



Environmental Statement: Non-Technical Summary

Queensmere Shopping Centre, Slough Central

October 2021

Waterman Infrastructure & Environment Limited

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1. INTRODUCTION (ES VOLUME 1, CHAPTER 1)

The Applicant

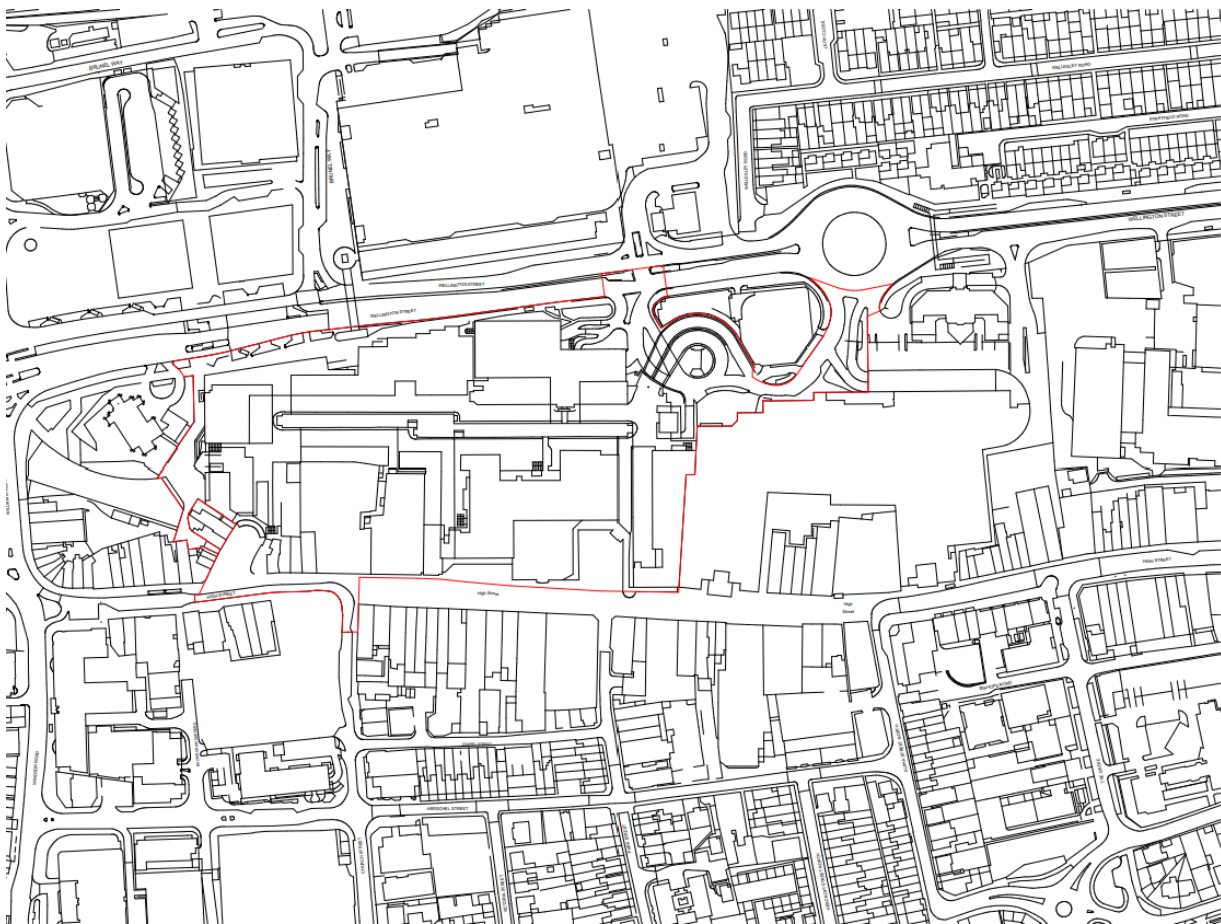
Green Monarch B1 2016 Limited and Green Monarch B2 2016 Limited (as general partner of the Green Monarch ZC 2016 LP) c/o British Land Property Management Ltd (the Applicant) are preparing to submit an outline planning application to Slough Borough Council (SBC) for the redevelopment of the Queensmere Shopping Centre, Slough, Berkshire (Queensmere OPA). The project is being led by British Land as Asset and Development Manager.

The Site

The land is bounded by: Wellington Street (A4) to the north; High Street to the south; the Observatory Shopping Centre to the east; and the Grade II Listed Church of Our Lady Immaculate and St Ethelbert, The St Ethelbert's Presbytery and The Curve library and cultural centre to the west (the 'Site').

The location of the Site is shown on **Figure NTS1**.

Figure NTS1: Location of the Site



The Development

The Description of Development is:

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 (C3 and potential for C2); flexible commercial town centre uses floor space (Use Class E and Use Class F), supporting Sui-Generis town centre uses (a range of the following uses: pubs, wine bars, hot food take away), Sui Generis leisure uses (the potential for a

cinema or live music venue); potential creation of basements, car and cycle parking; site wide landscaping and associated servicing, associated infrastructure, energy generation requirements and highway works.

The Development is being applied for in outline with all matters reserved, meaning that the principle of the Development is agreed but the precise details of Access, Appearance, Landscaping, Layout and Scale would be agreed as part of a future Reserved Matters Applications.

The documents formally submitted for approval for the Queensmere OPA include:

- the Development Specification Document (DSD);
- the Parameter Plans;
- the Site Wide Schedule of Floorspace (PA2); and
- the Design Codes (Mandatory Rules).

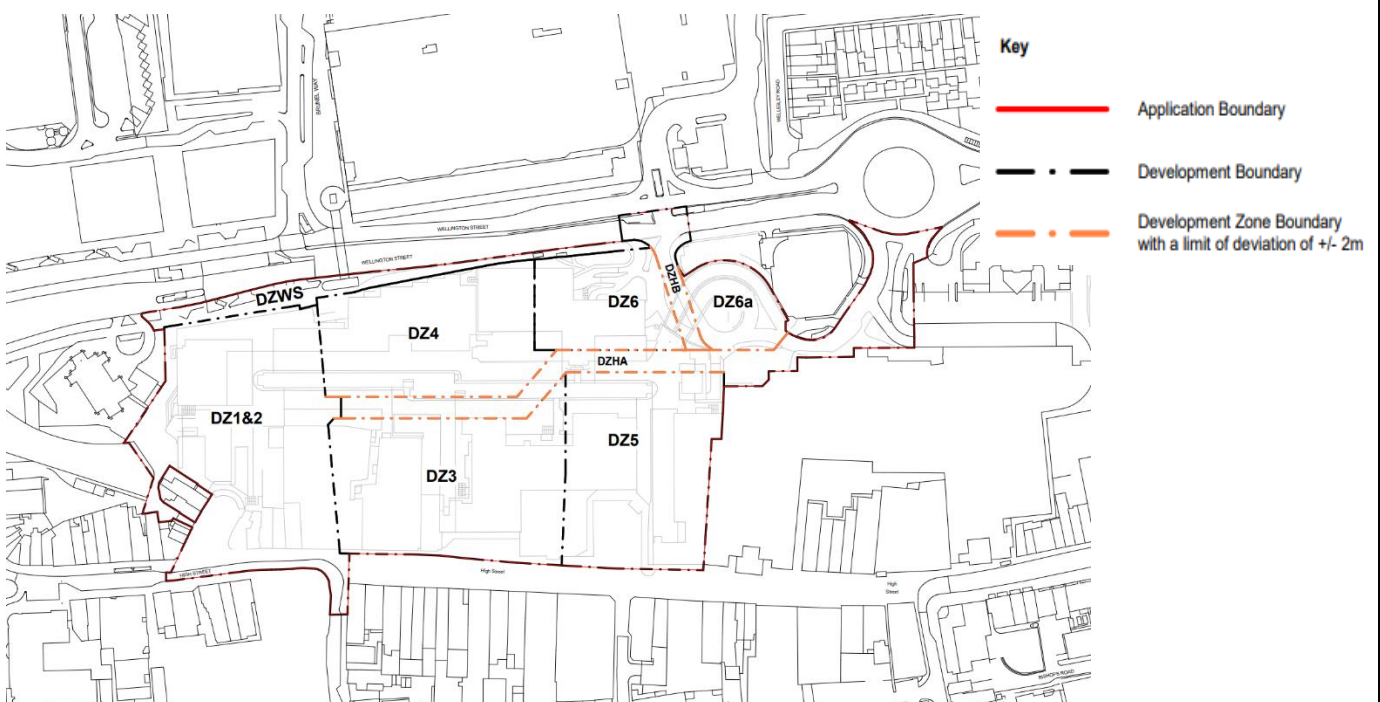
Together, these documents provide a framework that informs and controls all future Reserved Matters Applications for each Development Zone. They establish the principles of the Development and have been considered as part of the EIA which accompanies the QM outline planning application.

The QM Outline Planning Application is comprised of a series of individual Development Zones:

- Development Zone WS - Wellington Street (DZWS)
- Development Zone Highway A (DZHA)
- Development Zone Highway B (DZHB)
- Development Zone 1 & 2 (DZ1&2)
- Development Zone 3 (DZ3)
- Development Zone 4 (DZ4)
- Development Zone 5 (DZ5)
- Development Zone 6 (DZ6)
- Development Zone 6A (DZ6A)

These Development Zones are illustrated on **Figure NTS2**:

Figure NTS2: Application & Development Zone Boundary



Each individual Development Zone is subject to maximum parameters identified on associated Parameter Plans. For each Development Zone, Parameter Plans set Maximum Building Heights, together with a Maximum Building Footprint. This creates a maximum envelope for each Development Zone within which a building or buildings could be delivered (a "Development Block").

The Schedule of Floorspace sets out a site wide maximum limit for each of the land uses proposed in the QM OPA. In addition to this site wide maximum floorspace limit, the Development Specification Document provides maximum limits for the different land uses that might be delivered in each Development Zone.

Table NTS1 sets out the areas of floorspace being applied for and an explanation of the flexibility being sought across each of the Development Zones.

Table NTS1: Site Wide Schedule of Floorspace and Flexibility

Proposed Use	Floorspace Ranges for Approval (PA2)	Description / Explanation of Flexibility
Residential (Use Class C3 / C2)	0 – 140,800 sqm	<p>Residential Uses - Residential uses are permitted within Development Blocks in DZ1&2, DZ3, DZ4, DZ5 and DZ6. Flexibility is sought for up to 20% of residential units, site wide, to be within Use Class C2.</p> <p>A proportion of affordable housing will be provided by the Development Proposals.</p>
Office (Use Class E(g)(i))	0 – 40,000 sqm	<p>Office Use - Flexibility is sought on Development Blocks in DZ1&2 and DZ4, between office or residential use of the above ground floors, excluding any mezzanine levels. This flexibility is proposed to be mutually exclusive as between residential or office use within each individual Development Block in those Development Zones. That means that above ground floor in any individual Development Block, excluding any mezzanine level, the land use is proposed to be either office or residential use (save that other uses from the floorspace tables might also be integrated at upper levels with office or residential).</p> <p>The individual Development Blocks within DZ1&2 and DZ4 can each be considered separately. That means Development Blocks can operate independently within a Development Zone as to whether they are in office or residential use on the upper floors, provided they accord with the floorspace ranges for that DZ as set out in the DSD and the overall limit on floorspace as set out in the PA2 schedule. Office entrances may also be provided at ground level.</p>
Use Class E (excluding office) and F excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink)	5,500 – 12,000 sqm	<p>Use Class E (excluding office uses) & F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) – Flexibility is proposed for a range of floorspace within Use Class E (excluding the office floorspace which is set out separately) and F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) between a minimum and maximum range. The location for these uses is not being fixed in the QM OPA, as the application allows for a range to be provided within each Development Zone; but fixed within a site wide overall maximum floorspace restriction in PA2.</p> <p>Whilst it is anticipated that these uses will be spread across the different Development Zones, the QM OPA allows for flexibility in their location. It should be noted that Use Class E (excluding office uses) and F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) are included within the definition of Town Centre Uses in the DSD, and on the Parameter Plans which set out details of frontages which must exceed 51% of these defined Town Centre Uses.</p> <p>At the RMA stages there may be a situation where Use Class E (excluding office uses) and F excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) may need to extend to the first floor. In these situations, the RMA will justify the use of the upper floor for the town centre use and ensure that it is consistent with the</p>

Proposed Use	Floorspace Ranges for Approval (PA2)	Description / Explanation of Flexibility
Live music venue / cinema (Sui Generis)	0 – 1,500 sqm	<p>approved Schedule of Floorspace (PA2) and the approved floorspace ranges for each DZ.</p> <p>Sui Generis uses – The QM OPA recognises that Sui Generis uses fall outside of a Use Class in the Use Classes Order and therefore are individually specified. The QM OPA does not propose to allocate specific locations for the identified Sui Generis uses. Instead, the PA2 schedule sets out the site wide floorspace limit on these uses. The Development Specification Document sets out the floorspace ranges for each Development Zone. These include an allocation for specified Sui Generis Uses. These specified Sui Generis uses are grouped into two categories each of which is subject to a maximum floorspace limit:</p> <ul style="list-style-type: none"> • Sui Generis town centre uses (pubs, wine bars and hot food take away); and • Sui Generis (live music venue/ cinema). <p>Between 0 – 1,500 sqm (Sui Generis) of floorspace could come forward as a live music venue or a cinema. Flexibility is sought for either use/or neither use being provided on Site. Flexibility on location is sought across a number of DZ's. If either use does come forward, all the floorspace would come forward in the same DZ.</p>
Pub / Bar / Hot food takeaway (Sui Generis)	0 – 2,250 sqm	<p>Sui Generis uses – The QM OPA recognises that Sui Generis uses fall outside of a Use Class in the Use Classes Order and therefore are individually specified. The QM OPA does not propose to allocate specific locations for the identified Sui Generis uses. Instead, the PA2 schedule sets out the site wide floorspace limit on these uses. The Development Specification Document sets out the floorspace ranges for each Development Zone. These include an allocation for specified Sui Generis Uses. These specified Sui Generis uses are grouped into two categories each of which is subject to a maximum floorspace limit:</p> <ul style="list-style-type: none"> • Sui Generis town centre uses (pubs, wine bars and hot food take away); and • Sui Generis (live music venue/ cinema). <p>Between 0 – 2,250 sqm of floorspace could come forward for use as a bar, pub or hot food takeaway. Flexibility is sought for the quantum of its provision and the location across a number of DZs.</p>
Car parking	550 spaces	<p>Car Parking – Flexibility is sought as to the location of residential and office car parking site wide. DZ3, 4, 5 and 6 include an option for residential car parking requirements to be accommodated on site, either as sandwich parking or basement parking or a mix of the two. Car parking for DZ1&2 could be incorporated within the allowance set out for DZ3. Flexibility is also sought for residential car parking to be provided as a MSCP on DZ6. Should the flexible option of office use be progressed on DZ4, its car parking will be provided in a MSCP on DZ6.</p>
Basement/ ancillary space	0 – 24,355 sqm	<p>Basement Areas – Flexibility is also sought in the QM OPA on the potential to provide basement areas, with the potential to include car parking, cycle parking, plant, and supporting infrastructure within these spaces. For DZ3, 4, 5 and 6 the QM OPA applies for up to 100% of the maximum building footprint coverage to be a below ground basement. For Development Block DZ1 flexibility is sought for up to 20% of the maximum building footprint be a below ground basement. For Development Blocks DZ2a, DZ2b and DZ2c flexibility is sought for up to 50% of the maximum building footprint be a below ground basement for each Development Block. The QM OPA confirms that the basement would be no more than 5m below the indicative finished floor level.</p>

Environmental Impact Assessment (EIA)

EIA is a process which aims to ensure that the likely significant environmental effects of a proposed development (which can be beneficial or adverse) are given due consideration in the determination of a planning application.

An Environmental Impact Assessment (EIA) for the Queensmere OPA has been undertaken in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulation 2017 (as amended) by a team of competent experts to assess the potential environmental effects of the Development. The findings of the EIA are reported in an Environmental Statement (ES).

This document comprises the Non-Technical Summary (NTS) of the ES to make the findings more readily understandable to the lay reader.

2. ENVIRONMENTAL IMPACT ASSESSMENT METHODOLOGY (ES VOLUME 1 CHAPTER 2)

In accordance with the relevant legislative requirements and best practice guidelines, the EIA was undertaken using established methods and assessment criteria. This involved visits to the Site, along with surveys, data reviews, consultation with all relevant statutory authorities, computer modelling and specialist assessment undertaken by a team of qualified and experienced consultants.

EIA Scoping

Given the size, location and potential impacts of the Development, the Applicant has submitted the ES voluntarily; this means without asking SBC if one is required or not. However, the approach taken to preparing the ES is the same. The first stage of the EIA process for this Development therefore involved undertaking a scoping study.

Scoping is a process whereby an applicant may ask the relevant planning authority to state in writing their opinion as to the scope and level of detail of the information to be provided in the ES. The purpose of the study was therefore to identify the likely significant environmental effects associated with the Development and agree the focus or scope of the EIA with SBC.

An EIA Scoping Report, which presented the findings of the scoping study, was prepared by Waterman IE and submitted to SBC on 19th July 2021 to support the Applicant's request for a 'Scoping Opinion'. The scope of the EIA was formally agreed with SBC via their 'Scoping Opinion', which was received on 22nd September 2021.

It was agreed that the ES should include assessments of the following topics:

- Socio-Economics;
- Transport and Access;
- Air Quality;
- Greenhouse Gases;
- Noise and Vibration;
- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Built Heritage;
- Ground Conditions and Contamination; and
- Townscape and Visual.

Each of the above topics is addressed in the ES, with a chapter dedicated to each. In each chapter, a description of the assessment methodology is given, together with the relevant environmental conditions on and close to the Site and the likely significant effects of the Development. A chapter on the combination of

effects across multiple topic areas on different receptor groups has also been provided, with an assessment of the effects combined with other nearby developments undertaken (referred to as ‘cumulative effects’).

Each chapter also describes the measures that would be incorporated to avoid, reduce or offset any identified likely adverse effects. Such measures are referred to as ‘mitigation measures’. Opportunities to enhance likely beneficial effects have also been identified, where appropriate. The resulting effects (known as ‘residual effects’), following the implementation of mitigation measures, are also described. Any monitoring required to ensure mitigation measures are being effective is also stated.

Testing Flexibility of Floorspace

The maximum parameters of all of the Development Zones and the maximum amounts of floorspace set out for each Development Zone in the DSD could not all be built out in full due to the site wide limitation of floor area in the Schedule of Floorspace. The QM OPA therefore seeks flexibility to draw from the Schedule of Floorspace to provide a range of land uses across the different Development Zones, such that the location and type of certain land uses to be delivered across the different Development Zones remains flexible at the outline application stage.

Given the flexibility being sought in the QM OPA, as set out in **Table NTS1**, the EIA needs to ensure that the assessments that rely on floorspace calculations (e.g. socio economics, greenhouse gases, transport and access, air quality, and noise and vibration) are robust and therefore assess the potential worst case positions between the floorspace ranges and mix of uses and the flexibility sought.

As a result, two scenarios have been defined as detailed below:

- Scenario 1: Maximum Residential and Minimum Employment; and
- Scenario 2: Minimum Residential and Maximum Employment.

Table NTS2: Scenario 1: Maximum Residential (Minimum Office) Scenario 1

Land use	Floorspace
Residential	1,600 units
Office	0 sqm
Use Class E (excluding office uses) & F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink)	12,000 sqm
Sui Generis (Pubs, Wine Bars, Hot Food Take Away)	2,250 sqm
Sui Generis Leisure (Live Music Venue/ Cinema)	1,500 sqm

Note: Class E and F shows maximum floorspace range.

Table NTS3: Scenario 2: Maximum Office (Minimum Residential) Scenario 2

Land use	Floorspace
Residential	950 units
Office	40,000 sqm
Use Class E (excluding office uses) & F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink)	12,000 sqm
Sui Generis (Pubs, Wine Bars, Hot Food Take Away)	2,250 sqm
Sui Generis Leisure (Live Music Venue/ Cinema)	1,500 sqm

Note: Class E and F shows maximum floorspace range.

In the case of the socio economics, a further scenario was also tested. This scenario was based on the minimum office, minimum Class E and Class F (i.e. 5,500sqm floorspace) and maximum residential. The Sui Generis uses remain as per above tables in this sub scenario. In the case of ground conditions and contamination, the mix of uses is not critical to the assessment of likely significant environmental effects,

rather it is the intended end uses of the Site which are of more importance. Under both scenarios, the most sensitive use is 'residential without gardens'.

The precise quantum of each land use to be delivered per Development Zone will be secured at Reserved Matters Application stage on a phased/Development Zone basis and will need to be in accordance with the PA2 schedule and Development Zone floorspace schedules in the DSD.

Testing Maximum Building Envelopes

The assessments of wind microclimate, daylight, sunlight and overshadowing, built heritage and townscape and visual effects are not reliant on the quantum of floorspace proposed as part of the Queensmere OPA. These assessments have instead been undertaken on the basis of the maximum heights and maximum footprints of the Development Blocks within each Development Zone, as well as the mandatory elements of the Design Code.

3. EXISTING LAND USES AND ACTIVITIES (ES VOLUME 1, CHAPTER 3)

The Site

The Site is located within the administrative boundary of SBC and is centred at Ordnance Survey Grid Reference SU 97833 79863. The Site has an area of approximately 4.82 ha.

The Site is currently comprised predominantly of retail, office, leisure and residential uses and is bound by Wellington Street (A4) to the north and High Street to the south. The Observatory Shopping Centre bounds the Site to the east and to the west the Site adjoins the Grade II Listed Church of Our Lady Immaculate and St Ethelbert, The St Ethelbert's Presbytery and The Curve library and cultural centre. The land uses within the Site and surrounding area are illustrated on **Figure NTS3**.

The Site has two existing vehicle accesses, both on the A4 Wellington Street: the roundabout known locally as the 'HTC roundabout' and a left-in, left out access to the Queensmere Shopping Centre car park.

Figure NTS3: Planning Application Boundary and Site Context



Surrounding the Site

The Site is located within a mixed-use town centre area of Slough. The Site is within a 200m walking distance of public transport facilities and amenities, including Slough rail station and bus station; Upton Hospital; and the High Street. Other notable land uses within 200m of the Site boundary include:

- Tesco Extra, with associated car parking and petrol filling station, is located approximately 25m north of the Site;
- Residential uses, at the closest point, are located approximately 25m northeast of the Site;
- Office uses, at the closest point, are adjacent to the north eastern boundary of the Site;
- Slough Bus Station located approximately 90m north west of the Site; and
- Slough Railway Station is located approximately 200m north of the Site.

In addition to the land uses in proximity to the Site listed above, additional surrounding land uses in the vicinity of the Site include:

- Residential properties and private gardens along Wellington Street, High Street, Wellesley Road; and Stratfield Road;
- Townscape Character Areas: High Street, Windsor Road Civic & Institutional Area, Wellington Street Residential Area, Upton Park Residential Area, Sussex Place Residential Area, Slough Interchange Industrial Estate, Herschel Village Residential Area and Chalvey Residential Area;
- Local communities of Salt Hill, Upton Lea and Upton;
- Road users and pedestrians on A4 Wellington Street, A332 Windsor Road, the High Street;

- Users of public open spaces in proximity to the Site: Herschel Park, Lascelles Park and Upton Court Park, Salt Hill Park, Baylis Memorial Gardens and Godolphin Playing Fields;
- Users of Slough train and bus stations;
- Heritage assets: Church of St Mary, Church of Lady and St Ethelbert, Beech House, Oak House and Linden House at Upton Hospital, Windsor Castle Including All the Buildings within the Walls, The Royal Estate, Windsor: Windsor Castle and Home Park, Stoke Park, 125–133 High Street Slough, 1–7 Mackenzie Street and Old Town, Slough Railway Station Including all the Buildings / Structures to south, north and central platforms; and

The local road network includes A4 Wellington Street, High Street, Brunel Way, William Street, Windsor Road and Herschel Street.

4. ALTERNATIVES AND DESIGN EVOLUTION (ES VOLUME 1, CHAPTER 4)

In accordance with the EIA Regulations, the ES is required to describe the alternatives to the Development considered by the Applicant and design team and an indication of the main 'environmental' reasons for selecting the chosen option.

The proposed Development has been subject to an extensive public consultation exercise throughout 2019-2021 which has helped shape various iterations of the design. This has allowed the views and aspirations of the local community and key stakeholders to be reflected, where possible, in the current Development proposals. The evolving design options were a response not only to the consultation process but also to the environmental opportunities and constraints associated with the Site and its surroundings.

The 'No Development' Scenario

Given the adopted and emerging policy objectives of SBC, and the Site's location within the Centre of Slough Regeneration Framework, a 'No Development' scenario is not considered a reasonable alternative by the Applicant because Slough Town Centre is no longer fit for today's modern town centre environments, which are no longer dominated by shops and shopping centres.

Not developing the Site would see the town centre decline further and result in a missed opportunity for providing much needed mixed use, residential led development including a range of residential homes (including affordable housing), retail, cafes, office and community space as well amenity improvements.

As indicated within the NPPF, there is a presumption in favour of sustainable development and encouragement of the effective use of land by reusing land that has been previously developed, which would not be realised were the Site to be left as it currently stands.

Alternative Sites

No alternative development sites were considered by the Applicant because the Site is already identified for redevelopment within the adopted SBC Core Strategy, Local Plan Saved Policies and Site Allocations Development Plan Document SSA14 and the emerging Local Plan including the supporting Centre of Slough Regeneration Framework. SBC has set out its objectives for its spatial vision for the Town Centre to enable delivery of comprehensive regeneration, with the ultimate aim of improving its' economy and to ensure high quality 'placemaking'. The Site is identified in the emerging Local Plan and supporting Strategic Regeneration Framework as a portion of the 'Urban Core' for redevelopment.

Alternative Uses

When the project initially began, as a result of the common ownership across the Queensmere and Observatory Shopping Centres, and having regard to SBC's longer term regeneration aspirations for the town centre ('Slough Central'), the Applicant considered early masterplanning principles for both shopping centre sites, initially focussing on a commercial-led scheme before this was revised to a residential-led scheme.

This decision to switch from a commercial-led scheme to a residential-led scheme was taken for two reasons: firstly, from a commercial perspective, there is no existing office-led Central Business District (CBD) in the town and a different type of 'product' was going to be needed to attract tenants from other town centre locations; secondly, there is high market demand in Slough and the wider Thames Valley region for extensive car parking to support office uses, which would come at a significant financial cost and would be contrary to the emerging policies within Slough that are seeking to discourage car use and improve air quality within the town centre.

As work progressed and the market evolved, a commercial decision was taken to focus on redevelopment of the Queensmere Shopping Centre and to retain the Observatory as a trading retail centre. Consequently, there is no longer a proposal to bring forward the entirety of the Slough Central area, but instead to bring forward the redevelopment of the Queensmere Shopping Centre alone in the form of the Queensmere OPA.

In making the change to progressing the Queensmere OPA, the Applicant has not considered fundamentally different alternative uses to those considered for the wider Slough Central site but have considered the balance of mixed uses with the flexibility to change and adapt to the ever-changing needs of UK town centres. This includes flexibility for the provision of office, retail, cultural and residential uses for the Site, which are in accordance with SBC's Centre of Slough Regeneration Framework.

The early masterplanning work has allowed the Queensmere OPA to be developed in such a way that it works successfully alongside the retention of the Observatory Shopping Centre, but also incorporates a masterplanning approach that acknowledges the wider redevelopment aspiration of SBC, and might allow for the successful integration of any future proposal for the Observatory (whatever form that might take) to come forward in the future, building upon the success of what is proposed for the Queensmere.

Alternative Layouts and Massing

Building layouts and massing for the Queensmere Shopping Centre have been determined by capacity testing of the Site, including a review on the optimum number of residential units, flexible ground floor use areas, and the number of car parking spaces required for the different proposed land uses.

Alternatives in layout and massing have been considered throughout the preparation of the Queensmere OPA. A review of the heights of the parameter plans to the High Street was undertaken resulting in a reduction of the maximum parameter heights fronting the High Street and the introduction of differential heights stepping away from the High Street frontage. A review of the heights of the parameter plans fronting the Church were also undertaken to respect the setting and heritage of the listed church. Heights across the Proposed Development were considered on the basis of longer distance views into Slough Town Centre.

5. THE DEVELOPMENT (ES VOLUME 1, CHAPTER 5)

Overview

As set out in **Section 1**, the Development would provide for the construction of up to 1,600 residential units, up to 40,000sqm Offices (Class E), between 5,500 and 12,000sqm Class E and Class F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) and up to 2,250sqm Sui Generis town centre uses (pubs, wine bars, hot food take away) and 1,500 sqm Sui Generis Leisure (either/or or neither Live Music Venue/Cinema) in a mixture of buildings ranging from 37.60 AOD up to 95.86 AOD. Car parking is to be provided as either sandwich or basement parking or a Multi Storey Car Park (MSCP) (providing up to approximately 550 spaces). Basements may also be provided to serve as ancillary space.

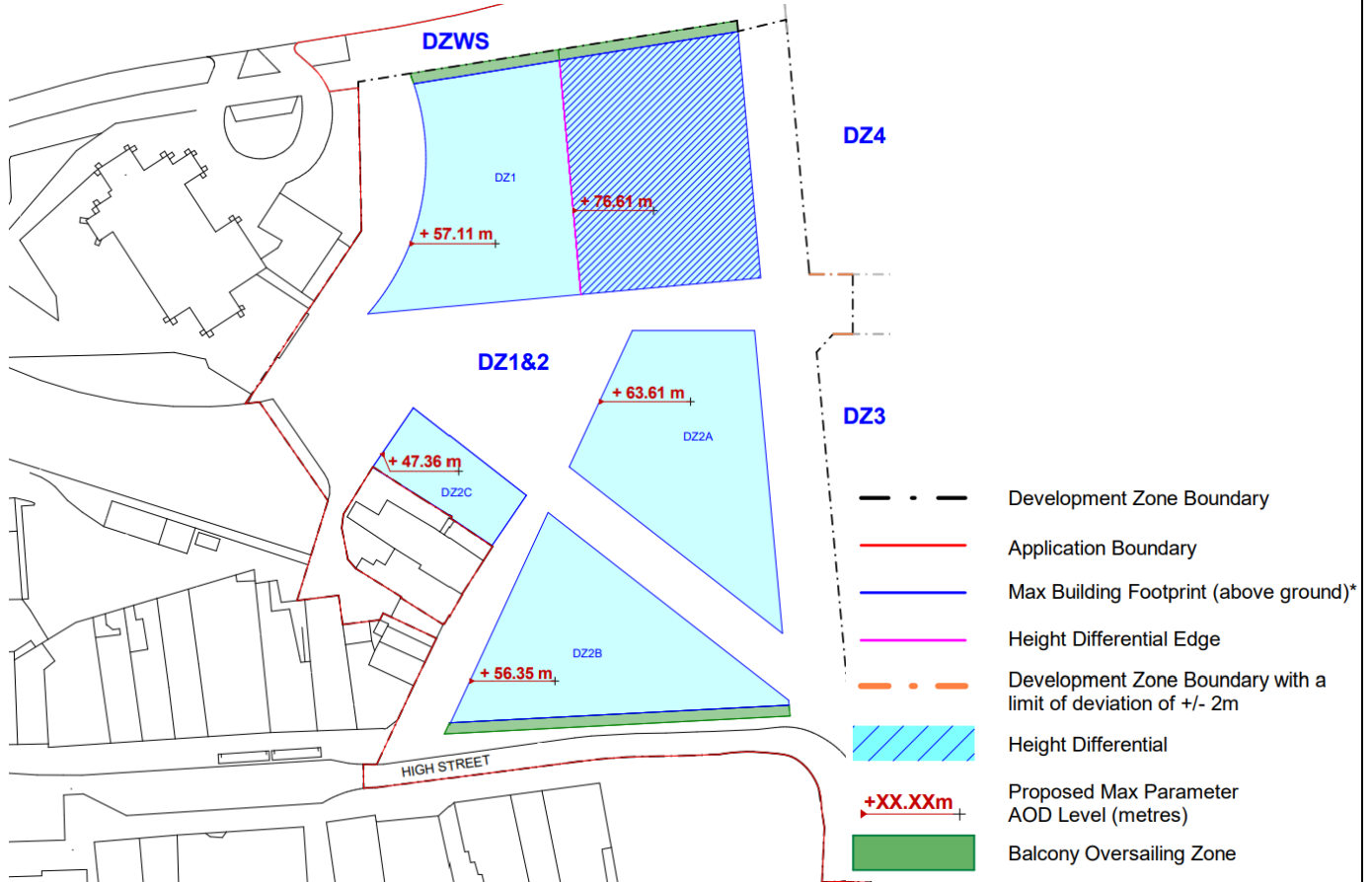
The total floorspace area provided by the Development will not exceed 260,000sqm.

Parameter Plans

As discussed in **Section 1**, the Queensmere OPA is comprised of a series of individual Development Zones. For each Development Zone, the Parameter Plans set maximum building heights as well as maximum

building footprints which create a maximum building envelope within which a building or buildings could be developed (a "Development Block"). An example of a Parameter Plan for Development Zones 1&2 is shown in **Figure NTS3** below:

Figure NTS3: Development Zone 1 & 2, Parameter Plan A



Flexibility Sought in the Queensmere OPA

The Site Wide Schedule of Floorspace indicates the ranges of floorspace for the various land uses. The QM OPA seeks flexibility as to how these land uses are allocated across the site and to individual Development Zones. The flexibility sought per land uses is as set out below:

Residential Uses - Residential uses are permitted within Development Blocks in DZ1&2, DZ3, DZ4, DZ5 and DZ6. Flexibility is sought for up to 20% of residential units, site wide, to be within Use Class C2.

Office Use - Flexibility is sought on Development Blocks in DZ1&2 and DZ4, between office or residential use of the above ground floors, excluding any mezzanine levels. This flexibility is proposed to be mutually exclusive as between residential or office use within each individual Development Block in those Development Zones. That means that above ground floor in any individual Development Block, excluding any mezzanine level, the land use is proposed to be either office or residential use (save that other uses from the floorspace tables might also be integrated at upper levels with office or residential). The individual Development Blocks within DZ1&2 and DZ4 can each be considered separately. That means Development Blocks can operate independently within a Development Zone as to whether they are in office or residential use on the upper floors, provided they accord with the floorspace ranges for that DZ as set out in the DSD and the overall limit on floorspace as set out in the PA2 schedule. Office entrances may also be provided at ground level.

Car Parking – Flexibility is sought as to the location of car parking site wide. DZ3, DZ4, DZ5 and DZ6 include an option for residential car parking requirements to be accommodated on site, either as sandwich parking or basement parking or a mix of the two. Car parking for DZ1&2 could be incorporated within the allowance set out for DZ3. Flexibility is also sought for residential car parking to be provided as a MSCP on DZ6. Should the flexible option of office use be progressed on DZ4, its car parking will be provided in a MSCP on DZ6.

Use Class E (excluding office uses) & F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) – Flexibility is proposed for a range of floorspace within Use Class E (excluding the office floorspace which is set out separately) and F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) between a minimum and maximum range. The location for these uses is not being fixed in the QM OPA, as the application allows for a range to be provided within each Development Zone; but fixed within a site wide overall maximum floorspace restriction in PA2. Whilst it is anticipated that these uses will be spread across the different Development Zones, the QM OPA allows for flexibility in their location. It should be noted that Use Class E (excluding office uses) and F (excluding primary and secondary schools, indoor or outdoor swimming pool or skating rink) are included within the definition of Town Centre Uses in the DSD, and on the Parameter Plans which set out details of frontages which must exceed 51% of these defined Town Centre Uses.

Sui Generis uses – The QM OPA recognises that Sui Generis uses fall outside of a Use Class in the Use Classes Order and therefore are individually specified. The QM OPA does not propose to allocate specific locations for the identified Sui Generis uses. Instead, the PA2 schedule sets out the site wide floorspace limit on these uses. The Development Specification Document sets out the floorspace ranges for each Development Zone. These include an allocation for specified Sui Generis Uses. These specified Sui Generis uses are grouped into two categories each of which is subject to a maximum floorspace limit:

- Sui Generis town centre uses (pubs, bars and hot food take away); and
- Sui Generis (live music venue/ cinema). Together with the Class E (excluding offices) and F floorspace, these two categories of Sui Generis uses are also included within the definition of Town Centre Uses set out in the DSD.

Basement Areas – Flexibility is also sought in the QM OPA on the potential to provide basement areas. For DZ3, 4, 5 and 6 the QM OPA applies for up to 100% of the maximum building footprint coverage to be a below ground basement. For Development Block DZ1 flexibility is sought for up to 20% of the maximum building footprint be a below ground basement. For Development Blocks DZ2a, DZ2b and DZ2c flexibility is sought for up to 50% of the maximum building footprint be a below ground basement for each Development Block. The QM OPA confirms that the basement would be no more than 5m below the lowest finished floor level per DZ.

Vehicular and Pedestrian Access, Parking and Servicing

With reference to **Figure NTS2**, there are two principal Highways Zones proposed – DZHA and DZHB. DZHA is the main central servicing route which runs east to west between DZ3 and DZ4, and DZ5 and DZ6. DZHA meets DZHB in the north-east corner of the site and provides access to Wellington Street to the east of DZ6. Subject to minor improvements, the existing access point from Wellington Street (via the 'HTC roundabout') will be retained and utilised for access and egress. DZ1&2 also includes Highways Zone 'HA' which provides egress only for a limited number of service vehicles to the south via Church Street.

Access to the Site is subject to approval through the Queensmere OPA, though routes within the Site will be subject to approval through Reserved Matters Applications. It is currently envisaged pedestrian and vehicular access through the Site could be provided between the High Street and Wellington Street, with circulation routes providing connectivity east to west and between the Development Zones. To facilitate servicing access to buildings within the Development, it is essential that vehicle access is provided to those buildings for the purpose of delivery, maintenance and emergency access. It is on this basis that a meandering 'service route' is proposed in an east west direction through the Site.

Cyclists will be able to access the site via the aforementioned access points and roads. The proposed one-way streets will be wide enough to accommodate contraflow cycling.

Flexibility is sought through the QM OPA for residential parking to be included as 'sandwich parking' or basement parking in DZ3, DZ4, DZ5 and DZ6 or to be included within a the Multi Storey Car Park (MSCP) in DZ6. Office car parking will be provided in DZ6 as a MSCP if DZ4 is utilised for office use under the flexible scenario proposed.

Overall the Development will provide a policy compliant level of car parking, for residential and office only, with up to 550 car parking spaces. DZ3 could provide 0 – 213 car parking spaces, DZ4 could provide 0 – 140 car parking spaces, DZ5 could provide 0 – 96 car parking spaces and DZ6 could provide 0 – 87 car parking spaces. Final layout of car parking will be proposed at Reserved Matters Application stages.

A cycle parking ratio of one space per residential unit has been agreed with SBC at pre-application stage. Residential cycle stores will be provided within each Development Zone.

Landscaping

Hard and soft landscaped publicly accessible open space, private amenity space will be incorporated into the Development. These details would be subject to subsequent approval at a later date through a number of Reserved Matters Applications, however the Parameter Plans and supporting Design Codes identify proposed key public spaces within the Site.

The open spaces of the Development aim to create a public realm network that offers a variety of space typologies with different functions, scales, atmospheres and treatments. The key design aspiration is to create an attractive and unique environment focused on re-energizing the Town Centre. Landscape design seeks to restore the Town Centre environment back to the public with generous and linked new open spaces, green routes, views and a new Town Square that will greatly improve the setting of the adjacent civic buildings. The new public realm spaces will also offer connectivity with key destinations within the existing context through their placing on primary circulation routes. This approach will ensure the proposal for the new development will remain an active part of the central Slough as the town grows and evolves.

A Site Wide Illustrative Landscape Plan (ILP) has been produced for the QM OPA. This illustrative landscape design process has been informed by the following elements:

- Movement, access, circulation and activity;
- Play and social spaces;
- Creating community;
- Roof level landscape;
- Biodiversity;
- Urban greening; and
- Water management and sustainability including sustainable drainage solutions.

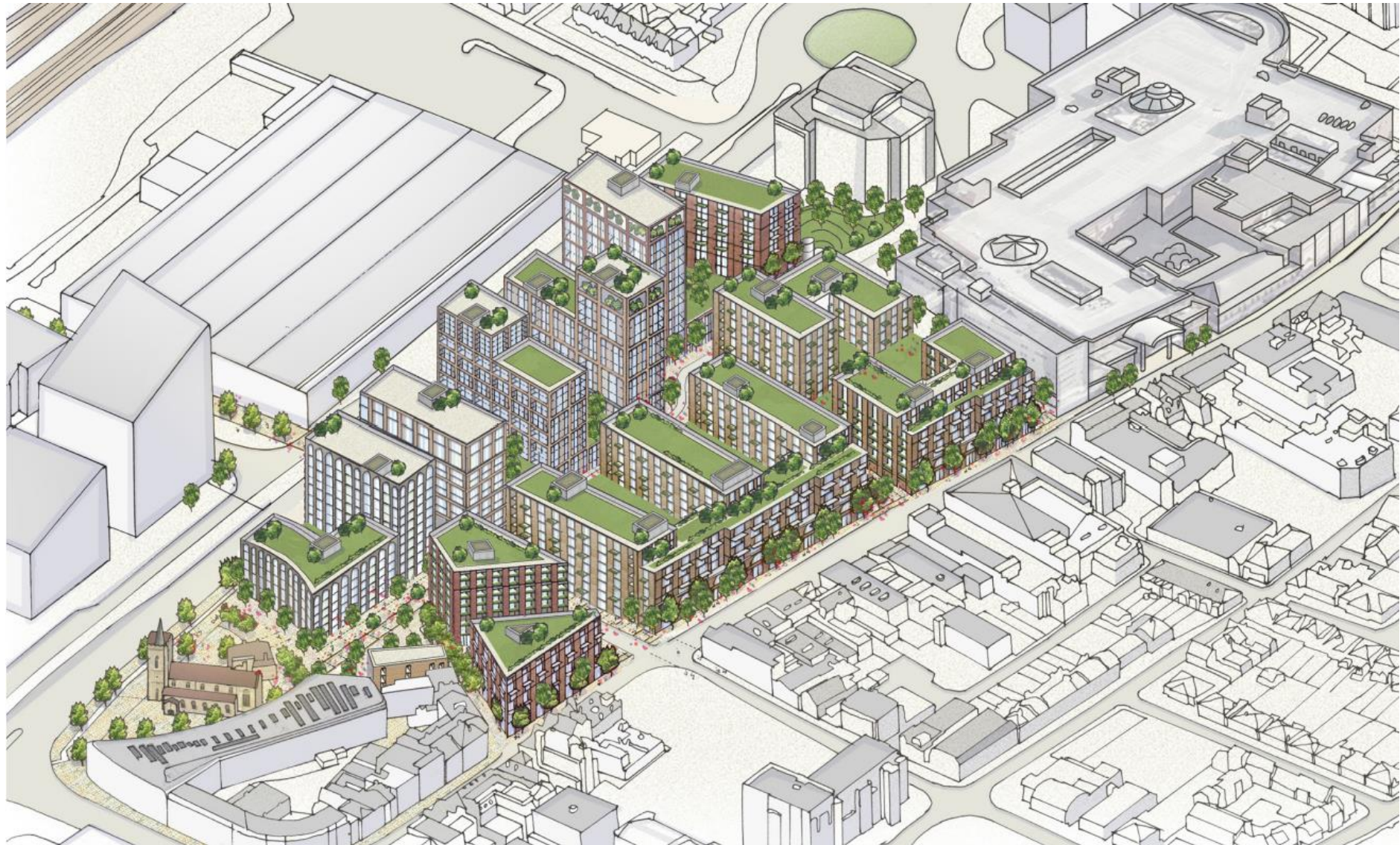
Illustrative Scheme

Whilst not submitted for approval, an Illustrative Scheme has been submitted alongside the Queensmere OPA which shows one potential iteration the Development in accordance with the parameters that have been set across each Development Zone. The Illustrative Scheme is shown in Figure **NTS4**.

Queensmere Shopping Centre, Slough Central

Environmental Statement: Non-Technical Summary

Figure NTS4: Illustrative Scheme for Queensmere Shopping Centre (not for approval)



6. DEMOLITION AND CONSTRUCTION (ES VOLUME 1, CHAPTER 6)

Indicative Construction Programme

The specific order of phasing for the QM OPA has not been defined and the Applicant is seeking flexibility to enable the QM OPA to be brought forward in any order through Reserved Matters Applications. However, it is currently estimated that the Development would be built-out over a period of approximately 13 years, starting in Q4 2023 and completing in Q4 2036. Site preparation, relocation of existing businesses and demolition is anticipated to start in late 2023 and last for approximately 12 months, with construction anticipated to start in late 2024 finishing in late 2036.

The indicative demolition and construction programme that has informed the assessment of effects during the construction phase of the Development for the purposes of the EIA is set out in **Table NTS4**.

Table NTS4: Indicative demolition and construction phasing programme

Phase	Development Zone	Anticipated (Circa) Start Date	Anticipated (Circa) Completion Date	Approximate Duration (Months)
1	All	Q4 2023	Q4 2024	12 months
	DZ1	Q4 2024	Q4 2026	24 months
	DZ2	Q4 2024	Q3 2026	21 months
	DZ3	Q4 2024	Q4 2027	36 months
2	DZ4	Q4 2027	Q2 2031	42 months
3	DZ5	Q2 2031	Q4 2034	42 months
4	DZ6	Q4 2034	Q4 2036	24 months
	DZ6A	Q4 2034	Q4 2036	24 months

The peak construction year is currently anticipated to be 2026, when construction will be ongoing across DZ1&2 and DZ3, with 102 Heavy Goods Vehicle (HGV) and 139 Light Duty Vehicle (LDV) movements predicted per day (where one vehicle movement is defined as a construction vehicle arriving and leaving the Site)

In general, the Works would comprise:

- Pre-commencement surveys;
- Site set-up and enabling works, including service diversion works;
- Demolition and site clearance;
- Sub-structure works i.e. piling and foundations including basement excavation;
- Super-structure, envelope works and façade;
- Commissioning of building; and
- Fit-out and external works including landscaping and public realm.

Hours of Work

It is anticipated that the normal working hours for the construction works would be:

- 08.00 - 18.00 hours Monday to Friday;
- 08.00 – 13.00 hours Saturday; and
- At no other times, including Sundays and Public / Bank Holidays.

The hours of working would be agreed with SBC Environmental Health prior to the commencement of works. It is conceivable that certain works such as delivery of abnormal loads, assembly of tower cranes and piling, etc. may have to be undertaken outside these periods. Such works would be subject to prior agreement and reasonable notice to SBC, where possible.

Access and Egress

The main construction routes would be the A4 Wellington Street / Bath Road, the A355 Turns Lane, and the M4. The routes are considered suitable for larger vehicles due to the width of carriageway, capacity, and their connection to the wider strategic network i.e. the M4. Traffic routing would be agreed in advance with SBC as part of the Construction Logistics Plans (CLP) and CEMP.

Construction Environmental Management Plan

The commitments made within the ES would be incorporated into a Construction Environmental Management Plan (CEMP) to be submitted to and approved by SBC in advance of the commencement of any demolition, refurbishment and construction works. The Applicant is committed to providing a CEMP which would be implemented by the appointed contractor and follow relevant best practice guidelines.

The CEMP would provide details of measures to monitor, avoid, or minimise effects on the environment and sensitive local receptors arising from the demolition, refurbishment and construction works, as far as reasonably practicable, including:

- Details of the programme, and the nature of the demolition and construction works;
- Details of general Site management practices, including working hours, hoarding, access, lighting, Site facilities, energy and water use, waste, materials procurement and storage;
- Details of environmental management and control procedures, covering transport, dust, noise, vibration, contamination, hazardous materials, waste and potable water minimisation, lighting and drainage;
- Prohibited or restricted operations;
- Details of emergency procedures to be implemented on Site;
- A framework for complying with relevant legislation and guidance;
- Roles and responsibilities of key staff including training of staff, liaison with stakeholders and management of enquiries and complaints;
- Requirements for auditing, monitoring and record-keeping;
- A commitment to provide the name and contact details of a construction site representative;
- Provisions for reporting, public liaison and prior notification, especially where dispensations would be required;
- Commitment to adopt and implement the Institution of Civil Engineers' (ICE) Demolition Protocol;
- Details of measures to prevent contaminated runoff;
- Registration and commitment to the 'Considerate Constructors Scheme';
- Details of construction operations, highlighting the operations most likely to result in disturbance and / or working outside core working hours, together with an indication of the expected duration of each activity;
- Possible departures from target criteria, and details of how any adverse effects would be minimised, or potential complaints addressed;
- Details of proposed routes for HGVs travelling to and from the Site;
- Details of plant to be used; and
- Details of all construction works involving interference with a public highway, including temporary carriageway / footpath closures, realignments and diversions.

Adherence to the CEMP is not a substitute for Contractor(s) complying with all relevant legal or other planning obligations on the Contractor(s). The CEMP will be implemented alongside on-going appraisal of the Site activities, monitoring and dialogue with SBC as well as neighbours.

7. SOCIO-ECONOMICS (ES VOLUME 1, CHAPTER 7)

The potential Socio-economic effects of the Development during the construction and operational phases have been assessed. To inform the assessment, current baseline conditions in Slough and, where relevant, across Greater London and the South East, were analysed in relation to the size of the population; rates of economic activity, employment and unemployment; characteristics of the labour market and industry; housing requirements; education infrastructure; health infrastructure; and open space and recreation facilities. The assessment methodology follows applicable good practice guidance and legislation and has primarily considered the impacts on the local impact area of Slough.

Assessing the impacts of the Development on current and likely future socio-economic and human health conditions, the Chapter concludes that the Development will generate a number of beneficial effects, and where there are potentially negative effects, those which are significant can be mitigated effectively.

The demolition and construction of the Development will generate direct, indirect and induced jobs across the various impact areas, which is a beneficial impact, albeit insignificant in EIA terms.

Reflecting the flexibility of uses sought by the outline planning application, all effects relating to the complete and operational development have been assessed with reference to two scenarios, based on maximum and minimum provision of residential and office floorspace, plus one additional Minimum Commercial Scenario for the consideration of operational phase employment. The deployment of one of these scenarios as the basis for the assessment of each effect can adequately reflect a 'worst-case' scenario for the given effect, considering that one of the defined scenarios represents either a means of assessing the generation of adverse effects of largest magnitude, or beneficial effects of smallest magnitude.

Effects were reported with respect to both scenarios (plus the additional sub-scenario with respect to operational phase employment), and it was concluded which one produced the 'worst case' effect (i.e. the least beneficial or most adverse). The significance of effects reported below all relate to the worst-case scenario.

The Development will result in a reduction in the number of jobs supported at the Site, which, whilst an adverse impact, is likely to be of a scale that is considered insignificant in EIA terms.

The Development will increase the number of new homes in the area, which is considered a beneficial impact which is of a scale that is significant in EIA terms.

The Development will increase demand for education facilities locally. However, this can be effectively mitigated through new and expanded provision, which will result in a residual negligible impact that is insignificant in EIA terms.

The Development will increase demand for healthcare facilities locally, which, whilst an adverse impact, is likely to be of a scale that is considered insignificant in EIA terms.

The Development will increase demand for open space and recreation facilities locally. However, this can be effectively mitigated through new on-site and enhanced existing provision, which will result in a residual negligible impact that is insignificant in EIA terms.

8. TRANSPORT AND ACCESS (ES VOLUME 1, CHAPTER 8)

The assessment of environmental effects from a transport planning perspective have been informed by SBC's model, site visits, a desktop review of transport data including accident statistics and public transport service information.

The assessment has been undertaken in the context of the Guidelines for the Assessment of Road Traffic published by the Institute of Environmental Management and Assessment and in the context of the Transport Assessment for the Development which is submitted separately in support of the planning application.

The Site is located in a highly accessible area with good connections by bus and rail, with very good pedestrian and cycle connections. There are good quality pedestrian facilities and cycle around the Site which facilitate connectivity within the local and wider area. There are crossing facilities on key roads that bound the site that facilitate movement for both pedestrians and cyclists to surrounding facilities.

The likely significant effects arising from the Development during demolition and construction are expected to be temporary and will only impact local conditions in the short-medium term. The increase in traffic and HGVs generated during this phase is relatively small when compared to local traffic flows and, hence, the impacts expected to occur on environmental factors during this phase should be minor or negligible. Additionally, the implementation of measures of mitigation such as a Construction Logistics Plan (CLP), a Construction Environment Management Plan (CEMP) and the implementation of a Cycle Safety Scheme are expected to further reduce impacts during this phase.

During the operational phase of the Development, the majority of roads in the local and wider area are expected to experience a very small increase in traffic or a reduction in traffic (which would contribute to lower levels of congestion). Hence, the impacts that traffic could have on environmental factors during the operational phase are expected to be minimal. Additionally, the proposals would result in a daily reduction in pedestrian, bus and train movements which is expected to relieve congestion on the local footway and public transport networks. Furthermore, the Development will provide on-site public realm and a permeable scheme which will enable pedestrians and cyclists to move across the Site safely. This is expected to benefit the users of the site and locals permanently. Additional measures of mitigation such as the provision of cycle parking, car parking commensurate with emerging SBC parking policy and the implementation of a Travel Plan and Delivery & Servicing Plan are expected to influence travel trends of site-users towards sustainable modes rather than private vehicle use.

9. AIR QUALITY (ES VOLUME 1, CHAPTER 9)

An assessment of the likely significant air quality effects arising from the Development has been undertaken at both existing nearby sensitive receptors and the future users of the Development.

Existing baseline conditions have been established using recent air quality monitoring data from SBC. This showed there has been one exceedance of the annual mean NO₂ AQO in the vicinity of the Site in the most recent monitoring year, 2019. NO₂ concentrations are decreasing in the vicinity of the Site at both roadside and background sites. Defra predicted background concentrations at the Site are below the relevant objectives for all three pollutants assessed (NO₂, PM₁₀ and PM_{2.5}) in the anticipated opening year of the Development, 2026.

Dust and particulate matter emissions released during the construction phase of the Development will be controlled through the implementation of a Construction Environmental Management Plan (CEMP). These emissions are therefore not expected to give rise to significant effects and have not been considered within the ES.

The proposed energy strategy for the Development is all-electric, utilising zero-emission technologies. As no combustion sources are proposed, the impacts of emissions from the energy plant will not give rise to significant effects and have therefore not been considered within the ES.

A detailed assessment of air quality in the construction phase of the Development has been undertaken, considering the impacts of emissions from road traffic generated by the Development at existing receptors. The impacts at existing receptors are all predicted to be negligible in line with the EPUK/IAQM guidance and, as such, will not give rise to significant effects.

A detailed assessment of air quality in the operational phase of the Development has been undertaken, considering the impacts of emissions from road traffic generated by the Development at existing receptors.

The impacts at existing receptors are all predicted to be negligible in line with the EPUK/IAQM guidance and, as such, will not give rise to significant effects.

The site suitability assessment determined that predicted concentrations across the whole of the Site would fall below the relevant air quality objectives for the three pollutants assessed. Therefore, it is expected that onsite concentrations will not give rise to significant effects.

The cumulative impacts of the Development with other cumulative schemes in the local area have been considered inherently in the future year assessment. As a result, the cumulative impacts of the Development are not expected to give rise to significant effects.

Overall, the air quality effects of the construction and operational phases of the Development are judged to be not significant and no additional mitigation is required. It is considered that there are no material constraints to the planning application as a result of air quality.

Whilst not required based on the results of the air quality impact assessment, mitigation has been proposed to reduce the emissions from the Development and encourage improved air quality in the vicinity of the Site.

10. GREENHOUSE GASES (ES VOLUME 1, CHAPTER 10)

An assessment has been made of the likely significant environmental effects of the Development on the global climate. While the focus of the Climate Change chapter is on greenhouse gas (GHG) emissions, consideration has also been given to the anticipated effects on other receptors sensitive to climate change in collaboration with the wider design team and EIA experts in charge of the relevant topics.

Climate change is the most pressing environmental issue currently facing humanity. It is recognised that all new development potentially emits carbon, contributing towards global climatic change. In fact, the Institute of Environmental Management and Assessment (IEMA) stipulates that all GHG emissions might be considered significant because “the GHG emissions from all projects will contribute to climate change...”. There are currently no global carbon emission budgets defined beyond which significant impacts of climate change would be likely to occur. Therefore, in line with the IEMA guidance, all GHG emissions in the assessment are considered to be potentially significant. This reasoning is also consistent with the Precautionary Principle which stipulates that if there is threat or risk of serious or irreversible damage to human health or the environment, precautionary actions must be taken even if there is lack of full certainty surrounding the issue.

The global climate has been identified as the ‘sensitive receptor’ for the purposes of the climate change impact assessment. In light of the extreme importance of limiting global warming to below 2°C and in the absence of published standard definition of receptor sensitivity of GHG emissions, the assessment has assumed that the sensitivity of global climate to increases in GHG emissions is always considered to be ‘high’.

In accordance with the requirements of the EIA Regulations, consideration has been given to the following aspects of climate change:

- Climate change mitigation (i.e. measures implemented in the design of the Project to prevent or reduce greenhouse gas (GHG) emissions); and
- Climate change resilience & adaptation (i.e. measures implemented to future-proof the Project and adapt to the anticipated impacts of a changing climate).
- The Climate Change chapter has examined both direct (Scope 1) and indirect (Scope 2) GHG emissions as part of the assessment. The Greenhouse Gas Protocol defines direct and indirect emissions as follows:
 - Scope 1 emissions are direct emissions from owned or controlled sources;
 - Scope 2 emissions are indirect emissions from the generation of purchased energy;
 - Scope 3 emissions are further indirect emissions (not included in scope 2) that occur in the value chain, including both upstream and downstream emissions.

The outline nature of the planning application submitted for the Development introduces a high level of uncertainty to the quantification of indirect Scope 3 emissions which precludes the delivery of a robust and reliable assessment. The chapter has, therefore, excluded Scope 3 emissions both at construction and operational stages.

Overall, it is expected that the Development has the potential to deliver a resilient, low-carbon scheme that is expected to continue to reduce its operational emissions in view of the ongoing grid decarbonisation trends and expected future technology breakthroughs, whilst making a significant contribution to meeting local housing needs.

The significance of operational GHG emissions associated with the buildings' regulated and unregulated energy consumption is considered to be negligible in the short term with continued reduced impact in the medium to long term as a result of the ongoing decarbonisation of the national electricity grid, due to the recommendation for a largely combustion-free energy strategy for the site. Similarly, the significance of GHG emissions stemming from operational traffic have been classified as negligible in the short term following an increased uptake of electric vehicles in view of the expected forthcoming legislation to ban new petrol and diesel cars.

Consideration has also been given to the potential for cumulative increases in GHG emissions upon completion of the schedule of relevant committed schemes in the vicinity. While robust data is not available to undertake a detailed quantitative assessment of the Development in combination with other schemes, it is considered that so long as all new developments carefully consider and factor in suitable climate change mitigation and adaptation measures in their design in line with local, regional and national policy requirements, there will be an overall positive in-combination effect.

11. NOISE AND VIBRATION (ES VOLUME 1, CHAPTER 11)

Elements of the Development, such as town centre uses are anticipated to be noise and vibration generating and some elements of the Development i.e. future residents, are noise & vibration sensitive. Therefore, an assessment of the anticipated noise and vibration effects associated with the Development has been carried out. This assessment defines criteria for all relevant sources of noise and vibration expected to be influenced by the Development based on published National and local policy, legislation, and guidance documents.

To inform the noise and vibration assessment, survey work has been carried out, primarily to characterise and quantify the existing sound climate in the area. This survey work was carried out in 2017 prior to the pandemic.

In the absence of mitigation measures, construction works noise is expected to result in short-term effects of major significance on the local receptors surrounding Boundary of the application Site. Various mitigation measures for inclusion in the Construction Environmental Management Plan have been proposed, including noise monitoring. Allowing for the benefits of this mitigation, short-term effects of moderate significance are expected on the local receptors surrounding the Boundary of the application Site.

Without mitigation, construction works vibration is expected to result short-term adverse effects of moderate significance on the nearest surrounding local sensitive receptors. As with construction noise, various mitigation measures are proposed, for inclusion in the Construction Environmental Management Plan, to manage construction vibration. These include vibration monitoring, as well as opting for rotary bore piling in favour of impact driven methods. On this basis, construction vibration is expected to only potentially result in an adverse effects of minor significance at one receptor during the short period of time in which piling is carried out close to this receptor.

Any noise implications of traffic serving the construction of the Development are anticipated to be insignificant.

Without mitigation, during operation the effects of noise perceived internally by occupants of the Development are anticipated to be of major adverse significance. Assuming the mitigation measures specified are adopted, centred around conditions being attached the consent for the Development,

occupants of the Development would be provided with suitable internal noise levels, corresponding to adverse effects of minor significance at worst.

The effects of external noise are of major adverse significance without mitigation. Access to more tranquil external areas are provided both on and off Site which partially offsets the effects. Therefore, adverse effects of moderate significance are expected for occupants of the Development following mitigation.

Noise from building services plant installed as part of the Development risks adverse effects of major significance on surrounding receptors without mitigation. Therefore, it has been advised that a condition be attached to the consent, so that local receptors can be protected against this noise, based on design being carried out at the Reserved Matters stages, when the proposals are sufficiently developed for this work to be conducted.

Traffic serving operation of the Development will increase the traffic flows on some roads and consequently increase road traffic noise levels. However, the relative increases in traffic noise levels have been determined to be small, resulting in adverse effects of minor significance at a limited number of receptors. Therefore, no mitigation measures are warranted.

Noise from delivery vehicles serving the Development is anticipated to be insignificant for surrounding receptors, which are already subject to a general sound climate defined by road traffic noise, because the relative increases in noise caused by the delivery vehicles are immaterial. However, passing delivery vehicles at night could result in adverse effects of major significance on occupants of the Development without mitigation. Therefore, it has been advised that the condition related to facilitating suitable internal noise levels through façade design include for and consider the implications of delivery vehicles.

12. DAYLIGHT, SUNLIGHT AND OVERSHADOWING (ES VOLUME 1, CHAPTER 12)

An assessment has been made of the likely effect of the Development on the daylight and sunlight on surrounding buildings and overshadowing of surrounding outdoor amenity areas.

The technical analysis has been undertaken quantitatively via the creation of a digital three-dimensional model of the Site and surroundings based on the maximum parameters of the Development.

Of the 63 existing residential buildings, a total of 908 windows serving 672 rooms surrounding the Site have been assessed for existing daylight conditions. Within the 42 residential buildings, a total of 476 windows were assessed for existing sunlight conditions. In respect of overshadowing, one outdoor area of amenity was assessed.

The potential for solar glare and light pollution rely on detailed elements of the Proposed Development in order to undertake technical assessment. From review of the proposed uses and proximity of sensitive receptors and typical design strategies, it is not considered likely that significant solar glare or light pollution effects would arise. This will be considered and mitigated through any future detailed design.

During the demolition works there would be short term, temporary, local effects on daylight sunlight and overshadowing to properties and amenity areas surrounding the Site. As construction of the Development progresses, the effects would change to those reported for the complete and operational Development.

In relation to daylight, 61 of the 63 buildings identified would not experience a noticeable alteration in the levels of daylight that they receive with the completed Development in place and therefore the effects to these buildings are considered negligible. The remaining two buildings, Church of Our Lady Immaculate and St Ethelbert Rectory and 186-188 would experience with reductions in daylight levels in excess of the industry standard guidelines which are considered long term, local, adverse of minor significance.

In relation to sunlight, all 42 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive with the completed Development in place and therefore the effects to these buildings are considered negligible.

Despite the above, it is widely accepted that the industry standard guidelines for daylight and sunlight should be applied with flexibility, particularly given their original application was intended for developments within the

suburban environment. Accordingly, it is considered that the relatively limited impacts (up to minor adverse) of the Development upon daylight and sunlight availability are acceptable.

The overshadowing effect of the Development on the surrounding amenity areas assessed, Church of Our Lady Immaculate and St Ethelbert Yard, is considered long term, local, adverse of minor significance.

In the cumulative scenario, no noticeable additional daylight effects would occur to 62 buildings, and therefore the overall effect is unchanged from the Development scenario. One building, Church of Our Lady Immaculate and St Ethelbert Rectory, would experience noticeable additional effects in the cumulative scenario, and the effect is therefore considered to increase to a long term, local, adverse effect of moderate significance. However, it is understood that this building is not of primary residential tenure and as such is of lower sensitivity.

In relation to sunlight, all 42 buildings identified would not experience a noticeable alteration in the levels of sunlight that they receive in the cumulative scenario and therefore the effects to these buildings are considered to remain negligible.

Owing to the location of cumulative schemes, no cumulative overshadowing assessment is considered necessary.

In relation to the future sensitive properties assessed in relation to daylight, six are considered to experience a negligible effect. The remaining building 150-152 High Street is considered to experience a long term, local, adverse effect of major significance. However, the design of this building inherently limits daylight availability within the room, which should be taken into consideration when evaluating the significance of effect.

13. WIND MICROCLIMATE (ES VOLUME 1, CHAPTER 13)

The existing Site and surroundings are mostly low to medium rise, typically two to four stories. In addition, a large part of the existing retail Site comprises covered internal malls. The external areas of the existing Site are expected to fall into the 'Sitting' to 'Strolling' range, which is safe and acceptable for almost all existing uses.

The development proposals within the QM OPA are significantly taller than the surroundings. This will create some additional windiness around the borders where the massing 'steps up'. This will be particularly noticeable at the north-eastern edge along Queensmere road and Wellington Street. Amenity spaces and the corners of buildings in these areas will be exposed to the less frequent but cooler north-east winds that occur in the spring. Some local mitigation such as trees, screens and relocation or recessing of entrances will help improve any adverse conditions in these areas and can be specified at the RMA stage for each Development Zone.

The general massing of the development proposals gradually builds in height with the lowest height buildings in the west and south, building up as you progress east across the Site. This gradual increase in height takes advantage of the natural process of sheltering. This process continues right across the development proposals with each building in turn sheltering the next from the prevailing wind. This creates a generally sheltered environment with only very few areas of wind acceleration. Any small areas of wind acceleration are expected to be easily mitigated with the measures, such as trees, screens, public art, and recessed or relocated entrances.

Prevailing south-west winds are likely to be downdrafted by the exposed western and southern facades of the QM OPA however these could be mitigated relatively easily with horizontal canopies, trees or recessed entrances.

Overall, with the local mitigation correctly designed at the RMA stage for each Development Zone, all conditions are expected to be Negligible.

14. BUILT HERITAGE (ES VOLUME 1, CHAPTER 14)

No statutory or locally designated built heritage assets are present within the Site boundary; however, there are a range of other designated and non-designated built heritage assets within the wider study area.

There are 25 Listed Buildings (3 Grade I, 2 Grade II*, 20 Grade II) and 3 Grade II Registered Park and Garden (Hershel Park, formerly Upton Park; Royal Estate, Windsor: Windsor Castle and Home Park; and Stoke Park) within the study area. 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, and Grade II Listed Church of St Mary.

In addition, Windsor Castle, a Grade I listed building and scheduled monument, which is located approximately 7.8km south of the Site, has a prominent landmark status, exceptionally high level of special architectural and historic interest and sensitivity to change. In addition, there are 27 non-designated heritage assets within the Site and study area, and two locally listed buildings in proximity to the Site

The effects of the demolition and construction phase of works would be transitory in nature, i.e. confined to this phase, and also linked directly to the delivery of the completed scheme for the Site. However, during this phase, the visibility of spoil for demolition, construction cranes and other structures and equipment, and also the associated noise, dust, construction and vehicular activity, and other experiential effects, would likely distract from the experience and enjoyment of those heritage assets within closer proximity to the Site, which would be a minor adverse effect. For other more distantly located, or otherwise removed, heritage assets such effects would be either negligible or neutral. The details of proposed mitigation / monitoring measures would be set out in a CEMP and would be agreed with the local planning authority and secured via a condition. The duration of effects would be medium-term, although any magnitude of effects would reduce during the construction process as completed works obscure views of the later works under construction. Following the implementation of appropriate mitigation measures, the residual demolition and construction effects on the significance of the relevant built heritage are not considered to be significant for the purposes of EIA.

When completed and operational, the Development on Site has the potential to indirectly impact the significance of the identified built heritage assets and sensitive receptors. Following completion, the Development would likely have no significant effects on any of the designated and non-designated heritage assets within the local and wider surrounding area of the Site for the purposes of EIA. The nature of the effect of the completed and operational phase on the significance of the built heritage assets has been assessed to be permanent, long term and indirect for each of these receptors, and also to range from minor to negligible adverse, or no change. Again, these are not considered to be significant effects.

15. GROUND CONDITIONS AND CONTAMINATION (ES VOLUME 1, CHAPTER 15)

The Development is located in the centre of Slough. It has historically been developed and been subjected to industrial and commercial land use including the existing commercial centre, and historically, a gas works, printing works and embrocatation works. Activities associated with these developments may have resulted in contamination of soils and groundwater. The Development is underlain by the Langley Silt and Taplow Gravels, which in turn are underlain by the Reading Formation over the Upper Chalk. The gravels and chalk support Principal aquifers, which comprise important resource for water supplies and the wider water environment.

With mitigation measures in place during construction no significant effects are predicted on human health and water environment. Direct impacts from land contamination during construction on human health and groundwater quality would be managed through an environmental management plan.

Construction of the basements (up to 100% of maximum footprint within Development Zones 3, 4, 5 and 6; up to 20% of maximum footprint within Development Zone 1 and up to 50% of maximum footprint within Development Zones 2a, 2b and 2c) may locally need groundwater control levels measures, which may locally impact the groundwater level and flow within the gravels. There are not any groundwater dependent

features within the study are that may be impacted by these changes. Construction of the basements will produce large volumes of soil, disposal of which will be managed through a waste management plan.

These impacts are unlikely to result in significant effects during the construction of the Development.

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

16. TOWNSCAPE AND VISUAL IMPACT ASSESSMENT (TVIA) (ES VOLUME 3)

The TVIA identifies how the proposed development will affect townscape character, views and visual amenity in the surrounding area.

The existing townscape character of the Town Centre is generally unremarkable and contains minimal features or elements of townscape importance. The existing site is characterised mostly by a large 1960s shopping centre with later additions and alterations. The massive building footprint creates a barrier to north-south movement whilst the limited active frontages together with the decreasing occupancy results in some poor quality townscape. Traffic moving along the A4 Wellington Street dominates the townscape and compounds the limited permeability into the town centre from the north. Modern development around the train station of high architectural quality has a more positive influence on the townscape and form prominent elements on the local skyline. Residential development wraps around the east and south of the Town Centre and the transition between larger scale developments along the High Street is sometime abrupt.

The townscape character area within which the Site is situated (TCA1: High Street) was considered to be of Low Value and Low Sensitivity. This TCA has a limited uniformity; it includes a few listed buildings scattered along the High Street but contains no concentrations of designated assets recognised for their townscape importance.

In visual terms, the site's location at the centre of Slough Town Centre, within a densely populated area means that existing views towards the Site are limited to the immediate vicinity or from local streets that are aligned in the direction of the Site. More distant views towards Site from public open spaces on the rising land around the outer edges of the Town Centre are characterised by taller development around the train station and/or at the eastern end of the High Street. The Site does not fall within the viewing corridor of any views protected at local level.

The Development includes the change in land use from a shopping centre to a vibrant, mixed development of high quality design with new public realm. The Development would be predominantly residential-led with new buildings predominantly between 6 to 18 storeys stepping down to adjacent development along the High Street and to St Ethelbert's Church. The Development would also include community and commercial uses providing active frontages at ground level.

The TVIA concluded that in the operation phase, the Development would result in a moderate significant beneficial effect on the townscape character for TCA1: High Street; the regeneration of a large shopping centre with a mixed use high density development and associated public realm of high quality design would result in an improvement to the townscape character of this area. The Development would be higher density than the existing surrounding townscape. However, the Development has been designed to mitigate potential effects including the use of stepped building forms, variations in roof levels across the different blocks and the integration of tree-lined streets between blocks. There would be some indirect effects on TCA2: Windsor Road & Institutional as a result of the increased influenced of tall buildings in views out of the area although these would not be significant. The TVIA found that the Development would have no significant residual effects on the wider townscape character including negligible effects on the townscape character of areas which are more distant from the Site (TCA 3 - 4).

The TVIA also found no significant residual effects at operation on all visual receptors, except for users of the High Street which runs along the southern site boundary and users of the Slough Train Station to the north. In these sequential and close distance views, the proposed built development would represent an increase in height and massing, which would form a notable change in the view. This would create a new focal point and contribute to the cluster of existing taller buildings nearby which would improve the legibility of the Town Centre. The balance of height and massing across the Development with stepped levels would partly mitigate the perceived massing and the change in level from surrounding development.

For all other visual receptors, the assessment of visual effects identified that the Development would introduce some new additions which would be prominent in some local views such as from the roads which bound the site, and smaller scale changes to more distant views such as from Lascelles Park. These views would typically be experienced in motion and in context with other existing taller development in and around Slough town centre. The introduction of a mixed use development of high quality with buildings of stepped form would contribute to the increased visual interest of the skyline and would have a beneficial impact on local views. In some longer distance views such as from Windsor Great Park the development would be visible in the background; in these views, the increase in scale would partly detract from Windsor Castle which currently forms the focal point, although this would not result in a significant changes to the visual amenity.

17. CUMULATIVE EFFECTS (ES VOLUME 1, CHAPTER 16)

Two types of cumulative effects have been assessed:

- **Type 1 Effects (Impact Interactions):** the interaction of the individual effects during demolition and construction upon a set of defined sensitive receptors; for example, noise, traffic and visual intrusion; and
- **Type 2 Effects (Combined Effects):** the combined effects arising from other reasonably foreseeable schemes.

Type 1 Effects

In view of the assessment methodology employed and the results of the technical assessments reported within the ES, the likely significant Type 1 effects interactions during the Works of the Development (i.e. effect interactions on the same receptor) are as follows:

Table NTS5: Impact Interactions on Sensitive Receptors During the Works

Sensitive Receptors	Combined Effects
Church of Our Lady Immaculate and St Ethelbert's Church Vicarage and St Ethelbert's Yard	Noise – Adverse Effect of Major Significance (Local, temporary, short term, direct)
	Vibration – Adverse Effect of Minor Significance (Local, temporary, short-term, direct)
	Built Heritage – Adverse Effect of Minor Significance ('no significance') (Local, indirect, short-term)

Once the Development is complete and operational, the likely significant Type 1 cumulative effects would be as follows:

Table NTS6: Impact Interactions on Sensitive Receptors During Operation

Sensitive Receptors	Combined Effects
Church of Our Lady Immaculate and St Ethelbert's Church Vicarage and St Ethelbert's Yard	Daylight – Adverse Effect of up to Minor Significance (Local, permanent, long-term)
	Overshadowing – Adverse Effect of up to Minor Significance (Local, permanent, long-term)

Sensitive Receptors	Combined Effects
	Built Heritage – Adverse Effect of Minor Significance ('no significance') (Permanent, long-term, indirect)

All other effects are considered to be negligible or insignificant, or there would be no interaction between the effects on a single receptor.

Type 2 Effects

The schemes that were considered as part of the cumulative assessment (each considered as relevant according to the environmental topic) are listed below. **Figure NTS5** identifies the locations of these cumulative schemes. The reference numbers in the following list help to identify the locations of the cumulative schemes on **NTS5**.

1. Former Slough Central Library, Wellington Street (P/17238/000)
2. Future Works, 2 Brunel Place Wellington Street (A4) (former Brunel Bus Station) (P/02272/030, P/02272/013 and P/02272/015)
3. Former Octagon Offices, Brunel Way, Slough, SL1 1QY (P/04888/022)
4. Montem Leisure Centre, Bath Road (P/07383/010)
5. Tower House and Ashbourne House, Chalvey (S/00020/005)
6. Horlicks Factory, Stoke Poges Lane Slough (P/00094/039, P/00094/044, P/00094/045)
7. Aspire 2 Site, Corner of Church Street and Herschel Street, Slough, SL1 1PG (P/01508/042 and P/01508/048)
8. Thames Central, Hatfield Road, Slough, SL1 1QE (F/02411/021)
9. Land at Stoke Wharf, Stoke Road & Land to west of 9 to 17 Kendal Close &, Former builders' merchants to rear and north of 132-144 Stoke Road &, Bowyer Recreation Ground, Slough, SL2 5AS (P/07584/011)
10. Former Akzo Nobel site, Wexham Road (P/00072/096, P/00072/108)
11. Former BHS retail unit, 204-206 High Street (P/02683/013 and P/02683/015)
12. 277-279 High Street, Berkshire, SL1 1BN (P/01276/003)
13. 23-25, Mill Street, Slough, SL2 5AD (P/05806/007)
14. Beacon House 50 Stoke Road, Slough, SL2 5AW (P/06964/016)
15. Thames Central, Hatfield Road, Slough, SL1 1QE (P/02411/022)
16. 190-192 High Street, Slough, SL1 1JS (P/03079/017)
17. 186-188 High Street, Slough, SL1 1JS (P/01914/027)
18. Landmark Place, High Street, Slough, SL1 1JL (F/10913/019)

Figure NTS5: Location of Cumulative Schemes

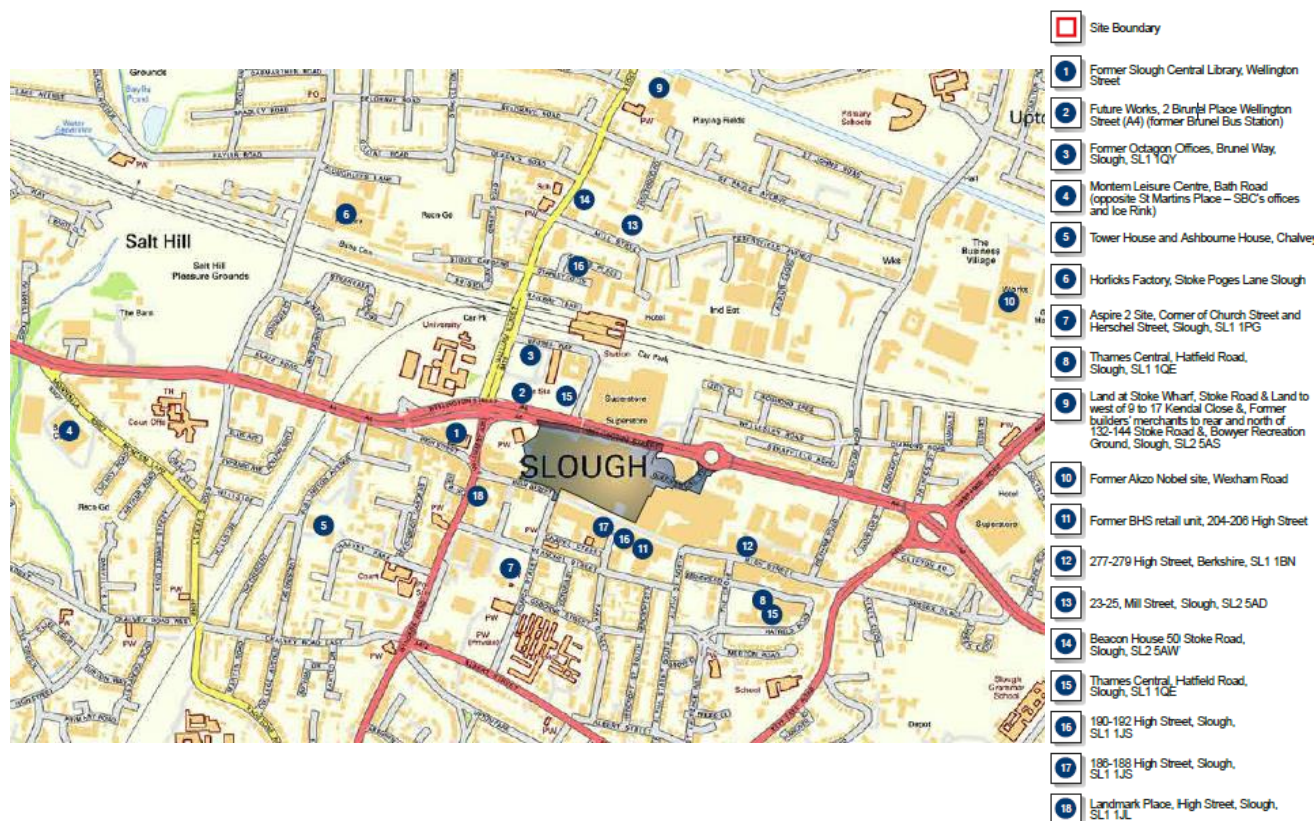


Table NTS7 summarises the likely significant combined effects arising from the Development alongside the aforementioned cumulative developments.

Table NTS7: Summary of Likely Significant Type 2 Combined Effects on Sensitive Receptors

Topic	Phase	Combined Effect	Significance
Socio Economics	Works	Creation of Employment	Major Beneficial
	Operation	Creation of Employment	Major Beneficial
	Operation	Increased Provision of Housing, including Affordable Housing	Major Beneficial
Transport and Access	Works	No cumulative effects identified	N/A
	Operation	Pedestrian and Cycle Delay	Minor Beneficial
	Operation	Public Transport Delay	Substantial Beneficial
Air Quality	Works	No cumulative effects identified	N/A
	Operation	No cumulative effects identified	N/A
Greenhouse Gases	Works	No cumulative effects identified	N/A
	Operation	No cumulative effects identified	N/A
Noise and Vibration	Works	Construction Noise – Residential Properties along High Street (south, west, north) and in Marlborough House	Moderate Adverse
	Works	Construction Noise – St Ethelbert's Church Vicarage	Major Adverse
	Operation	Building Services Noise – Church of Our Lady Immaculate & St Ethelbert's Church Vicarage	Minor Adverse

Topic	Phase	Combined Effect	Significance
Daylight, Sunlight and Overshadowing	Works	No cumulative effects identified	N/A
	Operation	Vertical Sky Component and No Sky Line – Church of Our Lady Immaculate & St Ethelbert's Rectory	Moderate Adverse
	Operation	Annual Probable Sunlight Hours – Church of Our Lady Immaculate & St Ethelbert's Rectory	Major Adverse
	Operation	Vertical Sky Component – 186 – 188 High Street	Minor Adverse
	Operation	Vertical Sky Component and No Sky Limit – 150-152 High Street	Major Adverse
Wind Microclimate	Operation	Public Cafes and Seating Areas – south of DX3 and DZ5 and north of DZ1 and DZ4	Minor Adverse
Built Heritage	Works	Effects of construction cranes visible at a distance on the Church of St Mary (Grade II* Listed Building)	Minor Adverse
	Works	Effects of Construction machinery and activity visible; hoarding surrounding Site; construction noise on Church of Our Lady Immaculate (Grade II Listed Building)	Minor Adverse
	Works	Effects of Construction machinery and activity visible; hoarding surrounding Site; construction noise on St Ethelbert's Presbytery (Grade II Listed Building)	Minor Adverse
	Works	Effects of Construction machinery and activity visible; hoarding surrounding Site; construction noise on 125–133 High Street Slough (Locally Listed Building)	Minor Adverse
	Works	Effects of Construction machinery and activity visible; hoarding surrounding Site; construction noise on 1–7 Mackenzie Street (Locally Listed Building)	Minor Adverse
	Works	Effects of Construction machinery and activity visible; hoarding surrounding Site; construction noise on Slough Old Town (Local Area of Special Character)	Minor Adverse
	Operation	Creation of new square; increased height and density of built form within immediate surroundings of Church of Our Lady Immaculate and St Ethelbert (Grade II Listed Building)	Minor Adverse
	Operation	Creation of new square; increased height and density of built form within immediate surroundings of St Ethelbert's Presbytery (Grade II Listed Building)	Minor Adverse
	Operation	View of upper storeys of the tall residential elements on Windsor Castle Including All the Buildings within the Walls (Grade I Listed Building)	Minor Adverse
	Operation	View of upper storeys of the tall residential elements on Windsor Castle (built heritage only) (Scheduled Monument)	Minor Adverse
	Operation	View of upper storeys of the tall residential elements on The Royal Estate, Windsor: Windsor Castle and Home Park (Grade I Registered Park and Garden)	Minor Adverse

Topic	Phase	Combined Effect	Significance
Ground Conditions and Contamination	Works	No cumulative effects identified	N/A
	Operation	No cumulative effects identified	N/A

18. NEXT STEPS (ES VOLUME 1, CHAPTER 17)

Mitigation, Monitoring and Enhancement Measures

The ES sets out details of what mitigation and monitoring is needed in respect of the predicted environmental effects of the Development both during the Works and once the Development is complete and operational such that the Development can be delivered in such a way as to accord with the residual effects identified in the ES. These measures are summarised in **Table NTS8**.

Table NTS8: Proposed Mitigation, Monitoring and Enhancement Measures

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<p>Construction Environmental Management Plan (CEMP)</p> <p>The full CEMP will consider the following mitigation measures:</p> <ul style="list-style-type: none"> • Details of the programme, and the nature of the Works; • Details of general Site management practices, including working hours, hoarding, access, lighting, Site facilities, energy and water use, waste, materials procurement and storage; • Details of environmental management and control procedures, covering transport, dust, noise, vibration, contamination, hazardous materials, waste and potable water minimisation, lighting and drainage (details of which are provided in Chapter 6 to Chapter 15 of this ES); • Prohibited or restricted operations; • Details of emergency procedures to be implemented on Site; • A framework for complying with relevant legislation and guidance; • Roles and responsibilities of key staff including training of staff, liaison with stakeholders and management of enquiries and complaints; • Requirements for auditing, monitoring and record-keeping; • A commitment to provide the name and contact details of a construction site representative; • Provisions for reporting, public liaison and prior notification, especially where dispensations would be required; • Commitment to adopt and implement the Institution of Civil Engineers' (ICE) Demolition Protocol; • Details of measures to prevent contaminated runoff; • Registration and commitment to the 'Considerate Constructors Scheme'; • Details of construction operations, highlighting the operations most likely to result in disturbance and / or working outside core working hours, together with an indication of the expected duration of each activity; • Possible departures from target criteria, and details of how any adverse effects would be minimised, or potential complaints addressed; 	<p>Adverse environmental effects during the Works from:</p> <ul style="list-style-type: none"> • Noise and Vibration from demolition and construction; • Dust; • Contaminated dust or surface run-off from stockpiles affecting off-site receptors; • Handling and storage of potentially hazardous liquids on-Site; • Drainage and Spill control; • Construction Traffic including provision of a Construction Logistics Plan (see below); • Site lighting during construction; 	<p>Planning Condition</p>

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<ul style="list-style-type: none"> • Details of proposed routes for HGVs travelling to and from the Site (which could be part of a Construction Logistics Plan (CLP)); • Details of all construction works involving interference with a public highway, including temporary carriageway / footpath closures, realignments and diversions. 	<ul style="list-style-type: none"> • Potable water consumption; and • Construction waste. 	
<p>Construction Logistics Plan (CLP)</p> <p>This document will seek to support the achievement of the following objectives:</p> <ul style="list-style-type: none"> • To demonstrate that construction materials can be delivered, and waste removed in a safe, efficient and environmentally friendly way. • To identify deliveries that can be reduced, re-timed or even consolidated, particularly during peak periods. • To help cut congestion on SBC's roads and ease pressure on the environment. • To encourage construction workers to travel to the Site by sustainable or active travel modes. • To improve vehicle and road user safety. • To encourage the use of greener vehicles. • To improve the reliability of deliveries to the Site. • To reduce fuel costs and carbon emissions for freight operators. 	<p>To minimise any adverse effects (such as noise and in relation to accidents and safety) as a result of the construction programme and construction traffic.</p>	<p>Planning Condition</p>
<p>Cycle Safety Scheme (CLOCS)</p> <p>Road safety would be managed and mitigated through the CLOCS scheme and the use of contractors registered on the Considerate Contractors Scheme. CLOCS brings the construction logistics industry together to improve the management of work-related road risk and ensure a road safety culture is embedded across the industry.</p>	<p>Severance effects to pedestrians and cyclists.</p> <p>Improving safety and reducing accidents.</p>	<p>Planning Condition</p>
<p>Temporary traffic management works</p>	<p>Severance effects to pedestrians and cyclists.</p> <p>Improving safety and reducing accidents.</p>	<p>Planning Condition</p>
<p>Air Quality – Construction Dust mitigation to include:</p> <ul style="list-style-type: none"> • Communications <ul style="list-style-type: none"> – Develop and implement a stakeholder communications plan that includes community engagement before work commences on site. – Display the name and contact details of person(s) accountable for air quality and dust issues on the site boundary. This may be the environment manager/engineer or the site manager. – Display the head or regional office contact information. • Dust Management Plan <ul style="list-style-type: none"> – Develop and implement a Dust Management Plan (DMP), which may include measures to control emissions, approved by the Local Authority. The DMP may include monitoring of dust deposition, dust flux, real-time PM₁₀ continuous monitoring and/or visual inspections. 	<p>Adverse dust impacts during the Works.</p>	<p>Planning Condition – CEMP/DMP</p>

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<ul style="list-style-type: none"> • Site Management <ul style="list-style-type: none"> – Record all dust and air quality complaints, identify cause(s), take appropriate measures to reduce emissions in a timely manner, and record the measures taken. – Make the complaints log available to the Local Authority when asked. – Record any exceptional incidents that cause dust and/or air emissions, either on- or off- site, and the action taken to resolve the situation in the log book. – Hold regular liaison meetings with other high risk construction sites within 500 m of the site boundary, to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is important to understand the interactions of the off-site transport/deliveries which might be using the same strategic road network routes. • Monitoring <ul style="list-style-type: none"> – Undertake daily on-site and off-site inspection, where receptors (including roads) are nearby, to monitor dust, record inspection results, and make the log available to the Local Authority when asked. This should include regular dust soiling check of surfaces such as street furniture, cars, window sills within 100 m of the site boundary, with cleaning to be provided if necessary. – Carry out regular site inspections to monitor compliance with the DMP, record inspection results, and make an inspection log available to the Local Authority when asked. – Increase the frequency of site inspections by the person accountable for air quality and dust issues on site when activities with a high potential to produce dust are being carried out and during prolonged dry or windy conditions. – Agree dust deposition, dust flux, or real-time PM10 continuous monitoring locations with the Local Authority. Where possible, commence baseline monitoring at least three months before work commences on site or, if it is a large site, before work on a phase commences. • Preparing and maintaining the site <ul style="list-style-type: none"> – Plan site layout so that machinery and dust causing activities are located away from receptors, as far as is possible. – Erect solid screens or barriers around dusty activities or the site boundary that are at least as high as any stockpiles on site. – Fully enclose site or specific operations where there is a high potential for dust production and the site is active for an extensive period. – Avoid site runoff of water or mud. – Keep site fencing, barriers and scaffolding clean using wet methods. – Remove materials that have a potential to produce dust from site as soon as possible, unless being re-used on site. If they are being re-used cover as described below. 		

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<ul style="list-style-type: none"> - Cover, seed or fence stockpiles to prevent wind whipping. • Operating vehicles/machinery and sustainable travel <ul style="list-style-type: none"> - Ensure all vehicles switch off engines when stationary – no idling vehicles. - Avoid the use of diesel or petrol-powered generators and use mains electricity or battery powered equipment where practicable. - Impose and signpost a maximum-speed-limit of 15 mph on surfaced and 10 mph on unsurfaced haul roads and work areas (if long haul routes are required these speeds may be increased with suitable additional control measures provided, subject to the approval of the nominated undertaker and with the agreement of the Local Authority, where applicable). • Operations <ul style="list-style-type: none"> - Only use cutting, grinding or sawing equipment fitted or in conjunction with suitable dust suppression techniques such as water sprays or local extraction, e.g. suitable local exhaust ventilation systems. - Ensure an adequate water supply on the site for effective dust/particulate matter suppression/mitigation, using non-potable water where possible and appropriate. - Use enclosed chutes and conveyors and covered skips. - Minimize drop heights from conveyors, loading shovels, hoppers and other loading or handling equipment and use fine water sprays on such equipment wherever appropriate. - Ensure equipment is readily available on site to clean any dry spillages, and clean up spillages as soon as reasonably practicable after the event using wet cleaning methods. • Waste management <ul style="list-style-type: none"> - Avoid bonfires and burning of waste materials. • Demolition <ul style="list-style-type: none"> - Soft strip inside building before demolition. - Ensure effective water suppression is used during demolition activities. - Avoid explosive blasting, using appropriate manual or mechanical alternatives. - Bag and remove any biological debris before demolition. • Earthworks <ul style="list-style-type: none"> - Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. - Use Hessian, mulches or trackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. - Only remove the cover in small areas during work and not all at once. • Construction <ul style="list-style-type: none"> - Avoid scabbling (roughening of concrete surfaces) if possible. 		

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<ul style="list-style-type: none"> - Ensure sand and other aggregates are stored in bunded areas and are not allowed to dry out, unless this is required for a particular process, in which case ensure that appropriate additional control measures are in place. - Ensure bulk cement and other fine powder materials are delivered in enclosed tankers and stored in silos with suitable emission control systems to prevent escape of material and overfilling during delivery. - For smaller supplies of fine powder materials, ensure bags are sealed after use and stored appropriately to prevent dust. • Trackout <ul style="list-style-type: none"> - Use water-assisted dust sweeper(s) on the access and local roads, to remove, as necessary, any material tracked out of the site. This may require the sweeper being in continuous use. - Avoid dry sweeping of large areas. - Ensure vehicles entering and leaving sites are covered to prevent escape of materials during transport. - Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. - Record all inspections of haul routes and any subsequent action in a site log book. - Install hard surfaced haul routes, which are regularly damped down with fixed or mobile sprinkler systems, or mobile water bowsers and regularly cleaned. - Implement a wheel washing system (with rumble grids to dislodge accumulated dust and mud prior to leaving the site where reasonably practicable). - Ensure there is an adequate area of hard surfaced road between the wheel wash facility and the site exit, wherever site size and layout permits. - Access gates to be located at least 10 m from receptors where possible. 		
<p>Greenhouse gas mitigation and monitoring</p> <ul style="list-style-type: none"> • Main contractor to monitor energy, water and waste data during the construction stage; • Main contractor to set energy, water and waste reduction targets and waste reuse/recycling targets for the construction activities from the outset to encourage transparency and accountability; • Renewable energy technologies installed where possible; • Fit-out measures: specification of low-impact floor covering and carpets, low VOC paint/ adhesives/sealants/coatings, low-impact furnishings, preference for fittings with high recycled content, consideration given to sourcing materials from a 'manufacturer with a take-back scheme' and procuring products/fittings as a service (e.g. lighting); • Specification of materials with Environmental Product Declarations (EPDs) with a view to further reducing embodied carbon emissions; and 	GHG emissions from construction materials and activities.	Planning Condition

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<ul style="list-style-type: none"> Preference for local suppliers to shorten the supply chain and reduce its associated environmental footprint coupled with prioritisation of responsibly sourced goods and services where feasible whilst maximising the proportion of recycled content within materials used in construction. 		
<p>Construction Works Noise</p> <p>The following mitigation measures are recommended to manage construction noise; these are to be incorporated into the Construction Environmental Management Plan (CEMP):</p> <ul style="list-style-type: none"> Demolition and construction methods and plant used are to be carefully selected to minimise noise at source as far as reasonably practical. Electric and electro-hydraulic plant and equipment are to be used where practical. Non-percussive tools and equipment are to be used where practical. Plant are to be serviced on a regular basis to ensure they meet the relevant current legislation and BS 5228 standards. Plant are to be operated at low speeds where possible and incorporate automatic low speed idling; Engines are to be switched off when not in use. Noisy plant is to be screened or enclosed to reduce noise emissions. Contractors are to be made familiar with the guidance contained in BS 5228 parts 1 & 2 and BS 7385, forming a pre-requisite of any appointments. Construction traffic will be parked away from sensitive uses. Traffic management systems will always be used at the entrances to the Site to control the traffic into the application site; Deliveries and removals will be planned out of peak hours as far as possible, always within the working hours advised below. Construction works will be limited to between 08:00-18:00 on weekdays and 08:00-13:00 on Saturdays. No construction works are to take place on Sundays. A minimum of 2.4 m high hoarding is to be maintained around the application site boundary to screen noise from low level sources. Noisy activities are to be sited away from sensitive receptors - where possible. Broadband sound emitting reversing alarms are to be used in favour of tonal alarms. Materials are to be lowered in place of dropping, as much as practically possible. Noise levels are to be monitored through on-site noise loggers (see Monitoring section of this chapter). Noise complaints are to be reported to the principal contractor and immediately investigated. 	Noise and Vibration from demolition and construction;	Planning Condition – CEMP
<p>Contamination during the Works</p> <p>The CEMP outlines measures to ensure that contamination is addressed during enabling works and unacceptable risks with respect to human health and controlled waters are mitigated.</p>	Ground conditions and contamination	Planning Condition - CEMP

Queensmere Shopping Centre, Slough Central Environmental Statement: Non-Technical Summary

Mitigation, Monitoring or Enhancement Measure	Effect being mitigated, monitored or enhanced	Possible Method of Implementation
<p>Construction activities would be undertaken in line with current good practice and published guidance, which will be set out in the CEMP. Construction-related receptors and sources would be managed to negate their impact on the environment. The commitments incorporated in the CEMP include but are not limited to:</p> <ul style="list-style-type: none"> • A watching brief for the duration of site works in areas of potential contaminated land or groundwater (by a suitably qualified and experienced person). • An Action Plan for safely dealing with unexpected contamination. • Management of construction-related waters. • Sustainable use of soils on a construction site. • Environmental monitoring including ground water monitoring. • Adequate fuel / chemical storage facilities e.g. bunded tanks, hard standing and associated emergency response spillage control procedures. • Well maintained plant and associated emergency response / spillage control procedures. • Any temporary onsite storage of contaminated material would be stored on sheeting and covered to minimise the potential for leachate and run off from the stockpile being generated. • Health and safety training and provision of suitable welfare facilities. • Provision and use of Personal Protective Equipment (PPE). 	effects during the Works.	
<p>Contamination</p> <p>The management of waste arising from the construction of the Development, particularly basements, will be subject to a Site Waste Management Plan prepared as part of the CEMP. Soils will be retained on site for reuse where feasible and if the soils have adequate engineering or chemical properties. Import of additional soils may also be required, if no suitable materials excavated from the Site are available. Measures will be taken to establish acceptable reuse and import criteria and procedures defined for ensuring that the suitability of material can be demonstrated and verified. All excess materials, including materials not suitable for reuse, will be taken off site for either disposal, recycling or reuse on other sites, in accordance with the Site Waste Management Plan. A discovery strategy will be developed to enable unforeseen ground conditions to be addressed if or when encountered during construction.</p>	Effects of potential land contamination	Planning Condition
<p>Ground Investigations</p> <p>Foundation Works Risk Assessment where deep foundations are proposed, to be confirmed subject to the design at detailed design stage for subsequent RMAs. Ground investigations and land contamination risk assessments These have been proposed to gather information required to complete appropriate land contamination assessments, which will identify areas of significant risk to the end users and controlled waters. These will be subject to remediation, which will reduce the risks to acceptable levels. The ground investigation information and assessments will also inform water and materials management during construction works.</p>	Effects of potential land contamination	Planning Condition

Consideration of the Application

The statutory time limit for determining an application subject to EIA is 16 weeks.

As per the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended):

“when determining an application or appeal in relation to which an environmental statement has been submitted, the relevant planning authority, the Secretary of State or an Inspector, as the case may be, must –

- a) Examine the environmental information;*
- b) Reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account the examination referred to in sub-paragraph a) and, where appropriate, their own supplementary examination;*
- c) Integrate that conclusion into the decision as to whether planning permission or subsequent consent is granted; and*
- d) If planning permission or subsequent consent is granted, consider whether it is appropriate to impose monitoring measures”.*

19. ENVIRONMENTAL STATEMENT AVAILABILITY AND COMMENTS

The ES is available for viewing on SBC’s website: <https://www.sbcplanning.co.uk/plansearch.php>

Additional hard copies of the ES can be purchased from Icen Projects by contacting:

Da Vinci House

44 Saffron Hill

London EC1N 8FH

Email: london@iceniprojects.com

Electronic copies of the ES will be provided free of charge.



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