Slough Central.

Queensmere Shopping Centre:

Outline Planning Application

Design & Access Statement
Squire & Partners
October 2021

Queensmere Outline Planning Application

Design & Access Statement

26th October 2021

Foreword

A vision for QM OPA

The Queensmere Shopping Centre forms part of an area of land that comprises both the Queensmere and Observatory Shopping Centres, known as 'Slough Central'. The Slough Central area has been identified in the adopted and emerging Slough Borough Council (SBC) Local Plan documents as a one of the most important regeneration sites in Slough Town Centre. The Queensmere Outline Planning Application (QM OPA) that is described within this document proposes redevelopment of that part of the Slough Central area comprising the Queensmere Shopping Centre. It will host a diverse mix of building uses, landscaped areas and associated activities that will provide a renewed vibrancy to the Town Centre .

Contents

1

Introduction

Project Summary

This Design and Access Statement (DAS) has been prepared by Squire and Partners and is submitted in support of the Queensmere Outline Planning Application (QM OPA). Located on the Queensmere shopping centre site, the development sits at a pivotal location between the existing High Street and Slough Station.

1.1 Executive summary

Vision

The QM OPA site is one of the largest and most central sites to be developed within Slough. Its' key, central location within the town means that the QM OPA will form a new 'heart' to the growing town. The town itself has a rich and varied history, but the current shopping centre that occupies the site is largely vacant and does little to enhance the character of the existing Town Centre . The aim of this masterplan is to invigorate the existing Town Centre in a manner that draws from the heritage and culture of the town and its' residents. A flexible approach will be adopted in order to respond to the change in nature and demands of the Town Centre .

Fig. 1 - Illustrative scheme for QM OPA

Overview of submission documents

1.2

Context of wider planning application documents

The DAS forms part of suite of documents that have been submitted as part of this outline planning application and as such should be read in conjunction with the Design Codes document that provides a series of guidelines and mandatory rules for the detailed design in future reserved matters applications.

Figure 2 opposite explains the structure of the planning application submission documents and how they sit within the approval process.

All figures included within this DAS are illustrative and for information only.

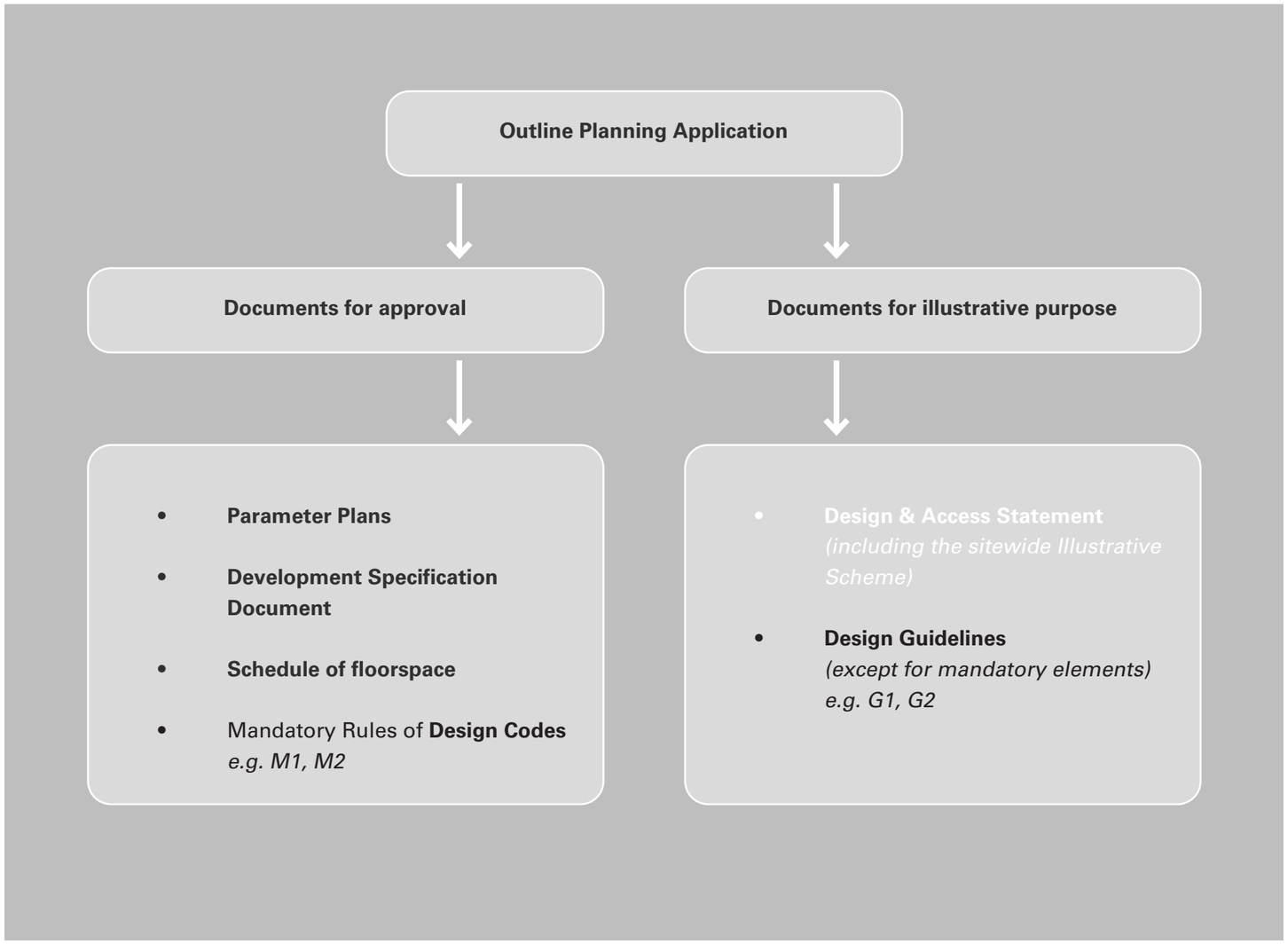


Fig. 2 - Diagram explaining structure of planning application documents

1.3 Contents of this document

1.3.1 Structure of design & access statement

This DAS has been prepared by Squire & Partners to provide an overview of the masterplanning principles, concepts and strategies that apply to the QM OPA as well as an Illustrative Scheme that provides one example of how the outline proposal could be evolved in future reserved matters applications (RMAs), but that is not submitted for approval.

The DAS has been prepared having regard to Government guidance entitled 'Guidance on Information Requirements and Validation' (2010), guidance published by the Commission for Architecture and the Built Environment (CABE) entitled 'Design and Access Statements - How to Write, Read and Use Them' (2006) and the requirements of Regulation 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 that sets out the mandatory requirements for a DAS that should explain:

a) the design principles and concepts that have been applied to the development; and

(b) how issues relating to access to the development have been dealt with.

It has also been prepared having regard to updated policy and guidance, including the consolidated London Plan 2016, Slough Local Plan and the 'National Planning Practice Guidance'.

The DAS is presented in a single volume including the following Sections:

Section 2 outlines the Site extents, Site evaluation, historical development and contextual analysis.

Section 3 summarises the planning context, pre-application process and community engagement.

Section 4 takes the analysis and investigation and overlays the client brief, strategic aims and influences in order to arrive at a preferred development concept. This section also discusses layout, amount, appearance and scale of the design proposals.

Section 5 contains the Access Statement and is accompanied by an overview of issues such as servicing, pedestrian movement and the safety and security strategy.

Section 6 contains an explanation of the landscape and public realm strategy.

This DAS is not submitted for approval and all drawings and illustrations in this document are for illustrative purposes only.

When the project originally began, we considered the Slough Central site as a whole – comprising both the Queensmere and Observatory Shopping Centres. As the project progressed and the market moved on, a decision was taken to reduce the planning application redline and to focus on the redevelopment of Queensmere Shopping Centre. The following DAS details this scheme evolution, resulting in the Illustrative Scheme which informs the QM OPA. The Applicant is unable to commit to details of form, type, land use and timing associated with the Observatory Shopping Centre – at this stage it will continue to operate as a retail asset.

Fig. 3 - Illustrative view looking west across new Town Square towards The Curve and Church of Our Lady Immaculate and St Ethelberts

1.4 Client & professional team

1.4.1 Team and experience

The professional team that have been responsible for the QM OPA have extensive experience of both masterplans of this scale and complexity and developments of this quality. While this DAS has been prepared by Squire & Partners, the document benefits from having received input from the following wider consultancy team:

Development Manager | **British Land**

British Land are an award-winning property investor and developer who are leading the Slough Central proposals, acting as Development and Asset Manager on behalf of the landowner. Our purpose is to create and manage outstanding places which deliver positive outcomes for all our stakeholders on a long term, sustainable basis. We have three existing large campuses in London (Broadgate, Paddington & Regents Place) and we are delivering a fourth at Canada Water, which has planning permission for over 5 million sq ft of accommodation, including between 2000 and 4000 homes. These places are large dynamic neighbourhoods with a broad mix of uses and attract growth customers and sectors in some of the best connected, highest quality and most sustainable space in London.

Architect | **Squire & Partners**

Squire & Partners is an architecture and design practice with experience spanning four decades, earning it an international reputation for architecture informed by the history and culture of where it is placed. Their award winning portfolio, for some of the world's leading developers, includes masterplans, private and affordable residential, workspace, retail, education and public buildings. In addition the practice has a dedicated interior design department, which has created a number of bespoke product ranges.

Landscape | **Gillespies**

Gillespies works with clients and partners to deliver transformative landscape design, urban design, masterplanning and landscape planning, working from offices based in London, Oxford, Manchester, Leeds, Abu Dhabi and Moscow. From the smallest community park or rooftop garden to an entire city-wide masterplan, we set out to create inspirational spaces with a purpose: to make people's lives measurably better. We believe that no matter how well-executed a design, strategy or plan is, the real measure of success is that the work becomes well-used, indeed loved, and stands the test of time.

Transport | **WSP**

WSP offers a holistic approach to transport planning, which includes transport-related design and transport management strategies. WSP has worked as part of the Design Team to assist with the in the design and planning for the proposed development. WSP is an expert in transport planning and traffic engineering, with a proven track record and wealth of project experience, including Croydon Whitgift Centre Redevelopment, 22 Bishopsgate, Earls Court, Kidbrooke Village Greenwich.

Civils & Infrastructure | **Arup**

With more than 15,000 designers, planners, engineers and technical specialists, Arup offer a broad range of professional services across 90 disciplines. We have been involved in the QM OPA project since December 2016 and our commitment to delivering a sustainable regeneration project for the town centre is stronger than ever. Arup has a broad, cross-sector knowledge base to draw from and a proven track record of creating repurposed retail destinations which uniquely positions us to assist in delivering a successful scheme.

Heritage & Townscape | **Turley**

Turley are a full service national planning and development consultancy. Its Planning expertise is complemented by design, development viability, economics, EIA, expert witness, heritage and townscape, landscape and VIA, strategic communications and sustainability services. All services can be provided together or individually. It helps clients achieve good growth in all jurisdictions in the UK and Ireland from its locations in major cities and growth areas. Turley's teams are experts in their fields; they shape better places and achieve success for our clients. We bring deep thinking, smart strategy and expert delivery.

1.4 Client & professional team

1.4.1 Team and experience

Mechanical & Electrical and Access | **Hoare Lea**

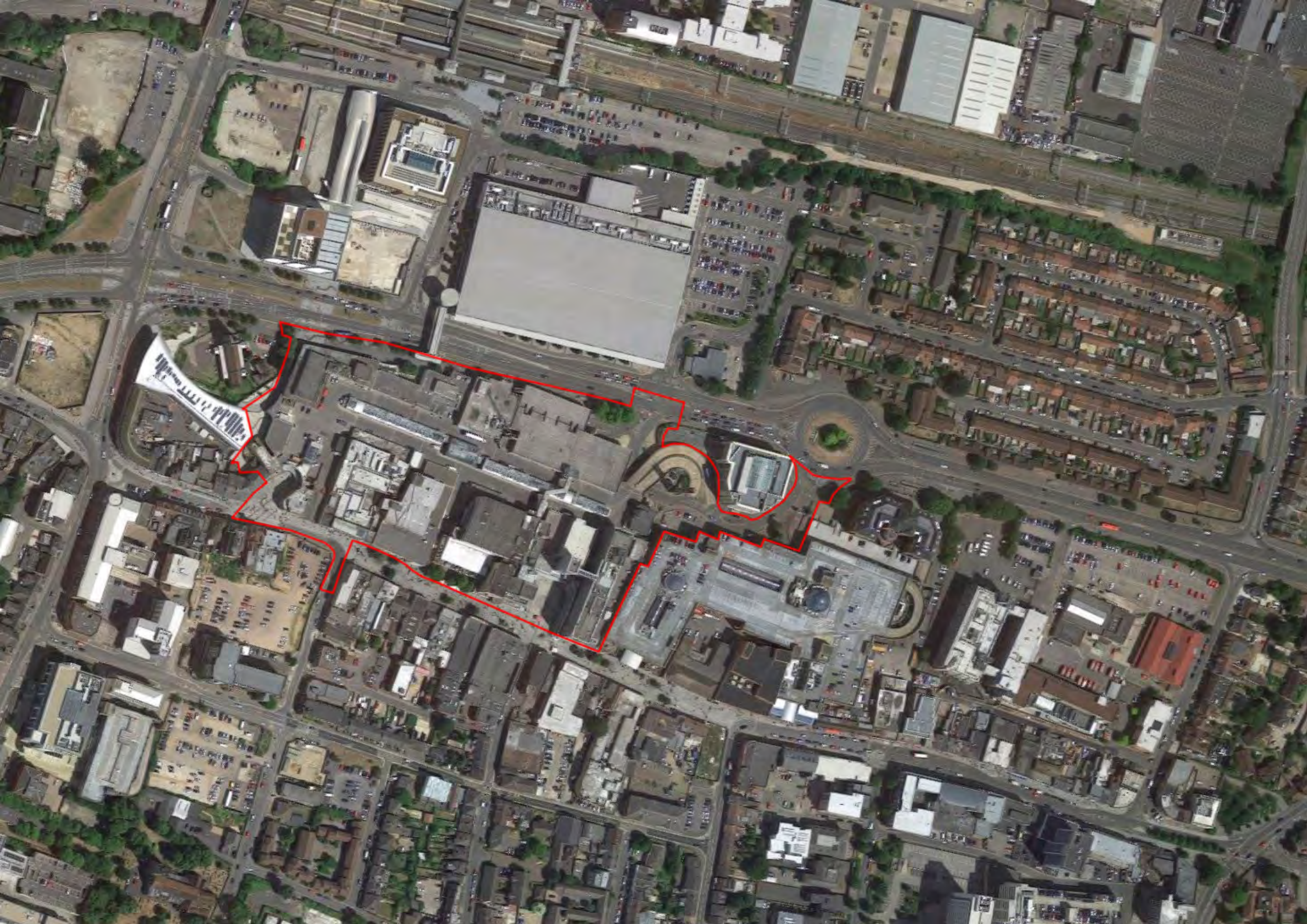
Problem solvers who care how a space makes you feel when you step inside – who bring buildings to life. We overcome every challenge with ingenuity, determination, and pride. We take personal responsibility to achieve a shared vision, combining strong relationships with

Planning Consultant | **Iceni Projects**

Award-winning consultancy, with expertise in all aspects of planning and development . Formed in 2005, Iceni is now one of the leading consultancies in the UK. We use this skill to put good quality places at the forefront of our work, ensuring we provide the best advice and expertise in every project. Planning Awards, Planning Consultancy of the Year 2020 and RTPI Planning Consultancy of the Year 2021.

Project Manager | **Gardiner & Theobald LLP**

G&T focus on minimising risk and creating opportunities to maximise the value of its clients' developments and property assets. It delivers Project Leadership, Commercial Success, Construction Excellence and Specialist Consultancy working across all sectors of the built environment. Its people are some of the most respected and highly trained in the industry, ensuring that it remain leaders in our field by investing in learning and development for everyone across the firm.



2

The site & context appraisal

Introduction

This chapter of the Design & Access Statement contains the following sections:

2.1 Site location

2.1.1 Immediate site location & description

The Site

The site is located within Slough Town Centre. It is bounded by Wellington Street, the HTC building and Verona House to the north and the existing High Street to the South. The western edges of the site adjoin The Curve and Church of Our Lady Immaculate and St Ethelbert and the eastern edge adjoins the western edge of the Observatory shopping centre.

The site ownership boundary currently comprises both the Queensmere shopping centre building and the Observatory Shopping Centre as well as some ancillary buildings and structures including multi storey car park ramps. The QM OPA application boundary covers the part occupied by the Queensmere shopping centre and associated access road as well as other areas that are likely to be affected by the application.

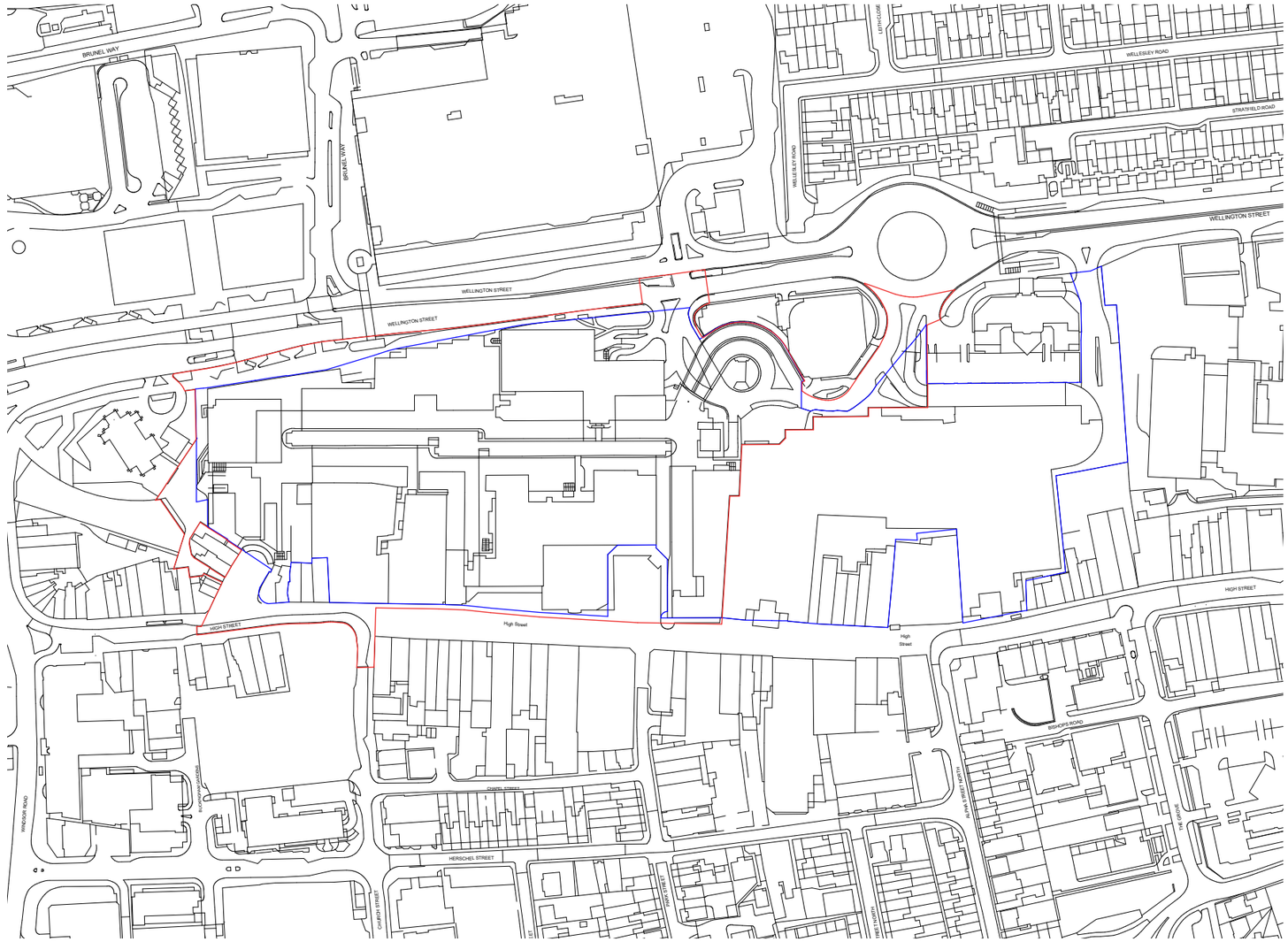


Fig. 4 - Existing site plan

2.1.2 Town centre context

The Town Centre

The evolving Town Centre is considered to contain the following key areas:

- Slough Central site of which the site of the QM OPA forms part
- The High Street & immediate buildings to the south
- Upton Hospital & St Mary's Church sites
- The Bath Road between Salt Hill Park & the High Street
- The NWQ site
- Slough Railway Station
- The residential & commercial properties to Railway Terrace, Stanley Cottages & Grays Place

The QM OPA site and existing High Street are currently and will continue to be the focal point of central Slough. Slough Railway Station serves as an important transport hub for travel to and from the town and is therefore an integral component to Slough Town Centre. Due to the significance of the station, the properties immediately adjacent already contribute to and/or are likely to be developed to enhance the Town Centre. In addition to these, several significant emerging developments and opportunities exist to the south and west of the site.

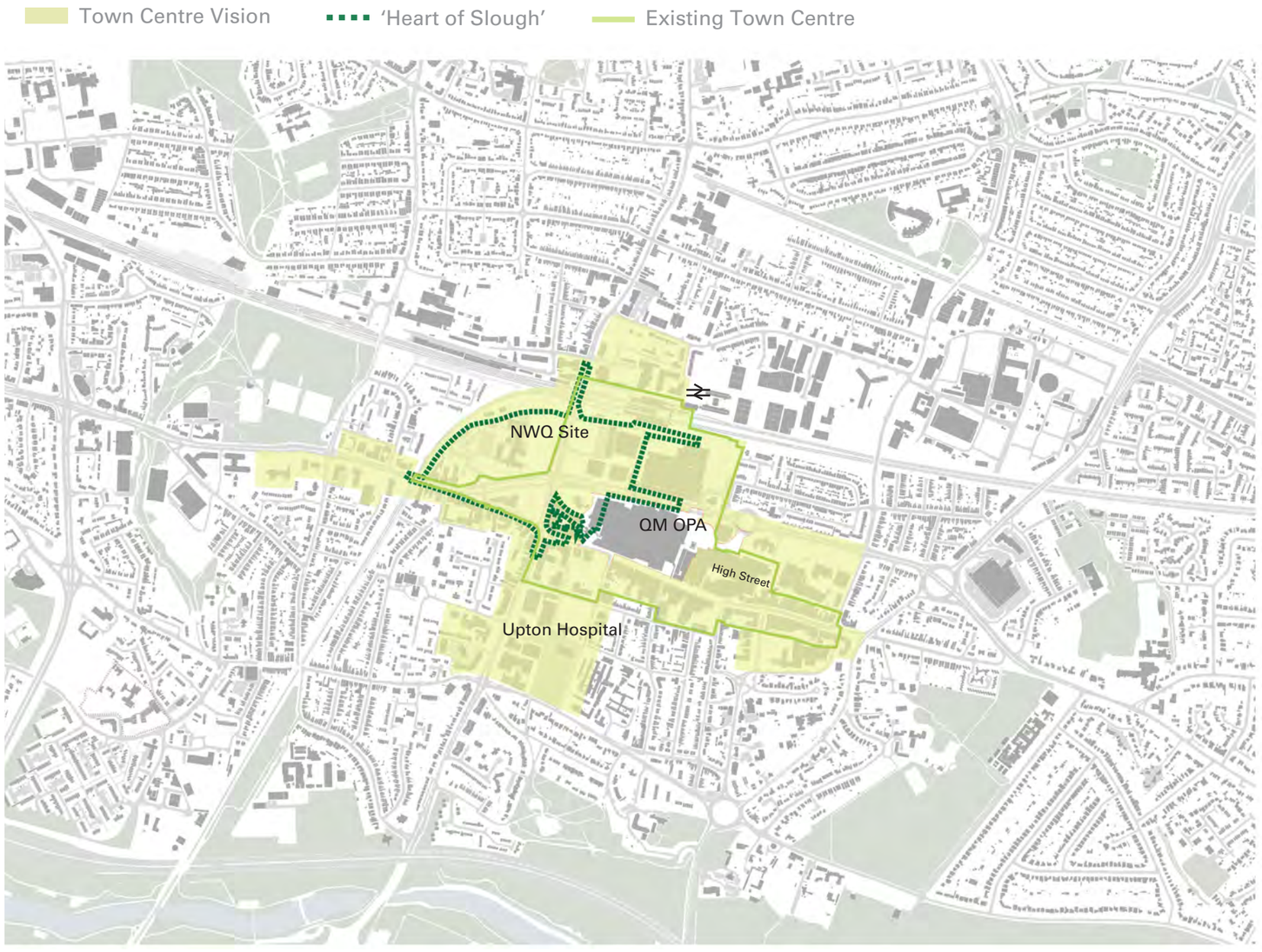


Fig. 5 - The Heart of Slough - Existing and Future Town Centre Plan

2.1 Site location

2.1.3 Regional & political location

The QM OPA Site is located within Slough Town Centre , which falls within the ‘Central’ constituency of Slough Borough Council. In the wider regional context Slough sits between Maidenhead (to the west), Windsor (to the south), Uxbridge (to the north east) and Heathrow Airport (and Greater London) to the east.

Slough Area: 32,53 km²

Fig. 6 - Map of surrounding boroughs

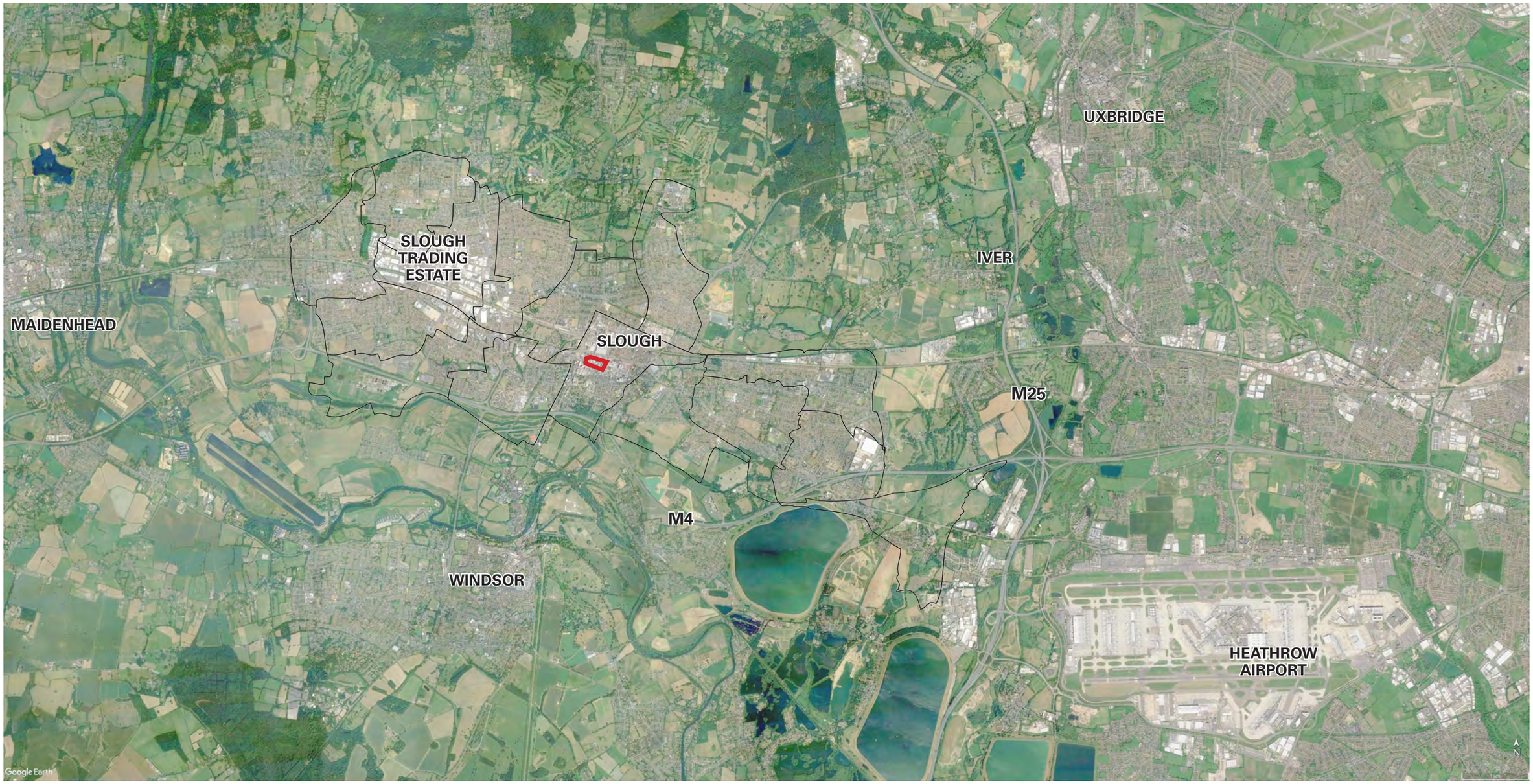


Fig. 7 - Map of key regional features

2.1 Site location

2.1.4 Regional points of interest

Range of amenities in wider region

The town of Slough is itself set amongst an interesting and diverse mix of regional (and national) attractions that residents of and visitors to Slough alike would benefit from. These attractions include the following:

Historic Landmarks
- Windsor Castle
- St George's Chapel
- Baylis House
- Eton College
- St George's Chapel
- Victoria Barracks
- Duchess of Kent Mausoleum
- Langley Park House

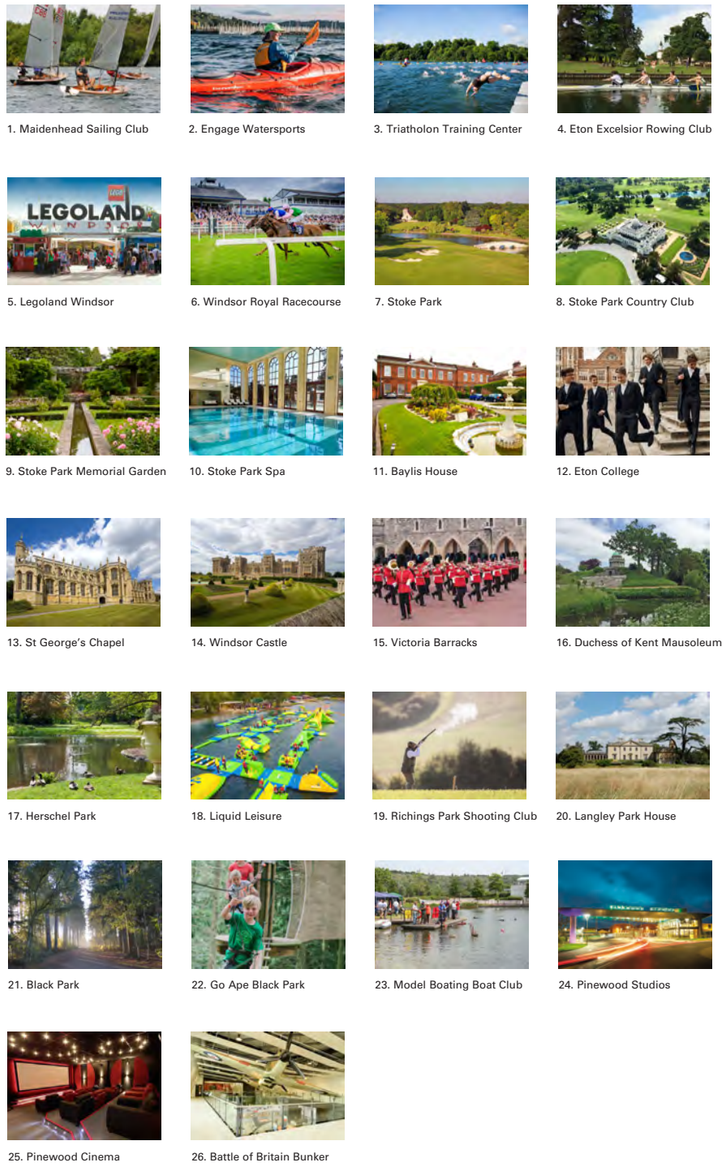
Parks
- Stoke Park
- Stoke Park memorial garden
- Herschel Park
- Black Park

Museums
- Battle of Britain bunker
- Pinewood Studios

Active/ adventure
- Maidenhead sailing club
- Engage watersports
- Triathalon training centre
- Eton Excelsior rowing club
- Legoland Windsor
- Liquid Leisure
- Richings Park shooting club
- Go Ape Black Park
- Model boating park

Events
- Windsor Royal racecourse

Leisure
- Stoke Park country club
- Stoke Park spa
- Pinewood Cinema



1. Maidenhead Sailing Club
2. Engage Watersports
3. Triatholon Training Center
4. Eton Excelsior Rowing Club
5. Legoland Windsor
6. Windsor Royal Racecourse
7. Stoke Park
8. Stoke Park Country Club
9. Stoke Park Memorial Garden
10. Stoke Park Spa
11. Baylis House
12. Eton College
13. St George's Chapel
14. Windsor Castle
15. Victoria Barracks
16. Duchess of Kent Mausoleum
17. Herschel Park
18. Liquid Leisure
19. Richings Park Shooting Club
20. Langley Park House
21. Black Park
22. Go Ape Black Park
23. Model Boating Boat Club
24. Pinewood Studios
25. Pinewood Cinema
26. Battle of Britain Bunker

Fig. 8 - Photographs of regional points of interest

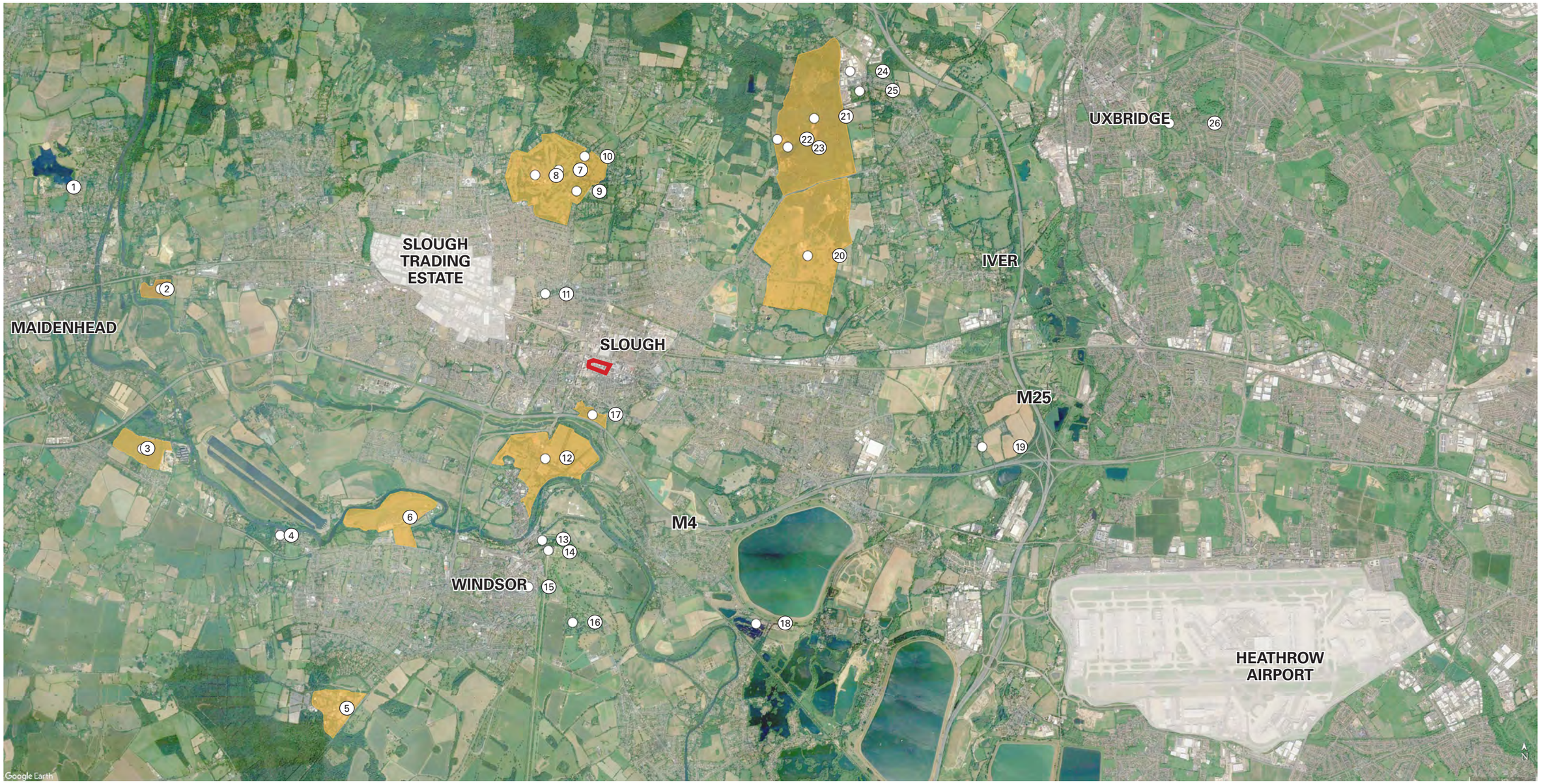


Fig. 9 - Map of regional points of interest

2.1 Site location

2.1.5 Surrounding industries in the region

Slough Trading Estate

The QM OPA site is located within 2 kilometres/ 1.3 miles of the Slough Trading Estate, which is the largest privately owned business park in Europe. The trading estate accommodates a wide range of industries, businesses and company headquarters including well know global names such as Akzo Nobel, McAfee, Lego and O2. Founded in 1920, the trading estate was formed in the grounds of a former motor repair depot that had been established to repurpose broken army vehicles. It was initially conceived as an industrial estate and early businesses included Citroen, Gillette and Johnson & Johnson. The site grew rapidly and attracted a diverse and sizeable workforce that resulted in extensive post-war expansion of the town itself. Most recently masterplans have been consented to regenerate the trading estate into a 21st century business destination that create significantly more jobs that in turn support the local economy.

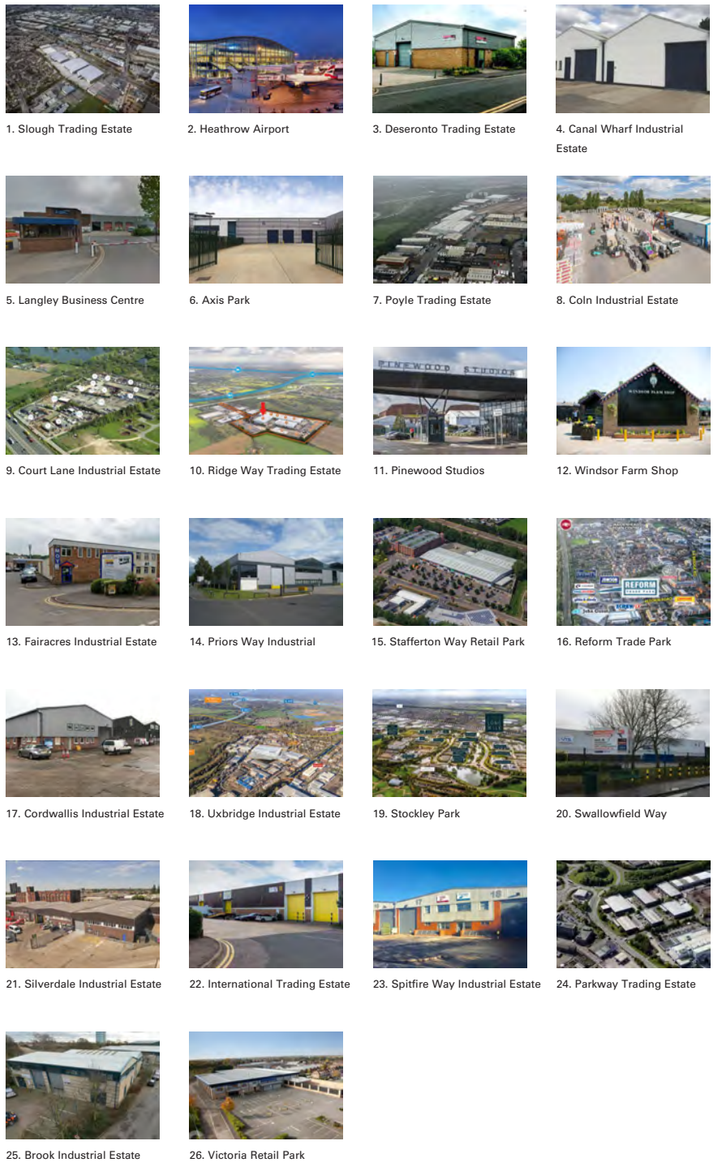
Heathrow Airport

Heathrow Airport is 9 kilometres/ 6 miles from QM OPA and as well as being a major international transport hub, it is an important employer in the wider region. The site covers 12.27 square kilometres (4.74 square miles), sits on a parcel of land that is designated part of the Metropolitan Green Belt and is surrounded by several villages and public water reservoirs.

Pinewood Studios

Established in 1935 and considered to be the home of British film making, Pinewood Studios has produced numerous large scale films, television programmes, commercials and music videos some the most notable of which include James Bond and Carry On films. The studio complex is within 16 kilometres/ 10 miles of QM OPA and is another major regional employer. A more recent expansion plan will provide replica streetscapes of UK and worldwide locations as well as residential accommodation and further employment.

Pinewood announced a £200m expansion plan, known as Project Pinewood. If built, the Pinewood development would see replicas of streetscapes and zones replicating locations from the UK, Europe and the USA. In addition it will also be used as residential housing, with the proposed creative community, expected to be in the region of 2000 and 2250, being integrated with the film locations. Job creation is also a key part of the plan, helping to boost the economy of both the region and the nation as a whole.



1. Slough Trading Estate
2. Heathrow Airport
3. Deseronto Trading Estate
4. Canal Wharf Industrial Estate
5. Langley Business Centre
6. Axis Park
7. Poyle Trading Estate
8. Coln Industrial Estate
9. Court Lane Industrial Estate
10. Ridge Way Trading Estate
11. Pinewood Studios
12. Windsor Farm Shop
13. Fairacres Industrial Estate
14. Priors Way Industrial
15. Stafferton Way Retail Park
16. Reform Trade Park
17. Cordwallis Industrial Estate
18. Uxbridge Industrial Estate
19. Stockley Park
20. Swallowfield Way
21. Silverdale Industrial Estate
22. International Trading Estate
23. Spitfire Way Industrial Estate
24. Parkway Trading Estate
25. Brook Industrial Estate
26. Victoria Retail Park

Fig. 10 - Photographs of regional industries

Fig. 11- Map of regional industries

2.2 Site analysis

2.2.1 Statutory influences

Slough Regeneration Framework

The 'Slough Regeneration Framework' (SRF) was prepared by Urban Initiatives Studio on behalf of Slough Borough Council. It has been prepared to inform the emerging Local Plan and contains a masterplan and vision for the spatial development aspirations and regeneration of the centre of Slough.

This document sets the direction of travel of the emerging Local Plan by providing guidance on how SBC would like the wider town centre to evolve as well as identifying more specific criteria for parts of the Town Centre, the overall emphasis being on ensuring high quality 'placemaking'.

The wider Queensmere Illustrative Scheme site formed a large portion of the 'Urban Core' of the SRF criteria which reflected a Central Business District (CBD) led scheme at the time it was prepared . The SRF criteria include the following:

Land Uses

- The 'Urban Core' should contain an expansion of the CBD
- The remainder of the Urban Core should accommodate a mix of uses including residential and other supporting and complementary flexible uses

Built Form Principles

- The 'Urban Core' should be an Intensely urban area with mix of office and residential buildings
- Range of building heights from 8 to 14 storeys with potential for some taller buildings that mark key arrival points into the Town Centre or at the heart of the expanded CBD
- Heights of buildings should respond to their locations and should be varied to create an intersting and dynamic skyline
- Building heights will need to step down to respond to the setting of heritage assets as well as towards the High Street

Movement and Transport

- The adopted 'Town Centre Transport Vision' should be re-inforced by principles identified in the Regeneration Framework
- Prioritise public transport and make walking and cycling more desirable options by improving permeability and quality of routes
- Aim at reducing the dominant use of the car within the Town Centre - this includes reducing the overall supply of public parking

Streets, Spaces and Pulic Realm

- Delivery of a more connected network of routes and spaces including a list of important spatial elements - some of which sit within or adjacent to the QM OPA site (Civic Square, Brunel Way, Wellington Street, High Street, Church Street and New Pocket Parks)
- Provide a complementary range of public realm spaces and experiences that suit the surrounding building uses

Creating A place For Culture

- Promote Slough as a place to live, work and stay and create a sustainable strategy for regeneration and growth

Meanwhile Slough

- Consider and plan for meanwhile use of interior and exterior spaces in the urban realm as a means of enabling adaptability to changing retail patterns.

While many of the criteria above still form the underlying principles of the QM OPA and Illustrative Scheme, the nature of the development has departed from the CBD brief and will instead be provided as a residential led masterplan.

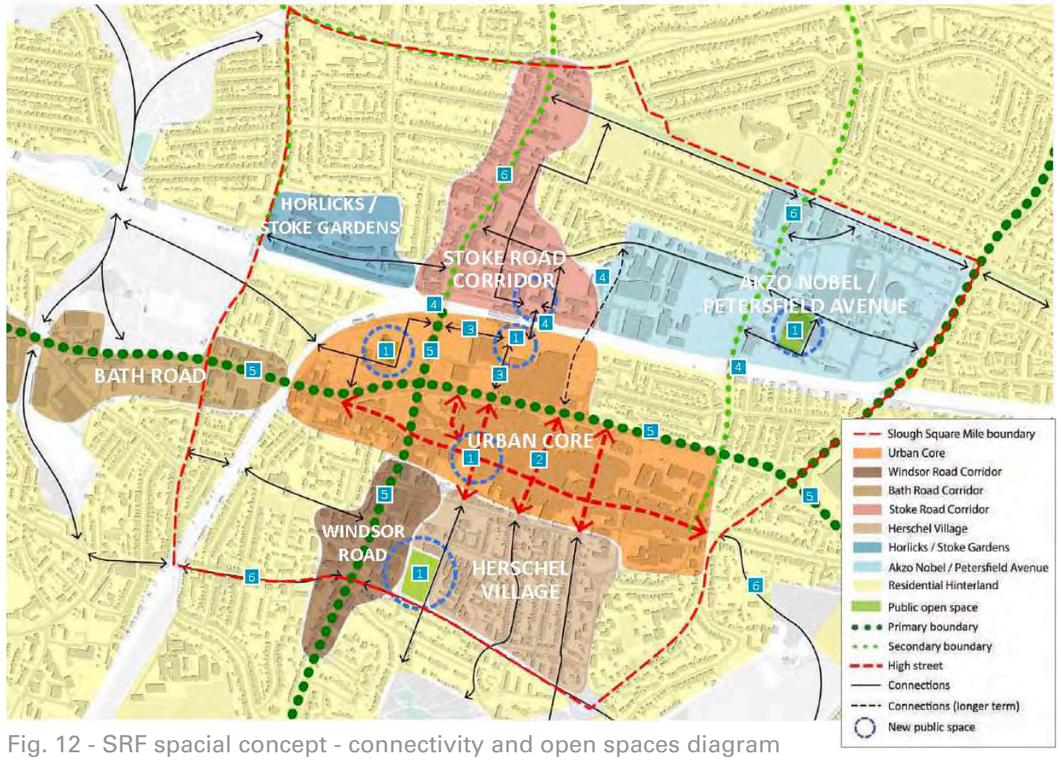


Fig. 12 - SRF spacial concept - connectivity and open spaces diagram

Fig. 13 - SRF spacial concept - proposed land uses

2.2 Site analysis

2.2.1 Statutory influences

A partnership between Slough Borough Council and Morgan Sindall Investments Limited, Slough Urban Renewal (SUR) aims at creating, rejuvenating and renewing buildings and open spaces, enhancing connectivity, improving local schools and providing high-quality new homes and leisure facilities with the ultimate aspiration being to maximise local community benefits.

The SUR masterplan is currently delivering over 121 new homes on 24 sites as well as over 200,000sq ft of Grade A commercial office space in Slough on behalf of Slough Borough Council.

While the SUR has no direct bearing on the QM OPA site itself, it will influence the evolving context that surrounds the application site.

Some of the SUR projects include:

Housing:

- Milestone, Ledgers Road
- Wexham Green, Wexham Road
- Eschle Court
- Upton Road
- Alpha Street North

Community Buildings:

- The Curve

Leisure:

- Langley Leisure Centre
- Ice Arena
- Arbour Park community sports facility
- The Centre, (new leisure centre), Farnham Road
-

School extensions and new buildings:

- Claycots, Town Hall site
- James Elliman Academy
- St Mary's Primary School


Slough Ice Arena sports facility


Arbour Park Community sports facility

The Centre


St. Mary's Primary School


Langley Leisure Centre


Claycots Primary School

Fig. 14 - Selection of Slough Urban Renewal projects

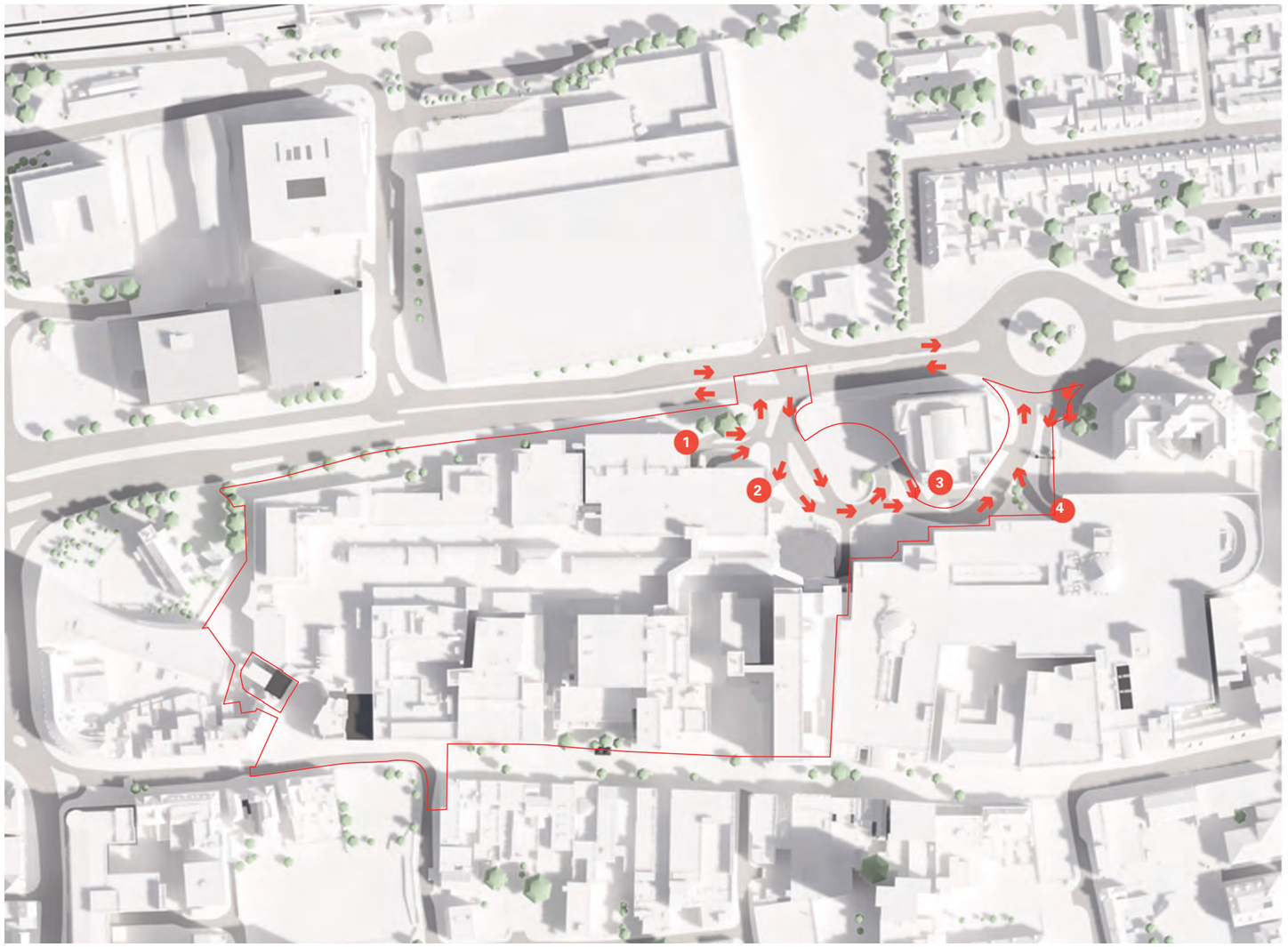
The Curve

2.2 Site analysis

2.2.2 Existing access requirements and height constraints

This drawing examines the existing vehicle entrances and exits to and from the site as well as any other access requirements that must be maintained to adjacent properties.

The drawing overleaf provides an overview of the aviation limits set relative to Heathrow flight paths that pass over the site – the maximum envelope (parameters) of this outline application sits within these aviation limits.



1. Queensmere Shopping car park exit
2. Queensmere Shopping car park entrance
3. HTC Entry
4. Observatory Shopping car park entrance/exit

Fig. 15 - Existing access requirements

Fig. 16. Aviation limits

We have considered the impact of the flight paths on any proposals for tall buildings and have ensured that the maximum parameters sit beneath the identified aviation limit thresholds.

2.3 Existing buildings & site photographs

2.3.1 Relationship with surrounding context

The majority of existing shopping centre building facades face Wellington Street and the existing High Street (to the North and South respectively).

These long site boundaries combined with the low existing height and lack of routes through the site result in a very long and low continuous elevation fronting onto these routes.

While these facades incorporate some ground floor active frontage, the elevations provide limited animation to the existing streetscape.

The eastern and western boundary treatments and context are more varied and cannot currently be described as primary frontages - due to their more subservient (back of house shopping centre) uses and/or current and former locations of car parking access.

Fig. 17 - View of shopping centre car park facing Wellington Street

Fig. 18 - View of Queensmere frontage on High Street

Fig. 19 - View of entrance to Queensmere shopping centre at junction of former Mackenzie Street & High Street

Fig. 20 - View of Queensmere Road site access & car park ramp

Fig. 21 - Aerial photograph of QM OPA site looking South (prior to construction of The Curve)

2.3 Existing buildings & site photographs

2.3.2 Character of existing buildings

The character of the existing Queensmere Shopping Centre buildings that occupy the majority of the site application area is defined by their use as a covered retail outlet that is predominantly inward focussed.

A few fragments of former High Street buildings were retained (including the Debenhams department store building), but the large 1990s and 1970s (respectively) shopping centre buildings have largely subsumed and diminished the historic character of the northern edge of the High Street.

Ground floor level fenestration to the shopping centre facades is provided with limited articulation and facades above ground level are largely opaque, with the materiality of the Queensmere Shopping Centre being metal.

As well as the Queensmere Shopping Centre, the application boundary includes the routes (including Queensmere Road) that connect to Wellington Street to the north east of the site.

The northern edge of the site is largely occupied by the concrete framed brutalist car park and associated access and plant buildings (now referred to as Queensmere car park) that was constructed in 1970 to serve the Debenhams department store.

The QM OPA site occupies a more limited area than the wider site ownership boundary which also includes the Observatory Shopping Centre.

Fig. 22 - Western Queensmere entrance off the High Street

Fig. 23 - Debenhams department store

Fig. 24 - Queensmere multi storey car park on Wellington Street

Fig. 25 - Vertical circulation to Queensmere car park

Fig. 26 - Empire cinema

Fig. 27 - Queensmere shopping centre facing the High Street

Fig. 28 - Observatory entrance off the High Street

Fig. 29 - Eastern Queensmere entrance off the High Street

2.3 Existing buildings & site photographs

2.3.3 Surrounding streets

The buildings on the existing surrounding streets that face onto the QM OPA site can be characterised by the following features:

Wellington Street

A Tesco Extra sits at the junction of Brunel Way and Wellington Street. The building is a contemporary supermarket building with steel framed structure, ground level car parking, upper level retail and a façade consisting of glazed curtain walling and white rainscreen cladding panels.

The HTC building is positioned between Queensmere Road and Wellington Street and is a 5 storey office building that serves as the European headquarters of the HTC phone company. With a high-tech style sandstone facade incoporating solar shading louvres, the building is typical of commercial buildings of the early 2000s era in which it was built.

Originally built as an office building, the former Verona House (now Verona Apartments), a 6 storey red brick building has recently been converted via permitted development legislation to residential accommodation.

The Curve

A contemporary curved aluminium form encloses library and community facilities and benefits from glazed curtain walls incorporating entrances/ exits at either end of the building. The form of the building gently bends around the neighbouring Church of Our Lady Immaculate and St Ethelberts and provides a focal point at the junction of Wellington Street (A4) and William Street.

Existing High Street

The southern elevation of the existing High Street consists of a variety of 2 - 4 storey buildings with relatively narrow footprints relative to plot depth. This is typical of British high street buildings that have evolved over a long period of time. The facades of these buildings are varied in style and era but the predominant materiality is brick. Ground floor retail frontages are typically emphasized in the façade design and benefit from larger areas of glazing, deeper reveals, prominent entrances and areas of signage above glazing and entrance doors. Fenestration to upper levels is typically more modest in size (where upper level use is residential) and roofs are either concealed behind raised parapets or expressed as gable forms in the building elevations.

Church of Our Lady Immaculate and St Ethelberts

A grade II listed building, the church was built to a north/ south axis in 1910 in a Perpendicular style using flint and bath stone materials for the facade. A tiled roof sits over the aisles of the church and a buttressed tower with a battlement parapet and short lead-sheathed timber spire with weathervane rises from the northern end of the nave.

Mackenzie Street

The western end of the Queensmere shopping centre incorporates a modestly sized square/ area of public realm that sits to the north of the High Street. A short terrace of buildings branches off the High Street in this location. This terrace is a remnant of a historic route – Mackenzie Street - that formed an important connection through the QM OPA site to and from Slough Station. The terraced buildings themselves are of similar character to the High Street buildings (active ground floor frontage and modest residential levels above). One of the buildings incorporates a narrow passage that connects through to the Curve, Church of Our Lady Immaculate and St Ethelberts and Mackenzie Square and the transition between Mackenzie Street and the High Street is formed with an elegant chamfered corner. Shopfronts along this stretch of streetscape also benefit from projecting awnings/ canopies that are reminiscent of the historic photographs of Slough

Existing Observatory Building

This OPA anticipates that the Observatory shopping centre will be retained in-situ alongside the new masterplan. The west façade of the existing shopping centre will therefore become the eastern edge of the QM OPA. Because the Queensmere and Observatory shopping centres currently adjoin one another, careful consideration and work will be required as part of the QM OPA development to demolish the former and repair/ improve the existing party wall and provide a suitable new edge/ boundary to the QM OPA site.

1. Junction between Wellington Street and B416

2. Church of Our Lady Immaculate and St Ethelberts

3. Wellington street bridge to train station

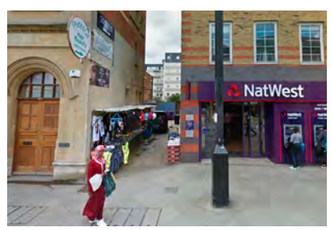
4. Existing Queensmere carpark

5. Wellington St view towards Queensmere carpark

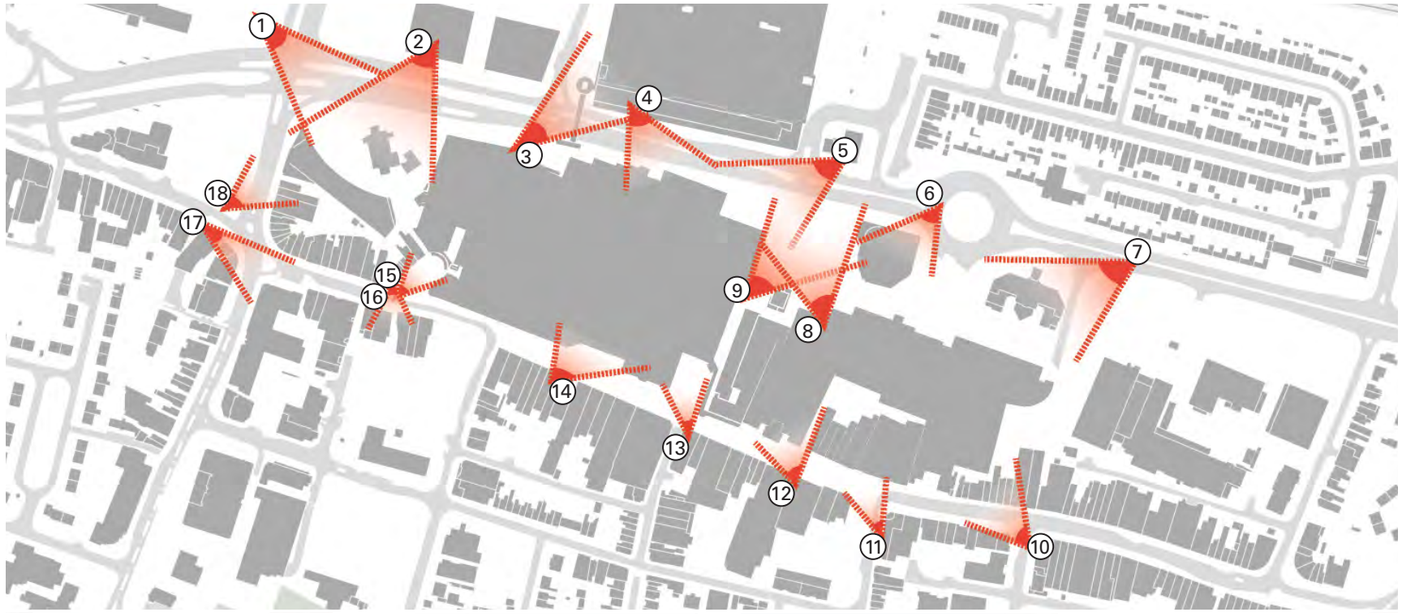
6. HTC Building

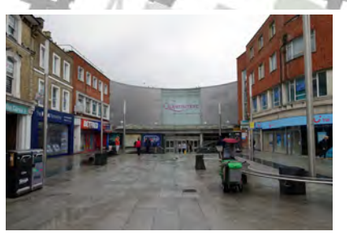
18. High Street looking East

17. Western end High Street looking East



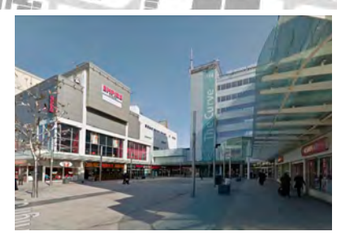
16. High Street looking South





15. Entrance to Queensmere Shopping Centre

14. High Street market



13. High Street Plaza

12. Observatory shopping centre

11. Brick and stone building on High St by Alpha St

7. Verona House

8 & 9. Carpark ramp/ Chimney

10. Eastern End of High Street

Fig. 30 - Photographs of surrounding streets

2.3 Existing buildings & site photographs

2.3.4 Wider townscape views to and from the site

Townscape views

Throughout the design process verified, important and local views have been considered and tested.

The verified views that have been submitted as part of this Application have been agreed with Slough Borough Council and a selection of the baseline photographs and viewpoints are provided opposite and overleaf.

The Townscape Visual Impact Assessment (TVIA) that has been submitted as part of this application explains in more detail how the proposed maximum parameter massing of the QM OPA has been tested and adjusted to ensure the scheme does not detrimentally impact on the surrounding streetscapes in Slough and from wider viewpoints such as Windsor Great Park and Castle.

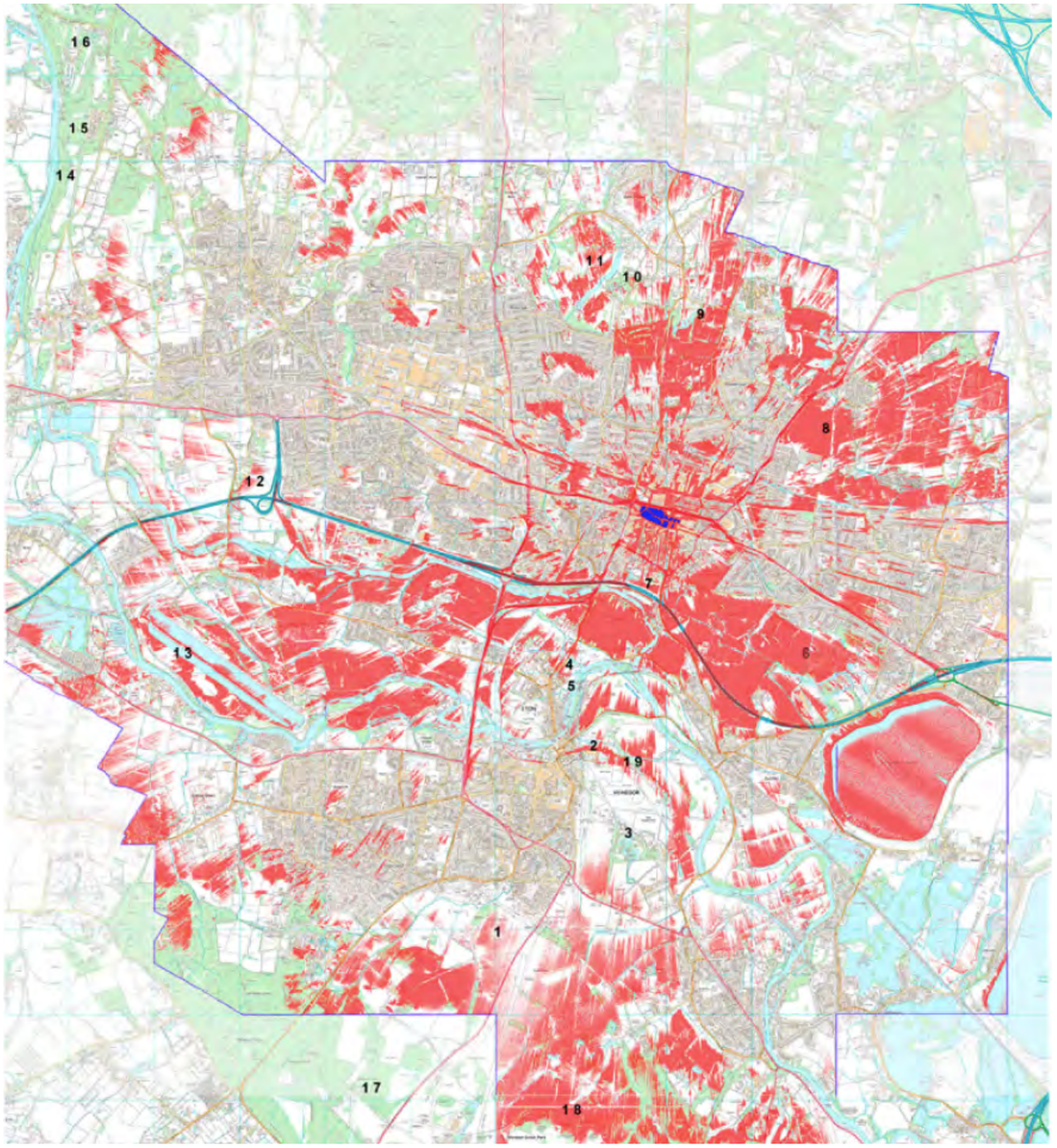


Fig. 31 - Verified views map from previous project









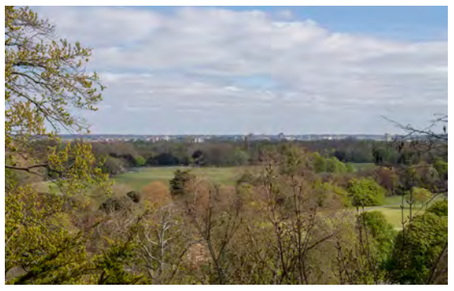


Fig. 32 - Baseline photography for TVIA that accompanies this QM OPA

2.3 Existing buildings & site photographs

2.3.5 Relationship with Windsor Castle

One of the most significant townscape considerations is how the building impacts on views from Windsor Castle as well as how to make the most of views from the site towards it. The QM OPA has been designed to mitigate against detrimental impact on views from Windsor Castle and optimise views towards the castle from upper levels of the development.

The maximum parameter massing has been tested throughout the design process from Windsor Castle and Great Park viewpoints (see further details of this in the TVIA and Planning Statement). Refinements have been made to the maximum parameters and Illustrative Scheme to reduce and taper heights to provide a more elegant appearance from these viewpoints. The Design Code also sets out mandatory code and guidelines for the design of the massing in future RMAs.

Fig. 33 - View of Windsor Castle from roof of Queensmere car park

Fig. 34 - View from North Terrace of Windsor Castle towards site

2.4 Historical development of site

2.4.1 Town history & timelines

Fig. 35 - Historic timeline in photographs

1840

Slough Railway Station was built

The railway was opened to Slough in 1838 by the Great Western Railway, although the station was not built until 1840.

1960

Migration from India and Pakistan

In the early 1960s many people came to Slough from India and Pakistan. It was mostly men who came to find work.

1984

Country's first black female Mayor

Slough Council became the first in the country to elect a black female mayor, Lydia Simmons.

1837

St Laurence's Church was built

Saint Laurence's Church is one of three Church of England parish churches in the benefice of Upton-cum-Chalvey, and is the oldest building in the borough of Slough, is protected as a Grade I Listed building.

1920

The Slough Trading Estate was established

Slough Trading Company Ltd was formed. Later renamed Slough Trading Estate, it was the first business park in the country transformed Slough from a place of agriculture to a town of industry bringing workers from across Britain and the word to Slough.

1970

Queensmere Observatory Shopping Centre

Until the early 1970s Slough's High Street was part of the Great West Road connection London to Bath. However, to ease congestion, the A4 was rerouted on to Wellington Street, north of and parallel to High Street. This allowed the building of a major new shopping complex, Queensmere between the High Street and Wellington Street.

Fig. 36 - Historic timeline in maps

1887

Map of Slough

In the 1830s, the Great Western Railway from London to Bristol was built, which ran through Slough, and the town developed residentially.

1920

Map of Slough

Early 20th Century Slough.
Pre-industrial and residential massing.

1945

Map of Slough

The industrial Slough Trading Estate was founded. The Estate created a lot of employment and in the 1930s many people came to Slough to work in its industries.

1955

Map of Slough

Until the late 1950s the majority of traffic travelling between central London and the West passed through the centre of Slough. The introduction of the M4 (London-South Wales Motorway) in the 1960s reduced the impact of traffic travelling through Slough.

2000s

Map of Slough

Current layout of Slough.

2.4 Historical development of site

2.4.1 Town history & timelines

Slough

The first existing record of the name Slough dates from 1196 when it was spelt ‘Slo’ – this name most likely refers to the marshes around this area in former times (which in Old English were referred to as ‘Sloh’). Many prehistoric sites and relics have been found around Slough.

Slough originally developed as a stopping-off point for coaches travelling between London and Bath and remained a small village until the mid-1800s, when the introduction of the railway rapidly transformed Slough into a thriving town and a popular place to live.

Expansion & railways

In the 1830s, the Great Western Railway from London to Bristol was built. The new rail route passed through Slough and consequently the Slough Railway Station opened in 1840. The present Grade II listed station is a fifth version of that original station and was built in 1882 when the lines were quadrupled.

Popular Slough

Slough of the 18th and 19th Century had quite a few large attractive houses and became a popular place to live, close to Windsor Castle and Eton College. Sir William Herschel (1738-1822), the famous astronomer who discovered Uranus in 1781 with a self-built telescope, lived in Observatory House on Windsor Road from 1786 until he died in 1822.

Industrial Slough

In June 1918, the government bought a large area of land on the west side of Slough and an army depot was set up. After the war, the depot was bought by a private business and Slough Trading Estate was founded. The Estate created employment and in the 1930s people from all over the UK, especially Wales, came to Slough to work in its industries.

After the Second World War, Polish and Ukrainians nationals moved to Slough to work and in 1950/51 workers from the West Indies, India and Pakistan came over. Londoners also moved to Slough to work in the 1950s.

Fig. 37 - Historic engraving of Upton Park


Fig. 38 - Slough Station (approx. 1890)


Fig. 39 - Observatory House (approx. 1900)

Fig. 40 - Slough Charter Supplement (1938)

2.4.2 Things Slough gave to the world

Slough has hosted, been home to, bred and provided various significant people and things including the following list and accompanying images. All of which and whom have contributed to the diverse character of the town.

The First Female Scientist to be paid (1)
Originally from Germany, the pioneering astronomer Caroline Herschel moved to Slough in 1786. In a distinguished career, Herschel discovered eight comets, rediscovered another and assembled a catalogue of 560 previously unrecorded stars. Caroline Herschel was the first woman to be paid for her contribution to science, with an annual salary of £50 awarded by King George III in 1796.

Snooker (2)
Neville Chamberlain was born in Upton Park in 1856 and created snooker by combining two forms of pocket billiards games.

The Mars Bar (3)
Mars is a variety of chocolate bar produced by Mars, Incorporated. It was first manufactured in 1932 in Slough, by Forrest Mars. The firm is still in Slough to this day, and developed the Twix, Maltesers, Topic and Starburst brands.

Pioneering Politicians (4)
Slough has the honour of having had both the first black female mayor in the country and the first turban-wearing Sikh MP. Lydia Simmons moved to Slough at the age of 17 from Montserrat in the Caribbean, and served as a councillor before becoming mayor in 1984. Tanmanjeet Singh “Tan” Dhesi broke similar political ground, having been elected at the 2017 general election as the Labour MP for Slough.

The Zebra Crossing (5)
The Road Research Laboratory was set up in the Langley area of the town in 1946, and was tasked with creating a pedestrian crossing with road markings that were visible in all conditions. The “Slough Experiment” began, during which all kinds of ways of crossing the road were tested across the town, with laboratory boffins eventually settling on the zebra crossing.

1.

2.

3.

4.

5.

2.4 Historical development of site

2.4.3 Listed buildings & conservation areas

The plan and photographs opposite identify conservation areas and listed buildings, divided in their various grades as well as the boundary of the Old Town area.

Fig. 41 - Map of listed buildings & conservation areas

1. The Three Tuns Inn


2. Baylis House


3. Horlicks War Memorial

4. Thames Valley University


5. Church of St. Peter


6. Slough Station


7. St. Ethelberts Presbytery


8. The Church of St Mary


9. Beech House, Upton Hospital


10. The Red Cow Public House

11. The Rose & Crown Public House


12. 74 Upton Road


13. Chapel at St. Bernard's Convent


14. West Block and Chapel at St. Bernard's Convent

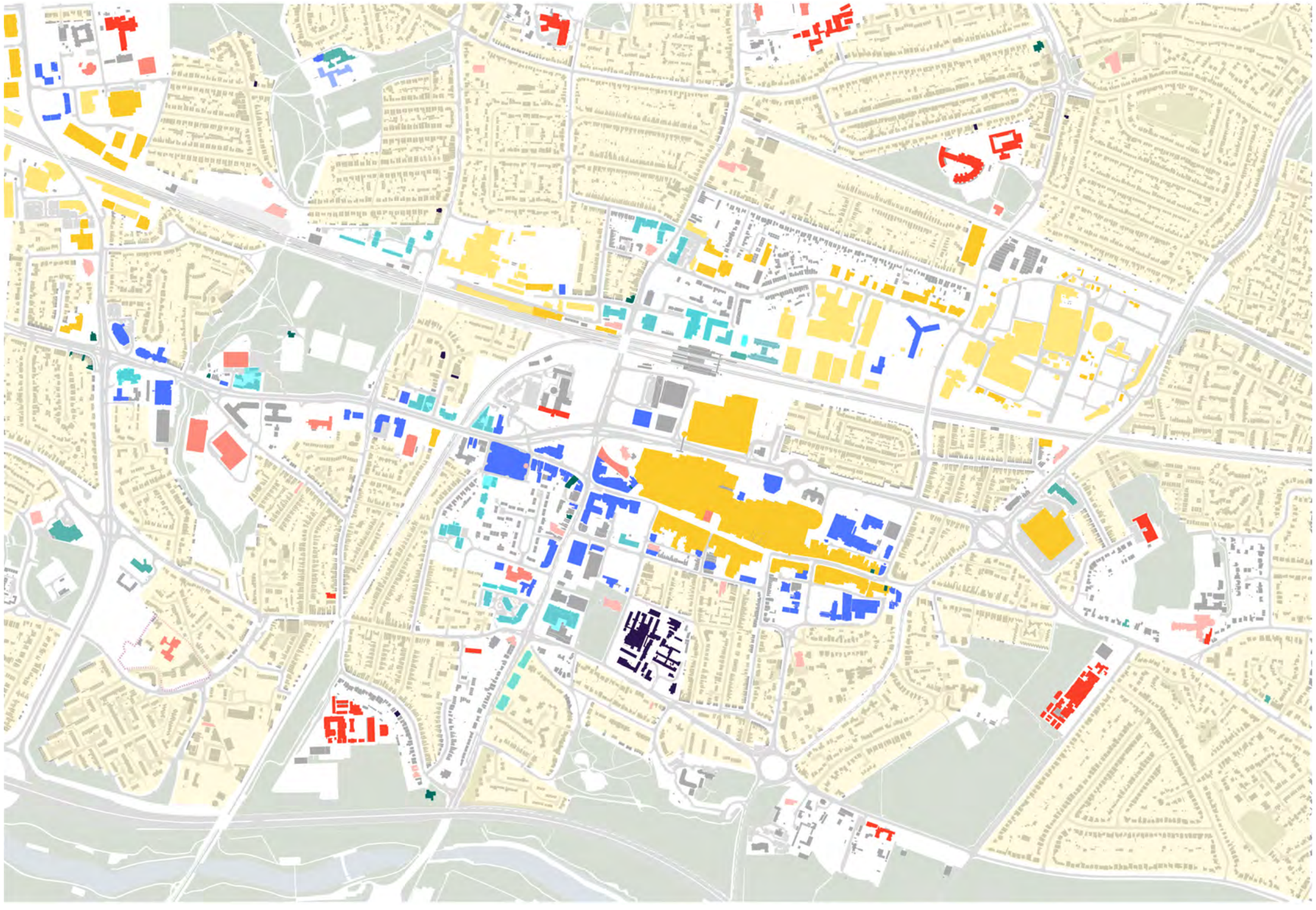

15. St. Laurence's Parish Church and Tombs


16. Upton Court

Fig. 42 - Photographs of listed buildings in Slough

2.5 Existing context land use & amenities

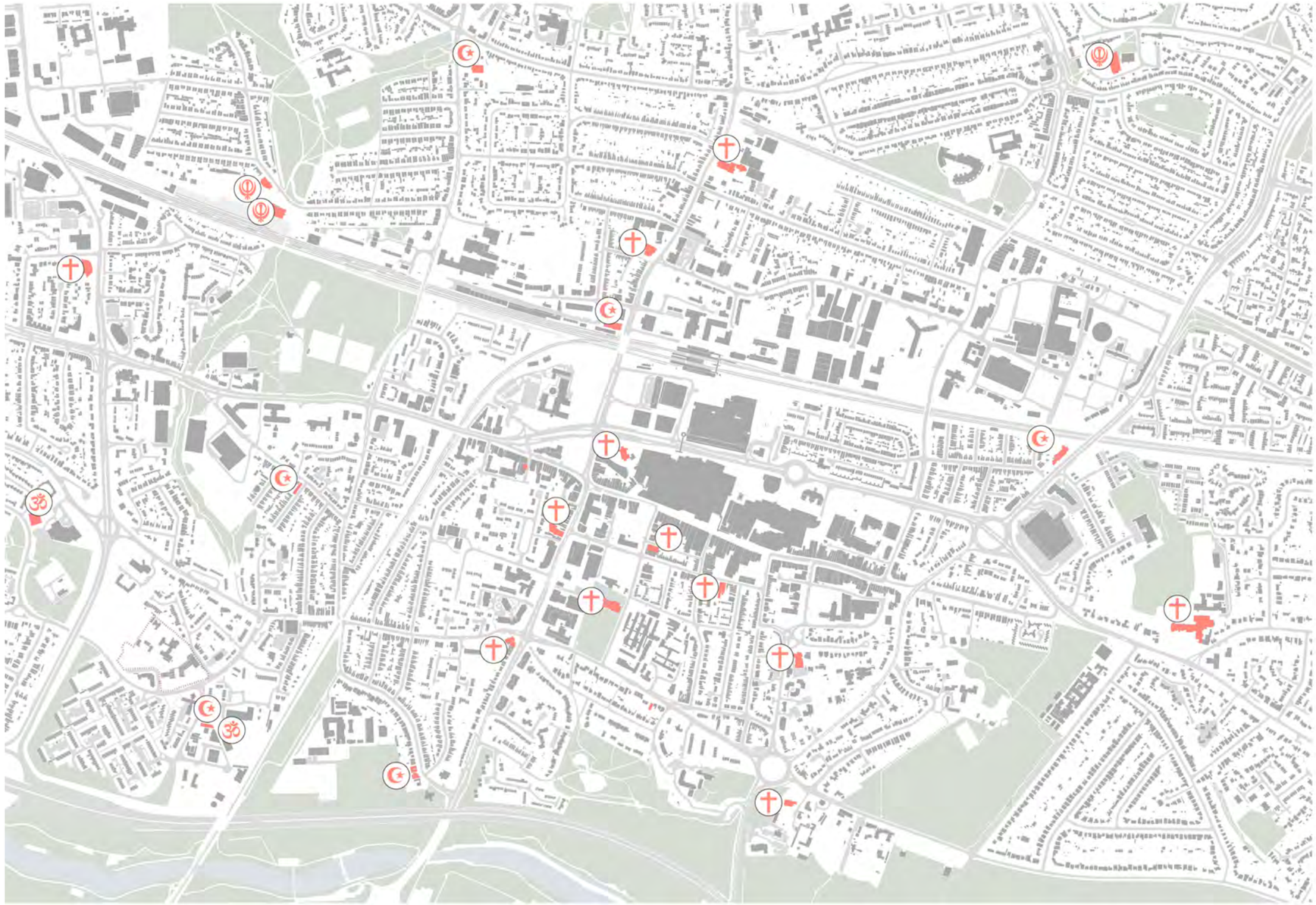
2.5.1 Summary of uses



The centre of Slough and surrounding context contain a wide mix of uses, with the outskirts being predominantly occupied by residential use and the centre of the town (closest to the site) being largely occupied by retail and office uses.

Fig. 43 - Map of uses

2.5.2 Places of worship



This plan identifies places of worship and shows the high level of diversity in Slough.

- Christian
- Islamic
- Sikh
- Hindu

Fig. 44 - Map of places of worship

2.5 Existing context land use & amenities

2.5.3 Community buildings and cultural centres

This plan identifies community buildings and cultural centres as well as their various uses and related cultural institutions. The Curve is one of the latest additions to this selection, located right in the centre of Slough and directly adjacent to the western edge of the QM OPA site.

- Community Centre
- Entertainment
- Sports
- Culture
- Government

Fig. 45 - Map of community/ cultural centres

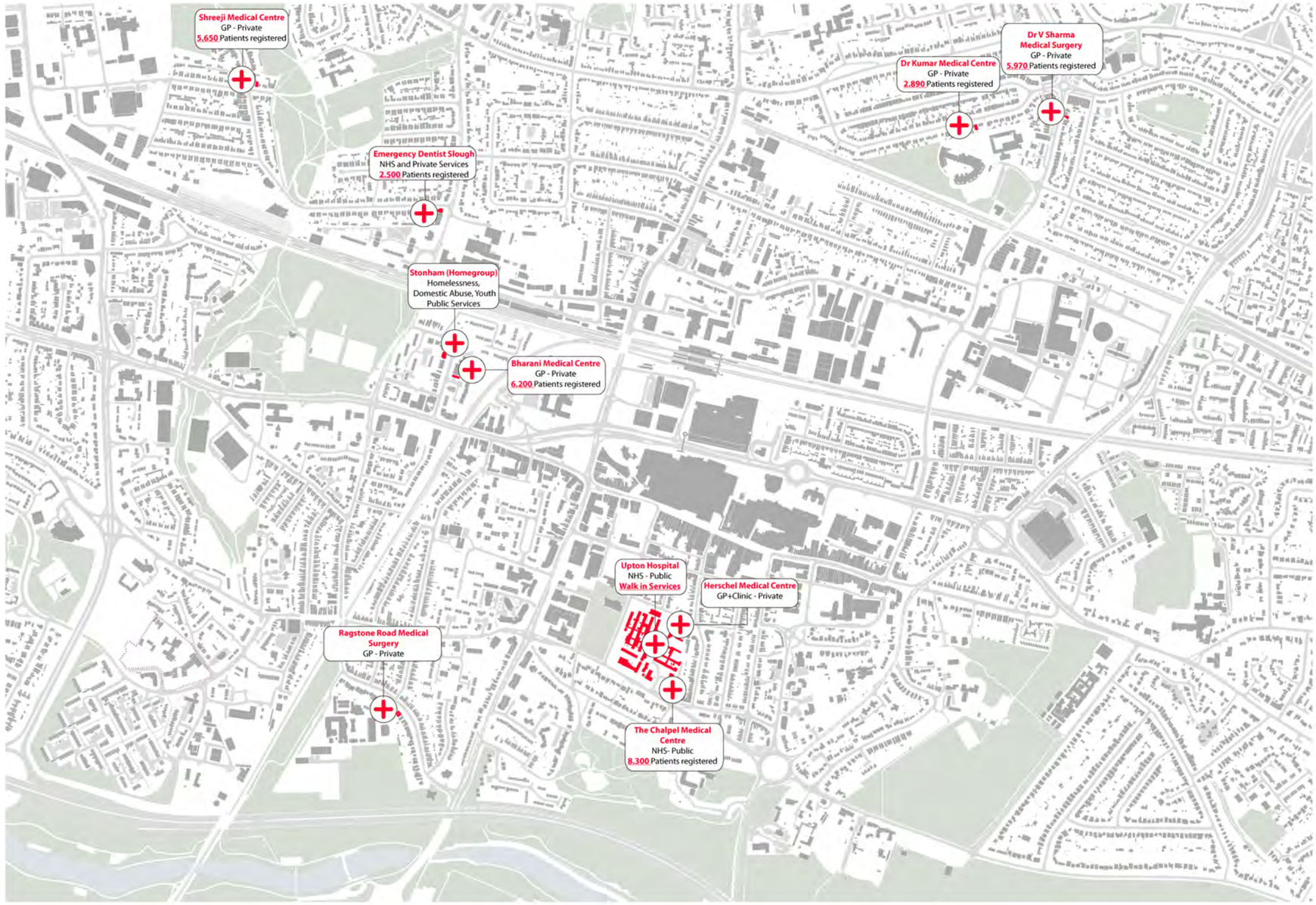
2.5.4 Parks, green paths, playgrounds, sports/ playing fields

This plan identifies green spaces and sports grounds, which are varied within the wider context but in limited supply in central Slough.

Fig. 46 - Map of parks, green paths, playgrounds, sports/ playing fields

2.5 Existing context land use & amenities

2.5.5 Private and public medical facilities

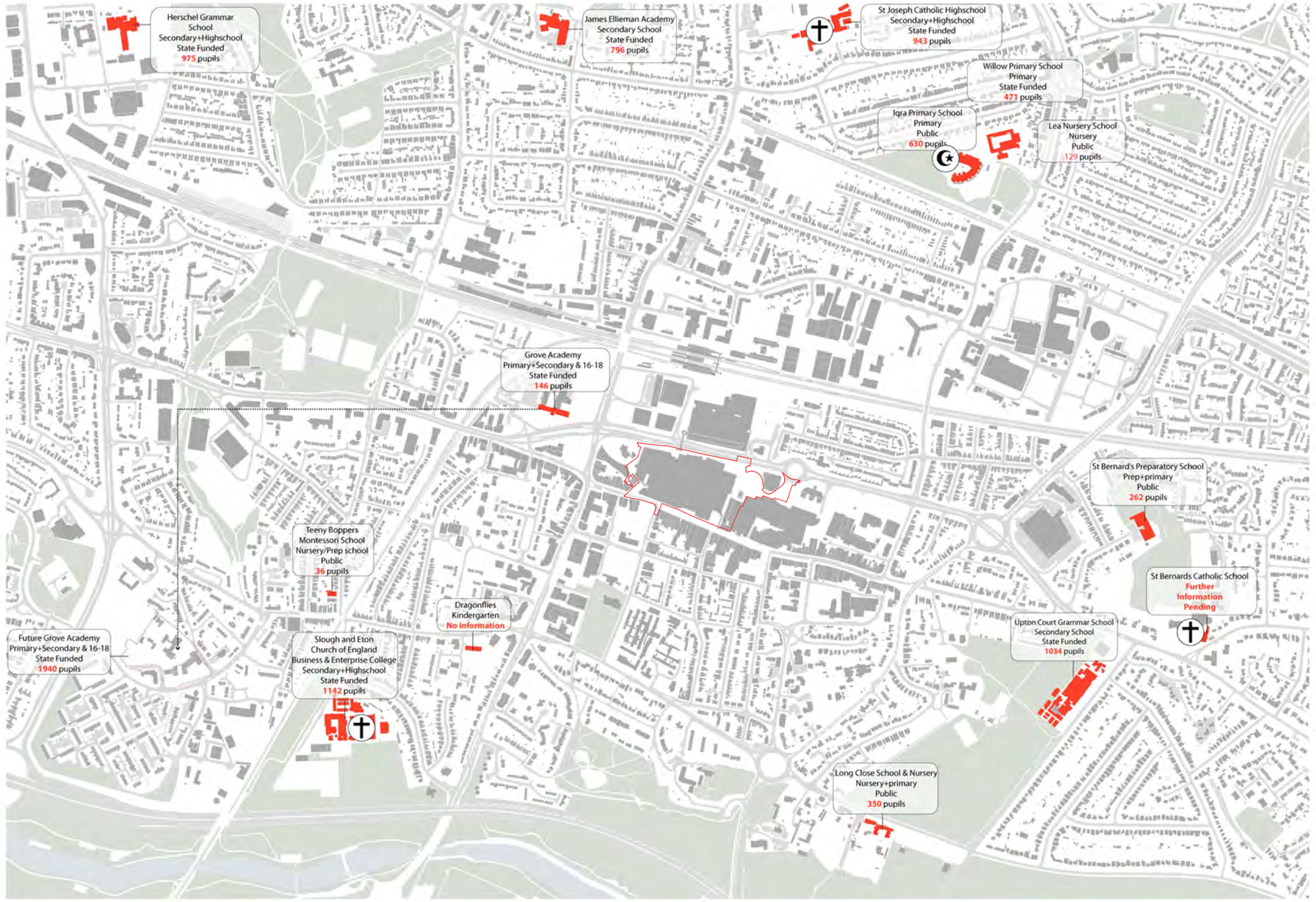


This plan identifies medical facilities including GP's and dentists as well as Homelessness, Domestic Abuse and Youth Public Services. Wexham Park Hospital is the main hospital in Slough, it is located beyond the extend of this map, ca. 2 miles north of central Slough on Wexham Road.

Medical Facility

Fig. 47 - Map of medical facilities

2.5.6 Education: nurseries, primary schools and secondary schools



Schools in Slough include the new Grove Academy opening in 2020, with almost 2000 spaces. The map includes the new Grove Academy facility at circa 12,500 sqm and the new Community Hub at circa 1,400 sqm.

Fig. 48 - Map of education facilities

2.6 Structure & grain

2.6.1 Evolution of Slough Town Centre

The historic structure and grain of the centre of Slough had evolved naturally through the Victorian era and was disrupted in the later part of the 20th century when the Queensmere and Observatory shopping centres were introduced. The maps and commentary opposite demonstrate the evolution of the street networks from 1842 to present.

1842
The High Street is firmly established as the main thoroughfare through the town and Slough train station and associated train tracks are significant features in the underlying grain. The current Brunel Way route at this time existed as 'Mackenzie Street', which continued in a south west direction past Wellington Street to connect the train station with the High Street. Wellington Street begins at the current location of the Brunel Way crossing and extends east to Wexham Road. 'Chandos Street' runs through the site to the north of Park Street and to the west of a 'Gas Works' that occupied part of the Observatory shopping centre site. Land to the north of Wellington Street is largely occupied by a plant nursery and orphan asylum. Land to the west of Mackenzie Street remains largely undeveloped. St Marys Church is an important focal point and public amenity to the South of the High Street and along 'Church Street'.

1900
Land to the west of Mackenzie Street starts to become more developed and a new 'Curzon Street' route is introduced connecting Mackenzie and William Street. The northern edge of Wellington Street starts to be developed with large detached houses. The orphan asylum adjacent to the train station has become a school and hotels and a fire station occupy the opposite side of Mackenzie Street. Eton Workhouse now occupies a large site to the east of St Mary's Church.

1926
Church of Our Lady Immaculate and St Ethelberts has been constructed to the west of the site (off Curzon Street) and land to the north of
Wellington Street has continued to be developed.

1947
A post office sorting office has now been constructed on the former 'Royal Nurseries' to the east of the site.

1961
The former site of the Eton Union Workhouse has been altered and expanded to become Upton Hospital. The former orphan asylum/ school has been demolished and replaced with a new school.

1975
A large portion of the historic High Street has been demolished and replaced by the Queensmere Shopping Centre and associated car parking structure. Mackenzie Street no longer exists to the south of Wellington Street and Wellington Street has been massively expanded to subsume Curzon Street and connect through to Bath Road. A series of new roundabouts have been introduced along Wellington Street to facilitate a larger volume of traffic. The hotels and fire station adjacent to the train station have started to be cleared to made way for a new bus station and multi storey car parking with associated flyovers across the Wellington Street (A4) connecting to the Town Centre and shopping centre. A complex of college buildings have been constructed to the west of William Street.

1987
The Queensmere Shopping Centre has been expanded to most of the available site footprint and the remnant of the 'Chandos Street' north/south connection through the site has disappeared.

2012
The Observatory shopping centre has taken out another large section of the historic High Street and Slough bus station has been demolished. The HTC building and Verona House now sit between the shopping centres and Wellington Street.

In summary, the Town Centre experienced significant expansion and change throughout the 20th Century. The introduction of large-scale shopping centres and significant adjustments to Wellington Street resulted in the High Street being less directly connected to the train station and the finer grain of the High Street was largely eroded along its northern edge. The QM OPA site, which had once been a more interesting, busy and architectural varied network of streets became much less permeable as the north/south routes that once sensitively stitched into the wider street network were eliminated by the shopping centres.

1842

1900

1942

1947

1947

1961

1975

1987

2012

Fig. 49 - Maps illustrating historic evolution of Town Centre grain

2.7 Scale, character & materials

2.7.1 Existing context

The existing context is varied in terms of scale, character and materials because of the gradual historic evolution of the area and the mix of uses, which largely define the scale and character of the individual buildings and/or terraces.

Surrounding commercial buildings (office/ retail/ other business use)
These buildings typically occupy large sites and are built with large floorplates and higher massing than the historic townscape elements. The character and materials of these buildings

Existing High Street buildings
The High Street has evolved as a series of terraced buildings with narrow frontages and deep footprints. Typically benefitting from active ground floor frontages, these buildings most often incoporate flexible uses (such as retail, F&B and services) at ground floor levels and many incoporate residential units at the upper levels. Ranging from 2 - 4 storeys, they are most often built using brick and incorporate a hierarchy of glazed openings, with more generous openings facing the High Street at lower levels.

Fig. 50 - Tesco superstore

Fig. 51 - High Street

Fig. 52 - Future Works

Fig. 53 - HTC office building

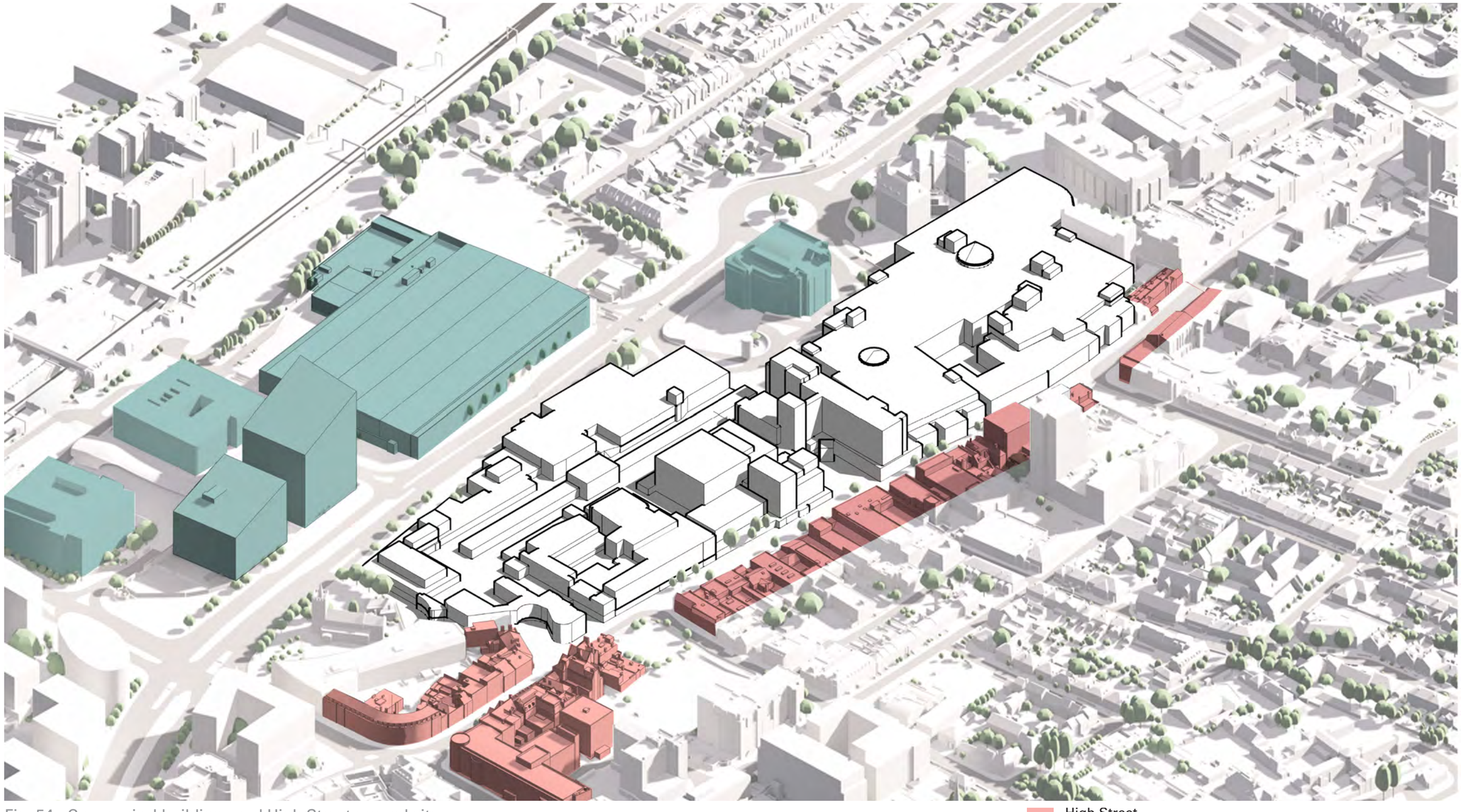


Fig. 54 - Commerical buildings and High Street around site

2.7 Scale, character & materials

2.7.1 Existing context

Surrounding housing

While the predominating height of the housing stock in the wider context is that of two - three storey terraced, semi-detached and detached residential properties, there are notable exceptions to this closer to the Town Centre including a wide range of new build and converted apartment buildings. These buildings seek to provide a higher density for the growing population of the town and the larger scale of these residential developments is a response to the limited opportunity to expand the town into the surrounding countryside (due to constraints such as highways). The lower terraced, semi-detached and detached residential properties tend to be brick built with pitched roofs and a vernacular style relating the era in which they were built. The larger apartment buildings have no distinguishable common style and materiality an have often resulted from permitted development conversion of former commercial properties.

Cultural buildings

The Curve and Church of Our Lady Immaculate and St Ethelberts are of particular importance to the Town Centre setting. They sit at a prominent location on Wellington Street and serve as important library and gathering facilities to the wider community.

Fig. 55 - Example of brick vernacular housing

Fig. 56 - Church of Our Lady Immaculate and St Ethelberts

Fig. 57 - The Curve building

Fig. 58 - Range of brick residential buildings on Hencroft Street

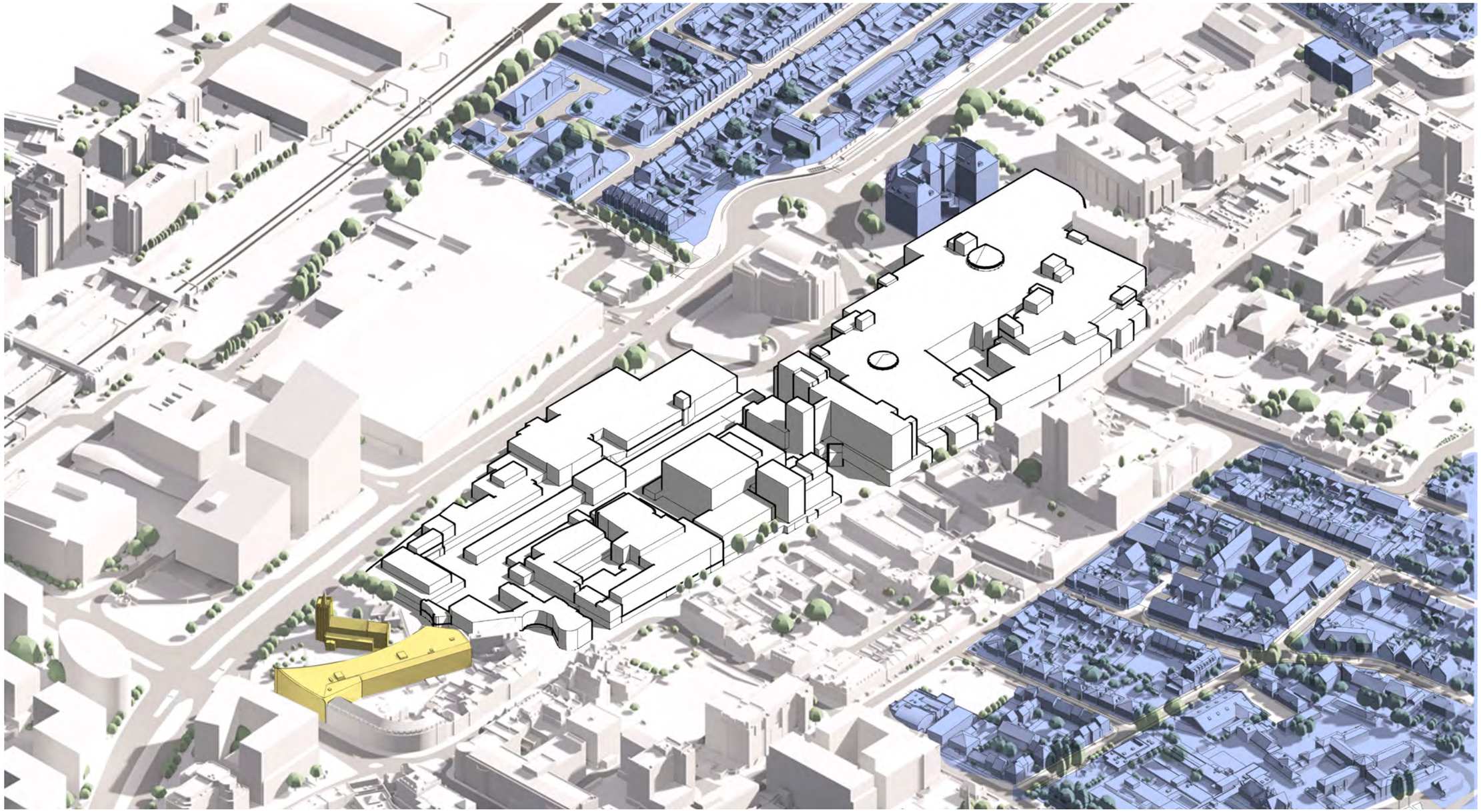


Fig. 59 - Cultural and Residential Buildings around site

2.7 Scale, character & materials

2.7.2 Existing and Emerging Building Heights

The tallest buildings within the centre of Slough are currently focussed within the existing site and in the close context of the existing site.

Fig.60 - Building Heights - Existing Context

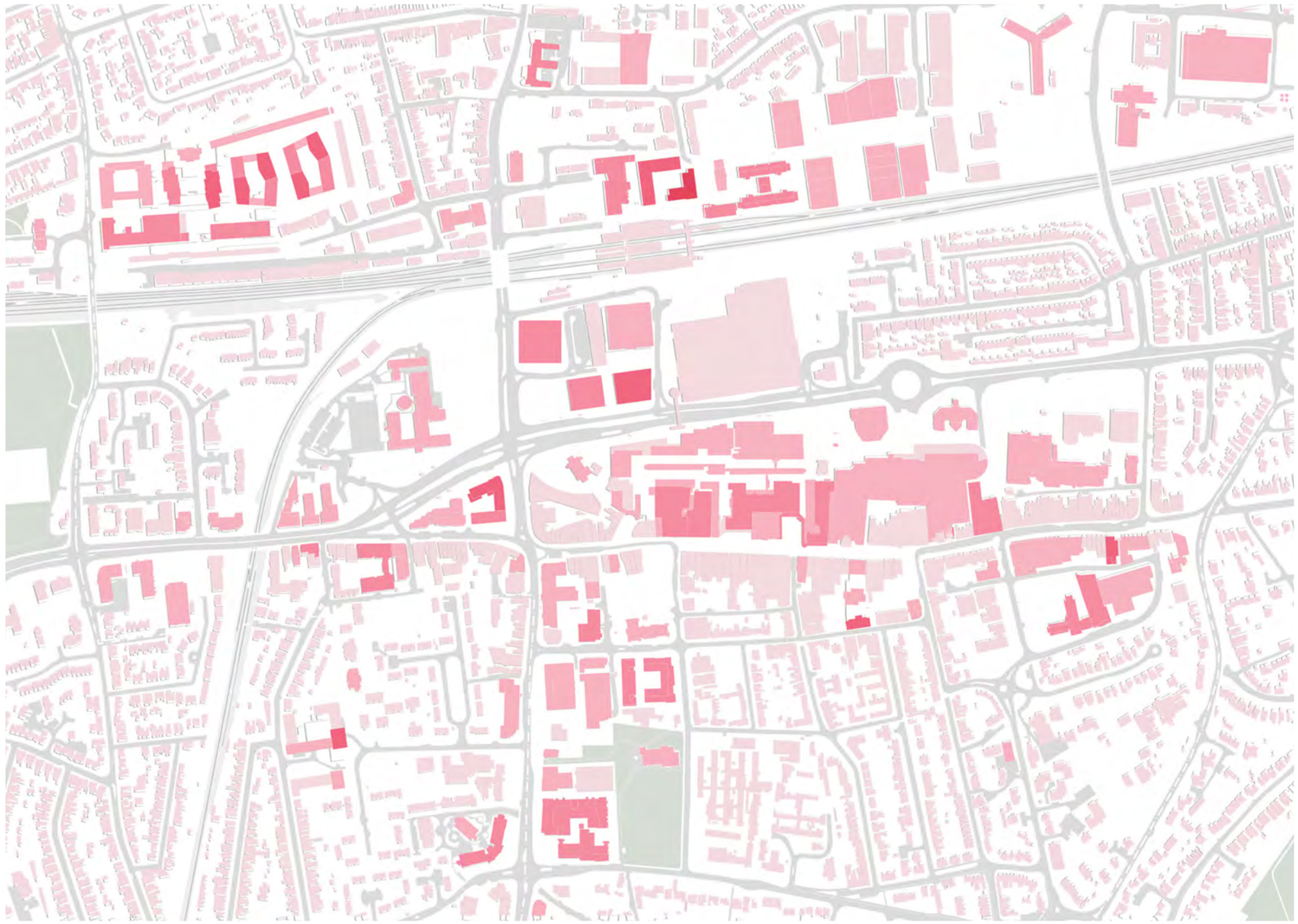


Fig. 61 - Building Heights - Emerging Context

Several planning consents have been granted for taller schemes in close vicinity to the site and these include developments such as as 1 & 3 The Future Works and The Nicholson Quarter that range from 13 storeys to 25 storeys. For more information on these and other emerging proposals, please refer to section 3.3.1 of this DAS.

2.8 Environmental analysis

2.8.1 Sunpath, Wind and Noise

Sunpath, Wind and Noise

The wind predominantly comes from a south westerly direction and the southern edge of the QM OPA site stetches north west to south east.

Wellington Street (the A4) bounds the site to the north and the road itself varies from being dualled and triple carriage ways on each side of the central reservation. Because it is the busiest vehicular route in Slough noise levels are higher than other surrounding streets such as the high street to the south of the site (which is predominantly pedestrianised and has very low vehicular noise levels).

Fig. 62 - Sun Path and Wind

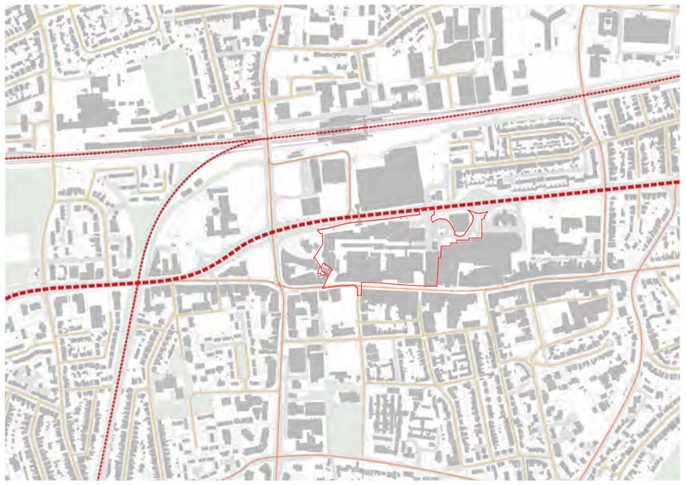


Fig. 63 - Noise

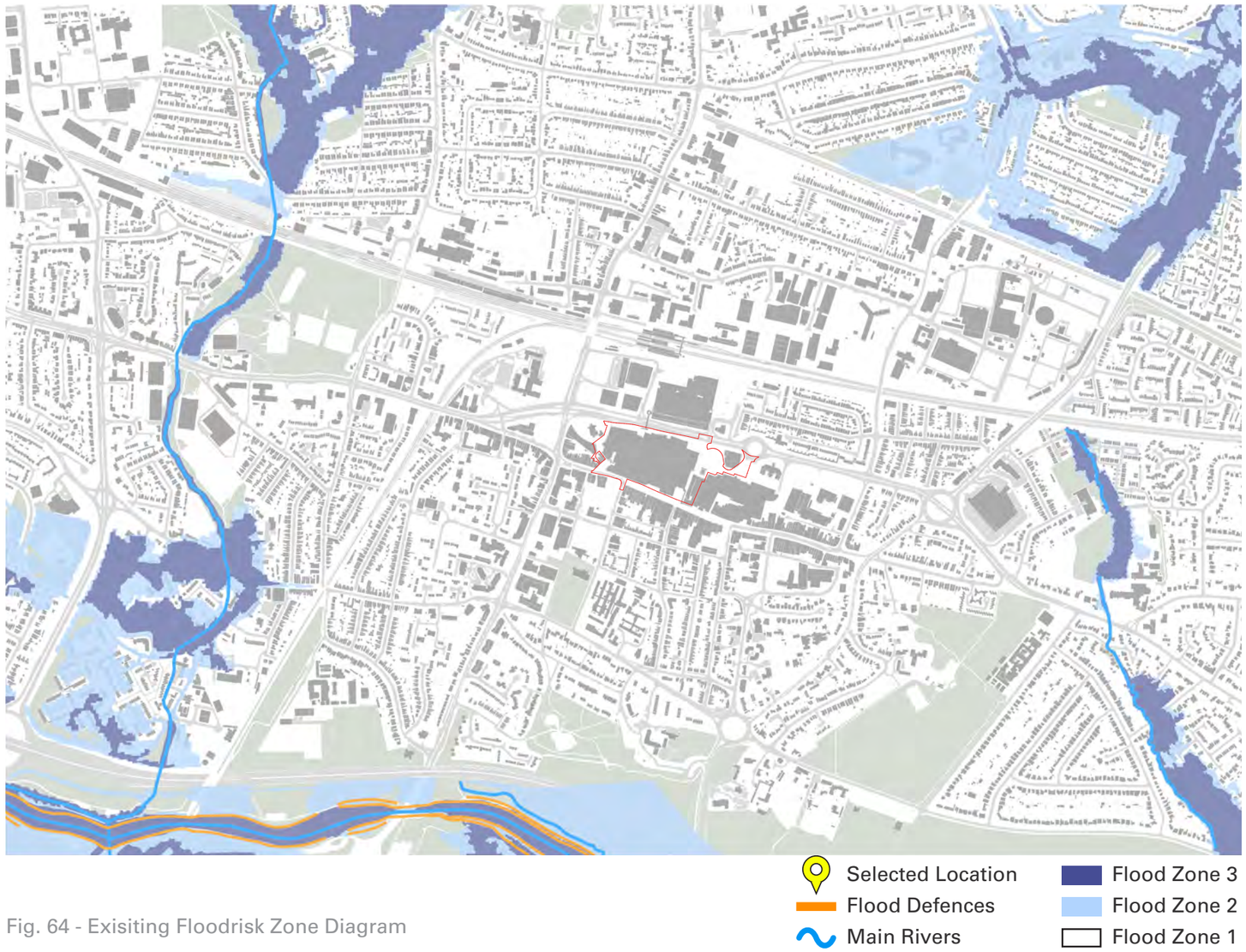


Fig. 64 - Exisiting Floodrisk Zone Diagram

Flood Risk

The site (highlighted in red) is in Floodrisk Zone 1, low probability. Floodrisk Zones definitions are as follows:

Zone 1 - Low Probability:
Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3).

Zone 2 - Medium Probability:
Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)

Zone 3a - High Probability:
Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding.(Land shown in dark blue on the Flood Map)

Zone 3b - The Functional Flood Plain:
This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map).

2.8 Environmental analysis

2.8.2 Daylight and Sunlight Analysis

Daylight and Sunlight Constraints

GIA have produced a daylight & sunlight assessment (of the maximum parameter volume) that accompanies this QM OPA.

The design of the QM OPA has been refined to optimise the performance of daylight & sunlight within the scheme and minimise the impact on surrounding properties.

The street network of the Illustrative Scheme has been configured with several north/ south routes that perform well in terms of daylight & sunlight. Generous building separation distances are also proposed and this also aids the D&S performance.

The tapering of the maximum massing around the perimeter of the site minimises the impact on surrounding properties which were carefully analysed and tested.

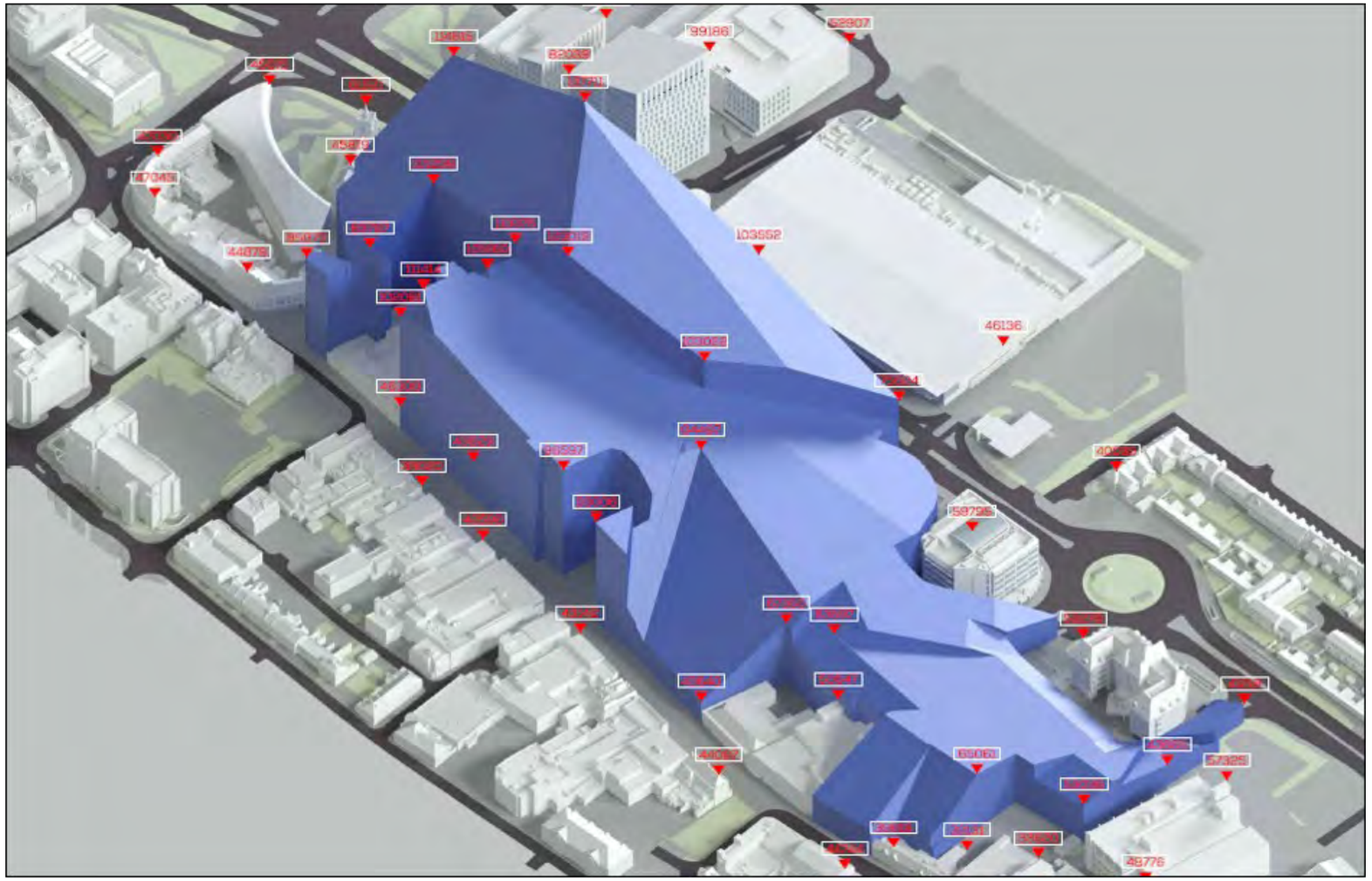


Fig. 65 - Daylight and Sunlight Envelope Study - Existing Jelly Mould

2.9 Transport & movement

2.9.1 Regional transport links

Slough sits 20 miles outside of London and 10 miles from Heathrow Airport. The A4 and M4 roads provide vehicle connections to both Heathrow and Slough within 21 and 45 minutes respectively. London can also be reached via a 15 minutes direct train journey from Slough Station to Paddington and will in the future be linked by the Elizabeth Line, which will also provide direct train connection from Slough to Heathrow Airport. In addition to these rail links and in order to encourage sustainable commuting, the SMaRT (Slough Mass Rapid Transport) scheme aims to further improve public transport bus connections between the centre of Slough and Heathrow by minimising congestion and increasing frequency of buses.

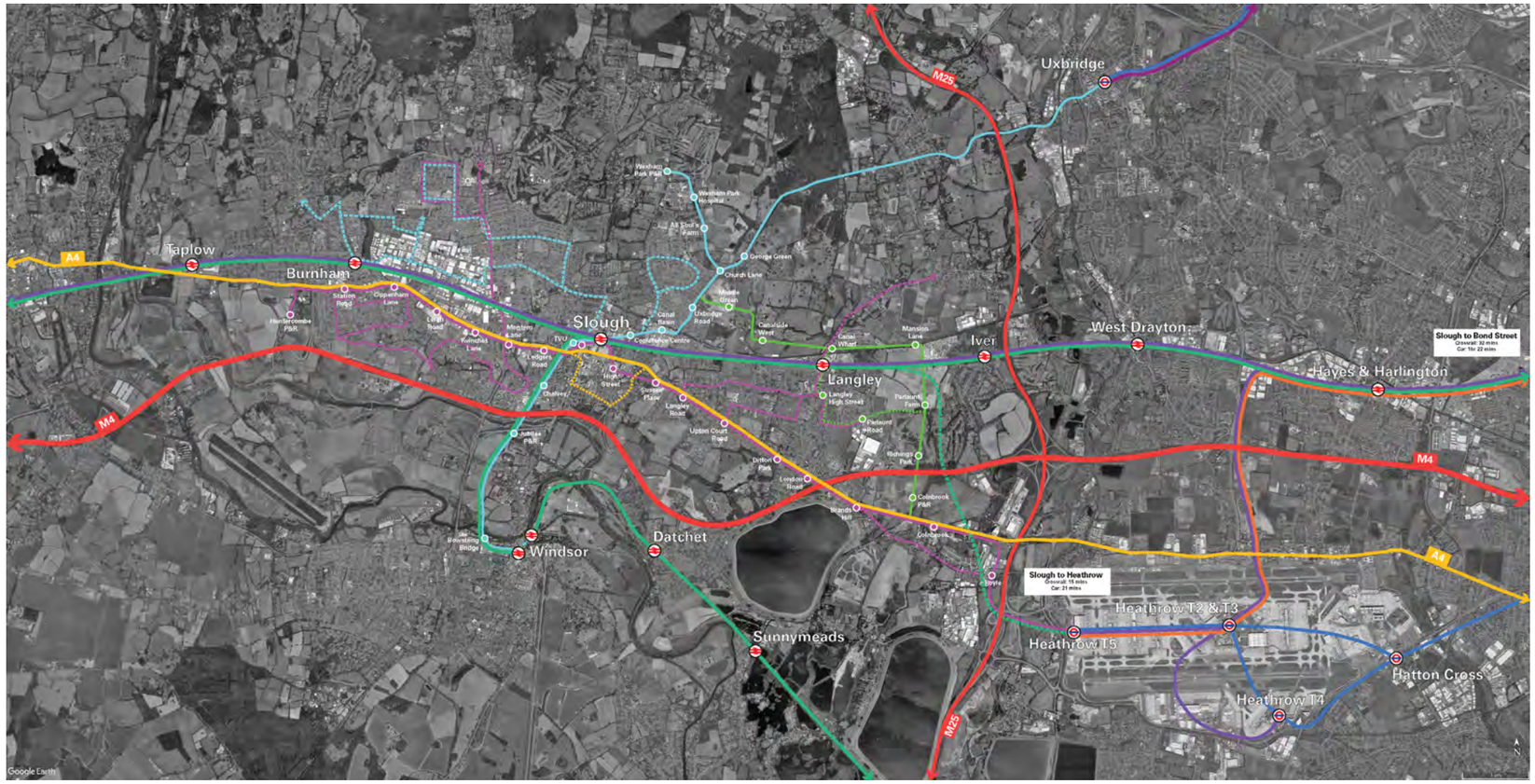


Fig. 66 - Future Transport Links - Regional Analysis

2.9.2 Local public transport links

The Town Centre is the most accessible place in Slough Borough and has a PTAL rating of 6. However public transport within the wider town and. While a bus network and wider train connections exist, cars are used as the main mode of transport in Slough. Slough Mass Rapid Transit (SMaRT) aims at increasing the accessibility to, from and around Slough for residents, employees and visitors.

Highway infrastructure improvements (such as road widening) and improvements to the speed, frequency and reliability of the bus services are the main features for the programme. SMaRT Phase 1 has been completed (extends from Slough Trading Estate to Slough Railway Station) and consultations on proposals for SMaRT Phase 2 (which would extend SMaRT Phase 1 east to the borough boundary and Heathrow) ended in February 2021.

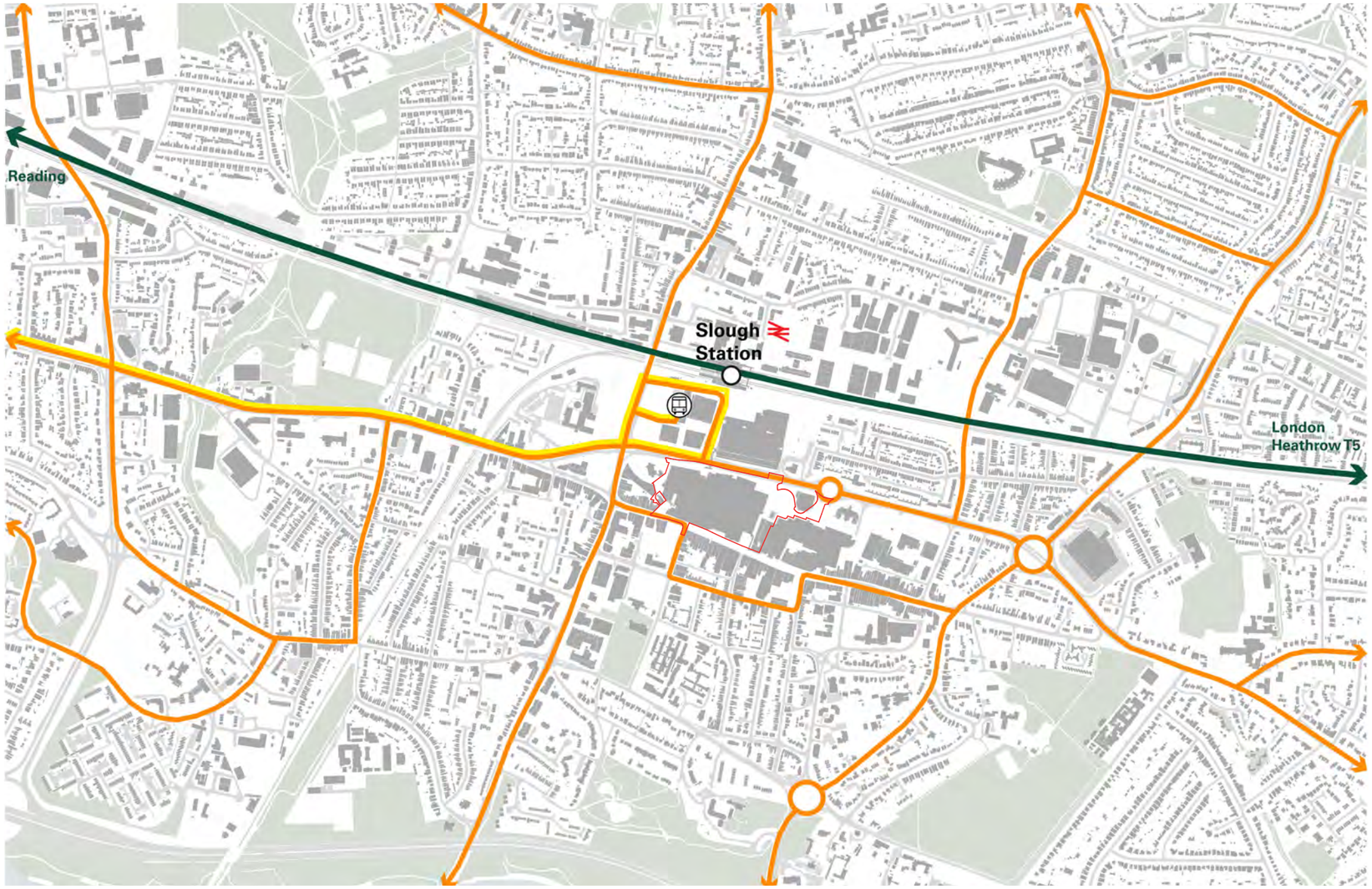


Fig. 67 - Existing Public Transport Links Diagram

2.9 Transport & movement

2.9.3 Existing vehicle, cycle and pedestrian routes

Road network

The main road through Slough is the heavily used A4, connecting the M4 (east) through central Slough, along the trading estate up to Maidenhead and further west. The A4 is used as an emergency route if there are disruptions on the M4 and this exacerbates congestion at peak travel times. The M4 runs South of Slough, connecting to the M25 and London in the east and all the way to Wales in the west.

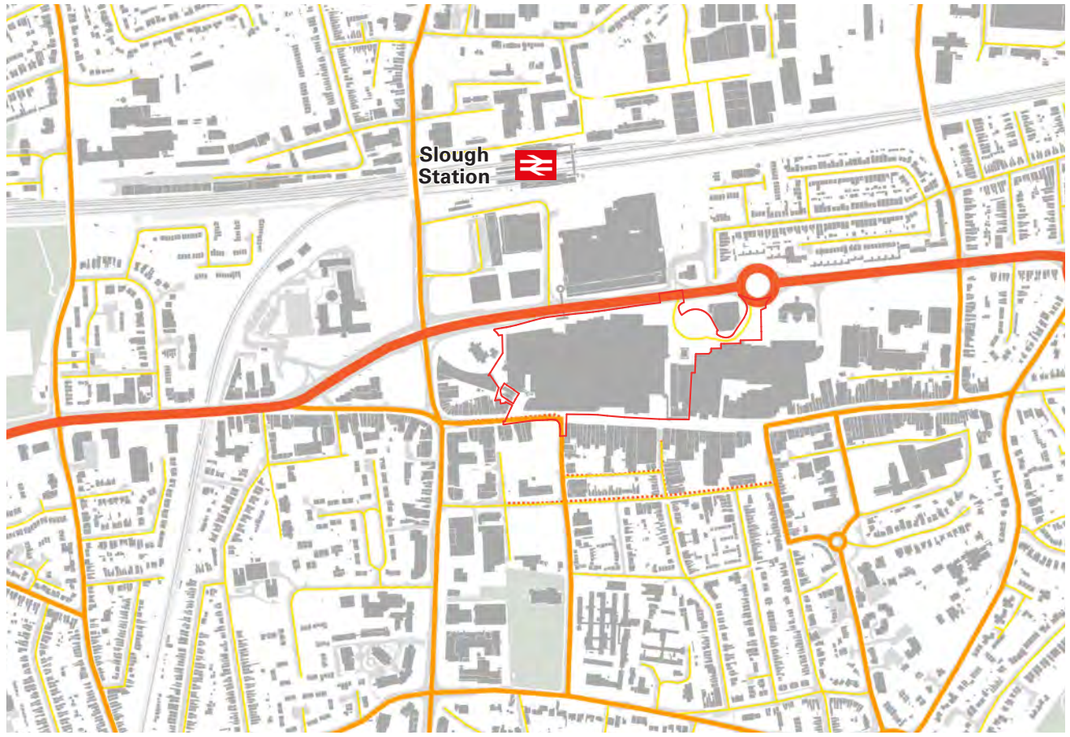


Fig. 68 - Road networks

Cycle routes

Slough has a low rate of cycle activity and Council records identify safety issues and undesirable conditions as key constraints to cyclist numbers.

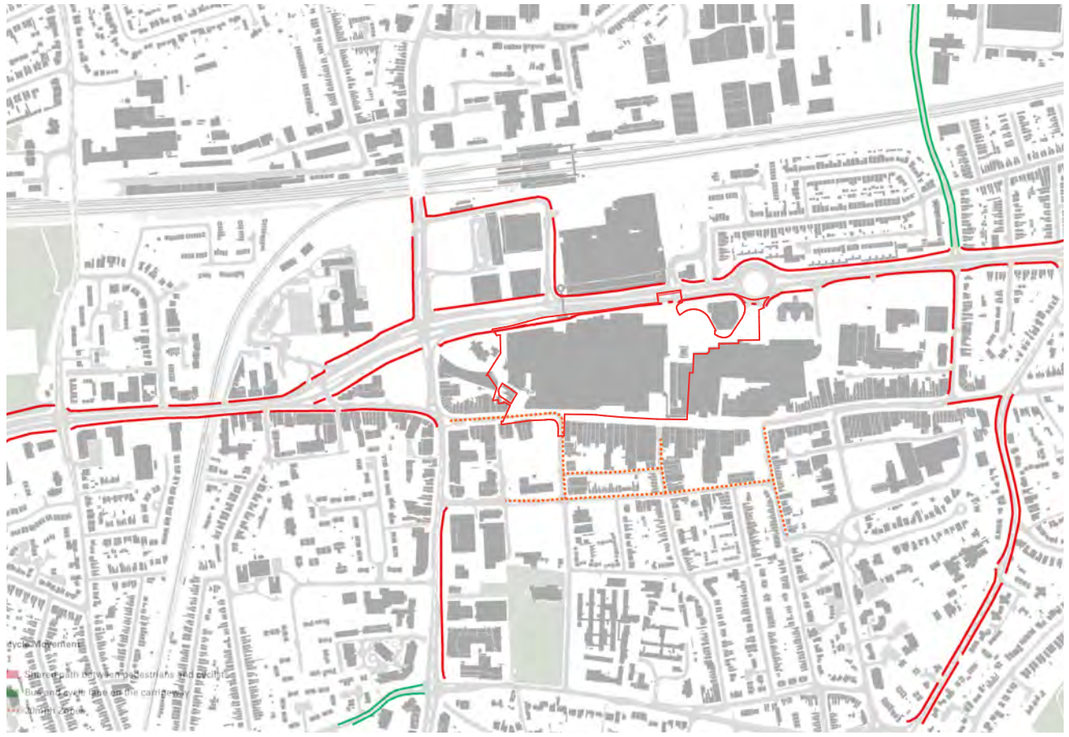


Fig. 69 - Cycle routes

Pedestrian routes

Poor air and public realm quality result in pedestrian routes being less well used than other towns of similar scale. The A4 proves to be a major disruption to the access to the Town Centre from the North since pedestrians need to use disjointed at grade crossings over several lanes of traffic and/or flyover bridges.

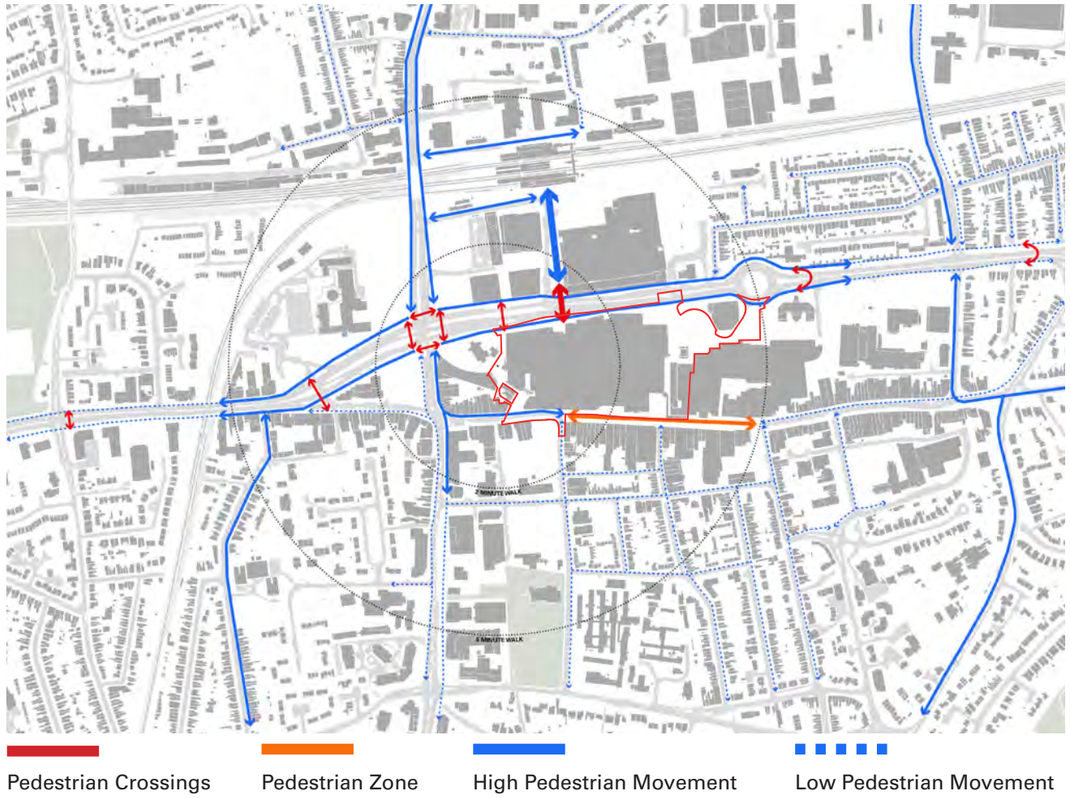


Fig. 70 - Pedestrian routes

2.10 Socio-economic context

2.10.1 Key statistics

In order to understand the socio-economic context of the QM OPA, extensive research has been undertaken to compile statistics relating to the existing population and economy.

This research told us that Slough has a comparatively young and very diverse population when compared to other similar English towns.

These factors have been considered and influenced the overall vision for the proposals - for example through identification of an appropriate mix of proposed Town Centre Uses and establishment of Character Areas and corresponding detailed studies for the specific areas of the development.

Likewise, the design of the QM OPA has been considerate to the impact it is likely to have on these existing statistics.

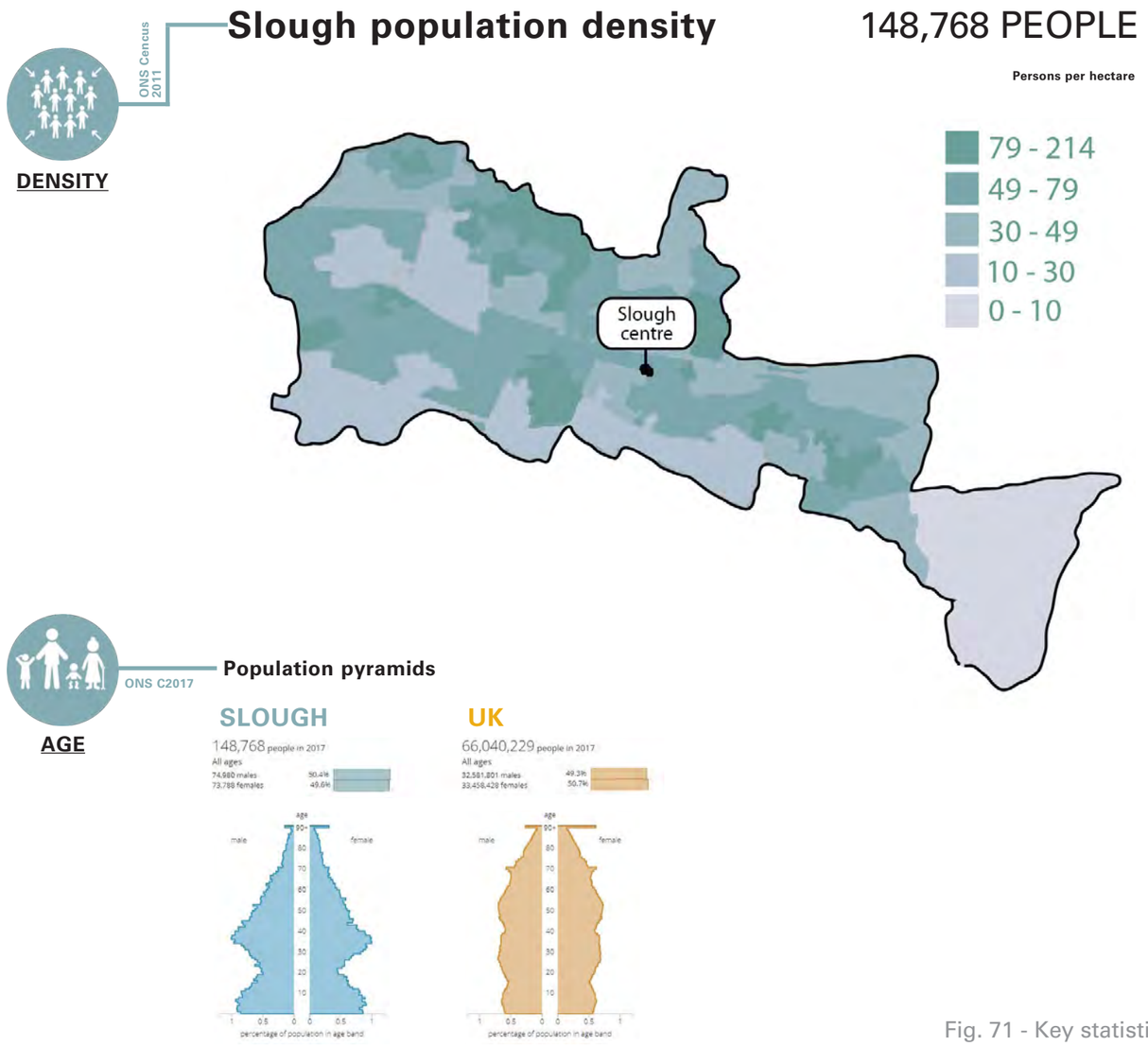


Fig. 71 - Key statistics

GENDER

ONS C2017

Total Fertility Rate

SLOUGH

2.9 children per mother

UK

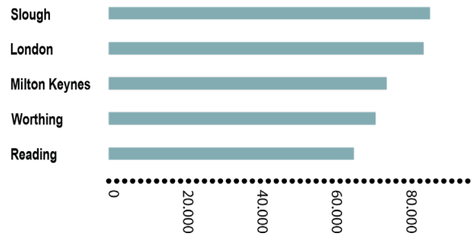
1.7 children per mother

WEALTH

centreforcities .com 2017

Productivity & Economy

GROSS VALUE ADDED PER WORKER (£)



RELIGION

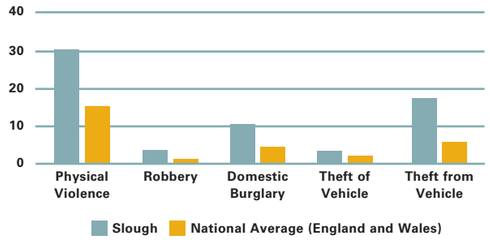
ONS Cencus 2011

Slough by religious belief

CRIME

Home Office Statistics 2010-11

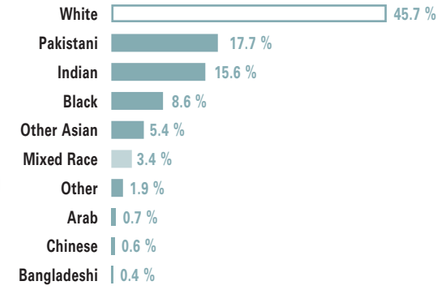
Crime Incidents per 1.000 people



ETHNICITY

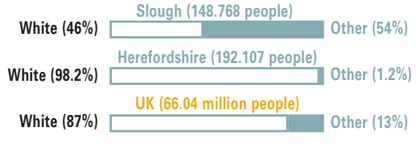
ONS Cencus 2011

Ethnicity in Slough



ONS Cencus 2011

Ethnicity by area



HEALTH

- People smoke more than average UK
- Physically inactive youth
- Diabetes prevalent
- Short Healthy Life Expectancy

ONS 2017

	SLOUGH	UK
	59.6 years	63.1 years
	59.5 years	63.6 years

2.10 Socio-economic context

2.10.2 What makes Slough an attractive place to live?

Location

Slough has a unique location with its proximity to London and Heathrow. There are excellent transport connection from Slough to London (15 minutes to Paddington), with more to come in the future in form of the Elizabeth line (2019, assumed 3 year delay, not officially confirmed) and the direct train connection to Heathrow Airport coming in 2029.

Public Transport within Slough

The grand vision for the SMaRT (Mass Rapid Transit) system could provide a comprehensive public transport network and greatly improve the existing transport infrastructure in the future.

Green Spaces

There are multiple green spaces in Slough of different scales and qualities. These are within easy reaching distance from the QM OPA, however areas of public realm are currently lacking in central Slough. The masterplan aims at improving provision at the heart of the public realm provided within the scheme.

Fig. 72 - Slough train station & Heathrow Airport

Fig. 73 - SMaRT plan & M4 traffic

Fig. 74 - Green spaces include Herschel & Salt Hill Parks

Town Centre Uses

The retail uses in the centre of Slough have been struggling in recent years. The QM OPA offers opportunity to improve connections to the Town Centre and provide new retail, F & B and entertainment space that re-enforces the existing offer and creates a vibrant centre that's a desirable and attractive amenity for local residents.

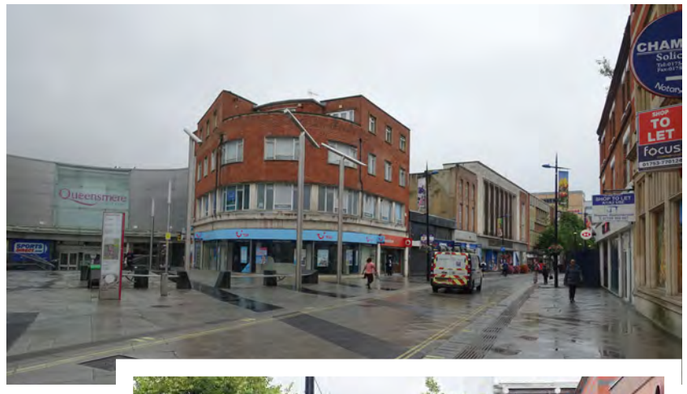


Fig. 75 - Slough High Street

Economic Opportunity & Emerging Context

Industries and businesses in Slough are economically thriving. Emerging projects at various stages are planned in Slough and will provide complementary uses such as office space that will support the activity of the Town Centre. Other potential investments and developments in the Trading Estate and Heathrow could further improve the economic performance of the town by increasing employment opportunities.

Fig. 76 - Slough Trading Estate

3

Planning, context, consultation & community involvement

Introduction

This chapter of the Design & Access Statement contains the following sections:

3.1 Planning context & policy considerations

3.1.1 Adopted Local Development Plan

The adopted Local Development Plan for SBC will be used by SBC to determine the QM OPA. The Local Development Plan consists of:

- Core Strategy Development Plan Document (2008);
- Site Allocations Development Plan Document (2010);
- The Local Plan Saved Policies (adopted 2004, saved policies 2010); and,
- The accompanying Proposals Map (2010).

The adopted Proposals Map identifies that the QM site has a site allocation (SSA14), which identifies the site as suitable for a mix of uses, including residential and other Town Centre Uses. There are many other adopted local policies which support the mixed-use, residential-led redevelopment of the Site, including Core Strategy Policy 1 which supports development within the built-up area and on previously developed land.

3.1.2 National Planning Policy

Mixed use development, comprising both residential and commercial, within Town Centres, is also supported at national level. Paragraph 86 of the NPPF explains that 'planning policies and decisions should support the role that Town Centres play at the heart of local communities' by 'promoting their long-term vitality and viability - by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing), and reflects their distinctive characters'.

3.1.3 Emerging Local Plan

SBC are preparing a new Local Plan for Slough, which will set the policies and guide development through to 2036. The new Local Plan will replace the existing adopted Local Development Plan. SBC have started the first formal stage of the new Local Plan preparation with a Regulation 18 consultation on the proposed Spatial Strategy between November 2020 t
o January 2021. Publication and examination of the new Local Plan is planned for the end of 2022 and early 2023.

Whilst the new Local Plan is still in its early stages of preparation, SBC have prepared the Proposed Spatial Strategy and a number of other strategies which are of relevance to the proposed development. Only limited weight can be applied to the details set out in these documents as they are not adopted planning policy or guidance. Nevertheless, the content has been considered in the preparation of the proposed development. These documents include:

- The Proposed Spatial Strategy (Regulation 18 Consultation, November 2020)
- Centre of Slough Regeneration Framework (September 2020)
- Centre of Slough Interim Planning Framework (July 2019)
- Protecting the Suburbs Strategy (June 2020)

The emerging strategy documents and policies are supportive of the proposed redevelopment of the Site. The Centre of Slough Interim Planning Framework (2019) highlights in Chapter 7 that the Council will 'support innovation, growth and regeneration and ensure the Town Centre is the focus for high density housing and major retail, leisure, office and cultural development.'

Further support is outlined within the Proposed Spatial Strategy (2020), which will form the basis of the new local plan. This document outlines that 'the overall objective is to encourage the comprehensive mixed-use redevelopment of the shopping centres which will transform the area into an attractive, vibrant, well connected place that can provide for some of the important shopping, leisure, cultural and business needs' whilst also meeting some of Slough's housing needs.

The Centre of Slough Regeneration Framework (2020) identifies the QM OPA site as being the 'largest, centrally located development opportunity in Slough Town Centre ', with one of the documents key objectives being to 'promote redevelopment of the town shopping centres with these replaced with a street-based shopping environment as part of a mixed-use development'. The document also sets out key principles for the redevelopment of QM OPA, noting as the first development principle that the development proposals should result in the 'establishment of a mixed-use quarter on this large and prominent site within Slough's urban core'.

3.1.4 Housing Need

The need for more housing at a local level is strongly supported, through adopted policies within Slough's Development Plan, the housing need evidence base and emerging policy. Slough's emerging Proposed Spatial Strategy sets out that Slough has a distinct need for new residential units in order to meet future demand, with a numerical shortfall of nearly 5,000 units. Furthermore, the Government's Housing Delivery Test (HDT) results from 2020 show that Slough has a historic track record of underdelivering on its housing targets, with a HDT result showing that Slough was only able to deliver 78% of the homes needed over the last 3 years. In order to deliver as much of their local housing need as possible, SBCs adopted Development Plan and emerging policy direction is supportive of the delivery of high-density housing in the Town Centre, which the QM OPA is seeking to deliver.

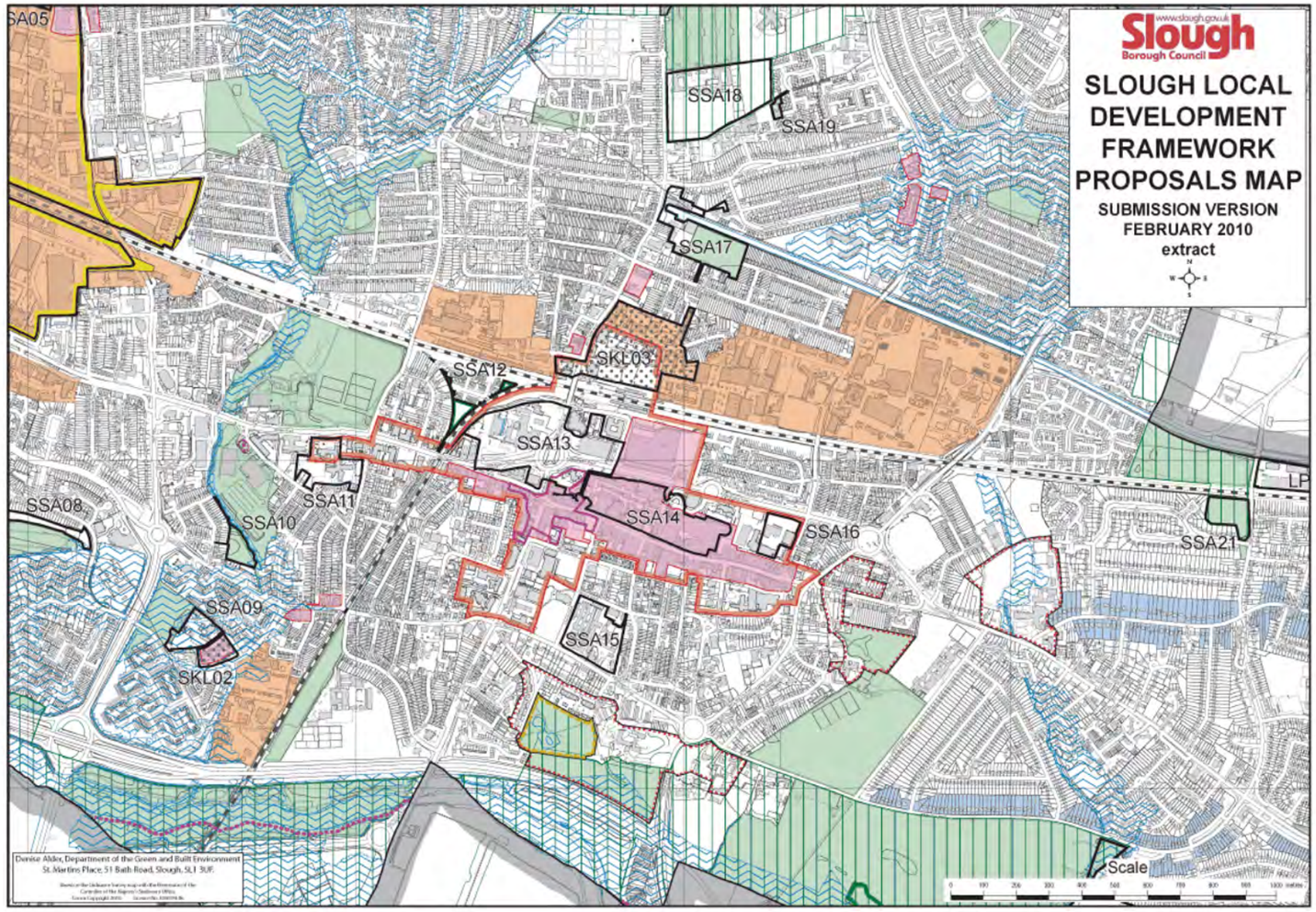


Fig. 77 - LDP Proposals Map

3.2 Recent planning history

3.2.1 Previous planning application

In 2015 Slough Borough Council's Planning Committee resolved to grant planning permission (subject to the satisfactory completion of a Section 106 Agreement) for the part redevelopment and extension of the Queensmere and Observatory Shopping Centres for enhanced retail and leisure floorspace and 675 residential units within four residential blocks (Ref. P/06684/015).

This application was submitted on behalf of Criterion Capital. However, the Section 106 Agreement was not signed and as such the application was never formally approved, therefore this is not considered to be to an extant permission.

The drawings and information that was submitted as part of the proposal had been reviewed and evolved with input from Slough Borough Council and presented to Design Review Panel members. While this information was not consented, the scheme serves as a benchmark for what was a well evolved and sizeable development proposal for the site.

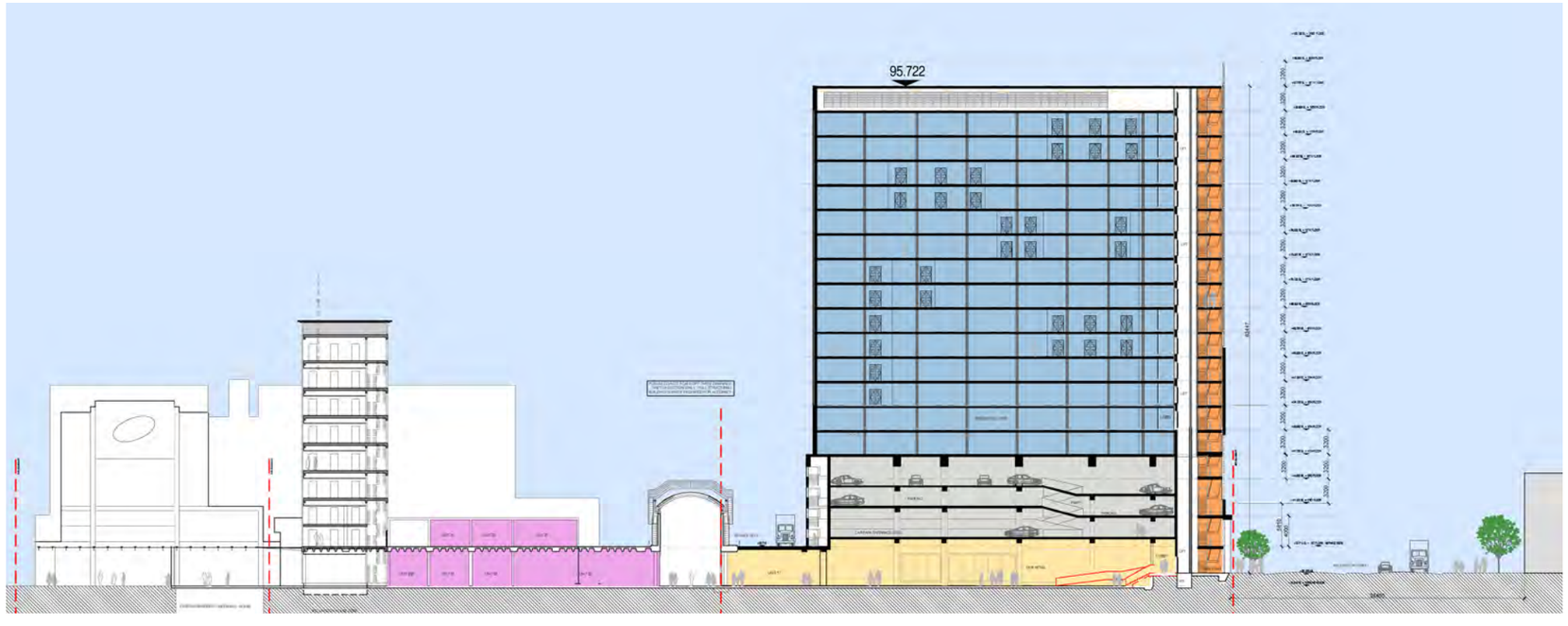


Fig. 78 - Visualisations & drawings submitted to Slough Borough Council as part of previous planning application Ref. P/06684/015

3.3 Emerging & future context

3.3.1 Emerging Context Overview

Slough Town Centre and the surrounding area is in the process of undergoing significant change, with a number of major developments either coming forward in the near future, or already being built out.

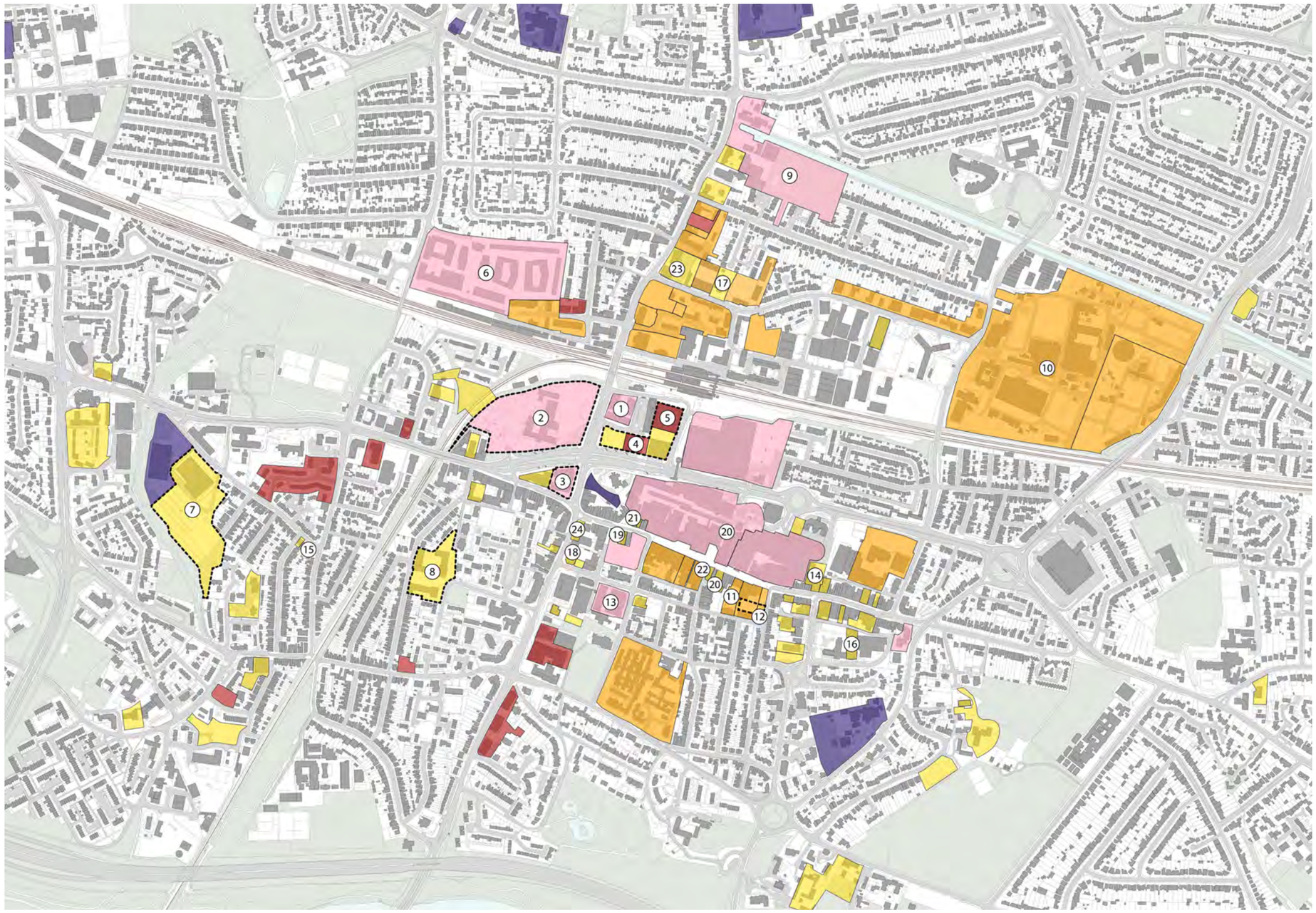
As outlined above (3.1), the emerging pattern of development within the borough will focus new, high-density residential development in and around the Town Centre on existing brownfield sites, preserving the suburbs in the process.

As such, many of these major applications are of relevance to the QM OPA and the wider regeneration objectives for Slough Central, providing context to this application.

Site	Proposal	Reference (if applicable)
Future Works, 2 Brunel Place, Wellington Street (former Brunel Bus Station)	Construction of two office buildings at 12 and 11 storeys in height (plus basements) and a single storey pavilion building. To include flexible uses at ground floor, to comprise a mix of office, parking, shop, financial and professional servies, gym, café/restaurant, pub or drinking establishment, health centre/ dentist/or community floorspace.	P/02272/030
Former BHS retail unit, 204-206 High Street	Mixed use development of 3 buildings of 4, 5 and 12 storeys comprising retail, office, gym and residential uses. To include flexible retail space at ground floor level, flexible commercial floor space at first floor fronting the High Street for either B1 or D2 uses, 89 residential dwellings, and shared amenity space at first floor podium level.	P/02683/013
277-279 High Street	Outline planning application for residential development comprising of 3 buildings of 1, 5 and 6 storeys. To include ground floor retail/commercial units, and provide up to 57 residential dwellings.	P/01276/003
Buckingham Gateway, 132-144 High Street, Slough, Berkshire, SL1 1JQ	Development of 3 buildings ranging from 5-19 storeys comprising of commercial and residential uses.To include 3,000 sqm GIA commercial space, and circa 281 residential dwellings.	P/04303/048
190-192 High Street, Slough SL1 1JS	Development ranging from 6-8 storeys comprising of commercial and residential uses. To include 63 residential dwellings, and 2 commercial units.	P/03079/017
141 High Street	Development of new additional floors comprising of residential uses. To include 6 new self-contained residential dwellings, with minor changes to first floor studio flat to rear.	P/00662/022
186-188 High Street, Slough, SL1 1JS	Development of two storey roof extension, 4-storey infill extension to front, and 5-storey extension to rear.To include 14 residential dwellings.	P/01914/027
Former Octagon Offices, Brunel Way, Slough, SL1 1QY	Development of 7-storey building comprising of office, retail and parking uses. To include ground floor retail use, 15,800 sqm B1 office floor space, and 118 parking spaces.	P/04888/022
North West Quadrant/Former Thames Valley University ('TVU') site, Wellington Street	Development of buildings ranging from 2-18 storeys comprising of residential and parking uses. To include up to 1,500 residential dwellings, and car parking including 1,325 spaces for residential use.	P/14405/000
Former Slough Central Library, Wellington Street	Partially completed development ranging from 6-10 storeys comprising of residential, commercial, and hotel uses. To include 64 self-contained residential dwellings, 2 hotels totalling 244 guestrooms and 2 ground floor commercial units.	P/17238/000

Site	Proposal	Reference (if applicable)
The Porter Building, 1 Brunel Place	Completed development of 5 storeys comprising of office and parking uses. To include office with ancillary A1/A3/A4/ D2 uses, and 100 car parking spaces.	P/00789/028
Horlicks Factory, Stoke Poges Lane, Slough.	Hybrid application for a residential led mixed-use development. To include up to 1300 new residential dwellings, commercial and ancillary facilities, 441 car parking spaces.	P/00094/039 P/00094/051
Beacon House, 50 Stoke Road, Slough, SL2 5AW,	Residential development of 8 storeys. To include 118 residential dwellings and associated amenity space.	P/06964/016
23-25 Mill Street, Slough, SL2 5AD	Residential development of 4-6 storeys. To include 51 residential dwellings and 29 surface parking spaces.	P/05806/007
Stoke Wharf – Land adjacent to the Canal Basin	Development of 10 blocks ranging from 3-8 storeys comprising of residential, commercial, and public realm. To include 312 residential dwellings, commercial floor space, canal side recreational facilities and public realm, 144 parking spaces.	P/07584/011
Montem Leisure Centre, Bath Road	Residential development ranging from 3-4 storeys. To include 212 residential dwellings and 202 parking spaces.	P/07383/010
Former Akzo Nobel Site, Wexham Road	Outline application of blocks up to 8 storeys comprising of residential, commercial, and parking uses. To include up to 1,000 residential dwellings, flexible commercial use, commercial/office/suis generis uses, and car parking at a ratio between 0.35-0.5 spaces per dwelling.	P/00072/096
Tower House and Ashbourne House, Chalvey	Residential led development of 6 buildings ranging from 3 to 16 storeys. To include 193 residential dwellings, 136sqm of flexible office/community/leisure space, and 110 car parking spaces.	S/00020/005
Aspire 2 Site, Corner of Church Street and Herschel Street, Slough, SL1 1PG	Residential development of 8-9 storeys. To include 238 residential dwellings and 43 parking spaces.	P/01508/042
Thames Central, Hatfield Road, Slough, SL1 1QE	Development comprising of change of use from office to 153 residential dwellings. To include a side and roof extension with an additional 56 residential dwellings.	F/02411/021 P/02411/022
Landmark Place, High Street, Slough, SL1 1JL	Development comprising of change of use from Class B1 to Class C3. To include 89 residential dwellings.	F/10913/019
300 High Street, Slough, SL1 1NB	Development of 3-storey extension to comprise of residential uses. To include 11 new residential dwellings, change in class from Public house to retail facing High Street and Office facing Hatfield Road.	P/08145/009

Fig. 79 - Tables and map (overleaf) identifying emerging developments


1. Former Octagon Offices
2. Former TVU
3. Former Slough Central Library
4. Future Works
5. The Porter Building
6. Horlicks Factory
7. Montem Leisure Center
8. Tower House & Ashbourne House
9. Canal Basin
10. Azko Nobel Site
11. Former BHS Retail Unit
12. Car Park at Alpha Street
13. Aspire 2 Site
14. 277-279 High Street
15. Site
16. Thames Central
17. 23-25 Mill Street
18. 7 Windsor Road
19. Buckingham Gateway
20. 180-182 High Street
21. 141 High street
22. 186-188 High Street
23. Beacon House
24. Landmark Place
Key Sites
Future Developments
Significant Site (Town Centre)
Under Construction / Recent Completion
Slough Urban Renewal
Sites Owned by SBC

3.3 Emerging & future context

3.3.1 Emerging context in detail

Fig. 82 - CGI of Octagon Offices proposal

Former Octagon Offices | Brunel Way

The site proposes a mixed use scheme including a variety of uses across the site, that include office , retail and public realm.

Status: Application approved on 27th May 2020 (subject to signing of S.106). S.106 signed on 26th March 2021.

- Site Area - 25588 sqm
- Office Area - 15803 sqm
- Storey Heights - 7
- Car Parking - 118
- Cycle Spaces - 140
- Ancillary Retail - A1/A3 326 sqm

Fig. 80 - Existing Thames Valley University site

Former Thames Valley University Site | Wellington Street

The massive redevelopment scheme on the former Thames Valley University site in Wellington Street & Stoke Road include 1500 apartments, 45,000 sq ft of retail/leisure space and 250,000 sq ft of office space in blocks up to 21 storeys buildings.

Status: HOS hybrid application approved.
Whilst the above hybrid application has been approved, we are aware of new emerging proposals on this site as set out in the Cabinet report 16.09.2019: “Significant progress has been made in relation to the delivery of the NWQ (North West Quadrant) and that SUR will present an updated masterplan for approval by March 2020.”

- Residential Units - 1500
- Commercial/ Retails Units - 379 sqm
- Storey Heights - 2/21

Fig. 84 - CGI of proposed alterations to Slough Central Library

Former Slough Central Library | Wellington Street

The proposed development was consistent with the aims and objectives of heart of slough regeneration scheme; that proposed Hotel (Marriott Hotel), residential flats and commercial uses along with off-site parking.

Status: Application approved on 4th July 2018 – currently under construction.

- Site Area - 0.32 ha
- Hotel - 244 bedrooms
- Residential Units - 64
- Commercial/ Retails Units - 379 sqm
- Storey Heights - 6/10
- Cycle Spaces - 68

Fig. 81 - CGI of proposed Future Works development

Future Works | 2 Brunel Place

The Future Works transforms three-phase regeneration project key site adjacent to Slough railway station accommodating Grade A office and retail units arranged around new public realm spaces, rooftop gardens and car parking. The massing and composition of the three buildings are over 9, 11 and 12 storey buildings.

Status: HOS hybrid application approved on June 2009 with MMA approved on the 07.10.15. 1FTW & 3FTW full application was was given resolution to grant at comittee on 10th March 2021.

- Site Area - 1.01171 ha
- Office Area - 30000 sqm
- Commercial/ Retails Units - 4000 sqm
- Storey Heights - 9/11/12

3.3 Emerging & future context

3.3.1 Emerging context in detail

Fig. 82 - CGI of The Porter Building

The Porter Building | 1 Brunel Place

The building provides 5 storeys of Grade A office space, a double-height reception with two public restaurants and a communal roof terrace.

Status: Built. Application approved on 25th September 2015.

- Building Area - 11097 sqm
- Office Area - 10275 sqm
- Commercial/ Retails Units - 822 sqm
- Storey Heights - 5
- Car Parking - 100
- Cycle Spaces - 100

Fig. 83 - CGI of the Horlicks factory development

Horlicks Factory | Stoke Poges Lane

The proposed development consisted of the demolition of existing structures and factory outbuilding and provision of up to 1,300 new homes with commercial floor space, public realm, a nursery, relocation of the war memorial, and car/cycle parking. Horlicks Factory two storey rooftop extension, ground floor extension and alterations to remain parts of the factory and five new buildings blocks with mixed uses.

Status: Application validated 18th June 2019. Application approved on 23rd March 2020. Phase 1 under construction.

- Site Area - 4.95 ha
- Residential Units - 724
- Commercial/ Retails Units - 293 sqm
- Storey Heights - 1-10

Fig. 84 - CGI of former BHS site proposed mixed use scheme

Former British Home Store | High Street

The site proposes construction of new part 4, part 5, part 11-storey building to provide 78 residential units and 3 commercial units.

Status: Application approved on 4th March 2020.

- Site Area - 2428 sqm
- Residential Area - 4785 sqm
- Office/ Ancillary Retail Area - 1461 sqm
- Storey Heights - 4,5 & 11

3.4 Consultation Strategy

3.4.1 Consultation & community involvement

A full process of consultation with the Local Authority, local Stakeholders, neighbours and members of the public has taken place during the pre-application period.

The public & stakeholder consultation followed a three stage process as following:

Stage 1 (January – May 2020): Key principles and early ideas

Initial meetings with political and community stakeholders were held to listen to and gauge the desires and opinions of these people.

A website (www.sloughcentral.com) explaining initial key principles of wider Slough Central masterplan was launched as a 'Virtual Exhibition' and this was promoted via a range of tools including newsletters and social media advertising.

A series of virtual introductory/ follow up meetings (as a consequence of Covid restrictions) were held and the evolving proposals were shared on the website in advance of the meetings. The focussed meetings started with an explanation of proposals from designers, client and other consultants, members of the public were provided with opportunity to ask questions and make comment – both via the virtual meeting and by filling out anonymous online comment sheets afterwards.

Stage 2 (May – June 2021): Update on the masterplan and response to feedback

Another series of in person and virtual meetings with political and community stakeholders and the consultation website was refreshed with more evolved design proposals for review and comment.

Pre-submission engagement (September – October 2021): Details of the QM OPA

Having gathered commentary from the various parties and adjusted design proposals to respond to them, the final Illustrative Scheme for the QM OPA was uploaded onto the website for a final Virtual Exhibition.

Feedback from public & stakeholder consultation process

Throughout the above process, the website endeavoured to provide a clear understanding of the timeline for the process as well as the evolving brief (commercial led – resi led and then Queensmere OPA approach). The Statement of Community Involvement that is submitted as part of this QM OPA provides a more detailed description of the range and number of people who attended events (including local councillors, members of local amenity groups and residents and business owners from the immediate and surrounding areas) as well as comments gathered.

The following list summarises the key themes that were raised at or after those events:

- Strong support for the creation of new, landscaped public spaces – including green and open areas – in the Town Centre – with a focus on the safety and accessibility of these spaces
- Strong support for the provision of high quality shops, restaurants and wider Town Centre Uses in the area, to provide more options for locals and to attract visitors
- Questions regarding the need for new homes in this part of the Town Centre and the relationship between these and the proposed Town Centre Uses
- Questions regarding the impact of taller buildings within the proposals on local character and neighbours' amenity
- Questions regarding the mix of new homes to be provided – in terms of size and tenure
- Questions regarding impacts on traffic and local parking provision
- Questions regarding impacts on local services – including health and education

Adjustments in response to comments

As a consequence of these comments, the client & design team sought to:

- Review the accessibility and safety of the public realm spaces together with an Access Consultant and mitigate against potential issues through careful establishment of site levels and road layouts (minimising interface between pedestrians and traffic)

- Increase the quantum of the residential component of the scheme, but only suggest flexibility for residential use in appropriate ground floor level locations that do not inhibit Town Centre uses on primary Town Centre thoroughfares

- Refine parameter and Illustrative Scheme heights along sensitive perimeters such as adjacent to Church of Our Lady Immaculate and St Ethelberts and along the High Street

- Test the massing of the scheme in wider townscape views to ensure the development won't have a detrimental impact on the skyline of Slough

- Minimise impact of servicing traffic on surrounding streetscape through careful refinement of illustrative servicing strategy and vehicular routes

In addition to the public and stakeholder engagement, the design team have also presented to and received commentary from Slough Borough Council and the Design South East Design Review Panel. More information has been provided in section 4.2.3 to explain the nature of their commentary and how that has informed the design process and evolution.

Fig. 85 - British Land welcoming visitors to discuss the proposals

Fig. 86 - Members of community asking questions

4

The Masterplan

Introduction

This chapter of the Design & Access Statement contains the following sections:

4.1 Masterplan vision & objectives

4.1.1 Vision

The vision for the QM OPA has been developed together with Slough Borough Council, having regard to development plan policy and the aspirations of Slough Regeneration Framework and can be summarised by the overarching aspirations:

Create a genuine point of difference from other Thames valley Town Centres by providing a new heart to Slough that is distinctive and attractive to locals, new residents and visitors alike.

Adopt a flexible and resilient approach so that future RMAs are able to adapt to future needs & demand.

Provide a smartly sustainable Town Centre that encourages sustainable modes of transport and incorporates sustainable features.

Nurture a sense of pride and loyalty by providing a well designed Town Centre with a strong sense of place that local people enjoy using and are proud to call their home.

Increase confidence in Slough by providing facilities that make the Town Centre a successful and attractive place for commerce that increases spending, investment and the prosperity of the wider town.

Fig. 87

Pancras Square - features view of church spire

Fig. 88

The Future Works, Slough - office facilities

Fig. 89

Cycle routes within new landscape

Fig. 90

Local artist grafitti on hoarding

Fig. 91

Signage t entrance to Slough

4.1.2 Elements of a great town

Having undertaken studies of various other English towns, the client and design team identified a series of elements (as described opposite) that contribute to the makings of a great town.

The balance of these diverse components is often varied within different towns and what works or is required for one might not work or be needed for another. For example a town does not necessarily need to be classically 'beautiful' to be a desired and thriving place to live.

The following section assesses the existing town against these criteria and this research has assisted with the refinement of the overarching vision for the QM OPA and the project brief.

HERITAGE

Architectural
Cultural
People
Topography
Landscape
Industrial
Objects

CULTURE

The Arts
Tradition
Gastronomy
Education
Community
Skills
Values

COMMUNITY

Multicultural
Diverse
Inclusive
Active
Events
Festivals

MIXED-USE

Experimental
'10 Minute Town'
Live - Work -
Rest - Play
Flexible Spaces
Adaptable

RE-USE

Up cycling
Creative,
Innovative
Re-use of Spaces

JOB CREATION / PRODUCTIVITY

Strong
Varied
Growing
Opportunity

PUBLIC REALM

Meeting Point
Community
Diverse
Joyful
Large
Small
Incidental

NATURE

Various Qualities
Spread
Accessible
Clean Air Initiative
Central
Diverse

TRANSPORT

Accessible
Technology
Frequent
Close-knitted
Tailored
Serious Car Competitor

CAR SENSITIVITY

Pedestrian Priority
Reduced Car Presence
Innovative Parking
Cycle Friendly

Fig. 92 - Lists identifying elements of a great town

4.1 Masterplan vision & objectives

4.1.3 Analysing elements of the existing town centre

Summary of strengths and opportunities

Heritage:
Rich history & selection of interesting buildings.

Culture:
Unique cultural history but limited cultural offerings.

Community:
Diverse community, complementary communal use projects and strong business community.

Mixed Use:
Mixed use developments limited to a few good examples such as Horlicks Factory (once completed) and The Coppice.

Re-Use:
Few successfully re-used structures other than some residential developments.

Job Creation and Productivity:
Economically strong town, GAV per worker exceeds London.

Public Realm:
Lack of high quality public realm in Slough.

Nature:
Beautiful surrounding countryside & variety of green spaces , however central Slough is lacking green spaces.

Transport:
Wider transport network excellent but inner Public Transport very limited.

Car Sensitivity:
Strong car dominance, large parking numbers, hostile environment for pedestrians and cyclists, especially in central.

Heritage

Culture

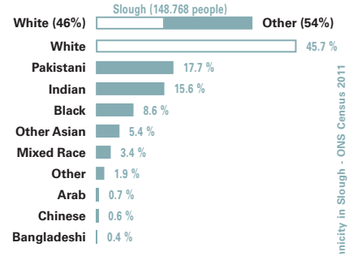
Mixed Use

Community

1. Lydia Simmons, Mayor of Slough in 1984-85.

1. The Curve, Library and Cultural Centre.

1. High Street.



1. Diversity in Slough.

2. Church of Our Lady Immaculate and St Ethelberts.

2. Ramgarhia Sikh Gurdwara, Sikh Temple.

2. Residential Street.

2. The Centre, Slough.

3. Baylis House.

3. Buzz Bingo, former Adelphi Theatre.

3. Trading Estate.

3. Business Community.

Fig. 93 - Photographs of existing Town Centre elements (including images overleaf)

Re-use

Job Creation / Productivity

Public Realm

Nature

Transport

Car Sensitivity

1. Buzz Bingo, former Adelphi Theatre.

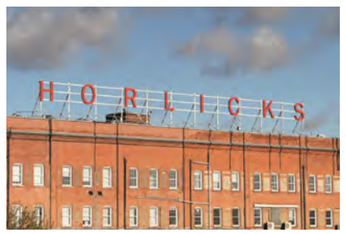
1. Slough Trading Estate.

1. High Street.

1. Lack of green spaces in Town Centre.

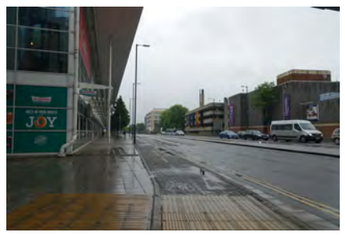
1. Train to London.

1. Wellington Street.



2. Horlicks Factory.

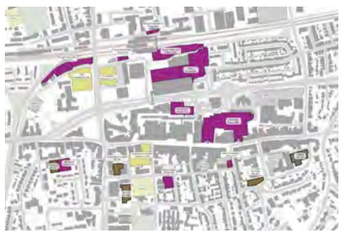
2. Heathrow Airport.



2. Wellington Street.

2. Grand Union Canal Slough Arm, North Slough.

2. Bus Station.



2. Parking Provision.

3. The Coppice.

3. Tech Companies.

3. ‘Town Square’.

3. St Mary’s Church Churchyard.

3. Car Dominance.

3. Pedestrian Bridge.

4.1 Masterplan vision & objectives

4.1.4 Designing for change

General principles for a 'town of the future'

In order to create a sustainable community based on contemporary aspirations and desires, a series of interventions are proposed within the QM OPA.

Sustainable ethos

Aspire to be a '10 minute town' by improving pedestrian and cycle routes and public transport access to reduce car reliance and enable all essential needs to be covered within very small walking distances, be it groceries, the workplace or childcare. Design of buildings and landscape should incorporate energy saving and carbon minimising features and encourage the end users to do so to.

Fig. 94 - Sustainability elements for consideration

Provide quality affordable homes

Provide flexibility for the QM OPA to respond to demand for a range of unit sizes and types including high quality affordable homes that are designed to be practical, with warm materiality, well placed fenestration that optimises daylight intake and generous amenity/ outdoor facilities.

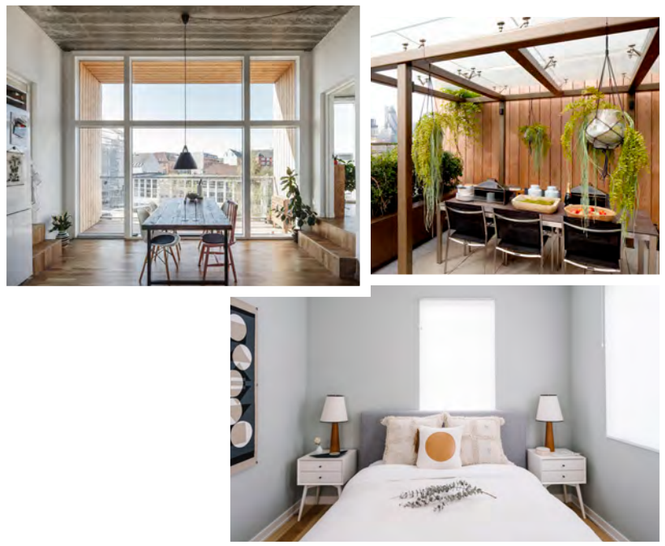


Fig. 95 - Examples of quality homes & amenity

Provide spaces for the people of Slough

Design spaces for the diverse population of Slough in the form of a wide range of squares, parks, streets and lanes that are safe, beautiful and complement the living, working and shopping spaces that surround them.

Fig. 96 - Examples of animated public realm

Maintain flexibility for changing retail market

With the decline of department store chains, alternative forms of retail should be considered and flexibly planned for.

Fig. 97 - Examples of flexible retail spaces

Cater for workspaces of the future

Higher proportion of the workforce are embracing self-employment and start-up businesses. Since the spatial requirements for these enterprises differ from conventional office space, workspaces should be planned with flexibility in mind to enable a wider range of spaces that cater for business growth and variety of working modes such as hot desking, dedicated desks, private offices, office suites, customised buildings and headquarters.

Fig. 98 - Examples of flexible workspaces

Animate ground floor level facades

According to a study by YouGov questioning residents from several city regions their number one reason to live in a neighbourhood is to be close to restaurants, leisure and cultural facilities that typically occupy the ground floor level of buildings. This active frontage sets the scene for the entire development.

Fig. 99 - Examples of Town Centre uses

4.2 Initial concept & design development

4.2.1 Key site specific features of the vision

As well as the overarching vision for the QM OPA, more site-specific features have been determined as being fundamental to the success of the development. These features include the following:

1. Provision of a new strengthened connection to/ from the train station and existing High Street.

2. Provision of a new 'Town Square' that is a destination for local residents, visitors and employees at the heart of the Town Centre adjacent to The Curve and Church of Our Lady Immaculate and St Ethelberts.

3. Respect and 'key into' existing context.

4. Provision of high quality and generous public realm.

5. Re-mapping of historic routes.

6. Stitching of proposed new streetscape into existing wider urban grain.

These key masterplanning principles have been taken forward in the Parameter Plans & Design Codes that accompany this OPA and are reflected in the Illustrative Scheme.

Fig. 100 - Illustrative 'key vision' plan diagram

4.2 Initial concept & design development

4.2.2 Parameter plans, 'Illustrative Scheme' & brief refinement

An outline application parameter based approach

The QM OPA is accompanied by a series of parameter plans that set out maximum parameters and criteria that must be adhered to by any future Reserved Matters Application (RMA). These parameters have been established through the evolution of designs for a street/ public realm layout and massing that has been extensively tested to ensure it provides the key site specific features.

The evolution and purpose of the 'Illustrative Scheme'

An 'Illustrative Scheme' has been prepared through a process of design evolution and testing. This scheme was used to establish the maximum parameters in which the Illustrative Scheme (and further RMA detail such as projecting balconies, lift overruns and rooftop plant) would be able to comfortably fit. It also demonstrates how RMAs could be evolved in the future to fulfil technical requirements such as servicing and access.

This Illustrative Scheme serves as only one example of how the development could come forward in future Reserved Matters Applications and is not for approval. The maximum parameters provide flexibility for other design permutations to be brought forward within the maximum envelope and in accordance with the mandatory elements of the Design Codes.

The following pages outline the design and testing process through which the 'Illustrative Scheme' and ultimately the parameters were established.

Brief refinement

When the project originally began, we considered early masterplanning principles for both the Queensmere and Observatory Shopping Centre sites, known in its entirety as 'Slough Central'. The comprehensive redevelopment of Slough Central is identified by Slough Borough Council as important to the success of its future regeneration aspirations for Slough Town Centre. These aspirations informed the early stages of public consultation in 2019-2020 – as detailed in the supporting Statement of Community Involvement.

As work progressed and the market evolved, a decision was taken (informed by commercial factors and planning considerations) to focus on redevelopment of the Queensmere Shopping Centre and to the retain the Observatory as a trading retail centre. Given the scale of the Slough Central area, it became clear that at this point in time that there is far greater uncertainty regarding the future type, form and land use that would be appropriate for a redevelopment of the Observatory site. Consequently, there is no longer a proposal to bring forward the entirety of the Slough Central area, but instead to bring forward the redevelopment of the Queensmere Shopping Centre in the form of the QM OPA. While the following section details this scheme evolution, the applicant is unable to commit to details of form, type, land use and timing associated with the Observatory Shopping Centre – at this stage it will continue to operate as a retail asset.

Whilst the QM OPA approach is being brought forward, the early masterplanning work has allowed the QM OPA to be developed in such a way that works successfully alongside the retention of the Observatory Shopping Centre, but also incorporates a masterplanning approach that acknowledges the wider redevelopment aspiration of SBC, and might allow for the successful integration of any future proposal for the Observatory. Work undertaken on earlier iterations of the brief was highly informative in terms of forming an understanding of the site context and constraints and this has assisted in the formation of the final Illustrative Scheme.

Earlier schemes and changes to the brief (prior to the QM OPA approach) are briefly outlined in the sketches and text overleaf and the following chapters seek to explain the evolution of the Illustrative Scheme design that meets the requirements of the final (Queensmere OPA and residential led) iteration of the brief.

4.2 Initial concept & design development

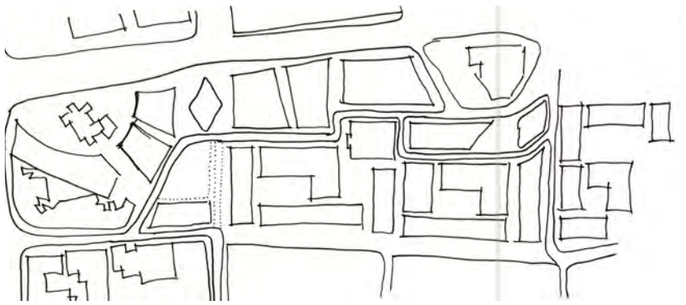
4.2.3 Early brief iterations

The sketches and text opposite provide a succinct overview of the indicative sketch designs that were prepared for earlier iterations of the brief that contained the Observatory Shopping Centre site as well as the extent of the QM OPA.

Fig. 101 - Initial feasibility sketches

Fig. 102 - Refinements improving link to High Street

Initial feasibility proposals for the wider Slough Central masterplan (including both Queensmere and Observatory Shopping Centre sites) looked at providing a commercial led mixed use scheme with a dense, fragmented layout that maximised permeability and height on the site. A series of small courtyard spaces were proposed to be provided throughout the scheme as a means for drawing people through the site and enhancing the existing public realm of the Town Centre. These proposals explored the possibility of re-instating the historic Mackenzie Street route, providing a sensitively configured (curved) backdrop to the Church of Our Lady Immaculate and St Ethelberts and providing an north east – south west service connection through the site.

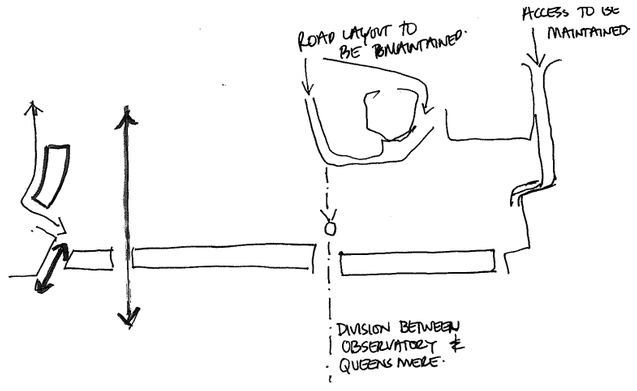


After initial engagement with Slough Borough Council, a more direct connection between Slough Station and the High Street was introduced and a larger town square was proposed on this main thoroughfare. Heights were similarly configured to rise towards the centre/north of the site and taper to western, southern and eastern perimeters. A series of blocks were proposed to run parallel with the existing high street as a means of reinstating and reinforcing the historic grain of the important town amenity. These south facing buildings were proposed as consisting of a proportion of residential use at upper levels, whereas other buildings along the northern and western edges of the site. were proposed as being commercial led.

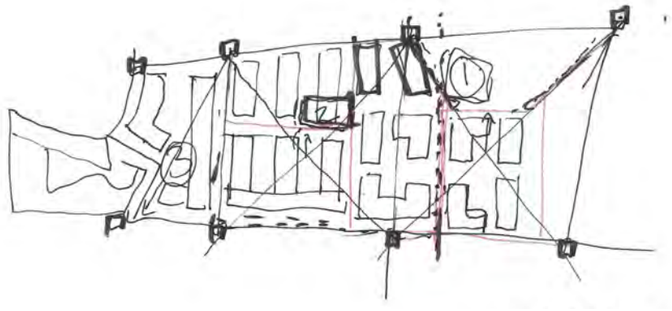
Fig. 103 - More defined division at QM OPA boundary

Fig. 104 - Adjusted residential led brief

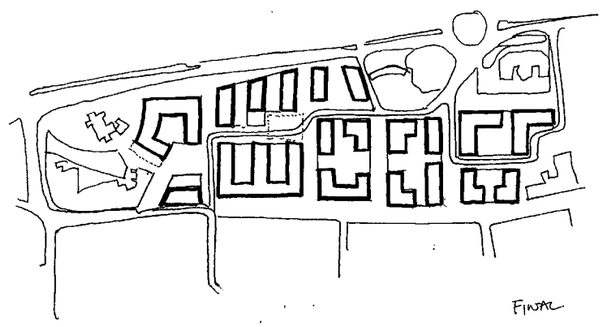
Fig. 105 - Queensmere OPA scheme



A more defined break was later introduced to the scheme at the division between the Queensmere and Observatory shopping centres. This was introduced to improve current and safeguard future north/ south connections via Queensmere Road to the existing Tesco superstore and potential future developments on and around that site. This adjustment also enabled more rational demolition and construction phasing.



The brief for the scheme was adjusted to a residential led scheme – to provide much needed new homes at the heart of the town. The layout was reconfigured to provide a series of different standalone and cluster building typologies that would provide more opportunity for massing modulation and improvement of daylight and internal sunlight performance at the centre of the masterplan. The layout adjustments also considered natural desire lines and how key areas of public realm should be positioned relative to those routes and connections. The meandering routes through courtyard spaces were omitted from the scheme as these could be perceived as drawing attention and much needed footfall away from the existing High Street.



The application area for the scheme was subsequently reduced to consist of a Queensmere outline planning application (QM OPA). Further refinements to the layout and massing of the Illustrative Scheme were made to improve the daylight & sunlight performance and minimise single aspect north facing units. The scheme was also fine tuned to provide more subtle response to the geometry of the surrounding context and provide a greater variety and clearer hierarchy of public realm spaces.

4.2 Initial concept & design development

4.2.4 Underlying principles of the QM OPA

Having established the final brief for the development, the design team set about determining the underlying principles for the scheme. The following diagrams explain those key principles and the next sections go on to explain in greater detail how these principles have been integrated and refined within the layout of the proposed QM OPA development.

Main connections

At the outset of the design process, the existing streetscape was examined to understand how the future routes through the site would be best connected to the existing urban grain and key civic features such as the train station.

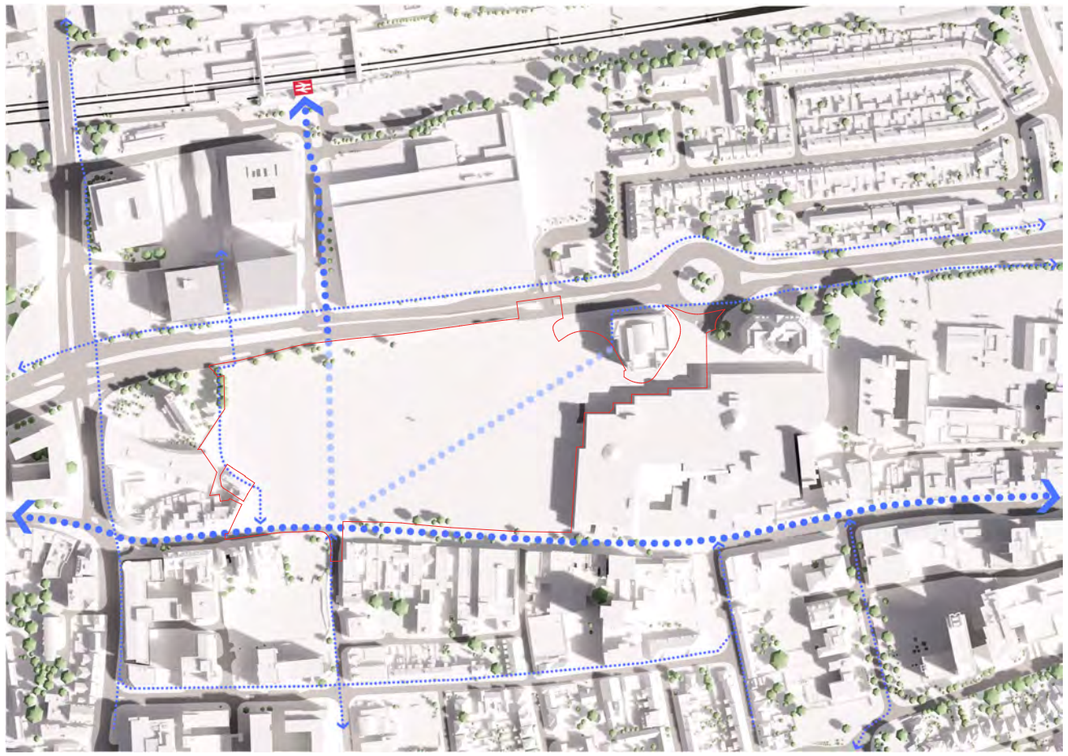


Fig. 106 - Main connections diagram

Surrounding & proposed characters

Surrounding characters were also established to inform potential distribution of Character Areas within the site. Having examined the context, proposed Character Areas were overlaid on to the site with the aim of stitching into the existing characters.

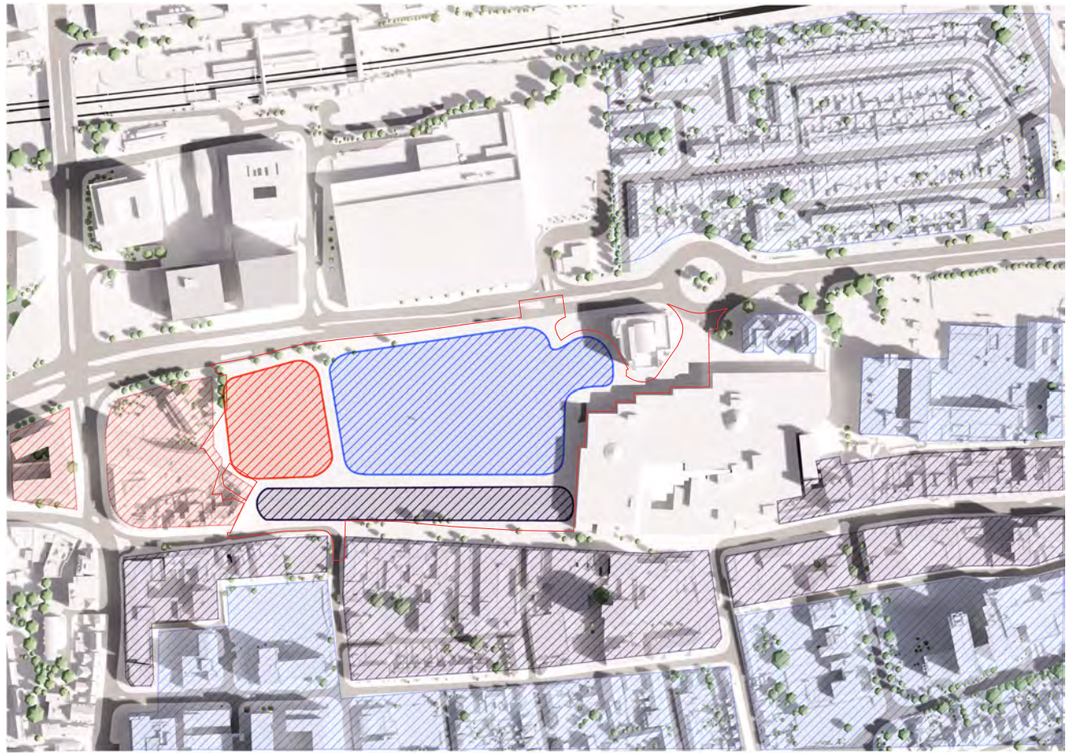


Fig. 107 - Character Areas diagram

Main servicing spine

To facilitate servicing access to buildings within the masterplan, it is essential that vehicle access is provided to those buildings for the purpose of delivery, maintenance and emergency access. It is on this basis that a 'service route' is proposed in an east west direction through the site. The diagram below indicates a direct diagonal route through the site. Later proposals incoporate a meanders route that avoids creating a competing or replicated version of the existing High Street. It is envisaged that while this route is primary in terms of providing utilitarian access, it is not a main destination for shopping and dining.

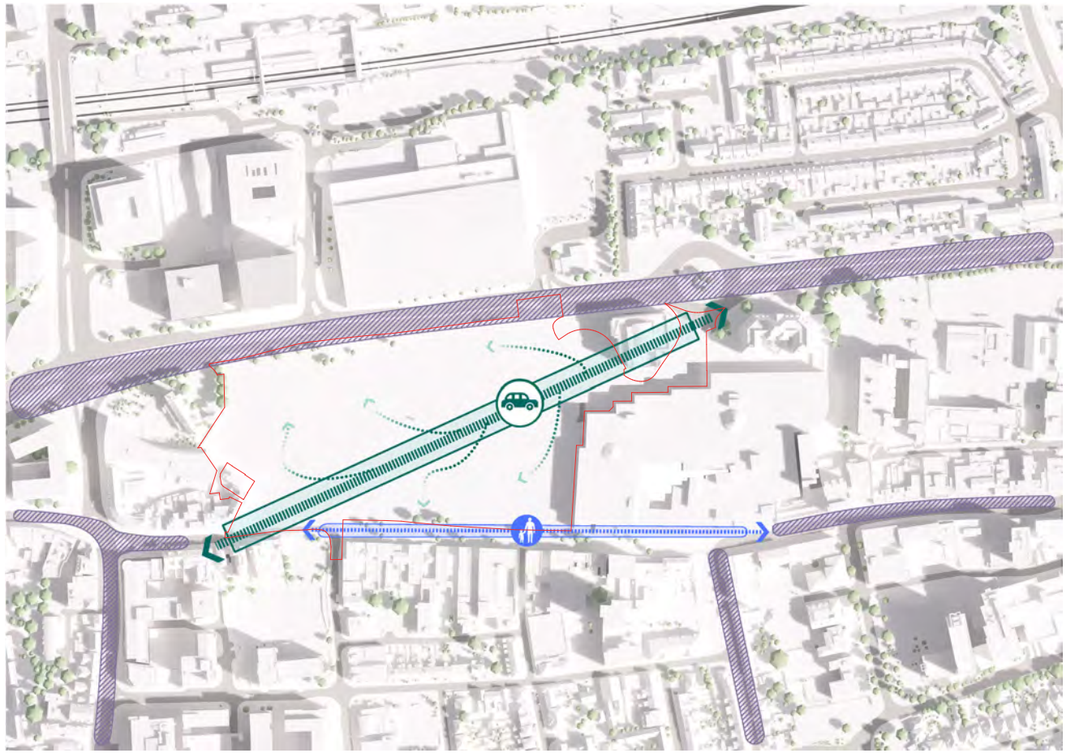


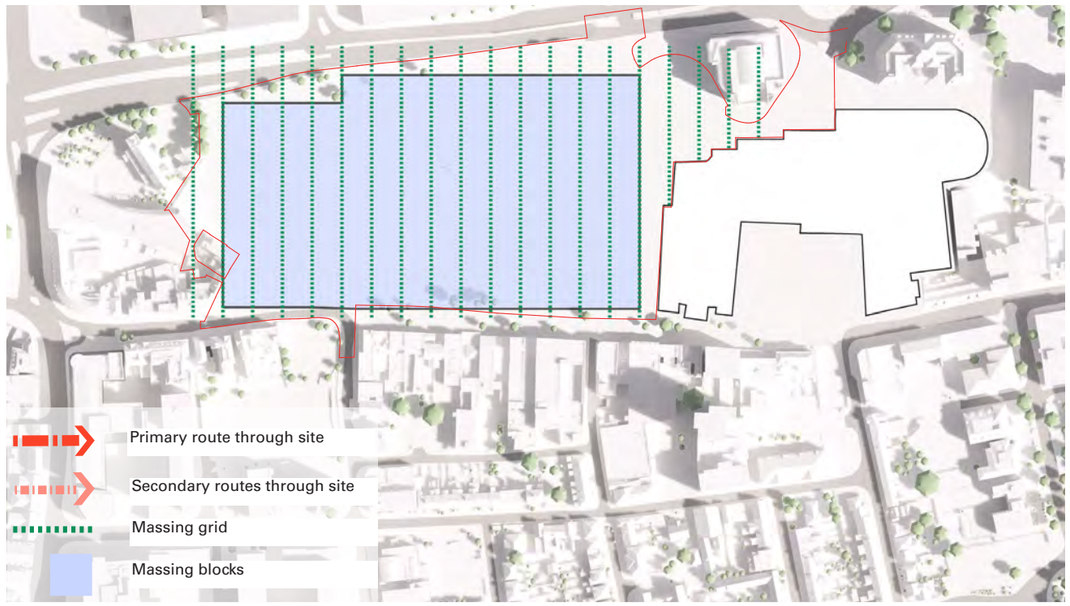
Fig. 108 - Servicing spine diagram

4.3 Urban form & building layout

4.3.1 Footprint layouts

As well as being designed to facilitate key routes & connections, the QM OPA has carefully considered the scale and location of areas of public realm 'nodes'. Optimal footprints have been established to ensure efficiency and mitigate against overlooking, daylight & sunlight issues through careful refinement of building separation distances, orientations and relationship to context. The following diagrams provide an overview of the evolution of the footprint layouts of the Illustrative Scheme.

1.1 - Early proposals were established on the basis of an underlying grid that sought to maximise efficiency of block widths and building separation distances (see section 4.3.2). The diagram below identifies the site as a single parcel prior to introduction of any routes and connections and refinement to the edge conditions.



1.2 - The underlying principles as identified in section 4.2.3 were then applied to the grid layout - key routes (Station/ High Street connection and servicing spine) were overlaid to fragment the single parcel into smaller parcels.

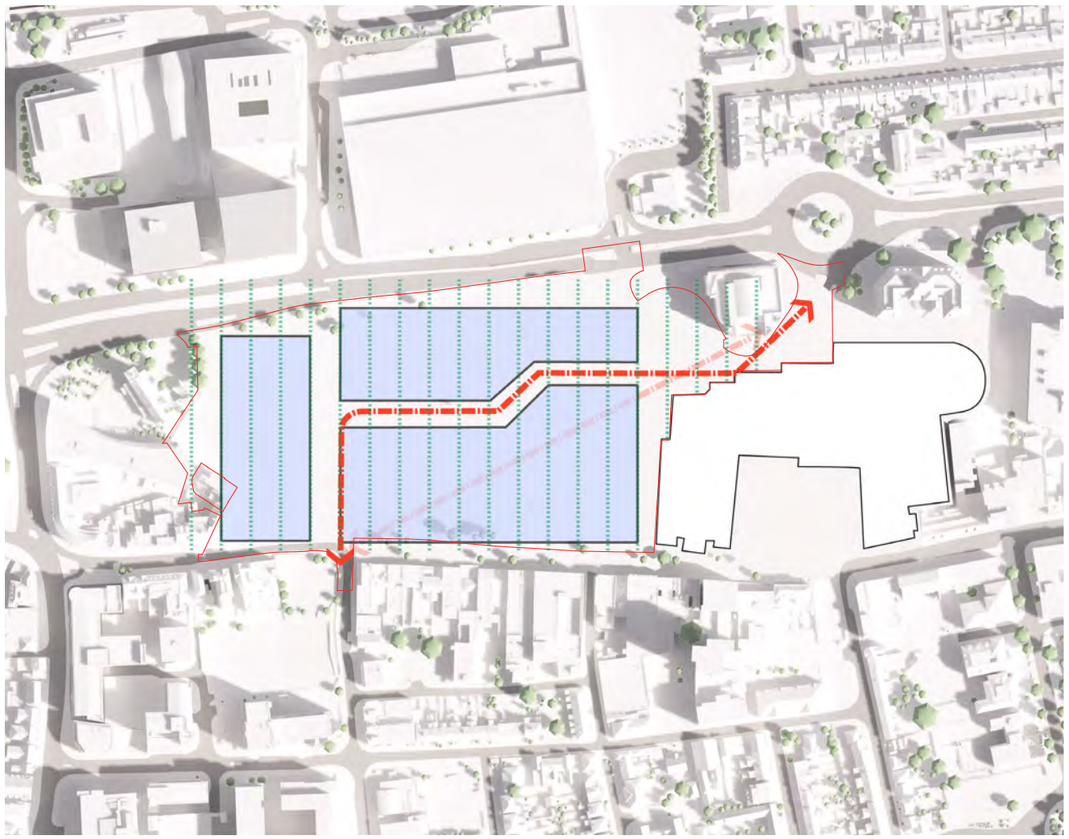
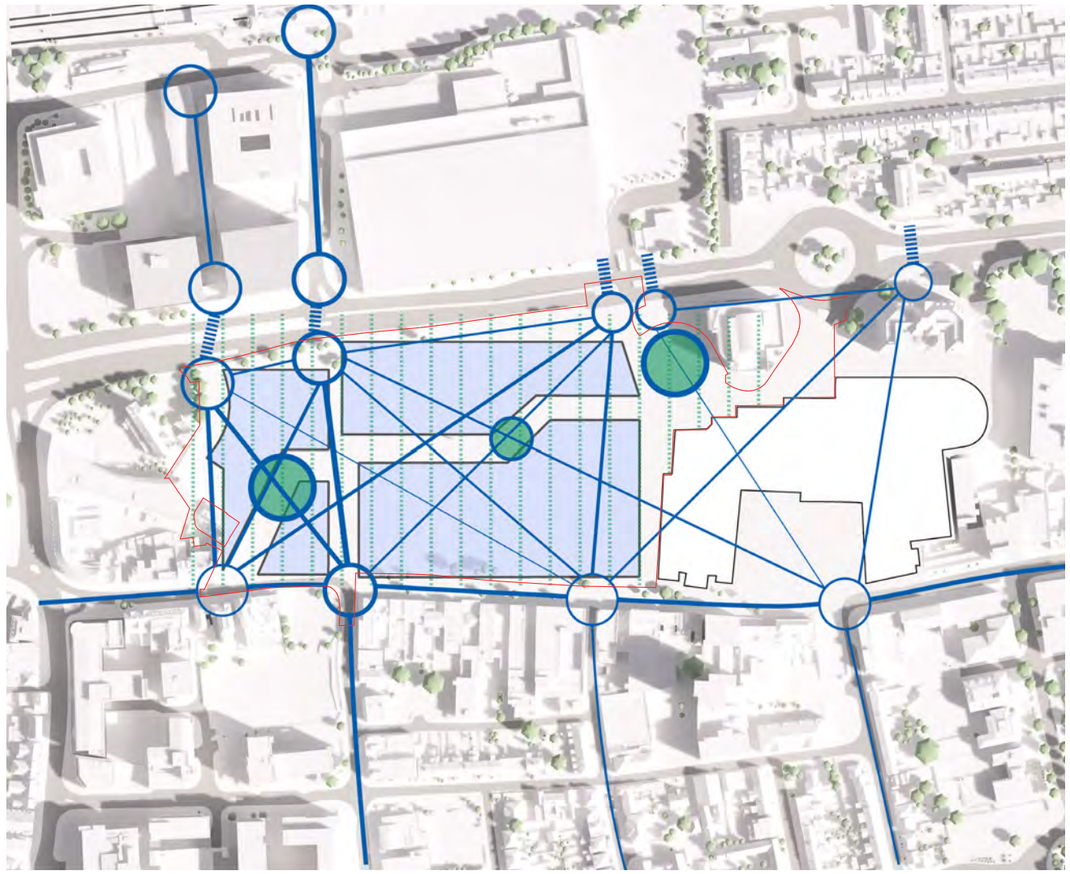
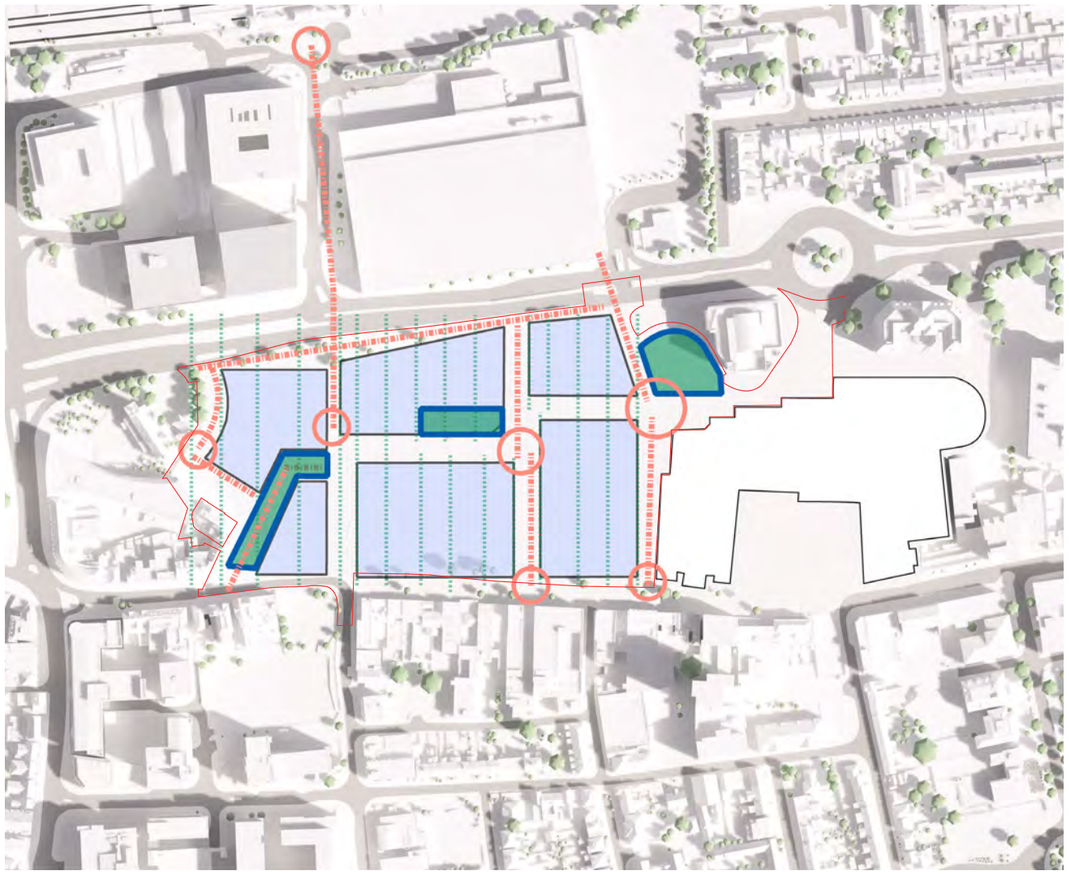


Fig. 109 - Refinements to footprints to optimise plot sizes, establish appropriate building separation distances, variety of public realm and optimise environmental performance (inc. images overleaf)

1.3 - Natural desire lines were examined to understand where further routes and public spaces would naturally sit within the site. These desire lines consider existing surrounding routes as well as potential future development sites (such as the Tesco site). Public realm spaces or ‘nodes’ were identified at the intersection of these routes.



1.4 - Having examined the natural diagonal desire lines and corresponding intersection nodes, the parcels were further fragmented to open up more subtle routes and connections, provide areas of public realm and create more economically viable smaller development parcels. The diagonal routes were rationalised and formed by orthagonal shaped building footprints as opposed to triangular shapes that would be economically challenging to build.



4.3 Urban form & building layout

4.3.1 Footprint layouts

1.5 - Refinements to the edges of the site in response to the adjacent context creates variety in the streetscape. Further rationalisation of the building footrpints to create predominately orthagonal footprints with blocks omn those footprints spearated a 18m grid ebtween each block. ????

2.1 - The desire lines and position of public realm spaces were re-considered along with the geometry of the site perimeters in response to commentary from Slough Borough Council and the Design South East Design Review Panel (see section 4.6).

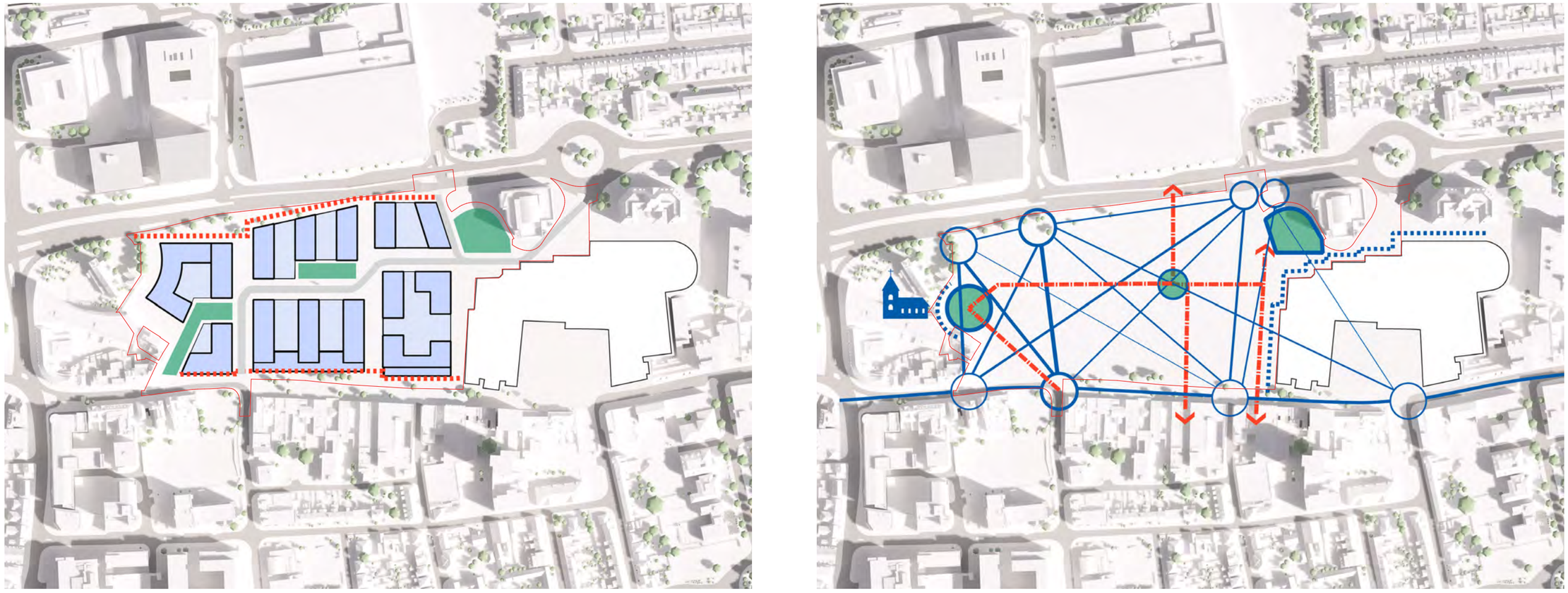
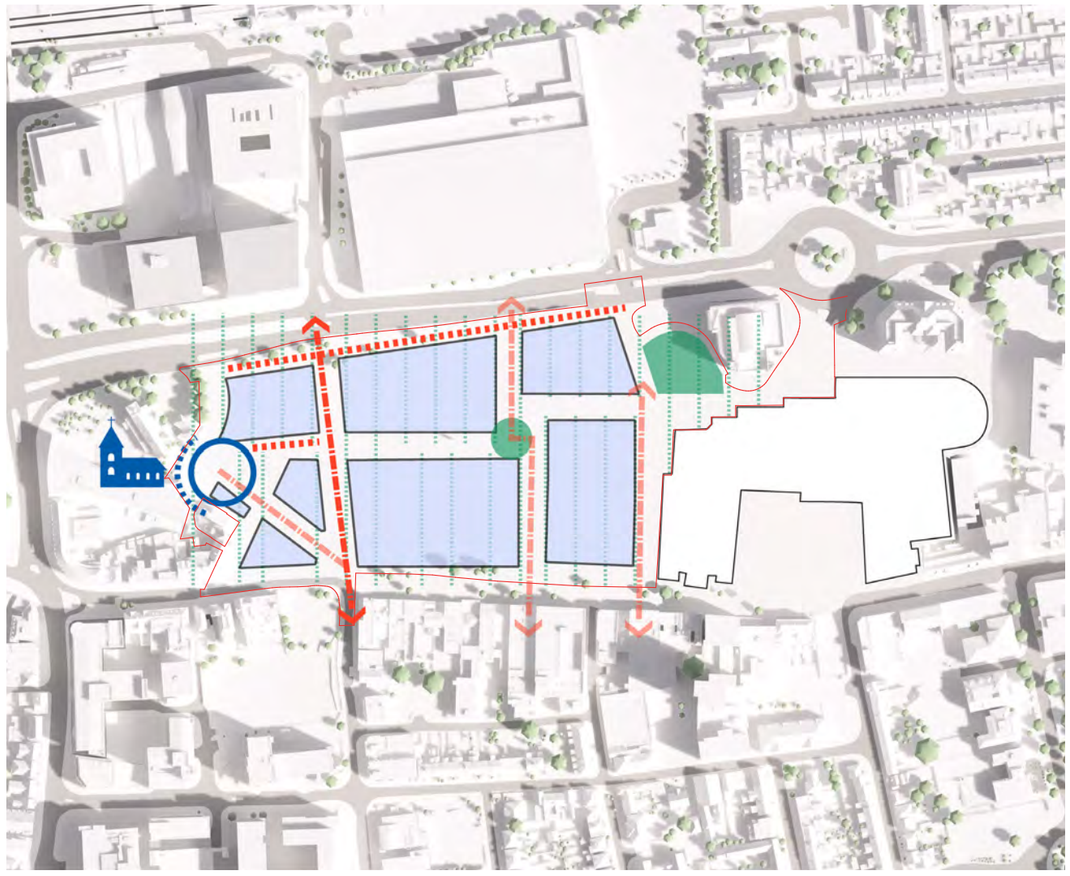
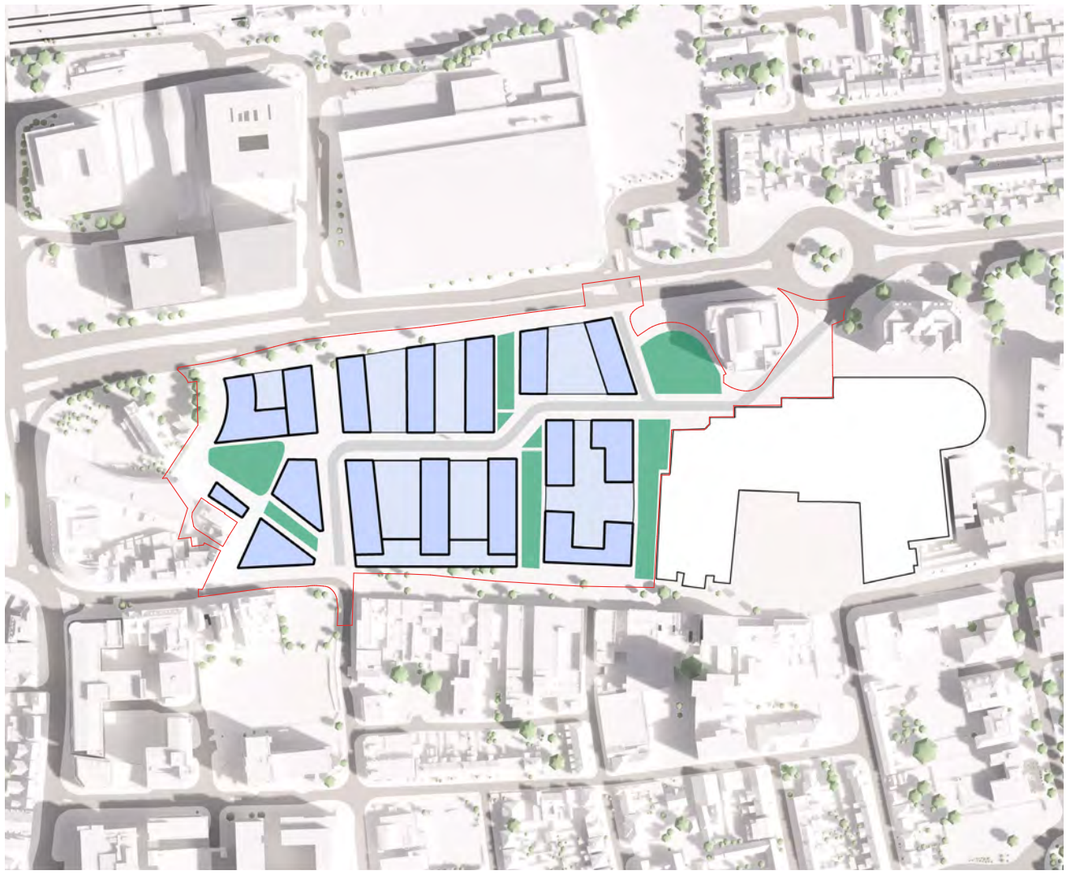


Fig. 110 - Refinements to footprints to optimise plot sizes, establish appropriate building separation distances, variety of public realm and optimise environmental performance (inc. images overleaf)

2.2 - The overall effect of these adjustments was a loosening of the geometry, more variation in the shape and scale of public realm spaces and more variety in street widths and characters.



2.3 - In response to the adjustments to the parcel footprints, upper level layouts were configured to optimise daylight & sunlight performance, mitigate against overlooking, provide shared podium level amenity space and minimise overshadowing of the public realm.



4.3 Urban form & building layout

4.3.2 Residential block depth & indicative layouts

Residential buildings layouts within the Illustrative Scheme have been designed to work with optimal residential layouts that would meet and/or exceed the Technical Housing Standards (Nationally Described Space Standards) which are a national obligatory planning requirement that must be met.

Standard layouts were considered and established at an optimal apartment depth of 18m that allows for a double loaded corridor configuration and flexibility for future co-ordination of services and structure.

Indicative layouts have been provided opposite and overleaf to demonstrate how a range of apartment types (including 1B1P, 1B2P, 2B3P, 2B4P, 3B5P and 3B6P units) would work within this block depth.

Each of these layouts fits within the standard block depth as provided within the Illustrative Scheme and maximum parameters and therefore maintains future flexibility for adjustments to residential mix in response to demand and need.

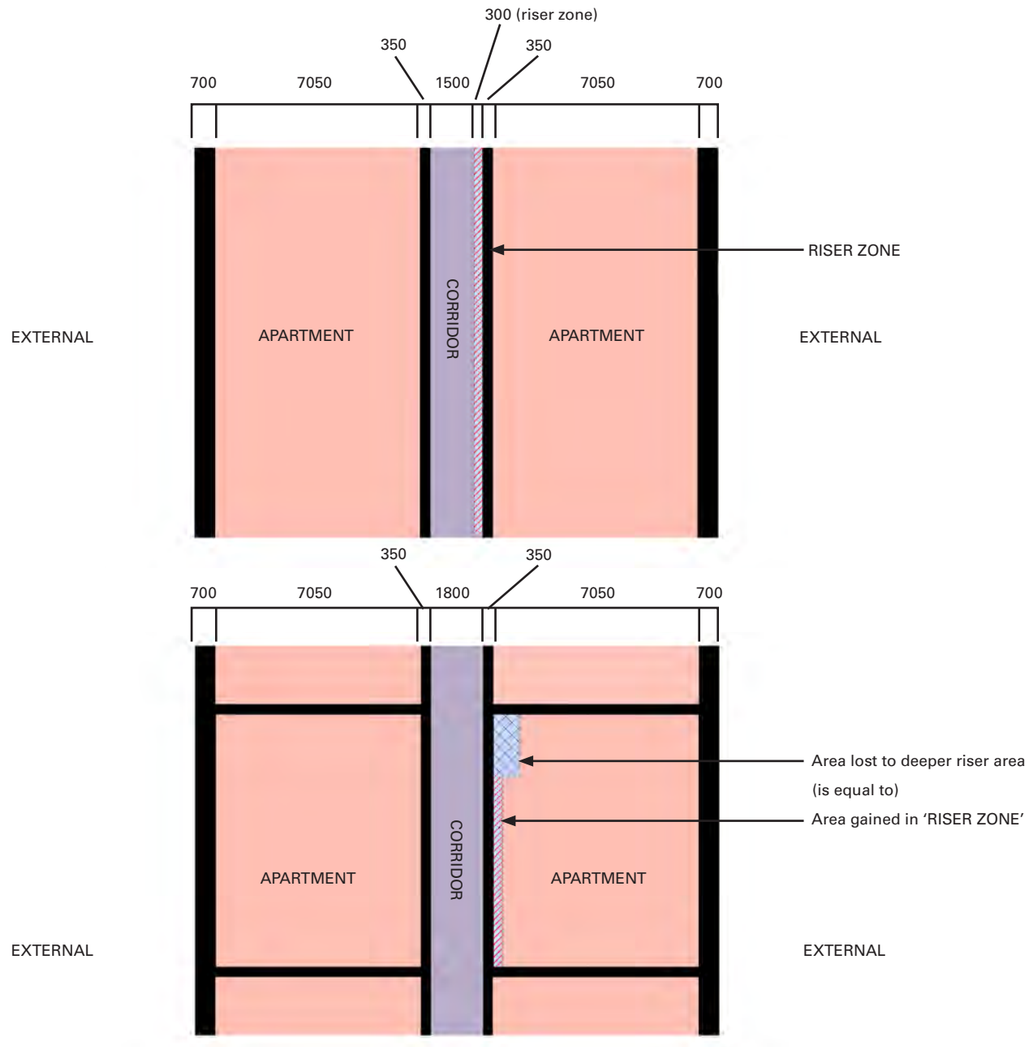
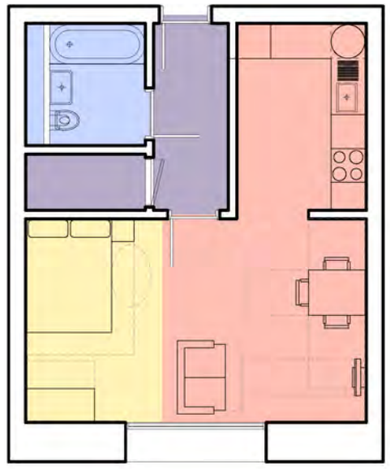


Fig. 111 - Diagrams explaining block depths included in illustrative scheme



Studio Layout

1B2P Layout

1B2P Layout

2B3P Layout

2B4P Layout

2B4P Layout

3B6P Layout

Fig. 112 - Indicative Illustrative Scheme apartment layouts

4.4 Links, connections and public space

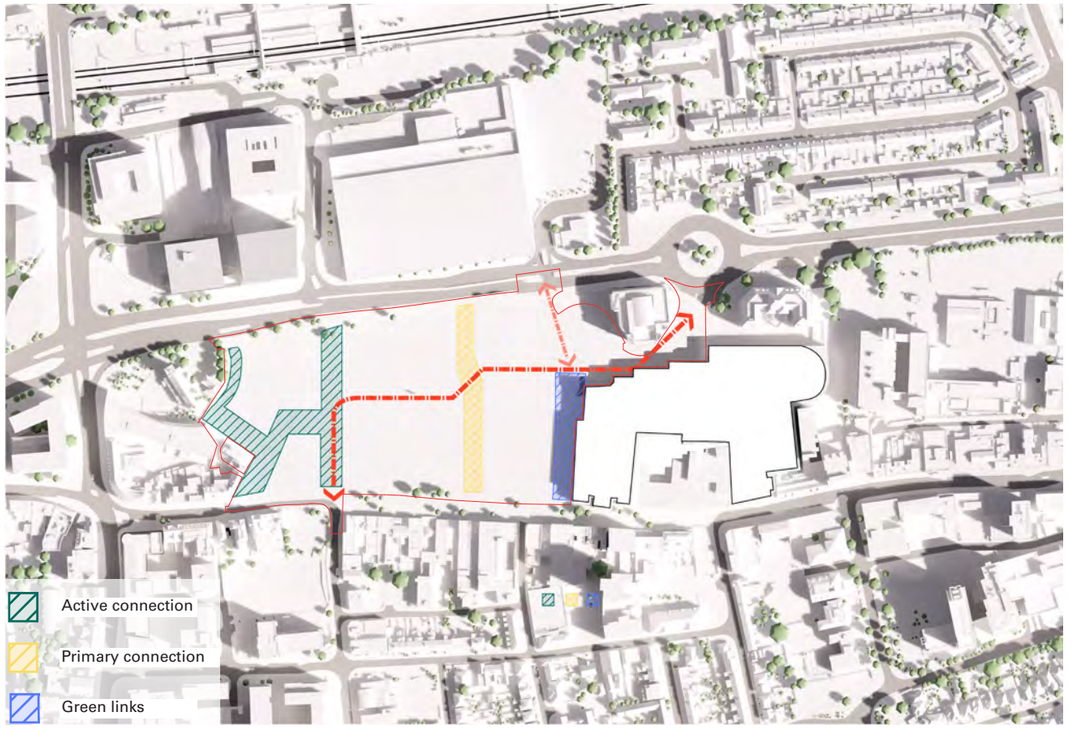
4.4.1 Links and connections within the illustrative scheme

Hierarchy of route types

Links and connections have been significant drivers in the establishment of the footprint layouts and the design team have sought to create a clear hierarchy of pedestrian, cyclist and vehicle routes that mprove permeability through the site. but avoid conflict, prioritise pedestrian movement and minimise vehicular movement.

Pedestrian routes within the illustrative scheme

Proposed pedestrian routes have aimed at stitching together natural desire lines from all directions in the surrounding streetscapes. Improvement of north/south connections has been particularly important since the existing shopping centre prohibits a direct route connecting the Station to the High Street. It is proposed that this new connection will be a 'primary route' that complements and enhances the existing primary High Street thoroughfare. Other secondary pedestrian routes will be provided in addition to to ensure new residents and the wider community can gain safe and direct access to and from the High Street.



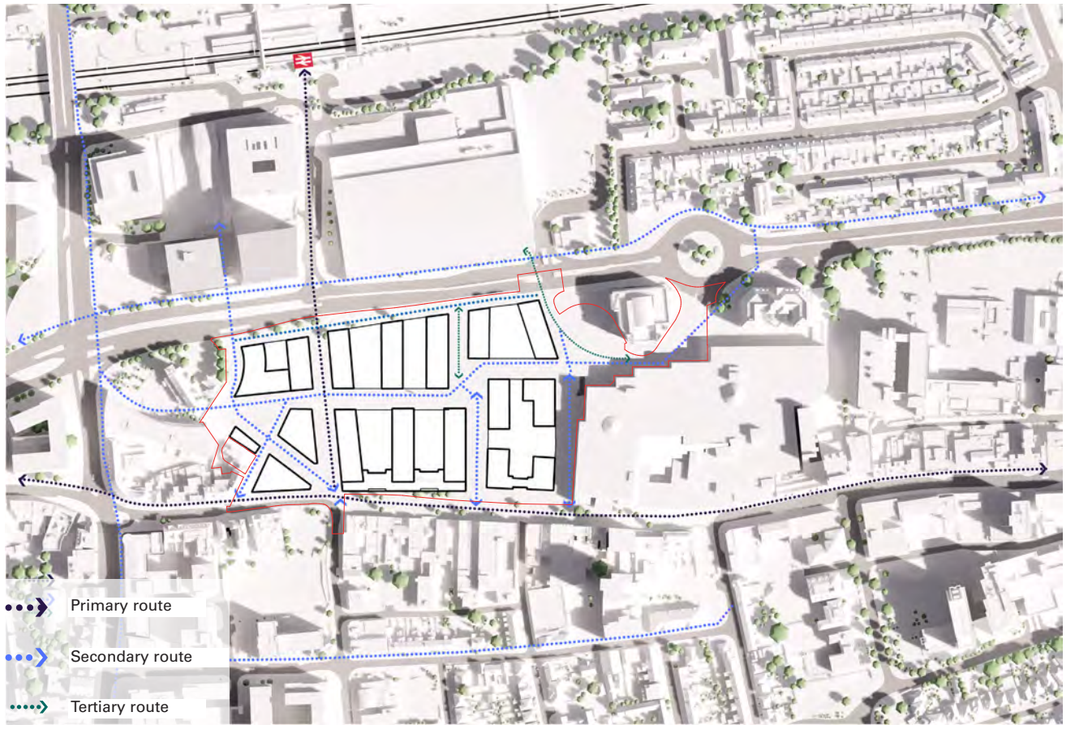
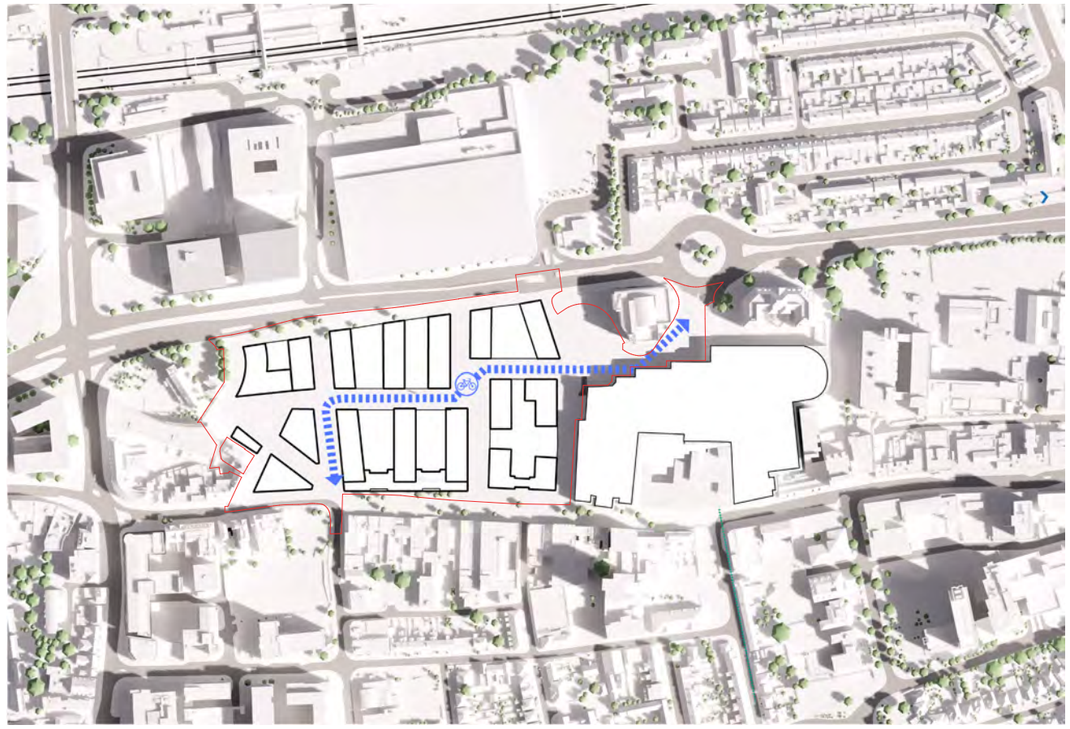


Fig. 113 - Sequence of diagrams identifying key pedestrian, cyclist & vehicle routes (continued overleaf

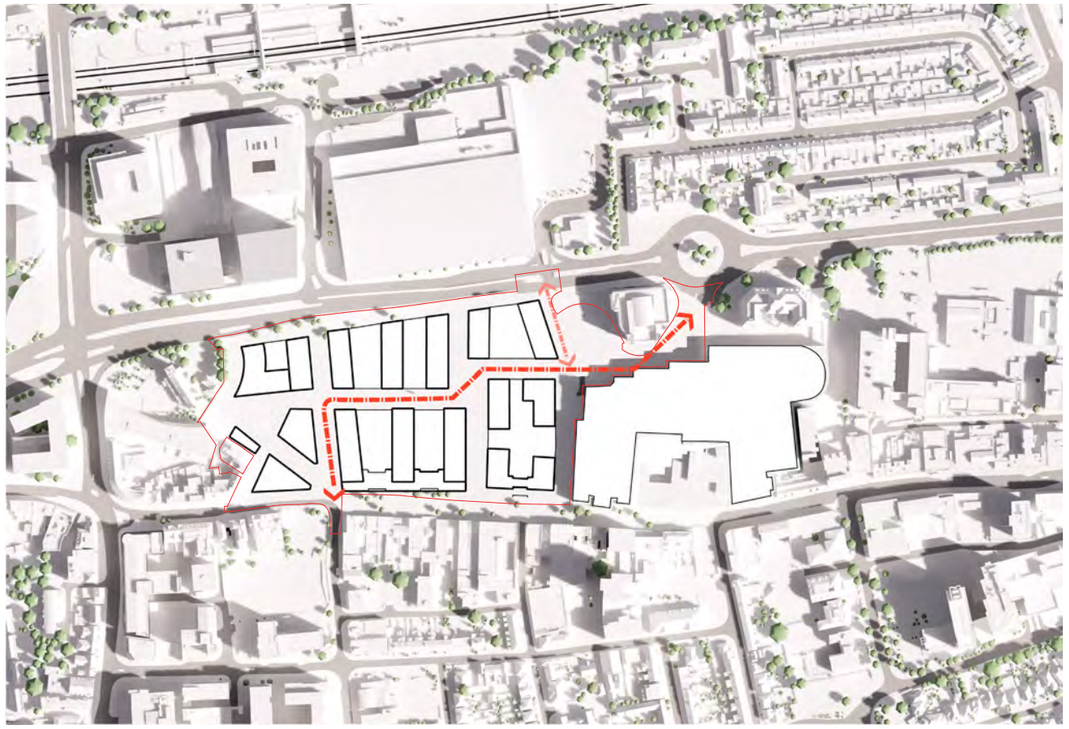
Cycling routes within the illustrative scheme

It is proposed that cycle routes will stitch into the existing wider network of cycle accessible routes, but within the development it will be limited to shared vehicular and cycle routes only. This strategy will ensure that there is not a conflict between cyclists and pedestrians within the tight network of pedestrianised ‘High Street Neighbourhood Quarter’ streets.



Vehicle routes within th illustrative scheme

Vehicular routes will utilize and link into the Wellington Street roundabout and Queensmere Road and will introduce a new connection to the existing High Street. The servicing spine route will run along the centre of the site in an east to west direction. Type of vehicle access and direction of travel will be controlled in order to avoid the site being used as a rat run and to minimise traffic impact on key new pedestrian routes as well as surrounding pedestrianised areas. The Indicative Delivery & Servicing Strategy that accompanies this QM OPA will provide more detail on these vehicle routes.



4.4 Links, connections and public space

4.4.2 Refining routes, connections and public realm spaces

Through the design process, the Illustrative Scheme layout has been refined to optimise the route connecting the station and the High Street and provide a successful Town Square that is rooted in the existing Town Centre context, has an attractive and sunlit spatial experience and serves as a connecting node to other parts of the Town Centre.

Earlier proposals incoporated a town square nestled between proposed new buildings and positioned on the side of a due north/ south route connecting Station to High Street.

Adjustments provided a more spacious town square adjacent to existing public facilities (Church of Our Lady Immaculate and St Ethelberts and Curve building) and with less significant overshadowing.

Fig. 114 - Refinements to footprints to provide more direct connection between Slough Station & the High Street

Adjustments to the street layout have opened up glimpses of important existing features of the Slough townscape and as a consequence will enhance orientation and create a strong sense of place. For example, on approach to the site and from the station, a glimpse of the High Street will be revealed to guide visitors towards it. Views of Church of Our Lady Immaculate and St Ethelberts will also be used as a way of orienting visitors from various parts of the QM OPA including from the western end of the High Street and from the service spine.

The town square now sits at the intersection of several key connecting routes and this will ensure that it is a well used and animated public space.

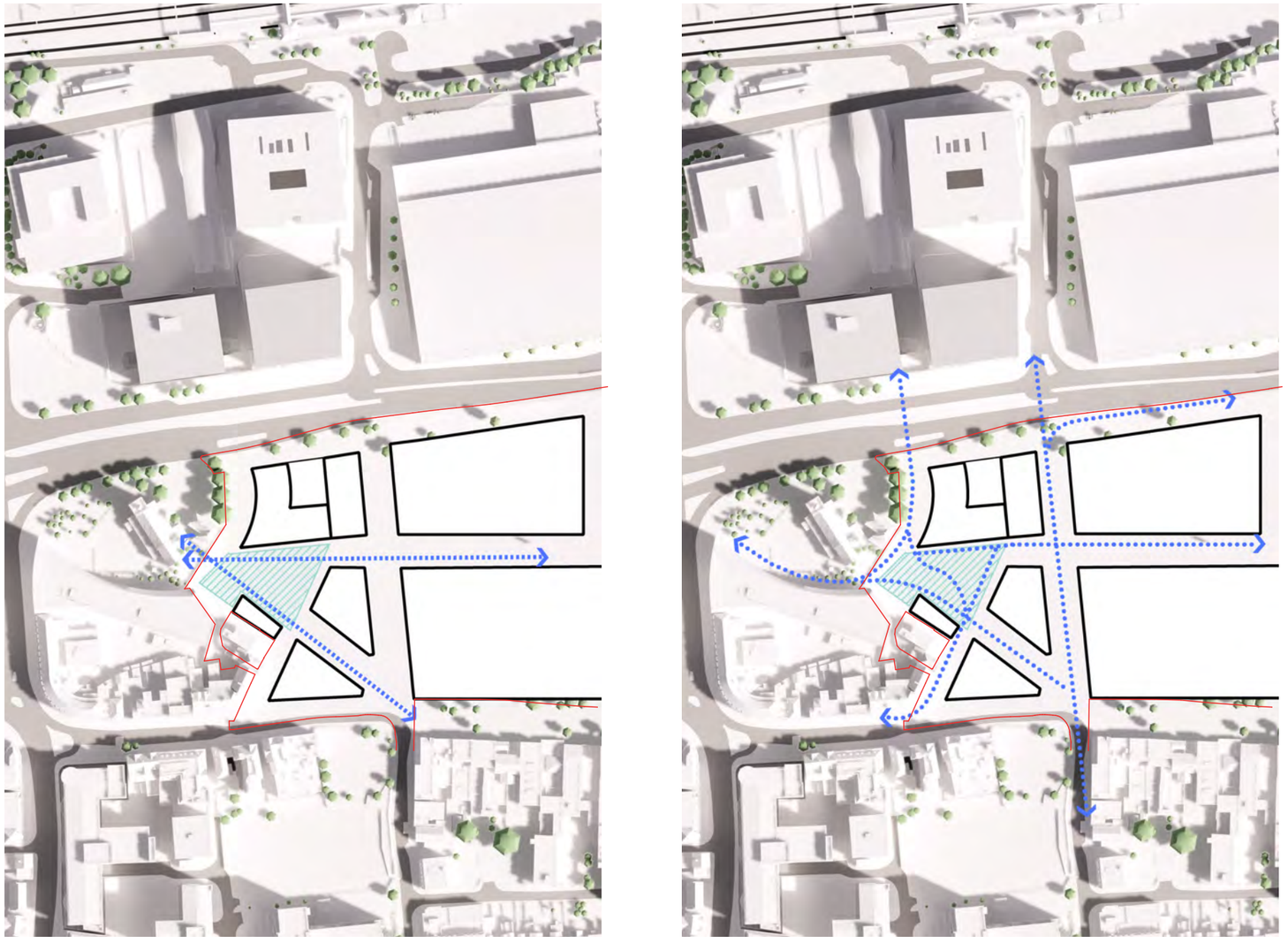


Fig. 115 - Revised footprints improve visual and pedestrian links through the Town Square towards the Church of Our Lady Immaculate and St Ethelberts & Curve

4.4 Links, connections and public space

4.4.3 Public realm routes

The result of the layout refinements is a series of uniquely identifiable public realm routes and spaces that are evenly distributed across the site within each 'Character Area' (see section 4.6.1) as a means of ensuring variation in the public realm and achieving public spaces within each zone of the development as it progresses.

It is proposed that the site will be largely permeable with most spaces between the buildings being part of the public realm and dedicated public realm spaces positioned at the intersection of the routes.

A new 'Town Square' will be strategically positioned adjacent to Church of Our Lady Immaculate and St Ethelberts and the Curve just off the proposed route between the train station and existing High Street at the west of the site. A smaller 'local square' will coincide with the junction of a secondary route and the service spine at the centre of the site and a more generous 'heart space' that sits along the western edge of the Observatory Shopping Centre will lead towards a new Urban Park at the north east corner of the site on the opposite side of the service spine.

These areas will all be distinct from one another and will provide important amenity in the form of soft and hard landscaping, play features and seating.

Fig. 116 - Illustrative axonometric view of QM OPA

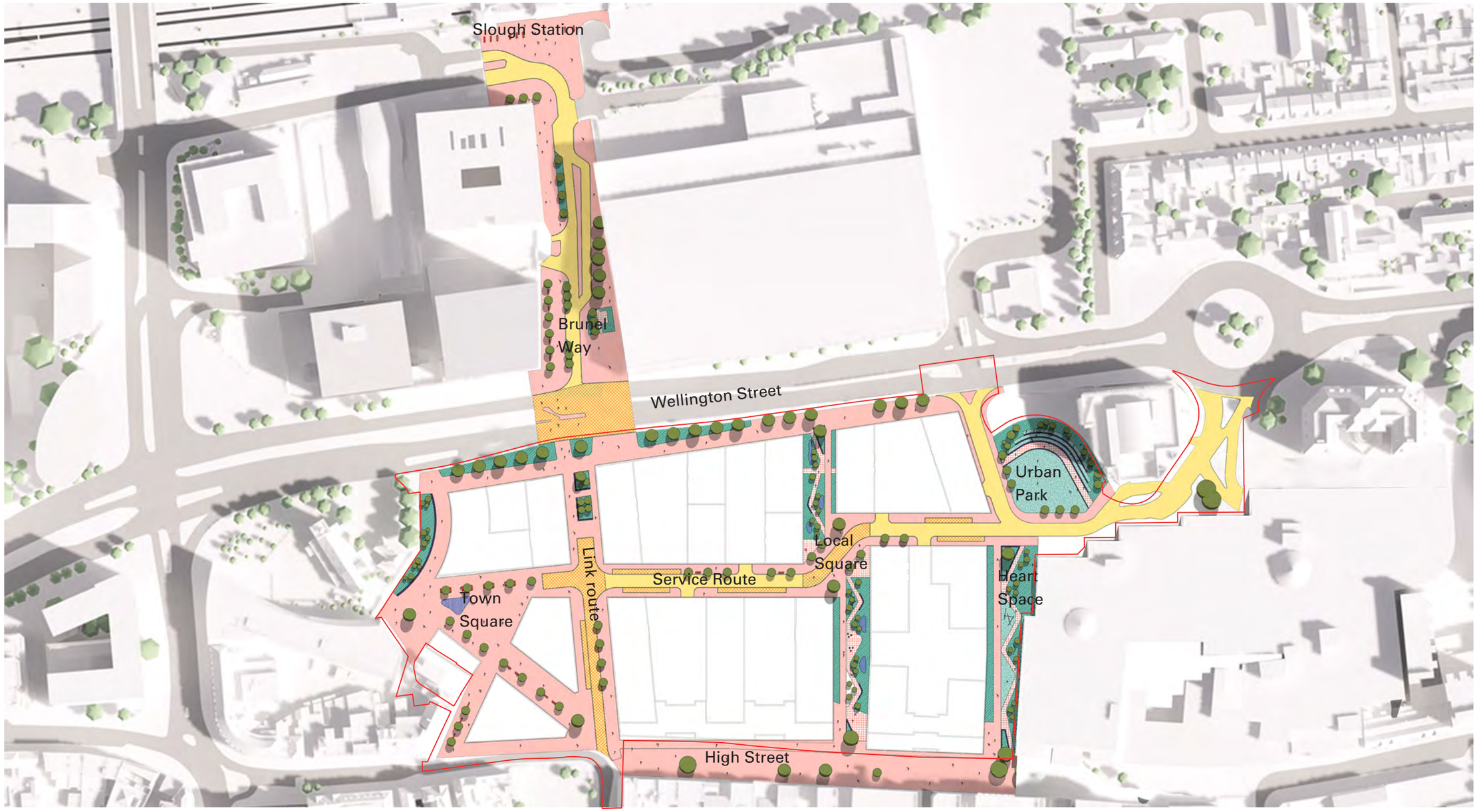


Fig. 117 - Illustrative plan identifying key public realm elements (areas outwith red line application boundary are not part of the QM OPA)

4.4 Links, connections and public space

4.4.4 Key public realm spaces

The key public realm spaces provided within the QM OPA include the following elements:

1. Town square
2. Local square
3. Heart space
4. Urban park

The following pages and diagrams break down the key public realm routes and spaces that relate to one another and describe their characteristics. Later section 6.0 of this DAS will provide more detail regarding landscape and public realm design, but this aims at identifying the key characteristics and vision for these spaces.

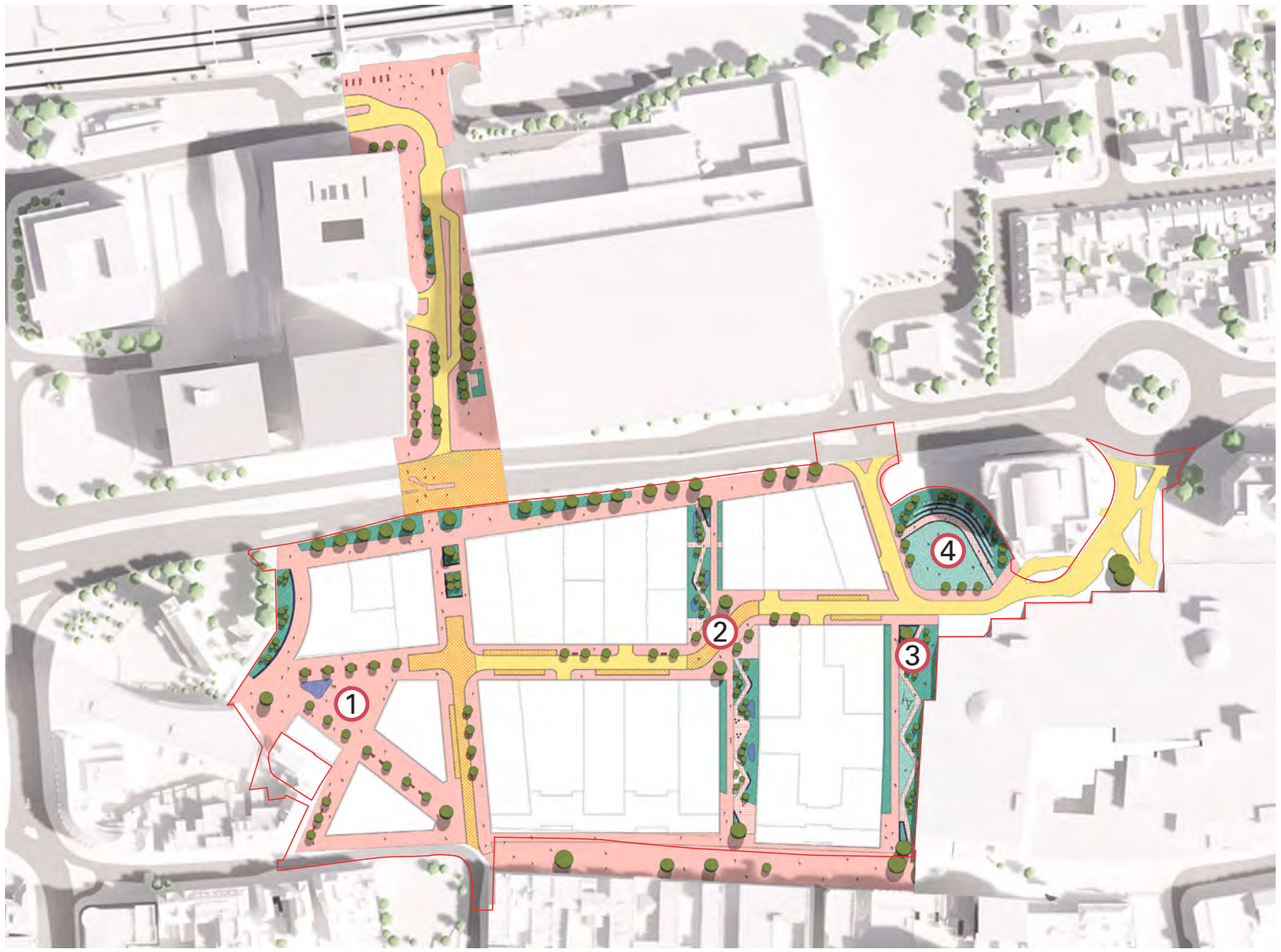


Fig. 118 - Diagram identifying location of key public realm areas

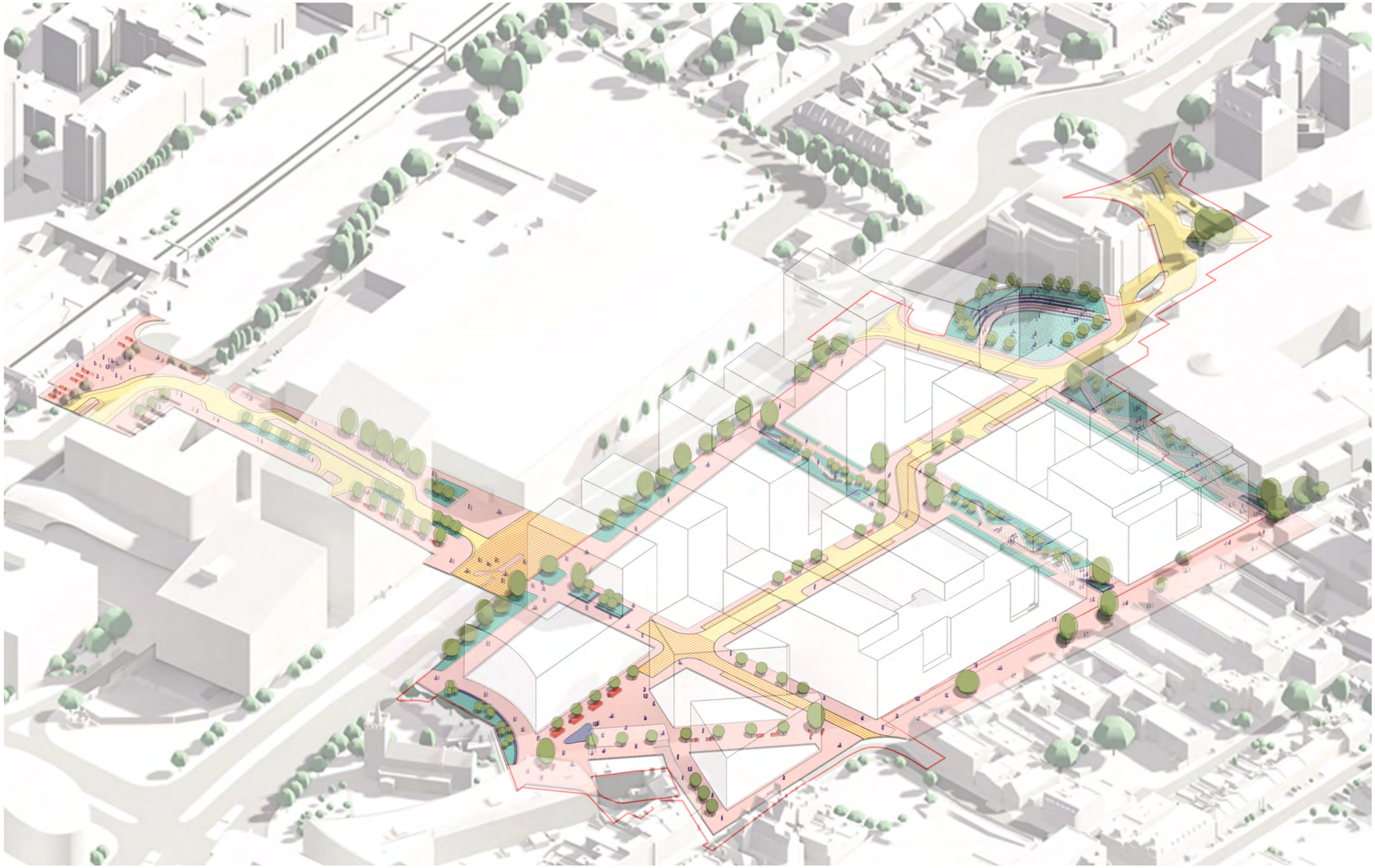


Fig. 119 - Key vision axonometric diagram

4.4 Links, connections and public space

4.4.5 Link route & town square

The Town Square is conceived as a grander public hard landscaped public space that relates to the existing civic buildings – The Curve and Church of Our Lady Immaculate and St Ethelberts. Located close to the link route, the Town Square will serve as a destination space and welcoming gesture to people arriving at the site from the station. Ground floor level food and beverage outlets will spill out on to this space in good weather and provide animation to the space.

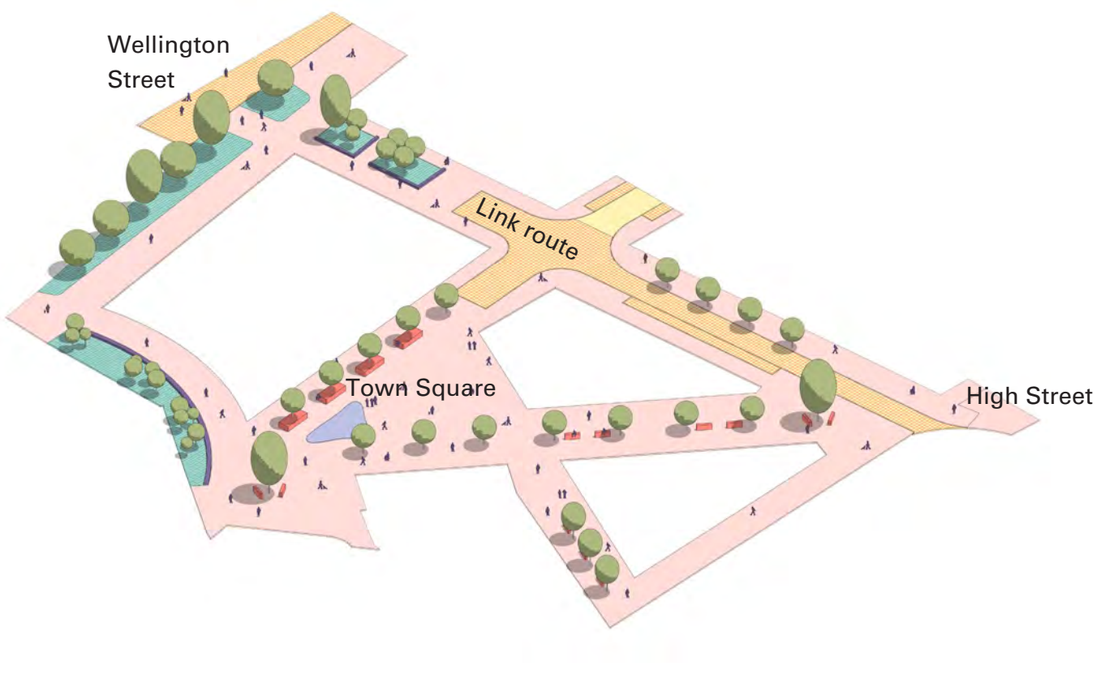


Fig. 120 - Diagram illustrating Town Square and surrounding connecting routes

Fig. 121 - Illustrative perspective looking across Wellington Street towards the new QM OPA link route

Fig. 122 - Illustrative perspective looking south along the link route towards the High Street

Fig. 123 - Illustrative perspective of town square looking towards the link route

4.4 Links, connections and public space

4.4.6 Local square, secondary north/ south route & service spine

The more modest Local Square will be located on the secondary north/south route incoporating amenity and play on the way. The local square will be animated by a small amount of ground floor level Town Centre uses and serve as a stopping off point on the route towards other primary routes and places.

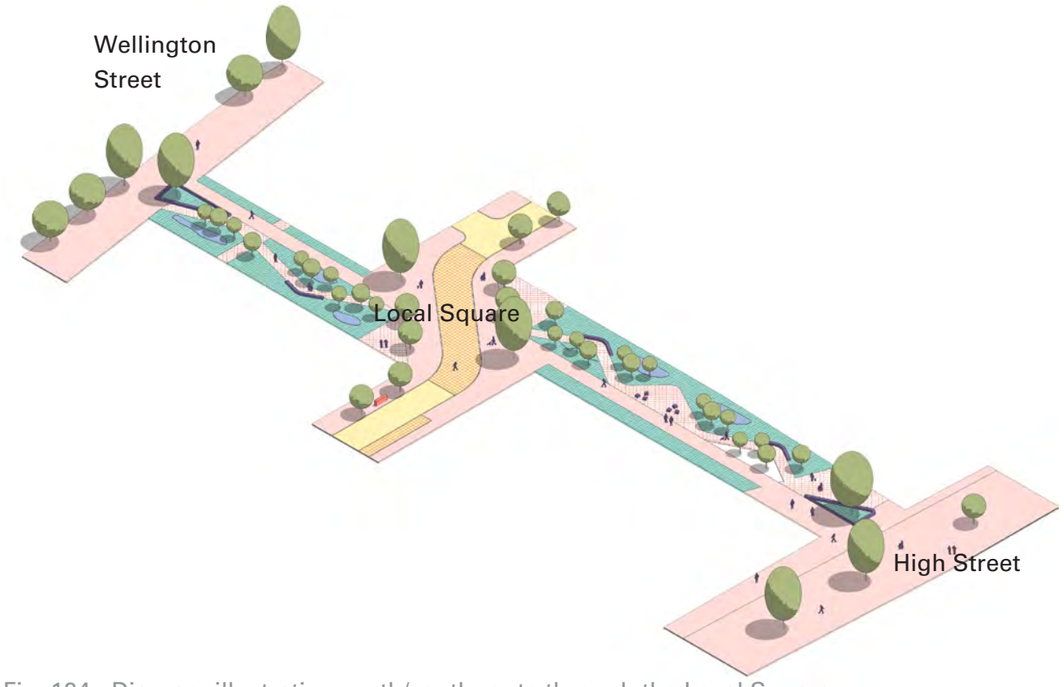


Fig. 124 - Diagram illustrating north/south route through the Local Square

Fig. 125 - Illustrative perspective looking towards the local square from the High Street

Fig. 126 - Illustrative perspective of local square

Fig. 127 - Illustrative perspective looking west along service spine route from local square

4.4 Links, connections and public space

4.4.7 Heart space, urban park & High Street

3. The Heart Space next to the Observatory shopping centre will offer more generous space for pop up markets and other activities and will connect from the High Street across the service spine to the Urban Park space (next to the HTC building), which could utilise existing site levels to form an amphitheatre space that could be used flexibly to host events and contain a sculptural focal point that marks the end of the Heart Space.

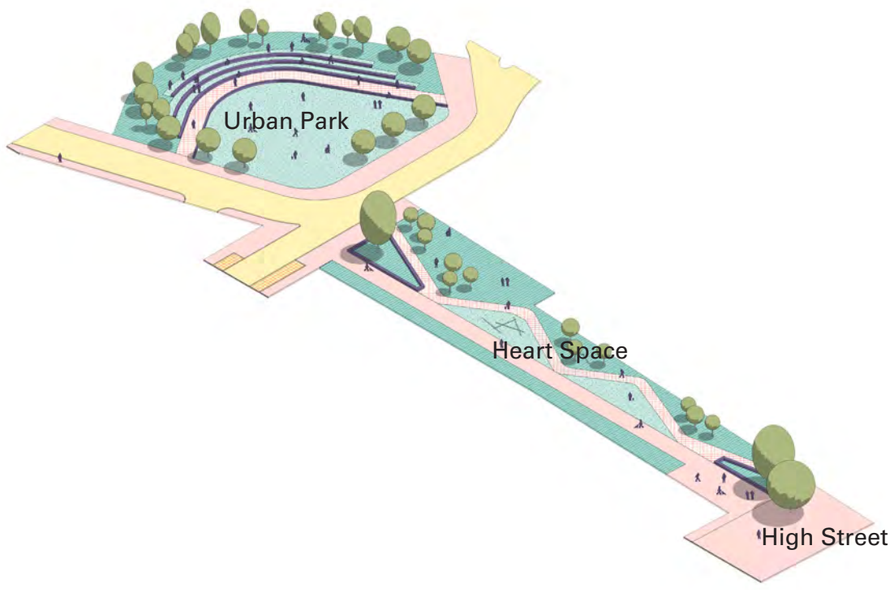


Fig. 128 - Diagram illustrating route through Heart Space to Urban Park

Fig. 129 - Illustrative perspective looking west along the High Street

Fig. 130 - Illustrative perspective looking north along Heart Space towards Urban Park

Fig. 131 - Illustrative perspective of urban park

4.5 Height & massing

4.5.1 Rational for height and massing

The heights of the buildings in the illustrative Scheme range from 3 to 18 storeys.

These heights have been configured to form an arced profile that rises to a high point at the centre of the site and then falls again moving from west to east (or the inverse).

In the north to south direction the heights step down towards the existing High Street to respect the existing lower context and rise towards the generously scaled Wellington Street and the existing CBD buildings such as the Porter Building and Future Works.

This tapering principle was established early in the design process and refined through testing of wider townscape views as well as illustrative views in the immediate surrounding streetscape such as views along the existing High Street.

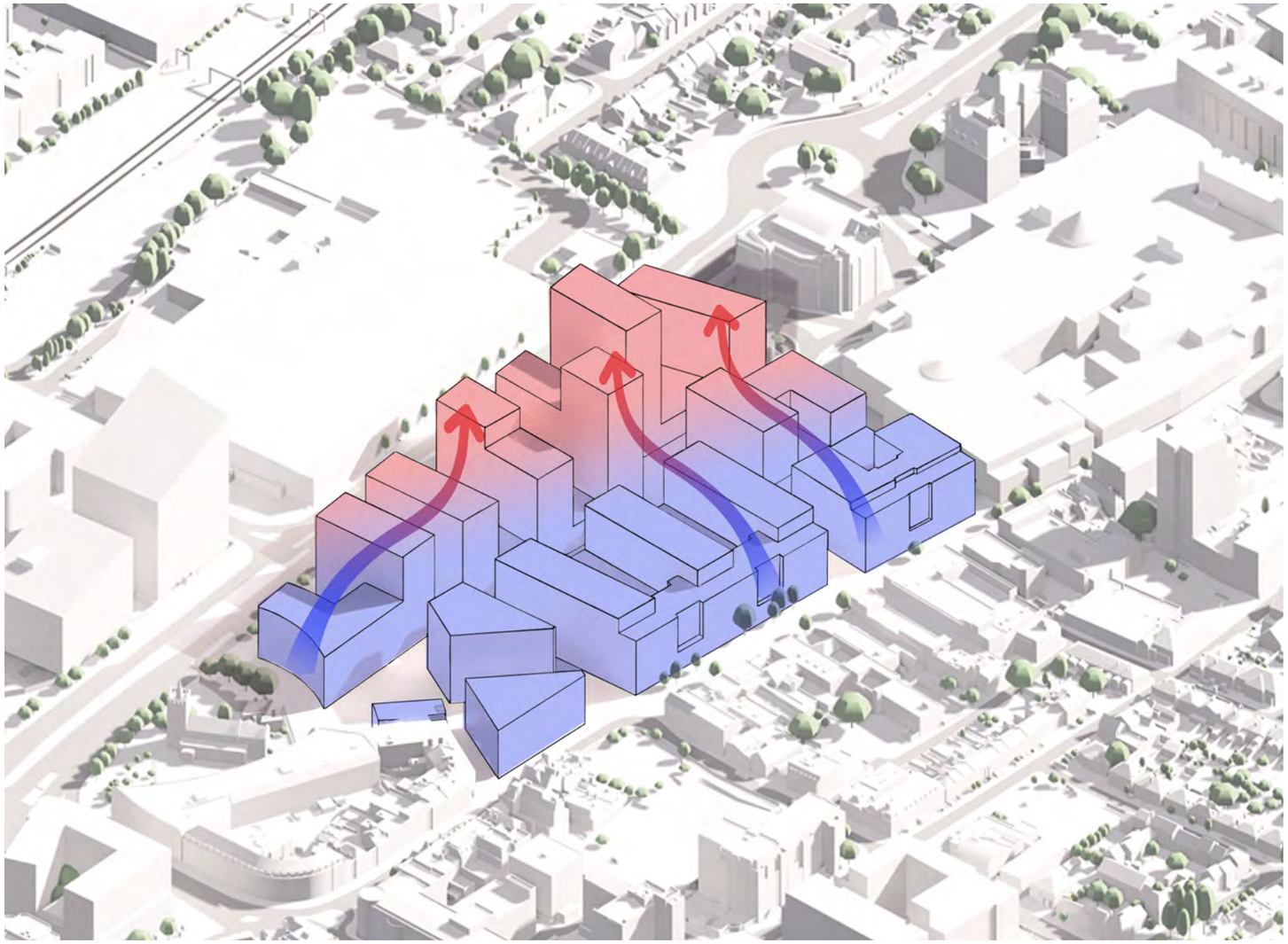


Fig. 132 - Rationale for stepping of illustrative heights

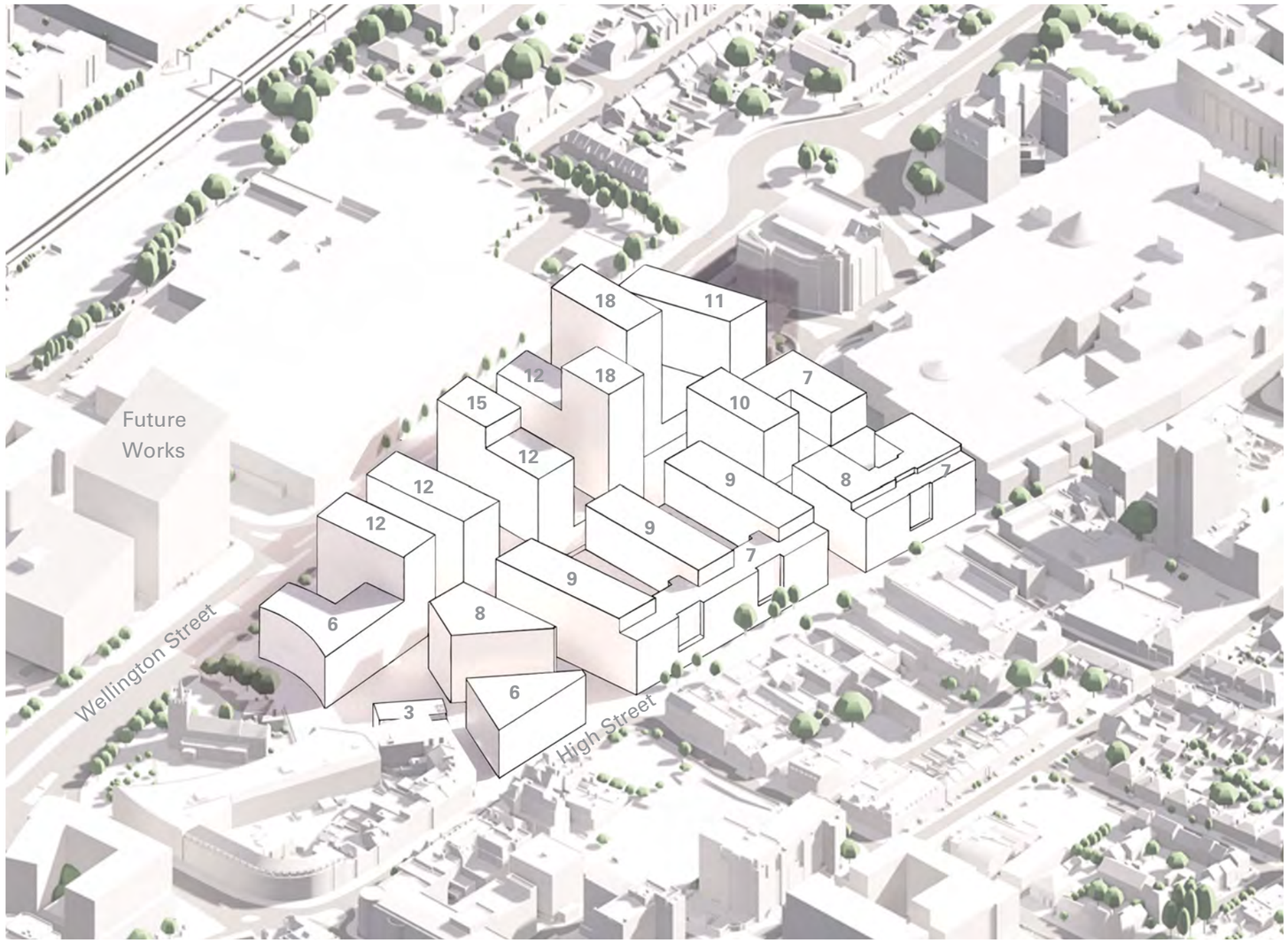


Fig. 133 - Illustrative building heights

Fig. 134 - Testing of maximum parameters massing in long distance views (please refer to TVIA)

Fig. 135 - Illustrative perspective of proposed buildings along High Street

4.6 Response to Statutory Consultation

4.6.1 Response to Slough Borough Council comments

Consultation with Slough Borough Council (SBC)

Section 3.4.1 explained how extensive community & stakeholder consultation informed the project brief. In addition to and in parallel with that influence, the design team liased with the Local Authority planning and highways officers throughout the evolution of the design.

Many of the adjustments as outlined in the previous sections have been informed by detailed commentary from SBC as provided opposite and overleaf.

SBC key comments/ desires

The following main areas of comments/ desires for the QM OPA development were identified by Slough Borough Council during regular PPA design review sessions:

- Need to retain & reinforce the High Street
- Need for strong connection linking High Street to Station
- Provide a new town square on or close to the link route connecting the Station and High Street
- Future 'downgrade' aspirations of Wellington Street, promote alternative methods of transport, inclusion of dedicated cycle lanes
- Pedestrianised High Street, servicing limited to out of hours
- Reinstate historic connections such as Mackenzie Street
- Maintain connection from Bus Station development site
- Consider permeability to surrounding future sites and create a masterplan that is permeable in a north/ south direction as well as east/ west direction
- Provide a sensitive backdrop to the setting of the Church and Curve buildings

Response to Slough Borough Council comments

As a consequence of these comments (and as can be seen from the previous sketch information and following sections) the design team sought to provide the following elements/ implement the following adjustments to the Illustrative Scheme:

- Create a series of new buildings and frontages along the northern edge of the High Street that provide Town Centre uses at ground floor level and drop in terms of height to respond to the lower context
- Create a more direct diagonal connection from Brunel Way crossing to the junction of the High Street and Church Street
- Alter the alignment of the northern edge of the Illustrative Scheme to avoid pinch points and create a generous pedestrian thoroughfare that could be capable of introduction of a future cycle way
- Adopt a servicing strategy that minimises interface between pedestrians and vehicles and minimises traffic flow through the site but ensures servicing access to all parts of the site
- Careful refinements to street layout to respectfully incorporate the former Mackenzie Street route and maximise permeability and connections via a range of different streets and public realm spaces
- Adjust height, footprints and massing of Illustrative Scheme proposals within Development Zones 1 & 2 to provide an attractive and active and generously sized new town square adjacent to the north/south connection to High Street and serving as a sensitive backdrop to the Church and Curve building

1. Perimeters of site need to respond to edge conditions (High St, eastern edge & Wellington St)

2. Introduce spatial richness to counterbalance rationality of layout (shaking the tray)

3. Reconsider purpose/ role of spine road

4. More generous civic/ public space required & incorporate rear of 'Curve' building

5. More direct diagonal connections from Curve and Station to High Street desired

6. Rethink location & function of open spaces to ensure value to community

7. Concerns about overall unit numbers (reduce from 2,500)

8. Interrogate site's relationship within broader context (transport, walking, cycle, amenities etc)

9. Clarify the 'vision' for the new neighbourhoods

10. Reinstatement of historical route from Park Street

1. Build in flexibility to enable future balancing of functions & maintain vitality

2. Create design codes that will safeguard the quality of place

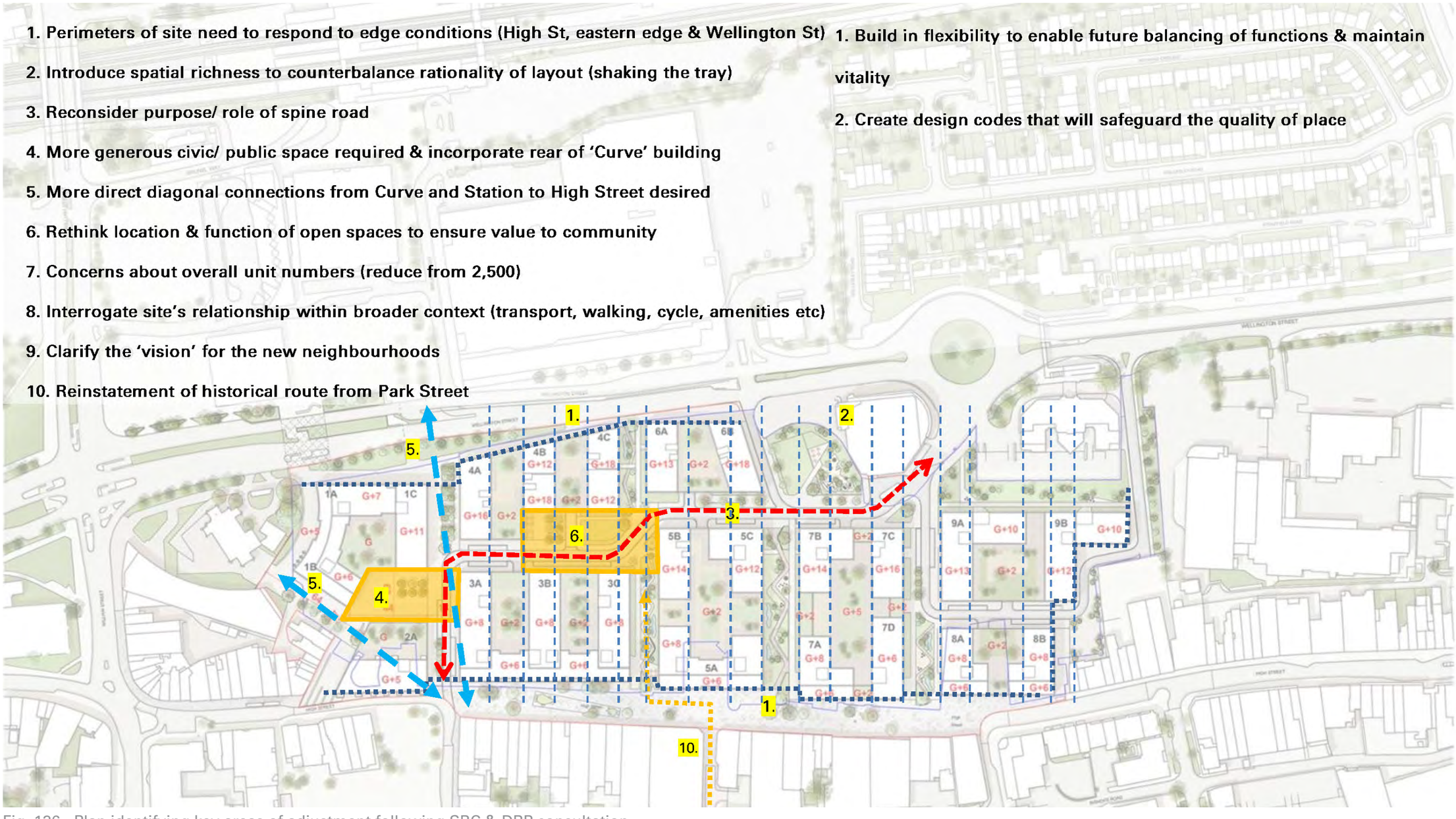


Fig. 136 - Plan identifying key areas of adjustment following SBC & DRP consultation

4.6 Response to Statutory Consultation

4.6.2 Response to DRP comments

Consultation with Design South East Design Review Panel

Workshops were also held with the Design South East Design Review Panel and resulted in the following commentary and responses:

Workshop held on 30th March 2021

DESIGN

- Perimeters of site need to respond to edge conditions (High St, eastern edge & Wellington St)
- Introduce spatial richness to counterbalance rationality of layout (shaking the tray)
- Reconsider purpose/ role of spine road
- More generous civic/ public space required & incorporate rear of 'Curve' building
- More direct diagonal connections from Curve and Station to High Street desired
- Rethink location & function of open spaces to ensure value to community
- Interrogate site's relationship within broader context (transport, walking, cycle, amenities etc)
- Clarify the 'vision' for the new neighbourhoods
- Reinstatement of historical route from Park Street

POLICY

- Build in flexibility to enable future balancing of functions & maintain vitality
- Create design codes that will safeguard the quality of place

Response to DRP comments

As a consequence of the these comments and in tandem with response to Slough Borough Council (some of these were shared comments), the following additional adjustments were made:

- Building lines along site perimeters were re-considered and geometry of building plots adjusted to create more nuanced response to context and variety in scale, geometry and characteristics of the public realm spaces

- Building heights and quantum of residential units were reduced to provide more modest heights that have less impact on the immediate and wider townscape views and better daylight & sunlight performance

- A character study was undertaken to establish a better understanding of what types of uses might occupy both buildings and urban realm spaces – this in turn informed guidance and mandatory elements of the Design Code document

- Location and size of key public realm spaces reconsidered relative to natural desire line routes from the wider context and through the site – to ensure the spaces are accessible to a wide audience, well considered in terms of daylight, sunlight and overshadowing and likely to be well used

Workshop held on 20th September 2021

The design team presented final proposals at this workshop and explained how the imminent outline planning application and associated mandatory and illustrative documents would be structured and what would be contained within them. The DRP commented that the Illustrative Scheme captured many significant improvements and had addressed many of their previous concerns.

1. Perimeters of site need to respond to edge conditions (High St, eastern edge & Wellington St)

2. Introduce spatial richness to counterbalance rationality of layout (shaking the tray)

3. Reconsider purpose/ role of spine road

4. More generous civic/ public space required & incorporate rear of 'Curve' building

5. More direct diagonal connections from Curve and Station to High Street desired

6. Rethink location & function of open spaces to ensure value to community

7. Concerns about overall unit numbers (reduce from 2,500)

8. Interrogate site's relationship within broader context (transport, walking, cycle, amenities etc)

9. Clarify the 'vision' for the new neighbourhoods

10. Reinstatement of historical route from Park Street

1. Build in flexibility to enable future balancing of functions & maintain vitality

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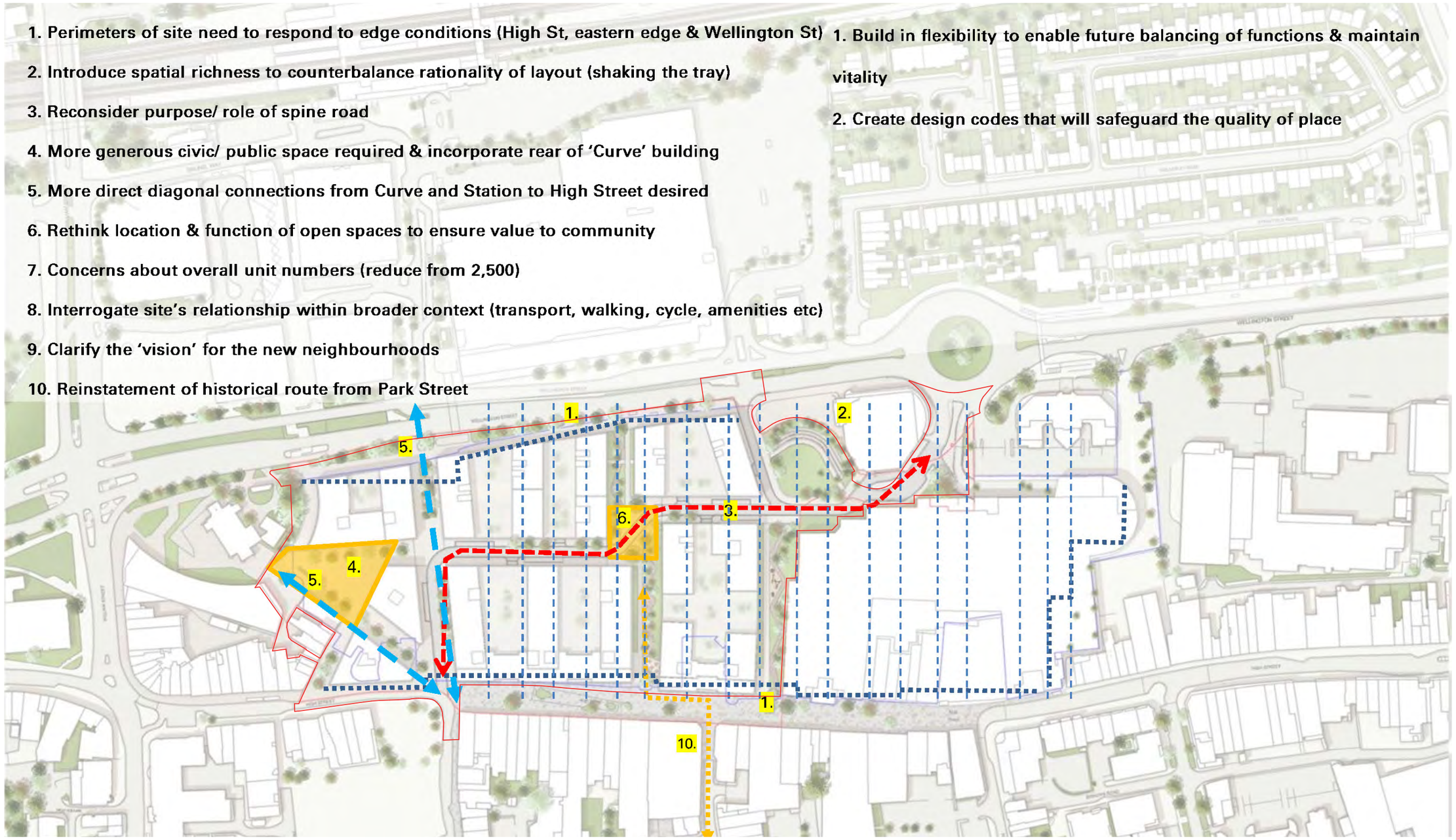


Fig. 137 - Plan overlay showing adjusted scheme relative to key issues identified through SBC & DRP consultation

4.7 Character Areas, DZs & phasing

4.7.1 Character Areas

What are the Character Areas?

In order to ensure variety in character within the sizeable QM OPA development, three Character Areas have been established. These Character Areas aim at providing considered response to immediate context and will have bearing on the appearance of the associated part of the development. They will also serve different functions to the users of the public realm spaces and buildings.

How do the Character Areas respond to commentary from SBC, the DRP and public and stakeholder consultees?

A Character Area study was undertaken to ensure greater consideration and understanding of needs and implications of the use of buildings and space within each Character Area of the development. The following pages summarise the approach to each of the Character Areas, who is likely to use them, at what time and for what purpose.

4.7.2 Development Zones (DZs)

Development Zones

The QM OPA has been divided into a series of Development Zones which may contain one or more development blocks.

There are 3 Development Zones that do not contain any buildings:

- Parameter Plan DZWS (Wellington St)
- Parameter Plan DZHA (Highways A)
- Parameter Plan DZHB (Highways B)

The Illustrative Scheme proposals for the buildings within Development Zones DZ1, DZ2, DZ3, DZ4, DZ5, DZ6 and DZ6a are described in more detail in the following section 4.10 of this DAS.

4.7.3 Phasing

Phasing

An indicative phasing plan is included in the QM OPA submission.

A Development Phase will set out the order at which the proposed development will be delivered. The Development Phase will not be defined in the Outline Planning Application but will be defined as part of the discharge of a planning condition.

The diagram opposite identifies each of the indicative phases of the development, which generally move forward in a west to east direction and are broadly in line with the sequencing of Development Zones.

These phases have been overlaid with the Development Zones and Character Areas to explain how they overlap with one another. A benefit of this overlapping approach is that each phase that is delivered will benefit from having a varied character and appropriate response to its specific context.

1 Phase number
(relating to same coloured line hatch)

1 Character Area 1 (Town Centre)

2 Character Area 2 (High Street)

3 Character Area 3 (Residential Neighbourhood)

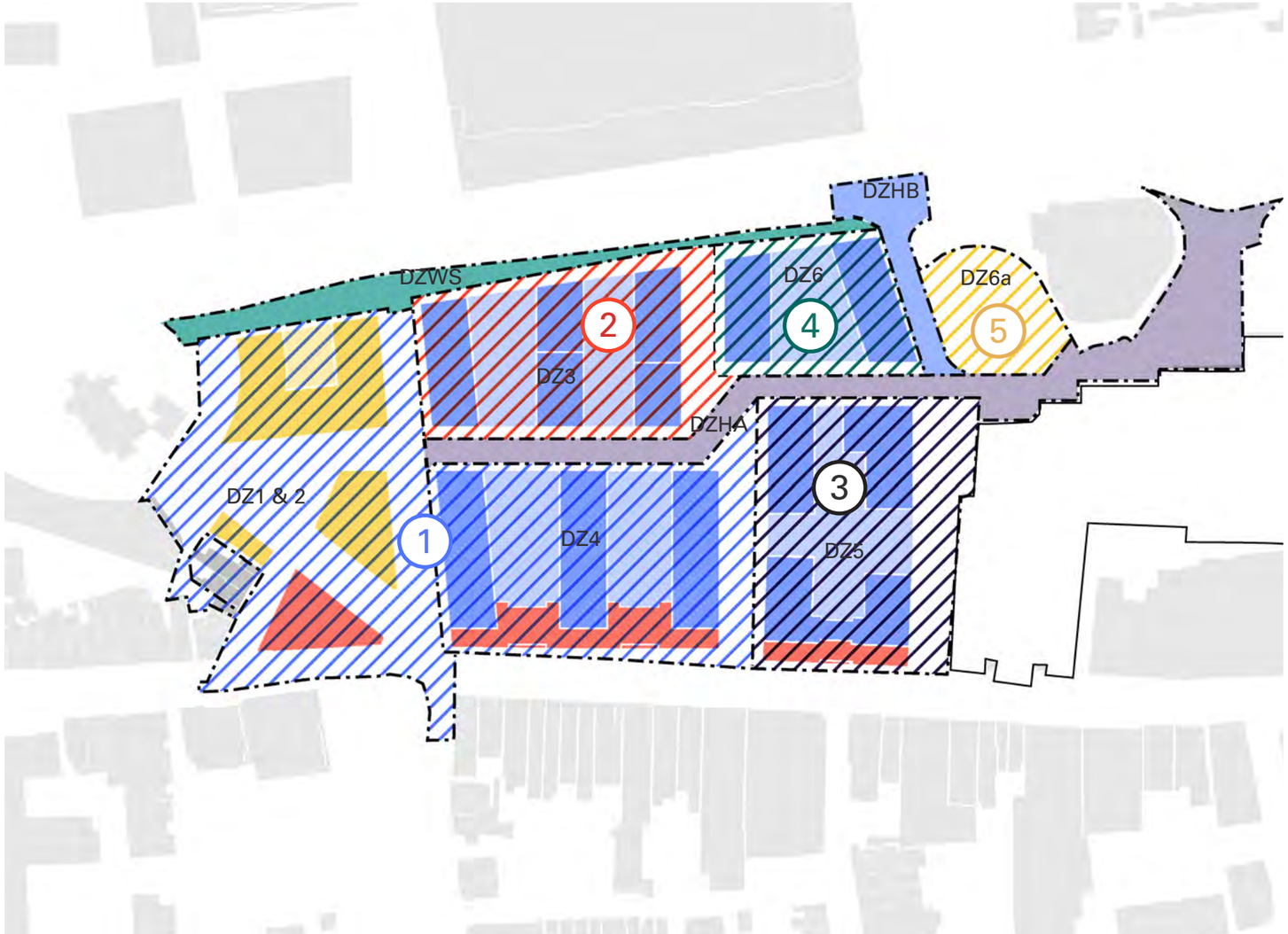


Fig. 138 - Plan identifying Character Areas, Development Zones and phasing

4.7 Character Areas, DZs & phasing

4.7.4 Town Centre Character Area study

Town Centre

The Town Centre Character Area will provide a new recognisable heart to the Town Centre, with a significant new area of public realm that benefits the people of Slough. The new 'town square' is proposed to be an attractively designed destination that local people enjoy using and are proud of. It will be surrounded by ground floor level flexible uses that spill out onto and interact with the space and these uses will spread through other tighter streets that connect to the existing High Street and Brunel Way.

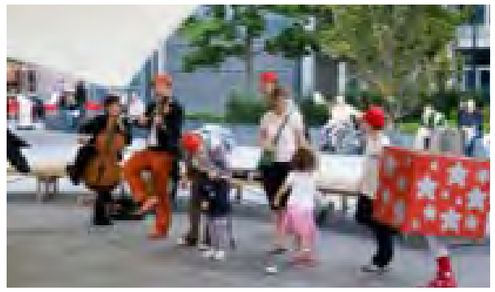
Fig. 139 - Proposed Town Centre Character Area (including St Ethelbert's Church and The Curve)

Who, What and When?

This new heart to the town will serve the wider Slough community as a place to meet, socialise and relax. The range of ground floor level Town Centre uses that provide activity to the square will include a mixture of food and beverage outlets, retail and leisure uses. These will ensure that the town square and link route are ket active through daytime and evening hours. The town square will be available as a civic space for occasional community focussed events.

Fig. 140 - Illustrative perspective of new Town Square looking towards church & Curve

The Curve will face the new town square



Occasional community events & performances could enlive the square

Visual connection to the church will root the square in the existing town setting

Artwork could be incoporated in the streetscape to represent community

The town square could be utilised for community events

Street signage will help navigate people & contain cultural references

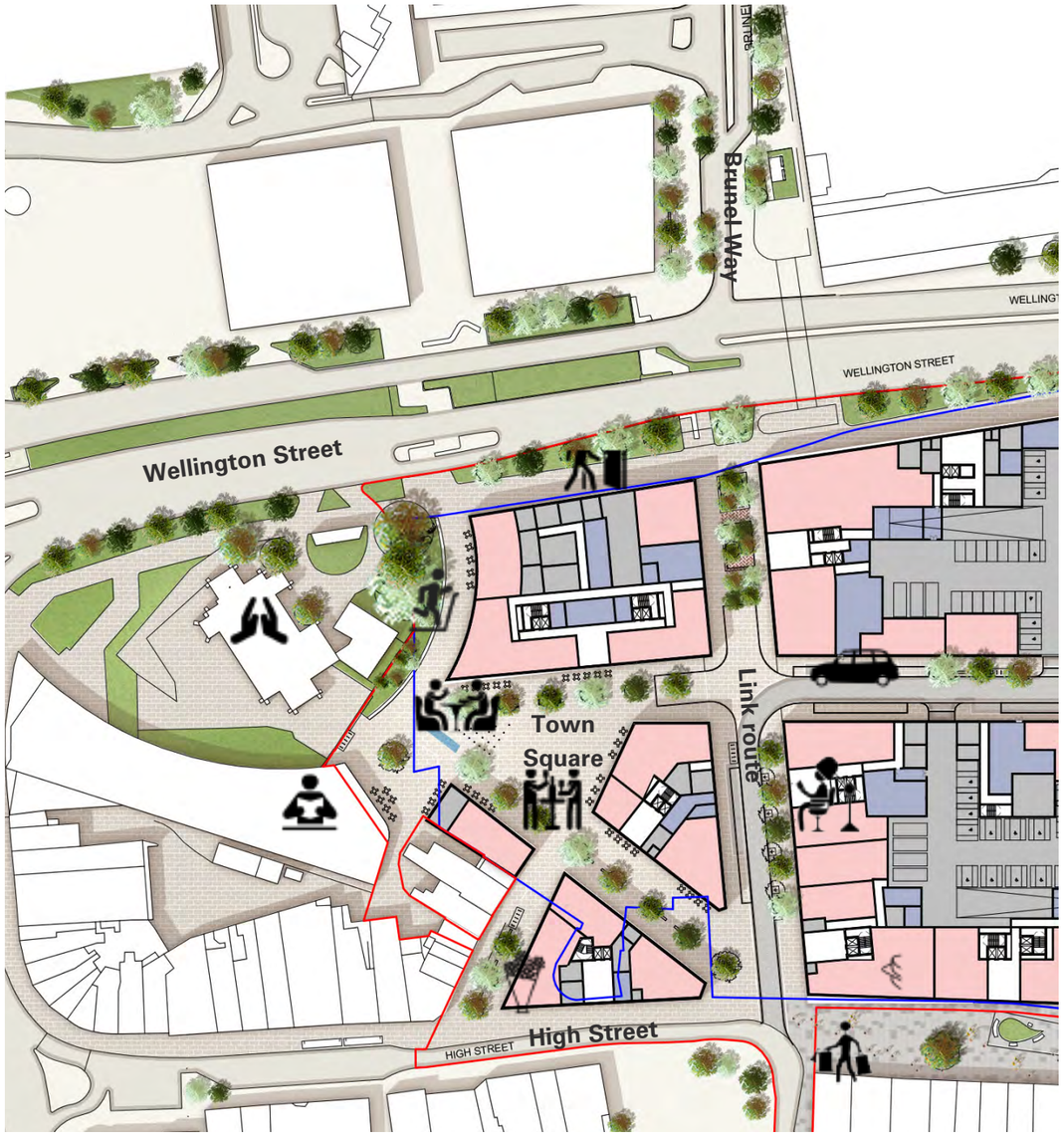


Fig. 141 - Ground floor level plan highlighting Town Centre Character Area and accompanying examples of Town Centre uses and activities

4.7 Character Areas, DZs & phasing

4.7.5 High Street Character Area study

High Street

The High Street Character Area will be defined by the identity of the existing High Street and its (largely Victorian) terraced buildings, with shopfronts lining the mainly pedestrianised thoroughfare. The proposal for the High Street aims at reinforcing and enhancing the High Street with a modern interpretation of the historic High Street grain that incorporates ground floor flexible use space beneath upper level residential accommodation.

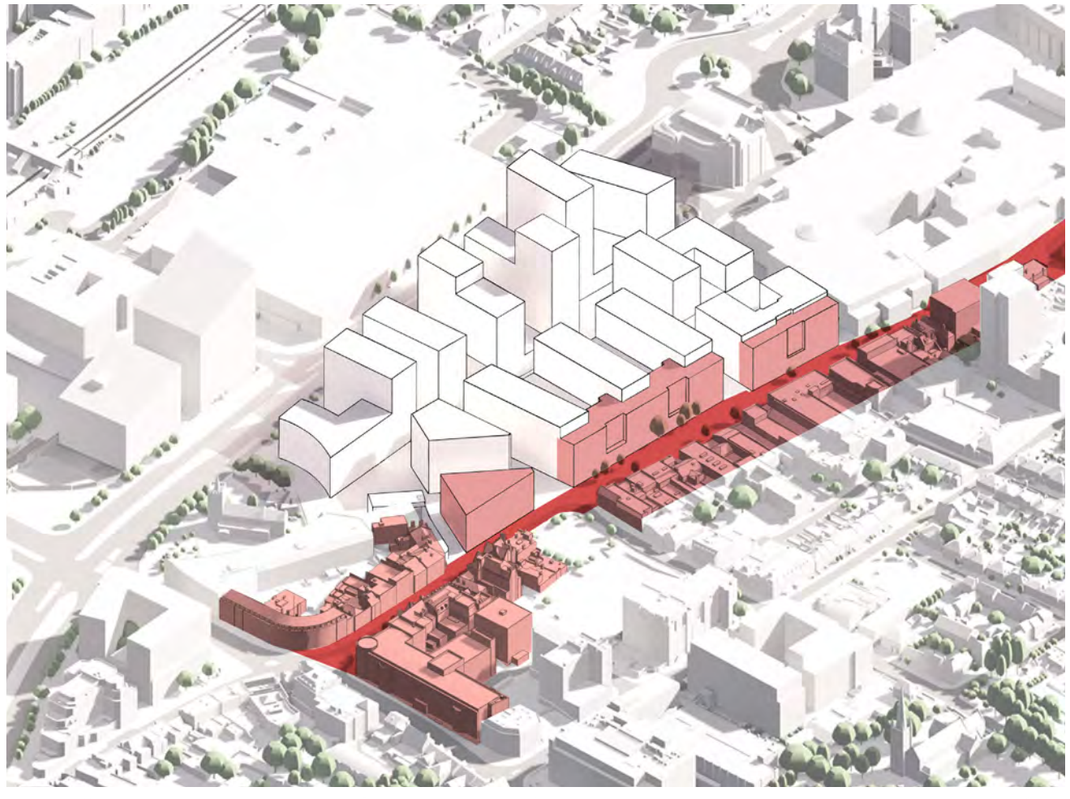
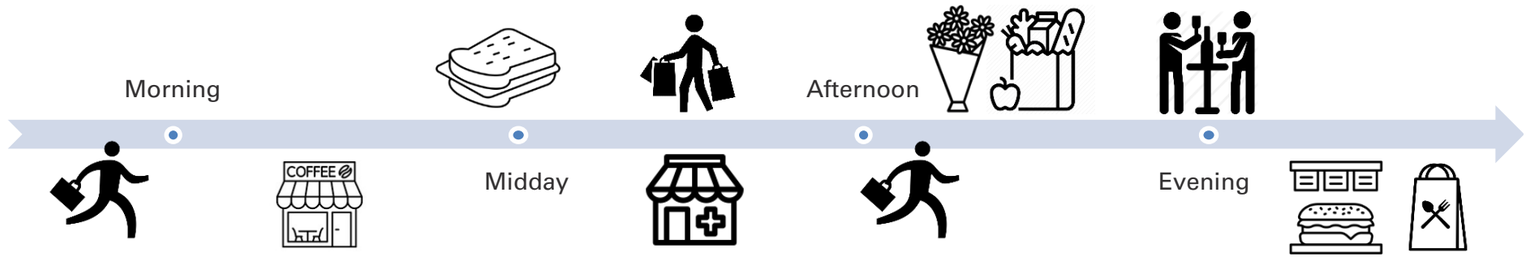


Fig. 142 - Proposed high street Character Area (including existing high street and buildings)

Who, What and When?

This character Area will take it's cue from the existing High Street and will incorporate a range of retail, service and food & beverage outlets at ground floor level. These outlets will primarily serve the existing community and should be tailored to their needs as well as the new residents and visitors to the Town Centre . The ground floor Town Centre uses should provide activity to this main thoroughfare throughout the day and eveneing and could incoporate shops and cafes that are used during daytime and restaurants that are open in the evening.

Fig. 143 - Illustrative perspective of new Mackenzie St route and west end of High Street



Specialist food

Homeware supplies

Hairdressers and other services

Local craft makers

Butcher

General groceries

Lunchtime sandwich shop/ cafe

Pop up market/ vendors

Fig. 144 - Ground floor level plan highlighting High Street Character Area and accompanying examples of Town Centre uses and activities

4.7 Character Areas, DZs & phasing

4.7.6 Residential Neighbourhood Character Area study

Residential neighbourhood

The Residential Neighbourhood Character Area will provide residential accommodation for the growing population of Slough at the heart of the town. These sustainable new homes will be well connected and complementary to the existing and proposed other uses within Slough Town Centre . They should enliven the centre of Slough throughout the day and be well provided for in terms of public realm and private amenity. The streets will be designed to provide amenity focussed landscape with play on the way and places to sit and relax.

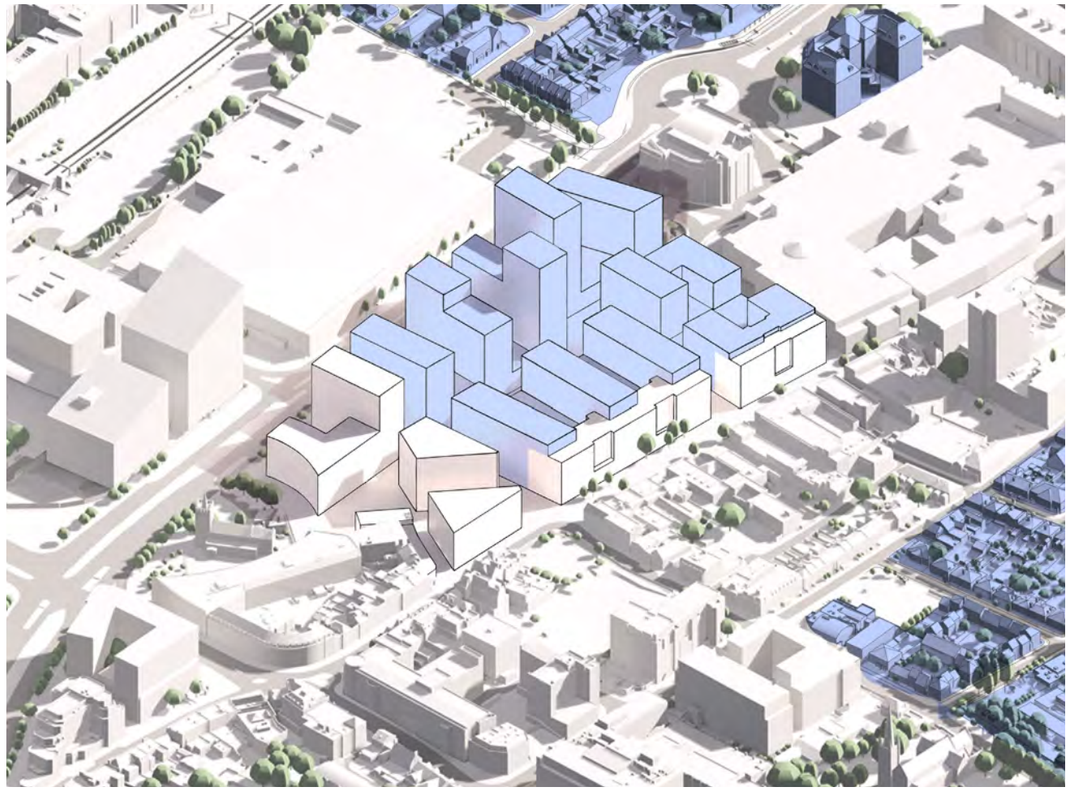
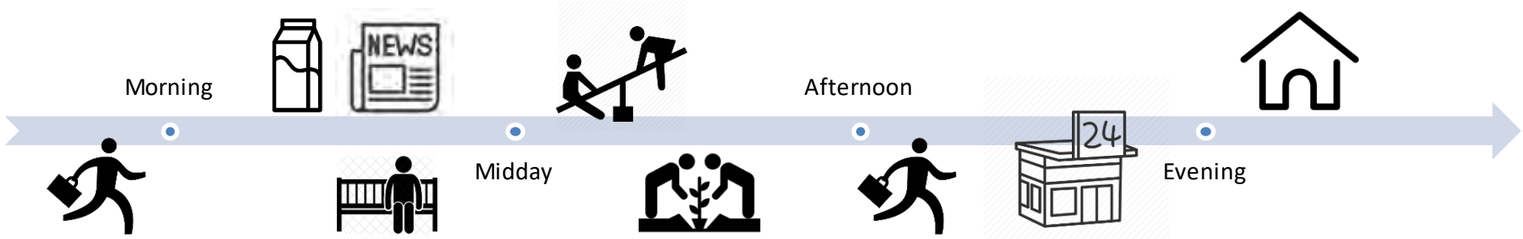


Fig. 145 - Proposed residential neighbourhood Character Area and relationship to other residential neighbourhoods

Who, What and When?

While this new residential neighbourhood will increase the number of Town Centre residents and activity, the neighbourhood itself will be designed to be a quieter area with a smaller quantum of ground floor level Town Centre uses distributed in key locations such as at the new local square on the service spine route. These smaller clusters of activity might offer convenient places for residents and other local community members to stop and purchase every day items such as milk, newspapers and fresh bakery items.

Fig. 146 - Illustrative perspective looking north through neighbourhood quarter



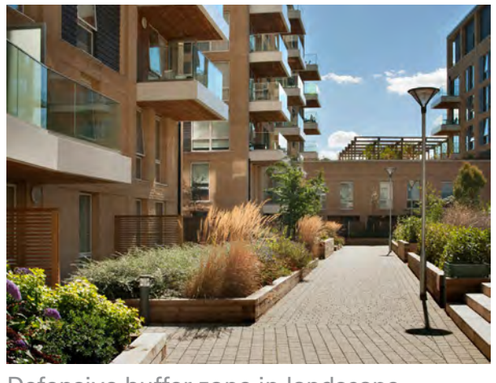
Childrens play facilities

Bakery

Newsagent

Local convenience store

Play on the way and soft landscaping



Defensive buffer zone in landscape provides privacy

Fig. 147 - Ground floor level plan highlighting Residential Neighbourhood Character Area and accompanying examples of Town Centre uses and activities

4.8 Land & building use

4.8.1 Ground floor level uses

As a consequence of refinements to the Character Area approach, a wide range of uses are proposed to be provided within the ground floor level of the QM OPA.

Flexible Town Centre Uses (refer to Development Specification Document for bespoke definition of Use Classes) are proposed to be interspersed throughout the ground floor plans of buildings within Development Zones 1 - 6. Other Sui Generis Use Classes (for a live music venue/ cinema and bar, pub or hot food take away space) will also be provided and it is likely that these uses would be located towards DZ 1 & 2.

This range of uses will enliven the streetscape and create a more vibrant Town Centre and a greater concentration of these uses is proposed within Development Zones 1 & 2 and along the existing High Street since these areas are anticipated as being most appropriate locations for this type of activity. The Design Codes and Parameter Plans identify mandatory requirements for the provision of these Town Centre Uses. The flexibility of these ground floor uses is important to ensure the QM OPA responds appropriately to the changing retail market and enables it to be agile and adaptable to future changes.

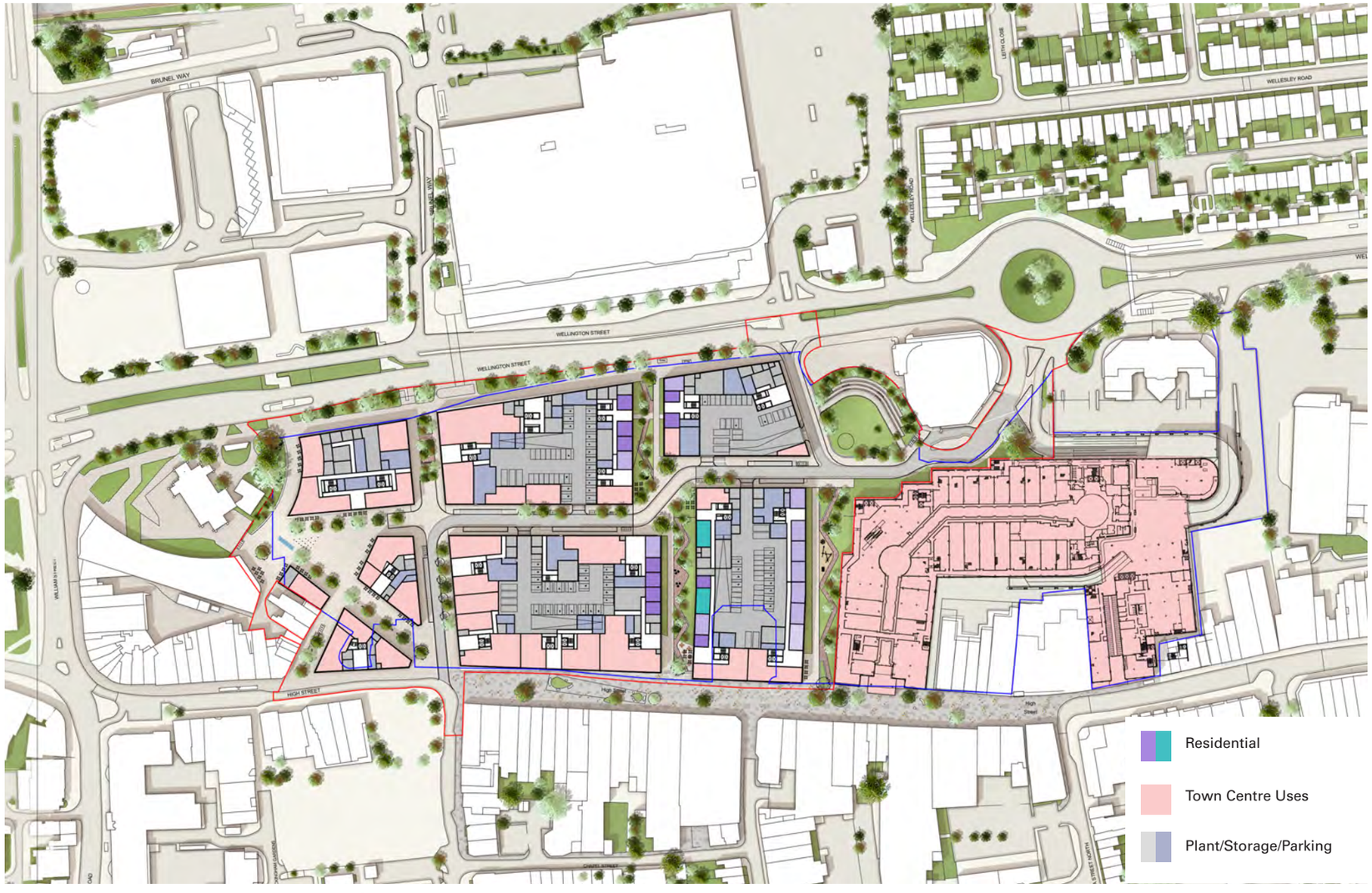


Fig. 148 - Illustrative scheme, ground floor level plan

4.8.2 Upper level uses

Fig. 149 - Illustrative scheme, typical floor level plan

The upper floor levels of the illustrative scheme are proposed to be occupied by residential use. These residential levels will take the form of either 'standalone' blocks or 'clusters' of residential blocks configured around a ground level landscape or podium with shared amenity space incorporated for the benefit of residents and as an attractive outlook from apartments.

The following section explains the flexibility for alternative uses in specific Development Zones of the QM OPA. If adopted, this flexibility would result in some of the Development Zones being occupied with that alternative use at their upper levels.

4.9 Alternative use flexibility

4.9.1 Flexibility of uses

The QM OPA provides flexibility for a range of different Use Classes and maximum thresholds that have been established on the basis of maximum envelopes for each Development Zone within which a building or buildings could be delivered.

The Flexibility Statement that accompanies this QM OPA provides more detailed explanation of how these thesholds have been established and how they might impact one another.

The plan opposite identifies the areas that are subject to flexibility for the introduction of office and multi-storey car parking use and the section overleaf explains how the Illustrative Scheme design and Parameter Plans have considered the impact of this flexibility.

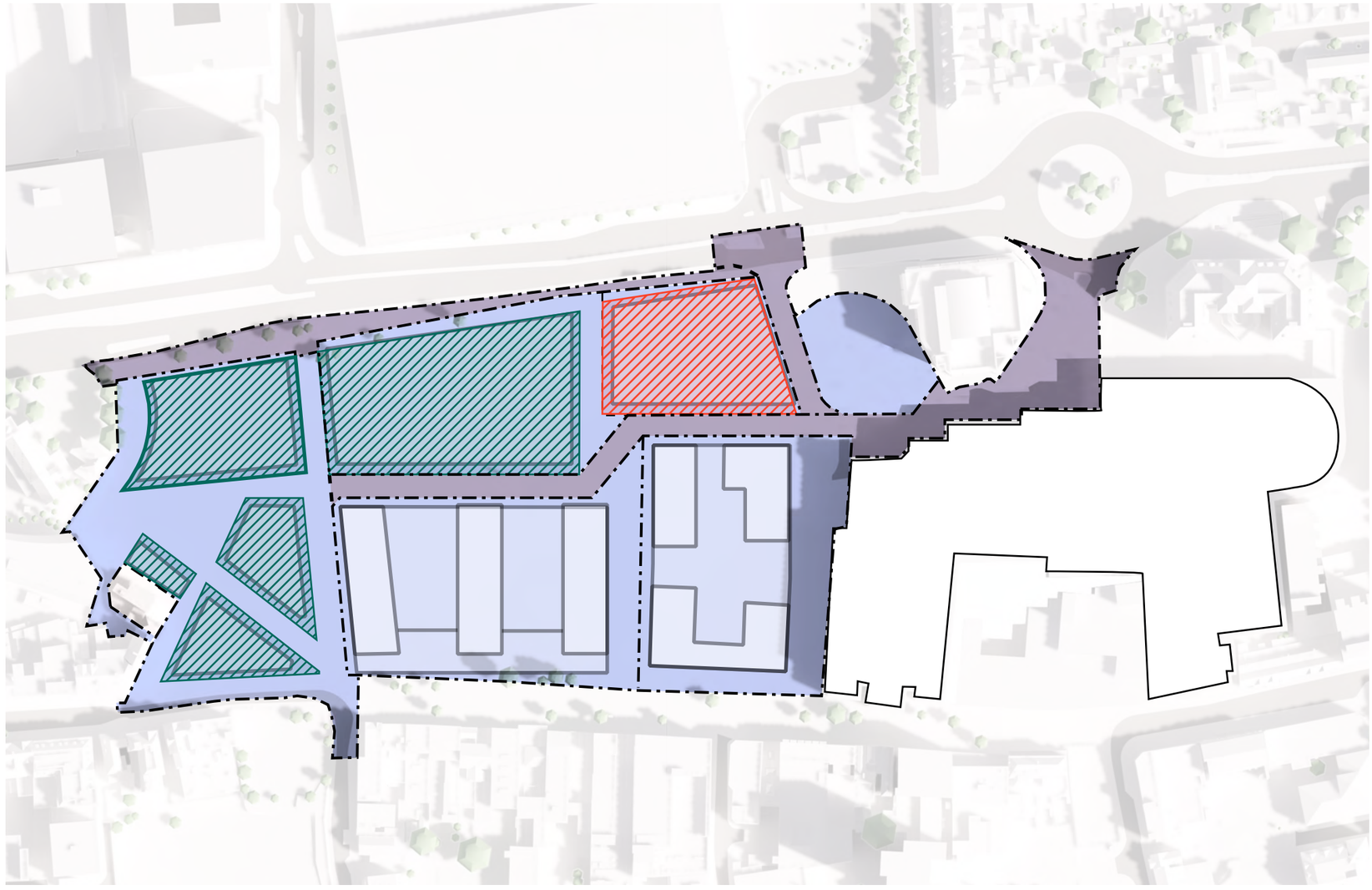


Fig. 150 - Illustrative diagram identifying alternative office and/or multi-storey car park locations and associated maximum footprint0

4.9.2 Office & multi-storey car park uses

While the Illustrative Scheme depicts a residential led scheme with residential use at upper levels of the majority of buildings, the QM OPA parameters provide flexibility in Development Zones 1, 2 and 4 for the potential provision of office space and in Development Zone 6 for the provision of multi-storey car parking facilities. This offers future flexibility and safeguards against changing trends in retail and food & beverage trade as well as the residential market.The plans below show how potential office designs have been tested to check that they would work within the maximum parameter envelopes. The Design Codes provide guidance and mandatory requirements for these alternative use types and how they should be considered relative to existing context and the proposed Character Areas.

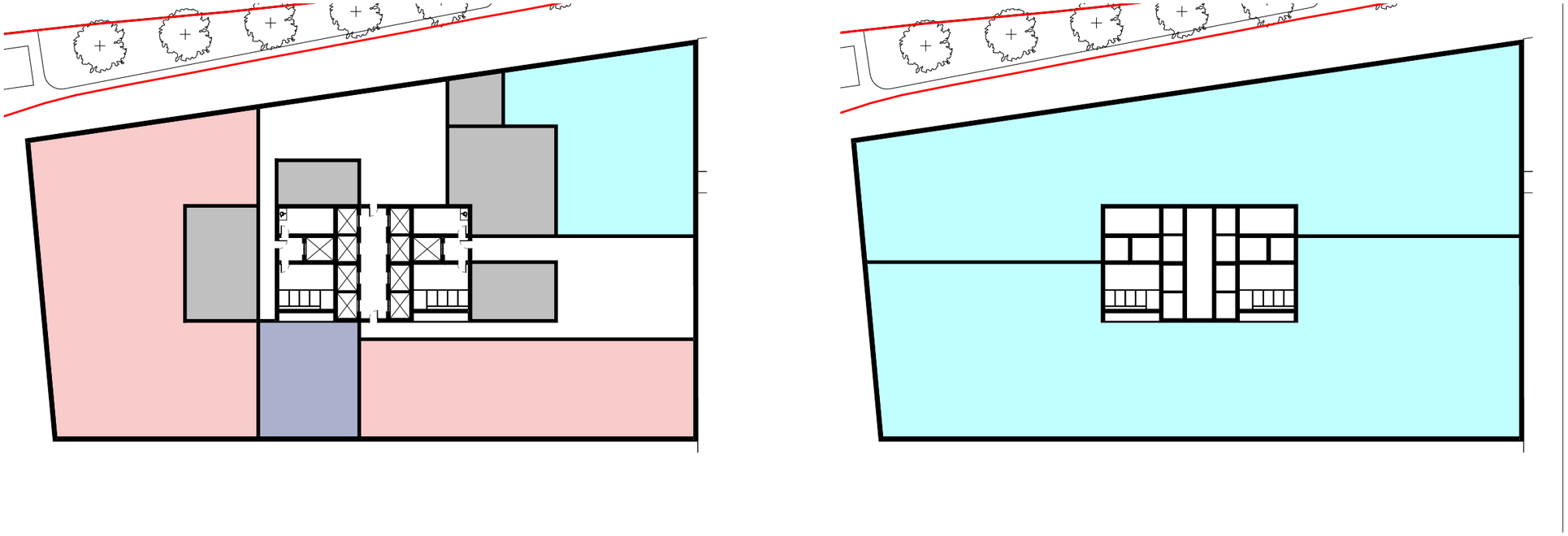


Fig. 151 - Indicative ground and upper level layouts for alternative office scheme

4.10 Design of Development Zones

4.10.1 Development Zones 1 & 2 layout & height

The plans opposite demonstrate how the Illustrative Scheme (showing one way DZ 1& 2 could be delivered) has informed the parameter plans for Development Zones 1 & 2.

Illustrative Scheme Layout
The Illustrative Scheme footprints in DZ 1 & 2 have been designed to create and define a link route connection to/ from the High Street as well as a new Town Square that is connected to the High Street via. a re-established Mackenzie Street.

Building DZ1 is configured as a single U shaped building sitting atop a podium base. DZ1 doesn't necessarily need to be a single building, but it should (as illustrated) provide a strong northern edge to the new Town Square and a curved shape facing the church - to continue the geometry of the adjacent Curve building. DZ2A and DZ2B are proposed as smaller more fragmented triangular buildings, tapered to facilitate diagonal public realm routes and benefitting from central cores that serves upper level residential units. DZ2C will form a bookend to the historic Mackenzie Street terrace as well as the southern edge of the Town Square.

It is proposed that the upper floor levels of all of the buildings In DZ1 & 2 will contain residential apartments. The massing of the buildings have been configured to minimise single aspect north facing units and provide generous and attractive outlook from apartments.

Illustrative Scheme Height
The Illustrative Scheme heights (see previous section 4.5.1) for DZ1 & 2 have been determined by a combination of factors. While the primary driver for heights has been to provide sensitive tapering to the site perimeters, the heights have also been refined to ensure public realm spaces are not heavily overshadowed and that the apartments themselves receive good levels of daylight and sunlight. The lower heights of blocks DZ2A (8 storeys), DZ2B (6 storeys) and DZ2C (3 storeys) all contribute to providing a sunlit Town Square and good daylight & sunlight performance to apartments within DZ1 (which steps up from 6 to 12 storeys away from the church). These heights are reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns.

Fig. 152 - Illustrative Scheme typical floor plan

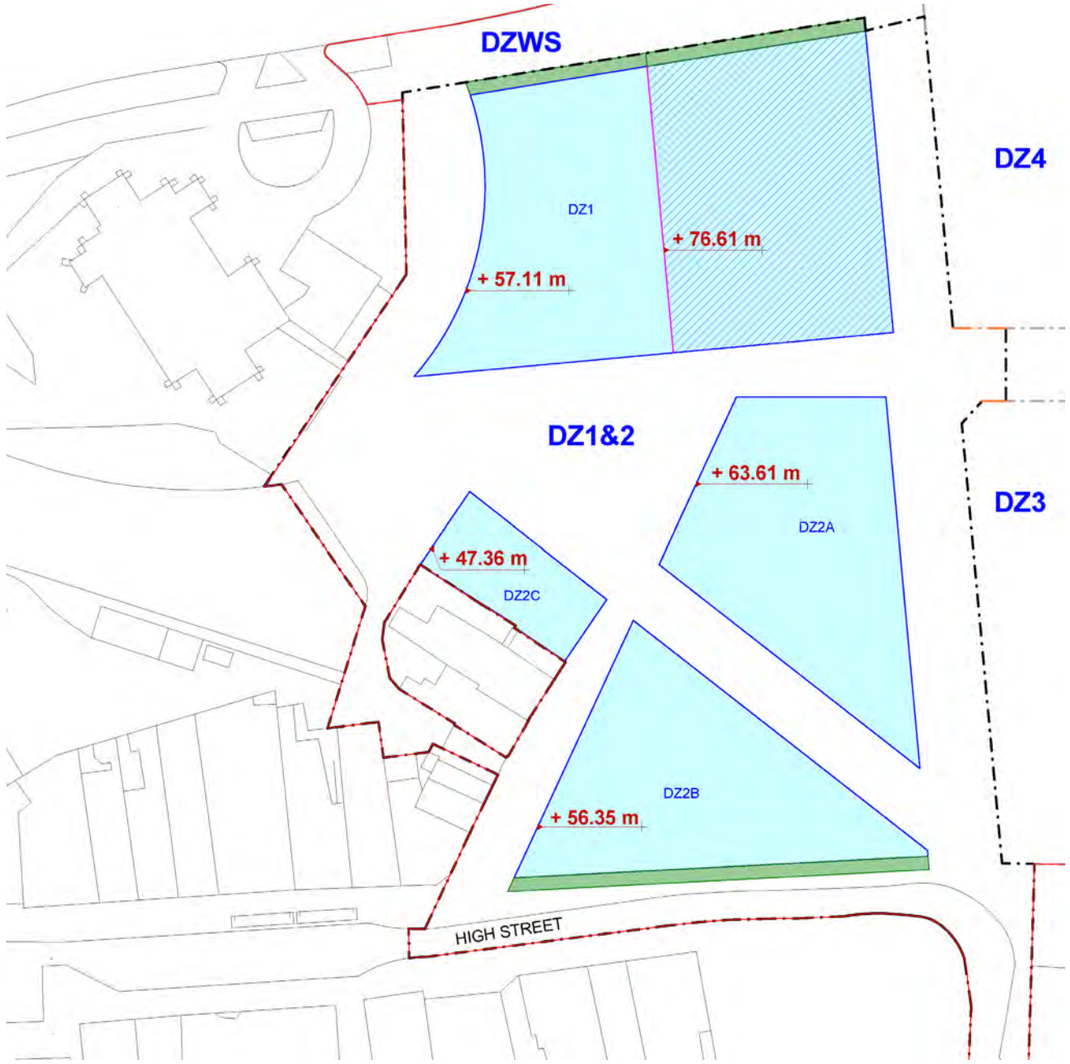


Fig. 153 - Footprint & height parameters

This Parameter Plan extract demonstrate both the limits and flexibility that exists for footprint and layout adjustments. While upper levels of the buildings could be configured differently, the key routes, connections and definition of public realm will be established by any future RMAs that sit within these parameters.

4.10 Design of Development Zones

4.10.2 Development Zones 1 & 2 ground floor uses, servicing & access

Illustrative Scheme Ground floor uses

The ground floor of DZ1 will benefit from Town Centre Uses distributed along the west, south and east facades as a means of enlivening the surrounding routes and Town Square. The ground floor perimeter of DZ2A, DZ2B and DZ2C will benefit from a range of Town Centre uses that animate the surrounding streets including the existing High Street.

Building servicing and access

Building servicing and plant have been considered in the design of these layouts and the grey areas on the ground floor plan represent the anticipated area take for plant rooms, refuse stores and other ancillary areas such as cycle stores. The majority of these areas have been buried into the depth of the building plans and facade areas minimised wherever possible. Areas that require direct access such as refuse collection stores and substations have been located so that they are within easy reach of loading pads in the streetscape. A more detailed explanation of the sitewide servicing strategy is provided within section 5.2 of this DAS.

Residential entrances have been positioned in locations facing key public realm spaces and/or main thoroughfares. This makes them easy to reach, visible and safe to use.

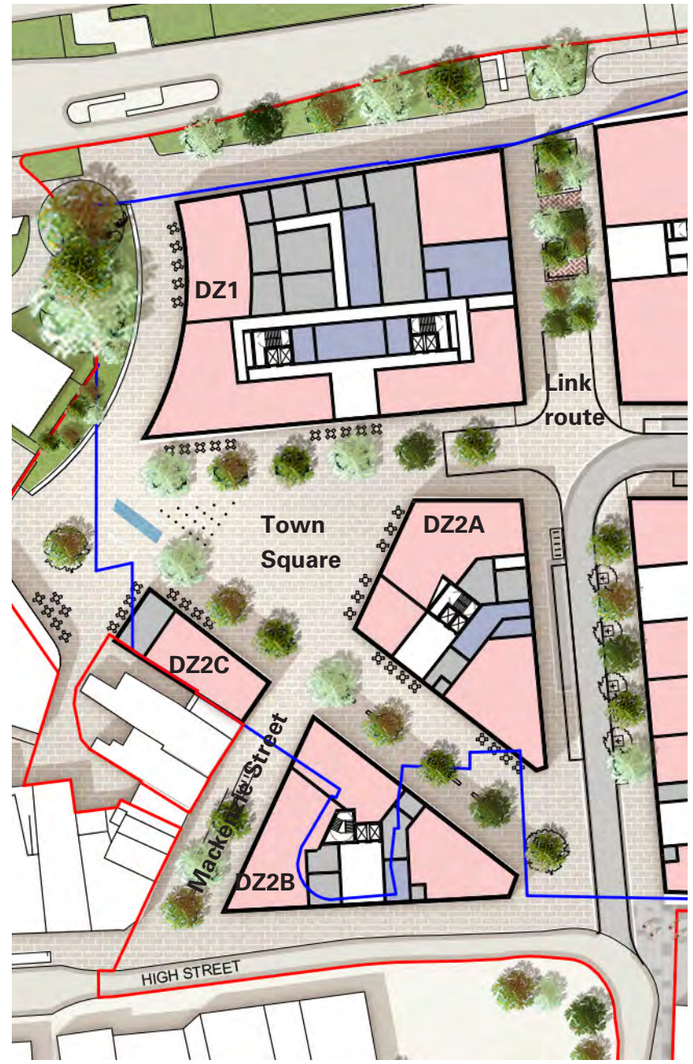
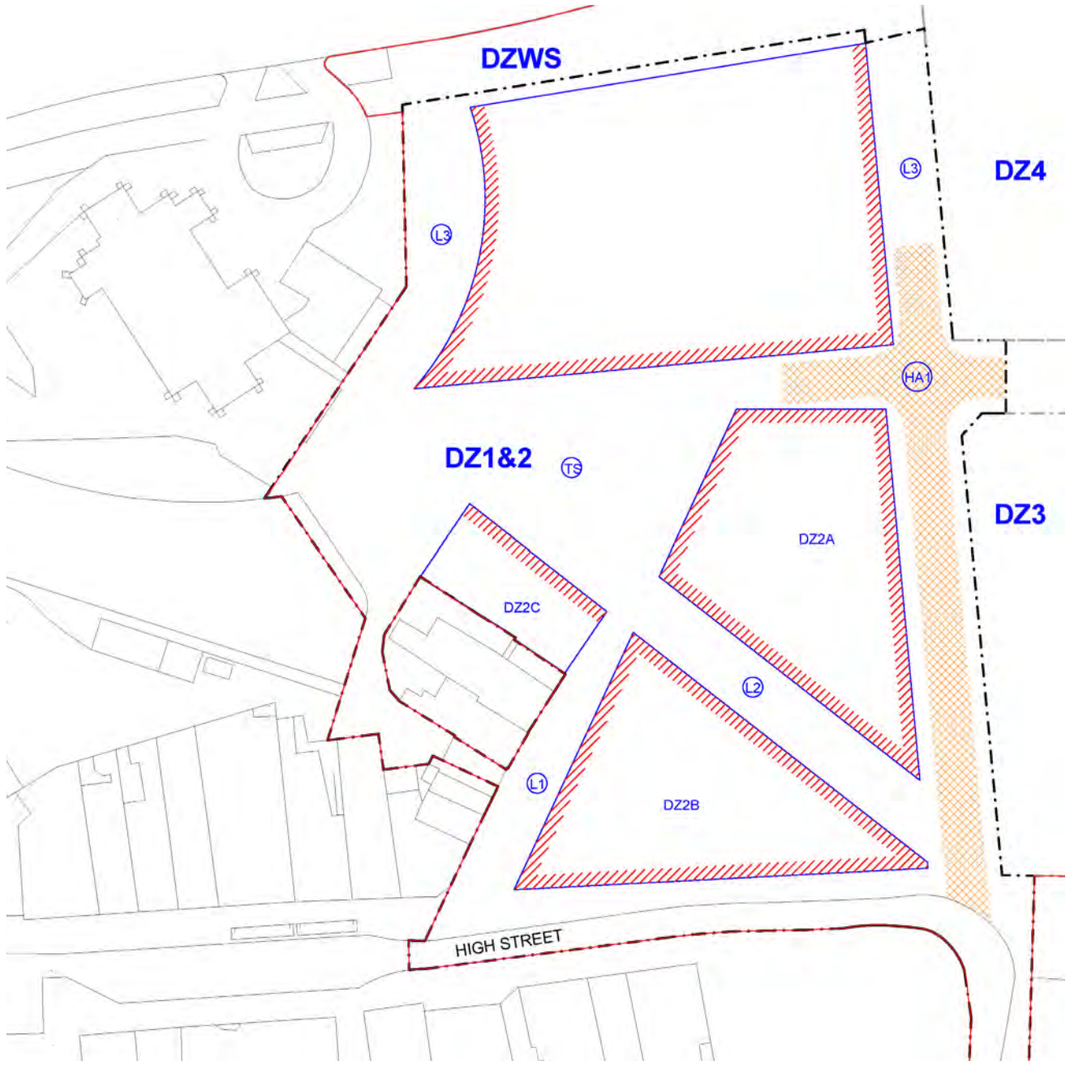


Fig. 154 - Illustrative Scheme ground floor plan



This Parameter Plan extract identifies locations for Town Centre Uses and public realm spaces.

Development Zone Bounds
Application Boundary
Max Building Footprint
Frontages where Town Centre Uses must be at or exceed 51% of the frontage
L1 Public Realm
HA1 Highways Zone HA1

Fig. 155 - Town Centre Use and public realm parameters

4.10 Design of Development Zones

4.10.3 Respecting Church of Our Lady Immaculate and St Ethelberts

It is proposed that buildings within Development Zones 1 and 2 of the QM OPA should provide a sensitive setting to the grade II listed Church of Our Lady Immaculate and St Ethelberts. This will be achieved through careful design of building massing, articulation and detailing as well as the incorporation of vistas that visually connect surrounding areas of streetscape with this historic element of the existing Town Centre.

The Design Codes that accompany this QM OPA outline the mandatory rules relating to the setting of the church as well as other guidance that aims at providing a successful design response.

Fig. 156 - View towards Church of Our Lady Immaculate and St Ethelberts from crossing

Fig. 157 - View towards Church of Our Lady Immaculate and St Ethelberts from Brunel Way

Fig. 158 - View towards Church of Our Lady Immaculate and St Ethelberts from High Street

Fig. 159 - View towards Church of Our Lady Immaculate and St Ethelberts from Town Square

Church of Our Lady Immaculate and St Ethelberts

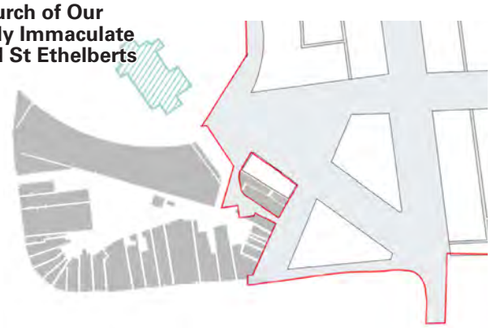


Fig. 160 - View looking east towards Church of Our Lady Immaculate and St Ethelberts

Fig. 161 - View looking west towards Church of Our Lady Immaculate and St Ethelberts

Fig. 162 & 163 - Flint and stone architectural facade details to Church of Our Lady Immaculate and St Ethelberts facade

4.10 Design of Development Zones

4.10.4 Development Zone 3 layout & height

The plans below and opposite demonstrate how the Illustrative Scheme (showing one way DZ3 could be delivered) has informed the parameter plans for Development Zone 3 (DZ3).

Illustrative Scheme Layout

The Illustrative Scheme for DZ3 consists of an E shaped building sitting atop a podium base. The shape has been configured to provide a strong edge to the High Street edge to the south and to assist in defining the diagonal link route. The west and the east and north facades are perpendicular to one another and parallel with other Development Zone footprints.

The height of the Illustrative Scheme (see previous section 4.5.1) for DZ3 indicates taller and consistent 9 storey northern fingers of the E shape and a lower 7 storey edge along the High Street. This configuration has been established to enable greater sunlight penetration into the raised courtyard amenity spaces and to adjacent apartments. The stepping of height would also ensure a more respectful, lower height that is more closely related to the height of the existing High Street than the northern parts of the QM OPA. This step in height is reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns.

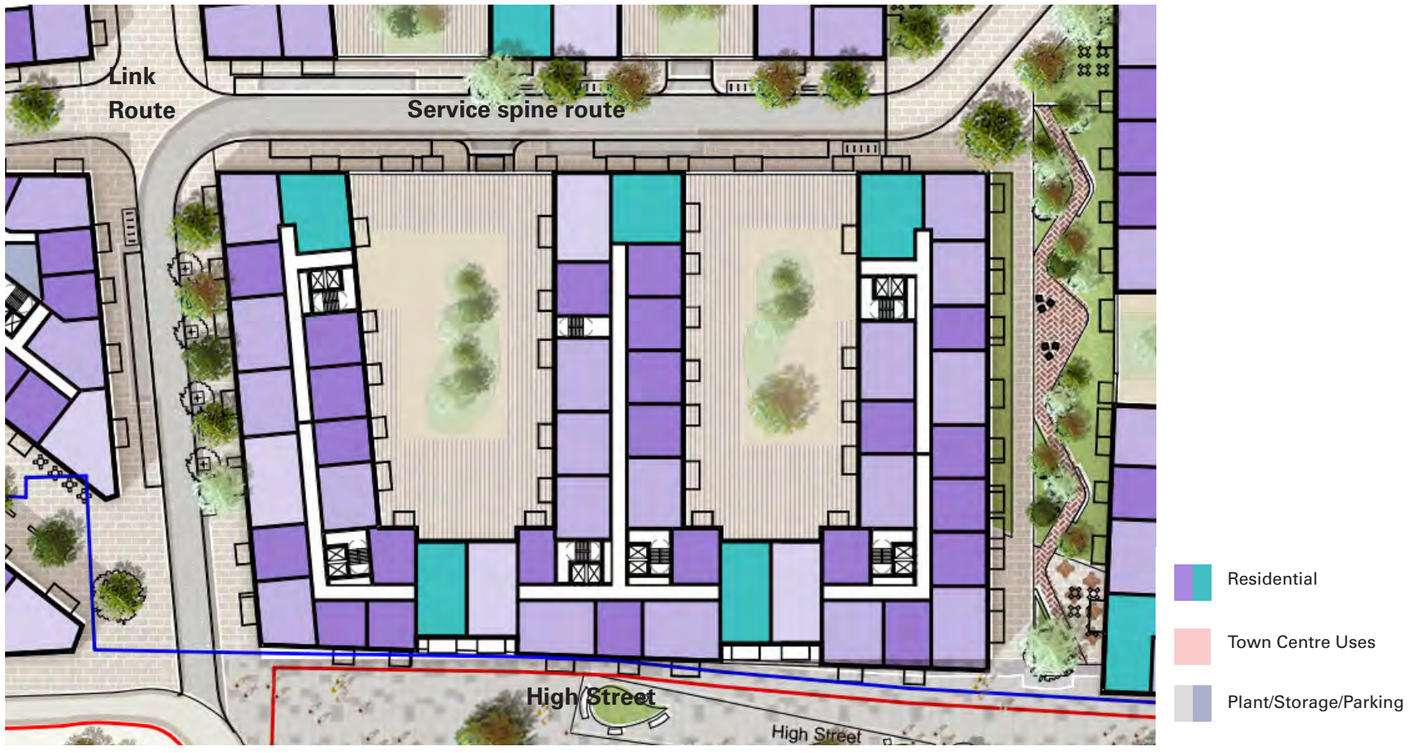


Fig. 164 - Illustrative Scheme typical floor plan

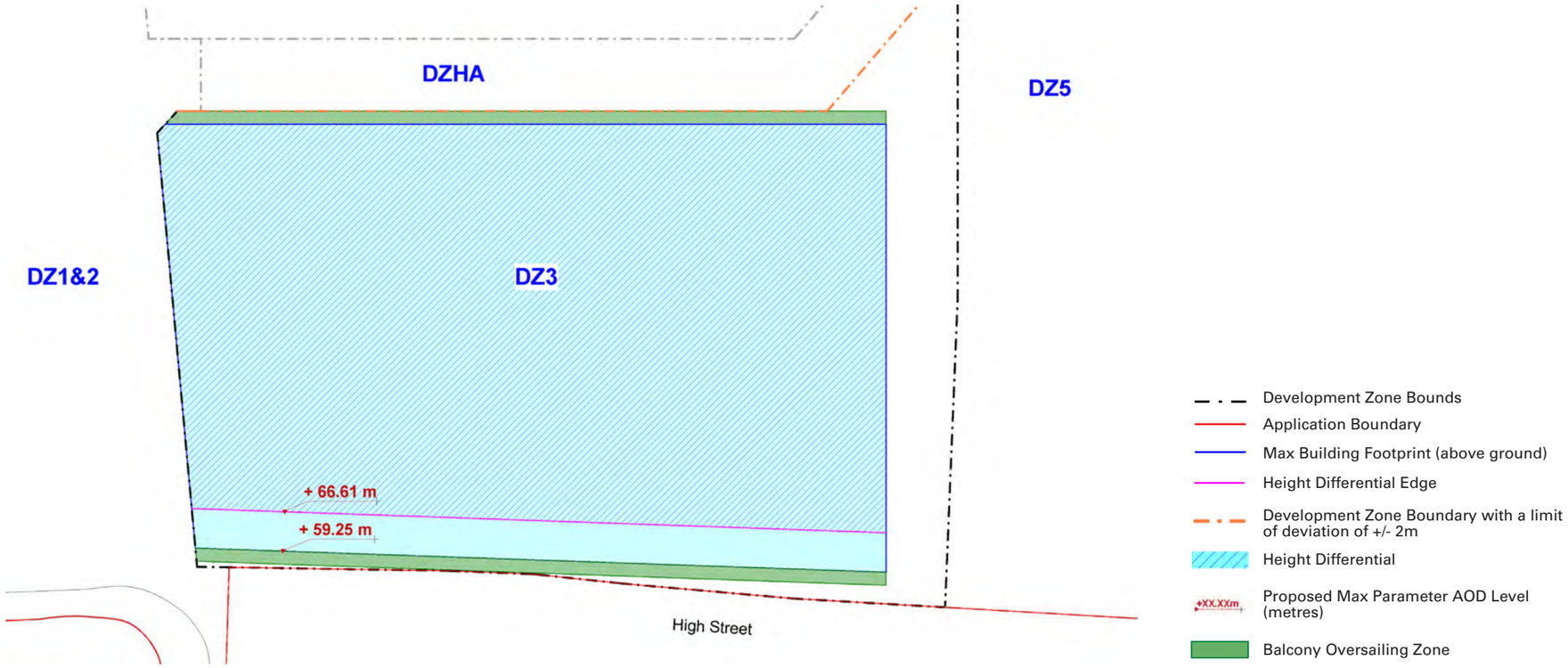


Fig. 165 - Footprint & height parameters

4.10 Design of Development Zones

4.10.5 Development Zone 3 ground floor uses, servicing & access

Illustrative Scheme Ground floor uses
The ground floor of DZ3 will benefit from Town Centre Uses that are primarily distributed along the west and south facades as a means of enlivening the north/ south link route and existing High Street.

Building servicing & access
It is proposed that the lower levels of DZ3 will incoporate a multi-storey car park that is accessed from the service spine route and serves Development Zones 1, 2 and 3. This car park has been configured to provide access to a series of servicing and plant spaces that are discretely located away from primary public routes and surround the perimeter of the car park.

Residential entrances will be clearly identified and located on main thoroughfares so they are easy to access, clearly visible and safe to use.

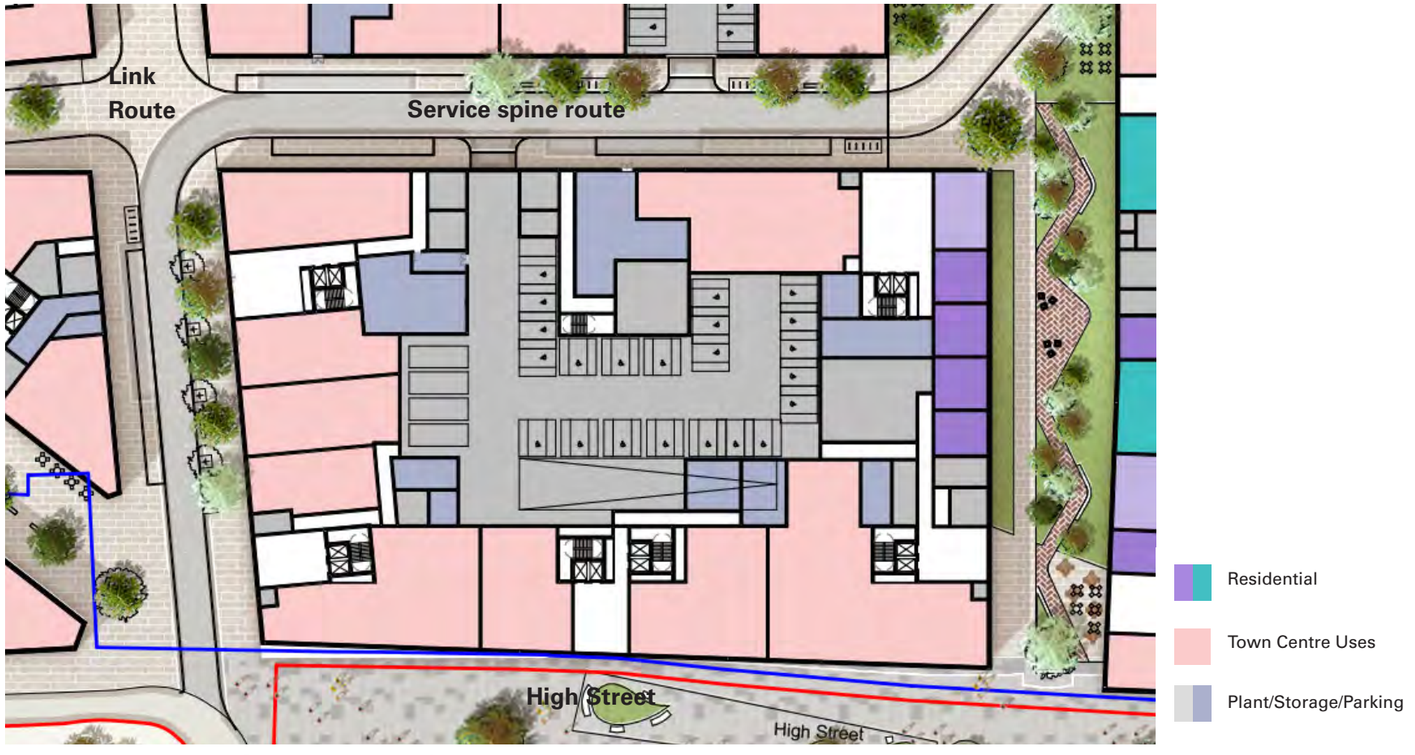
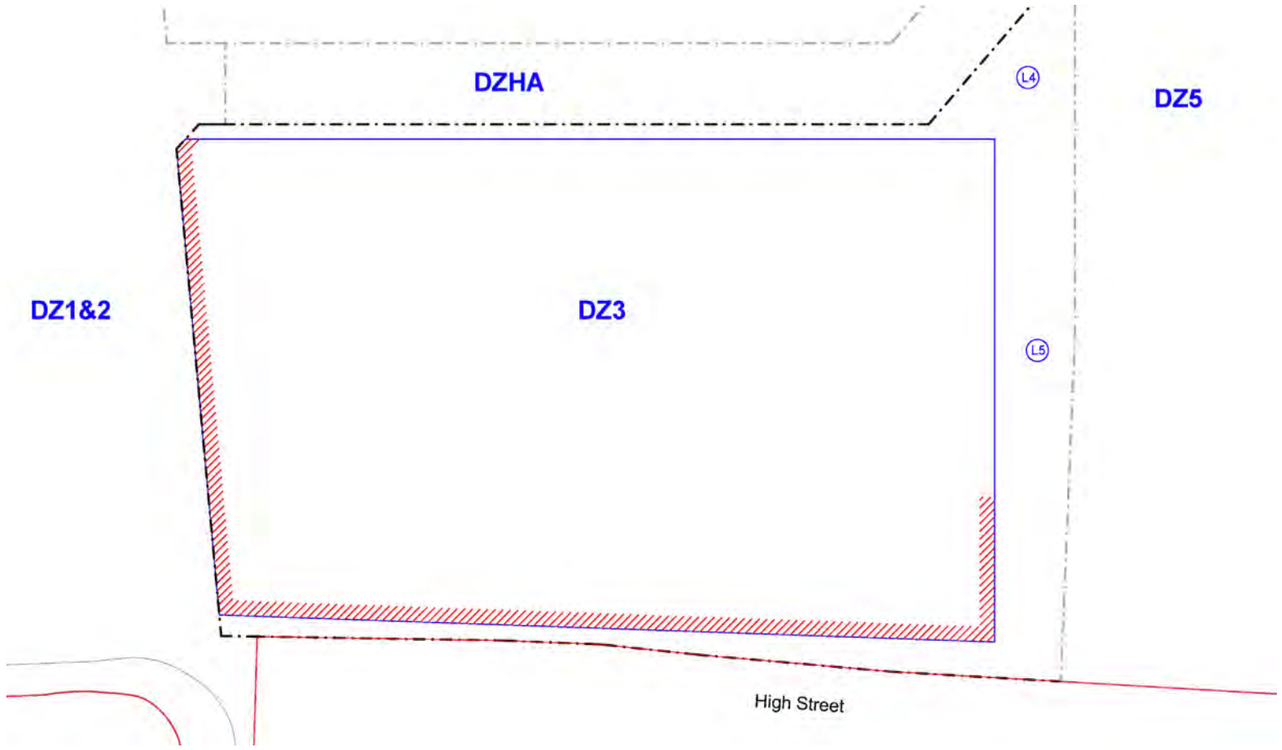


Fig. 166 - Illustrative Scheme ground floor plan



This Parameter Plan extract identifies locations for Town Centre Uses and public realm spaces.

Fig. 167 - Town Centre Use and public realm parameters

4.10 Design of Development Zones

4.10.6 Development Zone 4 layout & height

The plans opposite demonstrate how the Illustrative Scheme (showing one way DZ4 could be delivered) has informed the parameter plans for Development Zone 4 (DZ4).

Illustrative Scheme Layout

The Illustrative Scheme for DZ4 consists of three linear blocks sitting atop a podium base and this configuration has been configured to minimise single aspect north facing units and maximise daylight & sunlight permeability. The western block defines the edge of and is oriented to align with the diagonal north/ south link route and the northern adge is aligned with Wellington Street. The south and east edges are perpendicular with one another.

8 storeys towards the east and could stagger within each of the linear blocks in a north/ south direction as a means of providing greater variation and articulation in the immediate streetscape and wider townscape views. This stepping in height is reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns.

Fig. 168 - Illustrative Scheme typical floor plan

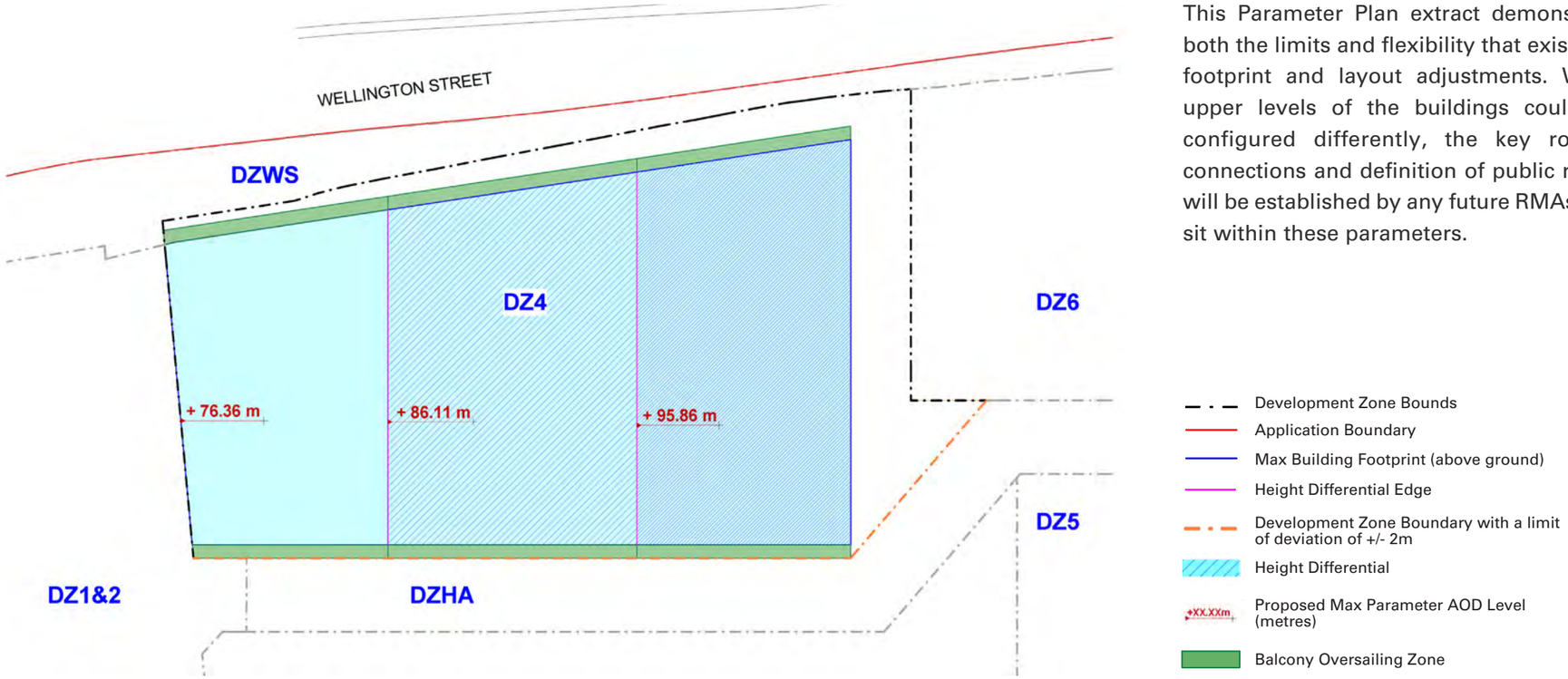


Fig. 169 - Footprint & height parameters

This Parameter Plan extract demonstrate both the limits and flexibility that exists for footprint and layout adjustments. While upper levels of the buildings could be configured differently, the key routes, connections and definition of public realm will be established by any future RMAs that sit within these parameters.

4.10 Design of Development Zones

4.10.7 Development Zone 4 ground floor uses, servicing & access

Illustrative Scheme Ground floor uses
The ground floor of DZ4 will benefit from Town Centre Uses distributed along the west and south facades as a means of enlivening the north/ south link route and the servicing spine. Residential entrances will clearly identified and located on main thoroughfares including Wellington Street.

Building servicing & access
It is proposed that the lower levels of DZ4 will incoporate a car parking area that is accessed from the service spine route and serves Development Zone 4 only. This car park will also provide access to a series of servicing and plant spaces that are discretely located away from primary public routes.

Residential entrances will be positioned facing thoroughfares, easy to access, clearly visible and safe to use. The incoporation of an entrance on Wellington Street will also assist in animating the north facade and bringing activity to this important route.

Alternative Office Use
As outlined in section 4.9, Development Zone 4 benefits from the opportunity to incoporate office space use. While the Illustrative Scheme proposes three linear residential blocks, it is unlikely that an office scheme would be configured in the same manner due to efficiency and vertical circulation requirements. The Design Code makes allowance for an alternative building footprint within the maximum parameters as well as other mandatory requirements and guidance in relation to this alternative use type.

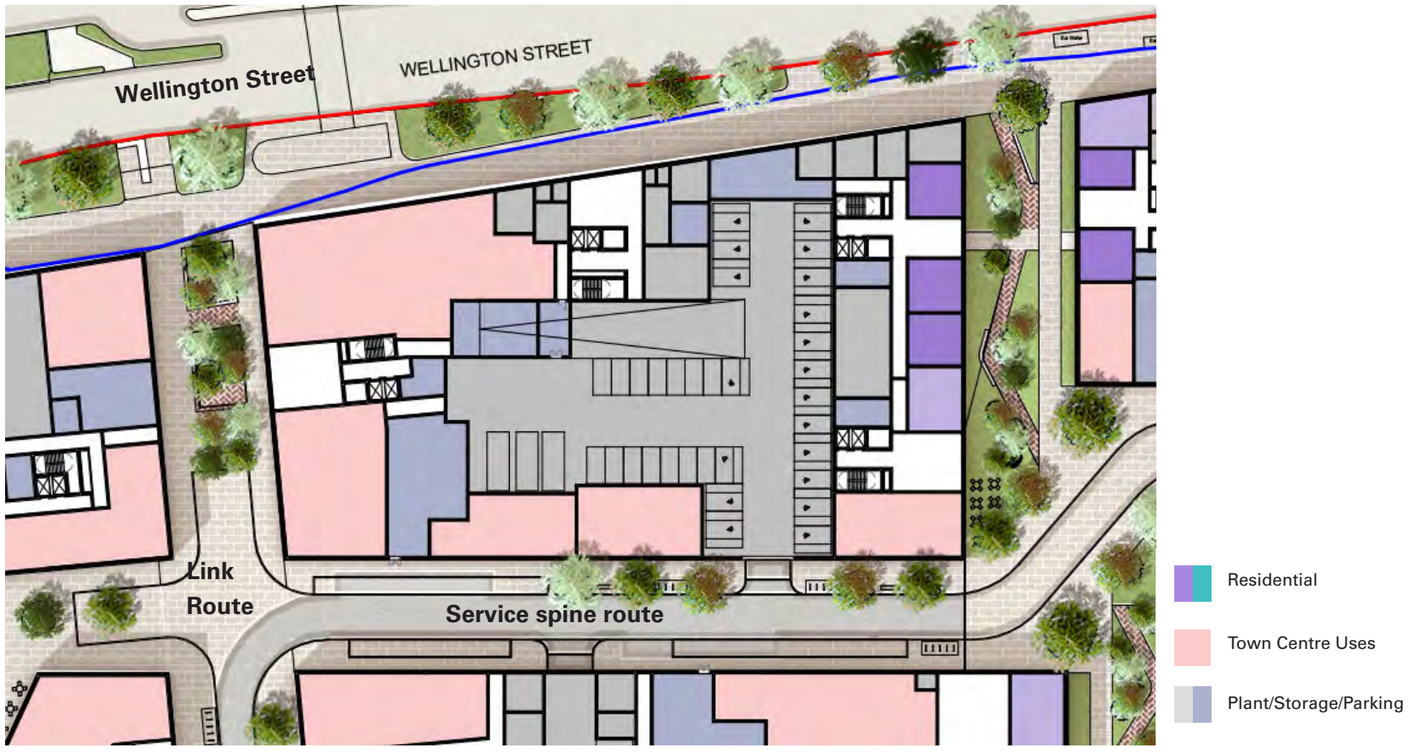
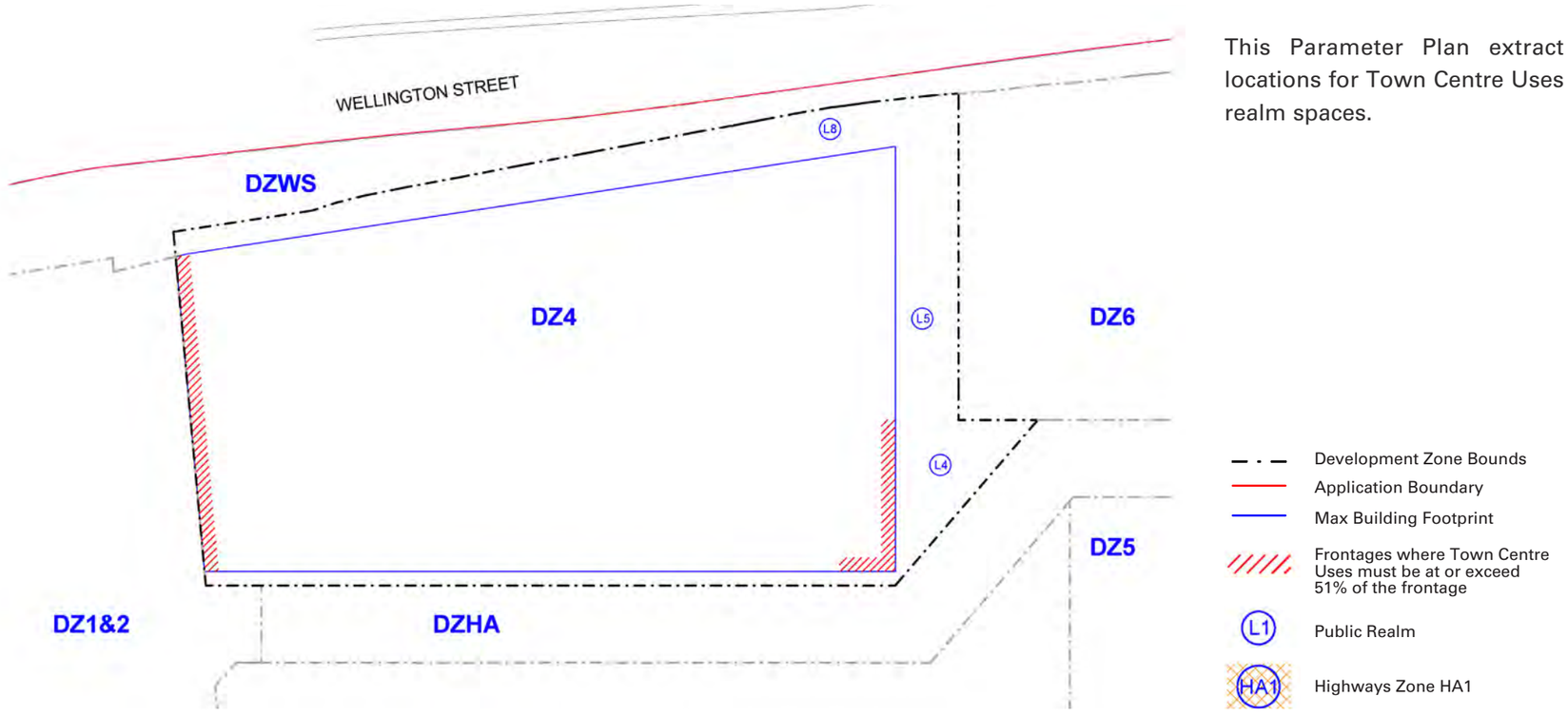


Fig. 170 - Illustrative Scheme ground floor plan



This Parameter Plan extract identifies locations for Town Centre Uses and public realm spaces.

Fig. 171 - Town Centre Use and public realm parameters

4.10 Design of Development Zones

4.10.8 Development Zone 5 layout & height

The plans opposite demonstrate how the Illustrative Scheme (showing one way DZ5 could be delivered) has informed the parameter plans for Development Zone 5.

Illustrative Scheme Layout
The Illustrative Scheme for DZ5 consists of a courtyard cluster of buildings sitting atop a podium base. The shape has been configured to span the depth of the site between the High Street and the service spine route and provide a raised courtyard amenity space that is shared amongst the residents of the cluster of buildings.

The geometry of the cluster is broadly rectangular, however through discussions with SBC and the DRP the southern portion of the cluster has been rotated to respond to the geometry of the existing High Street and Observatory Shopping Centre and provide more subtle variation in the public realm.

Illustrative Scheme Height
The Illustrative Scheme heights (see previous section 4.5.1) step up to the north (from 7 to 10 storeys), away from the High Street. This approach is similar to the stepping on DZ3 and will ensure a more modest scale of massing on the existing High Street. This step in height is reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns.

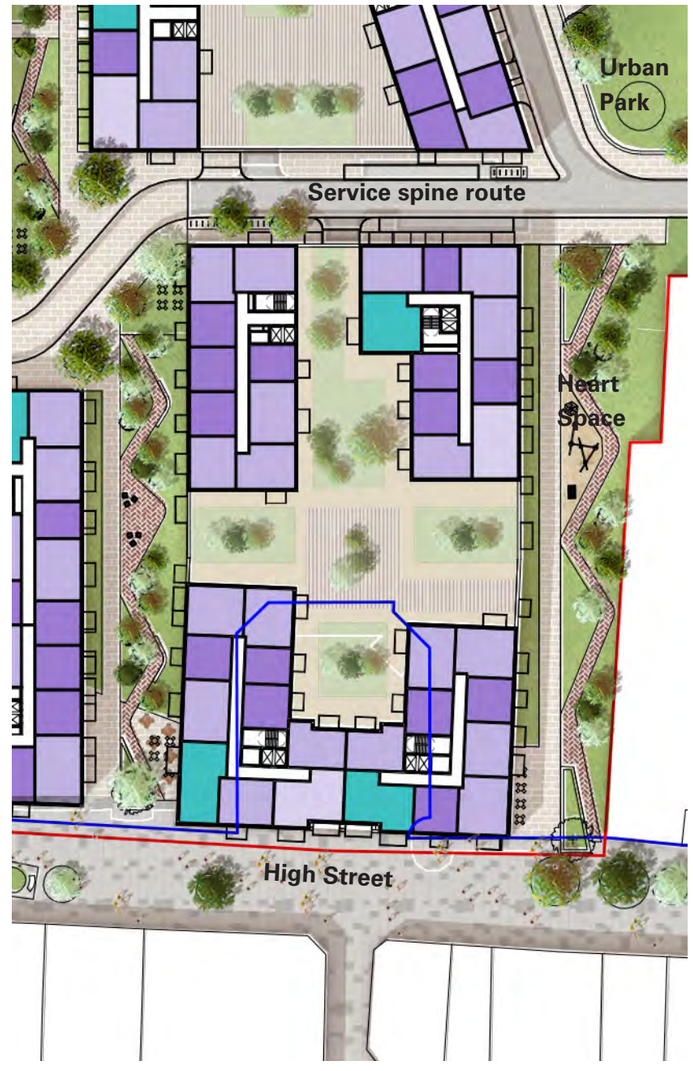


Fig. 172 - Illustrative Scheme typical floor plan

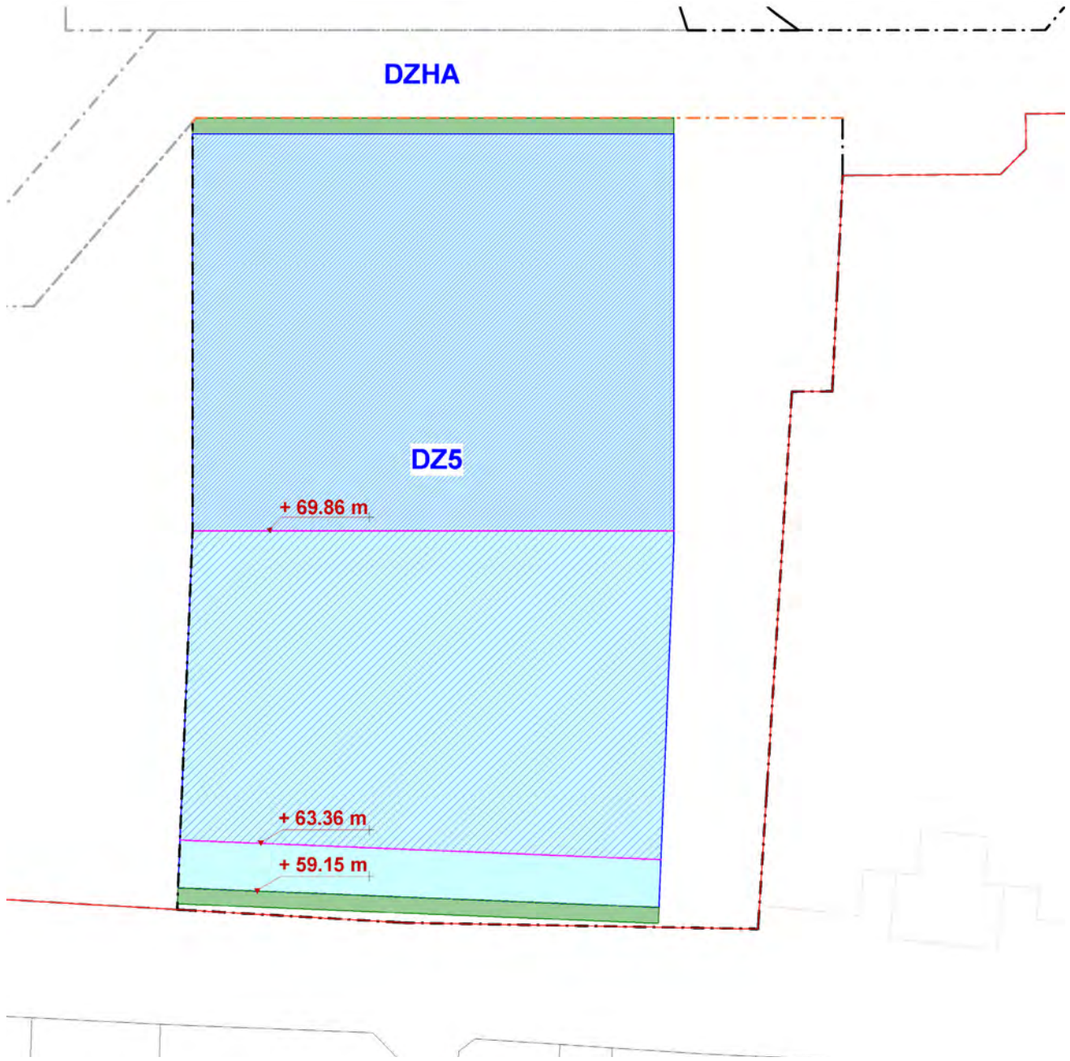


Fig. 173 - Footprint & height parameters

This Parameter Plan extract demonstrate both the limits and flexibility that exists for footprint and layout adjustments. While upper levels of the buildings could be configured differently, the key routes, connections and definition of public realm will be established by any future RMAs that sit within these parameters.

- Development Zone Bounds
- Application Boundary
- Max Building Footprint (above ground)
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone

4.10 Design of Development Zones

4.10.9 Development Zone 5 ground floor uses, servicing & access

Illustrative Scheme Ground floor use
The ground floor of DZ5 will benefit from Town Centre Uses distributed along the south facade and at the north west corner adjacent to the Local Square.

Building servicing & access
It is proposed that the lower levels of DZ5 will incoporate a car parking area that is accessed from the service spine route and serves Development Zone 5 only. This car park will also provide access to a series of servicing and plant spaces that are discretely located away from primary public routes.

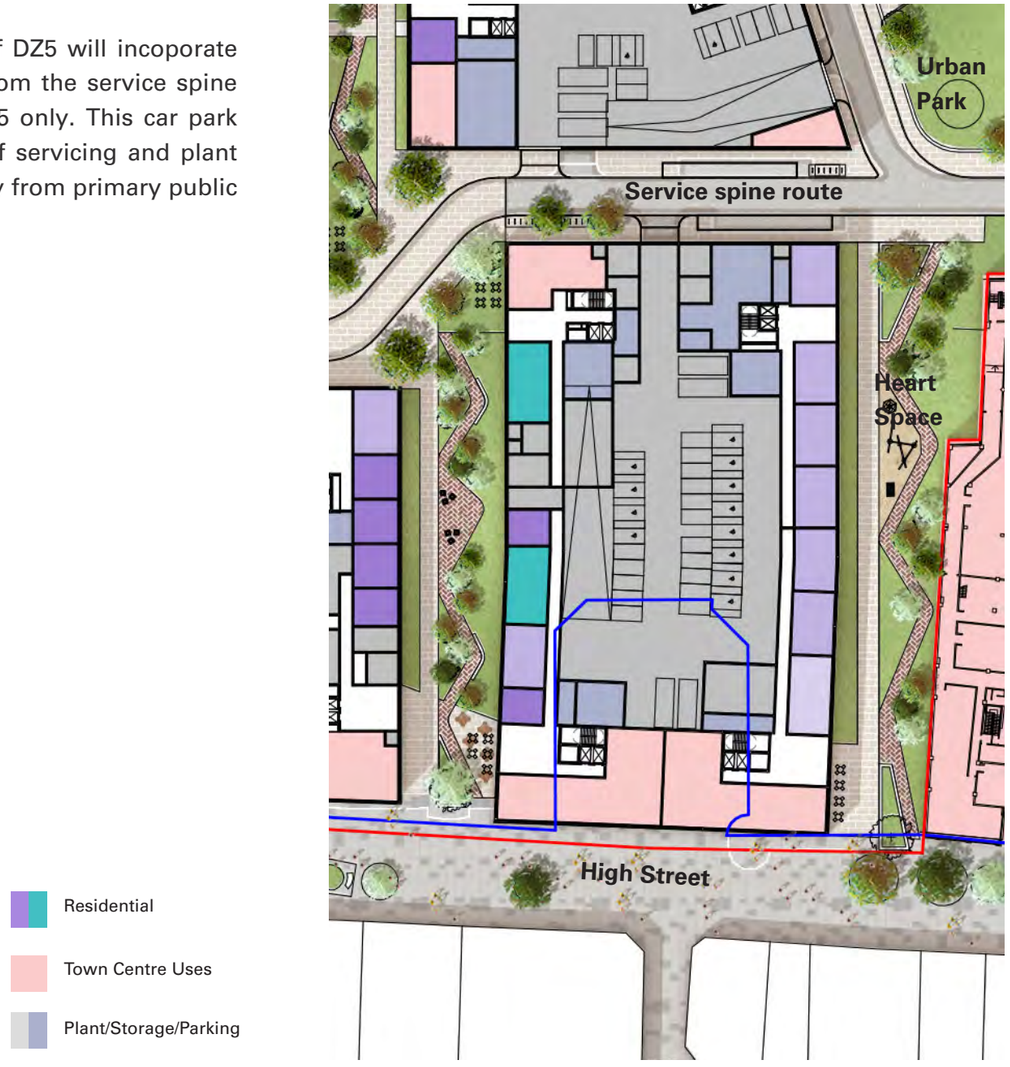
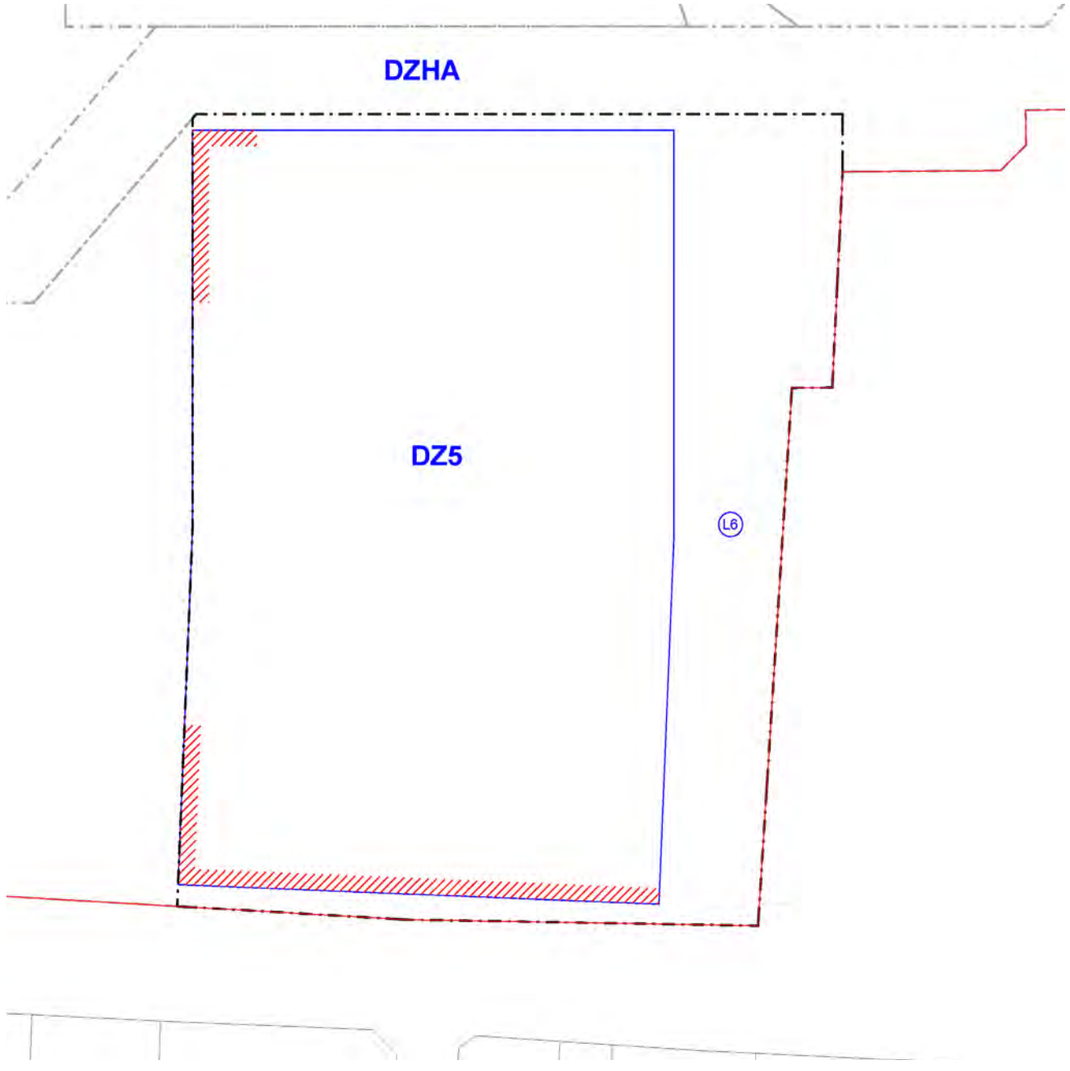


Fig. 174 - Illustrative Scheme ground floor plan



This Parameter Plan extract identifies locations for Town Centre Uses and public realm spaces.

Fig. 175 - Town Centre Use and public realm parameters

4.10 Design of Development Zones

4.10.10 Development Zone 6 layout & height

The plans opposite demonstrate how the Illustrative Scheme (showing one way DZ6 could be delivered) has informed the parameter plans for Development Zone 6.

Illustrative Scheme Layout

The Illustrative Scheme for DZ6 consists of two linear blocks sitting atop a podium base and this configuration has been adopted to minimise single aspect north facing units and maximise daylight & sunlight permeability in a similar manner to DZ4. The south and west facades are perpendicular to one another and the north and east facades follow the existing/ proposed lines of Wellington Street and Queensmere Road respectively.

A large part of the Development Zone 6 area has been dedicated to an Urban Park, which will serve as an attractive outlook to the eastern residential block.

Illustrative Scheme Height

The Illustrative Scheme heights (see previous section 4.5.1) of DZ6 step down (from 18 to 11 storeys) towards the east in response to the lower height of the adjacent HTC building. This step in height is reflected in the Parameter Plan heights with an additional allowance for rooftop plant and lift overruns.

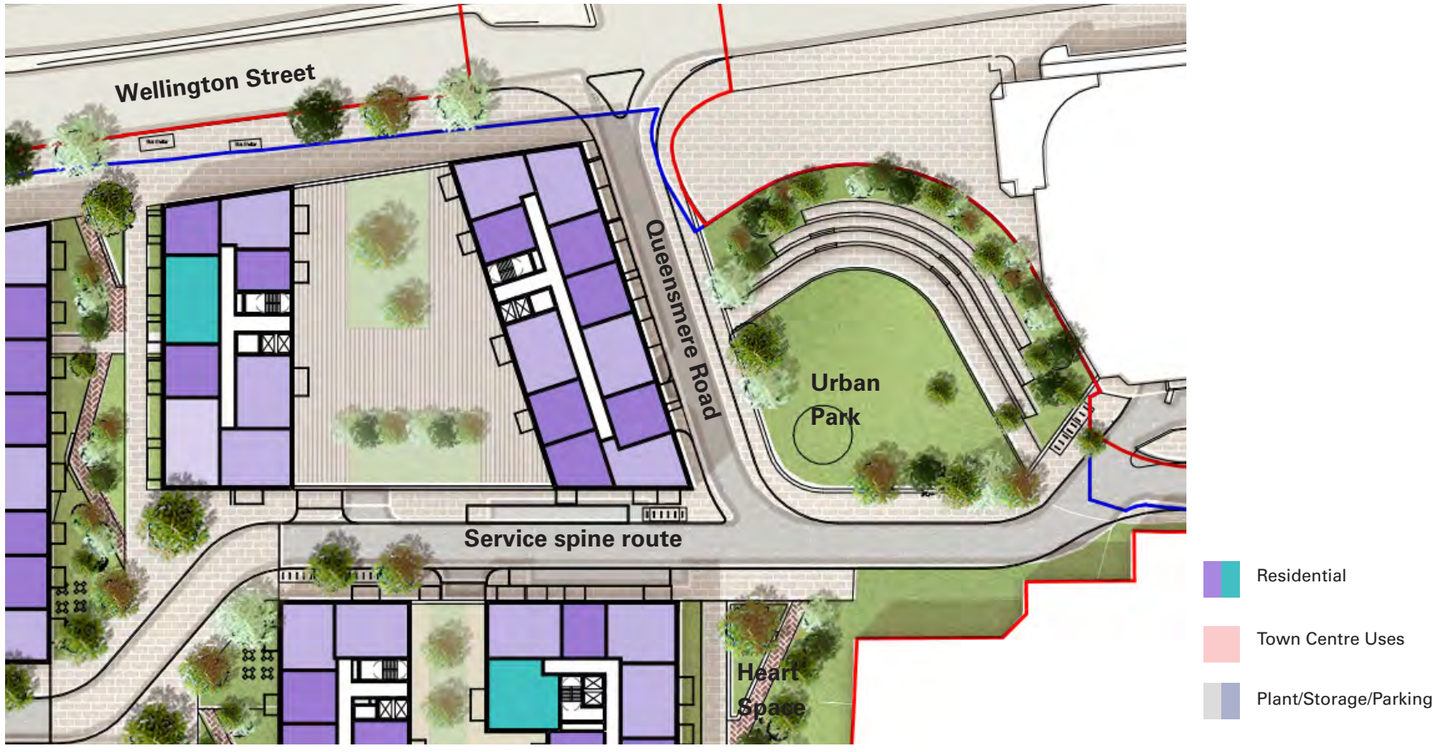


Fig. 176 - Illustrative Scheme typical floor plan

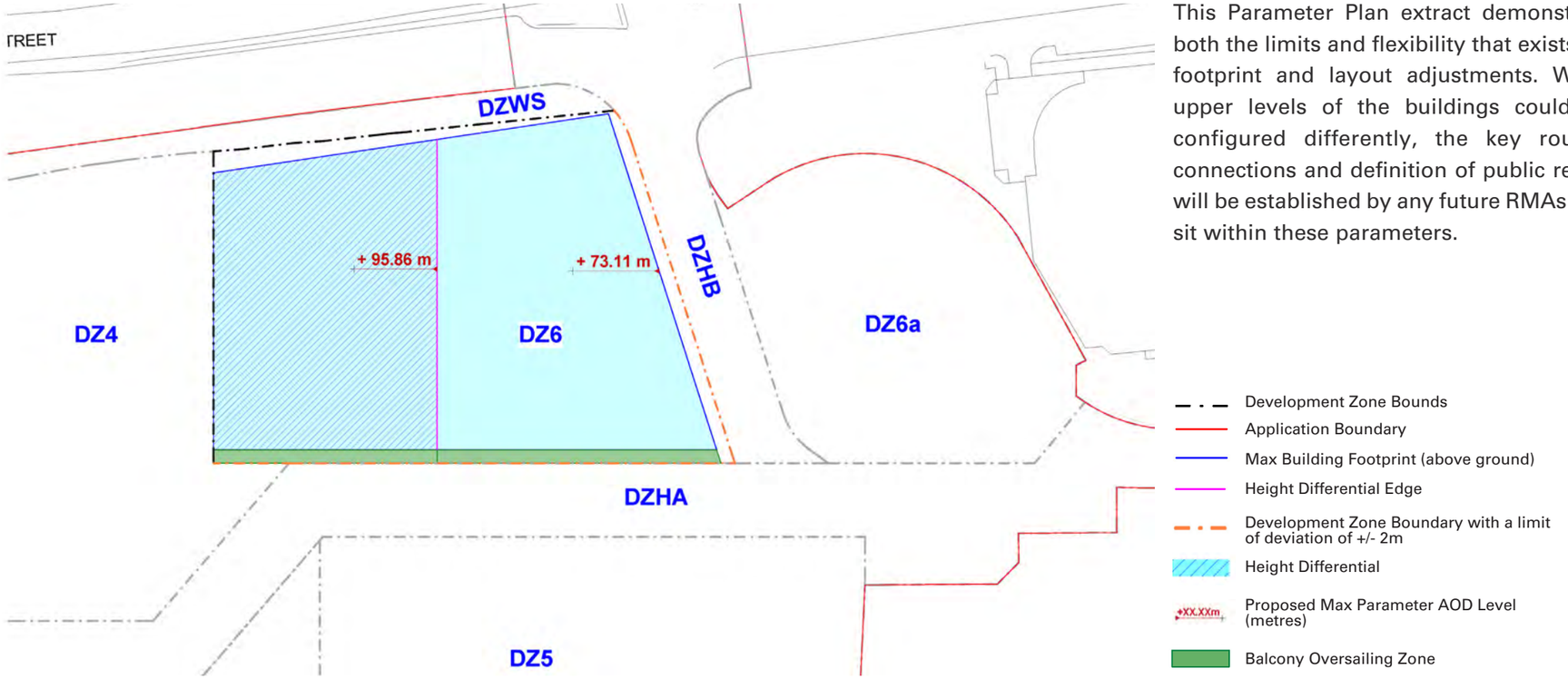


Fig. 177 - Footprint & height parameters

This Parameter Plan extract demonstrate both the limits and flexibility that exists for footprint and layout adjustments. While upper levels of the buildings could be configured differently, the key routes, connections and definition of public realm will be established by any future RMAs that sit within these parameters.

4.10 Design of Development Zones

4.10.11 Development Zone 6 ground floor uses, servicing & access

Illustrative Scheme Ground floor uses
The ground floor level of DZ6 will incoporate a mixture of residential (along the western edge) and servicing/ car park space.

Building servicing & access
The car parking area that is proposed in DZ6 will be accessed from the service spine route and will serve Development Zone 6 only. This car park will also provide access to a series of servicing and plant spaces that are discretely located away from primary public routes.

The residential entrances relate to the linear block configuration above the podium and as a consequence are positioned on the west and east facades of DZ6. These locations are adjacent to main pedestrian and vehicle thoroughfares, easy to access and clearly visible and safe.

Alternative Multi-Storey Car Park Use
As outlined in section 4.9, Development Zone 6 benefits from the opportunity to incoporate multi-storey car park use. While the Illustrative Scheme proposes two linear residential blocks, it is unlikely that a multi-storey car park scheme would be configured in the same manner due to efficiency requirements. The Design Code makes allowance for an alternative building footprint and massing within the maximum parameters as well as other mandatory requirements and guidance in relation to this alternative use type.

An explanation of the design proposals for DZ6a (including the Urban Park and potential pavilion are provided in Section 6 of the DAS.

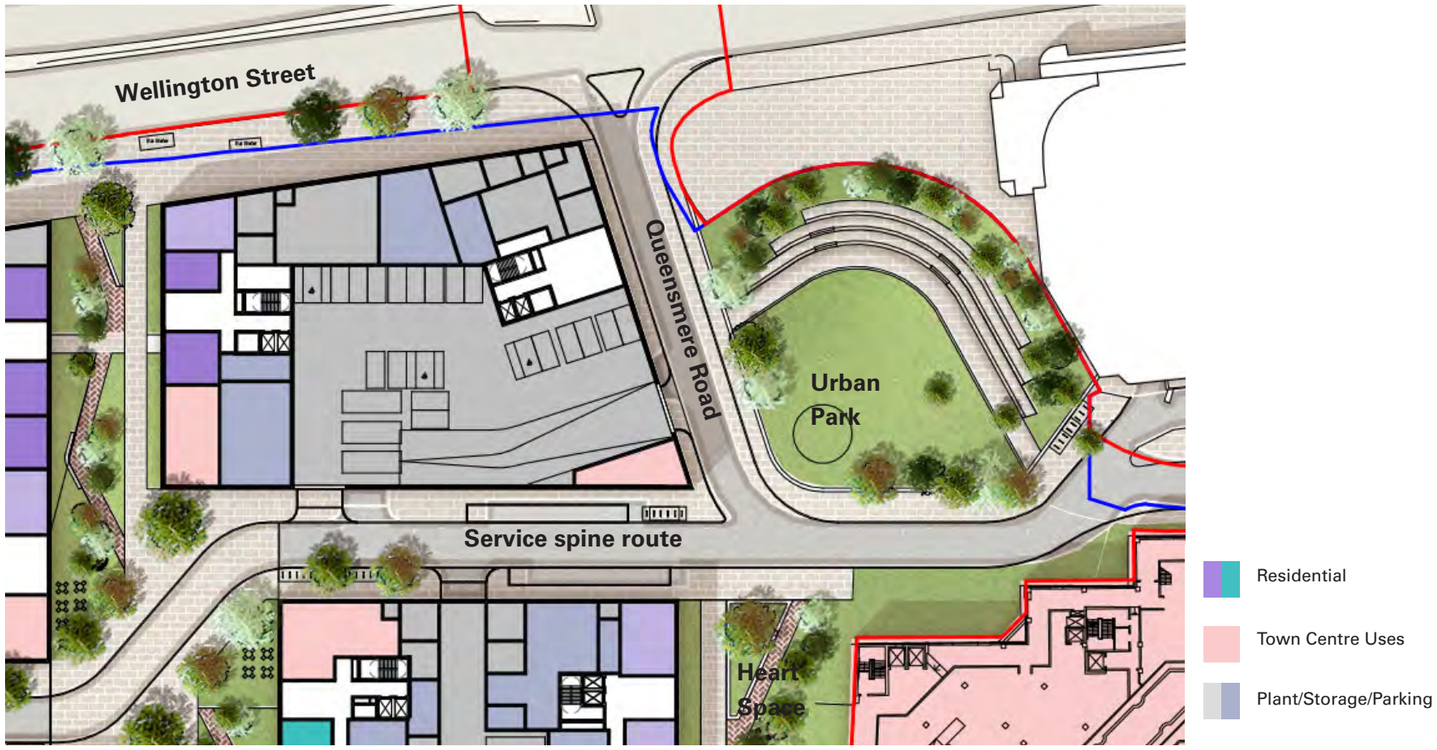
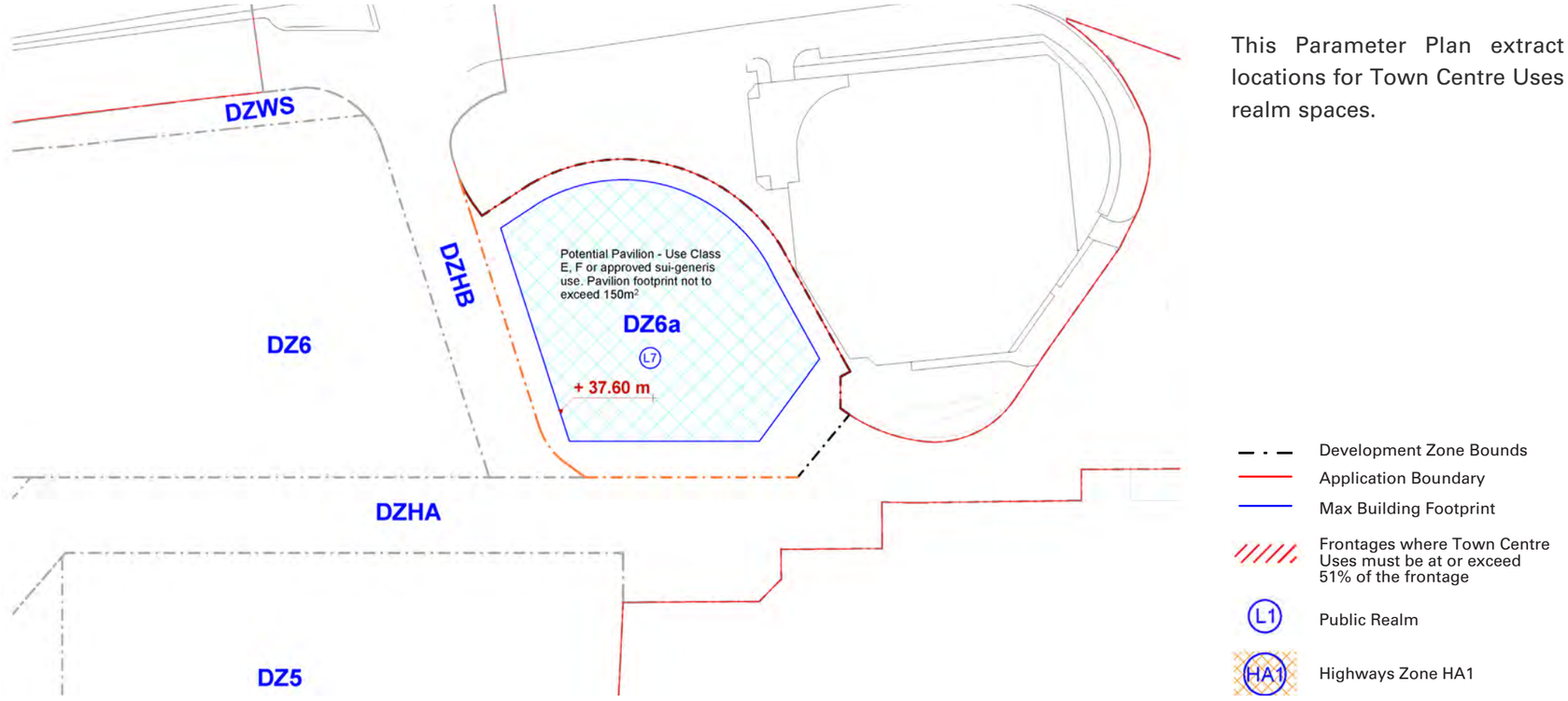


Fig. 178 - Illustrative Scheme ground floor plan



This Parameter Plan extract identifies locations for Town Centre Uses and public realm spaces.

Fig. 179 - Town Centre Use and public realm parameters

4.11 Amount

The following uses are proposed in the development:

- Residential (Use Class C3/ C2)
- Office (Use Class E (g)(i))
- Town Centre Uses (including Use Class E and F)
- Live music venue/ cinema (Sui Generis)
- Pub/ Bar/ Hot food takeaway (Sui Generis)
- Ancillary space (such as management and supporting facilities, circulation, servicing and plant)
- Car Parking

In total, it is anticipated that the Illustrative Scheme could deliver approximately 165,547m2 GEA.

The total number of homes proposed within the Illustrative Scheme is 1,499, of which a proportion will be affordable housing, comprising a mix of affordable rent and shared ownership tenures. The residential buildings will accommodate a range of dwelling sizes and unit size (that accord with Technical Housing Standards NDSS) and efficiency have been carefully considered to achieve an optimal and viable Illustrative Scheme. A proportion of larger wheelchair accessible units will also be provided within the development in accordance with SBC requirements.

Flexible uses will be distributed within the ground floor level of the buildings and residential use will be accommodated at both ground (in appropriate locations) and upper levels of the buildings.

DEVELOPMENT ZONE	UNIT	GEA
DEVELOPMENT ZONE 1 & 2	286	28,501 m^2
DEVELOPMENT ZONE 3	320	41, 466 m^2
DEVELOPMENT ZONE 4	387	41, 460 m^2
DEVELOPMENT ZONE 5	270	29, 136 m^2
DEVELOPMENT ZONE 6	236	24, 984 m^2
TOTAL	**1,499**	**165, 547 m^2**

Fig. 180 - Illustrative Scheme, GEA and No. of Units (one potential iteration of a future RMA scheme and not for apprioval)

5

Accessibility, social inclusion & safety

Introduction

This chapter of the Design & Access Statement contains the following sections:

Accessibility, social inclusion & safety 5.0

5.1 Overview

Fig. 181 - Illustrative perspective view of service spine route (looking west)

The QM OPA will provide a safe, legible, high quality environment that will be easily used by as wide a range of people as possible without undue effort, special treatment or separation. The objective is to provide a high quality mixed use development that caters for a wide range of people and is designed to be inclusive for all users and visitors. It also confirms compliance of the proposals with relevant national, regional and local principles and policies.

5.0 Accessibility, social inclusion & safety

5.2 Transport & servicing

Location and vehicle access
The site is located in the centre of Slough and has a PTAL rating of 6 – this is due to its rail, bus and car connections that spread to the wider town and region as well as London. The Illustrative Scheme incorporates a primary vehicle route - service spine - that runs through the centre of the site in an east-west direction. In order to minimise traffic flow through the site, the western portion of this route and connection to High Street/Church Street will be a controlled route with limited access for larger HGV emergency and servicing vehicles. Domestic users and visitors will be expected to exit in an eastbound direction and able to use Queensmere Road and car park entrances to turn and exit.

Podium parking
It is proposed that resident parking will be accommodated within podium levels of the buildings within DZ3, 4, 5 and 6. These car park areas would be accessed via the service spine. The Illustrative Scheme does not incorporate car parking in Development Zones 1 and 2 since this Town Centre Character Area is proposed as being car free, with pedestrian permeability and active frontages prioritised.

Maintenance access
Plant spaces have been configured within the Illustrative Scheme so that maintenance vehicles could be provided with access via. the service spine route and other controlled areas of hard landscape. Facade maintenance will also be faciltated by controlled access to hard landscaped areas.

Deliveries
It is proposed that adhoc motorcyle, van and LGV deliveries will be able to use loading bays on the service route and/ or access loading bays within the podium parking areas (having been permitted access by building management). Commercial delivery vehicles will also be provided with controlled access to the podium loading bays (LGVs only) and loading bays in the streetscape. High Street retail units will not require vehicular access to the pedestrianized High Street.

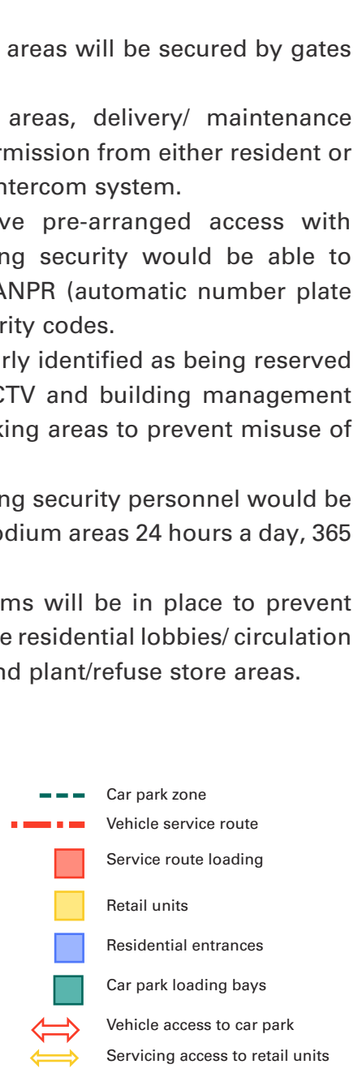
Refuse Collection
It is assumed that a series of smaller waste stores will be provided at the base of each residential core. These stores will be used to hold one days waste (two days capacity to be provided), prior to this waste being moved and collected within a larger store/ presentation area close to the service route and within an acceptable distance from the refuse collection loading pad. Residents will be provided with secure access to individual smaller refuse stores only. The

Security issues relating to servicing strategy
The QM OPA proposes that the development will be serviced from loading pads within the streetscape as well as loading bays within podium car park areas. The following elements have been identified as mitigation methods for potential security issues in relation to these features.

Loading pads in streetscape
- Clear differentiation of loading pads from pedestrian footways will ensure pedestrian safety.
- Introduction of bollards, trees and soft planting areas would prevent vehicles encroaching further on to pedestrian footways.
- Access to the western part of the service route (within DZ1 & 2) would be controlled by site management personnel and would be physically limited through the provision of drop bollards and/or barriers.

Podium level loading bays

- Podium level car parking areas will be secured by gates and/ or barriers.
- To access the podium areas, delivery/ maintenance drivers would require permission from either resident or building security via an intercom system.
- Other vehicles that have pre-arranged access with residents and/ or building security would be able to access the areas using ANPR (automatic number plate recognition) and/ or security codes.
- Loading bays will be clearly identified as being reserved for servicing use and CCTV and building management would police the car parking areas to prevent misuse of the spaces.
- CCTV systems and building security personnel would be in place to monitor the podium areas 24 hours a day, 365 days a year.
- Additional security systems will be in place to prevent unauthorised access to the residential lobbies/ circulation areas, retail/ F&B units and plant/refuse store areas.



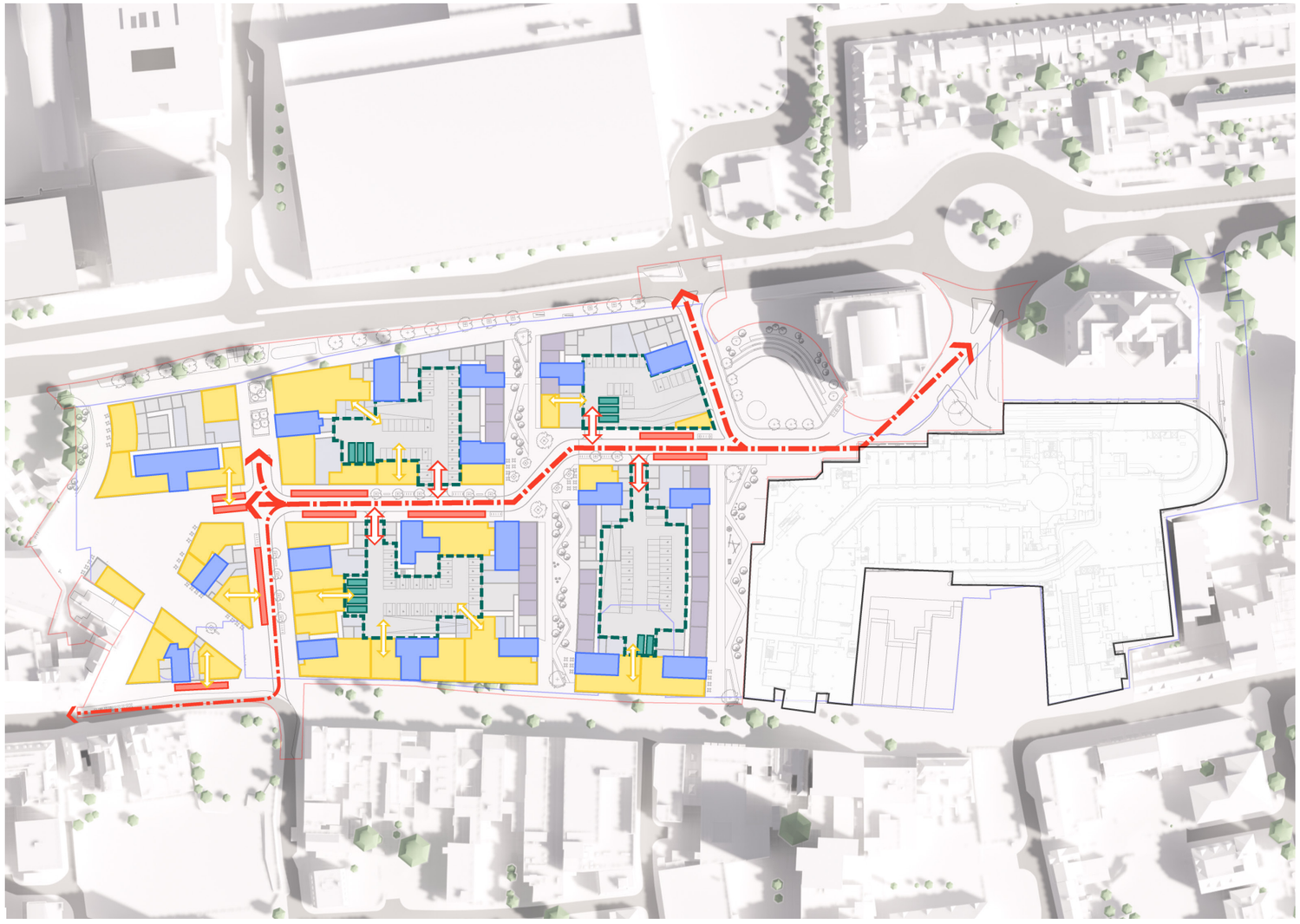


Fig. 182 - Illustrative ground floor plan identifying key features of the servicing strategy

5.0 Accessibility, social inclusion & safety

5.3 Approaches to buildings

5.3.1 Access for emergency services

Emergency access will be possible to all main public areas and entrances to residential and other uses in the QM OPA.

5.3.2 Safety, security and designing out crime

The QM OPA has been designed with the aim of creating a strong sense of place for this new part of Slough Town Centre and the Illustrative Scheme layout and public realm proposals have considered and sought to address the 7 key aspects as identified by Secured By Design for securing sustainable communities:

1. Access and movement:

- Routes have been designed to be well defined in terms of who the predominant/ consented user (for example pedestrian footways vs vehicle routes) and public realm spaces/ nodes and building entrances have been indicated in positions on primary routes to ensure natural surveillance and pedestrian security.

2. Structure:

- Ground floor use types as outlined in the QM OPA parameters have been considered and distributed so that conflicts between public and private use types are not likely to occur. It is anticipated that ground floor level residential units would be situated on quieter throughfares that are less exposed to public activity.

3. Surveillance:

- The provision of residential use at the upper levels of most buildings means all publicly accessible spaces will be overlooked.

4. Ownership:

- A sense of ownership will be promoted in the key public realm areas as identified in the QM OPA parameters. This will be achieved by providing much needed community focussed public realm spaces that are accessible, well lit, naturally, and digitally surveyed and therefore likely to instil a sense of respect and territorial responsibility. The quieter residential neighbourhood streets will benefit from clear definition of public and private space and physical buffer zones to ground floor level residential units. A combination of psychological, controlled and secured boundaries will be implemented to reinforce the defensible space and building thresholds.

5. Physical protection:

- Where physical interventions are necessary, these will be carefully integrated into the buildings and landscape. While this is an outline planning application, it is anticipated that detailed reserved matters proposals will come forward for consideration with well designed security features such as street lighting, shutters, and bollards. Guidelines and mandatory code have been provided within the Design Code document as a means of ensuring and controlling the future design, quality, and provision of a selection of these elements.

6. Activity:

- Ground floor level Town Centre uses are proposed to be concentrated on the Station to High Street route and along the existing High Street. This will result in a higher level of human activity along primary new routes and existing busy thoroughfares. These routes will benefit from natural surveillance during day and evening hours and should not detrimentally impact existing residential neighbours.

7. Management and maintenance:

- It is proposed that the areas of public realm will benefit from a management and maintenance regime that discourages crime in the present and the future, encourages businesses and legitimate business users to feel a sense of ownership and responsibility for their surroundings with the aim of providing a safe and crime free community that nurtures a sense of wellbeing. Details of these operational systems will be provided within future RMAs.

Fig. 183 - Illustrative ground floor plan identifying locations of residential lobbies and entrances on primary and secondary routes

6

Landscape and Public Realm

Introduction

This chapter of the design guidelines contains the following sections:

6.1 Introduction and General Approach

6.1.0 Introduction

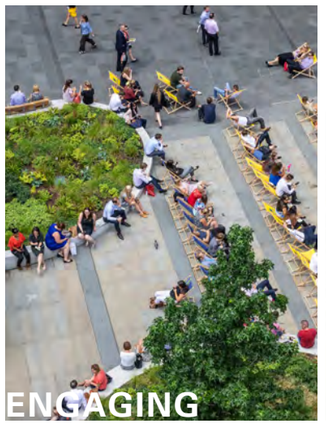
This chapter sets out the approach to the landscape design for the Queensmere Outline Planning Application (QM OPA) and provides a summary of strategies and elements that informed the development of an illustrative public realm and landscape approach.

Main design elements and concepts that are explained in the following sections have shaped the illustrative QM OPA proposal for landscape and underpin the design approach to the open spaces of the development.

6.1.1 Landscape Philosophy

Delivering a new public realm with enhanced permeability that creates significant new usable open spaces while interconnecting the wider context within Slough Town Centre is the key objective of the landscape design.

As explained in detail in previous chapters, restoring the lost urban grain of the town centre whilst opening up new circulation routes and providing publicly accessible spaces for the community that are inclusive, welcoming and vibrant lies at the heart of the proposal for the development.



6.1.2 Landscape Vision

The open spaces of the proposed development aim to create a public realm network that offer a variety of space typologies with different functions, scales, atmospheres and treatments.

The key design aspiration is to create an attractive and unique environment focused on re-energizing the town centre. Landscape design seeks to restore the Town Centre environment back to the public with generous and linked new open spaces, green routes, views and a new Town Square that will greatly improve the setting of the adjacent civic buildings.

The new public realm spaces will also offer connectivity with key destinations within the existing context through their placing on primary circulation routes. This approach will ensure the proposal for the new development will remain an active part of central Slough as the town grows and evolves.

Fig. 184 - Illustrative New Public Realm Diagram

6.2 Public Realm Overarching Strategies

6.2.0 Introduction

The landscape philosophy and vision informed a series of overarching public realm strategies which come together to create an Illustrative Landscape Scheme for the development. The Illustrative Landscape Scheme offers an indication of a possible solution for landscaping and public realm across the site.

The QM OPA Design Code document sets out 'Mandatory Rules' (MR) that must be abided by and informative best practice 'Design Guidelines' (G) which will guide development of landscape strategies for the site This chapter of the Design and Access statement illustrates the broad principles and approach to this strategy and how it can be implemented in alignment with binding and recommended items in the QM OPA Design Code. Any future RMAs will accord with these mandatory elements and reflect the broad principles and approach of this chapter.

The following sections explain these main strategies that have helped to inform landscape design and create the public realm identity for the development.

6.2.1 New Journeys & Destinations

Opening up the monolithic and inhibiting existing condition through the creation of a series of new routes and spaces is one of the key opportunities the application proposal provides for the town centre. The landscape design of these new routes will create unique journeys within and through the development and public realm spaces of varying sizes and functions will offer new destinations at key intersection points.

The design of new open spaces within the development will prioritise pedestrian journeys and creation of a walkable town centre as an extension of the pedestrianised High Street.

These open spaces aim to create a public realm network that offer a variety of space typologies with different functions, scales, atmospheres and treatments.

The key design aspiration is to create an attractive and unique environment focused on re-energizing the town centre.

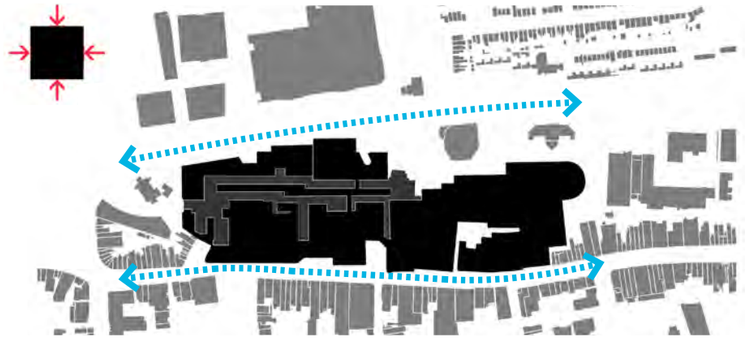


Fig. 189 - Existing Condition

Fig. 185 - Proposed Building Arrangement

Landscape design seeks to restore the town centre environment back to the public with generous and linked new open spaces, green routes, views and a new Town Square that will greatly improve the setting of the adjacent civic buildings.

Soft landscaping opportunities will be maximised within new North-South routes to ensure the new development and the Slough town centre can be embedded into a greener, a more biodiverse and a more natural environment.

New public realm spaces will be located in key junctions with high footfall and will be designed to create accessible spaces where people can come together, drawing in new life to Slough town centre and promote the local economy, ecology and the sense of community.

This approach will ensure the proposal for the new development will remain an active part of Slough as the town grows and evolves.

- Application Boundary
- High Street
- Town Square
- Gateway Space
- Local Square / Heart Space / Urban Park
- New Public Realm
- *Area Outside of Application Boundary - To be developed by Others

Fig. 186 - Illustrative Key Public Realm Typologies

6.2 Public Realm Overarching Strategies

6.2.2 Public Realm Ingredients

Landscape design will seek to provide variety and establish hierarchy within the public realm network through offerings of different activities, atmosphere of spaces and scale of circulation routes, planting character and materiality. While each open space will offer a different experience to the community, design of all these spaces will include common social and environmental ingredients that form a successful public realm.

Following key ingredients are identified during early stages of design and have informed the Illustrative Landscape Scheme for the QM OPA:

Social Elements:

The success of new public realm spaces will rely on factors that help create a well-used and diverse social setting for the community. Ease of accessing and navigating open spaces, as well as different activities and opportunities to come together and socialise will help form a sense of ownership. This will ensure a lively and active atmosphere which will significantly improve the public experience in Slough Town Centre which will, in turn, support local businesses and economy. Social elements focused on during the development of the illustrative landscape proposal are:

- Circulation and activity
- Play and social spaces
- Creating community

Environmental Elements:

In addition to ingredients that ensure the new public realm is accessible to all and functions well, environmental aspects of landscape design will have a major impact on the feel and unique character of open spaces. Increasing the ecological value and providing the community with the opportunity to connect with nature within Slough Town Centre is the vision which informed the landscape design for the QM OPA. Along with creating a softer and greener atmosphere to improve the current setting of the Site, environmental elements also carry an important functional role to support:

- Biodiversity
- Urban greening
- Sustainable drainage solutions

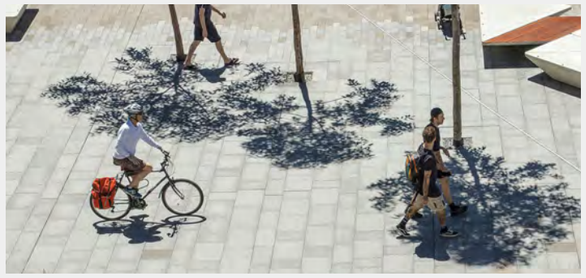
Scale, type and dominance of these ingredients will vary between different open space typologies, which will also strengthen legibility and function of these spaces in response to their immediate context and Character Areas.

KEY LANDSCAPE INGREDIENTS

SOCIAL ELEMENTS

1: Circulation and Activity

- Pedestrian and cycle connections
- A safe and accessible environment
- Support active and healthy lifestyles



2: Play

- Play trail creating a continuous playful route
- Dedicated play space on upper levels
- Sculptural, colourful play elements

3: Sustainable Drainage

- Rain gardens incorporated into streetscape
- Reduced storm water discharge
- Visible blue infrastructure

ENVIRONMENTAL ELEMENTS

4: Biodiversity

- Planting with species beneficial to wildlife
- A diverse and resilient plant community
- A mix of natives and non-natives

5: Urban Greening

- Street trees, vertical greening and roofscapes
- Benefits in terms of air quality, noise reduction, urban heat reductions, biodiversity...

6: Creating Community

- Opportunities for interaction
- Flexible space for temporary events
- Relationship to internal uses

6.3 Illustrative Landscape Scheme

6.3.0

In line with the public realm strategies and design ingredients outlined in previous sections an Illustrative Landscape Scheme was produced to test how the design can be delivered which captures the vision and ambition for the site. The aim of the Illustrative Landscape Scheme is to aid the consideration of future Reserved Matters Applications.

The landscape scheme focuses on a possible scenario of how land uses, movement routes and landscape framework could be delivered. The landscape design is developed in accordance with the Mandatory Rules and having regard to the Design Guidelines in the QM OPA Design Codes, and the parameters set out in the QM OPA Parameter Plans, which are submitted as part of the application.

The Illustrative Landscape Scheme demonstrates that a distinctive, high quality, sustainable public realm can be delivered by maximising opportunities for greening Slough Town Centre and providing a wide range of activities and experiences.

The illustrative plan is not a formal application document for approval and final detailed scheme may differ from the design and details illustrated in the following illustrations.

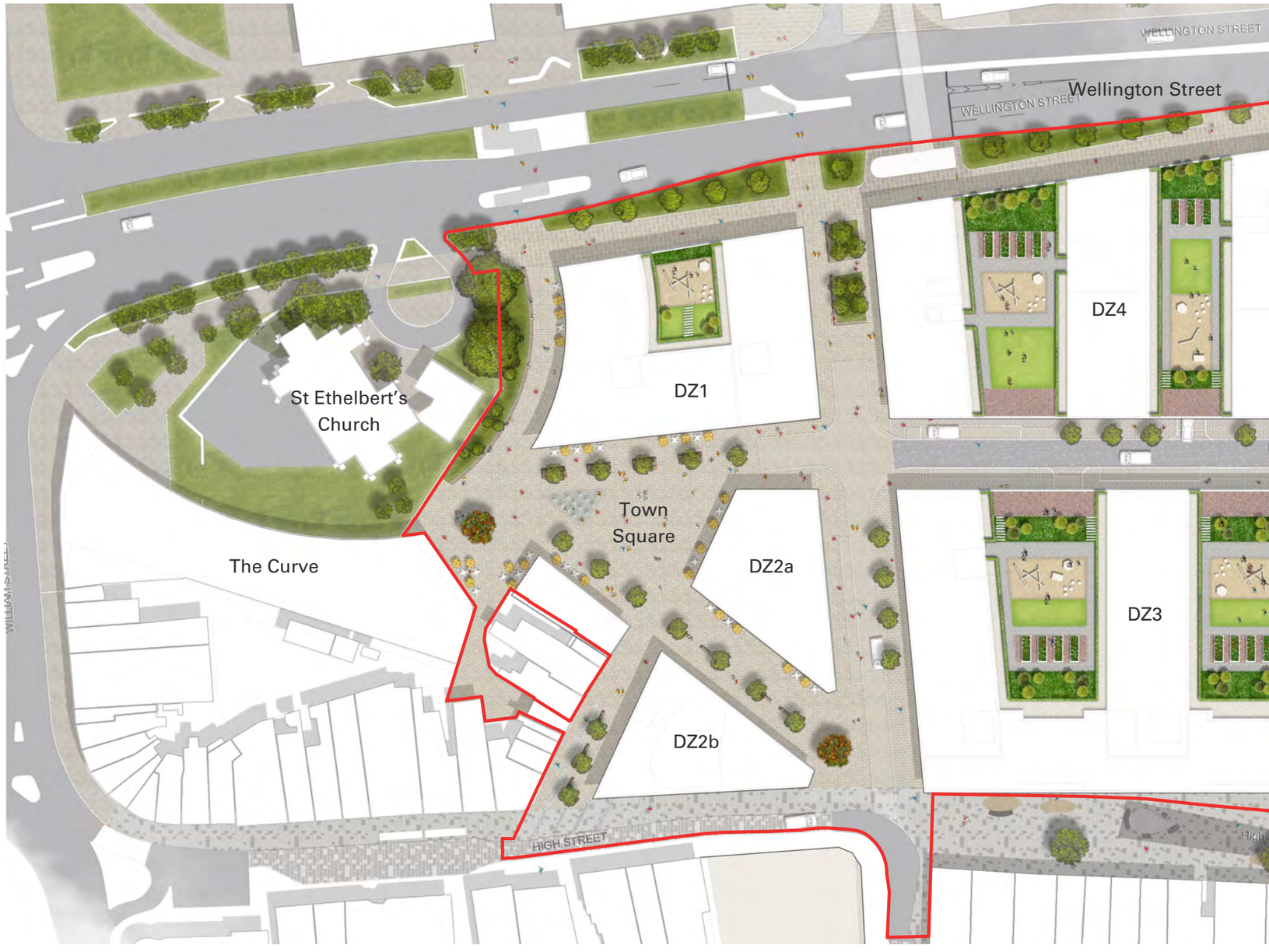


Fig. 187 - Illustrative Landscape Scheme


DZ6
DZ6
Urban
Park
HTC Building
Verona Apartments
Local
Square
Heart
Space
DZ5
DZ5
Retained
Observatory
Shopping Centre
High Street
High
Street
HIGH STREET

6.4 Sitewide Strategies

6.4.0 Introduction

A series of constraints and opportunities were identified during early assessments of the site and its context and sitewide strategies were developed in response to these to enhance the public realm offering designed as part of the QM OPA. These landscape strategies focus on the following aspects:

- Movement and access
- Water management and sustainability
- Urban greening and biodiversity
- Playspace
- Community and events
- Roof level landscape

The Illustrative Landscape Scheme was developed applying these strategies to set up a consistent sitewide landscape character. They've also helped form design and detailing of key spaces and routes.

The strategies are seen as key factors for a successful landscape design for the site. Details and mandatory and recommended design aspect for each of these strategies are explained in the Landscape and Public Realm Chapter of the Design Code. Following sections of this document describes how these strategies are implemented to form the illustrative landscape scheme.

6.4.1 Movement and Access

Delivering an inclusive, accessible and well-connected environment is one of the main objectives of the QM OPA Illustrative Scheme. The development site as it currently stands has very limited permeability due to the monolithic structure of the existing shopping centre with a distinct disconnection between the High Street and the North of the town. The QM OPA proposal for the site replaces the inaccessibility caused by the large single mass of the shopping centre by introducing generous openings and varying alignments that respond to desire lines identified within and through the development site.

Landscape treatment of these new connections will build on the increased permeability brought forward with the Illustrative Scheme by creating spaces that cater to the needs of all user types and that are easy to navigate, attractive and diverse in character.

Current best accessibility practices are applied across the site for all pedestrian routes, these are designed as step free, accessible routes with gradients not exceeding 1:20 and are generally shallower.

Surface materials will be durable, firm and slip resistant throughout the development. Loose paving material will be avoided to ensure surfacing does not present difficulty to people with disabilities.

Fully pedestrianised areas are spread across the development, offering a safe and welcoming experience for all user types. Pedestrian movement is segregated from cyclist and vehicles within these areas to ensure movement and circulation is maximised without any conflicts.

All Primary, Secondary and Tertiary routes both within north-south links and along the service spine route are designed to have a minimum 2m clear width for comfortable and unobstructed circulation in line with recommended Design Guidelines within QM OPA Design Code.

As part of the Illustrative Landscape Scheme, pedestrianised north-south routes are designed to include generous and wide paths. North-south routes are designed to include main pedestrian footways with a minimum 3m width. They also include more informal and indirect footways that meander through the soft landscape to create opportunities for more leisurely circulation and dwelling within the space.

All landscape and street furniture elements are thoughtfully positioned to sit outside of movement routes to provide a lively and well used atmosphere while keeping footways free of clutter and obstruction. These free environments should be designed with a consistency of approach to arrangement that will lead to familiarity and a more accessible experience throughout the town centre.

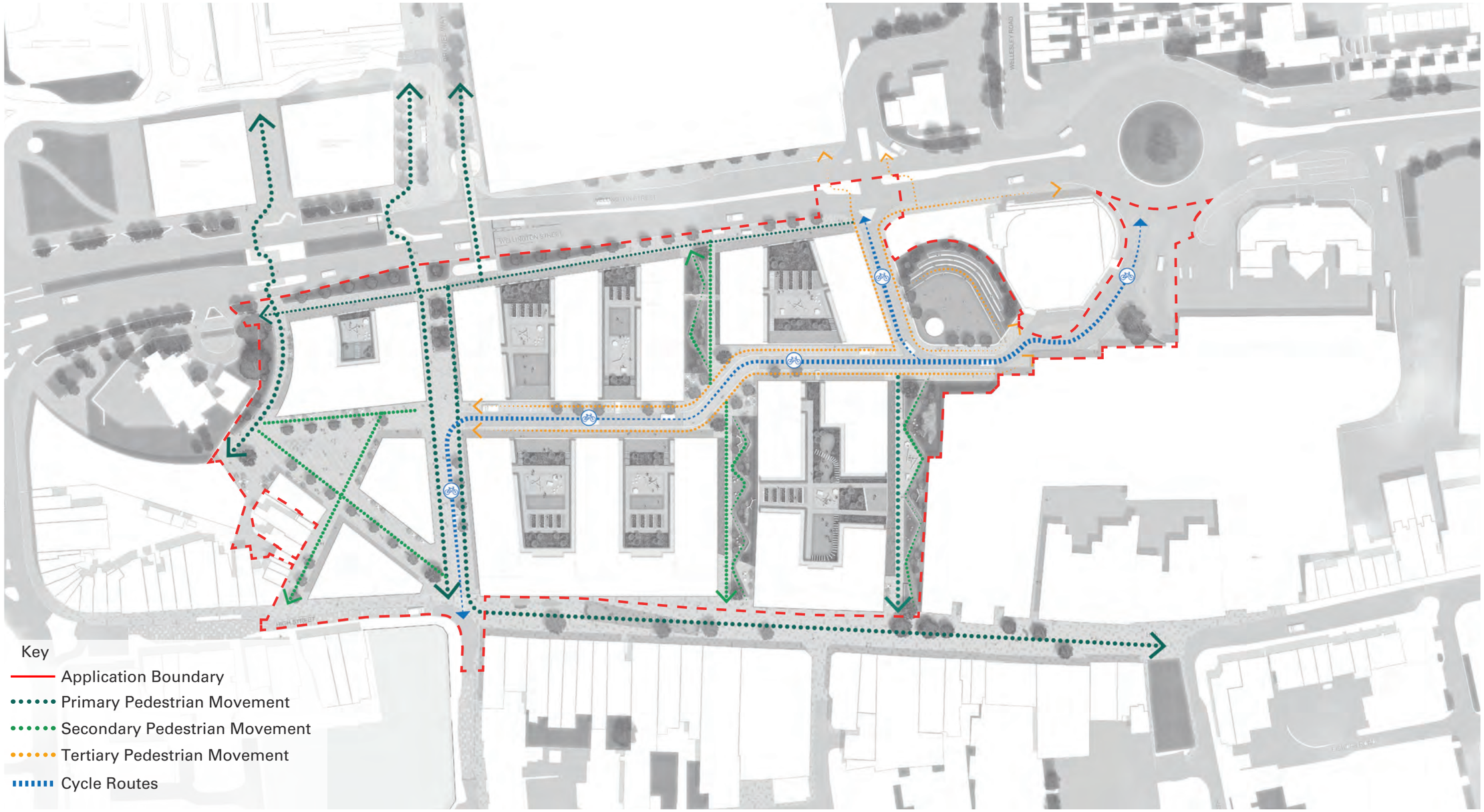


Fig. 188 - Illustrative Pedestrian and Cycle Movement Diagram

6.4 Sitewide Strategies

6.4.2 Vehicular Access

The vehicular access strategy for the outline Illustrative Scheme has been carefully considered in terms of providing access to the site and the Development Zones, for parking, servicing and emergency, while ensuring pedestrian comfort, safety and accessibility is prioritised.

The outline strategy proposes a sensitive Service Route treatment that balances the vehicular access and servicing requirements with the new pedestrian linkages and public realm spaces, created as part of the QM OPA Illustrative Scheme.

Interfaces between vehicular access routes and pedestrian priority movement routes are kept to a minimum. Where vehicular access routes intersect with public open spaces such as the Local Square, pedestrian routes will be emphasised and generously proportioned crossings will be located on desire lines. Although the exact nature of the crossings will be determined at a later design stage, it is envisaged that a raised table crossing with flush kerbs can be incorporated along the street, distinguished by different paving/ surfacing.

As outlined in Section 4.4.1. and Section 6.4.1 of this document, it is envisaged the carriageway of the Service Route will be designed to accommodate shared use with cyclists.

In line with the QM OPA Indicative Servicing and Delivery Strategy, vehicular entrance and egress for the Site is provided via the Wellington Street roundabout and Queensmere Road. Controlled egress is provided through a new connection to High Street introduced between DZ 2 and DZ 3 for service and emergency vehicles only.

Loading bays are provided along the Service Route, integrated in footpaths to be utilized by large servicing vehicles. The Illustrative Scheme indicates a staggered layout for these loading bays to avoid long sections of hard paved areas. This approach also ensures opportunities to introduce tree planting along the service route are maximised to help frame the space within the street corridor, soften the urban environment, and enhance the appearance and ‘experience’ of the street.

Further detail is provided on servicing and vehicle access in the Indicative Servicing and delivery Strategy document.

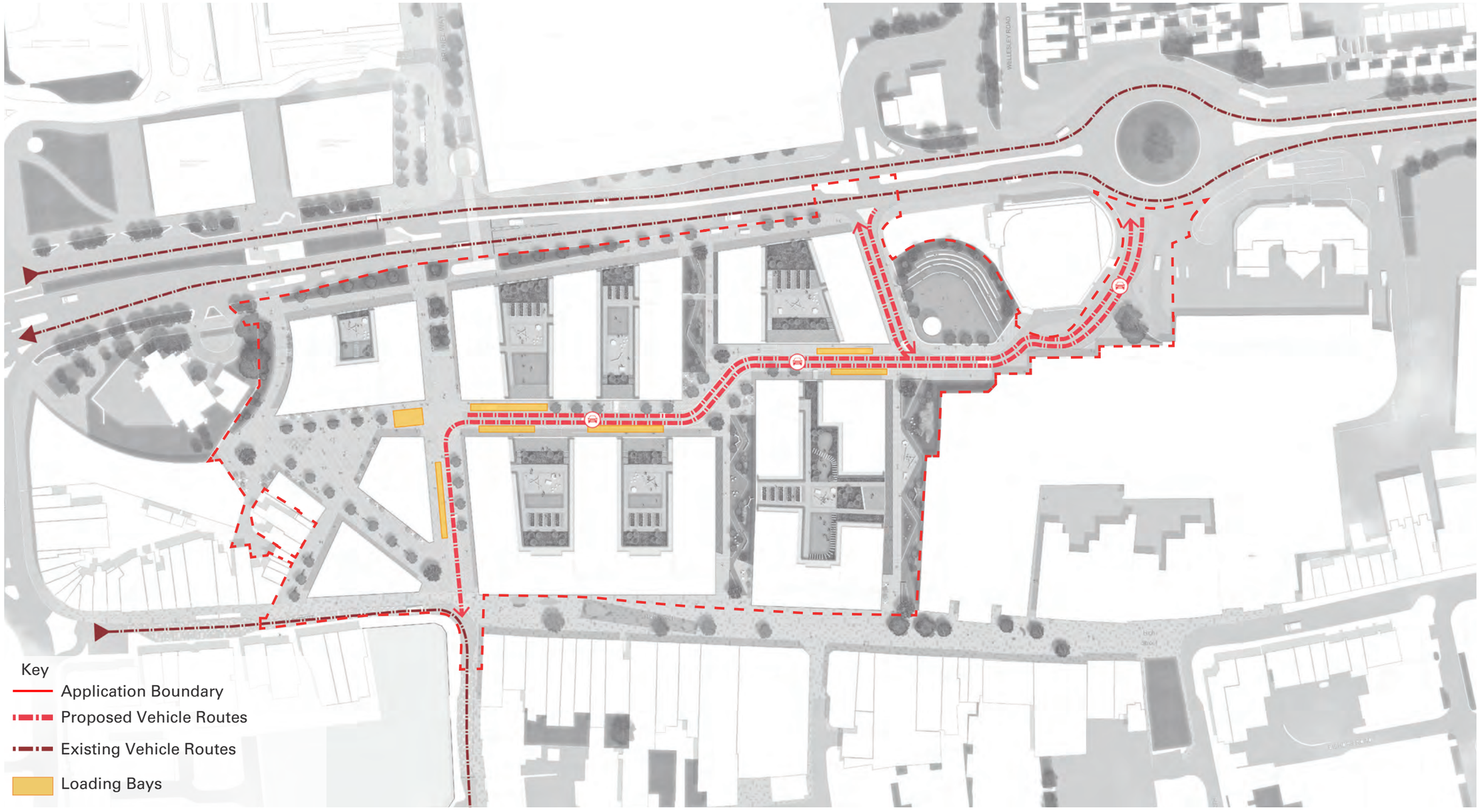


Fig. 189 - Illustrative Vehicle Movement Diagram

6.4 Sitewide Strategies

6.4.3 Water Management and Sustainability / SuDs

The Illustrative Scheme provides the opportunity to incorporate a sustainable drainage and water management strategy as a key component of the landscape design. During early assessments and development of landscape concept, green north-south links were identified as suitable locations for Sustainable Drainage Systems (SuDS) to be incorporated into public realm design in form of vegetated swales and rain gardens. Permeable paving and attenuation cells can also be incorporated in the design during detailed stages to contribute to any subsequently approved SuDS strategies for the development.

Sustainability strategy is also supported by:

- Delivery of high quality public realm areas that open up central Slough to pedestrian movement that encourage active modes of transportation and reduce need for use of private vehicles,

- Creation of generous amenity space within the town centre which will support the community and businesses,

- Enhancements to biodiversity through greening public open spaces and providing connection to nature for the public within the urban setting.

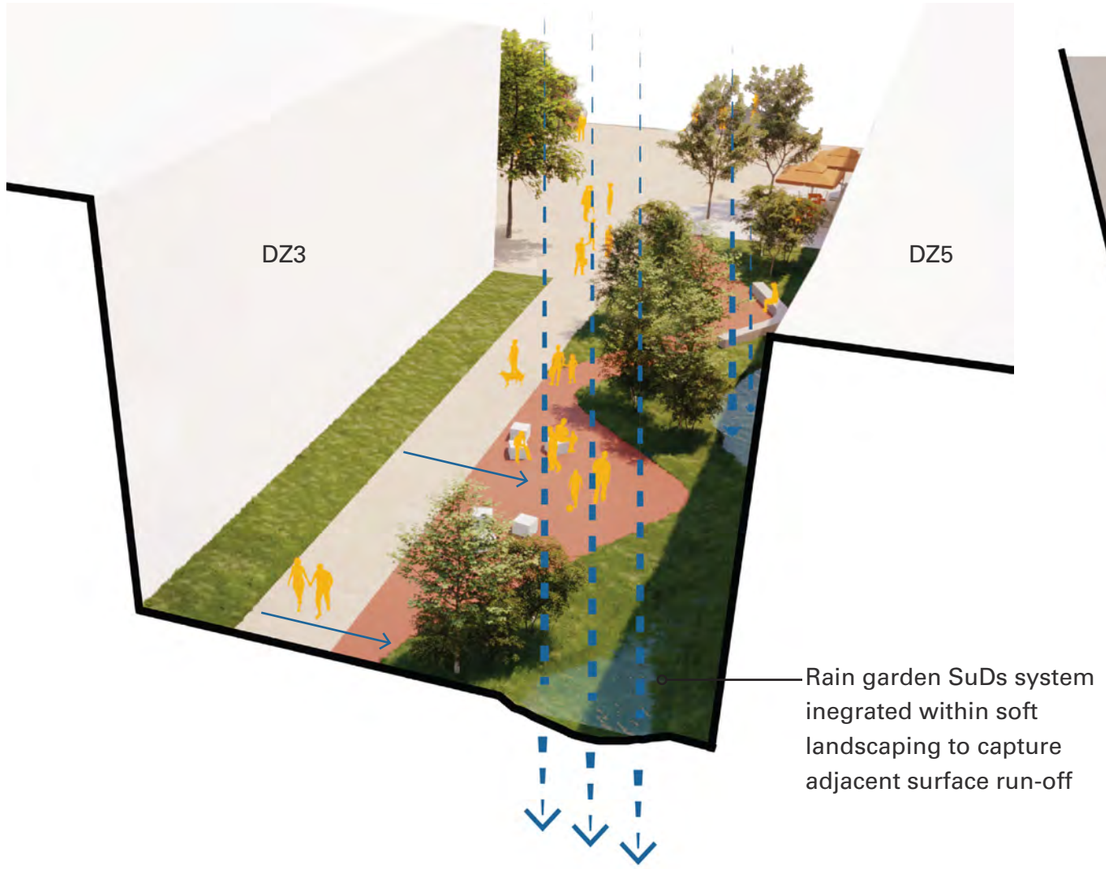


Fig. 190 - Illustrative North-South Routes Sustainable Drainage

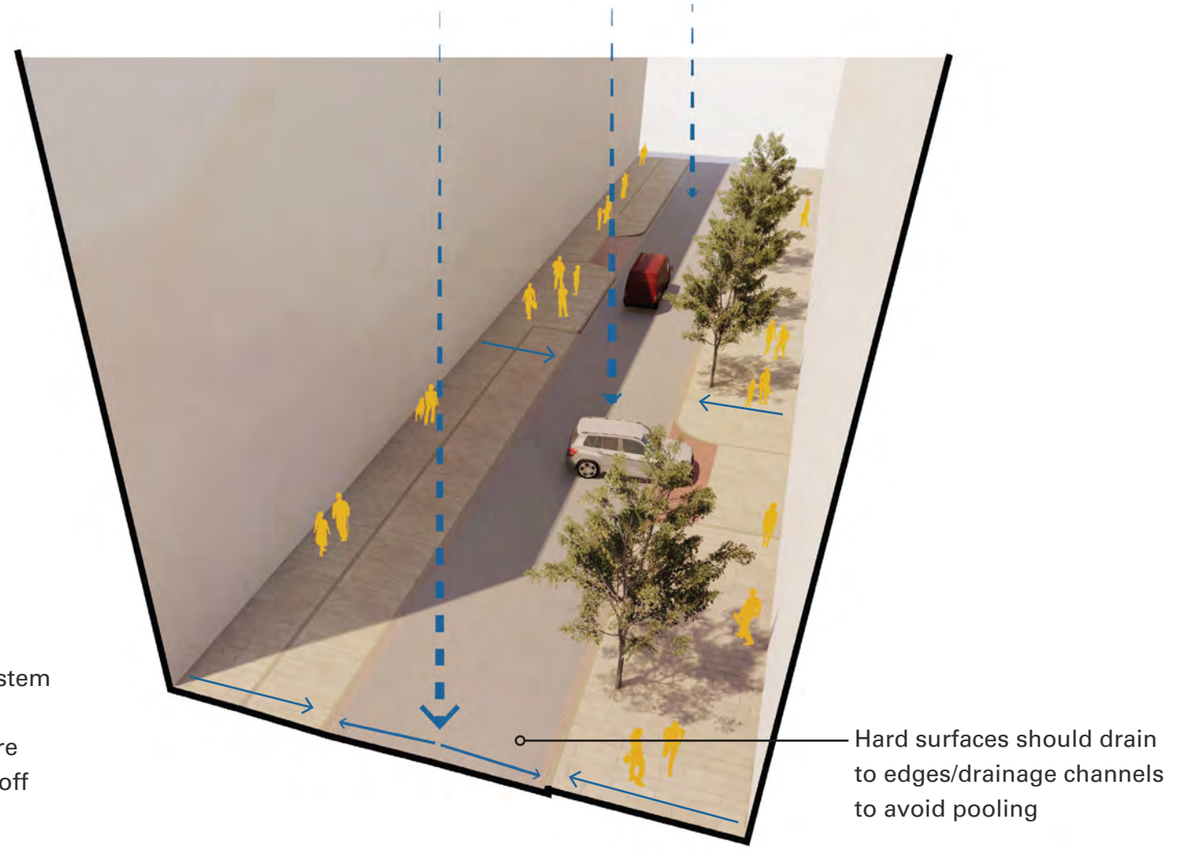


Fig.191 - Illustrative Service Route Drainage

6.4 Sitewide Strategies

6.4.4 Urban Greening and Biodiversity

The desire for more soft landscaping within Slough Town Centre was one of the key outcomes from consultations with the public to create a more inviting town centre.

Illustrative Landscape Scheme for the development includes a rich network of soft landscape in varying typologies and densities appropriate to their public realm setting across the site.

To strengthen the public's connection to nature and deliver the softer town centre aspiration which is important to the community, the Illustrative Landscape Scheme includes:

- Street tree planting to soften and frame vistas, provide shade and enclose public spaces within the Town Centre Character Area,
- Large feature trees that will add character to key public spaces, aid natural wayfinding and assist in grounding the new development,
- Generous areas of soft landscaping integrated into the design of north-south links within the eastern development zones which also creates opportunities for more informal and intimate public spaces,
- A large Urban Park is being proposed at the north-eastern edge of the site to offer a unique and softer atmosphere to the otherwise urbanised town centre.

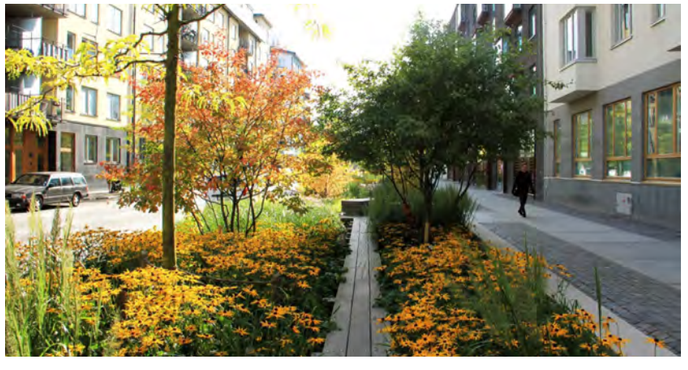


Fig. 192 - Illustrative Urban Greening Diagram

6.4 Sitewide Strategies

6.4.5 Playspace

Play elements are sensitively integrated into the Illustrative Landscape Scheme to create playable space within the public realm.

- Nature play components such as timber logs, boulders and stepping stones are suggested as part of the play-on-the way strategy spread across the development which in turn enhance the journey and promote the pedestrian experience.

- Designated play areas are included in the green north-south public realm areas and will create active nodes in a natural enclosure while also providing doorstep play for the residents.

- In addition to the areas designed to include play components, flexible nature of new public realm spaces also create opportunities to organize pop-up events and installations to support play strategy.

- At podium level the residential gardens will include a more private play experience for the residents, this is likely to be targeted as doorstep play for the youngest age groups.

Fig. 193 - Illustrative Playscape Location Diagram

6.4 Sitewide Strategies

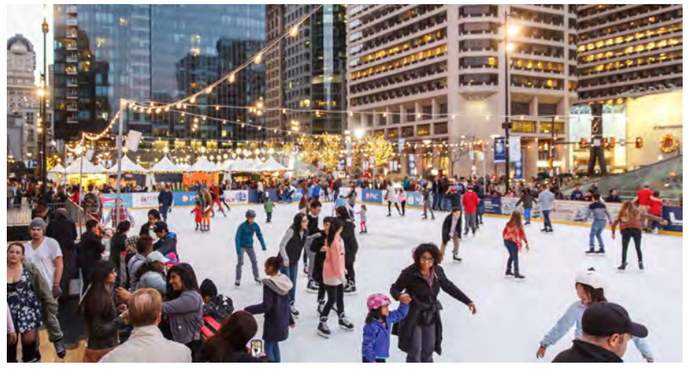
6.4.6 Community / Events

Community focus exists on several levels, we have the immediate residential community within the proposed and existing town centre, there is the wider community of Slough and then there is the visiting community from outside the town, these are all key considerations on how the proposals should be brought forward to cater for all parties.

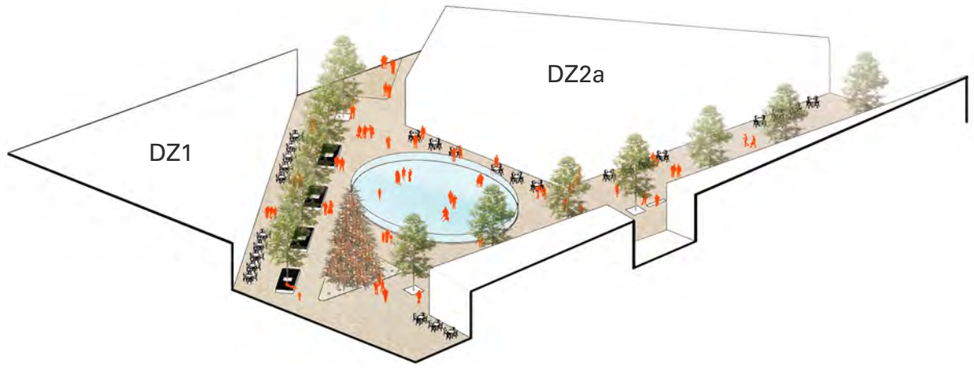
New public realm spaces proposed as part of the application will provide exciting destinations for the community to congregate, socialise and spend time daily and throughout the year. In line with their position and role within the Site and their scale, all of the public realm key spaces are designed to provide a level of flexibility to allow for events of varying sizes and types to be organised within them. For example, the Town Square is designed according to its more civic role in housing a number of large civic and seasonal events. Smaller and more informal nodes like the Local Square, Heart Space and Urban Park are all designed with the potential to host local events, installations, commercialisation opportunities and pop up performances to contribute to the activation of both the open spaces and their surroundings.

In addition to the events and activities programme which informed the developing landscape design, a wide range of public seating, play-on-the-way elements and social spaces for the community to come together throughout the day are also integrated into the design and spread evenly across the development. Through change of scale and varying character of the new network of open spaces, the landscape proposal creates a variety of inclusive and welcoming environments to all who visit the town centre.

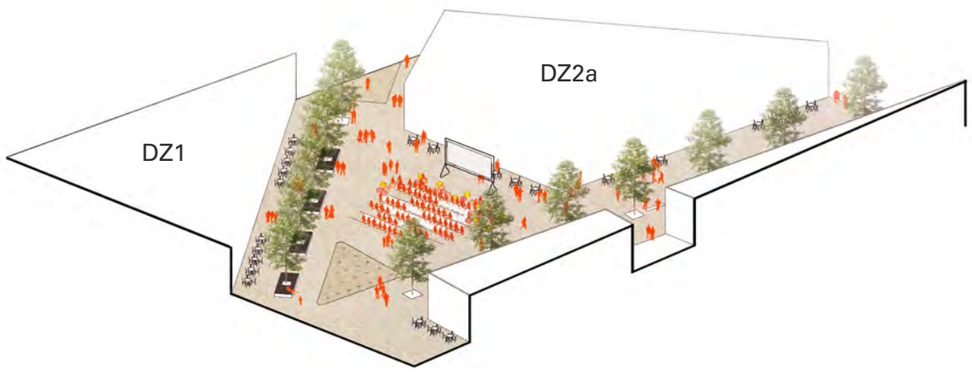
It's essential for the landscape design to come forward in such a way that instils a sense of ownership from the immediate communities, social engagement and play elements combined with passive surveillance and community hubs and services will all help in contributing to this, hidden, enclosed or unwelcoming designs and arrangements should be avoided.



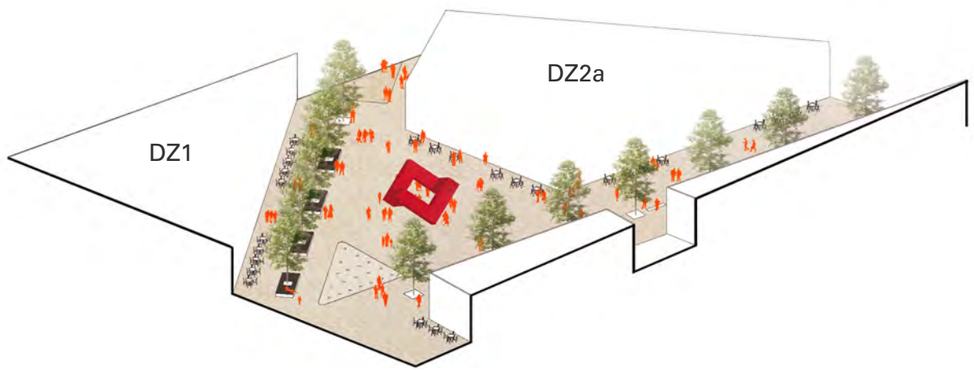
Local Market Event



Christmas events & ice rink



Outdoor summer events



Pop-up Public Art Exhibitions

Fig. 194 - Examples of community events that could occupy the Town Square

6.5 Public Realm Key Spaces

6.5.0 Public Realm Key Spaces

Within the overall landscape provisions of the development there are a number of key public realm spaces emerging. The location of these areas of public realm are fixed in Parameter Plans submitted as part of the QM OPA and detailed further in the Illustrative Landscape Scheme to depict one example of how the outline proposal can achieve the vision and ambition for the feel and function of each space.

Characteristics of each key public realm space will vary in response to their specific position within the site as well as the edge conditions, landscape strategy and adjacent building scales and ground floor uses. The following sections explain design principles and aspirations that informed the Illustrative Landscape Scheme.

The names of the new public realm spaces are not fixed but are used for consistency of references used throughout the QM OPA.

Key

Application Boundary

1 Town Square

2 Local Square

3 Heart Space

4 Urban Park

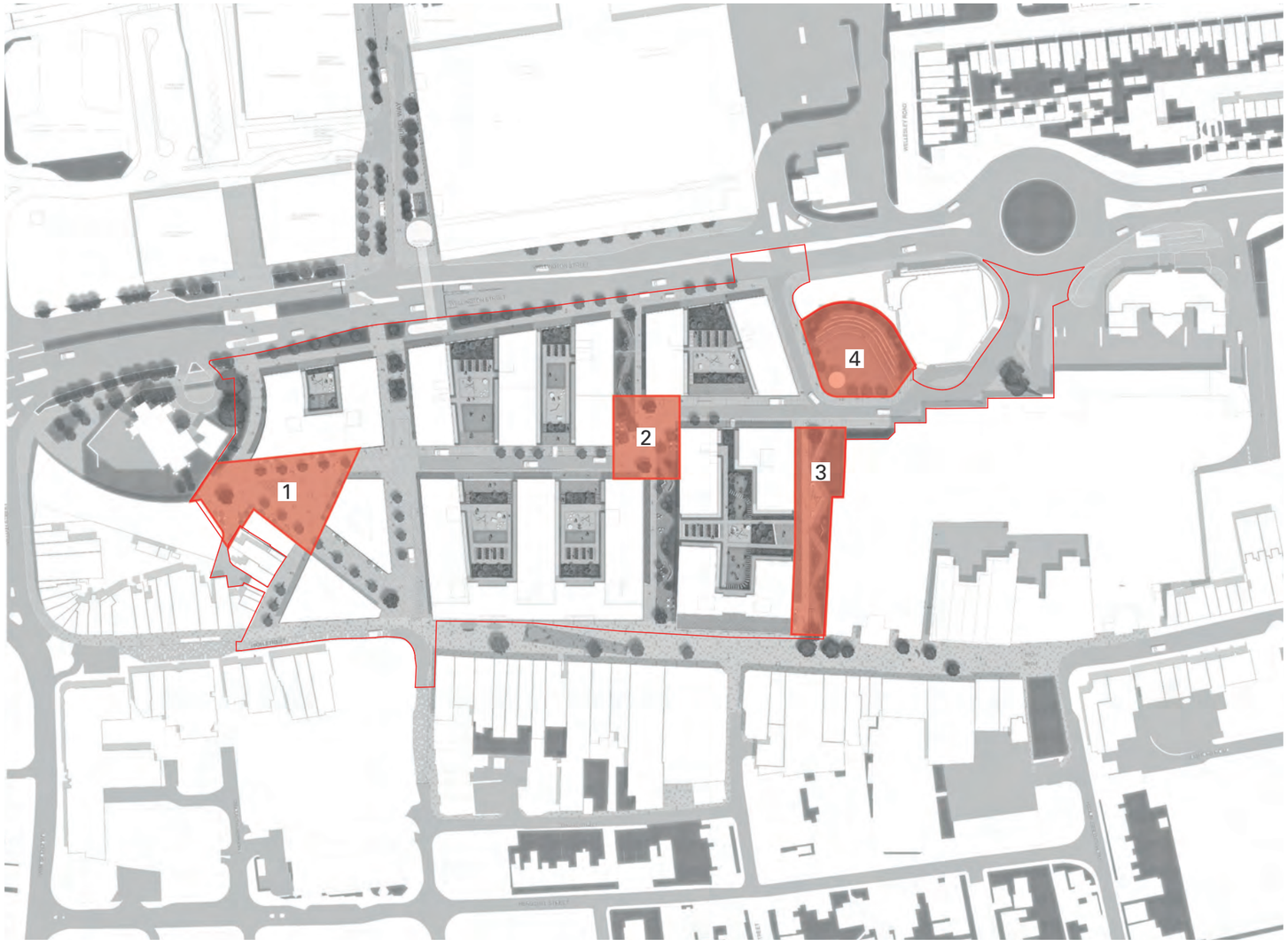


Fig. 195 - Illustrative Key Public Realm Spaces Diagram

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6.5 Public Realm Key Spaces

6.5.1 Town Square

The new Town Square is seen as an essential component of the public realm for the entire development as well as the wider vision for the regeneration of Slough Town Centre. The Town Square is the centrepiece of the development and will therefore have a distinct character and design that will perform as a flexible civic space with a strong interface with adjacent civic buildings and new activity and uses recognised as the new development emerges.

In order to provide flexibility for varying scales of outdoor community events, Illustrative Landscape Scheme indicates Town Square design as a space consisting of a predominantly hard landscaped character. This will create a unified surface for the activity and movement expected within the Town Square. This illustrative design approach with an emphasis on flexibility complies with Mandatory Rules set out for the Town Square within the QM OPA Design Codes document.

The unified paving also presents opportunities to include feature lighting or incorporate artwork with references to the town and the community.

As part of the Illustrative Scheme, tree planting is proposed to provide enclosure and define edges while also framing vistas from the Town Square. Views towards the listed St Ethelbert's Church and towards the High Street are enhanced and framed without blocking views through a sensitive approach to tree planting. Indicative tree arrangement is carefully considered to enclose the central flexible space and enhance the setting for the events that come forward within the space.

Key Plan

Key

Application Boundary

1. Feature focal tree
2. Seating Elements
3. Street Trees
4. Spill Out Seating Areas
5. Flexible Events Space
6. Mackenzie Street
7. Church Lane
8. Raised planter with integrate seating edge
9. Service Route
10. Loading Bays

Fig. 196 - Town Square Illustrative Plan

6.5 Public Realm Key Spaces

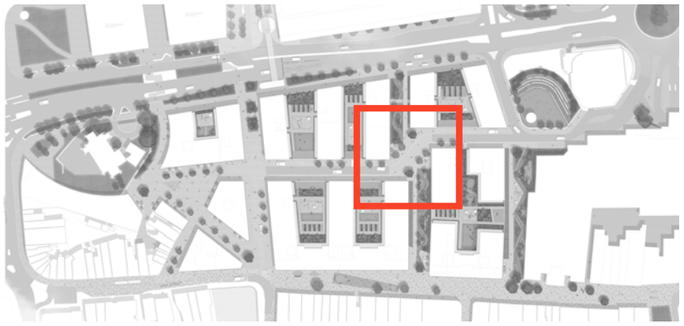
6.5.2 Local Square

The new Local Square is situated centrally within the Residential Neighbourhood Character Area at the junction of the green north-south route and the spine road. This space is in a smaller scale to the nearby Town Square with a more informal community focus in line with Mandatory Rules and Design Guildelines set out in the QM OPA Design Codes document.

Due to its location and more intimate scale, there is an aspiration for this space to provide a successful setting for neighbours and local community to meet, come together and socialise. The Illustrative Landscape Scheme design aims to cater to this aspiration whilst addressing interface with the spine road to create a safe environment for pedestrians to circulate within the space.

Surface treatment of the Local Square and adjacent spine route section is indicatively shown to form a unified paving carpet with a level crossing point and paving that matches or is visually close to that of the Local Square. This design approach aims to emphasize the pedestrian movement priority in this junction and the strong connection between pedestriansed areas on either side of the road.

In addition to incidental seating nodes for lunch breaks and socialising, there is opportunity for the space to incorporate outdoor seating areas for nearby commercial units.



Key Plan

Key

Application Boundary

1. Feature focal tree
2. Street Trees
3. Pedestrian Priority Area
4. Spill Out Seating Areas
5. Green Lanes
6. Service Route
7. Car Park Entrance/Exits

Fig. 197 - Local Square Illustrative Plan

6.5 Public Realm Key Spaces

6.5.3 Heart Space

The Heart Space performs a number of duties, it connects the High Street to the Urban Park, it provide a generous green space within the heart of Slough Town Centre bringing well-being, biodiversity and environmental benefits . The Illustrative Landscape Scheme design for the Heart Space provides a softer setting for the emerging residential offering within the development.
The interface with the existing Observatory Shopping Centre and the larger scale of the space provides an opportunity to provide a distinct route that could incorporate smaller scale local events, market and play activity components.

While retaining the predominantly soft landscaped nature of the adjacent north-south routes, the Heart Space is envisaged to have higher footfall and opportunities for more active use throughout the day due to its position in relation to its context. The Illustrative Landscape Scheme includes a larger, designated public play area which has potential to include more challenging activity for older children.

Circulation has been considered to deliver experiential diversity with direct and practical pathways and also meandering routes that take the journey through the sub-spaces and planting offering a more direct connection with the environment.

Key Plan

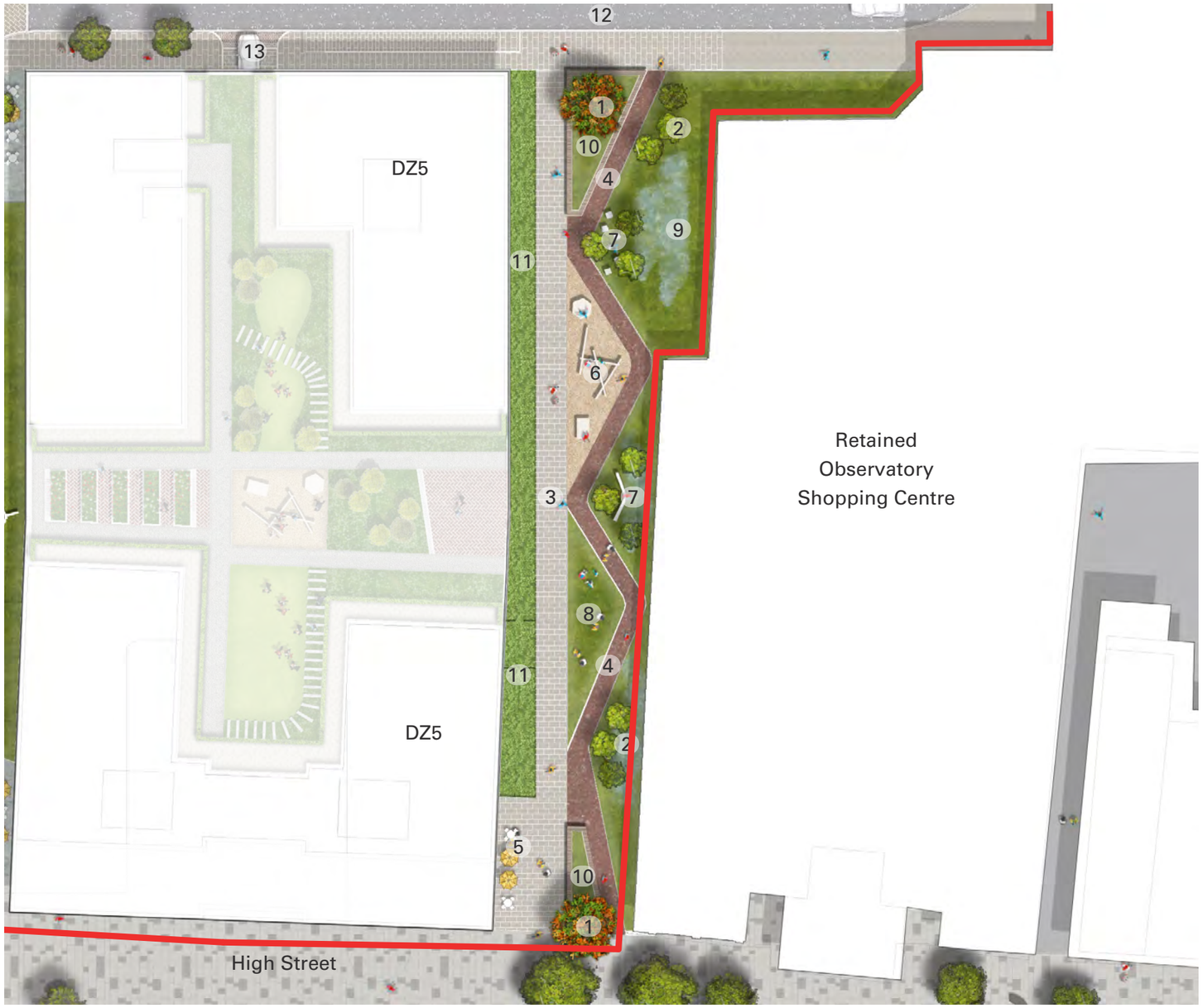


Fig. 198 - Heart Space Illustrative Plan

Key

Application Boundary

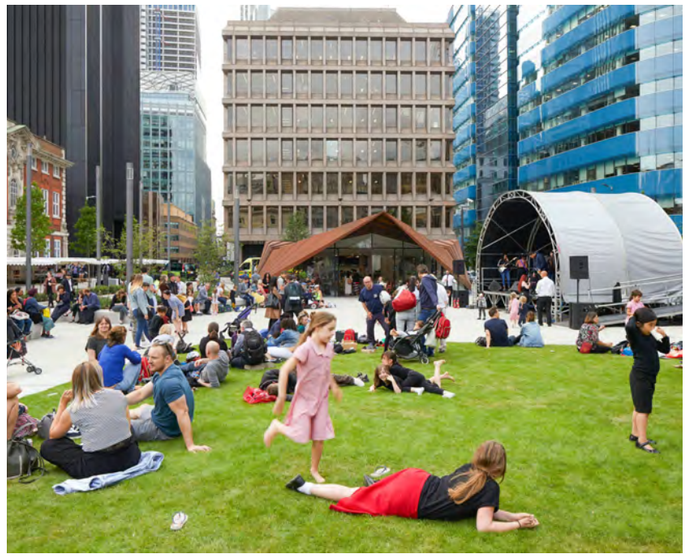
1. Feature focal tree
2. Informal Trees
3. Express Pedestrian Pathway
4. Leisure Pathway
5. Spill Out Seating Areas
6. Playspace
7. Incidental Play Equipment
8. Lawn
9. Rain Garden/Swales
10. Raised planter with integrated seating edges
11. Defensible Edges
12. Service Route
13. Car Park Entrance/Exits

6.5 Public Realm Key Space

6.5.4 Urban Park

Located at the north-eastern corner of the site, the Urban Park is designed as a large, predominantly green open space which brings a softer atmosphere to Slough Town Centre where green spaces are in limited supply. Although the Urban Park is very similar in scale to the Town Square at the opposite side of the Site, it has a distinctly different character, feel and contribution to the public realm network. The Illustrative Landscape Scheme proposes to introduce a green amphitheatre, which encloses the space along Wellington Street and HTC building boundaries both as a measure to resolve the level difference arising from existing levels and as a discreet barrier against noise and the busy streetscape. A generous and naturalistic planting zone envelops the park to provide a softer boundary treatment. The open central lawn area is envisaged as a space for the community to relax and spend time in a natural setting. This space also offers the opportunity for outdoor performances, exercise classes and pop up community events to take place.

As part of the Illustrative Scheme design, the location for a placemaker feature is indicated within the Urban Park where there is opportunity for a sculptural pavilion building to be introduced. A pavilion that is unique to Slough can also perform as a strong wayfinding element in this location which visually links vistas created through the new openings towards key destinations in and around site.



Key Plan

Key

Application Boundary

1. Flexible Recreation Lawn
2. Lawn Amphitheatre
3. Street Trees
4. Informal Trees
5. Potential Art Feature / Pavilion
6. Service Route
7. Car Park Entrance/Exits
8. Existing Retained Road
9. HTC Car Park

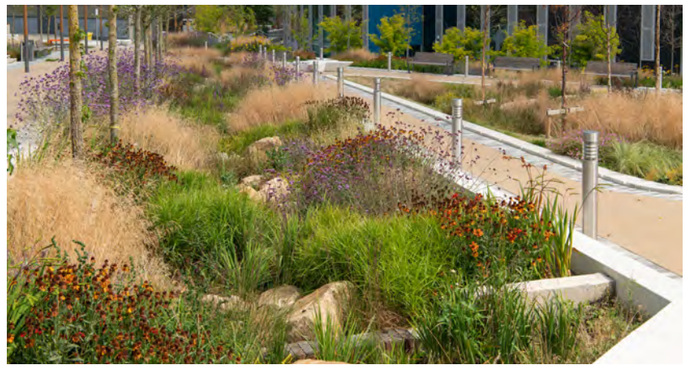
Fig. 199 - Urban Park Illustrative Plan

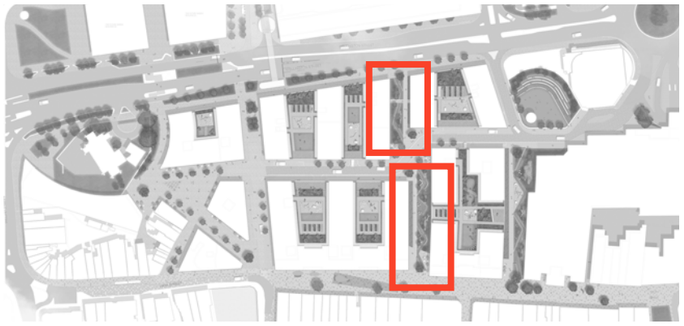
6.5 Public Realm Key Spaces

6.5.5 Green North-South Routes

New routes, which provide the north-south connections through the new development, are a key component of the new development. Due to their generous scale and their position within the Site these north-south routes are designed as green links within the Illustrative Landscape Scheme, with the exception of the key North-South route that connects Brunel Way to the High Street; which has a different design and feel in reflection of its location and role within the Town Centre Character Area.

Green north-south routes form an integral part of the sitewide landscape strategies described in the previous section. Designed as predominantly soft landscaped open spaces, the illustrative landscape design proposal envisages these routes can perform a valuable role in contribution to sustainable drainage strategy for the development. Rain gardens are shown illustratively integrated within the soft landscaping and there is potential for introduction of permeable paving and below ground attenuation tanks to increase surface water drainage capacity.





Key Plan

Design of each green route includes a wide and direct pedestrian path for primary movement and a meandering, more informal path cutting across soft landscape for a more recreational circulation option. Play on the way elements, seating and socialising nodes are incorporated into the design as well as tree planting in varying scales to frame and highlight key transitions.

It is envisaged the green routes design will contain a multi-layered planting character including defensible planting in front of residential facades, a range of productive, ornamental and wildlife friendly species as well as pockets of lawn spaces where possible.

Key

Application Boundary

1. Feature focal tree
2. Informal Trees
3. Express Pedestrian Pathway
4. Leisure Pathway
5. Social Space
6. Seating Elements
7. Spill Out Seating Areas
8. Incidental Play Equipment
9. Rain Garden/Swales
10. Raised planter with integrated seating edges
11. Defensible Edges

Fig. 200 - DZ3 & DZ5 Green Route Illustrative Plan

Fig. 201 - DZ4 & DZ6 Green Route Illustrative Plan

6.5 Public Realm Key Spaces

6.5.6 Wellington Street Frontage

Wellington Street runs along the northern boundary of the site and the interface between the existing busy streetscape and the proposed development requires thoughtful consideration and detailing to provide a welcoming and high quality edge. Key transport hubs such as the Train and Bus station connect to the site and High Street through crossing points on Wellington Street and the footpath, which runs along the northern boundary of the site, will perform as a gateway space for this interaction.

Although the enhancement, details and delivery of any works to the wider Wellington Street area does not form part of this QM OPA, the section of footpath along the northern boundary of the Site is included within QM OPA Parameter Plan as a Development Zone and indicated as 'DZWS'. The Illustrative Landscape Scheme depicts the high-level aspiration for this frontage.

Illustrative Landscape Scheme shows widened, generous footpaths with high quality finishes, soft verges and street tree planting which will allow scope for any future redevelopment of this streetscape by Others in line with SBC aspirations.

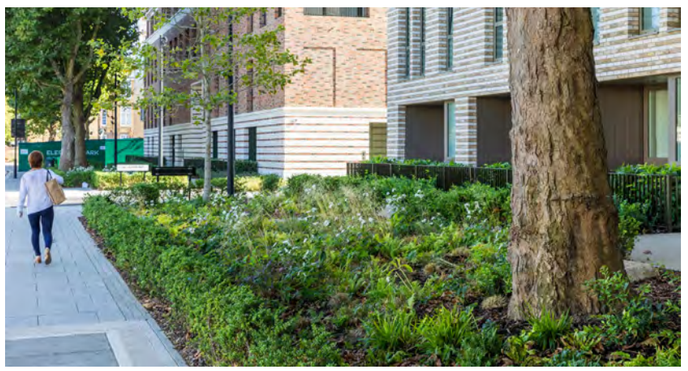


Fig. 202 - Wellington Street Illustrative Plan

Key

Application Boundary

1. Street Trees
2. Buffer Planting
3. Widened Pathway
4. Existing Pedestrian Crossing
5. Existing Pedestrian Bridge
6. Existing Bus Stop

* Area Outside of Application Boundary - shown indicatively. To be developed by Others.

Key Plan

6.6 Illustrative Podium Landscape Design

6.6.0 Introduction

In addition to the vibrant and characterful ground level public realm, residential podium space is seen as a valuable opportunity to introduce open space amenity to the residents of the new development. With a more enclosed and private character, residential podium terraces provide additional space for designated play areas, communal social spaces for residents to gather and meet, as well as potential to include productive gardens where residents can grow and maintain edible planting. Illustrative podium landscape design shows how residential terraces can offer different types of spaces and activities enclosed and nestled in a natural and green setting at podium level.

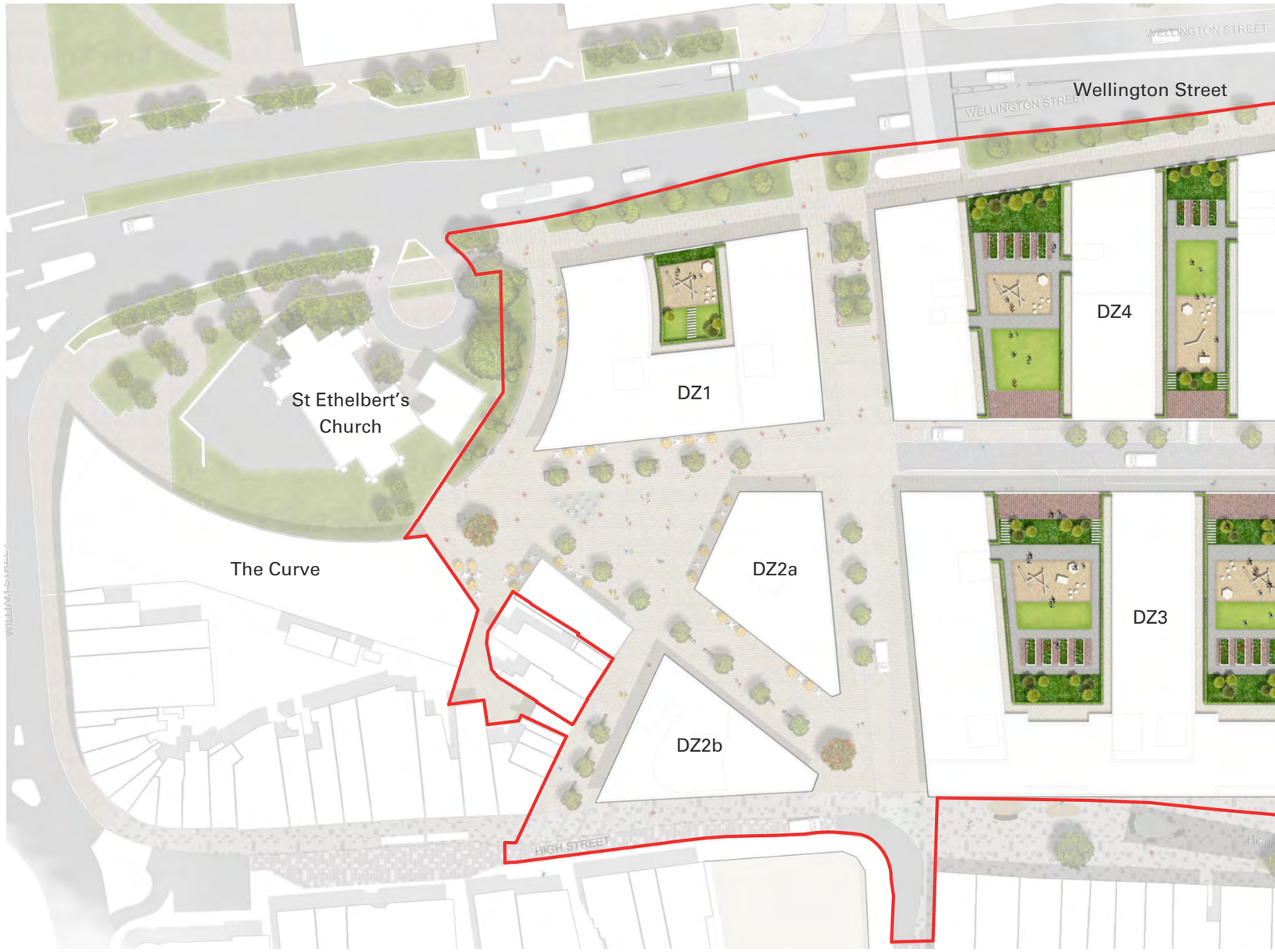


Fig. 203 - Podium Illustrative Landscape Plan


DZ6
DZ6
HTC Building
Verona Apartments
DZ5
DZ5
Retained
Observatory
Shopping Centre
High Street
HIGH STREET

6.6 Illustrative Podium Landscape Design

6.6.1 Podium Landscape Strategy

The overarching character of the podium spaces should feel very garden-like with a more intimate and smaller scale arrangement than the landscape at ground level, these should still include larger scale social spaces but also greater opportunity for smaller scale uses.

Key Plan

Fig. 204 - Typical Roof Level Illustrative Plan

Key

Application Boundary

1. Pedestrian Pathways
2. Leisure Pathways
3. Play Space
4. Social Space
5. Private Terraces
6. Productive Gardens
7. Lawn
8. Residential Garden
9. Ornamental Planting
10. Informal Trees

6.7 Illustrative Materials

6.7.1 Indicative Surface Finishes Palette

The following section sets out an indicative palette of materials for the Illustrative Landscape Scheme. Materials used in the new public realm and landscape will be selected carefully to complement materials used elsewhere in Slough public spaces and ensure the proposal is stitched into adjacent streetscape finishes.

Public realm materials selection will form part of future Reserved Matters Applications and will require further coordination with relevant stakeholders and groups prior to any RMAs that will come forward for the development.

All material used within the public realm will be durable, robust, ethically sourced and will have low embodied energy where possible.

Materiality and detailing of public realm spaces will be thoughtfully developed to provide safe and inclusive access for all throughout the scheme.

Town Square Public Realm

For the Town Square, lanes and streets within the Town Centre Character Area, a robust natural stone paving palette is suggested to offer a high quality finish which will have the durability required for the high footfall expected for this area. Use of natural stone surface finishes in the adjacent High Street and refurbished open space by the Curve is continued in this Character Area to highlight its civic quality. Paving unit sizes vary in line with the function of each space within the public realm and areas with vehicle overrun should be detailed appropriately to afford access requirements in further detailed design stages.

Secondary Squares and Green North-South Routes

A palette featuring high quality exposed aggregate concrete paving, clay brick pavers, resin bound gravel for pedestrian areas and asphalt with rolled chippings for service road carriageway is proposed for secondary squares, parks and Green North-South routes within the Residential Neighbourhood Quarter. Concrete paving is proposed as the primary surface finish material and main pedestrian thoroughfares while brick paving is used as accent paving in activity nodes. Rubber play surface is used in designated play spaces within the Heart Space.

High quality exposed aggregate concrete paving is suggested for the service spine footpaths and loading bays to create a neat and pared back finish.

Paving will be made good or match existing along Wellington Street footpath and High Street Neighbourhood open space interfaces.

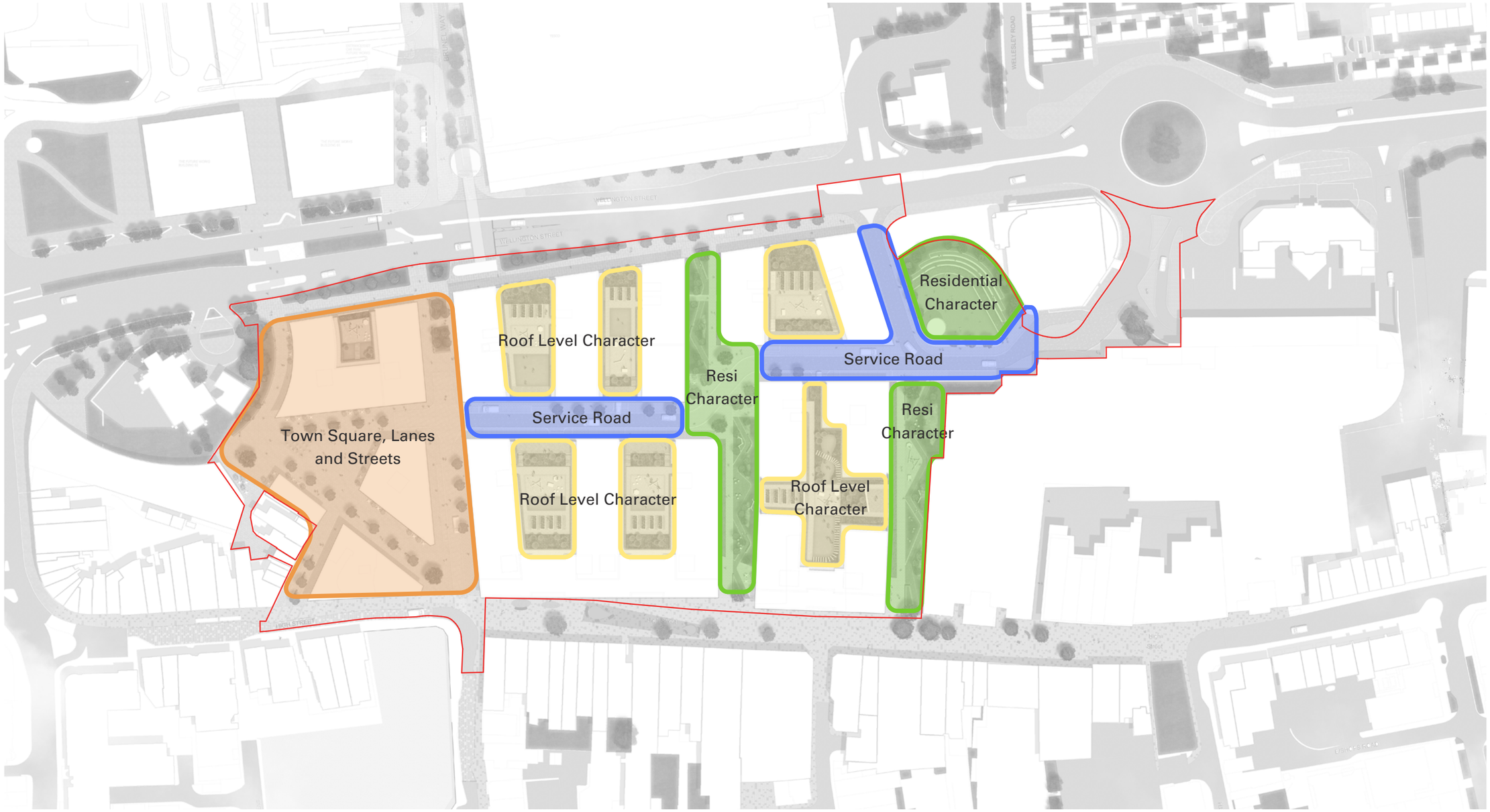
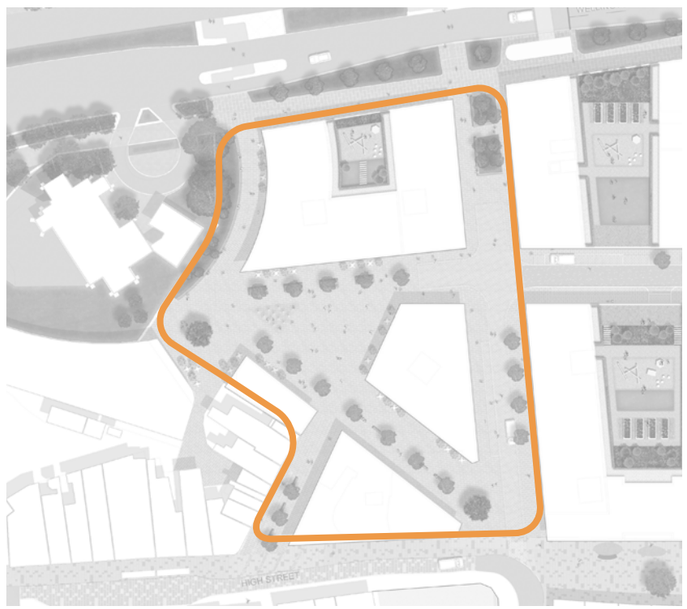


Fig. 205 - Illustrative Surface Finishes Character Areas Diagram

6.7 Illustrative Materials

6.7.1 Indicative Surface Finishes Palette

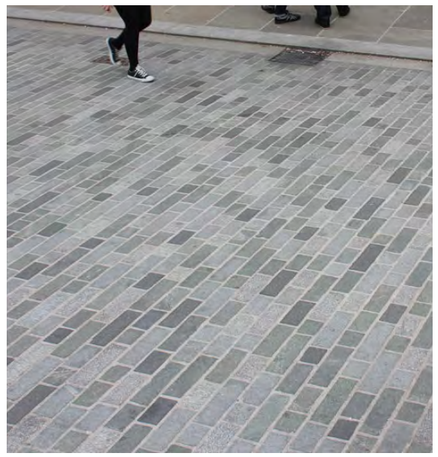


Key Plan

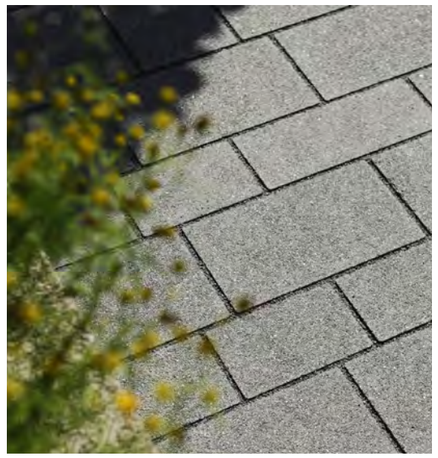
Town Square, Lanes and Streets Material Palette

Material : Natural Stone paving
Location: Town Square, lanes and streets
Colour: mid/light grey

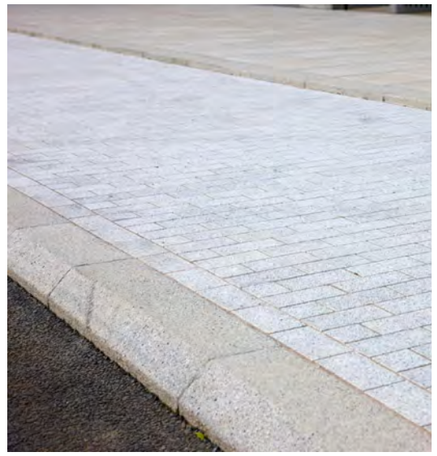
Material : Feature Dutch Clay Brick Pavers
Location: Feature Seating Areas
Colour: Browns/Reds



Material : Natural Stone Setts
Location: Vehicle over run areas
Colour: mid/light grey



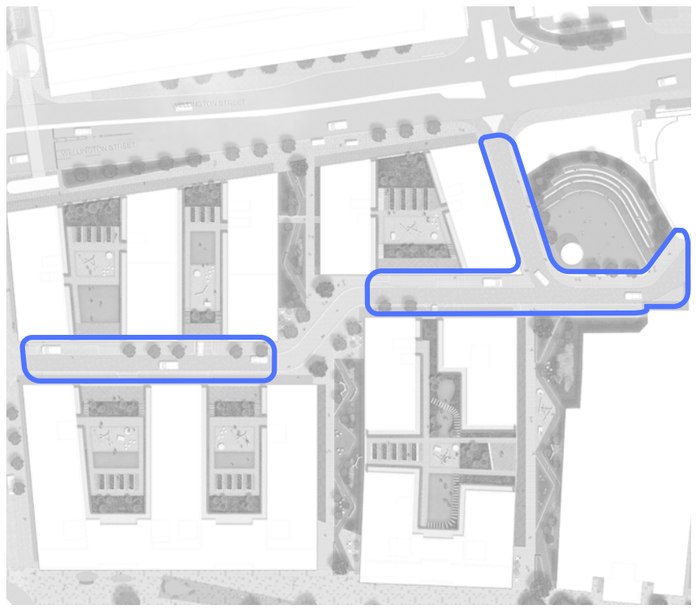
Material : Concrete Block Paving
Location: Secondary Pedestrian Areas
Colour: Mid grey



Material : Concrete Setts
Location: Carpark entrances / loading bays
Colour: Mid grey

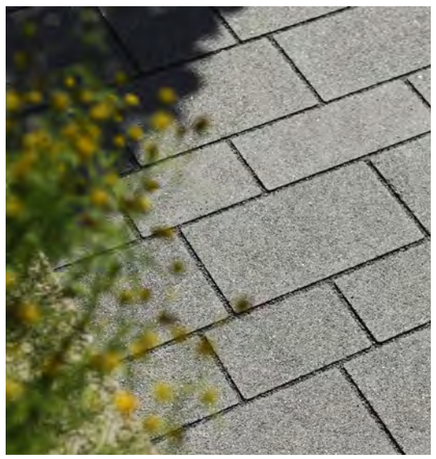
Material : Granite kerb
Location: Boulevard crossing Town Centre
Colour: Mid grey

6.7.1 Indicative Surface Finishes Palette

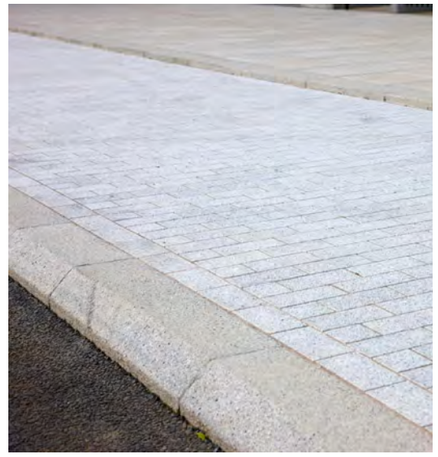


Key Plan

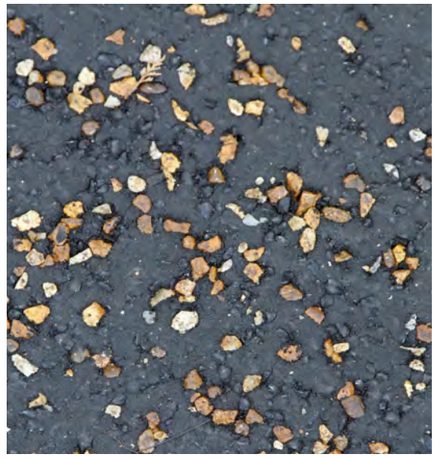
Service Route Material Palette



Material : Concrete Block Paving
Location: Pedestrian Areas
Colour: Mid grey



Material : Concrete Setts
Location: Carpark entrances / loading bays
Colour: Mid grey



Material : Asphalt with chippings
Location: Boulevard carriageway
To Engineer's Specification

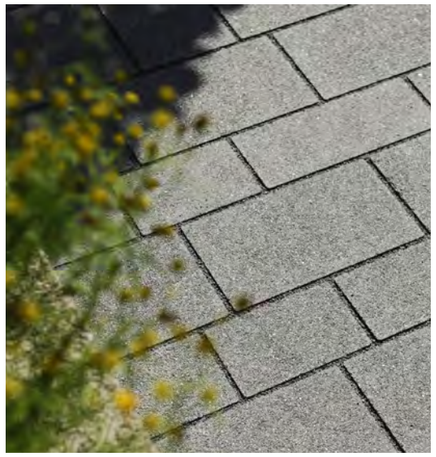
Material : Concrete Kerbs
Location: Boulevard carriageway
Colour: Mid grey

6.7 Illustrative Materials

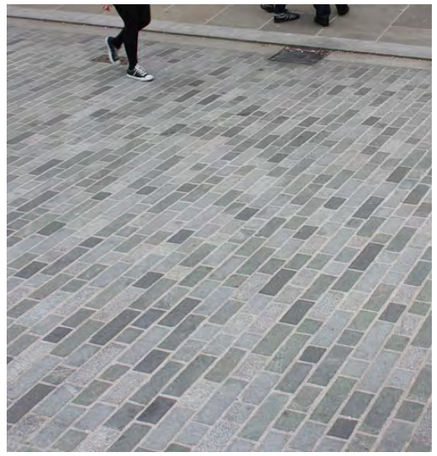
6.7.1 Indicative Surface Finishes Palette

Key Plan

Residential Material Palette

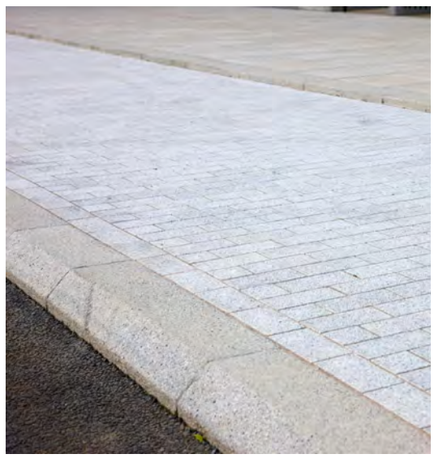


Material : Concrete Block Paving
Location: Pedestrian Areas
Colour: Mid grey

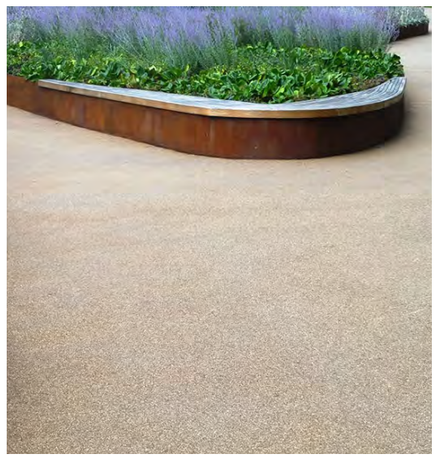


Material : Natural Stone Setts
Location: Vehicle over run areas
Colour: mid/light grey

Material : Feature Dutch Clay Brick Pavers
Location: Feature Seating Spaces
Colour: Brown/Red



Material : Concrete Setts
Location: Carpark entrances / loading bays
Colour: Mid grey



Material : Resin Bound Gravel
Location: Leisure pathways
Colour: Buff

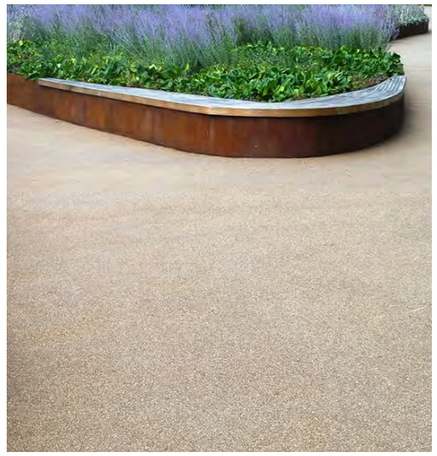
Material : Rubber Crumb Play Surface
Location: Play areas
Colour: TBC

6.7.1 Indicative Surface Finishes Palette

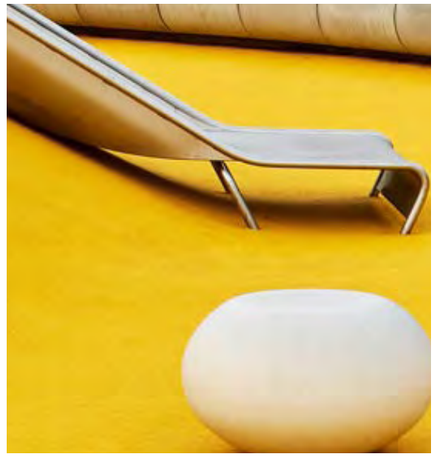
Key Plan

Roof Level Material Palette

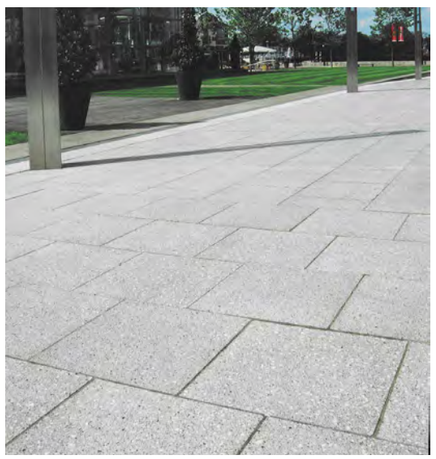
Material : Feature Dutch Clay Brick Pavers
Location: Feature Seating Spaces
Colour: Brown/Red



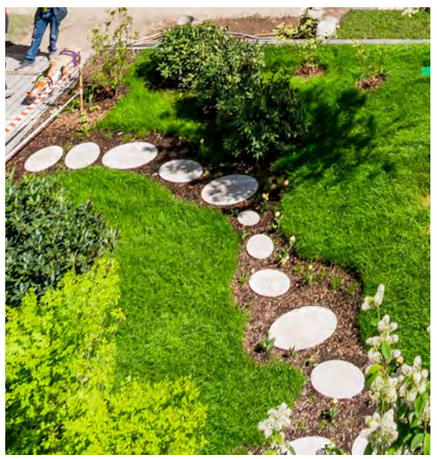
Material : Resin Bound Gravel
Location: Pedestrian Routes
Colour: Buff



Material : Rubber Crumb Play Surface
Location: Play areas
Colour: TBC



Material : Concrete Flag Paving
Location: Private residential terraces
Colour: Mid/light grey

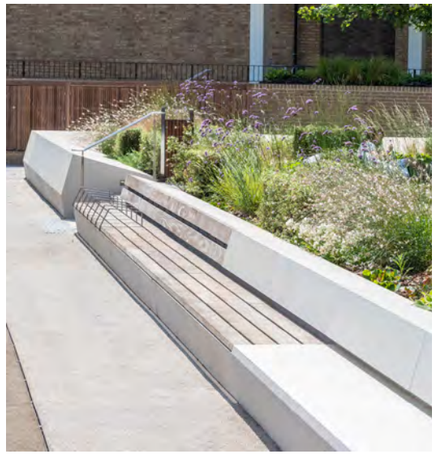


Material : Stepping Stones
Location: Private residential terraces
Colour: Light grey

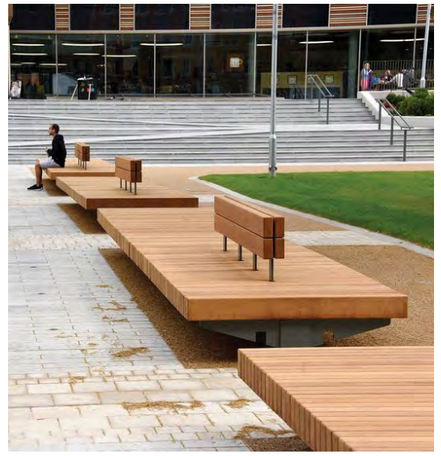
6.7 Illustrative Materials

6.7.2 Indicative Furniture Palette

Street furniture palette for the public realm will consist of a robust, simple and contemporary selection that responds to all access needs. Furniture will be selected from consistent ranges with sustainable and ethically sourced materials. Street furniture positions and groupings will be carefully considered to avoid clutter while providing a comfortable and legible design across the development. Seating with arm and back rests and varying heights will be provided to afford access to all users and will be located in regular intervals to offer resting and socialising places. Furniture such as cycle stands and litter bins will be located in convenient locations. Images provided in this document show an indicative coordinated palette. Exact products will be selected and detailed during later design stages.



Type : Planter Seating Walls
Location: Green links
Material: Timber and Steel



Type: Benches
Location: Site wide
Material: Timber and Steel

Type: informal Seating
Location: Site wide
Material: Timber and Steel

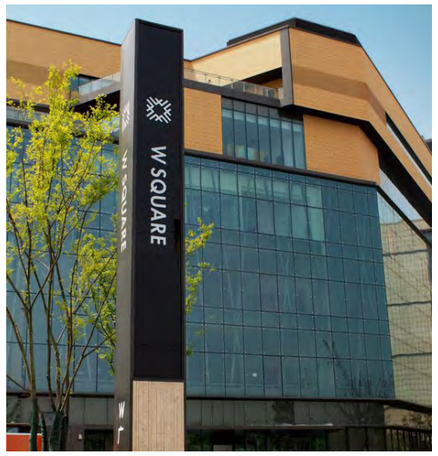
Type: Cycle stands
Location: Sitewide
Material: Sheffield Stand or similar

Type: Litter Bin
Location: Sitewide

Type: Incidental play features
Location: Green Links / Urban Park

6.7.3 Indicative Signage Palette

Signage and wayfinding strategy will be developed for the site as part of Reserved Matters Applications and signage used within the development will match Slough's suite of signs or offer a new standard of signage coordinated with SBC. Location of signage will be determined to accurately sign destinations and avoid street clutter whilst also being easily accessible and tuned to cater for all accessibility requirements. Signage specific to the development such as retail or residential signs will be detailed as part of Reserved Matters Applications.



Type : Beacon
Location: Town Square

Type : Pedestrian Totems
Location: Site wide

Type: Fingerposts
Location: Site wide

Type: Street Name Signs
Location: Streets/Lanes

Type: Wall Mounted
Location: Sitewide

Type: Vehicle Totem
Location: Vehicle entrances

6.7 Illustrative Materials

6.7.4 Indicative Soft Landscape Palette

The following images illustrate a suitable palette for street tree planting to be used across the Site. When planting trees, species will be selected to ensure they are suitable to the condition and locations they are located in. Availability of adequate rootable soil volume and condition, sufficient distance from facades and streets to allow canopy growth will be considered carefully when selecting species and locations for tree planting. When tree planting is detailed, stem and habit specifications for visibility and maintenance requirements will be considered. Shrub and perennial planting will be used in specific areas across the site in routes, squares, parks and street verges as appropriate to their context. Full details and schedules of planting will be developed and submitted as part of Reserved Matters Applications.

Significant placemaking trees can be placed where suitable on key nodes with consideration to the sitewide language of how these placemaking trees work together to create a network throughout the site.

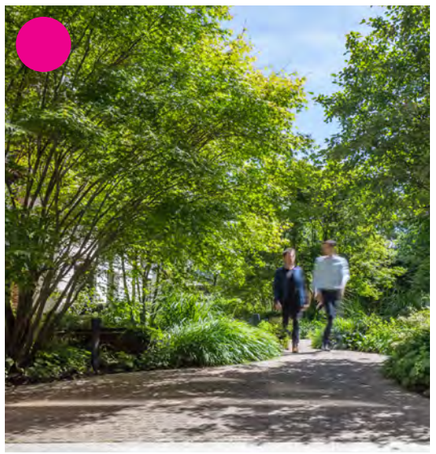
Tree species cam offer a balance between uniformity and diversity to create the structure that is suited to the QM OPA layout arrangement whilst safeguarding the tree planting against biosecurity risks.

- Focal Tree Planting
- Street Trees
- Informal Tree Planting
- Rain Garden Planting
- Ornamental Planting
- Defensible Edges
- Lawns
- Productive Landscape

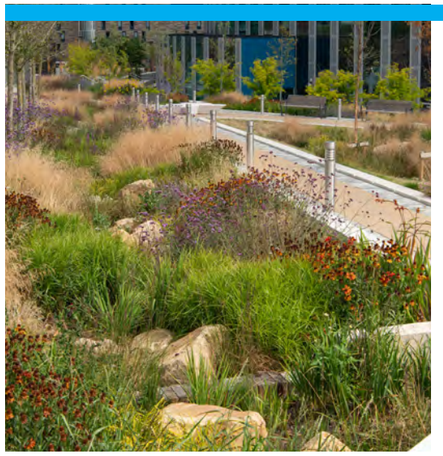
Fig. 206 - Illustrative Soft Landscape Typologies Diagram

Focal Tree Planting

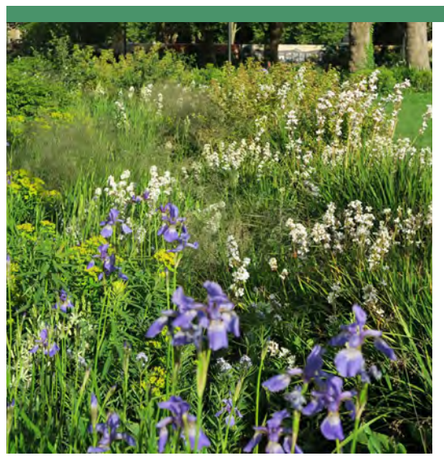
Street Tree Planting

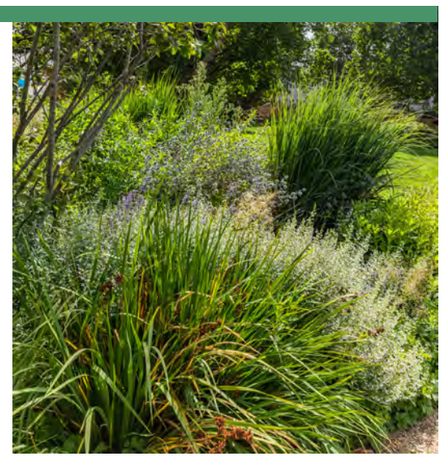


Informal Tree Planting

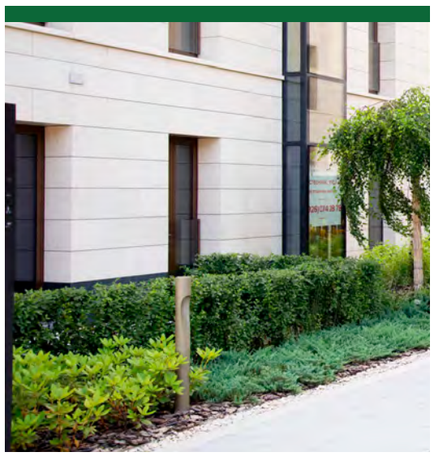


Rain Garden Planting





Ornamental Planting



Defensible Edges

Lawn

Productive Landscapes

6.8 Maintenance and Management Principles

6.8.0

The arrangements for the long-term management of the public spaces are to be agreed between the Applicant and SBC, and will be provided by either:

- Adoption of streets and spaces by the local authorities to maintain, or

- Privately owned space and managed space by a private management company.

The service road within the proposed QM OPA Illustrative Scheme will be offered for adoption and designed to the requirements of the relevant Highways Authority.

To assist in the ease of managing public spaces;

- The hard landscaping materials and furniture used will be selected to be robust, durable and easy to clean and maintain.

- All soft and hard landscaping will be maintained in such manner to provide a safe and secure environment.

- Planting and tree species will be selected based upon their location and conditions to aid their longevity and allow for expected climatic changes.

- In particular, tree pits will be suitably detailed to ensure the long-term viability of the trees without damage to services, lifting of pavements and conflicts with servicing and emergency access.

- All public spaces will also be designed in coordination with utilities to ensure planned future upgrades are accommodated where possible to avoid damage to the completed scheme.

Further detail on management and maintenance of all landscape areas will be submitted as part of future condition discharge/ Reserved Matters Applications.

7

Appendices

This chapter of the Design & Access Statement contains the following information:

7.1 Illustrative views

7.1.1 Axonometric view from south west

Fig. 207

7.1.2 Axonometric view from north east

Fig. 208

7.1 Illustrative views

7.1.3 Looking south towards link route & High St from Brunel Way

Fig. 209

7.1.4 Looking south towards DZ1 & 2 and The Curve/ St Ethelberts

Fig. 210

7.1 Illustrative views

7.1.5 View towards The Curve/ St Ethelberts from town square

Fig. 211

7.1.6 View east towards link route from town square

Fig. 212

7.1 Illustrative views

7.1.7 View south towards High Street along link route

Fig. 213

7.1.8 View along Mackenzie St towards town square from High Street

Fig. 214

7.1 Illustrative views

7.1.9 View east along High Street

Fig. 215

7.1.10 View west along High Street

Fig. 216

7.1 Illustrative views

7.1.11 View north towards local square from High Street

Fig. 217

7.1.12 View of local square

Fig. 218

7.1 Illustrative views

7.1.13 View west along service spine route

Fig. 219

7.1.14 View of urban park

Fig. 220

7.1 Illustrative views

7.1.13 View along diagonal route towards town square & St Ethelberts

Fig. 221

7.1.14 View west along Wellington Street

Fig. 222

7.2 Drawing list

The following list of drawings are illustrative and not for approval. They have been included within this QM OPA and the Development Specification Document provides more detailed explanation regarding the structure and content of these drawings.

Existing & demolition plans (number, name and ref):

SLM00 SQP ZZZ RF DR AR 40104	Site Location Plan and Ownership Boundary	PP01
SLM00 SQP ZZZ RF DR AR 40106	Redline Plan & Development Zone Boundaries	PP02
SLM00 SQP ZZZ RF DR AR 40107	Building Demolition Plan	PP03
SLM00 SQP ZZZ RF DR AR 40109	Existing Site Plan	PP04

Illustrative plans (number, name and ref):

SLM00 SQP ZZZ RF DR AR 40108	SItewide Illustrative Phasing Plan	IPP
SLM00 SQP ZZZ XX DR AR 40501	Sitewide Illustrative Composite Plan	ICP
SLM00 SQP ZZZ XX DR AR 40502	Sitewide Illustrative Maximum Parameters	IMP
SLM00 SQP ZZZ XX DR AR 40503	Sitewide Illustrative Highways and Movement Plan	IHMP
SLM00 SQP ZZZ XX DR AR 40504	Sitewide Illustrative Public Realm and Public Spaces Plan	IPR
SLM00 SQP ZZZ XX DR AR 40505	Sitewide Illustrative Town Centre Uses Ground Floor Plan	ITCU
SLM00 GLL ZZZ XX DR LS 40100	Sitewide Illustrative Landscape Plan	ILP

Parameter plans (number, name and ref):

SLM00 SQP ZZZ XX DR AR 40506	Development Zone WS - Wellington Street Parameter Plan	PPDZWS
SLM00 SQP ZZZ XX DR AR 40507	Development Zone HA Parameter Plan	PPDZHA
SLM00 SQP ZZZ XX DR AR 40508	Development Zone HB Parameter Plan	PPDZHB
SLM00 SQP DZ1 XX DR AR 40510	Development Zone 1&2 Parameter Plan A	PPDZ 1&2 (A)
SLM00 SQP DZ3 XX DR AR 40511	Development Zone 3 Parameter Plan A	PPDZ3 (A)
SLM00 SQP DZ4 XX DR AR 40512	Development Zone 4 Parameter Plan A	PPDZ4 (A)
SLM00 SQP DZ5 XX DR AR 40513	Development Zone 5 Parameter Plan A	PPDZ5 (A)
SLM00 SQP DZ6 XX DR AR 40514	Development Zone 6 Parameter Plan A	PPDZ6 (A)
SLM00 SQP DZ6 ZA DR AR 40515	Development Zone 6A Maximum Parameters	PPDZ6A
SLM00 SQP DZ1 XX DR AR 40520	Development Zone 1&2 Parameter Plan B	PPDZ 1&2 (B)
SLM00 SQP DZ3 XX DR AR 40521	Development Zone 3 Parameter Plan B	PPDZ3 (B)
SLM00 SQP DZ4 XX DR AR 40522	Development Zone 4 Parameter Plan B	PPDZ4 (B)
SLM00 SQP DZ5 XX DR AR 40523	Development Zone 5 Parameter Plan B	PPDZ5 (B)

GILLESPIES

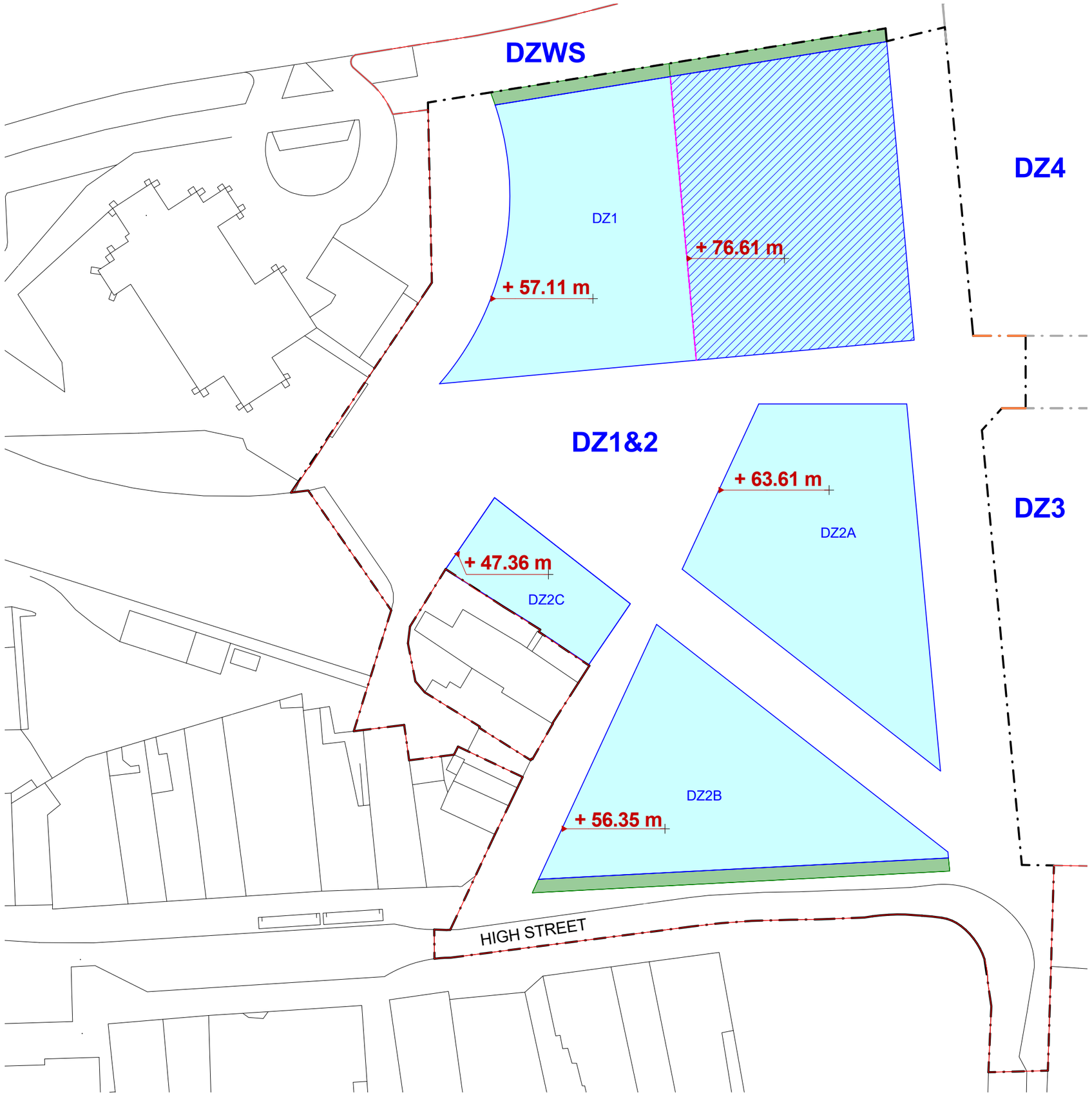
PROJECT TITLE
SLOUGH CENTRAL

DRAWING TITLE
SLM00-GLL-ZZZ-XX-DR-LS-040100
SITEWIDE ILLUSTRATIVE LANDSCAPE PLAN ILR

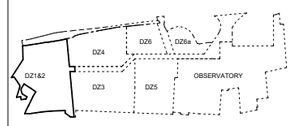
SCALE
NTS@A1

REVISION NO.
00

DATE
20 OCTOBER 2021



Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)*
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone**

*Up to 20% coverage for DZ1, and 50% for DZ2a, DZ2b, and DZ2c can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

**Note for definition of 'Balcony Oversailing Zone' refer to Development Specification Document

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Queensmere Outline Planning Application, Slough Central

Title

Development Zone 1& 2
Parameter Plan A
PPDZ1&2(A)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1:300	19049

Drawing Number	Revision
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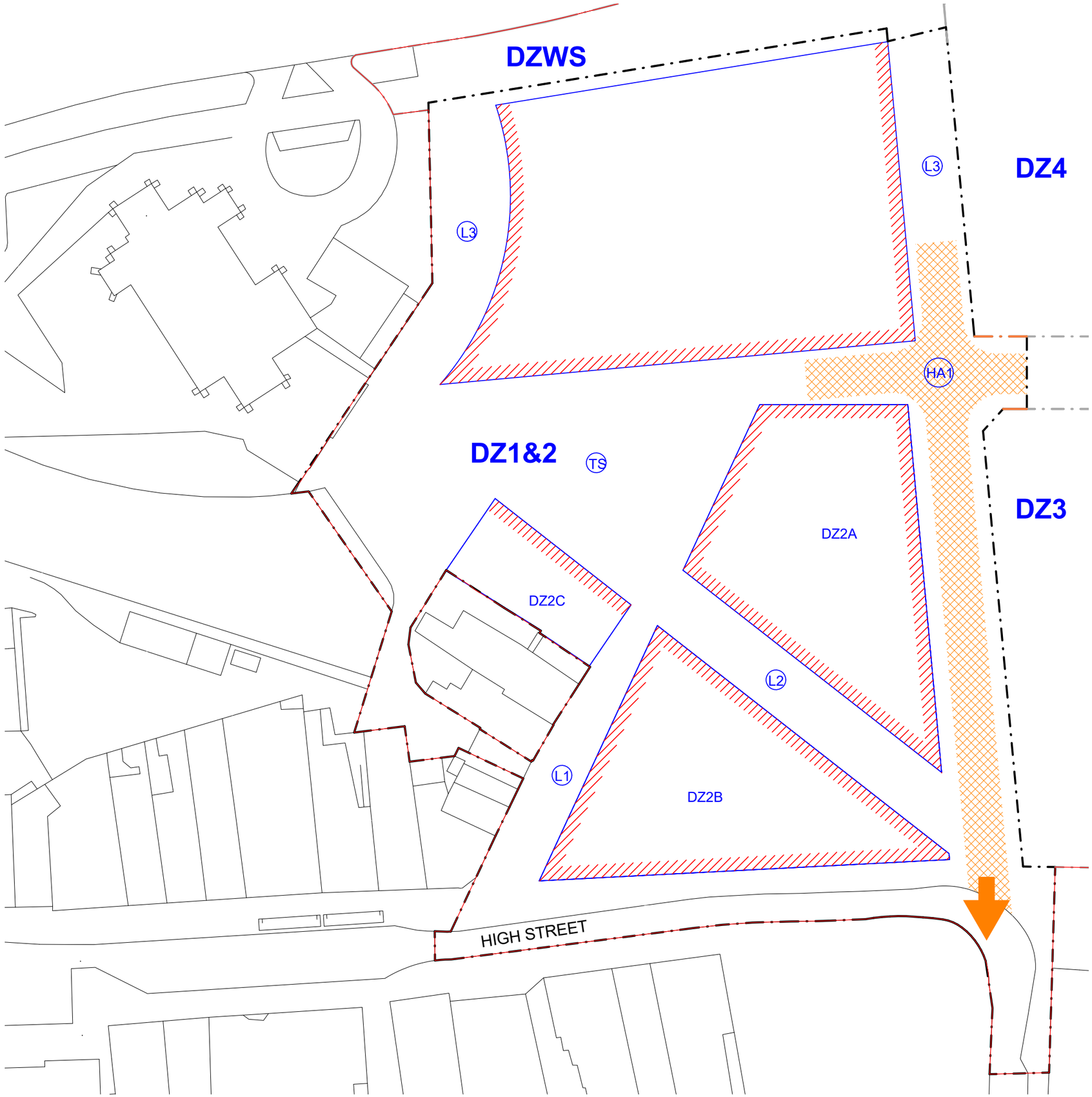
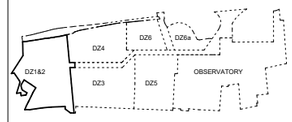


Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)**
- Development Zone Boundary with a limit of deviation of +/- 2m
- Frontages where Town Centre Uses must be at or exceed 51% of the frontage*
- L1 Illustrative Public Realm
- HA1 Highways Area HA1
- Vehicles - for egress only

*Note for definition of 'Town Centre Uses' refer to Development Specification Document

**Up to 20% coverage for DZ1, and 50% for DZ2a, DZ2b, and DZ2c can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

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Title

Development Zone 1& 2
Parameter Plan B
PPDZ1&2(B)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1:300	19049

Drawing Number	Revision
SLM00-SQP-DZ1-XX-DR-AR-040520	-

DZ4

DZHA

DZ5

DZ1&2

DZ3

+ 66.61 m

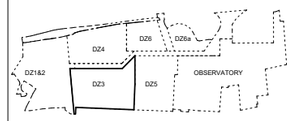
+ 59.25 m

High Street

N

0 5 10 15 20 25 m

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)*
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone**

*Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

**Note for definition of 'Balcony Oversailing Zone' refer to Development Specification Document

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Title

Development Zone 3
Parameter Plan A
PPDZ3(A)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number	Revision
SLM00-SQP-DZ3-XX-DR-AR-040511	-

DZ4

DZHA

DZ5

DZ1&2

DZ3

L4

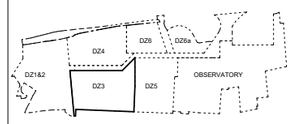
L5

High Street

N

0 5 10 15 20 25 m

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)**
- Development Zone Boundary with a limit of deviation of +/- 2m
- Frontages where Town Centre Uses must be at or exceed 51% of the frontage*
- L1 Illustrative Public Realm

*Note for definition of 'Town Centre Uses' refer to Development Specification Document

**Up to 100% can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

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Planning Submission	26.10.21	EA	-

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Title

Development Zone 3
Parameter Plan B
PPDZ3(B)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number	Revision
SLM00-SQP-DZ3-XX-DR-AR-040521	-

WELLINGTON STREET

WELLINGTON STREET

DZWS

DZ4

DZ6

DZ1&2

DZHA

DZ3

DZ5

+ 76.36 m

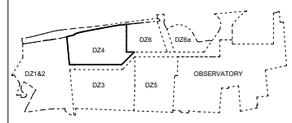
+ 86.11 m

+ 95.86 m

N

0 5 10 15 20 25 m

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)*
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential 1
- Height Differential 2
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone**

*Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

**Note for definition of 'Balcony Oversailing Zone' refer to Development Specification Document

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Title

Development Zone 4
Parameter Plan A
PPDZ4(A)

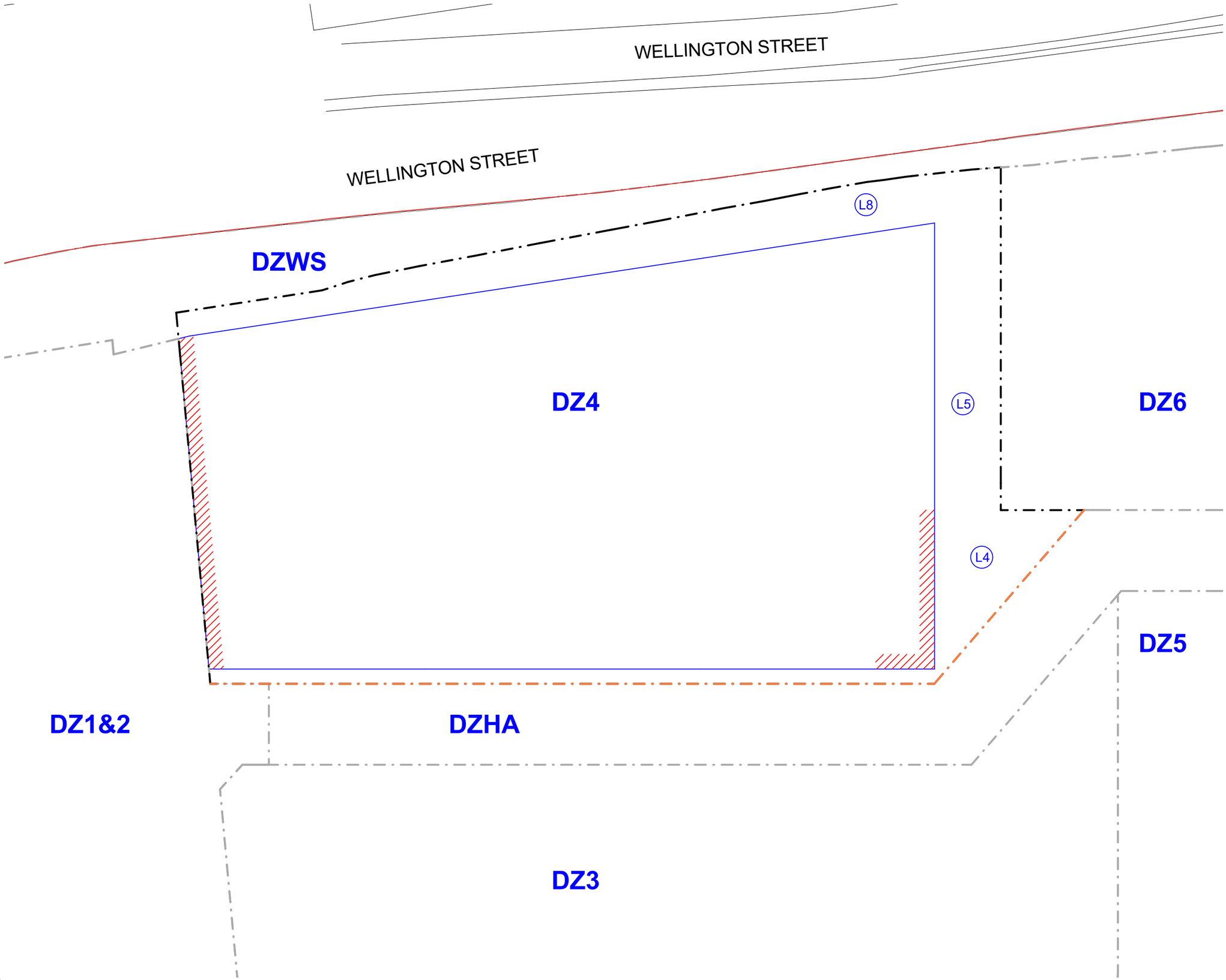
Status

S2

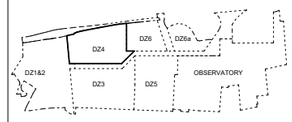
Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number — Revision

SLM00-SQP-DZ4-XX-DR-AR-040512 -



Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)**
- Development Zone Boundary with a limit of deviation of +/- 2m
- Frontages where Town Centre Uses must be at or exceed 51% of the frontage*
- L1 Illustrative Public Realm

*Note for definition of 'Town Centre Uses' refer to Development Specification Document

**Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Title

Development Zone 4
Parameter Plan B
PPDZ4(B)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number	Revision
SLM00-SQP-DZ4-XX-DR-AR-040522	-

DZHA

DZ4

DZ3

DZ5

+ 69.86 m

+ 63.36 m

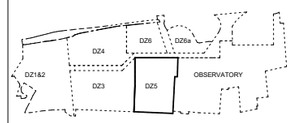
+ 59.15 m

High Street

N

0 5 10 15 20 25 m

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)*
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential 1
- Height Differential 2
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone**

*Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

**Note for definition of 'Balcony Oversailing Zone' refer to Development Specification Document

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Title

Development Zone 5
Parameter Plan A
PPDZ5(A)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number

SLM00-SQP-DZ5-XX-DR-AR-040513

Revision

-

DZHA

DZ4

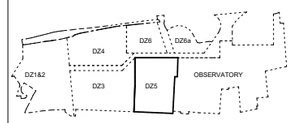
DZ3

DZ5

L6

High Street

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)**
- Development Zone Boundary with a limit of deviation of +/- 2m
- Frontages where Town Centre Uses must be at or exceed 51% of the frontage*
- L1 Illustrative Public Realm

*Note for definition of 'Town Centre Uses' refer to Development Specification Document

**Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

N

0 5 10 15 20 25 m

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Title

Development Zone 5
Parameter Plan B
PPDZ5(B)

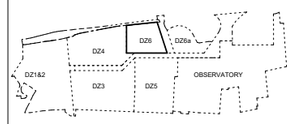
Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number	Revision
SLM00-SQP-DZ5-XX-DR-AR-040523	-

Key Plan



TREET

DZWS

DZHB

+ 95.86 m

+ 73.11 m

DZ4

DZ6

DZ6a

DZHA

DZ5

DZ3

N

0 5 10 15 20 25 m

- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)*
- Height Differential Edge
- Development Zone Boundary with a limit of deviation of +/- 2m
- Height Differential
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- Balcony Oversailing Zone**

*Up to 100% coverage can be utilised for a basement, at a depth of no more than 5m from the lowest finished floor level per Development Zone

**Note for definition of 'Balcony Oversailing Zone' refer to Development Specification Document

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Planning Submission	26.10.21	EA	-

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Title

Development Zone 6
Parameter Plan A
PPDZ6(A)

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number	Revision
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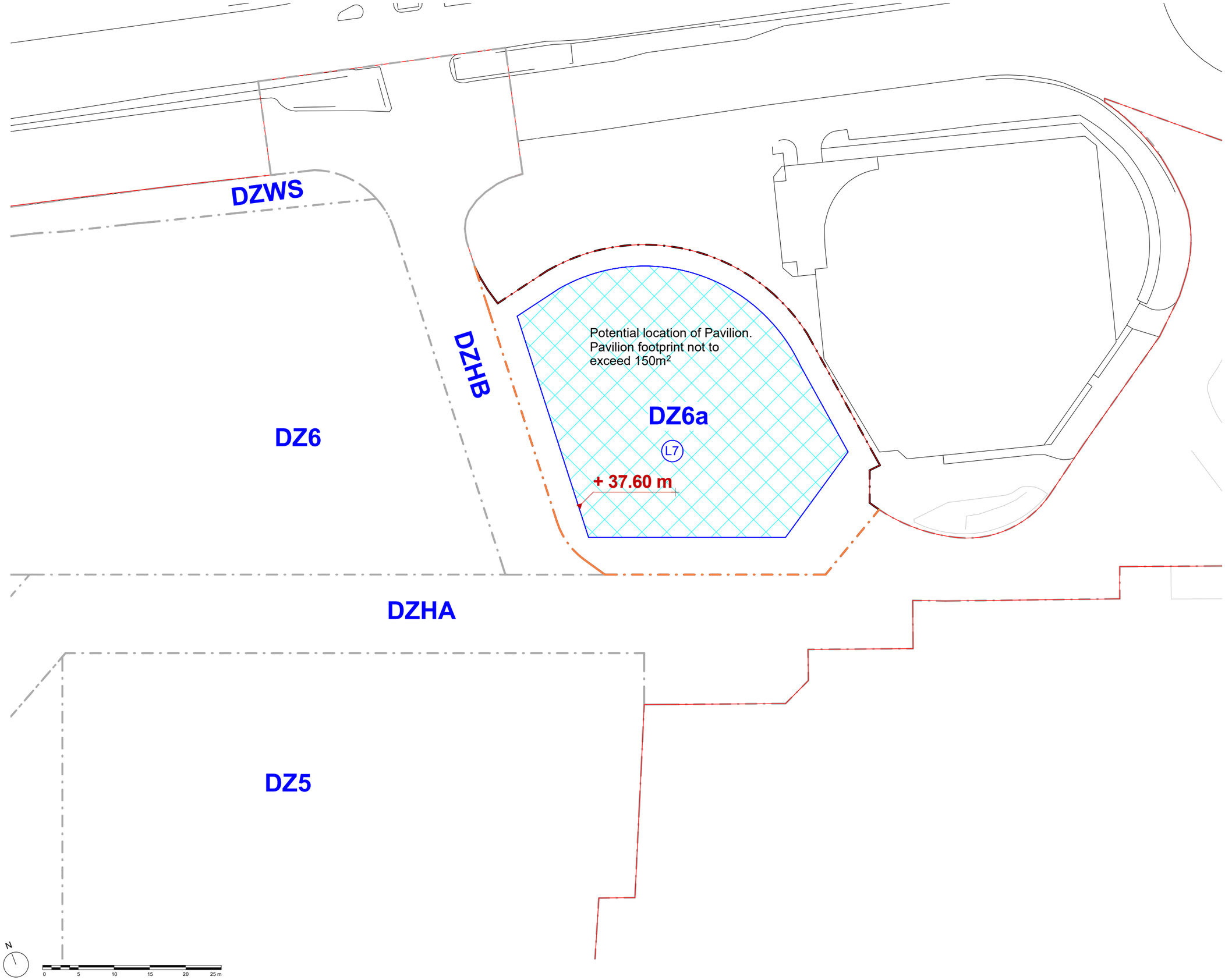
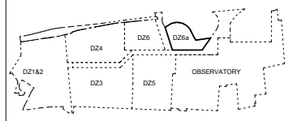


Key Plan



- Development Zone Boundary
- Application Boundary
- L1 — Public Realm
- Development Zone Boundary with a limit of deviation of +/- 2m
- Potential location of Pavilion*
- +XX.XXm — Proposed Max Parameter AOD Level (metres)

*Note for use classes allowed for potential pavilion, refer to Development Specification Document.

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Title

Development Zone 6a
Maximum Parameters
PPDZ6A

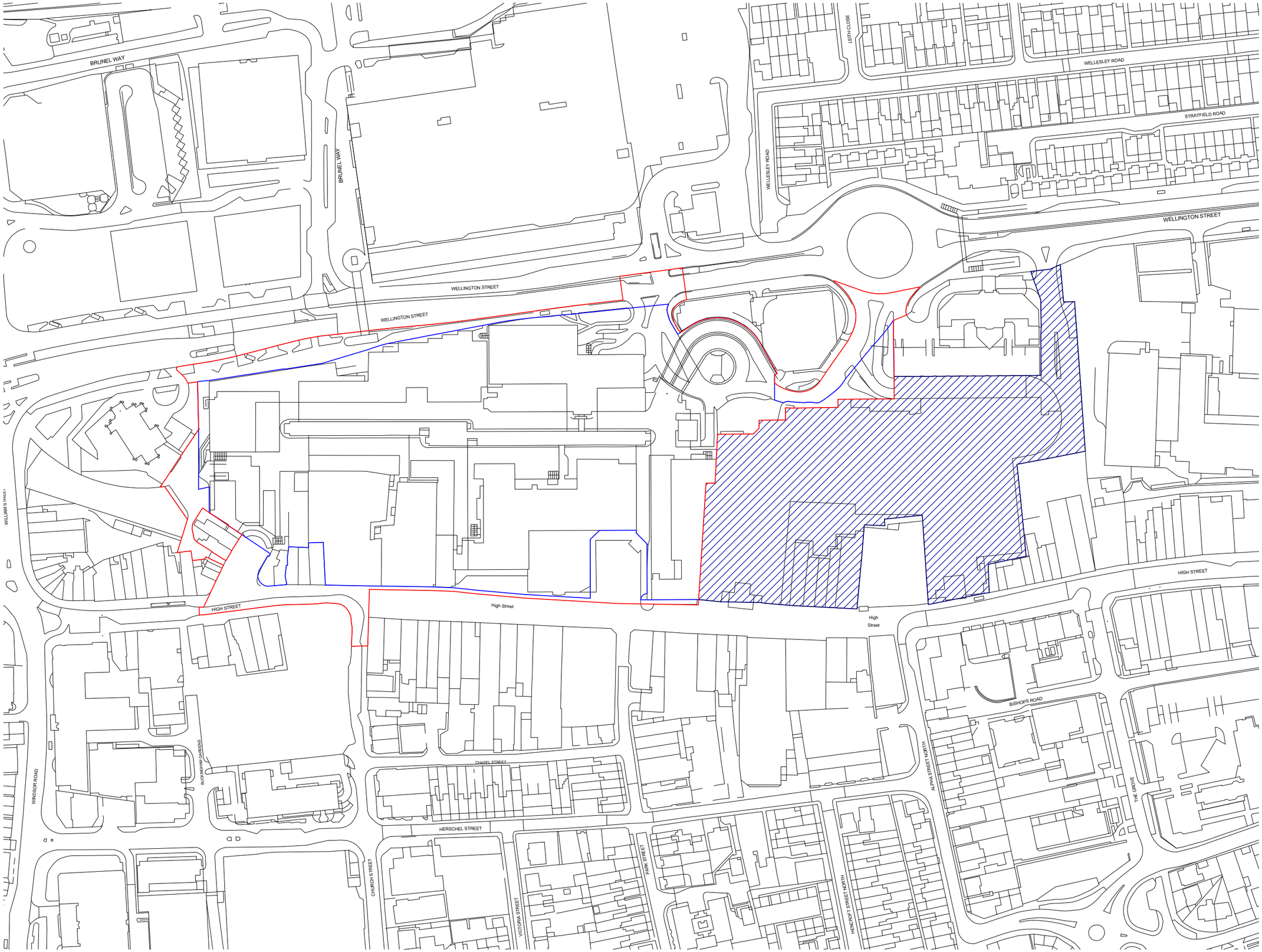
Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 250	19049

Drawing Number — Revision

SLM00-SQP-DZ6-ZA-DR-AR-040515 -



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

Key

- Application Boundary
- Applicant Ownership
- Land outside the application boundary, within the Applicant's ownership

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Project

Queensmere Outline Planning Application, Slough Central

Title

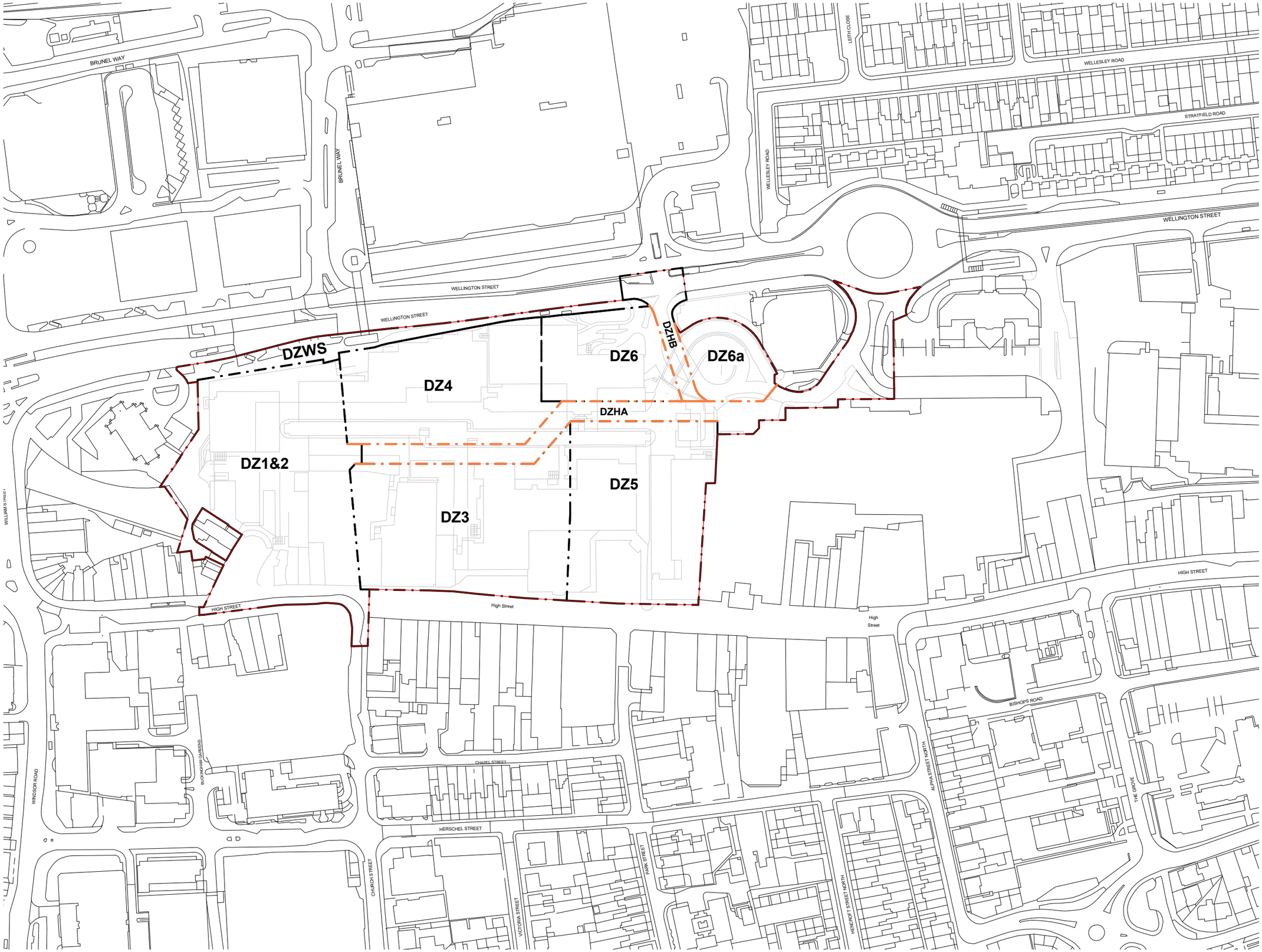
Site Location Plan and Ownership Boundary
PP01

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-RF-DR-AR-040104	-



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

Key

- Application Boundary
- Development Zone Boundary
- Development Zone Boundary with a limit of deviation of +/- 2m

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Project

Queensmere Outline Planning Application, Slough Central

Title

Redline Plan & Development Zone Boundaries

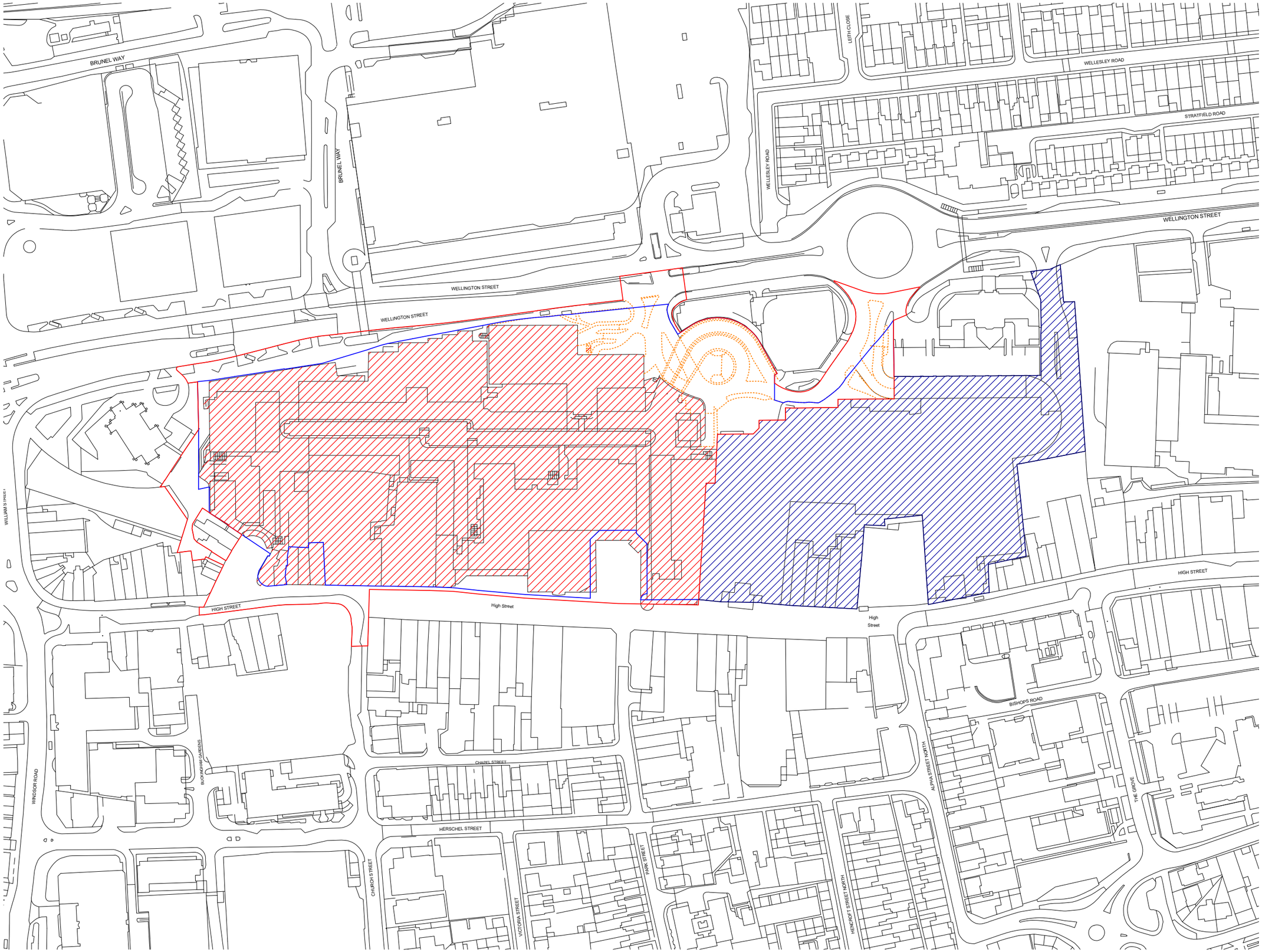
PP02

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-RF-DR-AR-040106	-



Do not scale from this drawing. All dimensions to be checked on site. All omissions and discrepancies to be reported to the Architect immediately

Key

- Application Boundary
- Applicant Ownership
- Building to be Demolished
- To be Demolished
- Land outside the application boundary, within the Applicant's ownership

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Queensmere Outline Planning Application, Slough Central

Title

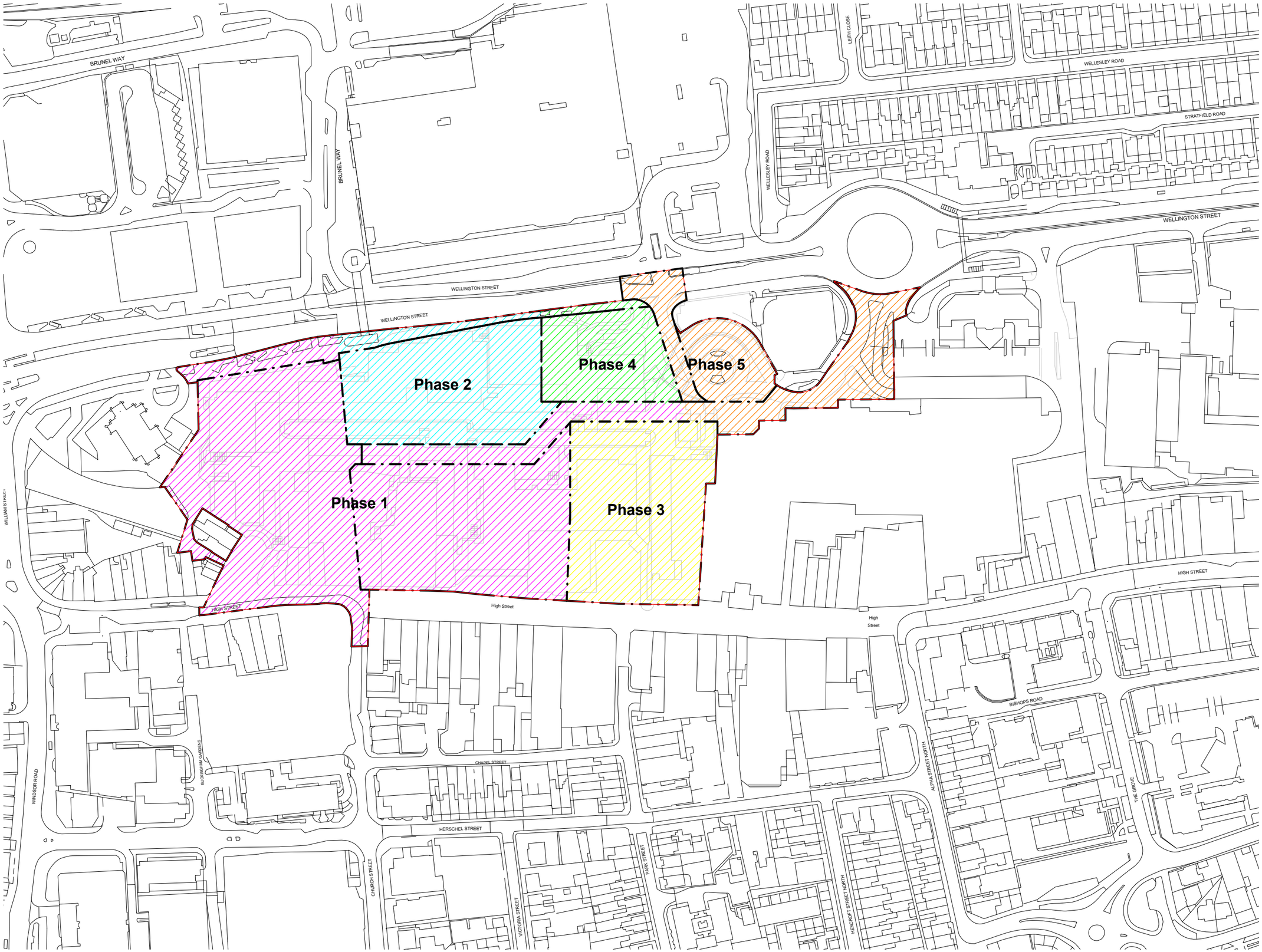
Building Demolition Plan
PP03

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-RF-DR-AR-040107	-



Application Boundary

Development Zone Boundary

Phase 1

Phase 2

Phase 3

Phase 4

Phase 5*

Note: For details of Development Zone boundary limits of deviation, refer to drawing PPDZHA, PPDZHB, and all (A) type Parameter Plans.

*During Phases 1-4 it is anticipated that the existing road layout from Wellington Street and Queensmere Road will be used to facilitate access to DZ1, 2, 3 & 4; following which Phase 5 will address the finished condition of the access roads from Wellington Street.

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Queensmere Outline Planning Application, Slough Central

Title

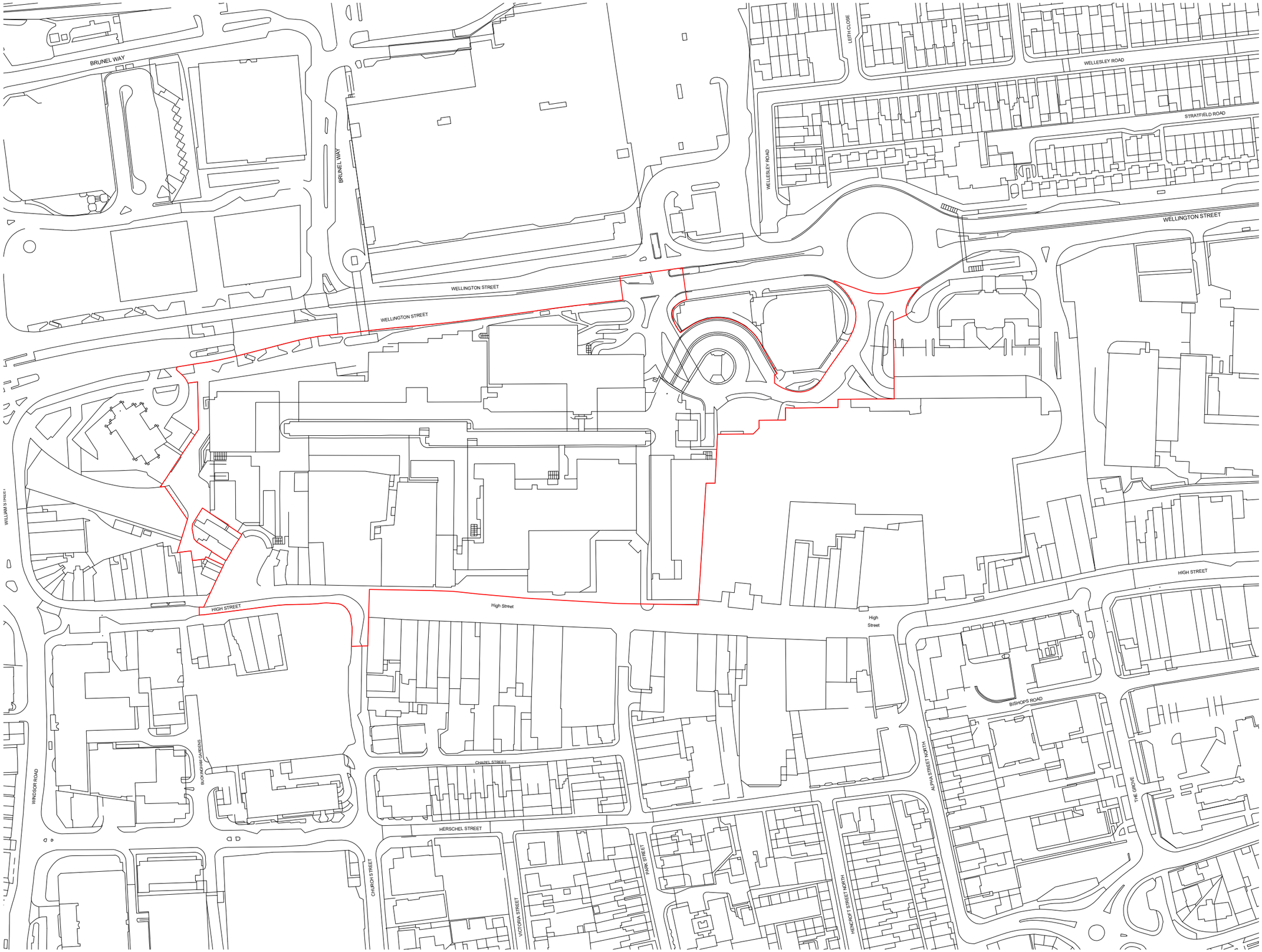
Sitewide Illustrative Phasing Plan
IPP

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-RF-DR-AR-040108	-



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Key

Application Boundary

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Title

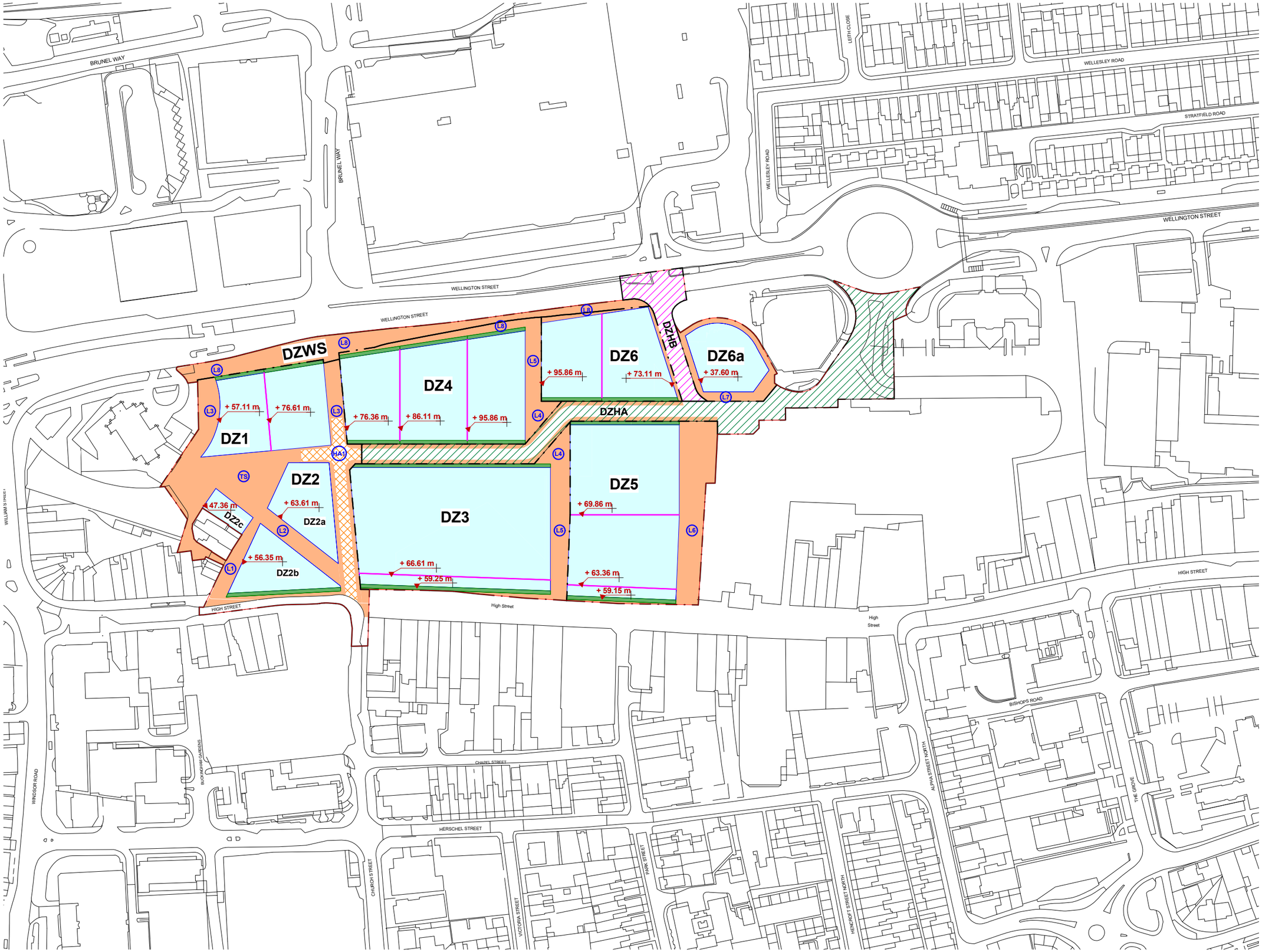
Existing Site Plan
PP04

Status

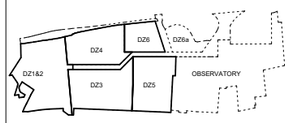
S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-RF-DR-AR-040109	-



Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint
- Balcony Oversailing Zone
- Height Differential
- Public Realm
- Highways Zone DZHA*
- Highways Zone DZHB*
- Highways Area HA1
- +XX.XXm — Proposed Max Parameter AOD Level (metres)
- L1 — Illustrative Public Realm
- HA1 — Highways and Public Realm HA1

*For details of Development Zone boundary limits of deviation, refer to drawing PPDZHA, PPDZHB, and all (A) type Parameter Plans

Description	Date	Drn/Chk	Rev
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Queensmere Outline Planning Application, Slough Central

Title

Sitewide Illustrative Composite Plan
ICP

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040501	-

Max Building Envelope

Balcony Oversailing Zone

+XX.XXm Proposed Max Parameter AOD Level (metres)

DZ6
+ 95.86 m
73.11 m
DZ6a
57.60 m
+ 95.86 m
DZ4
+ 86.11 m
+ 69.86 m
DZ5
+ 63.36 m
+ 59.35 m
+ 76.36 m
DZ1
+ 76.61 m
DZ3
+ 66.61 m
+ 57.11 m
DZ2a
+ 63.61 m
+ 59.35 m
DZ2b
+ 56.35 m
+ 47.36 m
DZ2c

N

0 20 40 60 80 100 m

Planning Submission	26.10.21	EA	-
Description	Date	Drn/Chk	Rev

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Queensmere Outline Planning Application, Slough Central

Title

Sitewide Illustrative Maximum Parameters IMP

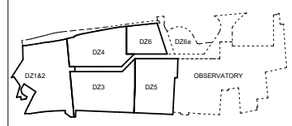
Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040502	-

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)
- Balcony Oversailing Zone
- Height Differential
- Primary Pedestrian Movement Route
- Secondary Pedestrian Movement Route
- Tertiary Pedestrian Movement Route
- Indicative Vehicle Access to Building
- Vehicle Access and Movement
- Vehicle Egress and Movement
- Highways Area HA1
- HA1 Highways and Public Realm

*For details of DZHA and DZHB Development Zone boundary limits of deviation, refer to drawing PPDZHA, PPDZHB, and all (A) type Parameter Plans

Description	Date	Drn/Chk	Rev
Planning Submission	26.10.21	EA	-

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Queensmere Outline Planning Application, Slough Central

Title

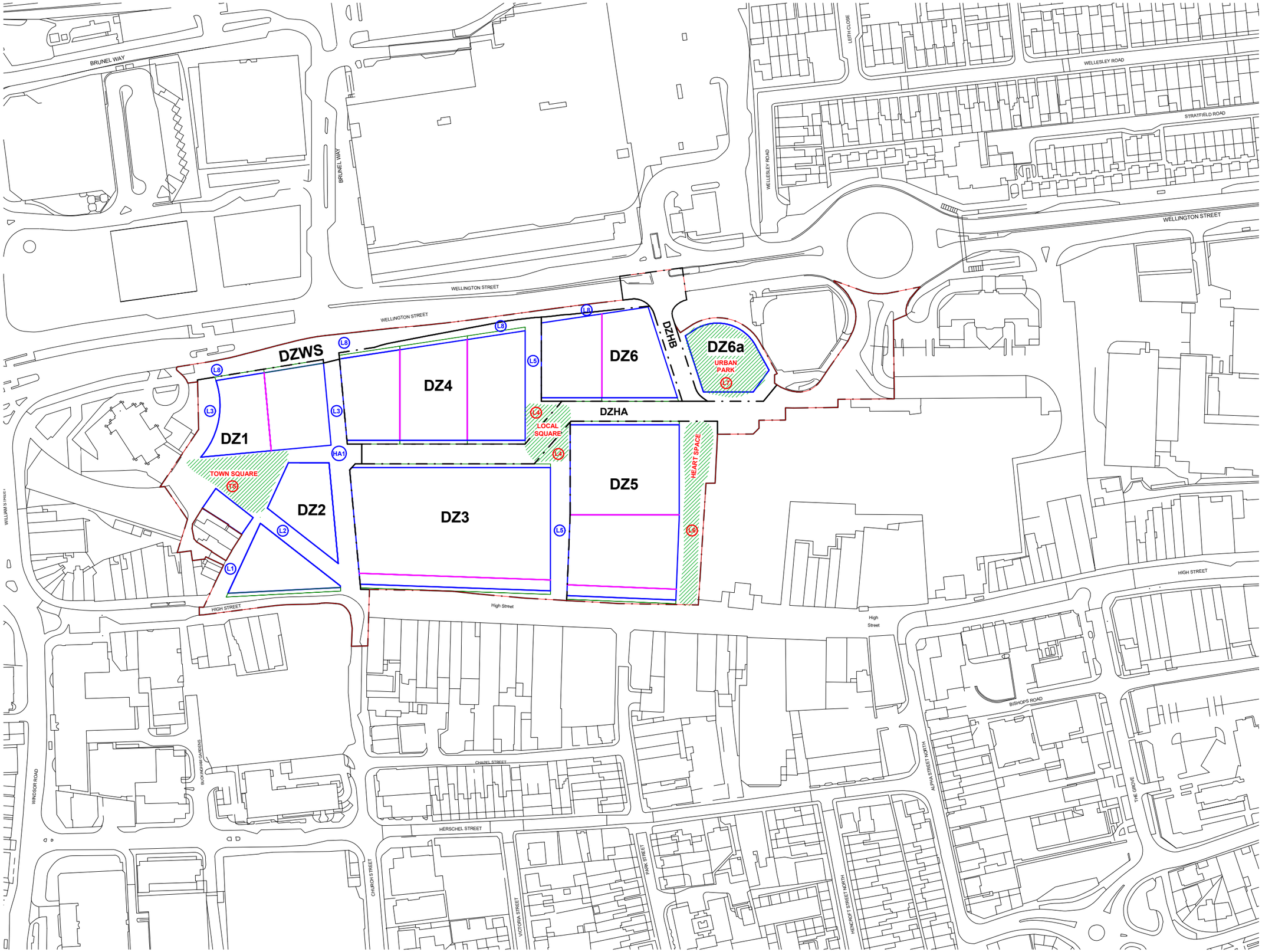
Sitewide Illustrative Highways and Movement Plan
IHMP

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040503	-



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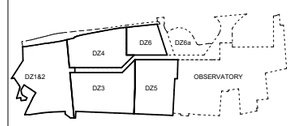
Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)
- Balcony Oversailing Zone
- Height Differential
- L1 — Main Public Spaces
- L1 — Illustrative Public Realm
- HA1 — Highways and Public Realm HA1

Refer to individual Development Zone Parameter Plans for further information on Public Realm areas

Description	Date	Drn/Chk	Rev
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Title

Sitewide Illustrative Public Realm and Public Spaces Plan
IPR

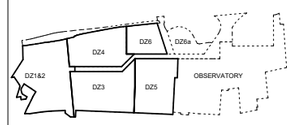
Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040504	-

Key Plan



- Development Zone Boundary
- Application Boundary
- Max Building Footprint (above ground)
- Frontages where Town Centre Uses must be at or exceed 51% of the frontage*
- L1 Illustrative Public Realm
- HA1 Highways and Public Realm HA1

*Note for definition of 'Town Centre Uses' refer to Development Specification Document

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Title

Sitewide Illustrative Town Centre Uses Ground Floor Plan
ITCU

Status

S2

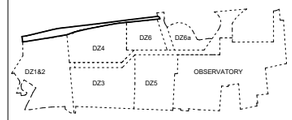
Date	Scale @ ISO A1	Job Number
26.10.21	1 : 1000	19049

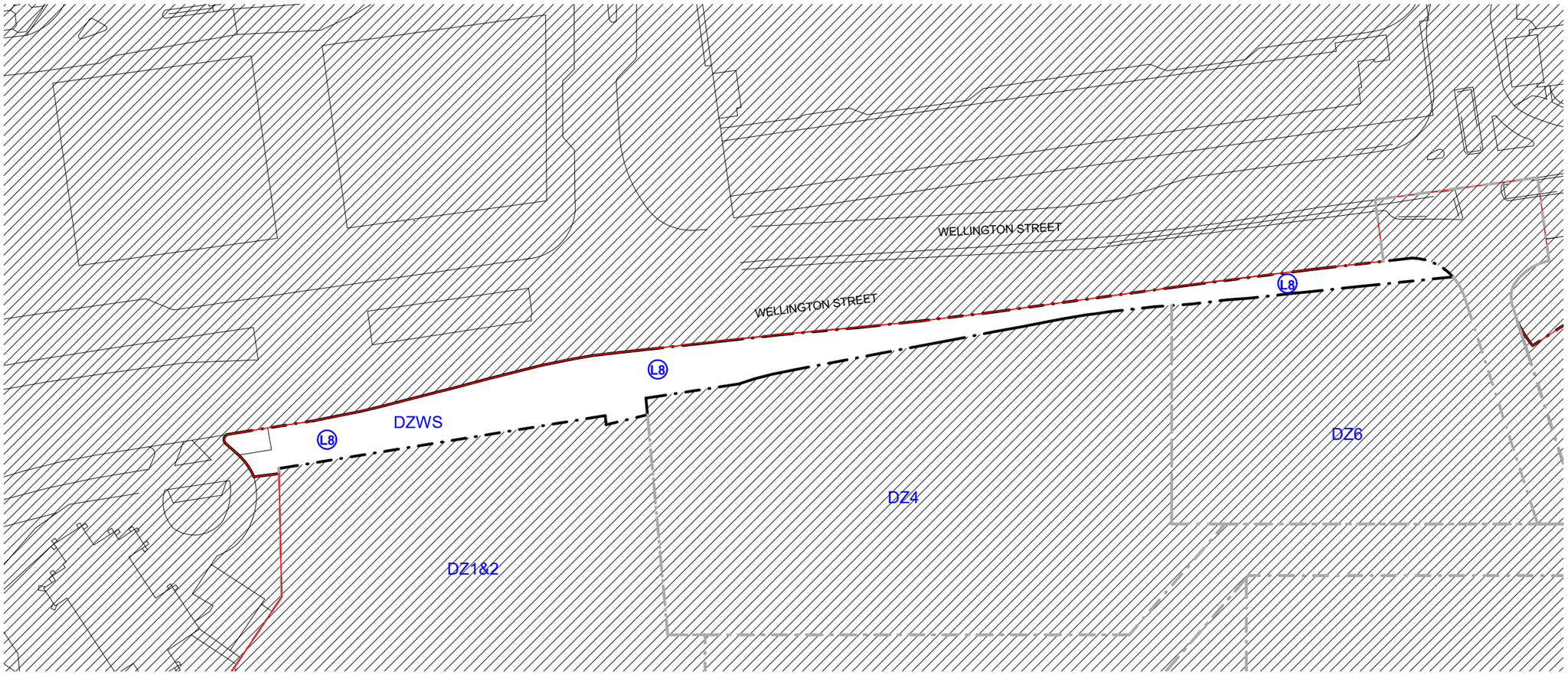
Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040505	-

N

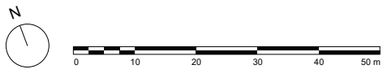
0 20 40 60 80 100 m

Key Plan





- Development Zone Boundary*
- Application Boundary
- L1 Public Realm



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Queensmere Outline Planning Application, Slough Central

Title

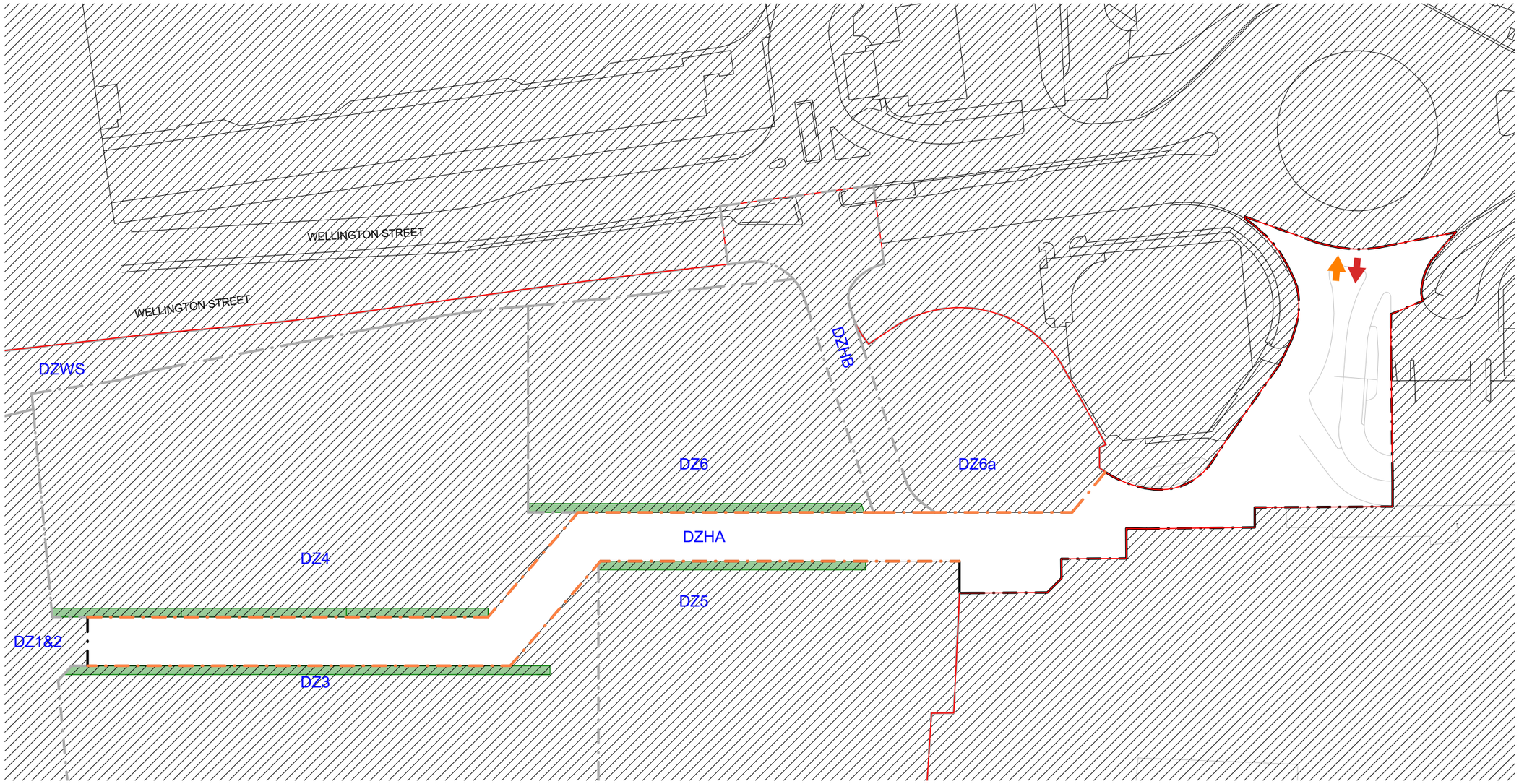
Development Zone WS - Wellington Street
Parameter Plan
PPDZWS

Status

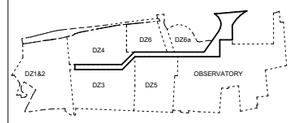
S2

Date	Scale @ ISO A1	Job Number
26.10.21	1:500	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040506	-



Key Plan



- Development Zone Boundary
- Application Boundary
- Development Zone Boundary with a limit of deviation of +/- 2m
- Permitted Adjacent Balcony Oversailing*
- Vehicles - Access & Egress

Note:
If limit of deviation is utilised, balcony oversailing is permitted in adjacent Development Zones as illustrated in green. For further details, refer to relevant (A) type Development Zone Parameter Plan.

*Note for definition of 'Balcony Oversailing' refer to Development Specification Document

N

0 10 20 30 40 50 m

Description	Date	Drn/Chk	Rev
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Title

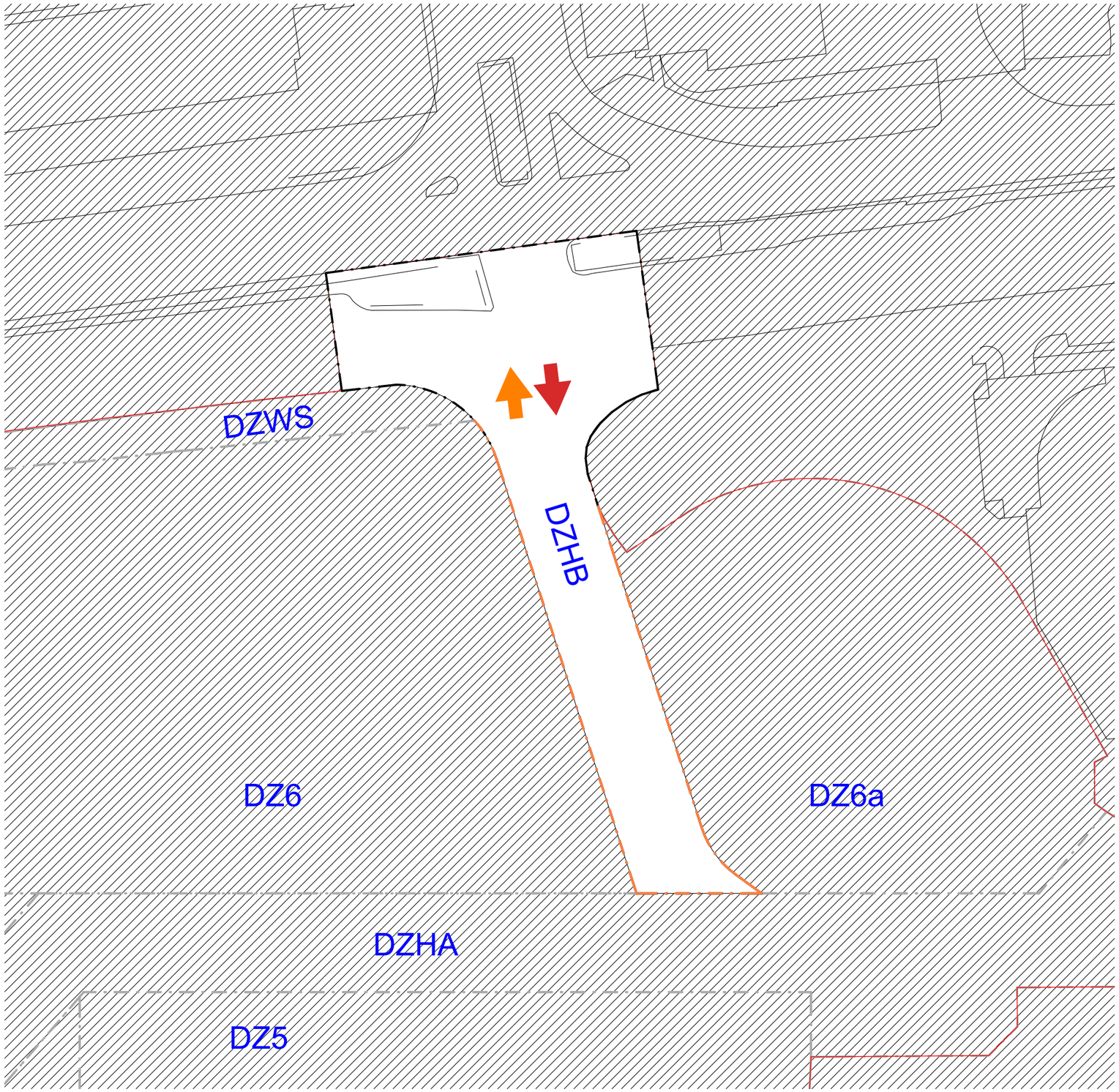
Development Zone HA
Parameter Plan
PPDZHA

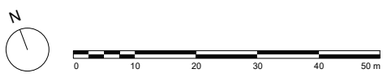
Status

S2

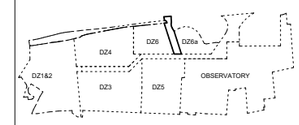
Date	Scale @ ISO A1	Job Number
26.10.21	1:500	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040507	-





Key Plan



- Development Zone Boundary
- Application Boundary
- Development Zone Boundary with a limit of deviation of +/- 2m
- Vehicles - Access & Egress

Description	Date	Drn/Chk	Rev
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Title

Development Zone HB
Parameter Plan
PPDZHB

Status

S2

Date	Scale @ ISO A1	Job Number
26.10.21	1:500	19049

Drawing Number	Revision
SLM00-SQP-ZZZ-XX-DR-AR-040508	-

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