



Appendix: Development sites



APPENDIX

Proforma sheets are provided in the appendix providing details on the following important sites in the town centre

1. Former Horlicks Factory
2. Stoke Gardens
3. Stoke Wharf
4. Mill Street sites
5. Stanley Cottages
6. Petersfield Avenue
7. North West Quadrant
8. Octagon site, Brunel Way
9. Future Works
10. Old Library site
11. Slough Central
12. Tower House / Ashbourne House
13. Chalvey Park
14. Burlington Road car park
15. Buckingham Gateway
16. Aspire
17. Herschel Street sites
18. Upton Hospital
19. Akzo Nobel
20. Slough Gas Works

1. FORMER HORLICKS FACTORY

SITE DESCRIPTION:

A large (c.5ha), former industrial site of the Horlicks factory. Lying some 500m west of Slough station, this site is surrounded principally by low rise residential. Access off Stoke Road and Ploughlees Lane. Characterised by an attractive clock tower and chimney.

DEVELOPMENT OPPORTUNITY:

Re-use of the site for residential uses, bringing a brownfield site back into positive use. Refurbishment of existing clock tower and chimney to act as a placemaking and way finding features. Scale of opportunity lends itself to potentially a wide range of tenures, and delivery of a sustainable, inclusive new residential quarter.

DEVELOPMENT PRINCIPLES:

- Residential blocks of significant urban scale (from 5 to 13 storeys) set within a high quality landscape;
- Height of development steps down at the interface with lower-scale residential homes to the north and east;
- Mix of residential accommodation including a small proportion of mews and town houses;
- Residential blocks are laid out to front onto a series of high quality landscaped spaces which providing opportunity for relaxation and children's play;
- Layout is permeable and provides east-west pedestrian routes through the site and providing a connection from Stoke Poges Lane to Stoke Road;
- Buildings provide positive frontage to Stoke Poges Lane and align with the existing building line; and
- Retention of the historic factory facade, clock tower and chimney as centre piece of scheme and visibility to these features maintained from the railway line.

POTENTIAL CAPACITY:

- 1300 residential dwellings (including 48 houses)
- 239 sq m retail

OVERARCHING DELIVERY APPROACH:

Private sector: planning permission secured (part detailed / part outline)

KEY DELIVERY PARTIES:

Landowner / developer

DELIVERY TIMEFRAME:

0-10 years



2. STOKE GARDENS

SITE DESCRIPTION:

Industrial site lying c.250m west of Slough train station, presently accommodating a collection of small scale independent car repair businesses in a poor environmental setting. Access is off Stoke Gardens or Bristol Way. Surrounding land uses are a mix of industrial and new build residential apartments

DEVELOPMENT OPPORTUNITY:

Either in an individual plot basis – or collectively – to deliver new flatted residential development in a sustainable location close to the train station, alongside benefit of improving the townscape.

DEVELOPMENT PRINCIPLES:

- Residential development that provides a continuous and defined frontage to either side on Stoke Gardens and a positive connection to the Horlicks factory site;
- Scale and massing to respond to the scale of existing development to the north of the street and to be up to four storeys with potential for an additional storey set back storey; and
- Where the plot narrows to the southern side of the street finer grain mews houses to be developed, continuing the proposed mews homes on the southern side of the Horlicks factory site.

POTENTIAL CAPACITY:

- 127 residential dwellings (including 12 mews houses)

OVERARCHING DELIVERY APPROACH:

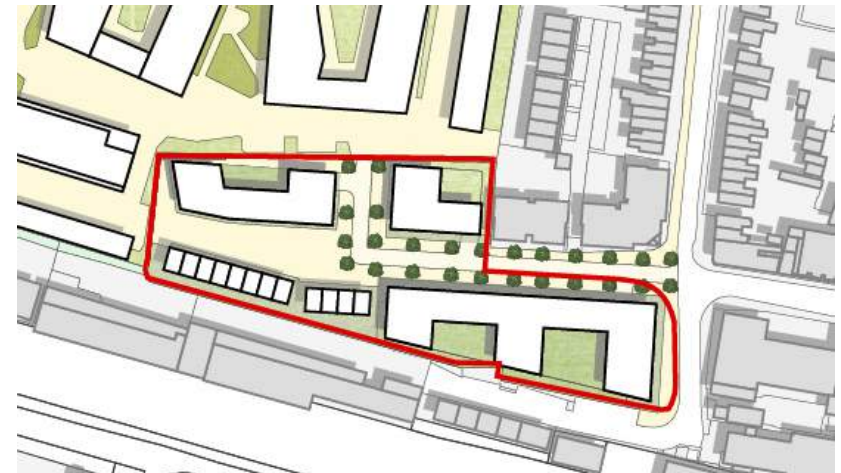
Private sector led / developer; secure planning and vacant site before delivery. Potential for Council to facilitate site assembly using requisite powers, if justified.)

KEY DELIVERY PARTIES:

Landowner / developer

DELIVERY TIMEFRAME:

6-10 years



3. STOKE WHARF

SITE DESCRIPTION:

Number of former industrial plots now assembled and cleared for development. Located adjacent to the Grand Union Canal Slough Arm, with other surrounding land uses a mix of playing fields, low rise housing and a church. Access off and site frontage to Stoke Road.

DEVELOPMENT OPPORTUNITY:

New residential (mostly flats) on a brownfield / greenfield site, with enhancement of – and connection to - the canal waterway, associated towpath and neighbouring playing fields. Sustainable re-use of brownfield site with scope to deliver improved open space and health benefits.

DEVELOPMENT PRINCIPLES:

- Residential blocks establishing a new residential quarter alongside the canal and set within a high quality public realm, including a hard paved space around the winding hole (the turning head for vessels towards the end of the canal);
- Potential for a canalside café in this location where it is also visible from Stoke Road;
- New homes to overlook and provide a frontage to the canal towpath and also to Bower playing fields and create a permeable interface between the two areas;
- Development to also provide frontage to Stoke Road and a more positive 'gateway' to the canal; and
- Residential blocks towards the western edge of the site to be of a modest scale relating to their context (two to four storey) with taller residential blocks (up to seven or eight storeys) to the east of the site adjacent to the canal.
- Mix of housing types including a small number of town houses.

POTENTIAL CAPACITY:

- 320 residential dwellings

OVERARCHING DELIVERY APPROACH:

Public private partnership: via Slough Urban Renewal (SUR) and Canal & River Trust.

KEY DELIVERY PARTIES:

Slough Borough Council / Canal & River Trust / developer

DELIVERY TIMEFRAME:

0-5 years



4. MILL STREET SITES

SITE DESCRIPTION:

A series of industrial, car repair and office landholdings of mixed quality and age on the north side of Mill Street leading west to the junction of Stoke Road. The southern side of Mill Street is characterised by mid-rise residential uses, with similar uses to the north. Generally low intensity of development, with large areas of surface parking.

DEVELOPMENT OPPORTUNITY:

To regenerate an area of mixed commercial quality to create new residential neighbourhood, with a mix of flats and houses in order to diversify the town centre residential offer. Scope for new commercial space fronting Stoke Road to create and retain local employment space. Benefit of an improved pedestrian environment and linkages, alongside general uplift in townscape in this area through redevelopment.

DEVELOPMENT PRINCIPLES:

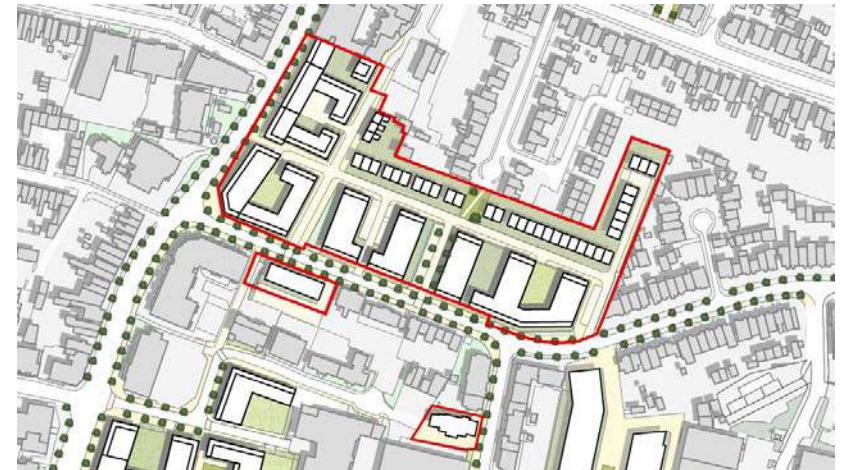
- Residential blocks establishing a new residential quarter on a series of sites on Mill Street;
- Blocks aligned to provide a defined frontage to Mill Street and Stoke Road. Comprehensive development promoted but if brought forward incrementally development on each site must be co-ordinated to deliver a coherent development (as indicated);
- Active uses (office / workspace) to be provided at ground floor level on Stoke Road;
- The scale of development to step down from five storeys, with an additional set back storey, on the Stoke Road and Mill Street frontages towards the smaller-scale, two storey properties on Fleetwood Road and St. Paul's Avenue to the north. This to be achieved through delivery of a street fronted by town houses parallel with and to the north of Mill Street;
- Provision of a pedestrian connection linking this street with the southern end of Fleetwood Road;
- Provision of a south to north connection linking Mill Street to St. Paul's Avenue to the rear of properties that front onto Stoke Road; and
- Car parking provided at ground floor level with podium deck above providing courtyard amenity space.

POTENTIAL CAPACITY:

- 429 residential dwellings (including 38 houses)
- 1970 sq m office / workspace

OVERARCHING DELIVERY APPROACH:

Private sector / developer led, with plots coming forward either individually or collectively (permission already in place for 64 Mill Street). Potential for Council to facilitate site assembly using requisite powers, if justified.



KEY DELIVERY PARTIES:

Landowners / developer

DELIVERY TIMEFRAME:

0-15+ years; flexibility in delivery timescales to allow development plots to come forward as opportunities arise.

5. STANLEY COTTAGES

SITE DESCRIPTION:

Modest sized site in commercial use 100m west of Slough train station, with access from Stanley Cottages. Poor quality low-rise offices and surface parking characterises the Stanley Cottages site. Surrounding land uses are a mix of industrial and offices. Lies immediately north of the bus depot – a longer term opportunity for change.

DEVELOPMENT OPPORTUNITY:

To realise the full potential of the site, and in the longer term the adjacent bus depot site for higher density housing in a sustainable location, enabling improvement to the adjacent pedestrian environment and routes to the northern Slough train station access.

DEVELOPMENT PRINCIPLES:

- Residential block of four storeys with additional set back storey providing frontage to Gray's Place to the northern and western side of the site; and
- Car parking accessed off Stanley Cottages provided to the rear at ground floor level and decked over to provide a podium level courtyard amenity space.

POTENTIAL CAPACITY:

- 36 residential dwellings

OVERARCHING DELIVERY APPROACH:

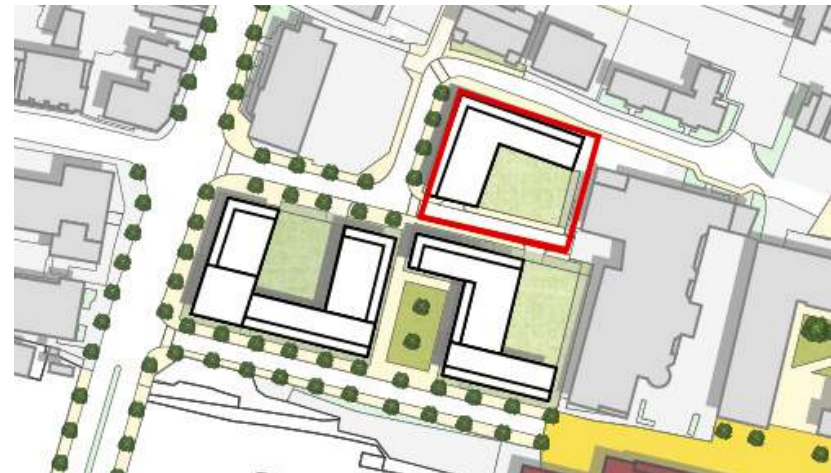
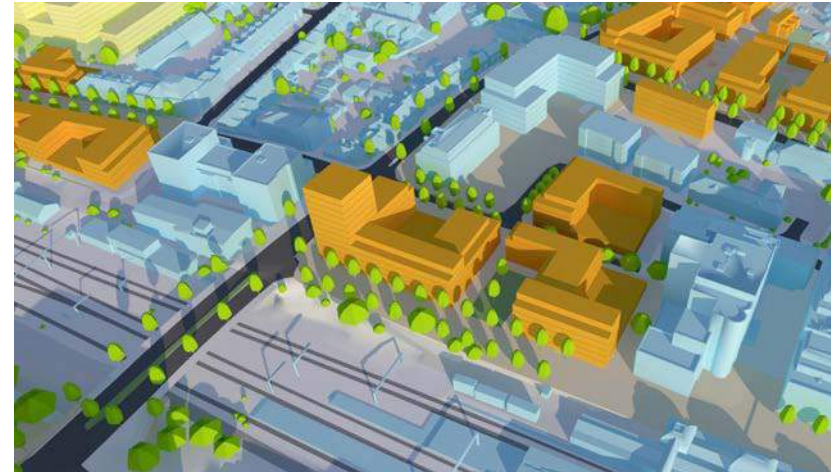
Private sector: secure planning and vacant site before delivery .

KEY DELIVERY PARTIES:

Landowner, developer

DELIVERY TIMEFRAME:

11-15 years



6. PETERSFIELD AVENUE NORTH

SITE DESCRIPTION:

A mix of small to mid-sized commercial plots stretching along the north side of Petersfield Avenue from Wexham Road to Whitenham Close. A range of light industrial, car show room and trade counter operations, set with mainly single storey buildings. Many present blank and inactive frontages to Petersfield Avenue. Access off Petersfield Avenue, with surrounding land uses residential to south and industrial to the north.

DEVELOPMENT OPPORTUNITY:

To intensify development at these sites through conversion to residential (principally flatted) uses and improvement of the pedestrian environment along Petersfield Avenue – and generally to transform this street to residential in nature.

DEVELOPMENT PRINCIPLES:

- Residential development on a series of sites on Petersfield Avenue establishing a new character to the northern side of the street;
- Buildings to establish a consistent building line 1.5m back from the footway to the rear of a landscaped privacy strip;
- Buildings to be four storey with an additional set back storey above and reducing to three storey at the Wexham Road end of the street; and
- Car parking to be provided to the rear of blocks where it does not impact on the character of the street.

POTENTIAL CAPACITY:

- 217 residential dwellings (124 assumed within years 0-15)

OVERARCHING DELIVERY APPROACH:

Private sector / developer led, with plots coming forward either individually or collectively. Potential for Council to facilitate site assembly using requisite powers, if justified.

KEY DELIVERY PARTIES:

Private sector / developer led; secure planning and vacant site before delivery

DELIVERY TIMEFRAME:

10-15+ years; flexibility in delivery timescales to allow development plots to come forward as opportunities arise, and may be earlier than envisaged.



7. NORTH WEST QUADRANT

SITE DESCRIPTION:

Major development opportunity fronting the west side of Stoke Road, with site access off Stoke Road and Wellington Street. In very close proximity to Slough train station and town centre (c.100m). Former site uses were offices and educational, with the site now largely cleared for redevelopment. Presently used as temporary surface parking and the Grove Academy. Surrounding uses are a mixture of residential, commercial, road and rail infrastructure.

DEVELOPMENT OPPORTUNITY:

Large scale mixed-use development opportunity to re-use a brownfield site in a very sustainable location. The scale and location of the site lends itself to higher density flatted development together with commercial uses. Scope for differing residential products: affordable, private sales and Private Rental Sector (PRS). Scale of office development capable of meeting broad range of space needs, including larger occupiers and generate significant job opportunities. Scheme offers scope for education use and ancillary supporting retail and food & beverage uses given the scale of the project. Significant placemaking potential while contributing to the wider townscape improvements in and around the train station and town centre as well as an improved sense of arrival in the heart of Slough.



7. NORTH WEST QUADRANT (CONTINUED)

DEVELOPMENT PRINCIPLES:

- Establishment of a mixed-use quarter on this large and prominent site within Slough's urban core;
- A series of large-scale buildings and blocks to establish a strong and consistent building line to enclose the northern side of Wellington Street and the western side of William Street;
- Buildings to be set within a high quality public realm with new landscaped open spaces for the town and the layout of buildings to provide a permeable network of pedestrian connections through the site. The potential for a pedestrian / cycle route connecting westwards to Lansdowne Avenue to be safeguarded;
- Streets and spaces to be animated by ground floor uses with the frontage to William Street and Wellington Street in particular providing active ground floor uses including food and beverage use;
- The eastern portion of the site to include office use as part of the towns expanded CBD; the western portion to be residential led. There is also opportunity for education and / or cultural uses to add to the towns' offer and mix of activities on the site;
- Buildings to have a significant scale and massing; typically eight to twelve storeys in height but with the potential for tall buildings to mark the point of arrival into the town centre from the north on William Street;
- The site will be highly prominent in views along Wellington Street from the east and particular care will need to be taken in the architectural design of the buildings that define the heart of Slough junction and of any tall buildings on the site. These will need to be of the highest architectural quality and will contribute to the future image and identity of the centre; and
- Car parking to be located so that it neither impacts visually on the site nor on pedestrian movement.

POTENTIAL CAPACITY:

- 1,300 dwellings
- 28,000 to 43,500 sq m offices
- 5,000 sq m education/innovation use
- 2,400 to 4,000 sq m retail

OVERARCHING DELIVERY APPROACH:

Public private partnership: delivery via joint venture between Slough Borough Council and Muse Developments; secure planning before delivery

KEY DELIVERY PARTIES:

Slough Borough Council / Muse Developments, private developer

DELIVERY TIMEFRAME:

0-15 years; long delivery time frames reflecting the scale of development expected

8. OCTAGON SITE

SITE DESCRIPTION:

Highly accessible, centrally located and prominent site, situated immediately to the south of the Slough rail station entrance. Currently used as a temporary surface car park. Slough bus station neighbours to the east, with other cleared development sites to the south and west (Future works and North West Quadrant). Access off Brunel Way.

DEVELOPMENT OPPORTUNITY:

Redevelopment of this plot has the capacity to deliver higher density development and create new employment space and job opportunities, and improve the quality of the urban landscape; including the setting of the train station and Brunel Way – with its highly accessible location next to the rail and bus stations a key benefit for workers. Site likely to appeal to commercial (office) occupiers given its location next to the train station, with small scale ground floor retail uses to activate frontage.

DEVELOPMENT PRINCIPLES:

- The consented scheme for this site is for an eight storey office building that provides frontage to William Street and Brunel Way;
- Activity is provided at ground floor level through food and beverage uses;
- Car parking is provided at ground floor level to the rear of the building and accessed off William Street using the bus station access; and
- Whilst office development is currently promoted on the site, the site may also be suitable for a residential scheme and given its location close to the railway station and at the point of arrival into the town a tall building may be possible in this location.

POTENTIAL CAPACITY:

- 12,075 sq m office
- 326 sq m retail

OVERARCHING DELIVERY APPROACH:

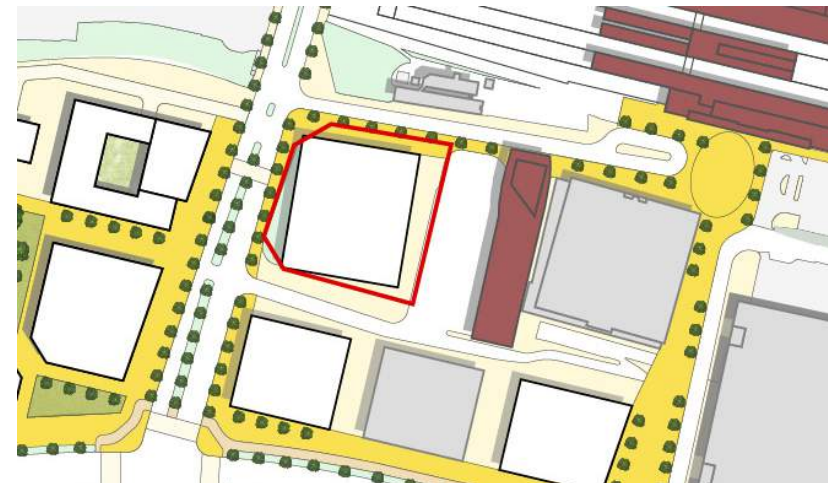
Private sector / developer led. Permission secured.

KEY DELIVERY PARTIES:

Landowner, developer

DELIVERY TIMEFRAME:

0-5 years.



9. FUTURE WORKS

SITE DESCRIPTION:

Highly accessible and visible cleared sites lying c.100m south of Slough train station and next to the bus station, onto a modern road either side of a new office development (phase 1 Future Works). Other surrounding land uses are principally infrastructure (road / rail), with the town centre's main foodstore set just to the east and the Octagon site to the north. Vehicle access off Brunel Way

DEVELOPMENT OPPORTUNITY:

Higher density sustainable development for commercial (office) uses supporting job creation with the attraction of lying adjacent to the station for workers. Able to help frame Wellington Road and Brunel Way as part of transforming the latter street into a high quality multi modal area.

DEVELOPMENT PRINCIPLES:

- Future Works 1 is a prominent building on Wellington Street and sets a scale and design approach that the two buildings to either side must respond to;
- There is potential to deliver office buildings of a significant scale on this site on Wellington Street and this will support the delivery of the new CBD for Slough. Future Works 1 is nine office storeys (similar or greater scale could be promoted to either side);
- Future Works 1 delivered a dynamic building form with a sloping roof form that is prominent and distinctive in views providing identity to the town centre. Further office developments on this site should respond positively to this design language;
- New office buildings must provide activity at ground floor level delivering animation to Wellington Street, William Street and Brunel Way. Building entrances must address these streets and ideally should be located on the corners of buildings (Brunel Way / Wellington Street for the eastern building) and Wellington Street / William Street for the western building; and
- Car parking should be located below ground and be accessed off Brunel Way.

POTENTIAL CAPACITY:

- 25,065 sq m office

OVERARCHING DELIVERY APPROACH:

Private sector / developer led. Outline planning consent in place.

KEY DELIVERY PARTIES:

Landowner, developer

DELIVERY TIMEFRAME:

0-10 years



10. OLD LIBRARY SITE, HIGH STREET

SITE DESCRIPTION:

Site in highly prominent location fronting William Street, Stoke Road and Wellington Street. Access of William Street. Surrounding land uses include an office block, The Curve and retail uses along William Street. Site cleared and under construction

DEVELOPMENT OPPORTUNITY:

To realise the full potential of this site by redeveloping for higher density residential uses together with hotel. Development is nearing completion on site.

DEVELOPMENT PRINCIPLES:

- The consented scheme provides a U-shaped building that provides frontage and enclosure to the western end of High Street, the southern end of William Street and to Wellington Street at the south western corner of the heart of Slough junction;
- The site is prominent in views from the east along Wellington Street and looking south from William Street / Stoke Road and needs to hold this important corner with considerable scale and massing. The building is ten storeys on the corner but steps down to eight and then six storeys on High Street; and
- Active food and beverage uses are proposed at ground floor level to animate the street.

POTENTIAL CAPACITY:

- 64 residential dwellings
- 244 bedroom hotel
- 460 sq m retail

OVERARCHING DELIVERY APPROACH:

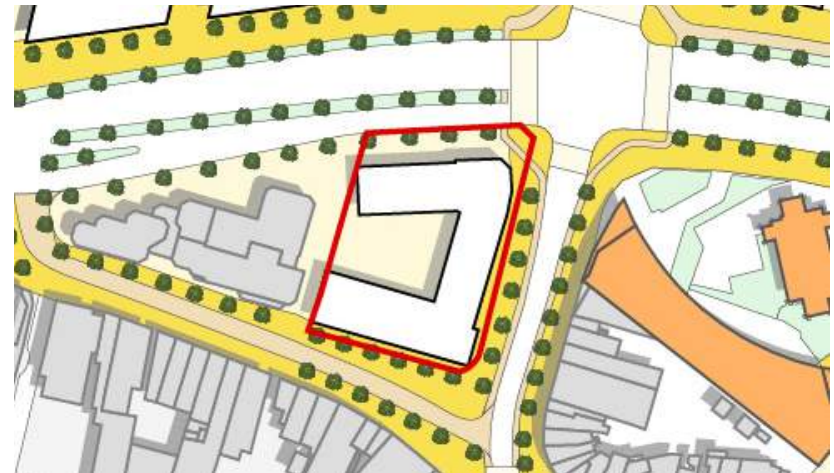
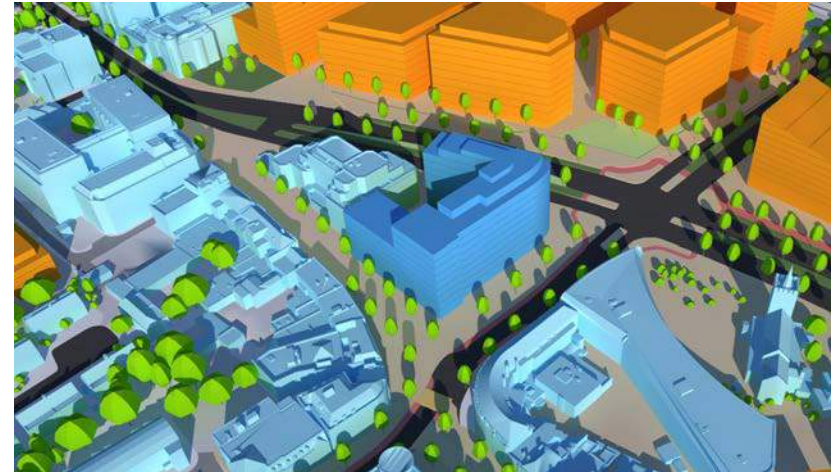
Public private partnership: via Slough Urban Renewal (SUR) and MSIL. Permission secured: under construction

KEY DELIVERY PARTIES:

Slough Borough Council / developer

DELIVERY TIMEFRAME:

0-5 years



11. SLOUGH CENTRAL

SITE DESCRIPTION:

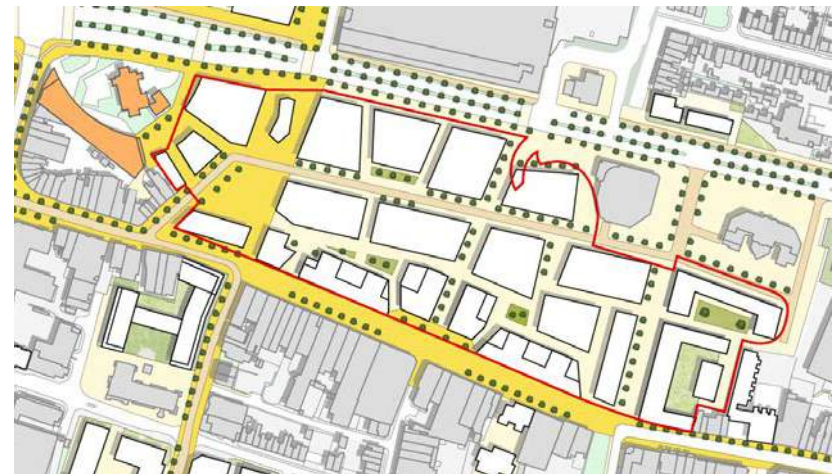
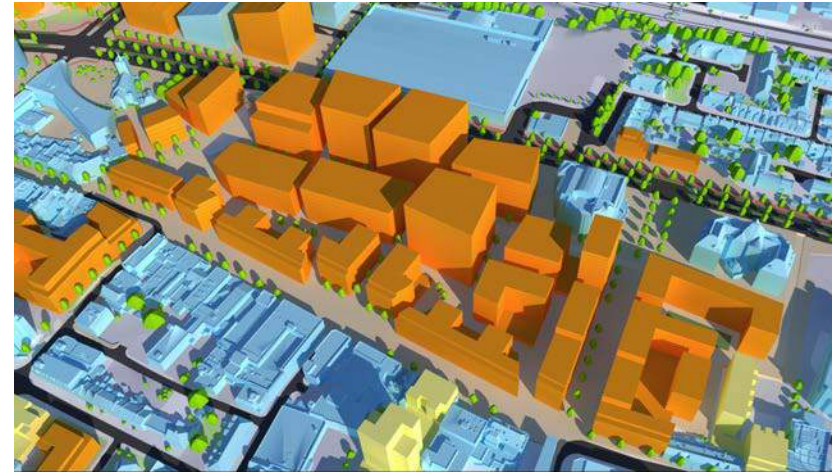
The largest, centrally located development opportunity in Slough town centre. Highly visible and accessible site presently occupied by two dated covered shopping centres – Queensmere and The Observatory. These malls physically dominate Slough’s north side of the High Street, and accommodate the town centre’s main retail and leisure offer, including a multiplex cinema. The shopping centres are though punctuated with vacancies. Wedged between the High Street and Wellington Street with the train station some 150m to the north, the site is in a highly strategic location. Permeability between these two destinations is very weak. Two main car parks serve the shopping centres, with access gained off Wellington Street. Immediately to the west lies The Curve and the attractive St Ethelbert’s Church, though the current layout of the malls means they turn their back on these assets.

DEVELOPMENT OPPORTUNITY:

To redevelop these shopping centres so to provide a modern town centre layout and mix, which replaces the covered centres with a permeable, open street environment. Redevelopment will enable the scheme to embrace and integrate The Curve and St. Ethelbert’s Church, as well as strike a clear pedestrian link between the train station and the High Street, alongside creating a more permeable and positive pedestrian environment. The scale and location at the heart of the town centre lends itself to a diverse and layered mix of uses: including retail, leisure, offices, residential, together with supporting parking - and a range of new public spaces. Cultural activities too will add interest and diversity to the scheme. The sustainable location points toward much higher density development than is currently there: and particularly offices and residential, with modern – yet consolidated – retail and leisure space, including a cinema. The site has scope to deliver a substantial new business district alongside a neighbourhood residential quarter, with typically ground floor shopping and leisure facilities. The scheme will be able to meet demand from both large and smaller scale office and retail occupiers. Car parking will support the development as well as the town centre’s retail and leisure offer more generally, with supply of spaces managed throughout the development period to avoid undersupply. Over time, other appropriate town centre uses might become part of the mix. The development will be set within a significantly improved public realm, as well as mitigating the significant pedestrian barrier caused by the traffic dominated Wellington Street, thus enabling easier access to the train station.

DEVELOPMENT PRINCIPLES:

- Establishment of a mixed-use quarter on this large and prominent site within Slough’s urban core;
- Towards the southern edge of the site development to front onto High Street defining this main street with retail uses at ground floor but with residential uses above; towards the northern edge of the site large footprint office buildings to establish a new Central Business District for Slough;



11. SLOUGH CENTRAL (CONTINUED)

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

- Opportunity should be taken to utilise the roofscape for amenity with landscaped roof gardens located on the tops of buildings. The general arrangement of building height stepping upwards from south to north means that views southwards towards Windsor Castle can be maximised. A public viewing area should be provided allowing wider appreciation of these views;
- Car parking should be provided either below ground or with in a multi storey structure. The site currently incorporates two multi-storey car parks serving the town and some car parking spaces should be provided to serve shoppers in the town. Parking provision for offices should be available for wider use at weekends and in the evening; and
- The impact of car parking and servicing on the streetscape must be minimised and wherever possible

POTENTIAL CAPACITY:

- Minimum of 1,000 residential dwellings
- Minimum 50,000 up to 200,000 sq m offices
- Minimum 10,000 sq m retail
- Minimum 5,000 sq m leisure (inc F&B/cinema)

OVERARCHING DELIVERY APPROACH:

Private sector / developer led. Phased development. Potential for Council to facilitate site assembly using requisite powers, if justified.

KEY DELIVERY PARTIES:

Landowner, developer

DELIVERY TIMEFRAME:

0-15 years; phased development to allow relocation of existing retailers / occupiers and in order to allow market absorption of new stock into the market. Phase 1: 0-10 years: phase 2: 5 -15 years

12. TOWER HOUSE / ASHBOURNE HOUSE

SITE DESCRIPTION:

Two 1960 tower blocks of 11 storeys accommodating 120 flats for social housing set within a generous area of open, amenity space. Site lies circa 500m south west of the heart of the town centre. Access to the tower blocks is off The Crescent or Chavley Park. Surrounding land uses are low rise residential houses of mixed age.

DEVELOPMENT OPPORTUNITY:

To provide modern new dwellings and replace and re-provide existing social housing with an increased dwelling numbers overall. Lower maintenance costs, scope to provide a better integrated design and development with appropriate amenity space for residents are anticipated benefit

DEVELOPMENT PRINCIPLES:

- The consented scheme for this site provides residential blocks that wrap around courtyard gardens and front onto a central green space;
- Residential blocks are typically four to six storeys with a sixteen storey tower to the north-eastern corner of the space marking the western end of and the view along Chavley Park;
- The central green space provides pedestrian connectivity between Chavley Park and Burlington Avenue / The Crescent;
- Existing mature trees and integrated either into courtyards or the central green space. This also incorporates childrens' play; and
- Car parking is provided in the heart of the northern block beneath a podium deck.

POTENTIAL CAPACITY:

- 77 residential dwellings (net additional)

OVERARCHING DELIVERY APPROACH:

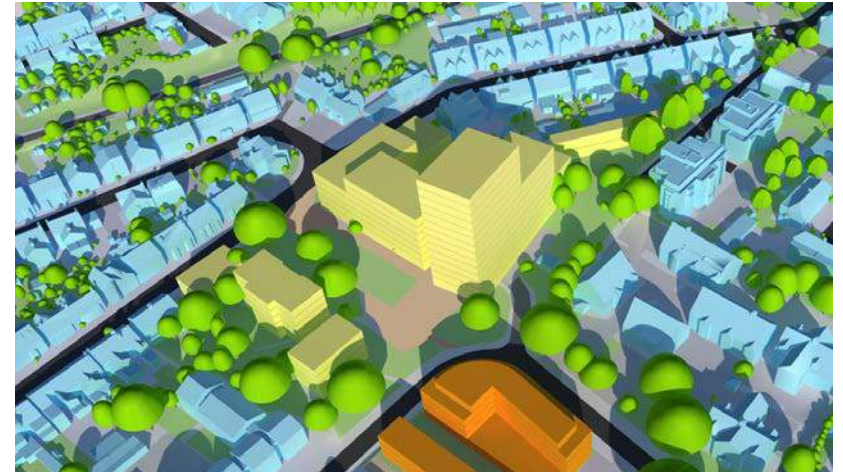
Public sector led: Slough Borough Council. Consented scheme

KEY DELIVERY PARTIES:

Slough Borough Council (landowner and potential developer via Herschel Homes)

DELIVERY TIMEFRAME:

0-5 years



13. CHALVEY PARK

SITE DESCRIPTION:

Vacant corner site characterised by scrubland lying immediately to the east of Ashbourne House and circa 500m south west of the heart of the town centre. Site accessed off Chalvey Park Road. Surrounding land uses are primarily housing, save the land to the east is bordered by low rise offices and court buildings.

DEVELOPMENT OPPORTUNITY:

To re-use this vacant brownfield plot to provide a mix of townhouses and flats that provide an attractive corner development which benefits the urban landscape.

DEVELOPMENT PRINCIPLES:

- Residential development providing a continuous and defined frontage to Chalvey Park on this important corner site;
- An apartment building to front the street and to be five storey with the upper storey set back;
- A row of townhouses to the south of the site back onto the modest scaled houses located to the south of the site; and
- Car parking to be located at ground floor level to the rear of the apartment block and with courtyard deck over.

POTENTIAL CAPACITY:

- 36 residential dwellings (including 8 townhouses)

OVERARCHING DELIVERY APPROACH:

Private sector led; secure planning and construct scheme. Potential for Council to facilitate delivery using requisite powers, if justified.

KEY DELIVERY PARTIES:

Landowner / developer

DELIVERY TIMEFRAME:

11-15 years



14. BURLINGTON ROAD CAR PARK

SITE DESCRIPTION:

Surface pay and display car park of 165 spaces, c.200m west of the High Street. Access gained off Burlington Avenue (currently in use as works compound for a nearby development site). Surrounding land uses are varied, though principally low to mid rise residential with some offices to the north.

DEVELOPMENT OPPORTUNITY:

To use this site more intensively through redevelopment for residential – flats and houses - while ensuring that the town centre retains sufficient parking to meet its needs.

DEVELOPMENT PRINCIPLES:

- Development that provides a mix of apartments and town houses with an apartment building proving frontage to Burlington Road and townhouses backing onto the rear of homes on Beechwood Gardens; and
- The apartment building on the northern part of the site to be five storey with the upper storey set back; and
- Lower scale houses responding to the scale of houses to the south.

POTENTIAL CAPACITY:

- 48 residential dwellings (including 14 houses)

OVERARCHING DELIVERY APPROACH:

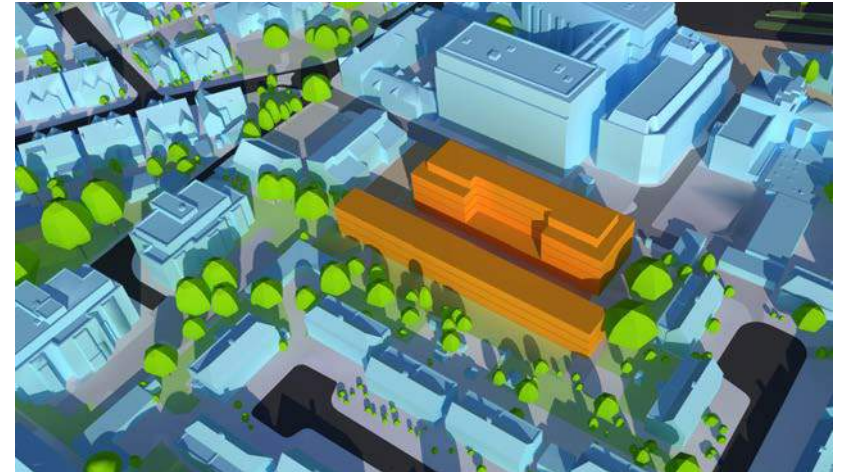
Public sector led, with potential for disposal to private sector for delivery.

KEY DELIVERY PARTIES:

Slough Borough Council / developer or contractor

DELIVERY TIMEFRAME:

6-10 years



15. BUCKINGHAM GATEWAY

SITE DESCRIPTION:

A cleared site presently used as a temporary surface car park, fronting the southern side of the High Street. Access off Herschel Street. Surrounding land uses are varied: retail, offices, hotel, residential, with building heights up to around eight storeys. Poor quality environment offered by current land use.

DEVELOPMENT OPPORTUNITY:

Re-use of this site for a higher density mixed use development, reflecting its location in the heart of the town centre. Modern retail / leisure space uses would be attracted to space fronting the High Street, with scope for residential or other accommodation forms to be stacked above and to the south of the site

DEVELOPMENT PRINCIPLES:

- Mixed use development that provides frontage to High Street, Church Street and Buckingham Gardens;
- The building scale and massing to respond to the context with four storey frontage onto High Street rising to six storeys on Church Street and Buckingham Gardens and with two additional set back storeys above;
- Retail / leisure uses (possibly a gym) to be provided at ground floor level fronting onto and animating the High Street and Church Street frontages;
- Residential apartments to be located at upper floor levels; and
- Car parking to be located in the heart of the block where it is not visible from the street and decked over. Car parking to be accessed from Buckingham Gardens.

POTENTIAL CAPACITY:

- 175 residential dwellings
- 1,730 sq m leisure
- 376 sq m retail

OVERARCHING DELIVERY APPROACH:

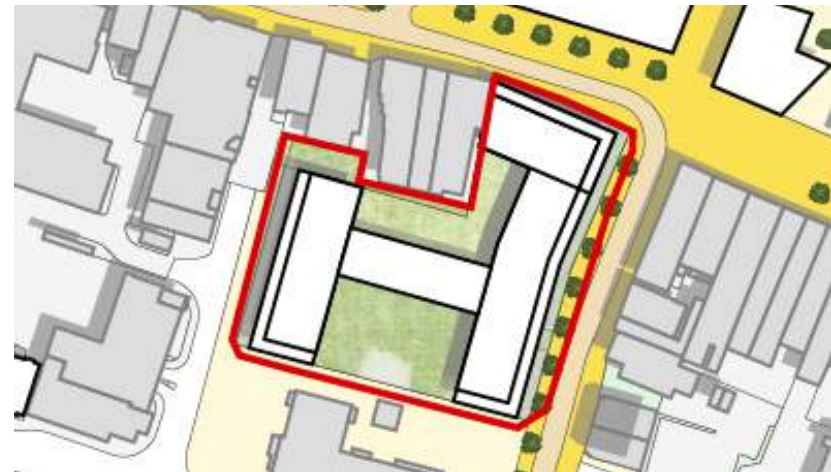
Private sector / developer led: secure planning and construct development

KEY DELIVERY PARTIES:

Landowner, developers

DELIVERY TIMEFRAME:

6-10 years



16. ASPIRE

SITE DESCRIPTION:

This site lies c.100m south of the High Street, with direct pedestrian connections to the heart of the centre. Currently cleared and enabling works underway. Accessed off Herschel Street, with surrounding land uses being residential, low rise industrial, offices and a multi storey car park.

DEVELOPMENT OPPORTUNITY:

Consented scheme for high density residential (flatted) development transforming this brownfield site to increase town centre population with associated benefits. Enabling works underway.

DEVELOPMENT PRINCIPLES:

- The consented proposal for this site is high-density with two deep floorplan residential buildings that rise to ten storeys;
- Car parking is integrated into the centre of the block and covered by a deck which provides a courtyard garden;
- The buildings provide a defined frontage to both Church Street and Herschel Street; and
- The two buildings are laid out on the site so that they frame a view of the spire of St. Mary's church from Herschel Street.

POTENTIAL CAPACITY:

- 238 residential dwellings (all apartments)

OVERARCHING DELIVERY APPROACH:

Private sector / developer led: under construction

KEY DELIVERY PARTIES:

Landowner / developer

DELIVERY TIMEFRAME:

0-5 years



17. HERSCHEL STREET SITES

SITE DESCRIPTION:

Two small parcels in separate ownership, comprising car parking, dated offices and a cleared site currently under construction for residential development ready for development. The site lies c.100m to the south of the High Street, with access from either Victoria Street, Church Street and Herschel Street. Surrounding land uses are predominantly low rise housing, save to the west where there is consent to deliver higher density residential development (Aspire site).

DEVELOPMENT OPPORTUNITY:

To more intensively use this site for housing, and by doing so replacing dated, poor quality existing buildings and surface car parking, with benefits to the town centre of increasing the town centre residential population in a sustainable location, that brings about an improved townscape.

DEVELOPMENT PRINCIPLES:

- New residential apartment buildings that respond to the development pattern of the adjacent largely historic area by providing a continuous frontage to the surrounding streets (Herschel Street, Church Street and Albert Street) both defining the street space and completing the development block; and
- At five storeys, and with the upper storey set back, the height of buildings mediates from the larger-scale development proposed on the Aspire site to the east (ten storeys) and the modest scaled terraces to the south and east which are two and three storeys.

POTENTIAL CAPACITY:

- 77 residential dwellings across the two sites

OVERARCHING DELIVERY APPROACH:

Private sector / developer led; potential for Council to use site assembly powers to facilitate cohesive scheme delivery.

KEY DELIVERY PARTIES:

Landowners, developers

DELIVERY TIMEFRAME:

0-10 years



18. UPTON HOSPITAL

SITE DESCRIPTION:

Large site some 500 metres directly south of the High Street. Presently accommodates Upton Hospital together with other medical services, such as a health centre. Buildings are of very mixed quality ranging from low rise prefabricated premises to the older main hospital building (Grade II listed), with heights up to 4 storeys. Main access to the site is off Albert Street. Surrounding land use are mainly low rise houses, except to the west where the site overlooks parkland and the attractive St Mary's Church.

DEVELOPMENT OPPORTUNITY:

Subject to relocating the hospital services, the scheme offer scope for residential - houses and flats (and possibly senior living / care home) - to provide a more diverse housing offer in and around the town centre. Re-purposing of the listed buildings for residential uses to create an attractive setting for wider development, whilst demolition of other buildings of poor quality as part of the transformation of this site.

DEVELOPMENT PRINCIPLES:

- New residential development providing a mix of apartment buildings and townhouses and laid out to deliver a connected network of streets and pedestrian connections that integrate with the surrounding street pattern;
- New buildings to front onto both the existing and new streets and a central open space that enhances the setting of the hospital buildings;
- The listed hospital building to be retained as a centre-piece of the development and sensitively converted to residential apartments;
- Existing mature trees, both on the Albert Street boundary and to the south of the hospital building, to be retained; and
- Development height to respond to the surrounding context with three storey townhouses to the north and west of the hospital (looking over the new space) and apartment buildings rising to five storeys (with the top storey set back) defining the sites western boundary on Church Street; and
- Car parking for apartments to be integrated into the centre of blocks beneath a courtyard garden; car parking for the refurbished hospital to be or located to the rear of the former hospital building.



POTENTIAL CAPACITY:

- 294 residential dwellings (including 47 townhouses)

OVERARCHING DELIVERY APPROACH:

Public sector led: marketing of site for disposal to developer.

KEY DELIVERY PARTIES:

NHS / developers

DELIVERY TIMEFRAME:

6-15 years

19. AKZO NOBEL

SITE DESCRIPTION:

Very large site (c.13 ha) formerly used as Dulux paint factory and research and development facility. The heart of the town centre lies c. 1000m to the south west. A mix of dated manufacturing buildings, together with large tracts of parking and hardstanding are present. Access to the site is via Wexham Road. Surrounding land uses are mainly infrastructure: roads, rail lines, gas works and Grand Union Canal Slough Arm. To the west is an associated industrial area. Contamination is present.

DEVELOPMENT OPPORTUNITY:

Wholesale redevelopment of a brownfield site for residential and industrial uses, with the scale of residential uses able to create a new residential quarter, and offer a broad range of tenures and typologies, both private and inclusive / affordable. New industrial uses will help meet a sector in high demand. Significant scope to improve surrounding public realm areas and footpaths, as well as the possibility to secure a new access from the site from Uxbridge Road.

DEVELOPMENT PRINCIPLES:

- Large footprint light industrial sheds to be laid out on the northern portion of the site where ground contamination levels are greater;
- Sheds to be laid out so that they are accessed from a central servicing area with the buildings screening activity and noise from the residential accommodation;
- A new residential quarter to be established on the southern portion of the site. A mix of apartments and family homes / houses to be provided;
- Residential blocks to front onto streets and spaces within the site and to provide a positive frontage to Wexham Road;
- Blocks to be typically four storey with an additional set back storey but with potential for greater height (five storey with a setback storey) along Wexham Road and on the interface with the railway line;
- A new open space to provide amenity for residents in the heart of the new residential area and tree planting and landscape to enhance the streets and spaces; and
- The layout of development to be designed to integrate with the adjacent gas works site.

POTENTIAL CAPACITY:

- Between 700 and 1,000 residential dwellings
- 36,785 sq m B8 industrial

OVERARCHING DELIVERY APPROACH:

Private sector / developer led: site subject to planning application



KEY DELIVERY PARTIES:

Landowner / developer

DELIVERY TIMEFRAME:

0-15 years; phased development reflecting scale of opportunity.

20. SLOUGH GAS WORKS

SITE DESCRIPTION:

A visible, large site lying c.1000m to the north east of the core town centre. Gas works currently undergoing decommissioning of existing facilities, including a gasometer. Other current land uses are principally hardstanding, parking and service areas. Access off Uxbridge Road. Surrounding land uses are infrastructure (roads and rail line) and industrial to the north and east (Akzo Nobel site). Constrained by pipelines and contamination present.

DEVELOPMENT OPPORTUNITY:

Redevelopment of this brownfield site to deliver housing and industrial stock, helping to meet demand for these products. Possible opportunity to improve access to the site and better manage segregation of residential and commercial traffic in the area.

DEVELOPMENT PRINCIPLES:

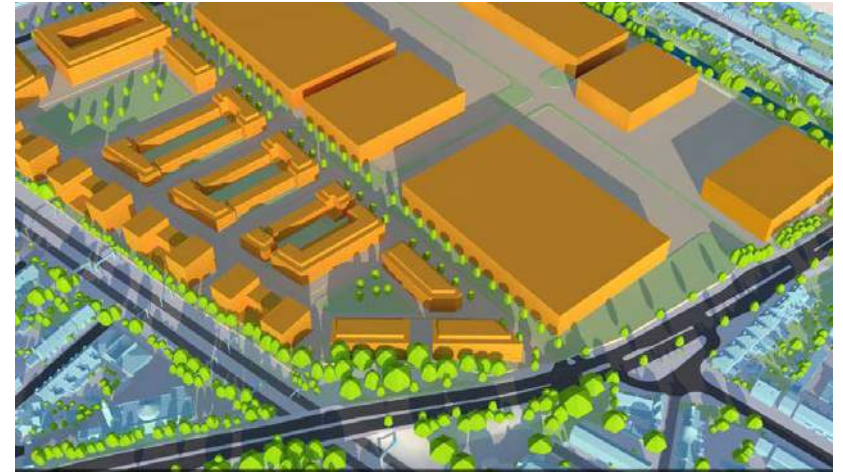
- Large footprint light industrial sheds to be laid out on the northern portion of the site where ground contamination levels are greater;
- Sheds to be laid out so that they are accessed from a central servicing area with the buildings screening activity and noise from the residential accommodation;
- Residential development to be established on the southern portion of the site as an extension of the quarter established on the adjacent Akzo Nobel site (assuming that development on that site is delivered first);
- Residential blocks to front onto streets and spaces within the site and to provide a positive frontage to Uxbridge Road;
- Blocks to be typically four storey with an additional set back storey but with potential for greater height (five storey with a setback storey) along Uxbridge Road and on the interface with the railway line;
- A new open space to provide amenity for residents in the heart of the new residential area and tree planting and landscape to enhance the streets and spaces; and
- The layout of development to be designed to integrate with that on the adjacent Akzo Nobel site.

POTENTIAL CAPACITY:

- 217 residential dwellings
- 11,430 industrial

OVERARCHING DELIVERY APPROACH:

Private sector / developer led



KEY DELIVERY PARTIES:

Landowner, developers

DELIVERY TIMEFRAME:

10-15 years; phased delivery of industrial and residential uses.