and increased balustrade heights in accordance with the recommendations of the RWDI report.

Condition 49 (Internal Noise):

Internal noise levels shall not exceed recommended noise levels of 30dB in bedrooms at night and 35dB in living rooms during the day. 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.

- 8.60 In respect of condition 49 the noise assessment provides information on the monitored noise levels resulting from external noise sources and provides calculations in Appendix 3 which show the acoustic performance of the glazing and ventilation required to meet internal noise level criteria, with the sound pressure level resulting from application of this mitigation provided. The Councils Environmental Quality Officer advises that the noise levels experienced in external amenity spaces has been determined via noise modelling, which demonstrates that the noise level criteria will be met. As both of these aspects have been addressed in the assessment, this condition can be discharged in respect to Phase A of the development.

Condition 55 (Fire Statements)

- 8.61 Condition 55 states:

A detailed fire strategy shall be submitted to and approved in writing by the Local Planning Authority, alongside the submission of each Reserved Matters application. 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 and/or the relevant British Standards 9991 (as subsequently amended). Thereafter, the development shall be carried out in accordance with the approved fire strategy.

Reason: To ensure that the Development contributes to the minimisation of potential fire risk in accordance with National Planning Policy Framework.

- 8.62 A Fire Safety Strategy prepared by Totus Digital accompanies the application which demonstrates that fire safety measures have been incorporated into the detailed design of the buildings, including ancillary areas, in order to meet the relevant Building Regulations. The Fire Safety Strategy addresses means of warning and escape; methods used to minimise fire spread; provision of access and facilities for the fire service; demonstrating that the proposals proactively integrates best practice fire safety standards and statutory compliance to ensure the proposed development is safe and resilient to fire.
- 8.63 The Fire Statement prepared by Totus Digital has been updated to reflect the introduction of additional storeys and dwellings within Core A2, as well as the revisions

at ground floor level. The updated dwelling numbers and storey heights are outlined in the report. In relation to Core A2, two stair cores will be provided; however, the repositioning of the secondary stair has resulted in an increase in travel distances from certain apartment entrance doors. As confirmed in the report, the risks associated with these extended travel distances are appropriately mitigated through the inclusion of domestic sprinkler systems and mechanical smoke ventilation.

- 8.64 The HSE Gateway One have provided a formal response to the RM submission and raise no objection to the proposals.
- 8.65 The requirements of the condition have been met in respect of Phase 1A and the condition can be discharged accordingly.

Condition 56 (Wheelchair User Dwellings).

- 8.66 Condition 56 states:

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) (2)(a) as Wheelchair Adaptable Dwellings. The Wheelchair Adaptable Homes shall be shown on the submitted plans for each reserved matters application to which they relate 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.

- 8.67 This condition was recommended to enable the 5% provision to be secured in all blocks to avoid a shortfall at any stage in the construction and implementation. 17 x M4(3) homes will be provided in phase 1A, equivalent to 5%, in accordance with these requirements. In addition, all homes are designed to meet the requirements of Building Regulations Approved Document M4(1), ensuring step-free access and inclusive design principles throughout.
- 8.68 The proposed development would meet the requirements of the condition which can be discharged.

Further Conditions to be discharged at a later date:

- 8.69 The applicant has submitted details to partially discharge Condition 31 (Hard and Soft Landscaping & Wayfinding), Condition 34 (Noise Assessment and Mitigation Report) and 50 (Plant and External Noise).
- 8.70 In respect of Condition 31, the applicant has provided some details of the hard landscaping and has identified the external ground materials in accordance with part (b) of the condition which can be discharged. Further details are required to fully discharge the condition in regard to Phase 1A.
- 8.71 In respect of condition 34 and 50, further details are required to enable the conditions to be fully discharged in connection with Phase 1A. The Council's EQO recommends that these conditions cannot yet be discharged, until further information and details are known by the applicant.

9.0 Neighbour Representations

9.1 Officers have carefully read and considered the third-party representations including all statutory and non-statutory consultees. The material planning considerations raised have been addressed within the relevant sections of this report within the Officer's assessment.

10. Equality Impacts

10.1 Throughout this report, due consideration has been given to the potential impacts of development, upon individuals either residing in the development, or visiting the development, or whom are providing services in support of the development. Under the Council's statutory duty of care, the local authority has given due regard for the needs of all individuals including those with protected characteristics as defined in the 2010 Equality Act (eg: age (including children and young people), disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). In particular, regard has been had with regards to the need to meet these three tests:

- Remove or minimise disadvantages suffered by people due to their protected characteristics;
- Take steps to meet the needs of people with certain protected characteristics; and;
- Encourage people with protected characteristics to participate in public life (et al).

10.2 The proposal would provide 359 private dwellings. The proposals include 5% wheelchair accessible apartments designed to M4(3) standards. Level access to all residential units and commercial units is considered appropriate and it is noted that there are 2no. accessible parking spaces provided within the site.

10.3 EQiA with outline application contains a detailed assessment of the whole development including the part of the site subject to the RM submission, upon individuals with the protected characteristics.

10.4 With regards to the first phase of development (Phase 1A), the proposed development has been designed to be fully inclusive (to all users) as noted in the report, and will comply with the requirements of the outline planning permission with regards to providing inclusive access, level threshold access to all buildings and some provision of parking for blue badge holders on-site. 5% of the homes are designed to accommodate wheelchair users at M4(3) compliance.

10.5 There will be positive impacts on some individuals (with protected characteristics), notably accessibility improvements to the site which will provide a new north-south connection to Wellington Street and the High Street. The provision of a town square and other areas of public realm have been designed with all user groups in mind.

10.6 There will be positive impacts on the provision of housing given 5% of the apartments are designed to provide accommodation for mobility impaired residents. The provision of new modern retail and commercial uses (all fully accessible) will be a further positive impact for individuals with protected characteristics seeking a better choice of local and town centre facilities. The design of Phase 1 enables a variety of smaller retail units (Church Mews) to larger commercial spaces on Station Walk.

10.7 There are some negative aspects of the development which also arise. As the development of phase 1A does not provide dedicated car parking, wheelchair users or people of impaired mobility (through pregnancy, age or disability) may need to travel further distances to the Observatory Shopping Centre Car Park to access their cars. There are other negative aspects with regards to the shortfall of affordable housing in the first phase, which will mean the housing proposed may be un-affordable to certain individuals with protected characteristics. The Phase 1A dwelling mix also favours

smaller units is a further negative impact, as it will not be available to larger households thereby excluding some groups/individuals with protected characteristics. Construction impacts (such as dust, noise, vibration, odour) are likely to have some negative impacts but these can be mitigated through the Construction Management Plan and Construction Logistics Plans that are secured within the conditions in the outline permission.

- 10.8 Notwithstanding the above negative aspects, future phases of development create opportunities to mitigate or minimize the impacts from phase 1A. The car parking provisions will move to closer more accessible blocks. Affordable housing and larger housing units, including potential extra care could be delivered to meet a wider range of housing needs. The later phases also include potential to provide further variety and choices of retail, leisure and town centre uses.
- 10.9 The proposed planning obligations, pursuant to the outline permission secure a range of financial contributions towards educational provisions, sustainable transport improvements, employment and training projects, air quality and improvements to Upton Court Park (as part of the Burnham Beeches mitigation) and other on-site provisions (including the provision of a new town square and public realm). These contributions are calculated on a pro-rata basis for each phase of development, to ensure that the contributions are proportionate and reasonable. The Phase 1A transport contributions will be secured in two tranches with the first contribution (50% of the contribution) paid prior to commencement of development and the second contribution for the remaining 50% prior to 50% occupation of units within the phase. All of the employment and training contribution (£100K) and Burnham Beeches Mitigation contribution (proportionate to the quantum) will be paid prior to the commencement of phase 1A. 50% of the education contribution is due to be paid prior to occupation of the 1st dwelling (in Phase 1A) and the remaining 50% of the contribution paid by 50% occupations. 10% of the Air Quality contribution is due to be paid prior to commencement of Phase 1A. Improvements to education include SEND provisions which will have positive impacts on individuals with disabilities. The transport contributions will have positive impacts on individuals with disabilities, age, mobility and maternity characteristics.
- 10.10 Overall, the proposals have been prepared with due consideration of all individuals including those with particular protected characteristics under the Equality Act.

11.0 CONCLUSIONS AND PLANNING BALANCE

- 11.1 The application has been evaluated against the Development Plan and the National Planning Policy Framework. The report identifies that on balance, the submitted details of the Access, Layout, Scale, Design and Landscaping in connection with the development of Phase 1A of the wider site, are acceptable and would comply with Core Policies of The Core Strategy and the Local Plan for Slough. Subject to conditions, the proposed reserved matters fully comply with all of the other relevant saved policies in the Development Plan and the National Planning Policy Framework. On balance the proposal would comply with the Development Plan as a whole. It is therefore recommended that the application be delegated to the Planning Manager for approval subject to finalising conditions and a legal agreement.

12.0 PART C: RECOMMENDATION

- 12.1 Having considered the relevant policies set out above, comments from consultees and neighbours representations as well as all relevant material considerations it is recommended the reserved matters application be **approved, subject to para 1.1** of this report.

1. Approved plans

The development hereby approved shall be implemented only in accordance with the following plans and drawings hereby approved by the Local Planning Authority:

Site Location Plan 0499-EPR-ZZ-00-DR-AR-TP0100 P02
Boundary Site Plan 0499-EPR-ZZ-00-DR-AR-TP0101 P02
Proposed Site Plan 0499-EPR-ZZ-00-DR-AR-TP0102 P02
Proposed Site Sectional Elevations 0499-EPR-ZZ-GS-DR-AR-TP0110 P02
Proposed Site Sectional Elevations 0499-EPR-ZZ-GS-DR-AR-TP0111 P02
Proposed Site Sectional Elevations 0499-EPR-ZZ-GS-DR-AR-TP0112 P02
Proposed Ground Floor Plan 0499-EPR-ZZ-00-DR-AR-TP0200 P03
Proposed First Floor Plan 0499-EPR-ZZ-01-DR-AR-TP0201 P02
Proposed Second Floor Plan 0499-EPR-ZZ-02-DR-AR-TP0202 P02
Proposed Third Floor Plan 0499-EPR-ZZ-03-DR-AR-TP0203 P02
Proposed Fourth Floor Plan 0499-EPR-ZZ-04-DR-AR-TP0204 P02
Proposed Fifth Floor Plan 0499-EPR-ZZ-05-DR-AR-TP0205 P02
Proposed Sixth Floor Plan 0499-EPR-ZZ-06-DR-AR-TP0206 P02
Proposed Seventh Floor Plan 0499-EPR-ZZ-07-DR-AR-TP0207 P02
Proposed Eighth Floor Plan 0499-EPR-ZZ-08-DR-AR-TP0208 P02
Proposed Ninth Floor Plan 0499-EPR-ZZ-09-DR-AR-TP0209 P02
Proposed Tenth Floor Plan 0499-EPR-ZZ-10-DR-AR-TP0210 P02
Proposed Eleventh Floor Plan 0499-EPR-ZZ-11-DR-AR-TP0211 P02
Proposed Twelfth Floor Plan 0499-EPR-ZZ-12-DR-AR-TP0212 P02
Proposed Thirteenth Floor Plan 0499-EPR-ZZ-13-DR-AR-TP0213 P02
Proposed Fourteenth Floor Plan 0499-EPR-ZZ-14-DR-AR-TP0214 P02
Proposed Fifteenth Floor Plan 0499-EPR-ZZ-15-DR-AR-TP0215 P01
Proposed Sixteenth Floor Plan 0499-EPR-ZZ-16-DR-AR-TP0216 P01
Building A1 Elevations 01 - 04 0499-EPR-A1-EL-DR-AR-TP0401 P02
Building A2 Elevations 01 - 02 0499-EPR-A2-EL-DR-AR-TP0402 P02
Building A2 Elevations 03 - 04 0499-EPR-A2-EL-DR-AR-TP0403 P02
Building A3 Elevations 01 - 05 0499-EPR-A3-EL-DR-AR-TP0404 P02
Building H Elevations 01 - 05 0499-EPR-HX-EL-DR-AR-TP0405 P02
Building H Elevations 06 - 07 0499-EPR-HX-EL-DR-AR-TP0406 P02
Building I Elevations 01 - 04 0499-EPR-IX-EL-DR-AR-TP0407 P02
Link Buildings and Courtyard Elevations 01 - 07 0499-EPR-ZZ-EL-DR-AR-TP0408 P02
Proposed Section AA 0499-EPR-ZZ-GS-DR-AR-TP0501 P02
Proposed Section BB 0499-EPR-ZZ-GS-DR-AR-TP0502 P02
Proposed Section CC 0499-EPR-ZZ-GS-DR-AR-TP0503 P02
Proposed Section DD and EE 0499-EPR-ZZ-GS-DR-AR-TP0504 P02
Proposed Section FF and GG 0499-EPR-ZZ-GS-DR-AR-TP0505 P02
Building A1 Bay Studies 01 - 02 0499-EPR-A1-ZZ-DR-AR-TP0410 P02
Building A2 Bay Studies 01 0499-EPR-A2-ZZ-DR-AR-TP0411 P02
Building A2 Bay Studies 02 0499-EPR-A2-ZZ-DR-AR-TP0412 P02
Building A3 Bay Studies 01 - 02 0499-EPR-A3-ZZ-DR-AR-TP0413 P02
Building H and I Bay Studies 01 - 02 0499-EPR-ZZ-ZZ-DR-AR-TP0414 P02
Link Buildings and Courtyard Bay Studies 01 - 03 0499-EPR-ZZ-ZZ-DR-AR-TP0415 P02
Building A1 3D Bay Studies 0499-EPR-A1-ZZ-DR-A-TP0420 P01
Building A2 3D Bay Studies 0499-EPR-A2-ZZ-DR-A-TP0421 P01
A2 - A3 Link Building - 3D Bay Studies 0499-EPR-ZZ-ZZ-DR-A-TP0422 P01
Building A3 3D Bay Study 01 0499-EPR-A3-ZZ-DR-A-TP0423 P01
Building A3 3D Bay Study 02 0499-EPR-A3-ZZ-DR-A-TP0424 P01
Building H 3D Bay Study 0499-EPR-HX-ZZ-DR-A-TP0425 P01
Illustrative Site-wide Landscape Plan 0499-BRA12-SW-ZZ-DR-L-005-001
Landscape General Arrangement (1 of 2) 0499-BRA12-SW-ZZ-DR-L-005-002
Landscape General Arrangement (2 of 2) 0499-BRA12-SW-ZZ-DR-L-005-003
Podium Garden Layout - Block A 0499-BRA12-SW-ZZ-DR-L-005-007

Delivery & Servicing Plan (within Phase A Transport Assessment R-25-0114-TA-01 Rev 01c)
Fire Statement O499-TOT08-SW-ZZ-RP-J-85-0001 4
Drainage Statement BR31347-JNP-XX-XX-RP-C-1001 P03
Internal Daylight & Sunlight Report 2028/O Rev 01
Neighbouring Daylight & Sunlight Report 2028/O Rev 02
Energy and Sustainability Statement Energy & Sustainability Report Rev 3
Pedestrian Level Wind and Microclimate Assessment 20251114 RWDI2511587

REASON: To ensure that the site is developed in accordance with 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.

2. Hostile Vehicle Mitigation

Notwithstanding the details within the approved landscape plans pursuant to the reserved matters approval, details of the hostile vehicle mitigation shall be submitted to the local planning authority for approval prior to the commencement of any landscaping or public realm works. The hostile vehicle mitigation shall be implemented in accordance with the approved details prior to first occupation of the development and shall be permanently 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.

3. Ground Floor Residential Amenity

Notwithstanding the details within the approved ground floor plans pursuant to the reserved matters approval, a detailed floorplan of the ground floor residential amenity area to Building A1 including the elevational details of all external doors which shall be designed to be fire/emergency escape only, shall be submitted to the local planning authority for approval prior to the first occupation of the development. The development shall be implemented in accordance with the approved details prior to first occupation of the development and shall be permanently 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.

4. Gates to Courtyard

Detailed drawings, sections and plans of the access gates to the internal courtyard within Building A at a scale of no less than 1:50 shall be submitted to the Local Planning Authority for approval in writing prior to first occupation of the development. The development shall be carried out in accordance with the approved details prior to first occupation.

REASON: To ensure the detailed design and appearance of the buildings are of a good quality 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 and the National Model Design Code and to comply with the Site Wide Design Code.

5. Obscure Glazed Windows up to 1.7m

The kitchen and living room window(s) at the eastern corner dwelling in the southern (flank) elevation of Building A2 (at levels 3-9) of the development hereby approved shall be glazed with obscure glass to a minimum of level 3 and any opening shall be at a high level (above 1.7m) only, and shall be so maintained in perpetuity.

REASON To minimise any loss of privacy to adjoining occupiers in accordance with Saved Policies EN1 and H15 of The Adopted Local Plan for Slough (2004).

6. Wind Microclimate Detailed Designs

Prior to commencement of works above ground level within Phase 1A, the detailed design and specifications of the recommended wind microclimate mitigation measures stipulated in Parts 7.2, 7.4 and 7.5 of the Approved RWDI Report shall be submitted to and approved in writing by the Local Planning Authority. The details shall include but not be limited to:

- Details of Balustrades/side screens at upper floor balconies.
- Details of Private Terrace Screen to Building A.

The proposed mitigation measures shall be implemented in accordance with the approved plans prior to occupation of the relevant dwelling and/or outdoor terrace, and shall be permanently retained and maintained thereafter.

REASON: To ensure that suitable measures are incorporated to mitigate potential adverse wind environments arising from the development, in accordance with the National Planning Policy Framework.