



GERALDEVE

Planning and Transport  
Slough Borough Council  
Observatory House  
25 Windsor Road  
Slough SL1 2EL

72 Welbeck Street, London W1G 0AY  
Tel. +44 (0)20 7493 3338  
[geraldeve.com](http://geraldeve.com)

**FAO: Neil Button**

15 June 2022

**Our ref:** JC/HBR/HDA/U0017975

**Your ref:** P/19689/000

Dear Sir,

**Slough Central – Queensmere Outline Planning Application (ref. P/19689/000)  
Formal Submission of Scheme Changes**

We write on behalf of the Applicant, *Green Monarch B1 2016 Limited and Green Monarch B2 2016 Limited* (c/o British Land Property Management (Development and Asset Manager), to formally submit proposed changes to the outline planning application (ref. P/19689/000) in respect of the Queensmere Shopping Centre, High Street, Slough, also referred to as the Queensmere Outline Planning Application (QM OPA), currently pending determination by Slough Borough Council (SBC).

The proposed development of Slough Central is being managed by British Land (BL), who act as Development and Asset Manager on behalf of the landowner. SBC, as the Local Authority, is also a key stakeholder in the proposals, despite not being a major landowner. As such, regular ongoing discussions with Planning Officers at SBC have helped to shape the evolution of the proposals. The proposals for which planning permission is now sought have emerged as a result of that process.

**Introduction and background**

The QM OPA (ref. P/19689/000) was submitted to Slough Borough Council in October 2021. The description of development was updated following submission and is now as follows: ***Outline application (with all matters reserved) for the demolition of buildings and the phased redevelopment of the Site to provide a mixed-use scheme comprising residential floorspace (C3 use and provision for C2 use); flexible town centre uses floor space (Use Class E and Use Class F), provision for office floorspace (Use Class E (g) (i)), supporting Sui Generis town centre uses (including a range of the following uses: pubs, wine bars, hot food takeaway), Sui Generis leisure uses (provision for a cinema or live music venue); provision for the creation of basements, car and cycle parking (including provision for a Multi-Storey Car Park); site wide landscaping, new public realm including provision of a new town square and public spaces and associated servicing, associated infrastructure, energy generation requirements and highways works.***

Following the formal consultation on the QM OPA, and during the determination period of the QM OPA, SBC Officers and their consultants have provided feedback on the application proposals. Where possible, and appropriate, the Applicant has sought to make changes to the scheme in response to these comments. A two-

stage submission of revised material was discussed and agreed with SBC Officers in early 2022. The first draft of amended documentation was informally submitted to SBC in April 2022 to allow Officers the opportunity to consult internally on an informal basis and provide high-level feedback where necessary. The informal submission contained an updated version of:

- The Design Code;
- Parameter Plans;
- Illustrative Plans;
- Development Specification Document;
- PA1 Schedule of Plans;
- PA2 Schedule of Floorspace; and
- Statement of Conformity for the Environmental Statement.

### **Formal submission**

This cover letter accompanies the material submitted as part of the formal submission, which seeks principally to set out the proposed design amendments and updates to the highways layout, in addition to the revision arising as a result of the amendments in the associated technical documents.

As a result of the change proposed to the new primary vehicle access route into the Site, this formal submission triggers a formal re-consultation period of 30 days, in accordance with Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This change has been considered, in combination with other non-material changes proposed by the Applicant and responses to consultation comments.

The Applicant acknowledges that further amendments may occur during the course of discussions with SBC Officers prior to determination. However, it is expected that any further amendments will be minor and are unlikely to require a re-consultation under Regulation 25 of the EIA Regulations 2017 which is fairly commonplace for a project of this scale.

### **Documentation**

This cover letter summarises the updates made to the application documents submitted in support of this formal submission. Please refer to the summary table at **Appendix 1** which sets out each of the proposed amendments and identifies the associated updated documentation for ease of reference. **Appendix 2** contains an Addendum Sheet setting out which documents have and have not been updated and submitted as part of this formal submission. This reflects the fact that not all the submission documents were required to be updated to respond to the proposed amendments. The Addendum Sheet sets out which documents are submitted for approval, and which are submitted for illustrative purposes only, and the current date/revision number of each of the documents.

## Structure

This cover letter deals with each principal topic in turn: Design, Highways, Environmental Updates (including the EIA and Daylight & Sunlight) and Minor Corrections. The Applicant has sought to respond positively to the changes proposed by SBC and its external consultants. Where this has not been possible for practical or commercial reasons, this has been clearly explained and robustly justified.

## Proposed Changes

### 1. Design

Following a review of the detailed feedback provided by SBC, and its design advisor Garry Hall (Design South East (DSE)), the Applicant has sought to accommodate a number of suggested amendments in response to these comments into this formal submission. A number of these amendments have been incorporated into the April 2022 Version of the Design Code which is included in this formal submission. It has been agreed with SBC Officers that there will be ongoing discussions on both the Design Code and the DAS and that any minor updates to these documents can take place in the coming weeks up to the September planning committee date, following further collaboration with SBC and DSE, and these amendments should not trigger a formal re-consultation period.

#### *Informal submission*

The following concessions to the Parameter Plans were made as part of the informal submission in April 2022 and included in the April 2022 Design Code. These concessions now form part of this formal submission and are set out below for ease.

- 1.1 Development Zone Boundaries** - In post-submission discussions, SBC have raised comments in relation to the pedestrian environment within the scheme. In order to ensure that the spatial requirements for the relevant highway zones are prioritised, the Applicant has reviewed and tightened a number of the Maximum Development Zone Building Footprints. In some areas this has resulted in the inclusion of additional balcony oversailing zones. As noted in the supporting Development Specification Document and Design Code, this ensures that whilst balconies are permitted at upper levels outside of the Maximum Development Zone Building Footprints; the space at ground level is prioritised for public realm. A number of these changes formed part of the informal submission but have been updated further since, so please refer to the formal submission section below which summarises the latest and proposed solution for each Development Zone.
- 1.2 Public Realm** – inclusion of minimum extents for principal public realm areas (the Town Square, Local Square, Heart Space and Urban Park) on Parameter Plans. All public realm areas are clearly annotated with the proposed public space name which can then be cross referenced with further mandatory rules and guidance in the Design Code.
- 1.3 Views** - inclusion of protected views on the Parameter Plans to celebrate the view of St Ethelbert's Church and pedestrian view/connection along Brunel Way. A definition of what is permitted in these zones has

also been included in the updated Design Code. This is further enhanced by the chamfer introduced to the lower level of the SW corner of DZ3 as noted below.

- 1.4 Basements** – An additional Parameter Plan for each DZ ('C') has now been provided, detailing the maximum percentage of basement coverage permitted within each DZ. This varies between 20%, 50% and 100% depending on the relevant DZ and is clearly annotated on each Parameter Plan. This approach to basements is consistent with the QM OPA submission and technical assessment – it is now however also visually shown on Parameter Plan C.
- 1.5 Sitewide Plans** – The Sitewide Highways and Movement Plan, Sitewide Public Realm, Public Spaces and Private Amenity Plan, and Sitewide Town Centre Uses Plan, were originally submitted with the QM OPA for illustrative purposes only. However, following comments from DSE and SBC, these Sitewide drawings are now submitted for approval. There have also been some minor updates to these drawings.
- 1.6 Character Areas** - In order to provide high-level comment to guide future development at each Development Zone, a checklist has been added to the Design Code to identify which DZ and Character Areas should be considered for the wider context in bringing forward development of a particular Development Zone. This ensures that the format of the Design Code still follows national guidance but is an additional tool to make clear which elements of the scheme, described in the Design Code, impact each DZ in a clear and concise way. In addition, a Sitewide Character Area Plan, which identifies the High Street, Town Centre, Residential Neighbourhood and new Wellington Street Character Areas, has been submitted for approval. This provides a clear connection to the relevant mandatory rules and guidance with the Design Code.
- 1.7 Typical Upper Floor Uses** – A Sitewide Illustrative Upper Uses Plan has been developed and now submitted as part of the QM OPA. Given the 'typical upper floor level' nature of this plan it is not considered appropriate to be included as a Parameter Plan for approval. However, the details of the flexibility sought for the upper-level uses is included in the Development Specification Document which is submitted for approval and provides SBC with the relevant control. This Sitewide Illustrative Upper Uses Plan is submitted as an illustrative plan to provide a visual interpretation of the uses will typically come forward at upper levels within the DZs.
- 1.8 Minimum town centre uses** – in addition to the ranges proposed within the Development Specification Document per Development Zone, a commitment is now provided to a minimum provision of town centre uses per Development Zone. This applies to the Class E, F and Sui-Generis Floorspace proposed.
- 1.9 Height Differential** – a definition of the 'height differential' which applies to the maximum building heights on the Parameter Plans was included within the Design Code. Cross reference to the Design Code is also included on the individual Parameter Plans.

#### *Formal submission*

In response to the most recent comments from SBC/DSE (provided 30 May 2022), the Applicant is proposing the following additional concessions/amendments and the Parameter Plans have been updated accordingly:

**1.10 Balcony oversailing** – In response to feedback from SBC and DSE, the Applicant has removed the balcony oversailing zones on the northern boundaries of DZ1, DZ4 and DZ6 facing north onto Wellington Street. However, the potential for oversailing/protruding balconies on the High Street frontage of DZ2b, DZ3 and DZ5 has been retained within the QM OPA. Whilst this approach may not historically be characteristic of existing properties and development proposals on the High Street (particularly to the south); it is considered that this design measure could assist in providing animation and additional character to the northern side of the High Street. The Applicant would welcome the opportunity to further explore this possibility with SBC and DSE at the design workshops planned for June/July 2022.

**1.11 Town Centre Uses** – The Applicant has increased the ‘Town Centre Uses Frontage’ from 65% to 75% on the High Street frontage. For clarity, the southern boundaries of DZ2B, DZ3 and DZ5 have been included. This is shown on the individual Parameter Plans for DZ1&2, DZ3 and DZ5 and has been included on the Sitewide Town Centre Uses (SWTCU) Plan and the Sitewide Composite Plan. The Applicant is open to further discussion regarding this definition in the planned design workshops with DSE in June/July 2022. As a point of clarification within this formal submission, it should be noted that whilst the maximum floorspace cap for Class E & Class F uses is stated as 12,000 sqm (GEA) and the maximum floorspace cap for Sui Generis uses is stated as 3,750 sqm (GEA), we propose to limit the combined maximum floorspace cap across both Class E & F and Sui Generis uses to 12,000 sqm (GEA). The minimum range of the Sui Generis floorspace was always 0sqm (GEA) so this change does not represent a reduction in any way from the previous position and is simply a point of clarification within the application documentation.

**1.12 Chamfer cut back added to south-west corner of DZ3** to a minimum height of +38.5m AOD. The Applicant has agreed to chamfer the SW corner of DZ3 at the lower levels to a minimum height of +38.5m AOD (which broadly equates to 7m high) to enable a better pedestrian view of the church from the High Street through to the public realm located between DZ2A and DZ2B. This has been included on PPDZ3(A) and the Sitewide Composite Plan but the detail of this space will evolve through the RMA process.

**1.13 NE corner of DZ6** – The forward visibility for vehicles using the junction between the A4 and Queensmere Road towards the NE corner of DZ6 has been reviewed. Whilst the Applicant considers that there are no issues for forward visibility when the maximum parameters are applied, it is acknowledged that this NE corner may appear constrained. As such, the Applicant is proposing to chamfer the NE corner of the Maximum Development Footprint in DZ6 at the lower levels to a minimum height of +39.36m AOD (which broadly equates to 7m high) if this is required. This has been included on PPDZ6(A) and the Sitewide Composite Plan.

**1.14 Addition of Town Centre frontage on south-east corner of DZ6** – The Applicant has committed to further Town Centre Uses (51%) on the SE corner of DZ6 with the intention of supporting either the Urban Park or nursery depending on which scenario is delivered in DZ6A. This will assist in providing greater activity/animation to the corner of this DZ. This has been included on PPDZ6(B) and the Sitewide Town Centre Uses Ground Floor Plan and Sitewide Composite Plan.

**1.15 Indication of podium amenity within each DZ** – The Applicant has committed to provide private amenity space within each DZ, which is included as an indicative location at this stage. This has been included as a sun icon on the Sitewide Public Realm, Public Spaces and Private Amenity Plan submitted for approval. It

is not appropriate at this stage to fix the precise location, extent, and shape of the private amenity areas as this will evolve through the Reserved Matters application process. The podium courtyards form one element of private amenity space as detailed in the Illustrative Scheme; however, their inclusion on the Sitewide Public Realm, Public Spaces and Private Amenity Plan demonstrate the commitment from the Applicant to provide such spaces.

**1.16 Cinema / Live Music Venue** – Indicative locations for the provision of a potential cinema/live music venue were identified in the Design Code in the April 2022 informal submission of information to SBC. However, the Sitewide Town Centre Uses Plan (SWTCU) has now also been updated to show indicative locations within each Development Zone which may be considered appropriate for such a use. This removes the potential to include either the cinema or live music venue in DZ1 and DZ2.

**1.17 Landscape Plan** – An updated Sitewide Illustrative Landscape Plan has been produced to reflect the above changes to the parameter plans and access road location. There is no change in the overall approach to the landscaping strategy, broad strategy and palette of materials. The updated Sitewide Illustrative Landscape Plan provides the typical level of detail for an outline application of this scale. Further information is included in the supporting DAS and remains relevant. It is anticipated that any minor changes necessary to the landscape strategy as a result on the ongoing discussions with SBC /DSE on the Design Codes will be made at a later date.

**1.18 Regulatory Plan** – The Illustrative Composite Plan is now provided as a plan for approval (Sitewide Composite Plan) and, subject to the future design workshops, could be utilised as a ‘regulatory plan’ within the Design Code, as has been requested by SBC and its advisor at DSE.

The changes to the Development Zone Boundaries, Balcony Oversailing Zones and Maximum Development Zone Building Footprints have been set out in the table below:

| <b>Development Zone</b> | <b>Informal Submission Updates (April 2022)</b>  | <b>Formal Submission Updates (June 2022)</b>  |
|-------------------------|--|---|
| 1                       | Eastern and southern DZ boundaries tightened to prioritise the highway zone, resulting in the addition of balcony oversailing zones. | Balcony oversailing zone removed to northern boundary along Wellington Street. Balcony oversailing zone removed to southern boundary and original maximum building footprint reinstated. Eastern DZ boundaries tightened to prioritise the highway zone, resulting in the addition of a balcony oversailing zone. Highways Area 1 between DZ1 and DZ4 separated into new DZH1 Development Zone. |
| 2a                      | Northern and eastern DZ boundaries tightened to prioritise   | Eastern DZ boundary tightened to prioritise the highway, resulting in   |

|    |   |  |
|----|---|--|
|    | the highway, resulting in the addition of balcony oversailing zones.  | the addition of balcony oversailing zones. Highways Area 1 between DZ2a and DZ3 separated into new DZH1 Development Zone.  |
| 2b | Eastern DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Western DZ boundary tightened and realigned to increase the separation distance / public realm between DZ2b and DZ2c on Mackenzie Street. | Eastern DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Western DZ boundary tightened and realigned to increase the separation distance / public realm between DZ2b and DZ2c on Mackenzie Street. Highways Area 1 between DZ2b and DZ3 separated into new DZH1 Development Zone. |
| 2c | No change.  | No change.   |
| 3  | Northwest corner and western DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Eastern DZ boundary tightened to increase distance between DZ3 and DZ5.  | Western DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Eastern DZ boundary tightened to increase distance between DZ3 and DZ5. Balcony zone to Southwest corner chamfered to a minimum of +38.5 AOD to prioritise key viewing corridor to St Ethelbert's Church Spire.          |
| 4  | Western DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Eastern DZ boundary tightened to increase distance between DZ4 and DZ6.   | Balcony oversailing zone removed to northern boundary along Wellington Street. Western DZ boundary tightened to prioritise the highway, resulting in the addition of a balcony oversailing zone. Eastern DZ boundary tightened to increase distance between DZ4 and DZ6.   |
| 5  | Western DZ boundary tightened to increase distance between DZ3 and DZ5.   | Western DZ boundary tightened to increase distance between DZ3 and DZ5.  |
| 6  | Western DZ boundary tightened to increase distance between DZ4 and DZ6.   | Western DZ boundary tightened to increase distance between DZ4 and DZ6.  |

---

DZ6. Balcony oversailing zone  
added to eastern DZ boundary.

---

The Applicant has therefore sought to respond to the comments raised by SBC and Design South East and to incorporate these into the material submitted as part of this formal position. However, there are some comments that the Applicant is unable to accommodate within the Parameter Plans for the QM OPA.

The QM OPA is by definition an Outline Planning Application which seeks to provide a blueprint in which future development can be brought forward. Flexibility is an inherent element of Outline Planning Applications, especially those within town centres. Since the original construction of the Queensmere and Observatory Centres, town centres have faced increasing pressures as a result of a variety of economic, social, and cultural changes. These shifts in demand and attitudes are challenging and reshaping how we use our towns and cities and the types and quantum of floorspace which they must provide.

These changes have been recognised by the Government, with the introduction of the new Use Class E in 2020 which provides planning flexibility across key town centre uses. The introduction of Use Class E is recognition of the practical need for greater flexibility to respond to challenging and changing market circumstances. This new Use Class covers a wider range of planning uses and allows movement between the uses within that class without it constituting “development” for which planning permission is required. This creates more flexibility and allows uses to change more freely to respond to changing market conditions.

The Applicant has embraced the nature of change proposed by the introduction of Class E but has sought to balance this across the Site with an appropriate quantum of Class F and Sui Generis floorspace to provide a mix of Town Centre Uses.

## **2. Highways**

In response to comments received from SBC Officers and their external consultants Origin, the Applicant is proposing to reroute the primary access, delivery, and servicing route into and out of the QM OPA site.

**2.1 Rerouting of primary access, delivery and servicing route** – The scheme previously included a one-way east-west route through the Site accessed via the HTC roundabout off Wellington Street/the A4 on the NE boundary of the site. No further access off the A4 was proposed. Following extensive consultation and dialogue, with SBC and Origin, it is now proposed that traffic would enter the Site in a one-way direction from Wellington Street/the A4, between DZ1 and DZ4. Traffic would then travel southwards, before turning to travel eastwards through the site between DZ3 and DZ4, exiting the site both to the east and west of DZ6a. This provides a change in direction/circulation of traffic from that proposed within the October 2021 application submission. To the east of DZ6a, traffic will be able to flow in both directions as it leaves and joins the HTC roundabout, providing improved access to DZ6a. A formal and detailed response to the consultation comments provided by SBC and Origin has been provided separately from this letter.



### **3. Environmental Updates – EIA and Daylight & Sunlight**

**3.1 Environmental Impact Assessment** - The proposed updates to the highways layout and site access arrangements are considered a material change to the application. As a result of this, and in accordance with Regulation 25 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017, the relevant technical documents have been updated to reflect the impact of the proposed changes. The Environmental Statement (ES) has therefore been updated to consider these highways amendments but has also taken into account other changes that form part of this formal submission, including the 12,000sqm (GEA) maximum cap on Class E, F and Sui Generis uses and the Parameter Plan changes in so far as they impact the ES. A 'tracked changed' version of the updated ES chapters is submitted to demonstrate to SBC how the document has been updated.

**3.2 Daylight & Sunlight Assessment** - An updated Daylight and Sunlight Assessment, as well as the associated ES chapter, has been prepared by GIA to respond to the BRE's consultation comments on the scheme, on behalf of SBC, and is submitted in support of this formal submission.

### **4. Minor Corrections**

Since the QM OPA was submitted in October 2021 the Applicant has proposed some minor amendments to the scheme. These are summarised below:

**4.1 Removal of reference to 'mutually exclusive' on Development Zone (DZ) 4 to allow residential and/or office uses at upper levels within this DZ** - The QM OPA application documentation was drafted on submission to propose only an office use or a residential use at upper levels within DZ4. The current proposal is to remove the requirement for the uses to be mutually exclusive, allowing both office and/or residential uses to come forward together within this DZ. This amendment allows for a more rationalised office floorplate in DZ4, resulting in a positive breakdown in mass on DZ4.

The changes proposed stay within the Maximum Parameters established in the Environmental Statement and in particular in 'Scenario 2' - the Maximum Office Scenario (i.e. 40,000 sqm office + 950 residential units) for the purpose of technical assessments.

**4.2 Correction of error in the 'up to' car parking number for the Max Office Scenario (2) – now to state, to up to 685 car parking spaces** - The QM OPA as submitted in October seeks consent for 'up to' 550 car parking spaces regardless of what land uses are delivered in the relevant Development Zones. This is detailed in the supporting PA2 Schedule of Floorspace submitted for approval. This up to car parking figure of 550 spaces currently applies to the description of both development scenarios presented within Chapter 5 of the Environmental Statement (Scenario 1 - 'Maximum Residential' and Scenario 2 - 'Maximum Office').

As part of this revised submission, we are seeking to clarify that in 'Scenario 2 – Maximum Office', the proposed car parking is incorrectly stated as up to 550 spaces; this should in fact be up to 685 spaces. The

extent of the 685 car parking spaces is already included with the highways model and associated assessment and outputs (conducted by WSP). It was merely an oversight in the preparation of the QM OPA that car parking was not increased to 685 in the 'Maximum Office' scenario.

This clarification does not change the outputs of the Transport Assessment and highways modelling prepared by WSP – and the submission documents remain robust and valid to the relevant scenarios. It should also be noted that 685 car parking spaces reflects a policy compliant position for 'Scenario 2 – Maximum Office', which includes up to 950 homes and 40,000sqm of office.

**4.3 Inclusion of an option within DZ6A for provision of an on-site nursery** - Within the Socio-Economics chapter (7) of the Environmental Statement submitted with the QM OPA, it was noted that SBC had identified that some form of early years provision may be required to meet the potential requirements of residential units proposed in the QM OPA. In response, we have tested the potential to deliver a circa 500sqm nursery on-site. This has focussed on the spatial requirements rather than any commercial considerations at this stage. Due to the extent of outdoor space requested by the SBC Education team, the only appropriate location within the QMA OPA would be within DZ6A.

We understand that ongoing dialogue with SBC will be required to determine whether DZ6A is considered by SBC officers to be an appropriate location for the provision of a nursery and the appropriate size given the phased delivery of the proposed residential units. Therefore, and in order to maintain flexibility, the application documentation has been updated to allow for optionality, allowing for either i) an Urban Park with floorspace for a pavilion as illustrated in the QM OPA; or ii) a nursery with up to circa 500sqm of Class F floorspace and outside space (circa 500 sqm). Accordingly, two Parameter Plans are now submitted relating to DZ6A identifying the two options for this DZ.

The Applicant wishes to reserve the optionality between the two options within a future S106 agreement.

## Summary

The attached Appendix 1 summarises the proposed changes, the documents which will be affected by the change and the information which will be provided to SBC to address the change. Where appropriate, the submission includes clean copies, as well as a 'tracked changed' version.

We would welcome the opportunity to further discuss the above with you, if you have any queries, please contact Julia Chowings (+44 121 616 4805) or Hannah Bryant (+44 207 333 6427).

Yours faithfully

## Gerald Eve LLP

jchowings@geraldeve.com  
Direct tel. +44 (0)121 616 4805



Appendix 1 – Changes Summary Table

|     | Proposed change  | Relevant documents   | Output   |
|-----|--|--|--|
|     | <b>1. Design</b>   |  |  |
| 1.1 | Tightening of the Maximum Footprints within a number Development Zones, including the addition of Balcony Oversailing Zones  | <ul style="list-style-type: none"> <li>Parameter Plans</li> <li>Development Specification Document</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plans</li> <li>Updated Development Specification Document</li> </ul>  |
| 1.2 | Addition of minimum extents for principal public realm areas included on Parameter Plans   | <ul style="list-style-type: none"> <li>Parameter Plans</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plans</li> </ul>  |
| 1.3 | Addition of protected zones on the Parameter Plans to celebrate the view of St Ethelbert’s Church and the pedestrian view/connection along Brunel Way  | <ul style="list-style-type: none"> <li>Parameter Plan PPDZ1&amp;2(B)</li> <li>Design Code</li> <li>Development Specification Document</li> </ul>   | <ul style="list-style-type: none"> <li>Updated Parameter Plan PPDZ1&amp;2(B)</li> <li>Updated Design Code in due course</li> <li>Updated Development Specification Document</li> </ul>   |
| 1.4 | Addition of basement extent Parameter Plans submitted for approval   | <ul style="list-style-type: none"> <li>New Parameter Plan for each DZ (C)</li> <li>Development Specification Document</li> </ul>   | <ul style="list-style-type: none"> <li>New Parameter Plan for each DZ (C)</li> <li>Updated Development Specification Document</li> </ul>   |
| 1.5 | Sitewide Highways and Movement Plan, Sitewide Public Realm, Public Spaces and Private Amenity Plan, and Sitewide Town Centre Uses Plans are now submitted for approval   | <ul style="list-style-type: none"> <li>Sitewide Highways and Movement Plan, Sitewide Public Realm, Public Spaces and Private Amenity Plan, and Sitewide Town Centre Uses Plan</li> <li>Development Specification Document</li> </ul> | <ul style="list-style-type: none"> <li>Updated Sitewide Highways and Movement Plan, Sitewide Public Realm, Public Spaces and Private Amenity Plan, and Sitewide Town Centre Uses Plan</li> <li>Updated Development Specification Document</li> </ul> |
| 1.6 | Addition of a checklist within the Design Code which outlines the key Character Areas and public realm areas relevant to each DZ. Addition of ‘Wellington Street’ character area. Addition of a Sitewide Character Area Plan for approval. | <ul style="list-style-type: none"> <li>Design Code</li> <li>New Sitewide Character Area Plan</li> <li>Development Specification Document</li> </ul>  | <ul style="list-style-type: none"> <li>Updated final clean copy of the Design Code in due course</li> <li>New Sitewide Character Area Plan</li> <li>Updated Development Specification Document</li> </ul>  |

## Appendix 1 – Changes Summary Table

|      | Proposed change  | Relevant documents  | Output  |
|------|--|---|---|
| 1.7  | Addition of illustrative information detailing typical upper floors uses                                 | <ul style="list-style-type: none"> <li>New Sitewide Illustrative Typical Upper Uses Plan</li> </ul>   | <ul style="list-style-type: none"> <li>New Sitewide Illustrative Typical Upper Uses Plan</li> </ul>   |
| 1.8  | Provision of minimum town centre uses floorspace commitment per DZ                                       | <ul style="list-style-type: none"> <li>Design Code</li> <li>Development Specification Document</li> </ul>   | <ul style="list-style-type: none"> <li>Updated final clean copy of the Design Code in due course</li> <li>Updated Development Specification Document</li> </ul>                           |
| 1.9  | Clarification of 'height differential' on the Parameter Plans  | <ul style="list-style-type: none"> <li>Parameter Plans</li> <li>Design Code</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plans</li> <li>Final clean copy of Design Code in due course</li> </ul>  |
| 1.10 | Balcony oversailing  | <ul style="list-style-type: none"> <li>Parameter Plans</li> <li>Design Code</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plans</li> <li>Final clean cope of Design Code in due course</li> </ul>  |
| 1.11 | Additional clarity on the minimum % of frontage coming forward for Town Centre Uses                      | <ul style="list-style-type: none"> <li>Development Specification Document</li> <li>Sitewide Town Centre Uses Ground Floor Plan</li> <li>Parameter Plan for each DZ (B)</li> </ul> | <ul style="list-style-type: none"> <li>Updated Development Specification Document</li> <li>Sitewide Town Centre Uses Ground Floor Plan</li> <li>Parameter Plan for each DZ (B)</li> </ul> |
| 1.12 | Chamfer added to lower levels of DZ3 up to a minimum of +38.5AOD of outh west corner of DZ3              | <ul style="list-style-type: none"> <li>Parameter Plan PPDZ3(A)</li> <li>Design Code</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plan PPDZ3(A)</li> <li>Final clean copy of Design Code in due course</li> </ul>  |
| 1.13 | Potential for chamfer added to lower levels up to a minimum of 39.36 AOD of the north west corner of DZ6 | <ul style="list-style-type: none"> <li>Parameter Plan PPDZ6(A)</li> <li>Design Code</li> </ul>  | <ul style="list-style-type: none"> <li>Updated Parameter Plan PPDZ6(A),</li> <li>Final clean copy of the Design Code in due course</li> </ul>   |
| 1.14 | Addition of Town Centre frontage on south east corner of DZ6   | <ul style="list-style-type: none"> <li>Parameter Plan PPDZ6(B)</li> <li>Sitewide Town Centre Uses Ground Floor Plan</li> <li>Sitewide Composite Plan</li> </ul>                   | <ul style="list-style-type: none"> <li>Updated Parameter Plan PPDZ6(B)</li> <li>Updated Sitewide Town Centre Uses Ground Floor Plan</li> <li>Updated Sitewide Composite Plan</li> </ul>   |

## Appendix 1 – Changes Summary Table

|                                 | Proposed change  | Relevant documents  | Output  |
|---------------------------------|--|---|---|
| 1.15                            | Indication of location of private podium amenity space within each DZ              | <ul style="list-style-type: none"> <li>• Sitewide Public Realm, Public Spaces and Private Amenity Plan</li> </ul>   | <ul style="list-style-type: none"> <li>• Sitewide Public Realm, Public Spaces and Private Amenity Plan</li> </ul>   |
| 1.16                            | Clarification of location options for cinema/live music venue                      | <ul style="list-style-type: none"> <li>• Design Code</li> <li>• Development Specification Document</li> <li>• Sitewide Town Centre Uses Ground Floor Plan</li> </ul>  | <ul style="list-style-type: none"> <li>• Updated final clean copy of the Design Code in due course</li> <li>• Update Development Specification Document</li> <li>• Sitewide Town Centre Uses Ground Floor Plan</li> </ul>   |
| 1.17                            | Landscape Plan   | <ul style="list-style-type: none"> <li>• Sitewide Illustrative Landscape Plan</li> </ul>  | <ul style="list-style-type: none"> <li>• Updated Sitewide Illustrative Landscape Plan</li> </ul>  |
| 1.18                            | The former Illustrative Composite Plan is now submitted for approval               | <ul style="list-style-type: none"> <li>• Sitewide Composite Plan</li> </ul>   | <ul style="list-style-type: none"> <li>• Updated Sitewide Composite Plan</li> </ul>   |
| <b>2. Highways</b>              |  |   |   |
| 2.1                             | Rerouting of primary access, delivery and servicing route                          | <ul style="list-style-type: none"> <li>• Parameter Plans and Sitewide Plans for approval</li> <li>• PA1 Schedule</li> <li>• Design Code</li> <li>• Development Specification Document</li> <li>• ES Addendum</li> <li>• ES Chapter 5 – Proposed Development</li> <li>• ES Chapter 8 – Transport and Access</li> <li>• ES Chapter 9 – Air Quality</li> <li>• ES Chapter 11 – Noise and Vibration</li> <li>• Transport Assessment</li> <li>• Indicative Delivery and Servicing Strategy</li> <li>•</li> </ul> | <ul style="list-style-type: none"> <li>• Updated Parameter Plans and Sitewide Plans for approval</li> <li>• Updated PA1 Schedule</li> <li>• Updated final clean copy of the Design Code in due course</li> <li>• Updated Development Specification Document</li> <li>• ES Addendum and updated ES Chapter</li> <li>• Updated Transport Assessment</li> <li>• Updated Indicative Delivery and Servicing Strategy</li> <li>•</li> </ul> |
| <b>3. Environmental Updates</b> |  |   |   |
| 3.1                             | ES updates in line with all changes proposed                                       | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• All ES Chapters</li> </ul>  | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• Updated ES Chapters</li> </ul>  |
| 3.2                             | Updated Daylight, Sunlight and Overshadowing Assessment to respond to BRE comments | <ul style="list-style-type: none"> <li>• Daylight, Sunlight and Overshadowing Assessment</li> </ul>   | <ul style="list-style-type: none"> <li>• Updated Daylight, Sunlight and Overshadowing Assessment</li> </ul>   |
| <b>4. Minor corrections</b>     |  |   |   |

## Appendix 1 – Changes Summary Table

|     | Proposed change  | Relevant documents   | Output  |
|-----|--|--|---|
| 4.1 | Removal of reference to 'mutually exclusive' on Development Zone (DZ) 4 to allow residential and/or office uses at upper levels within this DZ | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• ES Chapter 5 – Proposed Development</li> <li>• Planning Statement</li> <li>• Development Specification Document</li> <li>• Design Code</li> </ul>  | <ul style="list-style-type: none"> <li>•</li> <li>• ES Addendum</li> <li>• Updated ES Chapter 5 – Proposed Development</li> <li>• Updated Planning Statement</li> <li>• Updated Development Specification Document</li> <li>• Updated Design Code in due course</li> </ul>  |
| 4.2 | Correction of error in the 'up to' car parking number for the Max Office Scenario (2) - now to state, up to 685 car parking spaces             | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• ES Chapter 5 – Proposed Development</li> <li>• ES Chapter 7 – Transport &amp; Access</li> <li>• ES Chapters 9 and 11 – Air Quality and Noise</li> <li>• Planning Statement</li> <li>• Development Specification Document</li> <li>• Design Code</li> <li>• Transport Assessment</li> <li>• PA2 Schedule of Floorspace</li> </ul> | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• Updated ES Chapter 5 – Proposed Development</li> <li>• Updated ES Chapter 7 – Transport &amp; Access</li> <li>• Updated ES Chapters 9 and 11 – Air Quality and Noise</li> <li>• Updated Planning Statement</li> <li>• Updated Development Specification Document</li> <li>• Updated Design Code in due course</li> <li>• Transport Assessment</li> <li>• Updated PA2 Schedule of Floorspace</li> <li>•</li> </ul> |
| 4.3 | Inclusion of an option within DZ6A for provision of an on-site nursery   | <ul style="list-style-type: none"> <li>• ES Addendum</li> <li>• ES Chapter 5 – Proposed Development</li> <li>• Planning Statement</li> <li>• New Parameter Plan DZ6A(B)</li> <li>• Development Specification Document</li> <li>• Design Code</li> <li>• Transport Assessment</li> </ul>  | <ul style="list-style-type: none"> <li>•</li> <li>• ES Addendum</li> <li>• Updated ES Chapter 5 – Proposed Development</li> <li>• Updated Planning Statement</li> <li>• New Parameter Plan DZ6A(B)</li> <li>• Updated Development Specification Document</li> <li>• Updated Design Code in due course</li> <li>• Updated Transport Assessment</li> </ul>  |

## Appendix 2 – Addendum Sheet June 2022

- This Addendum Sheet has been prepared to support the formal submission in respect of the Queensmere Outline Planning Application (QM OPA) and is appended to the cover letter for the June 2022 formal submission.
- This Addendum Sheet lists out all documentation which is submitted in support of the QM OPA and sets out where this documentation has or has not been updated. This includes both the documents submitted for approval and those submitted for illustrative purposes/ in support of the QM OPA.
- Whilst it was necessary for some of the application documentation to be updated, this was not the case for all of the documents, and this is set out clearly in the table below (last two columns).
- The cover letter to which this Addendum Sheet is appended, sets out the proposed amendments to the QM OPA in detail but it should be noted that the Illustrative Scheme, upon which much of the supporting illustrative application documentation is based, has not changed as a result of the changes that form part of the formal submission.

### Documents Submitted for Approval

| Document                           | Title                                      | Author            | Date / Revision        | Updated and Included within Formal Submission? | Reason No Update Required and Document Not Submitted  |
|------------------------------------|--|-------------------|------------------------|--|---|
| Development Specification Document |  | Gerald Eve LLP    | June 2022 / Revision 1 | Yes  | N/A   |
| Design Codes (Mandatory Elements)  |  | Squire & Partners | April 2022             | Yes  | Comments received from SBC/DSE on Design Code currently being considered. The formal submission version therefore captures a point in time and additional updates and further discussions with SBC/DSE are anticipated. |
| PA1                                | Schedule of Plans                          | Gerald Eve LLP    | June 2022 / Version 2  | Yes  | N/A   |
| PA2                                | Schedule of Floorspace                     | Gerald Eve LLP    | June 2022 / Version 2  | Yes  | N/A   |
| <b>Parameter Plans</b>             |  |                   |                        |  |   |
| PP01                               | Site Location Plan and Ownership Boundary  | Squire & Partners | No revision            | No   | No change   |
| PP02                               | Redline Plan & Development Zone Boundaries | Squire & Partners | Revision A             | Yes  | N/A   |
| PP03                               | Building Demolition Plan                   | Squire & Partners | No revision            | No   | No change   |
| PP04                               | Existing Site Plan                         | Squire & Partners | Revision A             | Yes  | N/A   |
| PPDZ1&2(A)                         | Development Zone 1 & 2 Parameter Plan A    | Squire & Partners | Revision A             | Yes  | N/A   |



|                       |  |                   |            |     |     |
|-----------------------|--|-------------------|------------|-----|-----|
| PPDZ1&2(B)            | Development Zone 1& 2 Parameter Plan B                                       | Squire & Partners | Revision A | Yes | N/A |
| PPDZ1&2(C)            | Development Zone 1& 2 Parameter Plan C                                       | Squire & Partners | New plan   | Yes | N/A |
| PPDZ3(A)              | Development Zone 3 Parameter Plan A  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ3(B)              | Development Zone 3 Parameter Plan B  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ3(C)              | Development Zone 3 Parameter Plan C  | Squire & Partners | New plan   | Yes | N/A |
| PPDZ4(A)              | Development Zone 4 Parameter Plan A  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ4(B)              | Development Zone 4 Parameter Plan B  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ4(C)              | Development Zone 4 Parameter Plan C  | Squire & Partners | New plan   | Yes | N/A |
| PPDZ5(A)              | Development Zone 5 Parameter Plan A  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ5(B)              | Development Zone 5 Parameter Plan B  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ5(C)              | Development Zone 5 Parameter Plan C  | Squire & Partners | New plan   | Yes | N/A |
| PPDZ6(A)              | Development Zone 6 Parameter Plan A  | Squire & Partners | Revision A | Yes | N/A |
| PPDZ6(B)              | Development Zone 6 Parameter Plan B  | Squire & Partners | New plan   | Yes | N/A |
| PPDZ6(C)              | Development Zone 6 Parameter Plan C  | Squire & Partners | New plan   | Yes | N/A |
| PPDZ6A(A)             | Development Zone 6a (A) Maximum Parameters                                   | Squire & Partners | Revision A | Yes | N/A |
| PPDZ6A(B)             | Development Zone 6a (B) Maximum Parameters – Nursery Provision Option        | Squire & Partners | New plan   | Yes | N/A |
| PPDZWS                | Development Zone WS (E & W) - Wellington Street (East & West) Parameter Plan | Squire & Partners | Revision A | Yes | N/A |
| PPDZH1                | Development Zone Highways 1 Parameter Plan                                   | Squire & Partners | New plan   | Yes | N/A |
| PPDZHA                | Development Zone HA Parameter Plan   | Squire & Partners | Revision A | Yes | N/A |
| PPDZHB                | Development Zone HB Parameter Plan   | Squire & Partners | Revision A | Yes | N/A |
| <b>Sitewide Plans</b> |  |                   |            |     |     |
| SWHMP                 | Sitewide Highways and Movement Plan  | Squire & Partners | Revision A | Yes | N/A |
| SWPR                  | Sitewide Public Realm, Public Spaces and Private Amenity Plan                | Squire & Partners | Revision A | Yes | N/A |
| SWTCU                 | Sitewide Town Centre Uses Ground Floor Plan                                  | Squire & Partners | Revision A | Yes | N/A |
| SWCP                  | Sitewide Composition Plan  | Squire & Partners | Revision A | Yes | N/A |
| SWCAP                 | Sitewide Character Area Plan   | Squire & Partners | New plan   | Yes | N/A |

## Illustrative and Supporting Documents

| Document   | Title                                    | Author            | Date / Revision | Updated and Included within Formal Submission? | Reason No Update Required and Document Not Submitted |
|--|--|-------------------|-----------------|--|--|
| <b>Illustrative Plans</b>                                      |  |                   |                 |  |  |
| IPP  | Sitewide Illustrative Phasing Plan       | Squire & Partners | Revision A      | Yes  | N/A  |
| IMP  | Sitewide Illustrative Maximum Parameters | Squire & Partners | Revision A      | Yes  | N/A  |
| ILP  | Sitewide Illustrative Landscape Plan     | Gillespies        | Revision 2      | Yes  | N/A  |
| IUUP   | Sitewide Illustrative Upper Uses Plan    | Squire & Partners | New plan        | Yes  | N/A  |
| <b>Environmental Impact Assessment</b>                         |  |                   |                 |  |  |
| ES Addendum  |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 1 – Introduction                                       |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 2 – EIA Methodology                                    |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 3 – Existing Land Use and Activities                   |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 4 – Alternatives and Design Evolution                  |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 5 – The Development                                    |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 6 – Development Programme, Demolition and Construction |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 7 – Socio-Economics                                    |  | Turley            | June 2022       | Yes  | N/A  |
| Chapter 8 – Transport and Access                               |  | WSP               | June 2022       | Yes  | N/A  |
| Chapter 9 – Air Quality  |  | Hoare Lea         | June 2022       | Yes  | N/A  |
| Chapter 10 – Greenhouse Gas and Climate Change                 |  | Hoare Lea         | June 2022       | Yes  | N/A  |
| Chapter 11 – Noise and Vibration                               |  | Hoare Lea         | June 2022       | Yes  | N/A  |
| Chapter 12 – Daylight, Sunlight and Overshadowing              |  | GIA               | June 2022       | Yes  | N/A  |
| Chapter 13 – Ground Conditions and Contamination               |  | Arup              | June 2022       | Yes  | N/A  |
| Chapter 14 – Wind Microclimate                                 |  | Arup              | June 2022       | Yes  | N/A  |
| Chapter 15 – Built Heritage                                    |  | Turley            | June 2022       | Yes  | N/A  |
| Chapter 16 – Cumulative Effects                                |  | Waterman          | June 2022       | Yes  | N/A  |
| Chapter 17 – Next Steps  |  | Waterman          | June 2022       | Yes  | N/A  |
| Volume 2 – Figures   |  | Waterman          | June 2022       | Yes  | N/A  |

|  |  |              |     |  |
|--|--|--------------|-----|--|
| Volume 3 - Townscape and Visual Impact Assessment                                  | Turley   | June 2022    | Yes | N/A  |
| Volume 4 – Appendices  | Waterman   | June 2022    | Yes | N/A  |
| <b>Other Supporting Technical Documents</b>  |  |              |     |  |
| Application Form, Certificates and Notices   | Originally Icen Projects but Gerald Eve LLP became Agent in January 2022 | October 2021 | No  | No change  |
| Schedule of Owners (PA3) (served Notice under Certificate C)                       | British Land   | October 2021 | No  | No change  |
| Design and Access Statement (including Illustrative Scheme and Landscape Strategy) | Squire & Partners  | October 2021 | No  | Proposed changes do not significantly affect DAS. All key design updates are covered within the Design Codes and Parameter Plans albeit that the DAS could be updated further in due course to provide additional illustrative material. |
| Design Codes (Design Guidelines) (non mandatory codes)                             | Squire & Partners  | April 2022   | Yes | Comments received from SBC/DSE on Design Code currently being considered. The formal submission version therefore captures a point in time and additional updates and further discussions with SBC/DSE are anticipated.                  |
| Arboricultural Impact Assessment   | Waterman   | October 2021 | No  | Proposed changes do not affect assessment  |
| Archaeological Assessment  | Waterman   | October 2021 | No  | Proposed changes do not affect assessment  |
| Biodiversity Net Gain Report   | Waterman   | October 2021 | No  | Proposed changes do not affect assessment  |
| Built Heritage Statement   | Turley   | October 2021 | No  | Proposed changes do not affect assessment  |
| Original Cover Letter  | Icen Project   | October 2021 | No  | No change  |
| Amendments Cover Letter  | Gerald Eve LLP   | June 2022    | Yes | N/A  |
| Daylight, Sunlight and Overshadowing   | GIA  | June 2022    | Yes | Proposed changes do not affect the assessment, but the report has  |

|  |                                   |              |     |  |
|--|-----------------------------------|--------------|-----|--|
|  |                                   |              |     | been updated in response to consultation comments from BRE   |
| Drainage Strategy  | Arup                              | October 2021 | No  | Proposed changes do not affect assessment  |
| Environmental Statement – Non-Technical Summary          | Waterman                          | June 2022    | Yes | N/A  |
| Fire Statement   | Hoare Lea                         | October 2021 | No  | Proposed changes do not affect statement   |
| Flood Risk Assessment                                    | Arup                              | October 2021 | No  | Proposed changes do not affect assessment  |
| Future Proofing a Phased Redevelopment of Slough Central | Iceni Project / Squire & Partners | October 2021 | No  | Proposed changes do not affect document  |
| Habitat Regulation Assessment                            | Waterman                          | October 2021 | No  | Proposed changes do not affect assessment  |
| Health Impact Assessment                                 | Iceni Projects                    | October 2021 | No  | Proposed changes do not affect assessment  |
| Indicative Delivery and Servicing Plan                   | WSP                               | June 2022    | Yes | N/A  |
| Indicative Construction Logistics Plan                   | WSP                               | October 2021 | No  | Proposed changes do not affect plan  |
| Indicative Meanwhile Use Note                            | British Land                      | October 2021 | No  | Proposed changes do not affect note  |
| Indicative Sustainability and Energy Statement           | Hoare Lea                         | October 2021 | No  | Proposed changes do not affect statement   |
| Needs Assessment   | Turley                            | October 2021 | No  | Proposed changes do not affect assessment  |
| Planning Statement (including Retail Statement)          | Gerald Eve LLP                    | June 2022    | Yes | N/A  |
| Preliminary Ecological Appraisal                         | Waterman                          | October 2021 | No  | Proposed changes do not affect appraisal   |
| Statement of Community Involvement                       | Kanda                             | October 2021 | No  | Proposed changes do not affect statement and update is provided within Post-Submission Engagement Overview (below) |
| Post-Submission Engagement Overview                      | Kanda                             | 8 June 2022  | Yes | This is a new document and was submitted originally  |
| Transport Assessment                                     | WSP                               | June 2022    | Yes | N/A  |
| Utilities Statement                                      | Hoare Lea                         | October 2021 | No  | Proposed changes do not affect statement   |

|                         |              |              |    |  |
|-------------------------|--------------|--------------|----|--|
| Section 106 Topic Areas | British Land | October 2021 | No | Proposed changes do not affect topic areas |
|-------------------------|--------------|--------------|----|--|