Slough Central.

Queensmere Shopping Centre:

Outline Planning Application

Design Code
Squire & Partners
October 2021

Queensmere Outline Planning Application

Design Codes

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

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Introduction

Project Summary

The Queensmere Outline Planning Application (QM OPA) is being brought forward by Green Monarch B1 2016 Limited and Green Monarch B2 2016 Limited (the Applicant) and British Land (Development and Asset Manager).

Located on the site of the existing Queensmere Shopping Centre site in Slough, the development sits at a pivotal town centre location between the existing High Street and Slough Station.

This Design Codes document has been prepared by Squire and Partners and is submitted in support of the QM OPA.

Outline planning application structure 1.1

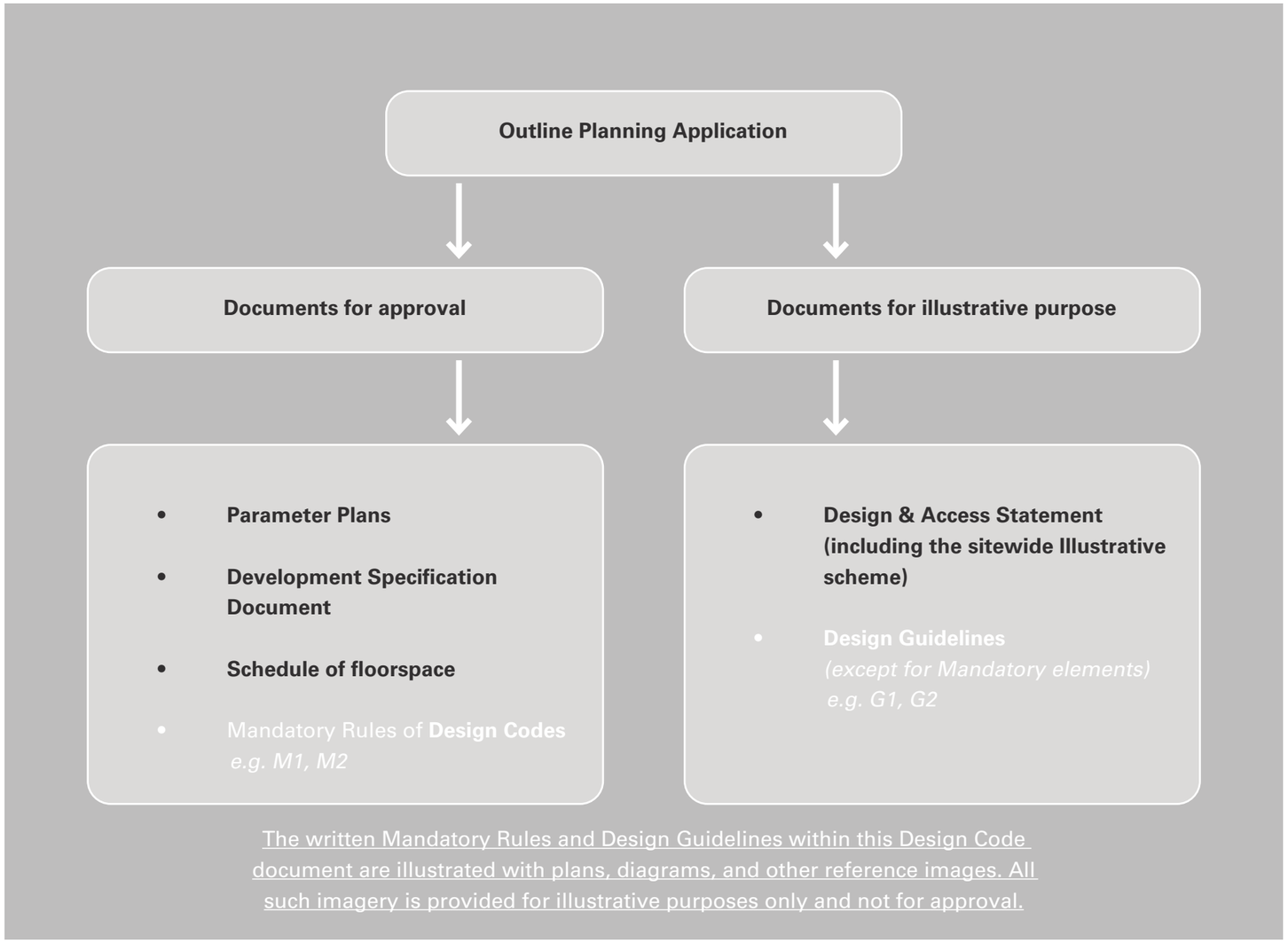

Fig. 1 - Diagram explaining structure of planning application documents

Context of wider planning application documents

The Design Code 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 and Access Statement that provides explanatory text outlining the underlying principles for the development or proposals.

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

1.2 Elements & terminology

Range and hierarchy of QM OPA elements

The information opposite describes and illustrates the variety, hierarchy and purpose of the elements of the Queensmere Outline Planning Application (QM OPA).

Queensmere outline planning application site boundary
The Queensmere outline planning application (QM OPA) covers the site occupied by the Queensmere Shopping Centre and some adjacent areas of highway and

Existing shopping centres & site ownership boundary
The ownership boundary covers the sites occupied by both the Queensmere and Observatory shopping centres. The Queensmere Shopping Centre will be demolished to make way for the QM OPA and subsequent RMAs and the Observatory shopping centre will be retained until a future potential phase of the wider Slough Central masterplan is agreed.

QM OPA Illustrative Scheme
The QM OPA Illustrative Scheme that is provided within the DAS provides an indication of how the QM OPA might be designed within future reserved matters applications (RMAs), however the QM OPA Design Code and Parameter Plans offer scope for variation from the Illustrative Scheme proposal which serves as one example of how the scheme could be evolved.

Fig. 2 - Exploded axo identifying key components

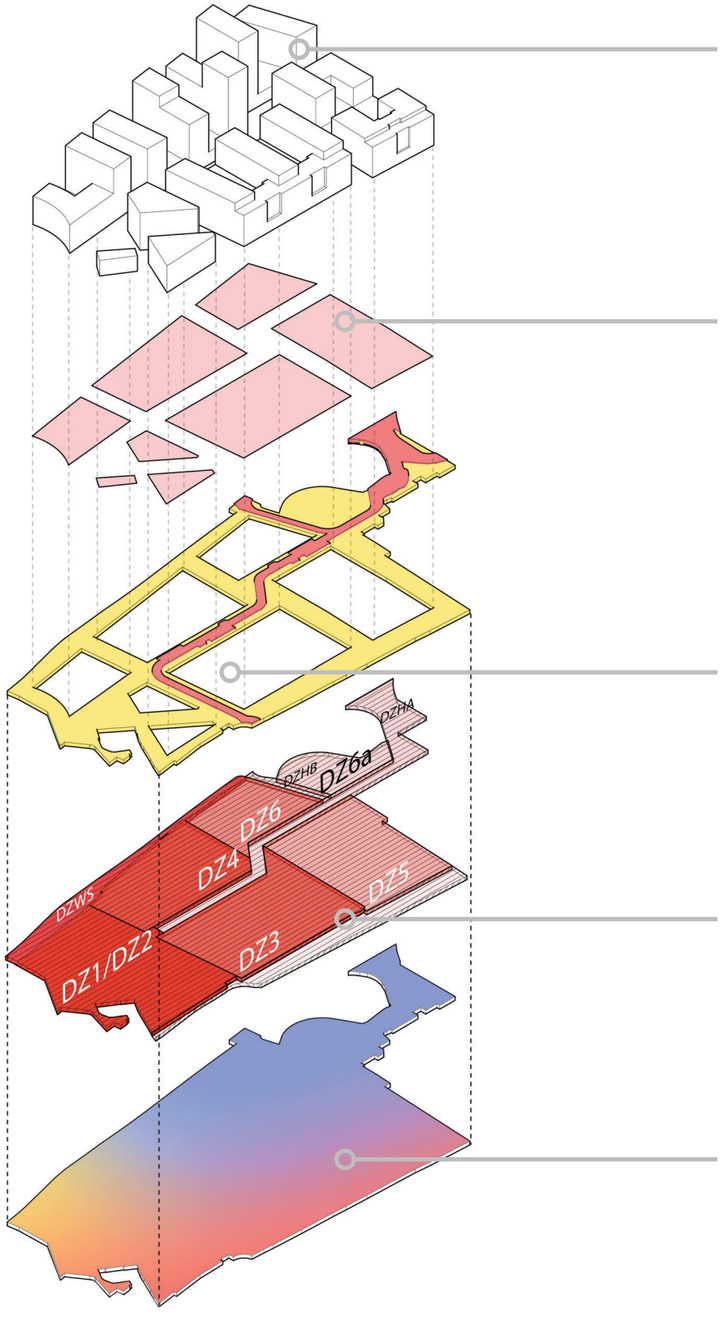

Fig. 3 - Exploded axo identifying key components

Building blocks & elements
The QM OPA does not apply for consent for specific massing forms and detailed elements, but the Design Code suggests how the parameters could be developed within future RMAs to generate building blocks and elements and Mandatory code will control fundamental matters only.

Parameter Plans (for individual Development Zones)
The individual Development Zone Parameter Plans are submitted for approval and set out the Mandatory rules for the maximum extents of built form that any future Reserved Matters Application (RMA) must conform with as well as other key elements including Town Centre Uses and areas of amenity and public realm. These parameter plans are provided for every development zone within the QM OPA.

Highways Parameter Plans (for individual Highways elements)
The individual Highways Parameter Plans are submitted for approval and identify the principal routes that must be provided within the QM OPA.

Composite Illustrative Parameter Plan
The composite illustrative Parameter Plan identifies the individual development zones within the QM OPA.

Character Areas
Three character areas are proposed as a means of Design Guidelines for creating varied identity across the QM OPA. These character areas are not submitted for approval, but illustrate how the development zones straddle different character areas.

1.3 Purpose & how to use the Design Codes

1.3.1 Mandatory Rules & Design Guidelines and structure of Design Codes

Mandatory Rules

This Design Code document provides a series of Mandatory Rules (M) which set out design requirements that shape the application of the Parameter Plans and, as such, are intended to be for design approval as part of the QM OPA. They must be adhered to in the submission of future reserved matters applications ("RMAs").

Design Guidelines

In addition, this document also sets out for illustrative purposes Design Guidelines (G), which provide an approach that will influence aspects of design in future reserved matters applications, but these may be deviated from if there is an appropriate justification and explanation to adopting a different design approach in a future application. Consequently, Design Guidelines are provided for illustrative purposes only and are not for approval.

Examples of Mandatory Rules & Design Guidelines

Mandatory Rules will be denoted within this document through the use of a mandatory code 'Mx/x and the sentence or paragraph witll be contained within a box:

Mx/x *'The applicant must .....'*

Design Guidelines will be denoted within this document through the use of a guideline code 'Gx/x', and the word 'should' contained within a sentence or paragraph of bold italicised text:

'Gx/x The applicant should endeavour to .....'

The written Mandatory Rules and Design Guidelines within this document are illustrated with plans, diagrams, and other reference images. All such imagery is provided for illustrative purposes only and not for approval.

Structure of Design Codes

The code follows the 'National Model Design Code – June 2021' as published by the Ministry of Housing, Communities & Local Government (MHCLG) and uses the main headings of that document as following:

2. Context

3. Identity

4. Movement

5. Public realm & nature

6. Built form

7. Use

8. Mandatory Code & Compliance

Chapter 5 combines public realm and nature elements since they are interconnected subjects and the town centre setting limits opportunity for more substantial parkland/ natural interventions - natural interventions will be integral to the public realm spaces and rooftop areas of the development. 'Homes and Buildings', 'Resources' and 'Lifespan' elements of the National Design Codes Approach have been covered in the Design & Access Statement and Chapter 8 summarises all 'Mandatory Rules' in the form of a checklist that can be used to assess future RMAs.

1.3 Purpose & how to use the Design Codes

1.3.2 Illustrative Scheme, Development Zones & Character Areas

QM OPA Illustrative Scheme

The QM OPA Illustrative Scheme that is described within the Design & Access Statement that accompanies this planning application has been evolved to respond to townscape, heritage and socio-economic considerations and forms the underlying principles for the rules and Design Guidelines within the following chapters of this Design Code document.

A Schedule of Floorspace (PA2) sets out a site wide maximum limit for each of the land uses proposed in the QM OPA. In addition to this site wide maximum floorspace limit, the Development Specification Document ("DSD") provides maximum limits for the different land uses that might be delivered in each Development Zone. The maximum parameters of all of the Development Zones, and the maximum amounts of floorspace set out for each Development Zone in the DSD could not all be built out in full due to the site wide limitation of floor area in PA2, for which approval is sought.

The document is comprised of a series of individual Development Zones, each of which is subject to maximum parameters identified on associated Parameter Plans. The 'Mandatory Rules' and 'Design Guidelines' have been established to support the vision of the Illustrative Scheme which the QM OPA Illustrative Scheme describes. The Design and Access Statement shows one way in which the development floorspace could be built out in accordance with the Parameter Plans, DSD and Mandatory Rules within the Design Codes, but that is not submitted for approval.

Community Engagement

The design team have engaged with the community on the plans and aspirations for Slough Central and the QM OPA. The consultation and stakeholder feedback on key masterplanning principles such as provision of public realm spaces has also shaped this Design Code document as required by the NPPF. More detail on consultation and Stakeholder engagement is set out in the Statement of Community Involvement document accompanying the QM OPA.

Development Zones

The QM OPA site has been divided into several development zones (DZs) as identified on the Composite Illustrative Parameter Plans. These plots are anticipated to contain both building elements and public realm elements. The boundaries of these Development Zones have been considered in terms of phasing implications to facilitate commencement of construction at different times from one another and to enable delivery of appropriate areas of public realm at the same time as relevant buildings and/or groups of buildings.

Character Areas

Three character areas have been identified and the boundaries of these character areas have been established based on existing context and natural desire lines as opposed to following the DZ boundaries. It is anticipated that several development zones, buildings and areas of public realm will sit on the boundary of these character areas and/or straddle two different character areas and therefore Design Guidelines will be provided within this DC to ensure those elements respond to the character areas as well as individual DZ requirements.

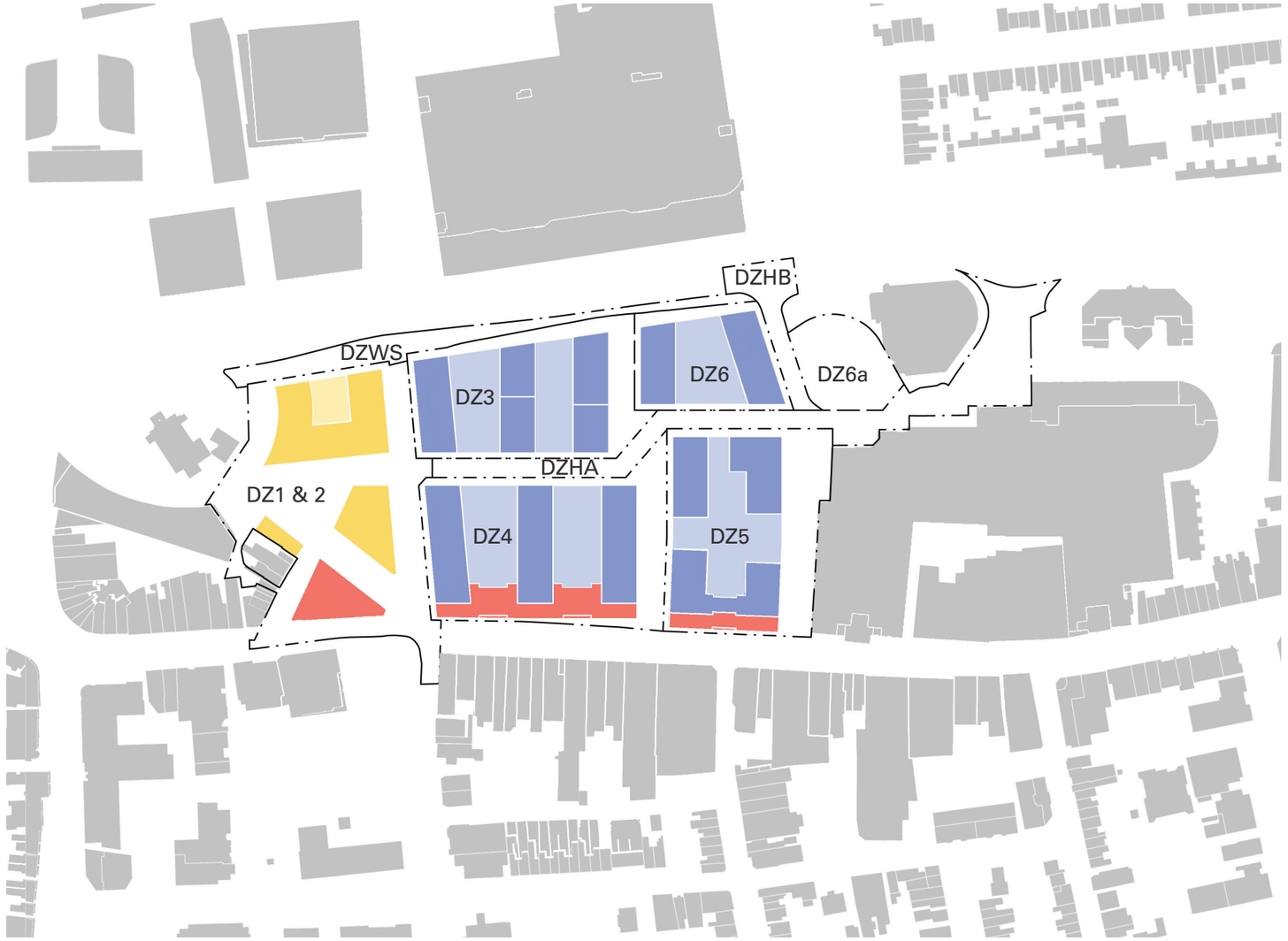

Fig. 4 - QM OPA development zones and proposed (and existing) character areas overlaid with one another

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2

Context

Introduction

This chapter of the design codes provides an overview of the existing context and how the QM OPA should relate and respond to it.

2.0 Context

2.1.0 Defining area type

The QM OPA sits within the centre or heart of Slough and forms a large part of the northern edge of the existing High Street.

The QM OPA site consists of the Queensmere Chopping Centre and its associated service yards, car parking areas and very limited areas of hard landscaped public realm. The footprint of the existing building occupies more than 58% of the available site area (within application boundary). Consequently, it forms an obstacle to the natural desire lines that could connect from the bus and train stations towards the high street.

Fig. 5 - Existing aerial photograph of Queensmere & Observatory shopping centres

Fig. 6 - Existing Queensmere Shopping Centre entrance

Fig. 7 - ExistingObservatory shopping centre entrance

Fig. 8 - Existing approach from Slough Station

Fig. 9 - Existing High Street looking east

The Queensmere Shopping Centre was opened in 1973 and was subsequently followed by another substantial retail outlet - the Observatory shopping centre – in the 1990s. These shopping centres interrupted and replaced historic High Street buildings that had evolved naturally in the 19th and early 20th centuries. Designed to provide 'internal' streets lined with internal retail units, the shopping centre models eroded the natural rhythm of the High Street and drew people away from the historic High Street thoroughfare. The Queensmere and Observatory buildings essentially turned their back to the High Street (with the exception of limited retail frontage and main entrances) and created large continuous frontages that bore little resemblance to the historic grain/ character on the southern edge of the High Street both in terms of scale and active frontage

One of the key aims of the QM OPA is to better relate to and tie into the existing context and provide greater permeability and the following chapters of this Design Code provides 'Design Guidelines' and 'Mandatory Rules' for how this should or must be achieved.

2.0 Context

2.2.0 Character Studies

There are several important surrounding features within the immediate site context that the QM OPA responds to including:

- **Church and Curve building** – standalone civic buildings
- **High Street** – historic rhythm of small retail frontages with residential above
- **Wellington St** – evolving character of larger footprint commercial buildings but also acknowledge potential for large future residential masterplans to the north of the site

These elements exhibit several characteristics – both positive and negative – that serve as a point of reference and/or reason for improvement.

Fig. 10 - Plan identifying surrounding features

2.2.1 Church and Curve building - standalone civic buildings

A cluster of free-standing civic buildings sit to the west of the site and include the Church of Our Lady Immaculate and St Ethelbert and the Curve building.

The church is a grade II listed flint building that was built in flint with Bath stone dressings in a Perpendicular style. It sits at a prominent position at the junction of Wellington Street and William Street and had at one point sat as a marker building at the end of the historic Mackenzie Street route.

The contemporary Curve building, completed in 2016, is a purpose-built public facility that functions as a library and cultural centre with a multi-purpose performance space and classrooms. Its iconic 'tube' shape is metal clad with glazed ends leading out/ entering in from Wellington Street and Mackenzie Square.

Despite the civic importance and prominent location of these buildings, they are currently inadequately provided for in terms of public realm, not well connected to the High Street and are poorly related to (from a townscape perspective) the existing shopping centre. The natural space that these two buildings could potentially spill out to - Mackenzie Square (Southern end of the Curve building and behind the church) - is tucked away from view, very constrained for space and poorly observed from a security perspective.

Fig. 11 - Photograph of Church of Our Lady Immaculate and St Ethelbert and Curve building

2.0 Context

2.2.2 High Street

The High Street sits at the centre of Slough and was the bustling heart of the town in the 19th and 20th centuries as Slough experienced rapid growth. Buildings along the High Street naturally evolved over time and many of the historic buildings still exist. The historic pattern of frontages was of individually expressed shop fronts responding to the ground floor plane of the High Street and residential accommodation above. The ground floor frontages maximised the display of goods/ services for sale and incorporated large areas of active frontage, whereas the upper levels exhibited more modestly sized windows that related to the more private internal uses. In more recent years the high street has suffered due to the downturn in retail and many shops are vacant.

Fig. 12 - Photograph of existing High Street

2.2.3 Wellington Street

Wellington Street (A4), the main vehicular connection to the centre of Slough, is a very busy thoroughfare with two eastbound and two westbound lanes of traffic, a central reservation and associated slipways and pavements to the north and south of the highway. Buildings (such as Verona House, the HTC building and Tesco Superstore) that have evolved along and spurring off this throughfare are varied in nature but are predominantly large scale footprints and taller in terms of massing. More recently constructed and consented buildings/ developments include The Porter Building, Futureworks and Old Library. These buildings have started to and will provide new architecture/ town-scape, employment and economic benefit to Slough.

Fig. 13 - Photograph of Wellington Street (looking west towards St Ethelberts Church)

2.0 Context

2.3.0 Heritage, history & culture

A place of business & trade

Having initially served as a stopping off point for coaches travelling between London and Bath, Slough quickly grew from being a small village to a thriving town after the introduction of the Great Western Railway in the 1830s and with the later industrialisation in the late 19th century that led to the founding of Slough Trading Estate in 1918. The Victorian legacy can be seen in the range of terraced streets to the south of the site as well as in the grain and built form of the High Street. The trading estate - which lies approximately 3 miles to the west of the site - still serves as a significant local, regional and national place of employment that draws people to live and work in the town or to travel to the town for work and business. While the QM OPA is not within the immediate vicinity of the trading estate, it should be acknowledged that the QM OPA could be a place that trading estate employees and visitors may choose to live within, use during lunch breaks/ after work as a place of amenity or even pass through on their way to a business meeting.

A diverse community

Over the years the town has attracted a diverse mix of people from varied cultures including those who came from Eastern Europe, the Caribbean and Central Asia to work in the rapidly expanded trading estate after the Second World War. These cultures are represented in the broad mix of retail outlets on the High Street and in other community amenities offering dance and entertainment activities to the local residents and surrounding area.

A place of innovation and source of pride

Slough has gained a reputation for many positive attributes, residents and innovations over the years (including the first female scientist, invention of snooker and the first zebra crossing), but also opportunities for improvement.

QM OPA offers the opportunity to create an innovative new heart to the town that local people can be similarly proud of.

In summary, it is a combination of these factors that have over time resulted in a rich historic and cultural context for modern day life in Slough.

Fig. 14 - People using Slough train station

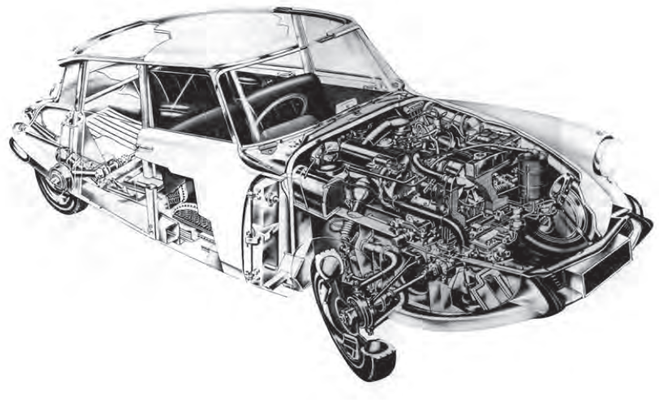


Fig. 15 - Advertisement for Citroen cars that were fabricated at Slough Trading Estate

Fig. 16 - Trial of first zebra crossing

Fig. 17 - People using the Curve for celebratory events

Fig. 18 - Listed building on Slough Trading Estate

Fig. 19 - Image of Caroline Herschel using a telescope

2.0 Context

2.4.0 Site context

The previous sections provide an explanation of the existing characteristics of Slough from a visual, townscape, heritage and cultural perspective but there are many other more pragmatic physical factors that may also be considered.

Network & hierarchy of surrounding streets

The main thoroughfares that bound the site to the north and south include Wellington Street (the A4) and Slough High Street. A series of north/ south routes extend from the High Street to the South and more limited routes exist to the north of the A4, the primary route being the connection to the train station (Brunel Way).

Public transport

The site is closely related to Slough bus and rail stations, which sit to the north of the A4. Routes connecting the site to these transport hubs exist along Brunel Way and another crossing to the west (adjacent to the church).

Fig. 20 - View along Brunel Way towards Slough Station


Fig. 21 - Photograph of Slough Bus Station

Walking and cycling routes

The surrounding streetscapes generally provide access for pedestrians in the form of pavements either side of vehicular routes. Other than the pedestrianized High Street, there is a small area of pedestrianized routes around the church and Curve building (at Mackenzie Square). Other than these areas, pedestrian routes generally take the form of quite narrow pavements and the pedestrian route to the High Street from bus and train station is quite disjointed. There are limited dedicated cycling routes and cycling is generally provided for on shared highways. Cycling is prohibited on the pedestrianised area of the High Street.

Notable local buildings

Within a 500m radius of the site there are some significant local buildings, these include the grade II listed St Ethelberts church and Curve building as well as Baylis House, Upton Hospital and St Marys and St Laurence churches that are listed and sit within the wider context.

Characteristics of the local community

The local community includes a broad mix of cultures and this mix has largely resulted from attracting employment to prosperous local, national and international industries based in the Slough Trading Estate and at Heathrow Airport. Its ethnically diverse population is one of the UKs youngest with an average age of 33.9 and the town also benefits from a high birth rate (16.6 births per 1,000 residents). From an education standpoint, Slough students outperform English averages at primary and secondary level but older residents fall short on further education qualifications when compared to national averages.

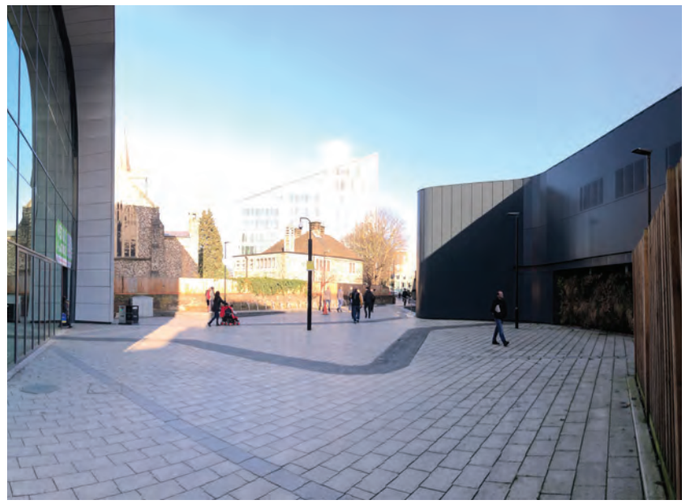


Fig. 22 - Pedestrianised route from bus station to High Street (through Mackenzie Square)

Fig. 23 - Photograph of the Curve building

Fig. 24 - Photograph of community event

2.0 Context

2.4.0 Site context

Local shops and facilities

The main concentration of local shops is along the High Street (as well as the Tesco Superstore on Brunel Way). The existing large Queensmere and Observatory shopping centres sit at the intersection of the main thoroughfares and offer the largest concentration of retail at the heart of the town. Other local facilities are concentrated in the area to the west of the High Street along Wellington Street.

Fig. 25 - Tesco superstore on Wellington Street

Views, vistas and landmarks

Several views and vistas towards the site have been identified as part of the accompanying Townscape and Heritage Assessment. They include views from the wider Slough townscape and containing listed buildings/ buildings of townscape merit as well as more nationally significant views from Windsor Castle and Windsor Great Park. A more detailed assessment of the baseline scheme and maximum parameters has been undertaken to support QM OPA and EIA.


Fig. 26 - Existing view of Slough from Windsor Great Park

Grain of area - built form, street scene & roofscape

The QM OPA site is largely occupied by shopping centre buildings that disrupt the routes and connections to the High Street from bus and train station as well as the historic grain of the High Street and rhythm and scale of high street frontages. The roofscape of the existing shopping centre is used as car parking and as such does not currently provide a strong and attractive visual character to the context of Slough.

Landscape & natural features

The existing site provides little in terms of landscape and natural features since it is almost entirely occupied with shopping centre footprint and/ or hard landscaped car parking/ highways access.

Boundary features

The existing site boundaries on the northern, southern and western edges are largely defined by the existing Queensmere Shopping Centre facades, with the exception of the area around the HTC building (which is defined by the spiralling ramped access to the rooftop car parking). The eastern boundary is defined by the western edge of the Observatory shopping centre.

Fig. 27 - Roof top parking on existing QM shopping centre

Fig. 28 - Very few natural features are incoporated in the available areas of public realm on the site

Fig. 29 - Existing ramped access & HTC building

2.0 Context

2.4.0 Site context

Topography

The existing QM OPA site is slightly inclined with a maximum level change of 1.82m occurring across the entire 209m x 420m site.

Local building vernacular, architecture, proportion & façade pattern

The town centre lacks a consistent coherent building vernacular but does contain pockets of buildings with stronger shared characteristics these have been identified in section 2 of this Design Code.

Fig. 30 - Photograph of slight incline adjacent to HTC building

Fig. 31 - St Ethelberts Church & The Curve

Architectural details and materials

The architectural styles and materials of the built context is varied with a range of brick Victorian buildings (terraced houses and shops), mid-20th century mixed use buildings on the High Street, late 20th century buildings along Wellington Street (brick and stone clad Verona House and HTC buildings) as well as more recent contemporary standalone buildings such as the Curve building, Futureworks and the Porter Building that are glass, metal and brick clad respectively.

Colours, textures, shapes and patterns

The palette of built form materials is so varied that there is not one predominant material and colour of material. While there are various building typologies that use brick as a material, the specific colour of brick varies from buff to red and even recent instances of grey brick. Having said that there are some buildings of townscape importance in the vicinity of the site and the materials of those buildings should be considered in the selection of any façade materials of proposed new adjacent buildings. An example of this includes the Church of Our Lady Immaculate and St Ethelbert and adjacent Curve building. The grey flint and bath stone/ metal and glass facades of these buildings should be referenced in any future proposal – be it through colour, texture, shape or pattern. Likewise, the existing High Street buildings should be respected and gently stitched into to avoid a new piece of the High Street that clashes with the historic grain and materiality. Refer to M6/10.

Fig. 32 - Historic high street buildings

Fig. 33 - Photograph of flint and metal materiality of Church of Our Lady Immaculate and St Ethelbert and the Curve

3

Identity

Introduction

This chapter of the design codes provides an overview of the aspects of the town and its' people that contribute to the existing identity of Slough and suggests how the QM OPA should relate to this identity.

3.0 Identity

3.1.0 Key drivers for masterplan

Key drivers

The QM OPA aims at enhancing, responding to and stitching into the historic, cultural and physical context of Slough to create a new heart for the town with a distinct sense of place.

Underlying principles for the vision of the development include the following:

G3/1 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.

Fig. 34 - Pancras Square - features view of church spire

G3/2 Adopt a flexible and resilient approach so that future RMAs are able to adapt to future needs & demand.

Fig. 35 - The Future Works, Slough - newly built office facilities

G3/3 Provide a smartly sustainable town centre that encourages sustainable modes of transport and incorporates sustainable features.

Fig. 36 - Cycle routes incorporated within new landscaping

G3/4 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.

Fig. 37 - Local artist grafitti on hoarding

G3/5 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. 38 - Signage at entrance to Slough

3.0 Identity

3.2.0 New character areas

G3/6 The masterplan proposes three distinct character areas that should be provided to respond to the specific site context and create varied identity within the development.

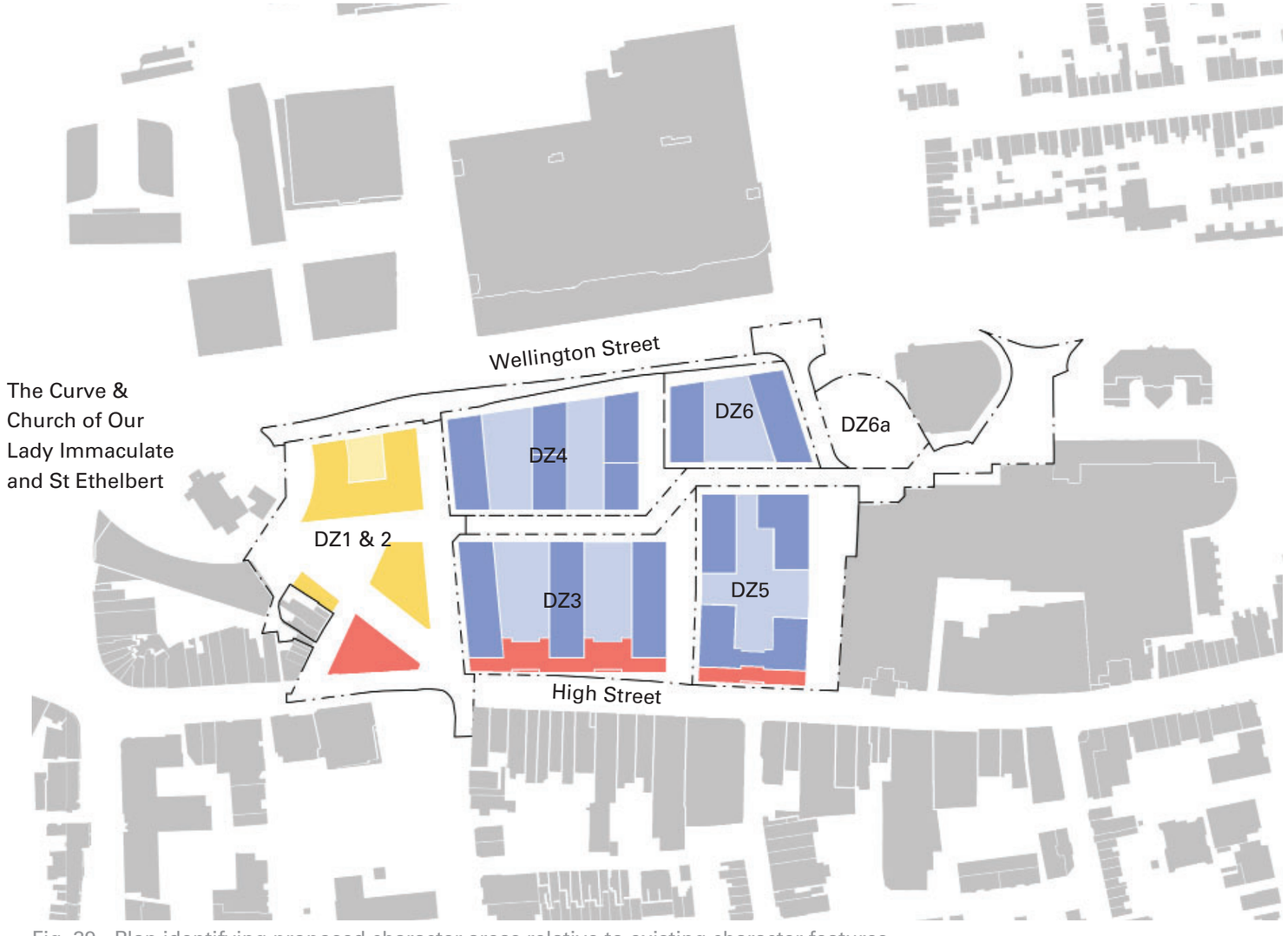


Fig. 39 - Plan identifying proposed character areas relative to existing character features

Town centre

A civic focussed piece of townscape that responds to the existing Curve building and the church and provides a place for people to meet, relax, celebrate and enjoy the town centre

There is not currently a specific heart to the town, except for the 'Square' that is currently enclosed by and marks the entrance to the Queensmere Shopping Centre.

M3/1 *The proposal for the Town Centre character area must provide a new recognisable heart for the town that contains a new area of public realm that benefits and is frequently used by the people of Slough.*

High Street

An element to re-establish and stitch into the historic pattern/ rhythm and re-invigorate the existing High Street.

The identity of the existing High Street is defined by the historic (largely Victorian) terraced buildings along this main thoroughfare with shopfronts defining the ground floor level and providing active frontage to the streetscape and upper levels incorporating residential or other uses behind more modestly sized windows.

G3/7 The proposal for the High Street character area should aim to reinforce the part of the High Street that is currently occupied by the Queensmere Shopping Centre and re-instate a modern interpretation of the identity of the historic High Street.

G3/8 Ground floor level 'Town Centre Uses' should be provided as required by the Parameter Plans and Development Specification Document to activate the streetscape and be representative of and successfully serve the diverse Slough community needs. This should align with M7/2 and applies to all flexible scenarios.

Residential neighbourhood

A new place to live at the heart of Slough - bringing life and vibrancy to the town centre in a broader spectrum of hours of the day and days of the week.

Various constraints (including the M4 motorway, Green Belt allocations and size of the borough) limit the ability for Slough to expand to provide residential accommodation for its growing population.

Queensmere OPA offers the opportunity to provide well connected and sustainable new homes in the centre of the town. The existing shopping centres currently dominate the town centre and the limited range of use types (largely retail focussed) contained within them provide minimal activity during evening hours.

The QM OPA will bring much needed new homes into the town centre and this complementary residential accommodation should be designed to enliven the centre of Slough throughout the day.

G3/9 The Residential Neighbourhood should allow flexibility for Office (DZ4) and MSCP (DZ6) uses to be brought forward in this location. The neighbourhood should be designed in all instances to provide engaging areas of public realm and ground floor level Town Centre Uses to animate the townscape. The range of Town Centre Uses should be interspersed, complementary to upper floor uses and benefit the new residents as well as existing community. Upper level balconies should be provided to all residential buildings to further enhance the animation of the townscape.

3.0 Identity

3.3.0 Legibility

In order to improve the nature of the disjointed town centre, the QM OPA aims at making the streets easier to navigate.

G3/10 Legibility should be implemented through methods including provision of new markers, wayfinding and by opening up views of townscape features (incl. the view of Church of Our Lady Immaculate and St Ethelbert from the High Street and view of the High Street from the southern end of Brunel Way/ southern side of Wellington Street) to help people find their bearings. Refer to M6/9 and M6/12.

Fig. 40 - Examples of street furniture adopting cultural identity and assisting with wayfinding

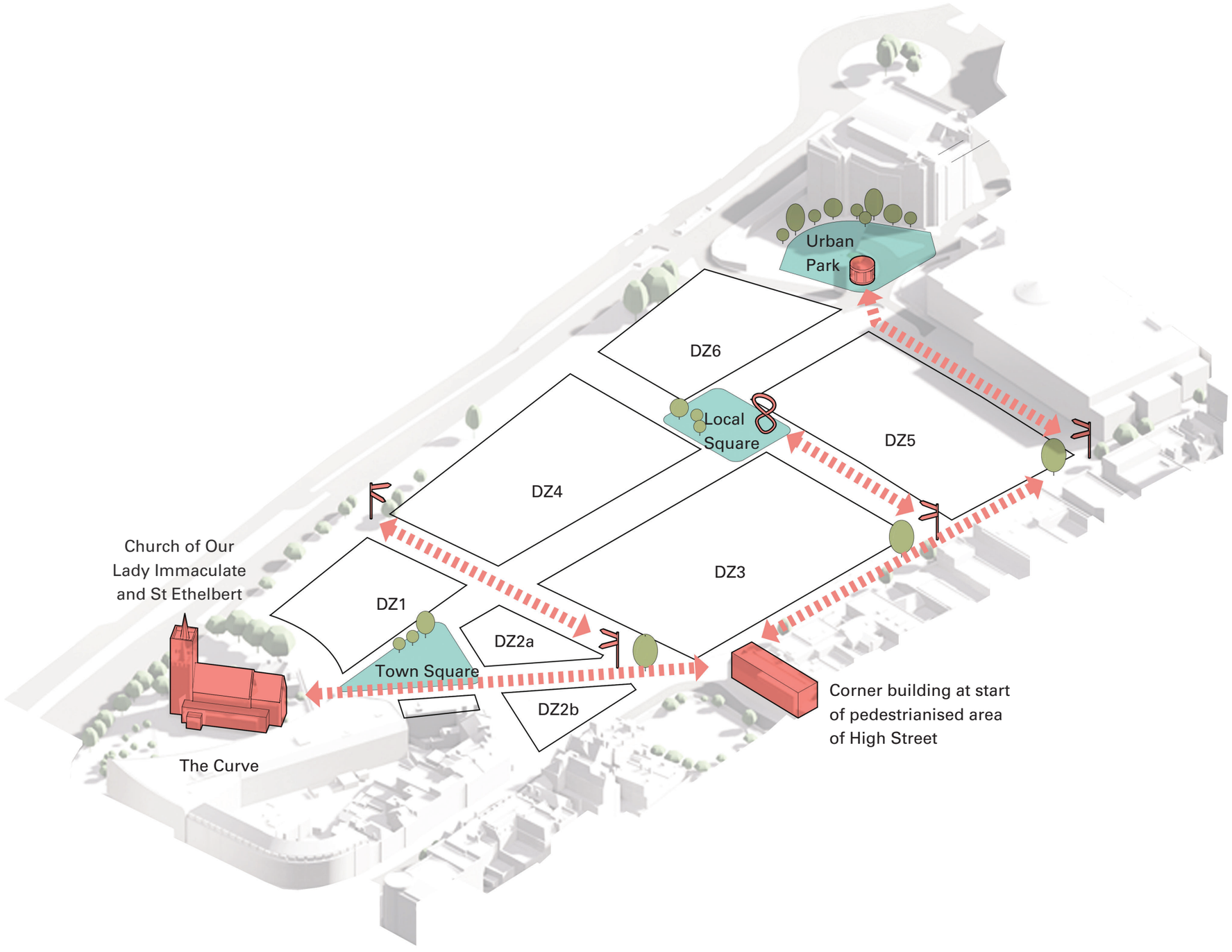


Fig. 41 - Diagram identifying features that should aid legibility & navigation

4

Movement

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules for the design of proposed routes within the QM OPA.

4.0 Movement

4.1.0 Street hierarchy, junctions and crossings

The proposed hierarchy of streets, junctions and crossings have been guided by the existing surrounding routes and natural desire lines through the largely impenetrable existing site.

The design codes for movement and access within the development site have been formulated to ensure a legible, safe, permeable and vibrant development.

The delivery of a successful scheme for the development relies on the delivery of well-connected routes with different roles and characters which will be essential in creating legible and cohesive spaces within Character Areas described in the previous chapter.

Existing crossings on Wellington Street connect the site to key location within surrounding context –e.g. Train Station, Bus Station, Tesco site.

G4/1 Sitewide streets and routes designed as part of the QM OPA should be designed to tie into locations of existing crossings and junctions.

G4/2 Streets and routes should be designed to respond to locations of key transport hubs such as the Train Station and Bus Station.

G4/3 Streets and routes should provide strengthened, convenient movement within and through the development.

M4/1 *A hierarchy of pedestrian movement routes in broadly the locations identified on the QM OPA 'Illustrative Sitewide Highways and Movement Plan IHMP' must be incorporated to ensure accesibility throughout the development. An illustrative example of how this could be achieved is shown on Figure 42 Movement Diagram.*

G4/4 Primary, Secondary and Tertiary Movement routes, which play a key role in enhancing permeability in Slough town centre, should be designed as welcoming, lively and diverse spaces as part of the public realm proposal.

G4/5 Design of streets and footways should be in accordance with national guidance documents including The Approved Document to Part M of the Building Regulations, BS8300 and other relevant national/ local standards and good practice guides unless it can be justified otherwise.

G4/6 Design of streets and footways should respond to their immediate context and adjacent ground floor uses.

M4/2 *Primary pedestrian movement routes must be incorporated to create North-South permeability within the design of QM OPA as illustrated on the QM OPA 'Illustrative Sitewide Highways and Movement Plan IHMP' . Figure 42 Movement Diagram shows an illustrative example for this to be achieved.*

These movement routes are seen as key components that connect significant key locations within the surrounding context and that ensure enhanced permeability between the High Street and Wellington Street.

M4/3 *Design of future RMAs must seek to incorporate the primary route between High Street and the Town Square as part of key connections within Town centre character area. This route is indicated as L2 on QM OPA Development Zone 1& 2 Maximum Parameters Plan.*

M4/4 *Mackenzie Street connection must be reinstated as a secondary pedestrian connection to the Town Square.*

For further information on responding to building lines and key views, please refer to Built Form 'Section 6.7 Respecting existing building lines & key views'.

Design code guidance and requirements for individual types of pedestrian streets will depend on their role within the development and location within the Character Areas. Further detail and guidance on street characters and design components will be provided in Chapter 5 – Public Realm and Nature.

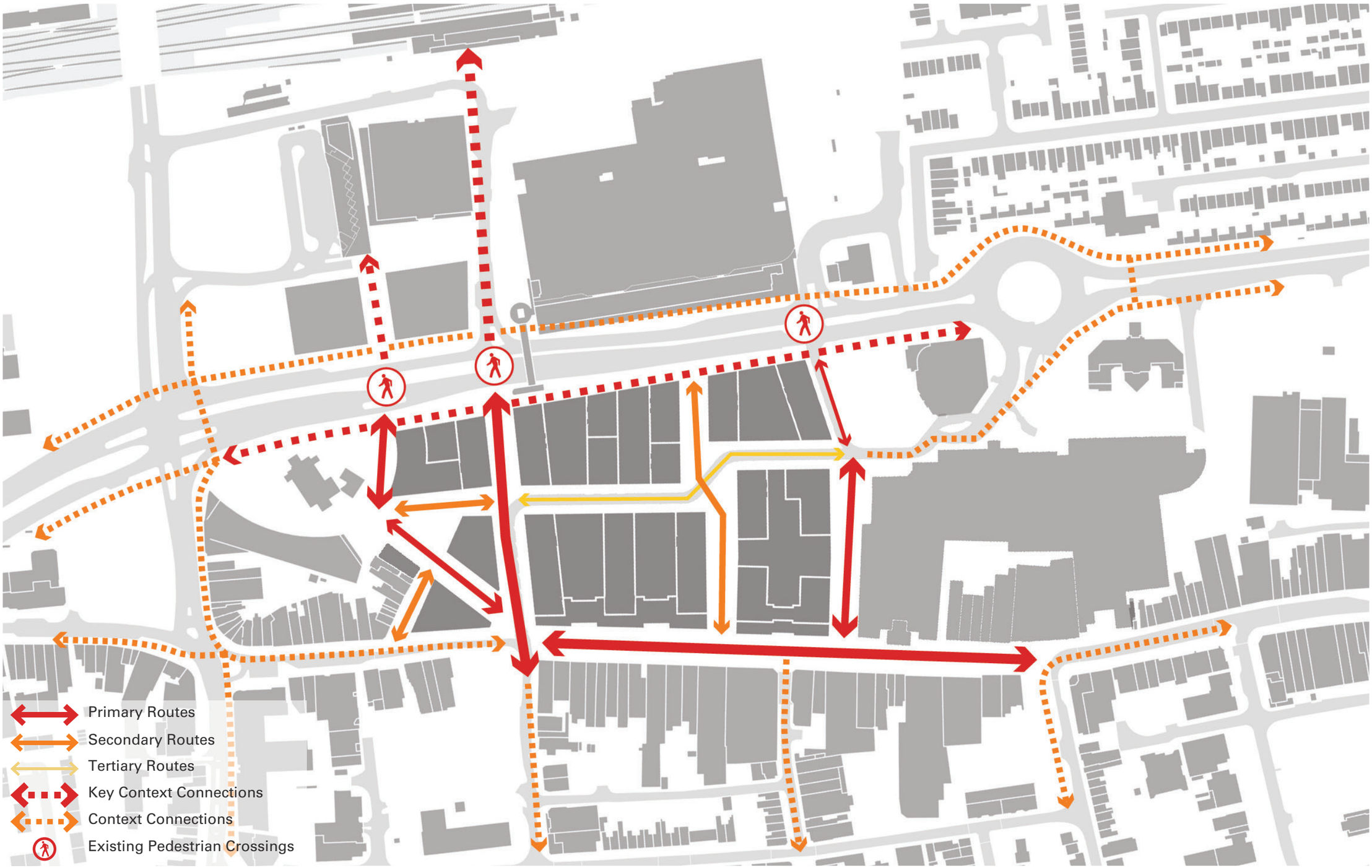


Fig. 42 - Illustrative Sitewide Movement Diagram

4.0 Movement

4.2.0 Type and direction of route (walking, cycling and vehicles)

The type and direction of routes has been carefully refined to ensure all user requirements are satisfied. Illustrative sitewide plan on Fig.43 along with QM OPA 'Illustrative Sitewide Highways and Movement Plan IHMP' provide an indication of key movement and access routes within the site.

Following requirements and guidelines are identified to create a successful movement network as part of QM OPA:

G4/7 Pedestrianised and / or pedestrian priority routes should be incorporated in the design of each development zone to ensure consistent permeability and enhanced accessibility through all phases of the QM OPA.

Pedestrian Routes

G4/8 Clear width for pedestrian footways and footpaths should be a minimum of 2m, unless it can be justified otherwise.

M4/5 *Where a key public realm space such as the Local Square (as detailed in Chapter 5) intersects with vehicle routes, pedestrian priority crossings must be provided.*

M4/6 *All pedestrian routes must be designed in a way that minimises clutter.*

M4/7 *Elements such as street furniture, planting, signage, wayfinding elements and lighting must be located to avoid obstructing movement.*

Vehicle Routes

G4/9 Vehicle routes should be carefully controlled in order to avoid detrimental impact on the surrounding road network.

G4/10 Vehicle access should be designed to maintain service and emergency access to all parts of the development.

G4/11 Emphasis on pedestrian priority junctions should be established through changes in surface material, level crossing points for pedestrians (i.e. dropped kerbs / raised tables), safe and inviting public realm design, and suitable traffic calming measures to reduce vehicle speeds.

M4/8 *If streets are to be adopted, Highway design for streets* ***must*** *be in accordance with SBC's 'Developer's Guide Part 3 – Transport and Highway Guidance', which refers to 'Manual for Streets' and the 'IHIE Home Zone Design Guidelines' as relevant design guides.*

G4/12 Design of streets, junctions, crossings should be in accordance with Manual for Streets or other relevant national/ local standards and good practice guides.

Cycle Routes

G4/13 Cycling routes on-site should be within the carriageway, which is appropriate for the low traffic volumes expected. Where one-way routes are proposed on-site, suitable carriageway width should be provided for contraflow cycling.

G4/14 Sufficient space should be allowed along Wellington Street frontage for any future cycle provision to be incorporated by Others.

G4/15 Design and layout of cycle routes should comply with Cycle Infrastructure Design LTN 1/20.

G4/16 Consideration should be given to how the network delivered on site connects into the wider network of cycling routes. Where cyclists share vehicle routes, street design should ensure a safe and welcoming environment to cyclists.

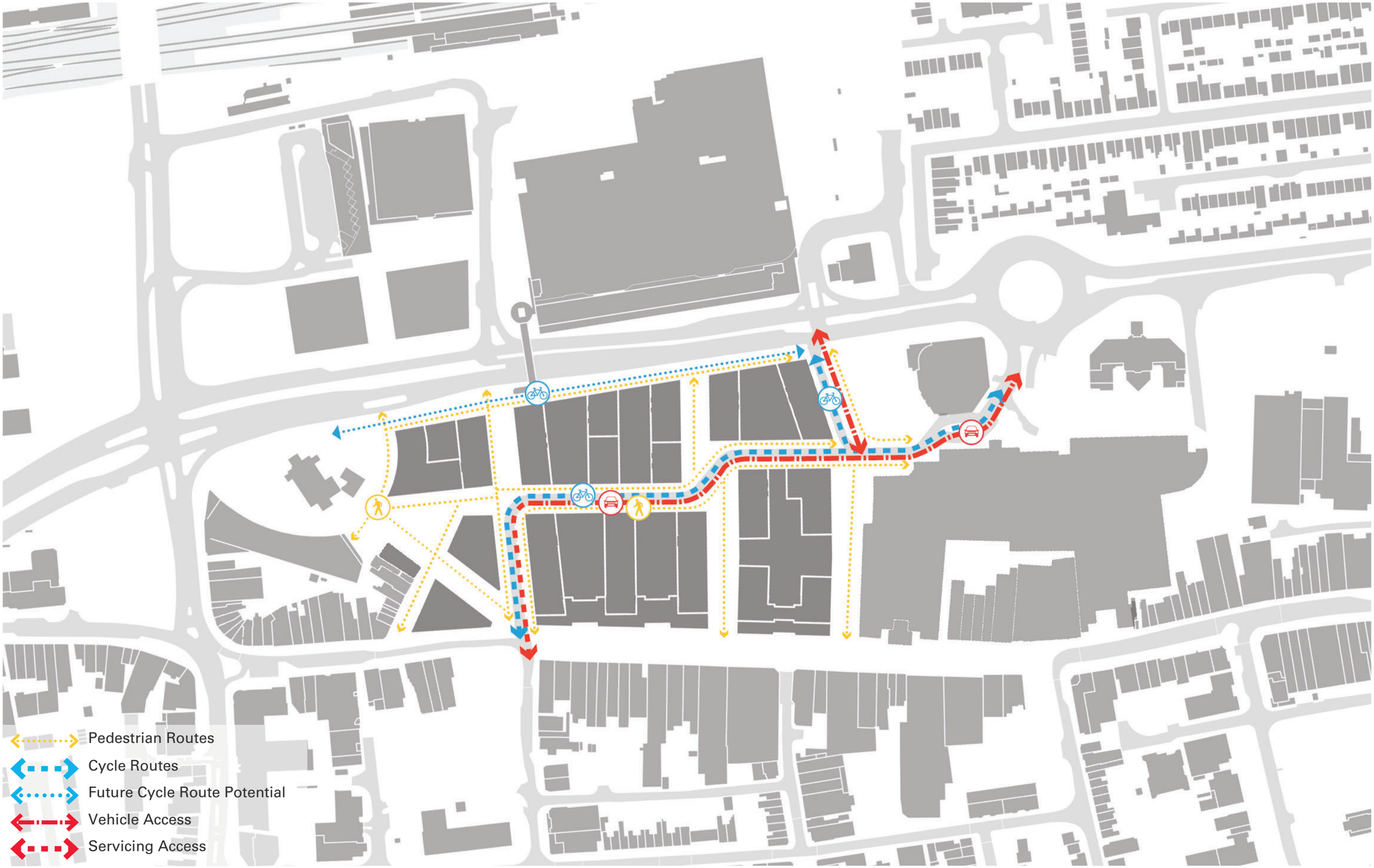


Fig. 43 - Illustrative Movement Diagram

4.0 Movement

4.3.0 Cycle parking – approach to cycle parking locations

Integrating cycle parking into design will play a key role in delivering the vision of a sustainable development.

G4/17 Cycle parking should be considered during the early design stages to ensure delivery of a successful and legible cycle network.

Following principles are some requirements and recommendations to ensure a well functioning cycle parking strategy within the new public realm:

M4/9 *Cycle parking must be provided in secure and convenient areas throughout the development to promote sustainable modes of transportation.*

M4/10 *Cycle parking areas must be integrated within the public realm design.*

M4/11 *Cycle parking must be provided near key public realm spaces and routes within the Development.*

G4/18 Different types and dimensions of cycle parking should be considered for a variety of cycle types (standard bicycles, electric bicycles, trailer bikes etc.).

G4/19 Cycle stands should be spaced and positioned carefully for different types of cycle parking for convenience and to encourage use.

G4/20 Cycle parking stands and shelters should be located in such a way so as not to obstruct the flow and movement of pedestrian traffic.

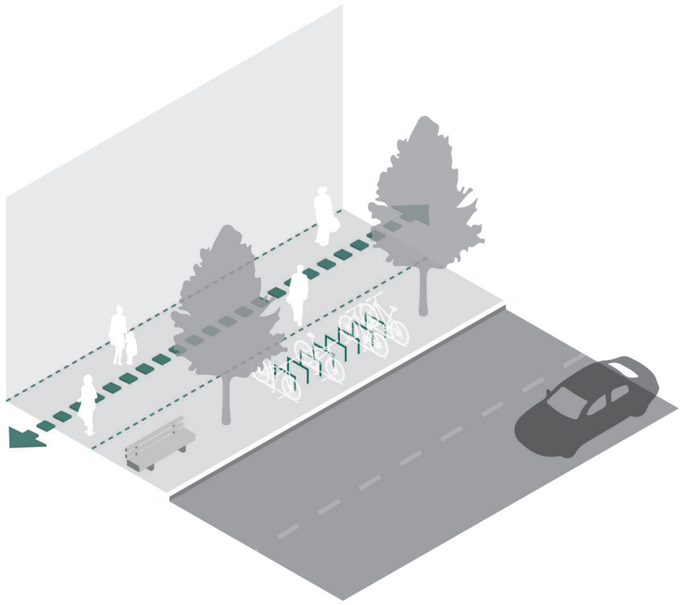


Fig. 44 - Cycle parking positions coordinated with routes, street furniture and planting to avoid clutter

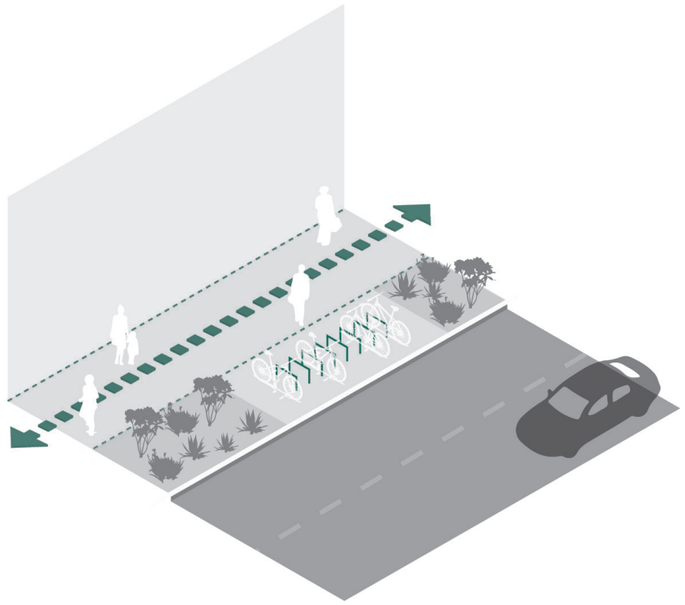


Fig. 45 - Cycle parking integrated within the landscape design

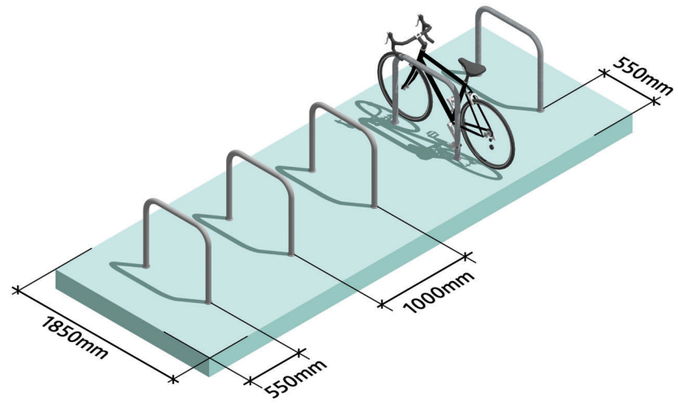


Fig. 46 - Illustrative example of recommended minimum spacing for Standard cycle parking arrangement.

Fig. 47 - Cycle parking integrated within landscape

Fig. 48 - Poorly planned cycle parking strategy results in clutter and discourages use

5

Public realm & Nature

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules on the range of public realm and nature elements that should be provided in the QM OPA and how these should be designed.

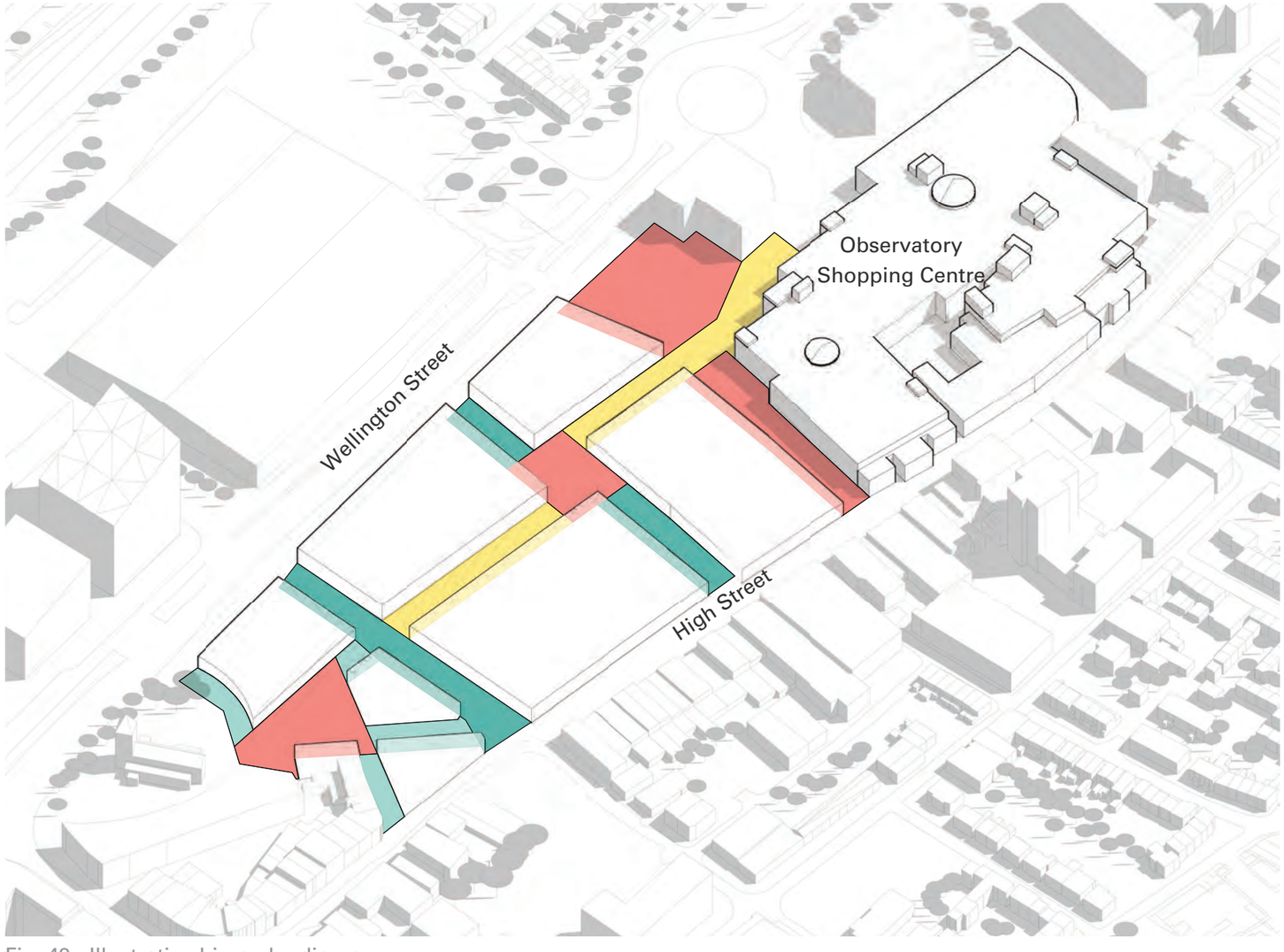
5.0 Public Realm & Nature

Introduction

Having established the location of the aforementioned new routes through the site, the QM OPA sets these routes within a range of different scales and character of streets and lanes that pass through or intersect with generous public realm 'nodes'. These 'nodes' will be located at the intersection of routes offering a variety of new public realm outdoor amenity spaces that incorporate natural elements that increase the biodiversity of the site. These new public realm spaces will provide different open space typologies and contribute to delivering the vision for high quality, active and inclusive new destinations at the heart of Slough town centre.

M5/1 *The public realm proposals must include a variety of formal and informal public open spaces in broadly the locations identified on the QM OPA 'Sitewide Illustrative Public Realm and Public Spaces Plan IPR'.*

Figure 49 illustrates different public realm typologies and this section will explain the key nature and public realm features that should be incorporated within any future reserved matters applications.



Key Public realm spaces

Pedestrian lanes & streets

Service route

Fig. 49 - Illustrative hierarchy diagram

5.0 Public Realm & Nature

5.1 Nature

The large shopping centre footprints, surrounding hard landscaped areas and lack of trees and soft landscaping mean there is very little in the way of natural environment on the existing site.

Therefore, developments zones outlined in the QM OPA provide a unique opportunity for natural enhancement and an increase in biodiversity and ecology values within Slough town centre.

5.1.1 Green Infrastructure

As outlined in the Net Environmental Gain section, a number of key routes defined on Figure 5.53 Green Infrastructure Diagram and QM OPA Sitewide Illustrative Public Realm and Public Spaces Plan are identified as important components that can play a vital role in establishing a successful sitewide green infrastructure.

The QM OPA Illustrative Scheme shows an example of how the North-South pedestrian priority routes within the Residential and High Street character areas can be designed as part of a green network. This explained in further detail in the Design and Access Statement submitted in support of this application.

Green infrastructure is considered to be a combination of several planting typologies which avoid largely monocultural planting solutions and those of lower ecological benefit.

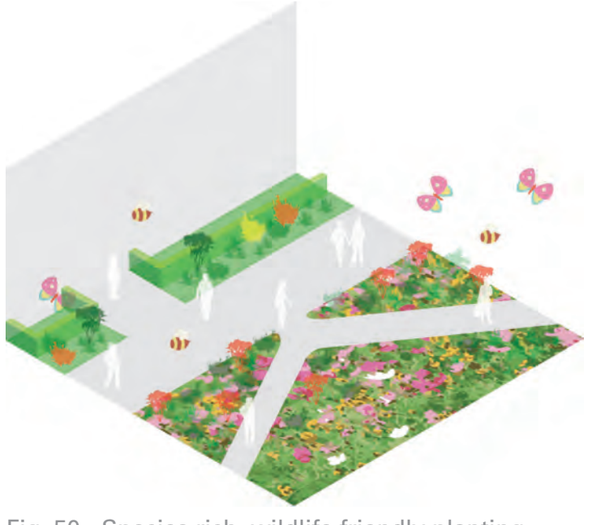


Fig. 50 - Species rich, wildlife friendly planting

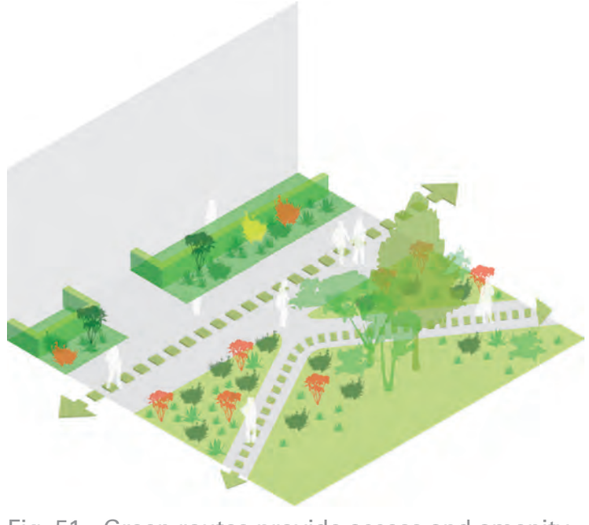


Fig. 51 - Green routes provide access and amenity

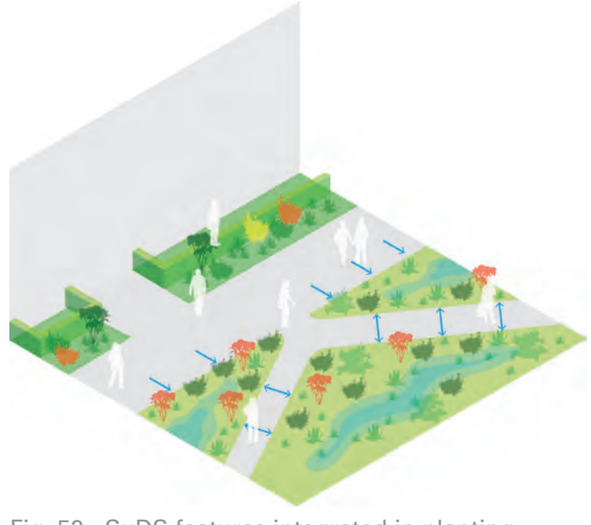


Fig. 52 - SuDS features integrated in planting

- ***G5/1 Details for Development Zones within Residential and High Street character areas should include features and functions that will contribute to the overall green infrastructure of the Site as they come forward.***

- ***G5/2 Design of pedestrian priority North-South routes, with the exception of the route within Town Centre, should seek to create biodiverse landscape features, visual natural amenity, contribution to hydrological functions as well as spaces for movement and access.***

- ***G5/3 Incorporation of SuDS features should be considered when designing North-South routes where appropriate.***

Fig. 53 - Illustrative green Infrastructure Diagram

5.0 Public Realm & Nature

5.1.2 Net Environmental Gain

M5/2 *Proposals for any future RMAs must seek to achieve an overall net gain in biodiversity in relation to the existing baseline position of the site.*

G5/4 Landscape proposals should also seek to incorporate the following principles in their design:

- ***G5/4.1 Planting strategy in general should seek to maximise species diversity.***
- ***G5/4.2 Pollinator friendly planting should be used within the public open spaces. (As shown for illustrative purposes only on Figure 54)***
- ***G5/4.3 Planting should include native species and local varieties wherever possible.***
- ***G5/4.4 Where SuDS features are proposed within public open spaces and streets, these should be vegetated to contribute to the increase in biodiversity. (As shown for illustrative purposes only on Figure 54)***

Landscape proposals should focus on creating biodiversity priority areas within the site in appropriate settings where there are opportunities to maximise soft landscape to complement Character Area uses. Due to the Town Centre's civic function and the flexibility requirements that arise from this, it is expected that the pedestrian priority North-South routes are key opportunities for integration of consolidated biodiversity zones. Fig.53 Green Infrasturcture Diagram shows an illustrative example for these to be integrated in within the public realm.

G5/5 Design of the North-South routes, in broadly the locations identified as L5 and L6 on the QM OPA 'Sitewide Illustrative Public Realm and Public Spaces Plan IPR', should:

- ***G5/5.1 Deliver a predominantly soft landscaped environment that creates opportunities for the community to connect with nature.***
- ***G5/5.2 Contribute to species rich habitats to be formed.***
- ***G5/5.3 Be considered as opportunities to enhance overall ecological value of the site.***

Vegetated SuDs feature incorporated in surrounding landscape design increases ecological value and provides visual amenity.

Species rich and well designed planting palette provides a unique character and habitat diversity to public realm

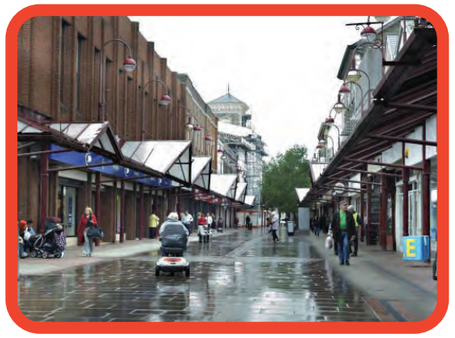
Pollinator friendly planting integrated within planting palettes

A predominantly soft landscaped environment providing opportunities for people to connect with nature.

SuDs design with little consideration and ecological value does not contribute to placemaking and creates potential trip hazards

Monocultural planting does not contribute to biodiversity aspirations of the site and can be vulnareble to disease

Monoculture planting void of pollinators does not contribute to biodiversity aspirations.



Public realm with no soft landscaped interventions offer little interest and zero opportunities to connect with nature.

Fig. 54 - Environmental feature examples

5.0 Public Realm & Nature

5.1.3 Open Space Provision & Design

The QM OPA seeks to incorporate a series of key open public spaces as part of the development which are identified as the Town Square (TS), the Local Square (L4), the Heart Space (L6) and the Urban Park (L7). These key open spaces are shown illustratively on Figure 55 Key Open Spaces Diagram and broadly located on the QM OPA 'Sitewide Illustrative Public Realm and Public Spaces Plan IPR'.

G5/6 Any RMA application being brought forward should seek to incorporate these key open spaces that will contribute to the success of the overall development.

These key spaces are categorised according to their location within the development and surrounding context, their character and their functions.

G5/7 As outlined in previous sections, these key open public spaces should be connected to each other by strategic streets and routes which also enforce permeability of the development both in terms of individual development zone areas and the overall development.

Following principles are requirements and recommendations for key open spaces illustrated on Figure 55 and identified on QM OPA Paramater Plans:

M5/3 *Key open spaces must be designed to respond to their immediate context and uses.*

M5/4 *Key open spaces must provide functions that enhance and reflect the Character Areas they are located in.*

M5/5 *Key open spaces must ensure they are accessible, sustainable and flexible to future-proof the development.*

G5/8 Design of open spaces should represent their role in serving the public and the future population of the site in regards to their design, scale and positions.

G5/9 Planting opportunities should be aligned with the key characteristics of each area of public realm with their scope, scale and aesthetic.

The key open public spaces that are identified as part of the QM OPA are described below in the opposite page. Further detail on design and key components of the open public spaces will be provided in the Design and Access Statement and following sections of the Design Code.

Town Square (TS): A formal civic space situated within the Town Centre character area of the QM OPA that will form the heart of the town centre. Exact location and positioning of the Town Square will be determined as Development Zones 1 & 2 are brought forward.

M5/6 *The Town Square must provide flexible space to support a variety of civic and community events to be delivered as part of the Town Centre character area*

M5/7 The *Town Square must be located adjacent to The Curve and St Ethelbert's Church to respond to existing civic context.*

Local Square (L4): A community focused informal square which is located within the Residential Neighbourhood character area.

M5/8 *The Local Square must be smaller in scale to the Town Square and offer activities and functions on a reduced scale.*

Heart Space (L6): A key community open space with significant ecology and biodiversity value functioning as a vibrant recreational place for users of all ages with integrated social and play functions.

Urban Park (L7 – DZ6a): A large community green space which is more informal and softer in character to the Town Square.

Fig. 55 - Illustrative Key Open Spaces Diagram

5.0 Public Realm

5.1.4 Water & Drainage

G5/10 In order to successfully deliver the vision of a sustainable development, Sustainable Drainage Systems should be incorporated into the landscape design to aid attenuation of surface water, enhance water quality treatment and biodiversity.

G5/11 SuDS features should be designed as part of future RMA landscape proposals to establish an integrated design approach.

Some requirements and guildelines for the incorporation of SuDS into landscape design are listed below:

> ***M5/9*** *Where provided, SuDS must be designed in accordance with CIRIA 'The SuDS Manual' document, and a detailed drainage strategy at the relevant RMA.*

- ***G5/12 Design of SuDS features should ensure management of these can be carried out in a sustainable way.***
- ***G5/13 SuDS within open public spaces should be vegetated where appropriate.***
- ***G5/14 SuDS features should be incorporated within North-South routes where appropriate and design of any SuDS feature should be coordinated with the drainage design.***
- ***G5/15 Permeable paving should be considered as part of detailed drainage strategy during future RMAs where appropriate.***

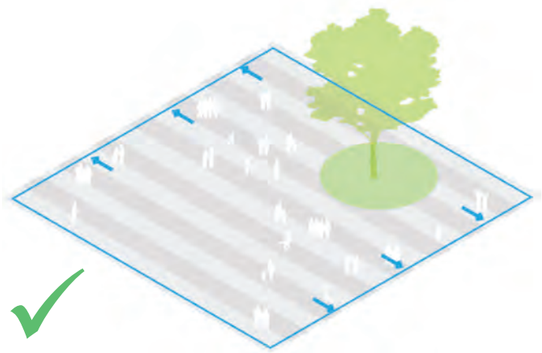


Fig. 56 - Drainage - Best Practice
Itegration of gullies and drains at consistent low points and neatly around plazas/soft landscaped areas.

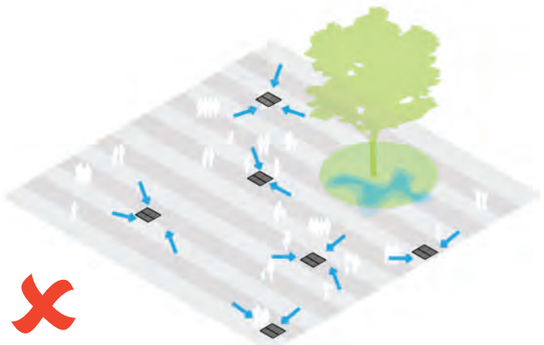


Fig. 57 - Drainage - What not to do
Do not place gullies and drains in odd locations that result in twisted levels and pooling.

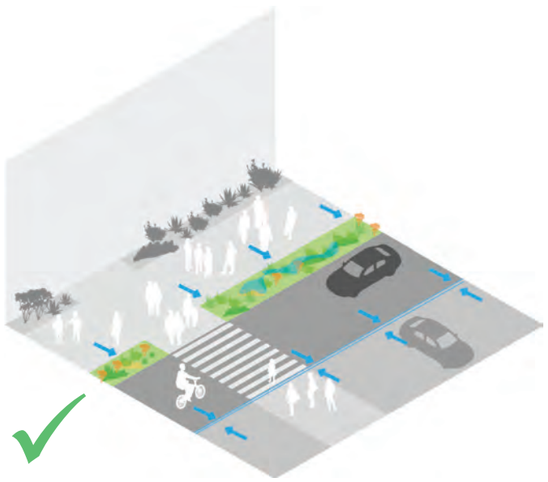


Fig. 58 - Drainage - Best Practice
Implement sustainable urban drainage systems where possible.

Fig. 59 - Drainage - What not to do
Do not place gullies and drains in odd locations that result in twisted levels and pooling.

Fig. 60 - Consistent integration of drainage

Fig. 61 - Do not place drainage in odd places

Fig. 62 - SuDS intergrated into design

Fig. 63 - Avoid pooling on surfaces

5.0 Public Realm

5.1.5 Street Trees & Planting

Planting can help create a distinctive character for open spaces and enhance public experience and sense of ownership for open spaces significantly. Therefore, the design of open spaces must seek to achieve a strong network of soft landscaping to promote biodiversity and increase Sitewide ecological value and the Slough Town Centre area as a whole.

M5/10 *When designing tree planting, landscape proposals must ensure sufficient rootable soil volume and soil quality can be provided for healthy and sustainable establishment of trees and must be suitable to species size.*

M5/11 *Mature canopy size of trees must be considered to determine spacing of trees as well as their offset distance from building facades and street edges.*

M5/12 *Street planting must be designed in conjunction with servicing and vehicle access strategies to ensure successful functioning of the whole development and avoid clashes with vehicle movement.*

G5/15 Guidelines for planting design are:

- ***G5/15.1 Plant species and stock selection should have regard to biosecurity measures to mitigate against disease risks.***
- ***G5/15.2 Native species should be used predominantly.***
- ***G5/15.3 Planting should place preference on a combination of evergreen and deciduous species.***
- ***G5/15.4 Herbaceous planting as well as tree and shrub planting should be provided within informal open public spaces.***
- ***G5/15.5 Plant selection should include a wide range of species to avoid any impacts caused by diseases and other pathogens***
- ***G5/15.6 Specimen feature trees should be planted in key junctions and vistas to provide natural wayfinding and place marking components.***
- ***G5/15.7 Street tree planting should be provided along vehicle service routes to soften and enhance the streetscape character.***
- ***G5/15.8 Street trees should be planted in row and planting of solitary trees should be avoided to strengthen street greening where space allows.***
- ***G5/15.9 Design of tree planting in streets, routes and open public spaces should complement and help establish hierarchy of spaces through their size, specification, form and planting arrangements.***
- ***G5/15.10 Tree rooting volumes for Small sized trees should be minimum 8m³ or greater.***
- ***G5/15.11 Tree rooting volumes for Medium sized trees should be minimum 15m³ or greater.***
- ***G5/15.12 Tree rooting volumes for Specimen trees should be minimum 20 m³ or greater.***
- ***G5/15.13 SuDS features should be incorporated within streetscape design where appropriate.***

Fig. 64 - Street trees planted in rows to maximise greening impact

Fig. 65 - Multilayered planting design with trees, shrubs, perennials

Fig. 66 - Feature trees to create focal point and provide wayfinding

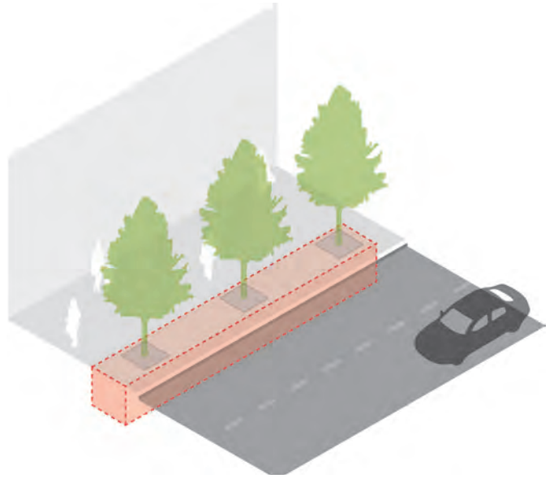


Fig. 67 - Tree pit details to ensure adequate soil volume to trees

Fig. 68 - Row of trees soften streetscape

Fig. 69 - Variety in planting character

Fig. 70 - Focal tree as a placemarker feature

Fig. 71 - Cellular systems used in paved areas

5.0 Public Realm

5.2.0 Public Realm

As set out in the previous chapters, delivery of a range of public realm spaces with different scales and functions is seen as the key driver for a successful scheme for the development. The distribution and general locations of these key public realm spaces are shown for illustrative purposes only on Figure 55 'Key Open Spaces Diagram' and broadly located on QM OPA 'Sitewide Illustrative Public Realm and Public Spaces Plan'.

G5/16 Landscape proposals as part of future RMAs should seek to create accessible, legible and varied open spaces within each Development Zone. As a general approach, public realm design should:

- ***G5/16.1 Be located in response to desire lines and existing key connection points and assets located around the Site to create well used spaces with high footfall. (Fig 76 Connected Public Realm Diagram)***
- ***G5/16.2 Be informed by character and ground floor uses of each individual Development Zone they are located in.***
- ***G5/16.3 Provide opportunities for the public to engage, meet and socialise at different scales during the day and throughout the year.***
- ***G5/16.4 Create a setting for a range of activities, events and public offerings aligned to key characteristics of their context.***
- ***G5/16.5 Be detailed in alignment with character of each public open space in terms of changes in materiality, street furniture, lighting and planting character.***

***M5/13** Surface finishes, street furniture palettes, signage and lighting components for each Development Zone must be coordinated and form part of a Sitewide approach to ensure a consistent design language across the site.*

Further recommendations on how each of these key public realm spaces can be designed are set out in QM OPA Illustrative Scheme and the DAS.

Fig. 72 - Public spaces designed to accommodate a variety of events that help bring the local community together.

Fig. 73 - All public spaces should include robust seating that can be used by all people.

Fig. 74 - Street trees planted in rows to maximise greening impact

Fig. 75 - Street trees planted in rows to maximise greening impact

5.2.1 Relationship of public realm within street hierarchy

The key open spaces outlined in Section 5.1.3 and pedestrian movement routes identified in Section 4.1.0 create a series of public realm spaces within the Site. These spaces and routes are shown on illustratively on Figure 76.

G5/17 The Town Square, the Local Square, The Heart Space and the Urban Park should be designed to provide new destinations and a focus for public life at the heart of Slough town centre.

G5/18 Pedestrian movement routes indicated on QM OPA Sitewide Illustrative Highways and Movement Plan should be designed to complement uses and activities proposed for the character areas they are located in.

G5/19 Landscape design should be sensitive to notable local buildings such as The Curve and St Ethelbert's Church and seek to enhance and frame vistas towards these.

G5/20 The scale of the circulation routes should vary in response to their role within the Site. Routes that connect key open spaces should provide a different atmosphere to more informal connections created for enhanced permeability within the site.

G5/21 Any future RMAs being put forward should seek to deliver well designed open spaces both as part of relevant development zones and as a consistent public realm network sitewide.

The new public realm and the guidelines for their design are described in further detail in the following sections.

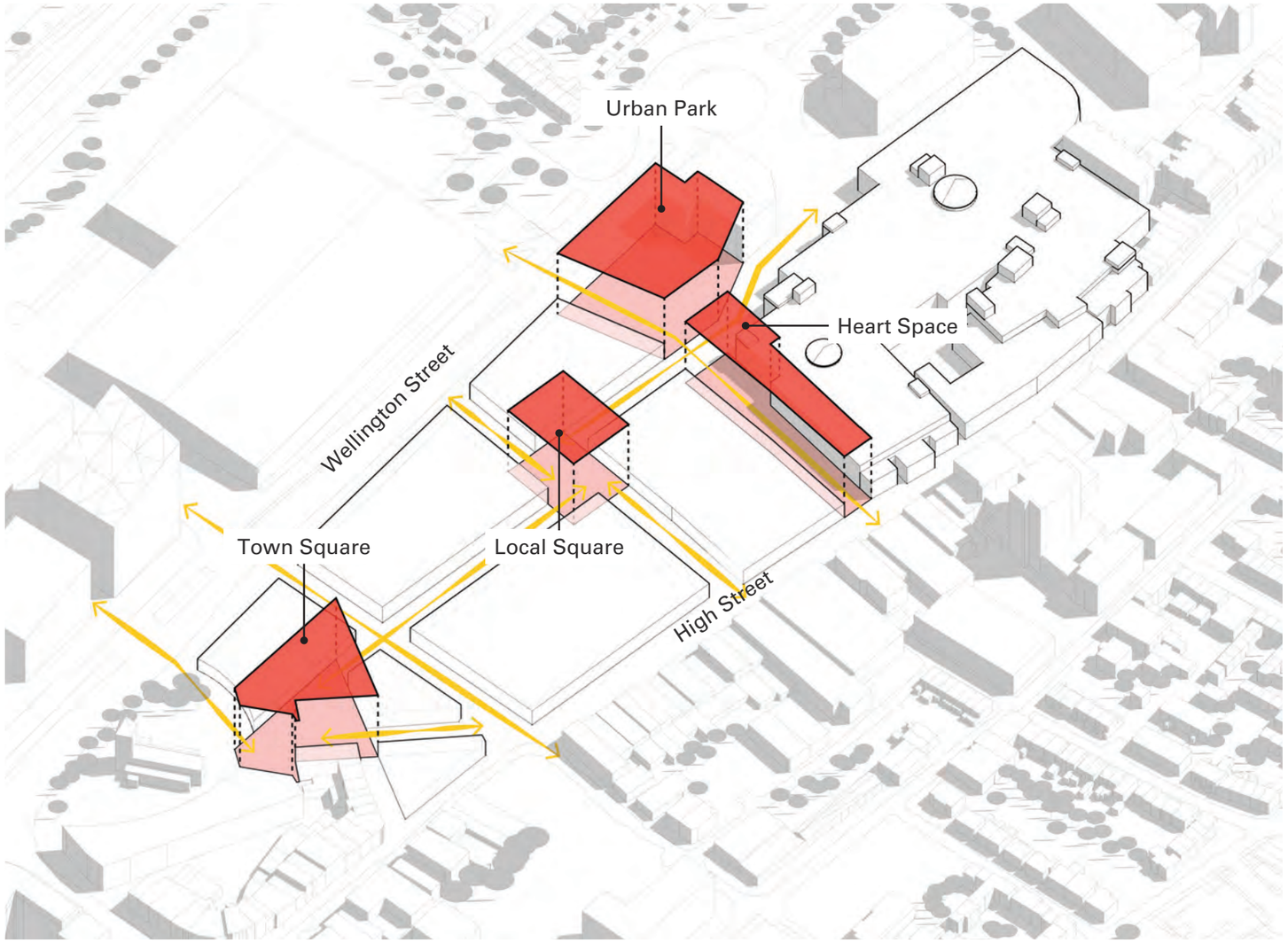


Fig. 76 - Illustrative Connected Public Realm Diagram

5.0 Public Realm

5.2.2 Key Public Realm Spaces

Town Square (TS)

One of the key ambitions of the QM OPA proposal is to deliver a vibrant town square, which will support Slough's position as an ambitious and growing town centre. The site of QM OPA provides a unique opportunity to accomplish this aspiration.

M5/14 *A formal civic open space with a minimum 1000 m² of flexible space for events* ***must*** *be delivered as part of the Town Centre Character area. It must allow for flexibility for events.*

G5/22 Design of the Town Square should:

- ***G5/22.1 Provide adequate space in a scale that directly responds to activities in and around it***
- ***G5/22.2 Include a central open and hard landscaped area for events of different scales. Design should provide flexibility to hold major calendar and community events such as Markets, Ice Rink and Christmas tree which will create opportunities for socialising and for community to come together***
- ***G5/22.3 Allow opportunities for outdoor dining and spillout from adjacent active frontages***
- ***G5/22.4 Incorporate elements that will provide natural wayfinding features. Tree planting, signage and artwork strategies should be developed to increase legibility and provide character. The square should include at least 1no large feature tree as a focal element.***

Fig. 77 - Illustrative Town Square Location Diagram

G5/23 Balance of hard paved and soft landscaped areas within the Town Square should be carefully considered to provide flexibility. However, tree planting should be incorporated into the design to create enclosure, frame spaces, provide shade and increase ecological value whilst prioritising view of St Ethelbert's Church.

G5/24 Location of the Town Square should contribute to movement as an intersection of main routes from nearby transport hubs and key civic and commercial areas. It should be a prominently placed and highly accessible civic space with high footfall throughout the day.

G5/25 Sun path and shade studies should be carried out at detailed design stage to avoid any consistent overshadowing of the Town Square and to allow for best placement of planting, street furniture and outdoor customer seating.

G5/26 Generous areas of public seating should be provided with a focus on south facing aspects and sunny areas to create opportunities for socialising and dwelling within the space. Street furniture palette should be consistent with the overall site while providing variety within the same range to respond to different user ability needs.

M5/15 *With the exception of maintenance and emergency vehicles, vehicular access into the central Town Square flexible space* ***must*** *be avoided. Servicing within Town Centre* ***must*** *be carefully developed in line with QM OPA Illustrative Servicing Strategy and any subsequently approved servicing strategies, to ensure quality of the public realm is not impacted.*

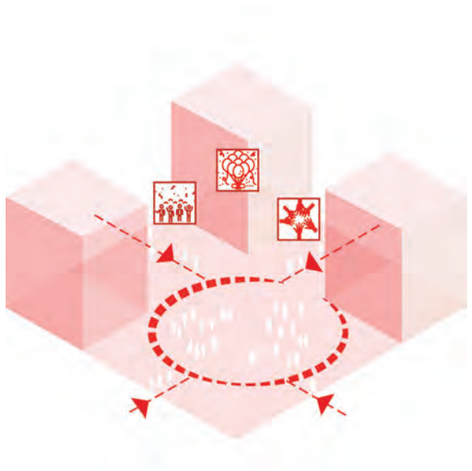


Fig. 78 - Located at junction of desire lines

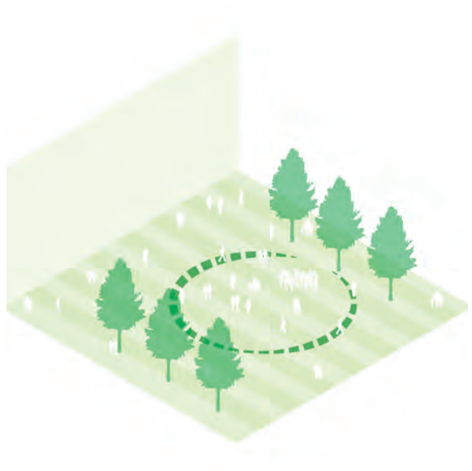


Fig. 79 - Trees that frame and enclose the Square

Fig. 80 - Landscape design enhances key vistas

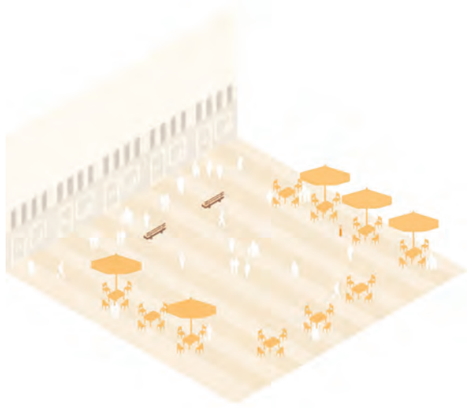


Fig. 81 - Square design complements adjacent ground level uses

Fig. 82 - Central flexible space to accomodate a variety of event

Fig. 83 - Different types of seating to create socialising opportunites

5.0 Public Realm

5.2.2 Key Public Realm Spaces

Local Square (L4)

High quality and vibrant open spaces for future residents and the community to meet, socialise and spend time are seen as key components of a successful new neighbourhood.

G5/27 Introduction of smaller scale public realm areas distributed across the Site are important and a Local Square situated in a central part of the Residential Neighbourhood Area should be included as part of relevant future RMAs. Fig.84 shows for indicative purposes only location for the Local Square.

G5/28 Design of the Local Square should provide an inviting and attractive social environment throughout the day.

M5/16 *The Local Square must incorporate pedestrian priority crossing within adjacent highways design to ensure pedestrian focus of the space is clear and legible to all user types.*

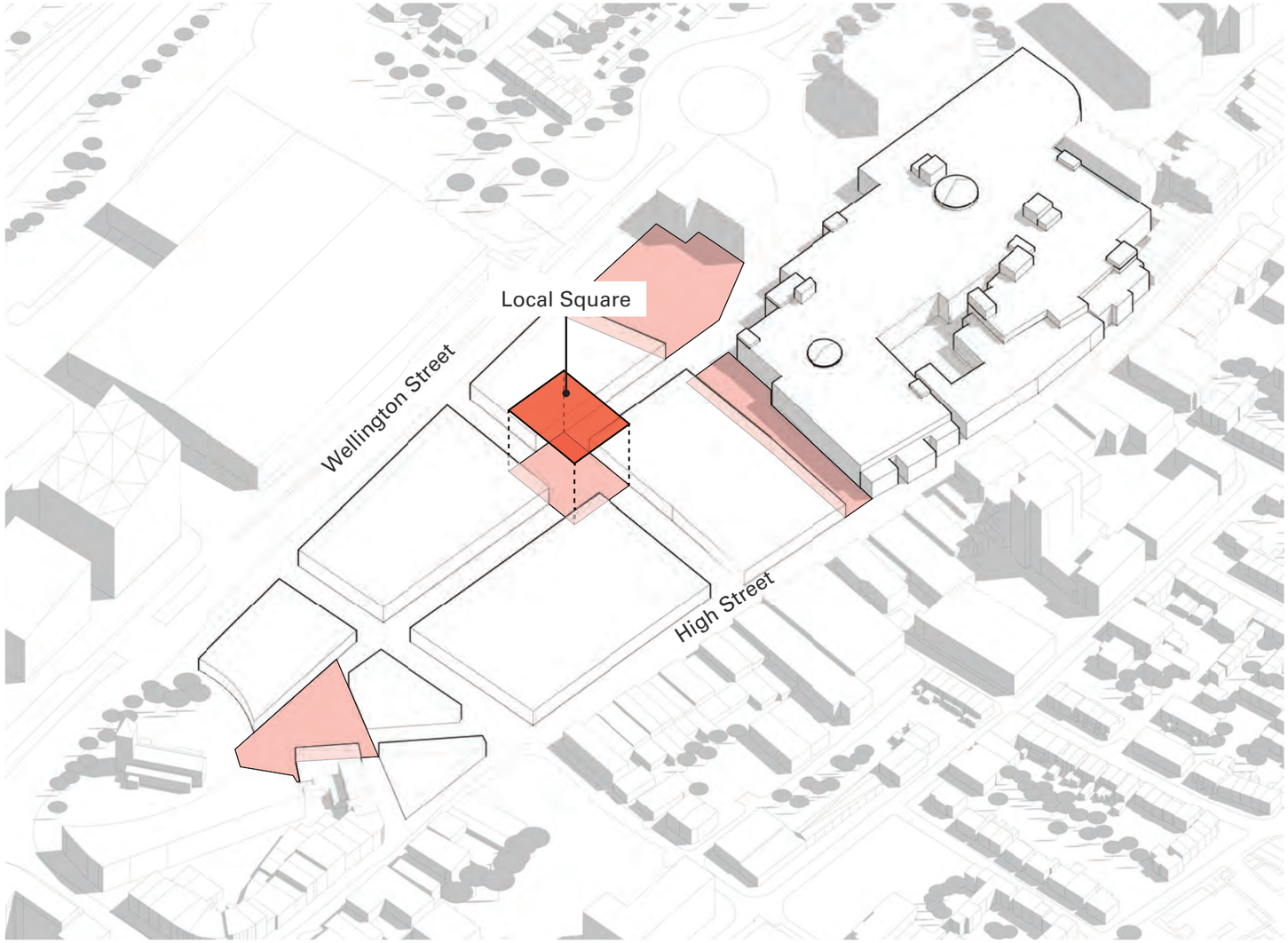


Fig. 84 - Illustrative Local Square Location Diagram

G5/29 Design of the Local Square should:

- ***G5/29.1 Consider detailing and selection of surface materials, use of planting and signage as well as other traffic calming measures to ensure a safe pedestrian environment***

- ***G5/29.2 Include street furniture that responds to the scale and character of the space and should have a more informal character than the Town Square but still realise an aesthetic consistency throughout.***

- ***G5/29.3 Include incidental seating nodes to provide opportunities for the resident and community to meet and socialise.***

- ***G5/29.4 Provide opportunities for outdoor seating areas for spill out adjacent active uses – Refer to Chapter 6 & 7.***

- ***G5/29.5 Carefully address transition between the square and adjacent routes to provide a well-connected and coherent design.***

- ***G5/29.6 Include semi-mature and large tree planting at nodal points for wayfinding.***

Fig. 85 - Local square takes priority over vehicle movement to ensure pedestrian priority

Fig. 86 - Tree planting to provide enclosure, create gathering places and help wayfinding

Fig. 87 - Design allows for spillout from adjacent active frontages to activate the space

Fig. 88 - Informal seating pockets for the community to meet and socialise

5.0 Public Realm

5.2.2 Key Public Realm Spaces

Urban Park (L7/DZ6a)

The area adjacent to the HTC building at the north-eastern corner of the QM OPA is identified as an opportunity to introduce a green open amenity space in Slough town centre.

M5/17 *While similar in scale to the Town Square, design of the Urban Park must provide contrasting character to the Town Square by providing an increased level of soft landscaping.*

G5/30 The Urban Park should act as a public space made more intimate through use of natural elements, more informal planting character and lawn areas that are in contrast to the often hard environments of the High Street and the Town Centre.

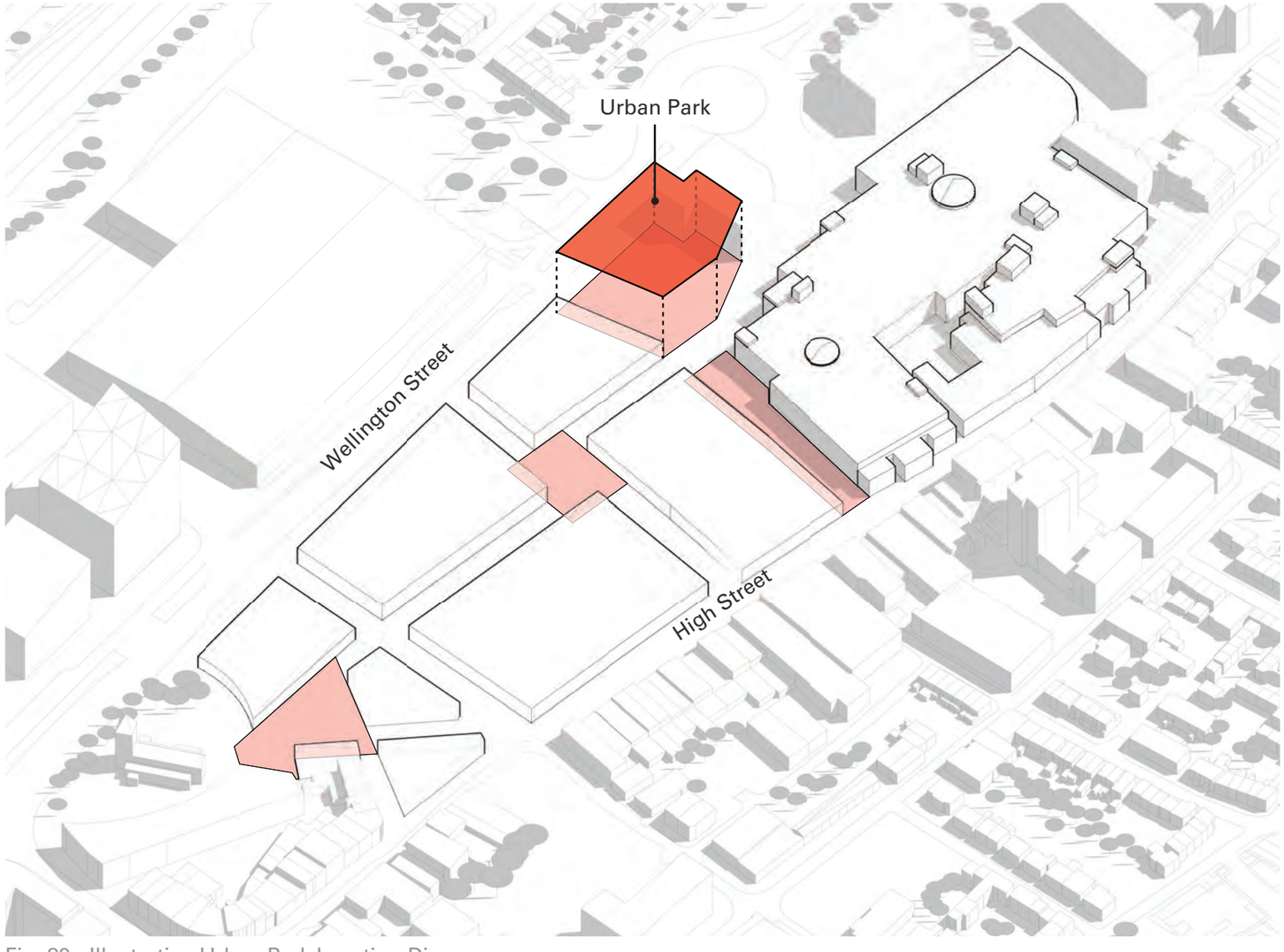


Fig. 89 - Illustrative Urban Park Location Diagram

G5/31 Design of the Urban Park should:

- ***G5/31.1 Be predominantly soft landscaped with flexibility to include a Pavilion structure. Please refer to Built Form Chapter - Section 6.7.4 'DZ6a Urban Park pavilion' for further information on the Pavilion structure.***

- ***G5/31.2 Include a central lawn area to accommodate community events such as outdoor exercise classes, open air performances, temporary art installations.***

- ***G5/31.3 Incorporate a carefully designed boundary treatment facing Wellington Street as an extension of the public realm. Interventions such as stepped planting or landforms should be considered to address level differences in a seamless and subtle manner whilst affording some enclosure from the main road to the North.***

- ***G5/31.4 Seek to reduce noise and provide screening to the open space through boundary treatment features.***

- ***G5/31.5 Include tree planting along the edges to provide sense of enclosure from the highway zone to the west and south***

Fig. 90 - Subtle and naturalistic treatment to Wellington Street and HTC building boundaries

Fig. 91 - Central open lawn space for the community to come together

Fig. 92 - Design provides flexibility for outdoor community events and performances

Fig. 93 - Opportunity for a pavilion structure or temporary / permanent installations to create focal point

5.0 Public Realm

5.2.2 Key Public Realm Spaces

Heart Space (L6)

G5/32 The vision for the Heart Space is to offer a different and softer environment to the adjacent High Street. Positioned within the largely residential setting; the Heart Space should provide an environment that can be enjoyed by both the immediate neighbourhood and the wider community visiting Slough and not an extension of the private residential open space.

G5/33 The Heart space should provide opportunity for a variety of uses and experiences, including but not limited to;

- ***Play space***
- ***Social spaces***
- ***Spill out from active frontages where applicable***
- ***Ecological enhancements***
- ***Water management interventions where possible***

G5/34 In addition to designated play areas, there should be consideration given to the creation of play-on-the-way interventions and allowing integration of play opportunity to the environment and enrich the journey experience.

M5/18 *The Heart Space must have a minimum total width of 12.5 m* between adjacent facades that form the route. Refer to Chapter 6 Built Form for further detail on Development Zone building line requirements.*

* Minimum distance should be measured from building face to building face (excluding balconies and other projecting elements) at ground/ any upper level.

Fig. 94 - Illustrative Urban Park Location Diagram

G5/36 The Heart space integrates a key pedestrian desire line running North to South, this should be implemented with clear sightlines and flow to increase legibility through the space.

G5/37 Where residential blocks have their entrances, the public realm should respond to these and allow for clear access and a defined and heightened sense of arrival.

G5/38 Soft landscape, manipulation of levels and water management should all be considered for the role they can play in defending the residential frontage and offering separation of character spaces within the Heart space.

G5/39 The character of the Heart space should be welcoming and outward facing to draw people into the through the space whilst offering a journey that takes them through sub-character areas reflecting the various uses.

G5/40 Social spaces should consider their impact on the residential setting and be placed and design sympathetically so as not to cause unnecessary disturbance.

M5/19 *Heart Space design must consider the temporary and permanent options for the future treatment of the retained Observatory wall* to ensure the public realm design solution and future improvement to the wall itself are coordinated, and to enable the public realm design to assist in reducing the massing of the retained wall.*

* The treatment of the OBS wall will be subject to a separate planning application at a later date.

Fig. 95 - Play elements integrated within soft landscape to create nature play opportunities

Fig. 96 - Social nodes and spaces which provide a setting for pop up kiosks and markets

Fig. 97 - Treatment of existing Observatory Shopping Centre wall must be considered. *

5.0 Public Realm

5.2.3 Street Types

The streets within the development site are anticipated to come forward within a hierarchy of scale and uses (as shown for illustrative purposes on Figure 98 Street Typologies Diagram), this would allow for streets that focus on taking vehicular traffic and allowing other streets to be traffic-free, large scale thoroughfares with clear circulation routes and connections or streets on a smaller scale that provide a more intimate and personable setting.

G5/41 All street design should adhere to appropriate regulations and guidance.

Landscape design requirements and recommendations for street typologies are explained in more detail in the following sections.

Refer to Chapter 6 Built Form for further detail on Development Zone building line requirements which frame and form these streets.

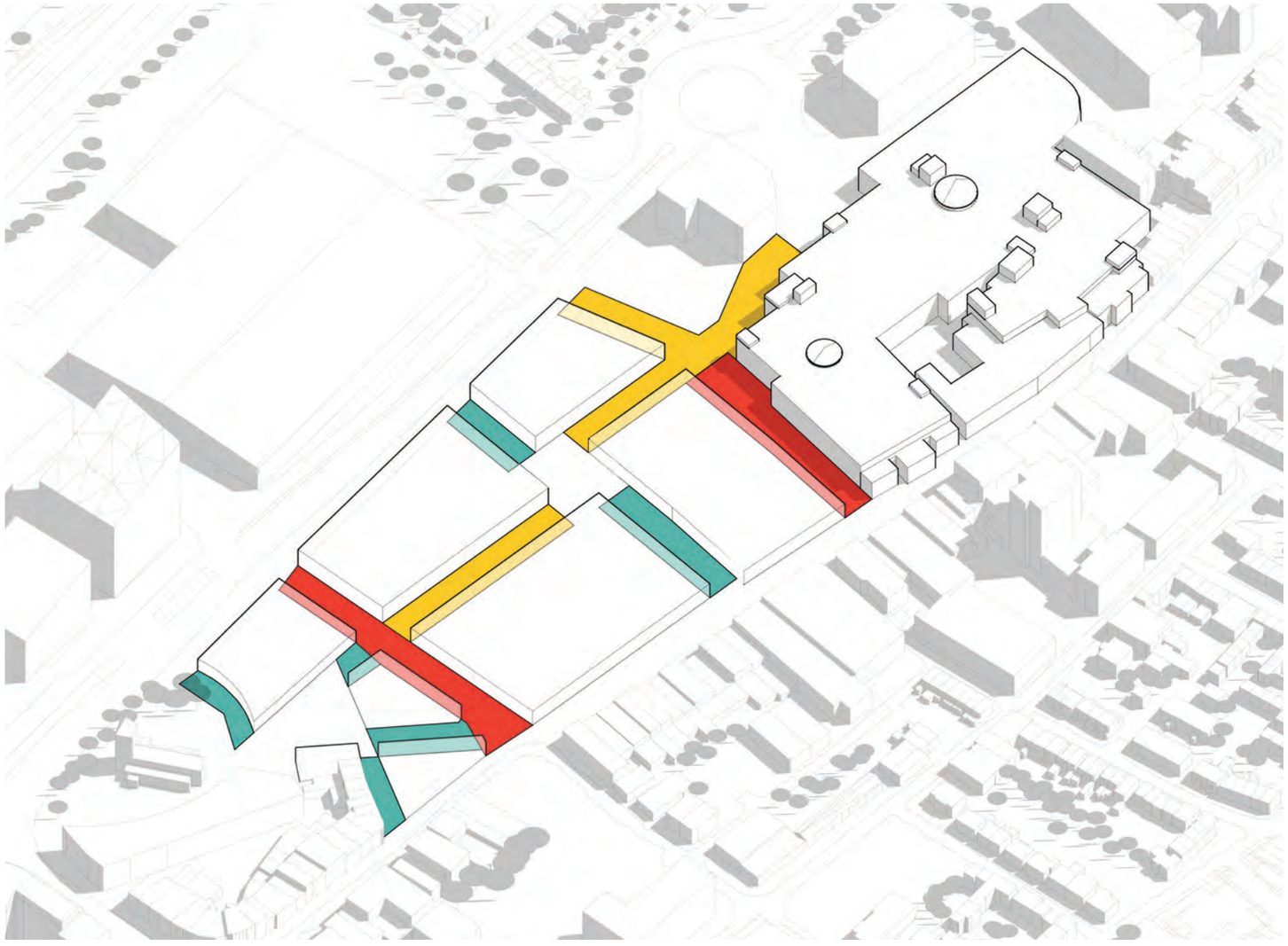


Fig. 98 - Illustrative Street Typologies Diagram

Primary Pedestrian Routes (L3 & L6):

North-south connections between DZs 1 & 2 to the West and DZ 3 & DZ 4 to the East and between DZ5 and the Observatory Shopping Centre form primary pedestrian priority routes within the Site.

M5/20 *As part of RMAs which include residential accommodation, primary pedestrian route design must respond to adjacent ground floor uses as well as the character areas they are located in.*

G5/42 The design of Primary Pedestrian Routes should include the following:

- ***G5/42.1 Pedestrian focus should be enforced through detailing of surface finishes and traffic calming measures.***
- ***G5/42.2 Medium sized tree planting should be used to respond to wider scale of the routes.***
- ***G5/42.3 Herbaceous lower level planting should be included in a scale appropriate to the character area the route is located in.***
- ***G5/42.4 In pedestrianised areas, primary footways should be min. 3m wide. Secondary footways / trails should be min. 2m wide.***
- ***G5/42.5 Incidental play features should be incorporated into design of these streets in an appropriate scale in terms of the character area the route is located in. Play-on-the-way features should be located within soft landscape areas to avoid creating hazards to movement.***
- ***G5/42.6 Routes within Town Centre character area should have a higher ratio of hard paved to allow for larger footfalls expected in this area.***

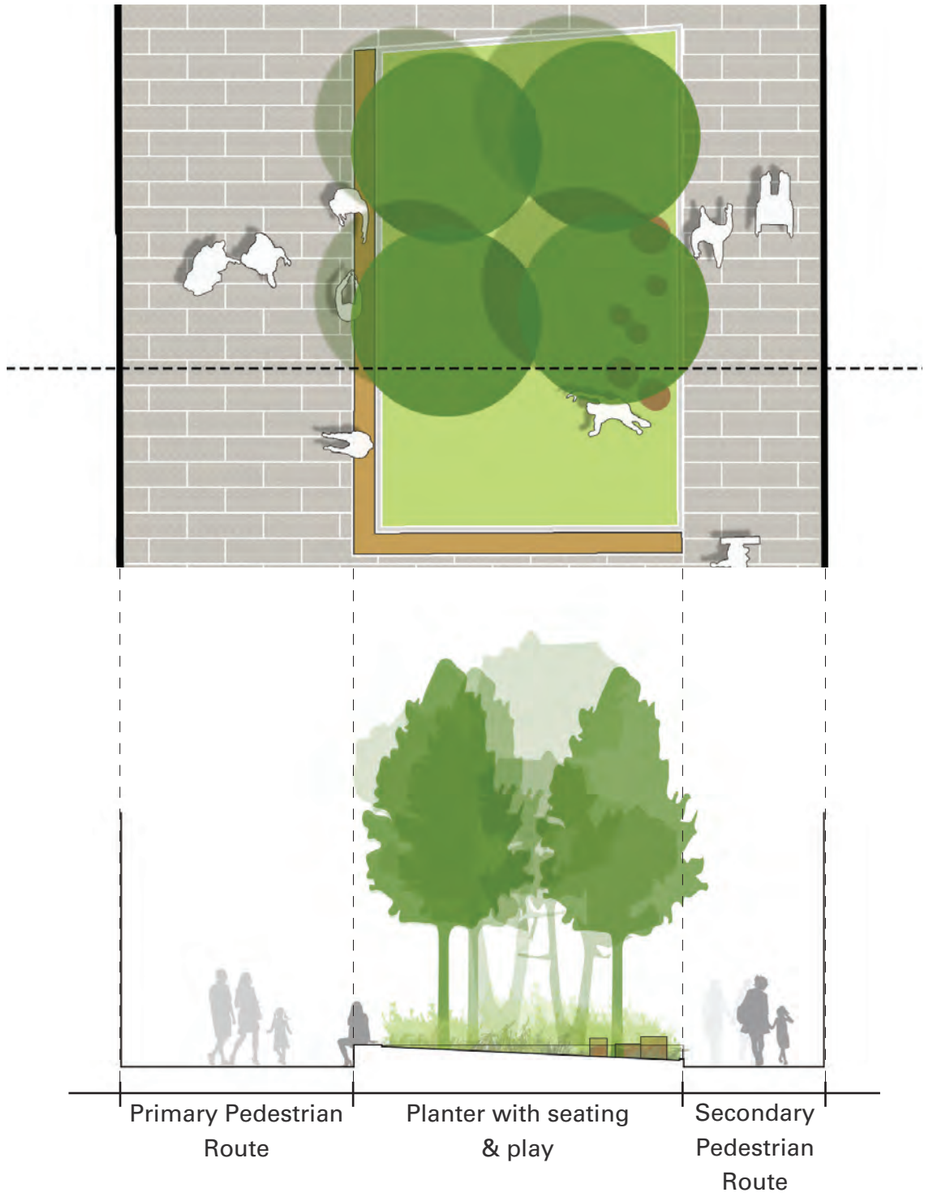


Fig. 99 - Illustrative section through Town Centre Primary Route

4.0 Public Realm

5.2.3 Street Types

Secondary Pedestrian Routes

Town Centre Lanes (L1 & L2):

G5/43 Smaller and more intimate lanes created within the Town Centre character area should:

- ***G5/43.1 Have a mostly hard paved surface to allow for free circulation***
- ***G5/43.2 Respect key vistas they lead into and seek to enhance and include tree planting where appropriate with consideration to framing of views and vistas***
- ***G5/43.3 Minimise clutter in terms of street furniture, signage and lighting design***

Residential Neighbourhood Routes (L5):

G5/44 Pedestrian Routes within Residential Neighbourhood character area should:

- ***G5/44.1 Routes within Residential character area should be designed as predominantly soft landscaped areas while still allowing for generous circulation space and a range of activities.***
- ***G5/44.2 Where residential dwellings are facing the routes an appropriate buffer zone between play spaces and dwelling facades should be introduced***
- ***G5/44.3 Include swales and rain gardens, interlinked or otherwise, to provide interesting network of SuDs where appropriate.***

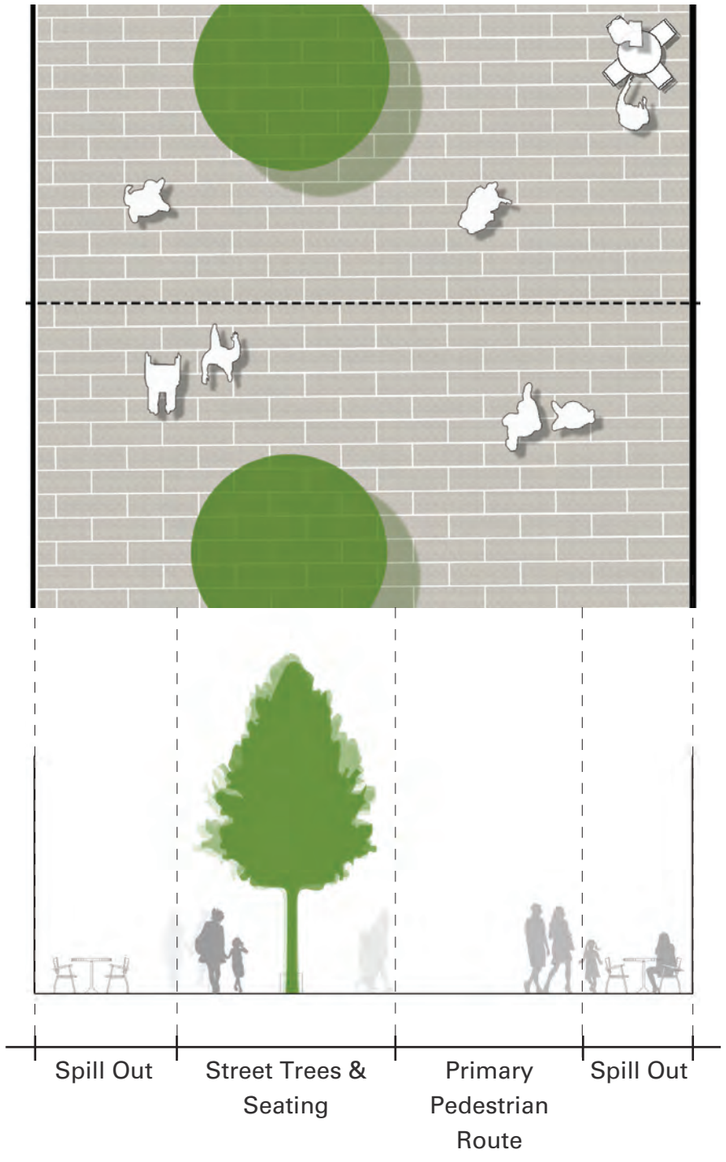


Fig. 100 - Illustrative section through Town Centre Lane

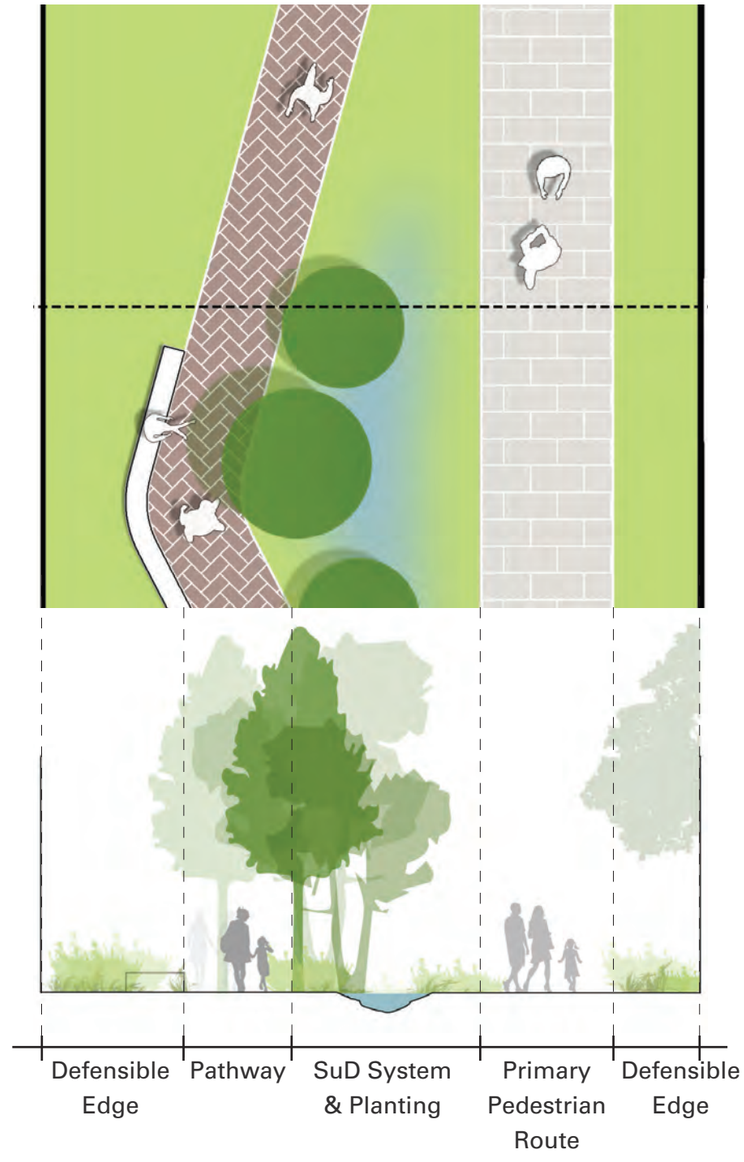


Fig. 101 - Illustrative section through Residential Neighbourhood Secondary Lane

Service Streets (DZHA & DZHB):

To ensure successful function and servicing sitewide, a service street must be delivered within the Highway Development Zones defined in QM OPA Parameter Plans. This service route is seen as a utilitarian street that gives priority to pedestrian movement routes that cross the site north to south as well as all public open spaces they intersect.

G5/45 Service Streets should be designed in consideration with following principles:

- ***G5/45.1 Streets widths should have regard to accommodation of street components including but not limited to; footways for pedestrian traffic, carriageway and loading bays aligned with QM OPA Indicative Servicing & Delivery Strategy, street tree planting, cycle parking, furniture strategies.***
- ***G5/45.3 Footpaths with a minimum 2m clear width should be provided.***
- ***G5/45.4 Footpaths should be kept free of clutter to avoid creating pinch points that may obstruct flow of pedestrian circulation.***
- ***G5/45.5 Loading bays should be located in a staggered layout to avoid long sections of wide hard paved spaces.***
- ***G5/45.6 Street tree planting should be maximised to soften streetscape, provide a more comfortable environment for pedestrians and act as a traffic calming measure.***
- ***G5/45.7 Interfaces with access points to development carparks should be designed with priority given to the pedestrian and cycling flows.***

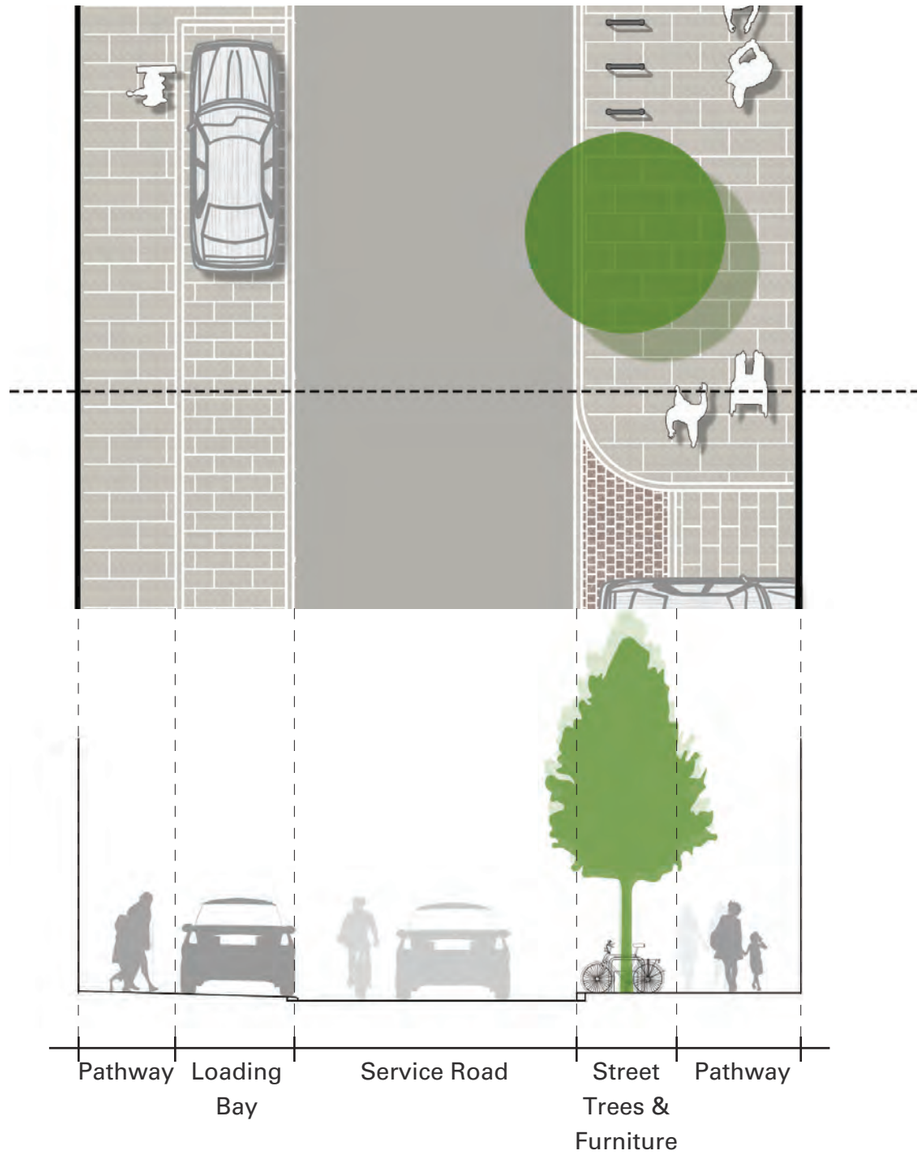


Fig. 102 - Illustrative section through Service Spine Route

5.0 Public Realm

5.2.4 Security & public spaces

The delivery of a successful, vibrant and well-used public realm relies heavily on providing a safe and secure environment across the whole site for all user types throughout the day.

M5/21 *The landscape proposals as part of any future reserved matters application must be subject to a Secured by Design Homes (2019) review*

G5/46 Landscape proposals should ensure all key public open spaces are well overlooked and are provided with passive/ natural surveillance from the surrounding setting.

G5/47 All key public open spaces should be designed in a way that ensures both the public space and its public function is clearly identifiable.

M5/22 *All public realm spaces including streets, footpaths and footways must be well lit in accordance to statutory regulations.*

G5/48 Design of these public open spaces should ensure inviting and attractive social environments throughout the day.

G5/49 Design should seek to maximise activity through placement of seating, play and socialising areas within these key public open spaces to contribute to natural surveillance as a crime and anti-social behaviour deterrent.

G5/50 Boundaries between public/ communal and private areas should be well defined.

G5/51 Defensible edges should be considered at ground level as part of landscape proposals both in terms of providing amenity to dwellings facing on to public open spaces and to provide clear distinction between private and public open space.

G5/52 Design around public footpaths and footways should seek to avoid creating visually obstructed spaces and inactive areas which may contribute to antisocial behaviour. Planting design and placement needs to be considerate against these requirements.

G5/53 Highway design should reduce speed limits and additional interventions to promote pedestrian movement and opportunities for social interactions should be introduced throughout the development.

Evenly illuminated and well lit public spaces encourage activity throughout the day

Active frontages overlooking public realm spaces provide natural surveillance

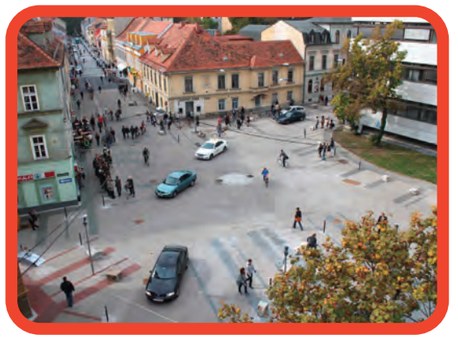
Well designed defensible edge treatment enhances quality of adjacent public realm

Vehicle access control measures to public spaces ensure pedestrian comfort and safety

Poorly lit areas and contrasting light levels create dark areas which may encourage anti-social behaviour

Narrow lanes with inactive facades create an unwelcoming environment and attract anti-social behaviour.

Poor boundary treatment to residential facades result in unattractive and uninviting streetscape



Uncontrolled vehicle access results in an unsafe environment for pedestrians.

Fig. 103 - Examples of security features

6

Built Form

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules for the design of the built form.

6.0 Built form

6.1.0 Principles of built form

This section outlines the principles of built form including:

- Urban Grain
- Building footprints
- Building heights
- Roofscape
- Site levels
- Character areas
- Building lines & key views
- Approach to public and private spaces
- Flexible approach for introduction of office use in DZ1, & 2 and 4
- Flexible approach for introduction of multi storey car park on DZ6
- General building design principles

These principles of built form have been considered relative to the context and the impact on specific sensitive Townscape Views from the wider Slough townscape as well as from Windsor Castle and Great Park. The maximum building footprints and heights (maximum parameters) are captured within the Parameter Plans, however the following explanatory text, provides a description of how various constraints have informed those parameters and Design Guidelines and Mandatory Rules provide explain how those built forms should or must be designed within those maximum parameters.

6.2.0 Approach to urban grain across the site

The urban grain and proposed plot footprints of the QM OPA have been informed by the proposed routes and connections and respond to the wider historic grain of the town centre. The consequence of this is that the proposed street blocks and grid should link into this grain as opposed to emulate the surrounding Victorian streets. While those Victorian blocks consisted of terraced housing, that typology would not be appropriate for this new piece of townscape since it would not provide sufficient density, community amenity and activity in this prominent town centre location.

The proposed approach for the plots creates a new series of building typologies and public realm spaces that could be incorporated to respond to contemporary site-specific requirements, to optimise the residential density and provide a range of complementary ground floor uses that will serve both new residents, the existing community and visitors from the wider context.

1 Standalone building typology

2 Cluster building typology

Fig. 104 - Plan identifying an illustrative distribution of standalone and cluster typologies

6.0 Built form

6.3.0 Typologies

Typology approach

It is proposed that the QM OPA will provide flexibility for varied typologies that relate to the differing context and assist in breaking up the appearance of the overall development.

The illustrative scheme suggests two typologies and Design Guidelines are provided opposite and overleaf for the underlying principles and potential design evolution that could be pursued for these typologies if they are incorporated in future RMAs.

Basements

It should be noted that the QM OPA provides flexibility for the incoporation of basement level space. Both of the following typologies could work with basement level accommodation and the following additional considerations should be considered relative to basement provision:

- ***G6/1 Basement level vehicle access should be accessible via. the service access route (DZHA & DZHB) and/or podium level parking areas.***

- ***G6/2 Vertical circulation for upper level uses above any basement provision should be connected to basement level accommodation.***

- ***G6/3 Basement level accommodation should not result in raised ground floor levels of buildings.***

Cluster typology

Small clusters of residential blocks with shared character to one another - these could be connected by a podium or independent from one another.

The cluster typology could:

- Be configured as a series of smaller blocks atop a podium base or as blocks arranged around ground level landscaped space.

- Incoporate ancillary accommodation such as car parking, plant and refuse stores within podium bases but provide residential or flexible use space with Town Centre Uses around the perimeter (see section 7.0 for Design Guidelines & Mandatory Rules on Town Centre Uses).

G6/4 The cluster typology should:

- ***G6/4.1 Be well considered in terms of mimimising single aspect north facing units, maximising daylight & sunlight performance and mitigating against overlooking issues.***

- ***G6/4.2 Provide amenity space on associated podiums and/ or ground level landscaped areas.***

Standalone buildings

Buildings that respond to prominent civic context of adjacent purpose-built standalone buildings and serve as a backdrop to the destination ‘Town Centre’ character area.

G6/5 The standalone buildings should:

- ***G6/5.1 Be configured to maximise ground floor level Town Centre Uses on all sides within the parameters of the 51% target outlined in the Paramater Plans.***

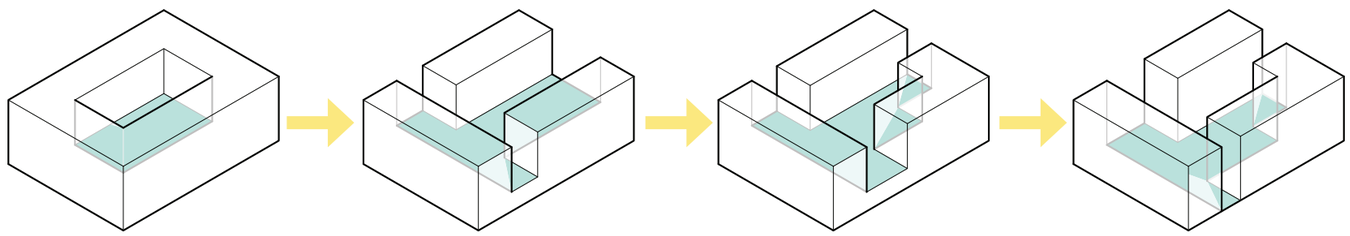
- ***G6/5.2 Create a distinct building character that responds to the immediate context (be it existing historic and contemporary buildings and/or areas of public realm).***

- ***G6/5.3 Create a distinctive sense of place (through use of contextual materials and details).***

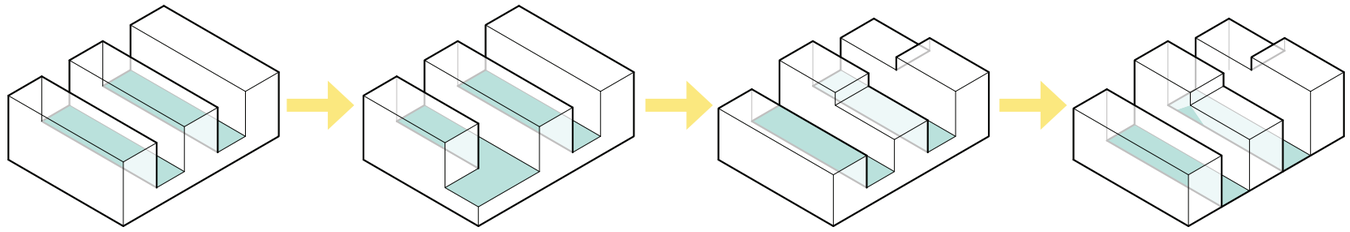
6.3.1 Design evolution of built form

The following diagrams identify key design considerations and suggest how built form could be evolved in terms of design. The diagrams below demonstrate that regardless of the configuraton of the massing there are shared criteria that could be considered relative to the design of the 'cluster' typology.

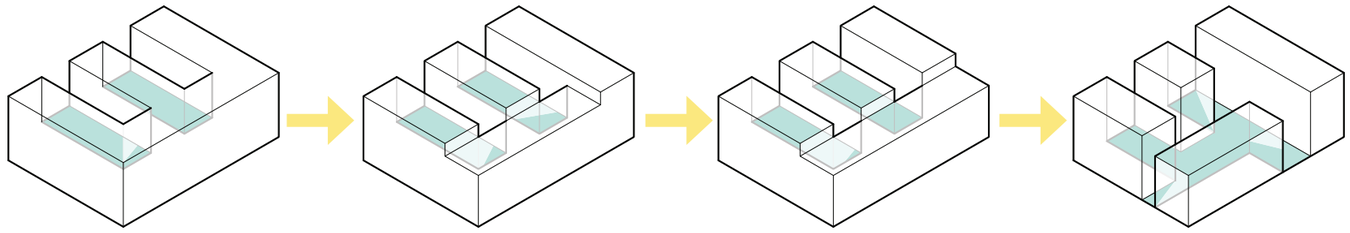
'O' shaped cluster



Linear block cluster



'E' shaped cluster



Initial basic massing configuration

Introduce gaps and/or variation in block shapes and sizes

Introduce variety in block height

Consider location & connection to amenity space - flexible approach that works for grounded or podium level approach to buildings

Fig. 105 - Diagrams showing potetial variation in evolution of cluster typology design

6.0 Built form

6.4.0 Approach to building footprints & heights across the site

Footprints

M6/1 *The footprints as outlined in the Parameter Plans are the maximum developable extents.*

G6/6 The building footprints should:

- ***G6/6.1 Follow building lines and protect views in accordance with Design Guidelines & Mandatory Rules provided in the 'Building Lines & Key Views section of this document.***
- ***G6/6.2 Be considered relative to projecting balcony requirements to avoid overlooking and privacy issues.***
- ***G6/6.3 Be placed accordingly to allow for a balcony zone inside or oversailing beyond the maximum extent footprint as identified by rules on the Parameter Plans.***

Heights

M6/2 *All parts of proposed buildings within future RMAs must sit within the maximum heights as outlined in the Parameter Plans.*

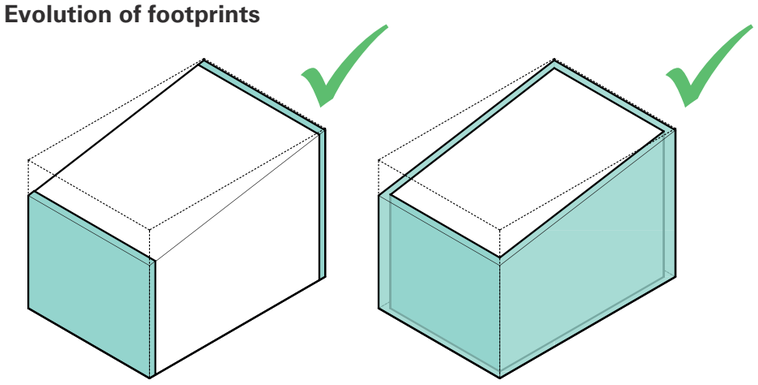
G6/7 The building heights should exhibit variation within each development zone as a means of creating visual interest and minimising visual impact on townscape views.

A tapering of height to the south and west perimeters is advised and this could include more subtle refinement of massing at the perimeters.

M6/3 *Maximum parameter heights have been provided as A.O.D spot levels for tops of building and must be read in conjunction with one another to establish building heights. Maximum heights must allow for inclusion of lift overruns, plant and parapets etc.).*

The diagrams overleaf explain how these footprint and height rules should be translated within the design evolution of future reserved matters applications.

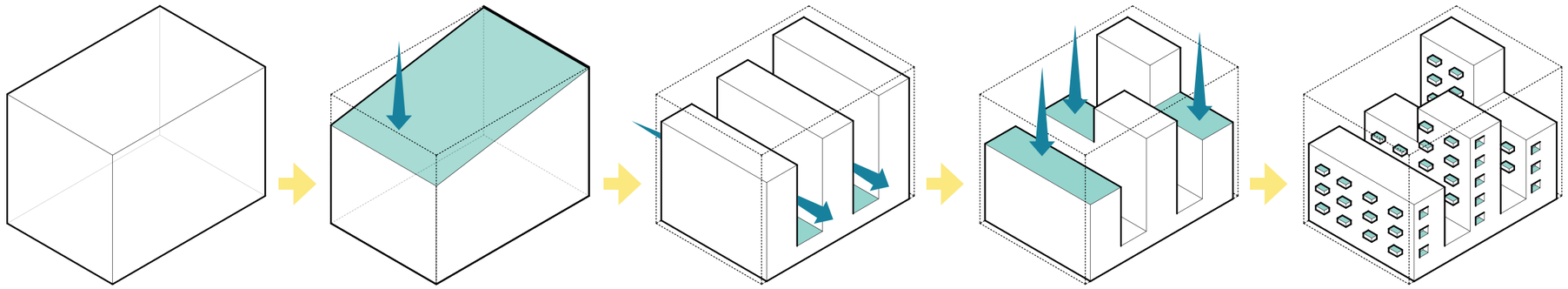
Evolution of footprints



Balcony zones on two sides of block

Balcony zones on all sides of block

Evolution of heights



Maximum extent footprints and height volume

Tapering of height to respond to context

Residential block shapes established and amenity space provided between blocks with reference to orientation (daylight & sunlight requirements)

Variation in heights introduced

Balcony positions established relative to aspect & orientation

Fig. 106 - Diagrams illustrating how Design Guidelines and Mandatory Rules might influence design of footprints and height of future RMAs

6.0 Built form

6.5.0 Approach to building roofscape and levels across the site

Roofscape

The roofscape of the QM OPA will change the perceived view of the site from different views in wider Slough and from Windsor Castle (Castle and Great Park).

G6/8 The roofscape should:

- ***G6/8.1 Ensure any perimeter or localised screening is well considered relative to the materiality of the building itself as well as the built context.***
- ***G6/8.2 Consider incorporation of rooftop greening (green/ brown roofs) and planted amenity space to soften the appearance of rooftops and increase biodiversity.***
- ***G6/8.3 Provide accessible amenity space for future residents/ occupiers where possible and appropriate.***

M6/4 *Minimise the visual impact of lift overruns and rooftop plant through use of perimeter or localized screening and well considered positioning.*

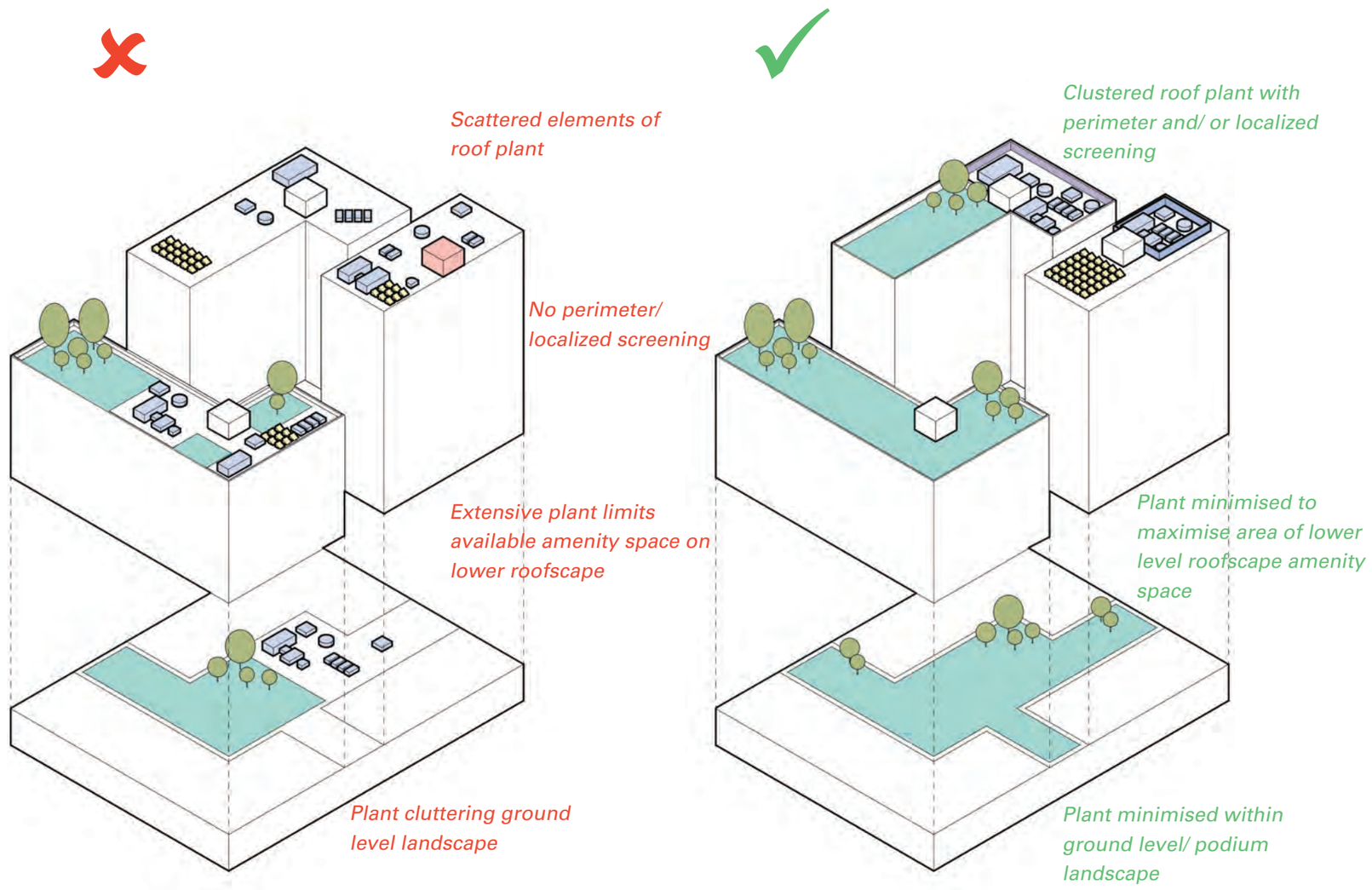
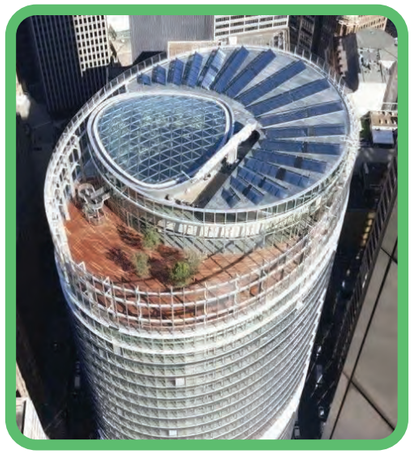


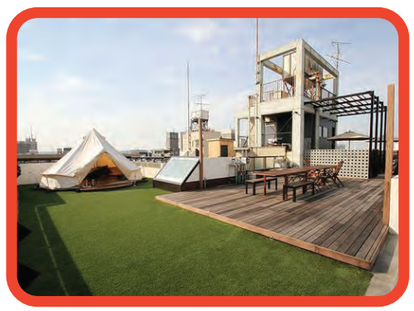
Fig. 107 - Axonometric diagram identifying Design Guidelines for roofscape design

Terraced amenity space incoporating planting

Core & overruns clad in a pleasant way



External plant well disguised/ screened/ clad by extended facade



Terraced amenity space visually interrupted by core and plant

Unattractive plant, unscreened and harmful to streetscape views

Internal plant positioned to facade

Fig. 108 - Examples of roofscape features

6.0 Built form

6.5.0 Approach to building roofscape and levels across the site

Site levels

Proposed site levels have been constrained by existing infrastructure such as surrounding pavements and roads and have dictated the anticipated gentle falls across the site.

M6/5 *Proposed site levels in future RMAs must ensure that all areas of the site are accessible.*

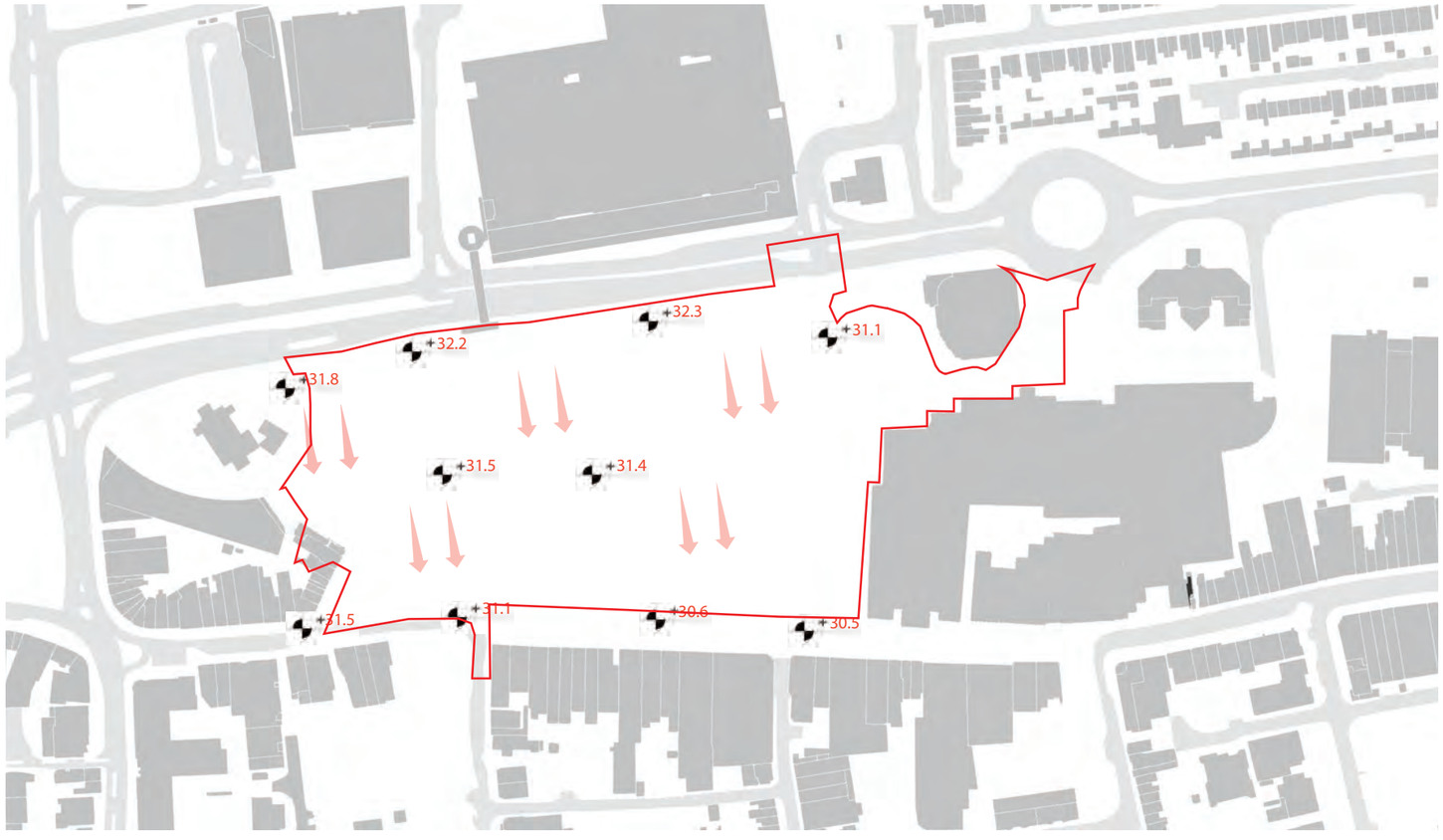
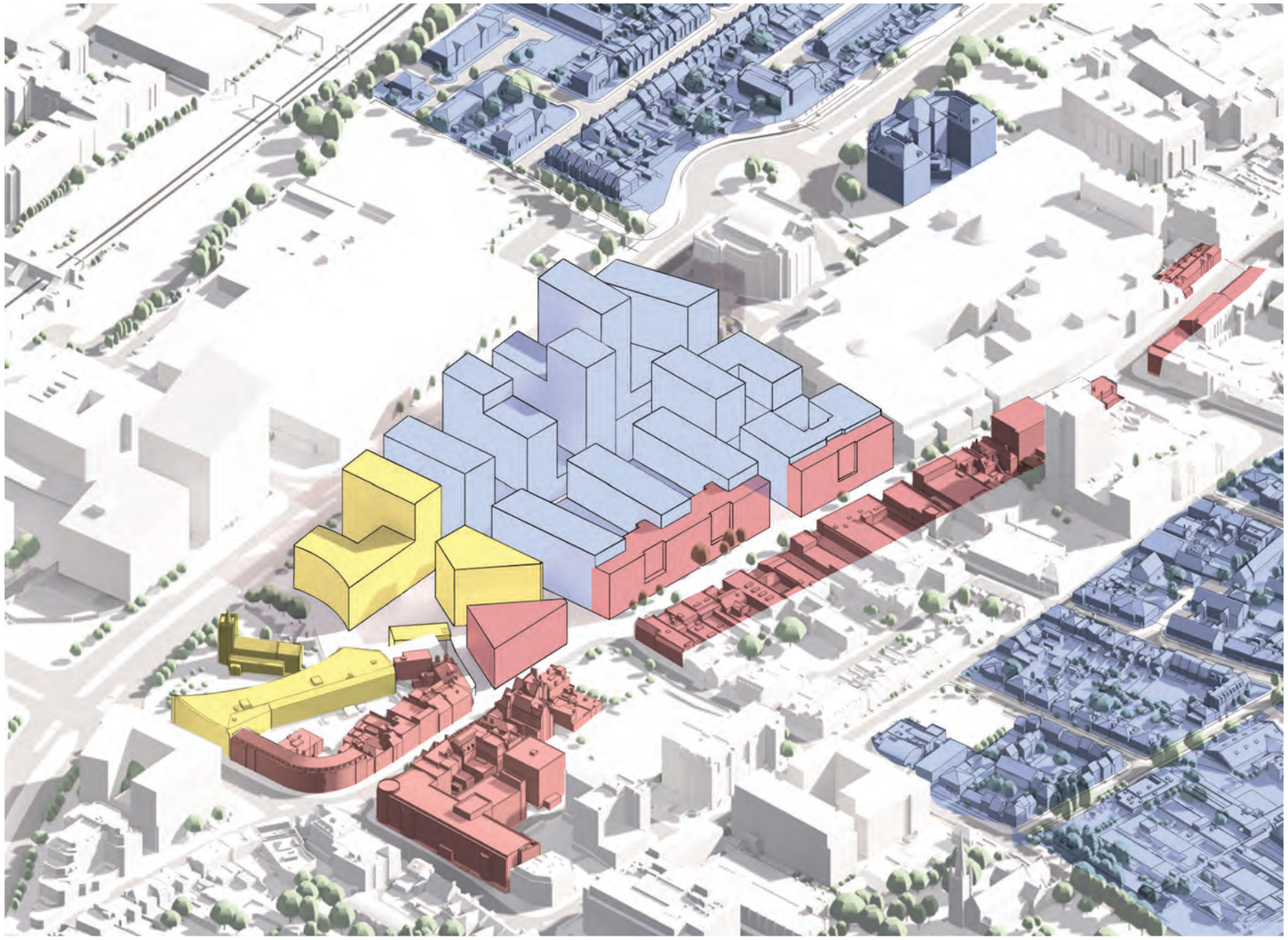


Fig. 109 - Diagram explaining direction of falls and levels across the site

6.6.0 Approach to character areas

G6/9 The built form should vary within each development zone as a means of creating variety of identity and ensuring the QM OPA does not appear monotonous and overbearing in relation to its specific context.

The following pages outline the key considerations and Guidelines for the approach to built form within each of the three character areas.



1 Town Centre Character Area

2 High Street Character Area

3 Residential Neighbourhood Character Area

Fig. 110 - Coloured axonometric diagram of illustrative scheme massing identifying character areas

6.0 Built form

6.6.1 Town Centre

G6/10 The built form in the new Town Centre neighbourhood should:

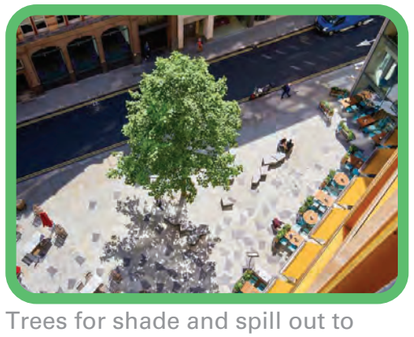
- ***G6/10.1 Stitch into the historic street pattern and create a new civic identity.***
- ***G6/10.2 Provide a sense of enclosure to the new 'Town Square'.***
- ***G6/10.3 Incorporate standalone building typologies.***
- ***G6/10.4 Create clearly defined routes that follow/ respect existing building lines.***
- ***G6/10.5 Ensure that buildings facing the church respond to/ reflect the curved geometry of the Curve building and are respectful to the setting of the church.***
- ***G6/10.6 Provide a 'bookend' building that completes the Mackenzie Street terrace, is aligned with the south-eastern edge of the existing terrace and extends no further to the north west than the boundary wall of the adjacent property.***
- ***G6/10.7 Provide visual interest and animation to the Town Square through well considered façade design.***
- ***G6/10.8 Allow for spill out from ground floor level flexible use units (in both facade and landscape design).***

Fig. 111 - Illustrative perspective of Town Centre character area (Town Square)

A new civic identity & heart rooted in & serving people of the town

A recognisable focal point/ detination for the town centre

Varied building appearances



Trees for shade and spill out to perimeter of public realm

Solar shading & lighting designed relative to user needs & safety

Cycle parking provided to enable easy access to car free streets

Places to stop and sit

A place to host seasonal events

Fig. 112 - Good examples of town centre spaces & buildings

6.0 Built form

6.6.2 Approach to character areas - High Street

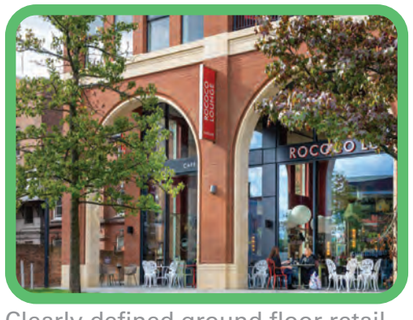
G6/11 The built form in the new High Street neighbourhood should:

- ***G6/11.1 Create a new rhythm and scale of massing and frontage that relates well to the buildings on the southern edge of the high street and re-instates the historic pattern.***

- ***G6/11.2 Ensure that long frontages are broken up with balconies and/ or visual breaks in upper level blocks.***

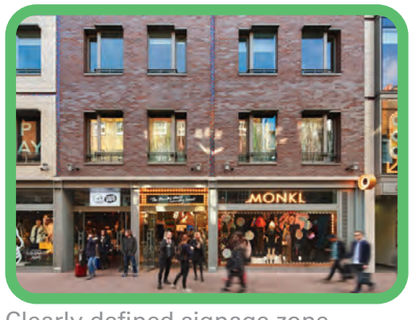
- ***G6/11.3 Incorporate clearly expressed ground floor frontages that are distinguished from upper level uses.***

Fig. 113 - Illustrative perspective of High Street character area



Clearly defined ground floor retail

Active frontage wrapping building corner



Clearly defined signage zone

Varied rooflines, materials & hierarchy

Pattern & texture used in frontage design

Co-ordinated colours for frontages incl. shutters & canopies

Fig. 114 - Good examples of high street spaces & buildings

6.0 Built form

6.6.3 Approach to character areas - Residential Neighbourhood

The built form in the Residential Neighbourhood transitions between more varied and larger scale context and therefore will have more potential for more substantial height and massing, particularly along Wellington Street.

G6/12 The built form within the new Residential neighbourhood should:

- ***G6/12.1 Provide variation in rooflines, materiality and façade design in order to avoid a monotonous and overbearing neighbourhood.***

- ***G6/12.2 Incorporate occasional Town Centre Uses at ground floor level of the buildings.***

Visual definition of the ground floor level of the buildings could also be used to create a successful relationship with the surrounding streetscape and animation of the neighbourhood and well considered doors, fenestration and thresholds to ground floor level residential could mitigate against overlooking and safety issues.

Fig. 115 - Illustrative perspective of Residential Neighbourhood character area

Poor outlook with little to buffer/ protect

High boundary wall appears defensive

Railings define separation of individual amenity spaces

Planting defines threshold of public & private

Hedge and railings provide attractive buffer

Unpleasant, impermeable barrier between courtyard & apartments

Parking/ asphalt immediately adjacent to residential amenity

Low walls and planting provide buffer to public areas

Planters announce residential entrances & provide buffer

Change in texture helps define ground floor level units

Fig. 116 - Good & bad examples of residential neighbourhood spaces & buildings

6.0 Built form

6.6.4 Flexibility for alternative office and multi-storey car park use

The QM OPA provides flexibility for alternative office and multi-storey car park proposals. Office use could be provided within development zones 1, 2 and 4 and a multi-storey car park could be provided within development zone 6. These proposals would likely enhance the mix of uses and ground floor activity within the Town Centre and Residential Neighbourhood character areas. There are aspects of the design of these alternative built form elements that will need to be considered and these are outlined in following sections 6.9.0 and 6.10.0.

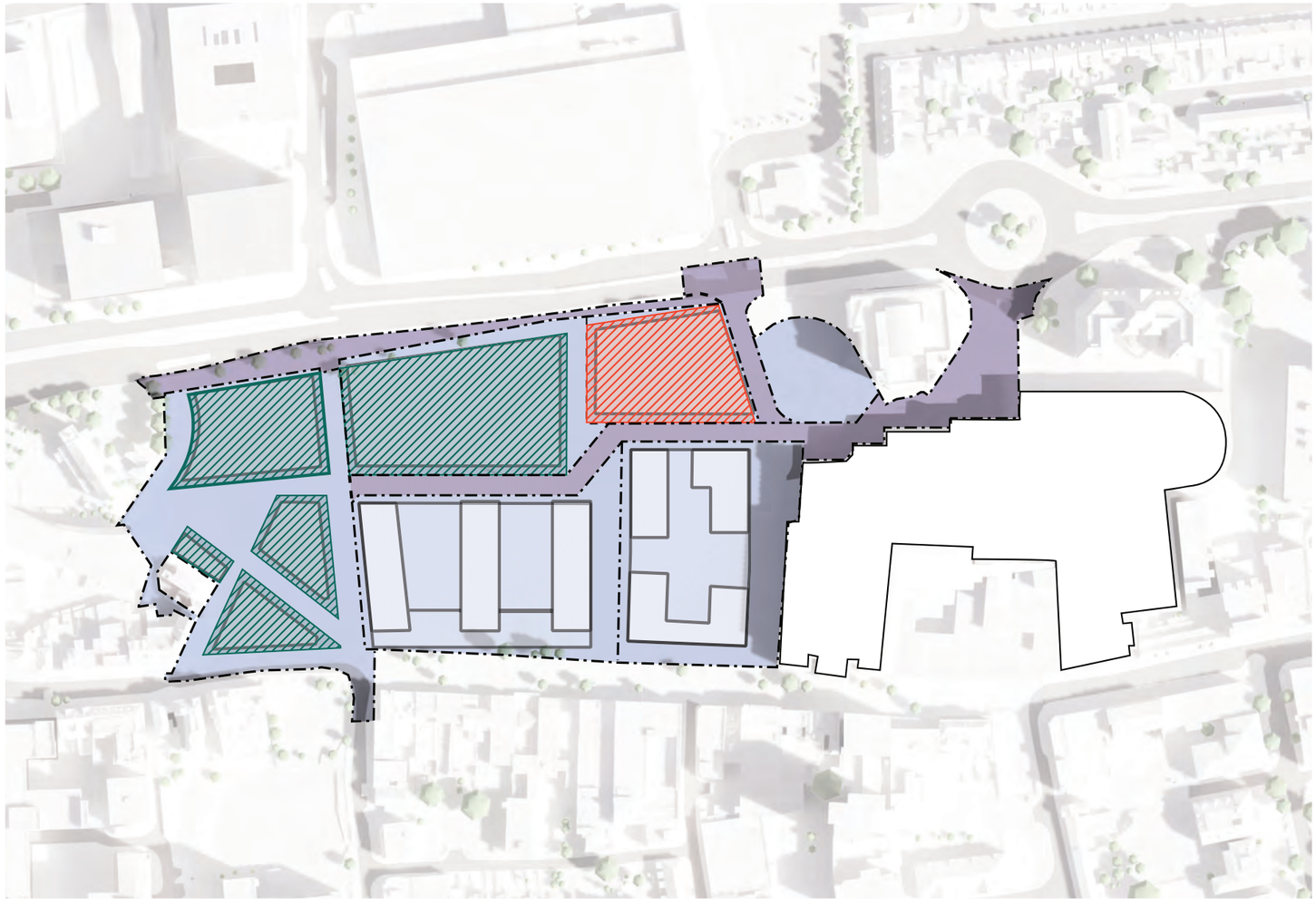
G6/13 The alternative mixed use vision for these enhanced neighbourhoods should aim to:

- ***G6/13.1 Provide variation in materiality and façade design to office or multi-storey car park buildings to ensure they are complementary to the appearance of the wider character area.***

- ***G6/13.2 Provide clearly defined entrances to buildings that relate to the hierarchy of the surrounding streets (main entrances on main routes).***

- ***G6/13.3 Respond to the materiality and grain of the context through use of colour/ texture and scale of fenestration design.***

G6/14 Visual definition of the ground floor (as outlined in the aforementioned character areas) should also be carefully refined and any overlooking and safety issues mitigated against.



Opportunity for alternative office use

Opportunity for alternative multi-storey car park use

Fig. 117 - Illustrative perspective identifying areas for potential alternative office and MSCP use

Clearly defined base, middle and top of office building and expressive corner

Clear hierarchy of windows and doors

Spill out from ground floor level spaces

Scale of office windows relate to residential context

Colour of new offices responding to context

Office entrance between ground floor level Town Centre Uses

Scale and massing of office building relating to context

Fig. 118 - Good examples of mixed use neighbourhoods

6.0 Built form

6.7.0 Respecting existing building lines & key views

While the parameter plans outline the rules for the maximum developable footprints of the various development zones, there are some specific areas that require more careful consideration of the building lines of existing context and wider townscape and long distance views. The following section provides Design Guidelines & Mandatory Rules for the setting out of some specific building lines within each development zone. These constraints serve to reinforce existing building lines, maintain and/or open up views of historic elements and ensure respectful settings to significant historic buildings.

Predominantly parallel building lines

The following Mandatory Rules identify building lines that must be predominantly parallel with other development zones and/ or built context. The following illustrative diagrams and Mandatory Rule explain how 'predominantly parallel' facades must be designed:

M6/6 *Where DZ building facades are to be 'predominantly parallel', at least 50% of the proposed new facade length(s) must be parallel with existing opposite buildings as identified in this Design Code document. This relationship applies to both ground and upper levels of the proposed building(s) but excludes balconies.*

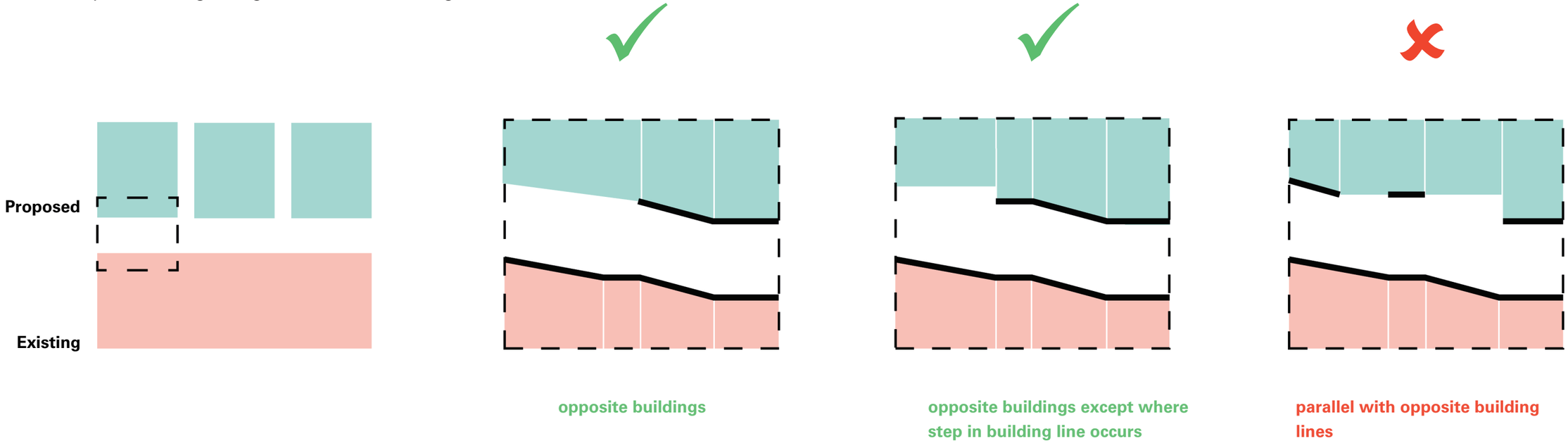


Fig. 119 - Examples of acceptable and unacceptable 'predominantly parallel' building lines

Key views from the wider Slough townscape, Windsor Castle & Great Park and within the QM OPA

The following sections identify a series of Mandatory Rules that relate to key views towards and from within the QM OPA.

These key views (and particularly the views from Windsor Castle and Great Park) will have bearing on the massing and articulation considerations of future RMAs for the QM OPA.

Where a Development Zones will be affected by or contribute to the impact of these views, Design Guidelines and Mandatory Rules have been provided in the following section as a means of controlling relevant building lines and key views.

M6/7 *Where the built form of the QM OPA must be designed to provide views of specific townscape or heritage features, future RMA proposals must demonstrate through testing of verified views and visualisations that these views and visual connections are achieved and this aspiration for the town is delivered.*

M6/8 *Where the Mandatory Rules identify impact on specific views towards the QM OPA, future RMA proposals must demonstrate that these views and visual connections have been tested and that the stipulations of the specific Mandatory Rules have been achieved.*

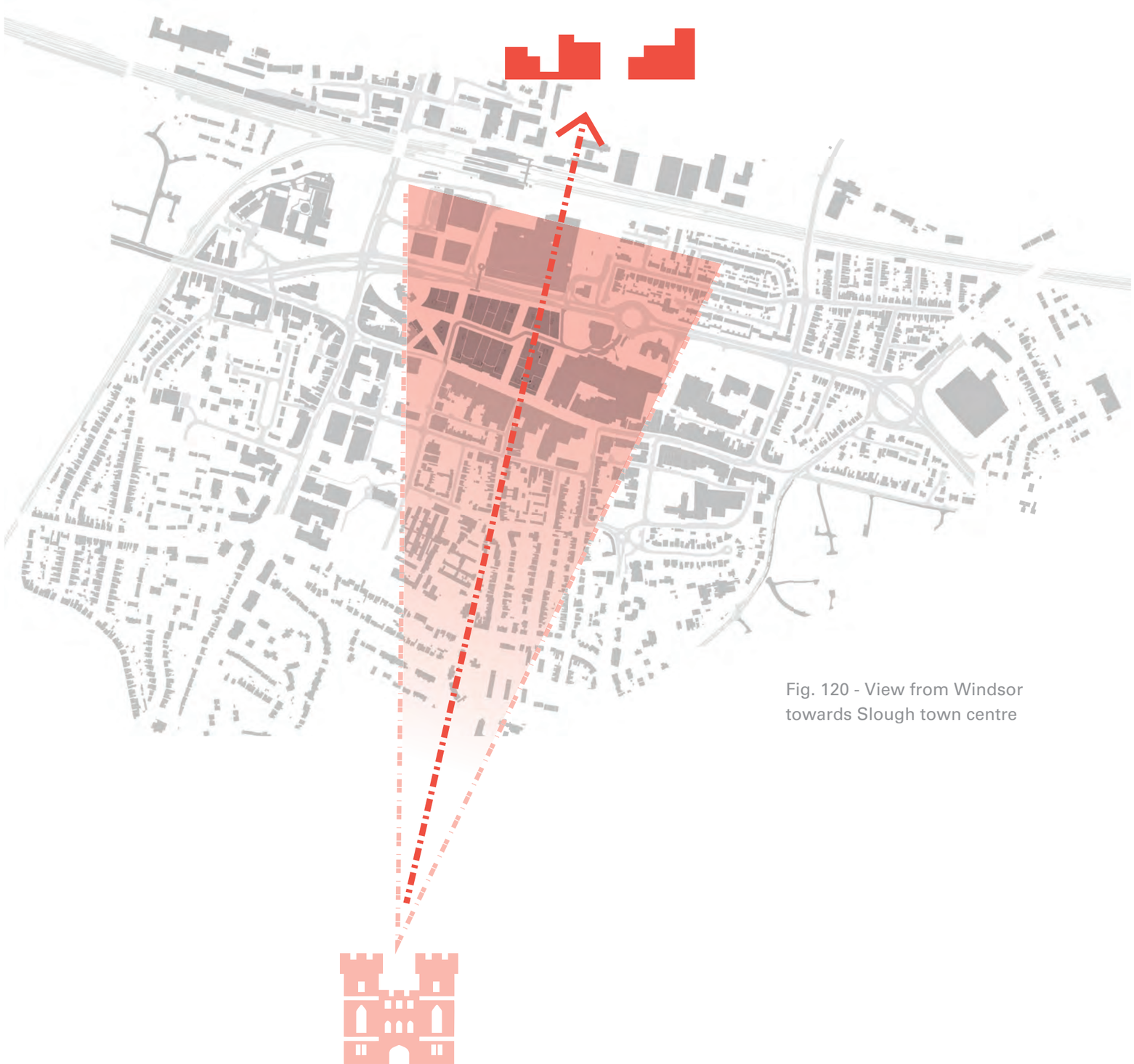


Fig. 120 - View from Windsor towards Slough town centre

6.0 Built form

6.7.1 DZ1 & 2 building lines & key views

Development Zones 1 & 2 (combined as single DZ)

M6/9 *The route connecting the crossing from Brunel Way and the train station to the High Street must be configured to create a visible gap through to the High Street from the southern end of Brunel Way (southern side of Wellington Street).*

M6/10 *The northern edge of DZ1 must be predominantly parallel with existing buildings on the northern edge of Wellington Street.*

M6/11 *The western edge of DZ1 must respond to the geometry of the Curve building, create a sensitive backdrop to the church and provide a pedestrian route between the church and DZ1.*

M6/12 *The diagonal route connecting the High Street to the new Town Square must be configured so that a clear view of St Ethelbert's church and spire is exposed at the western end of the High Street.*

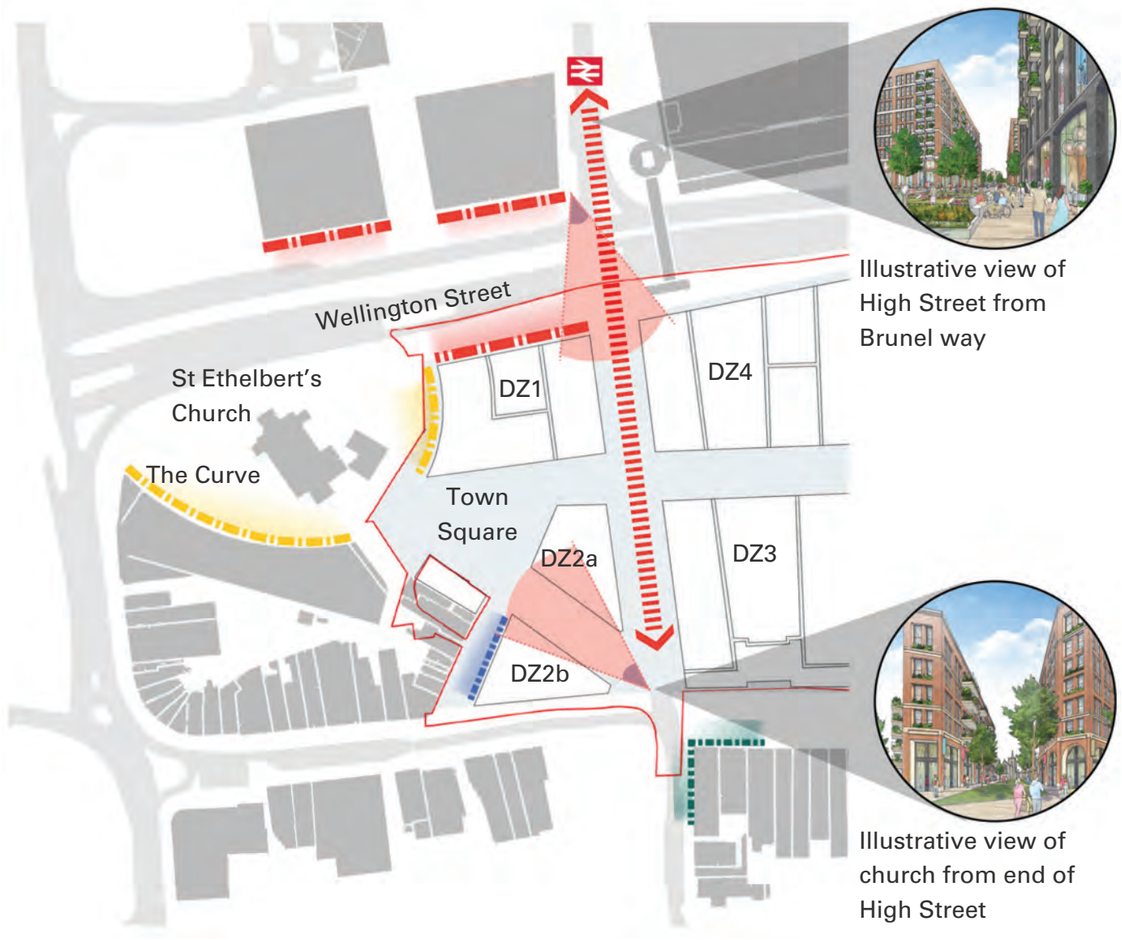


Fig. 121 - Diagram illustrating Mandatory Rules for building lines & key views in DZ1 & 2

6.7.2 DZ3 & 4 building lines & key views

Development Zone 3

M6/13 *The western edge of DZ3 must be predominantly parallel with the eastern edge of DZ1 & 2.*

M6/14 *The southern edge of DZ3 must be predominantly parallel with existing buildings on the southern side of the High Street.*

Development Zone 4

M6/15 *The northern edge of DZ4 must be predominantly parallel with existing buildings on the northern side of Wellington Street.*

M6/16 *The southern edge of DZ4 must be predominantly parallel with the northern edge of DZ3.*

M6/17 *The roofscape and massing of DZ4 must be configured in any future RMA so that the buildings appear fragmented and varied in appearance in long distance views from Windsor Castle and Great Park*. This must be achieved by incoporating steps in building footprint/ height, gaps between massing elements or varied facade design or a combination of these techniques.*

** For articulation of alternative office scheme please refer to section 6.9.0 of the Design Codes*

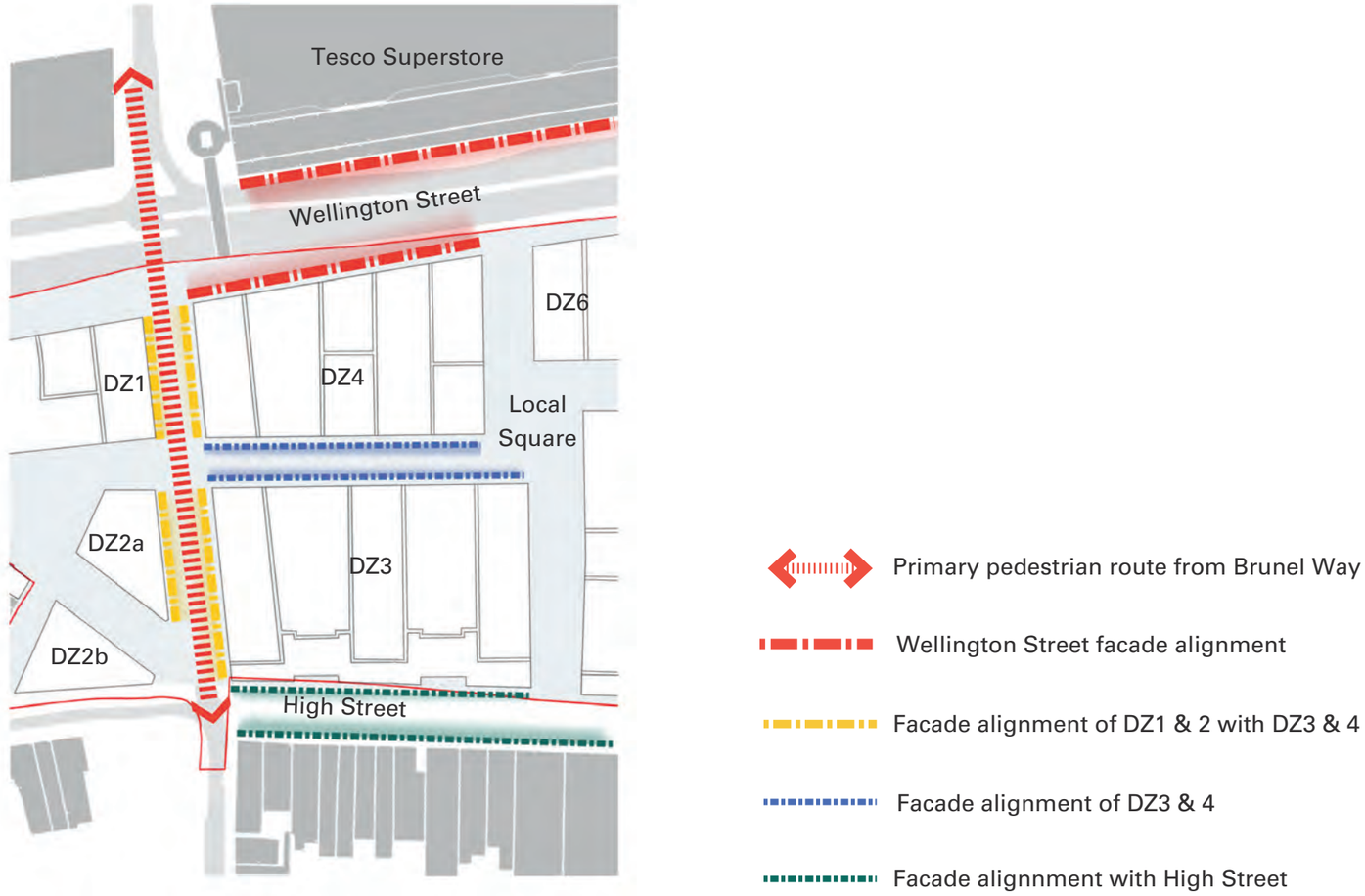


Fig. 122 - Diagram illustrating Mandatory Rules for building lines & key views in DZ3 & 4

6.0 Built form

6.7.3 DZ5 & DZ6 building lines & key views

Development Zone 5

M6/18 *The southern edge of DZ5 must be predominantly parallel with existing buildings on the opposite side of the High Street.*

M6/19 *The northern edge of DZ5 must be predominantly parallel with the southern edge of DZ6.*

M6/20 *The eastern and western edges of DZ5 must be predominantly parallel with DZ3 and the existing Observatory shopping centre***.*

M6/21 *The eastern edge of all building parts in DZ5 must be separated by at least 12.5m* from the western façade of the existing Observatory shopping centre**/ ***.*

Development Zone 6

M6/22 *The northern edge of DZ6 must be predominantly parallel with existing buildings on the northern edge of Wellington Street.*

M6/23 *The southern edge of DZ6 must be predominantly parallel with the northern edge of DZ5.*

M6/24 *The roofscape and massing of DZ6 must be configured in any future RMA so that the buildings appear fragmented and varied in appearance in long distance views from Windsor Castle and Great Park*. This must be achieved by incoporating steps in building footprint/ height, gaps between massing elements or varied facade design or a combination of these techniques.*

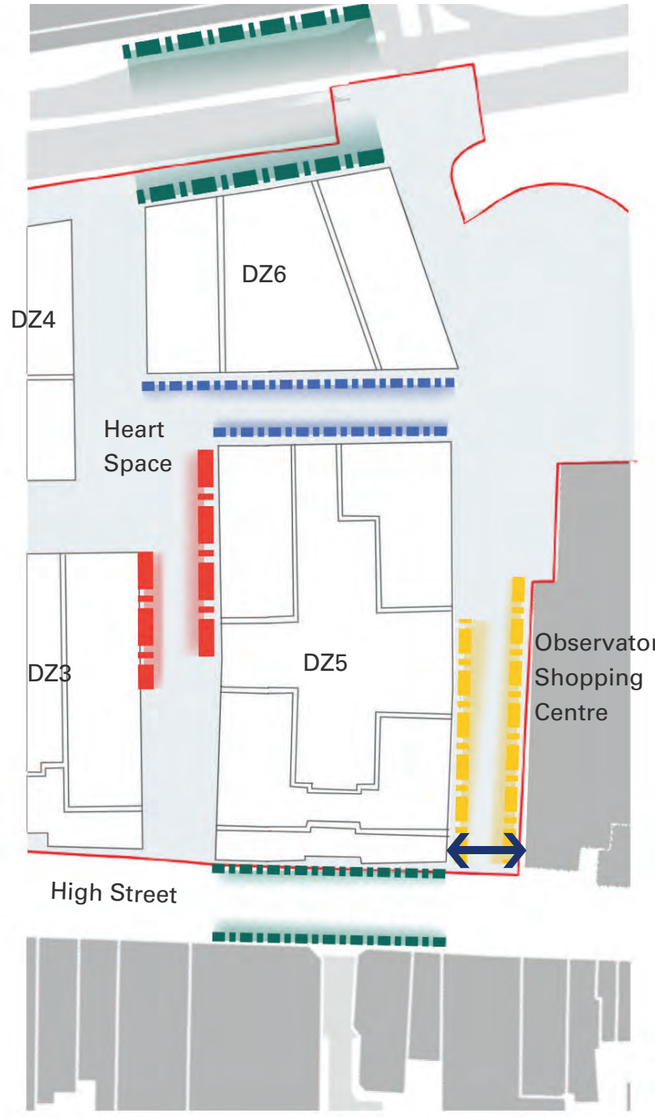


Fig. 123 - Diagram illustrating Mandatory Rules for building lines & key views in DZ5

* *Minimum distance should be measured from building face to building face excluding balconies and other projecting elements) at ground/ any upper level.*

** *Distance measured at narrowest point between proposed building and existing Observatory shopping centre.*

*** *Refers to length of frontage as shown for illustrative purpose only on Fig. 123 diagram (not the entire DZ facade)*

Minimum width

Northern facade alignment (with Wellington Street)

Western facade alignment (with DZ3)

Eastern facade alignment (with Observatory)

DZ5 & 6 facade alignment

Southern facade alignnment (with High Street)

6.7.4 DZ6a Urban Park pavilion

Development Zone 3

It is proposed that a pavilion structure will be provided within the Urban Park.This will serve as a visual marker/ tool for assisting with townscape legibility.

M6/25 *The pavilion must be designed to be respond to the immediate context, scale and functions of the Urban Park (L7).*

M6/26 *The pavilion must be designed as an individual building or standalone structure within area of the maximum building footprint and subject to the floorspace limits set out in the Parameter Plans and Development Specification Document.*

G6/15 Since this pavilion will form a significant feature in the public park, the design of this element should reflect the local community and cultural characteristics and needs.

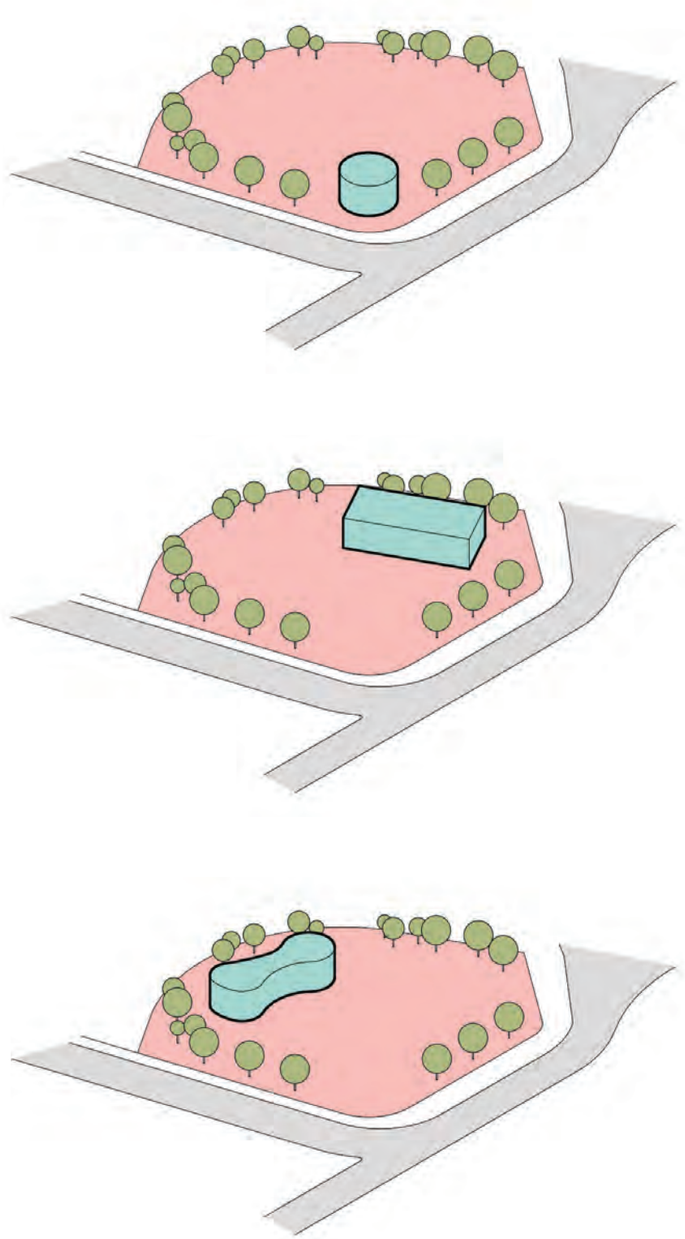


Fig. 124 - Diagrams illustrating how Mandatory Rules and Design Guidelines might influence potential pavilion configurations and locations

6.0 Built form

6.8.0 Separation of public & private space

In order to maximise provision of publicly accessible space most of the ground floor plane around the buildings ***should*** be considered public realm (publicly accessible space) except for some areas adjacent to ground floor level residential units (for privacy and security reasons).

G6/16 Residents of the new buildings should be largely provided for in terms of amenity space with ground level defensible space in the streetscape, projecting balconies (private amenity) at upper levels, private podium terraces and shared podium landscapes as identified on the following diagram.

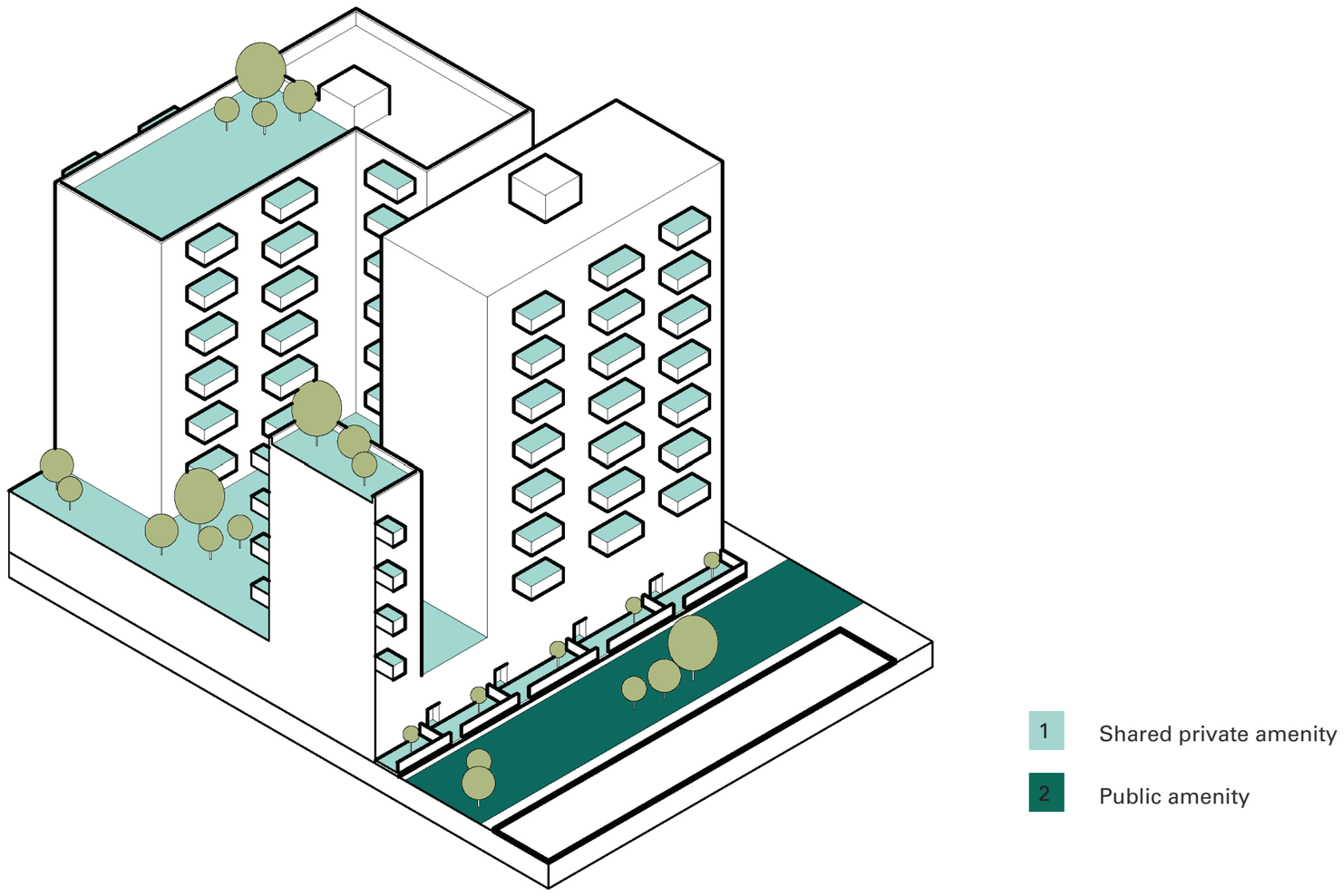


Fig. 125 - Axonometric diagram identifying differentiation between public and private space

No landscaping to define and break up public spaces

No separation between pavement and residential entrances

Well defined private space separation from street

Generous threshold between residential entrance and public realm

Areas of shared amenity for residents by street

No buffer between entrance and street

No shared private amenity at ground level

Clearly defined private/ public space without the threshold being too stark

Use of planting to separate public and private

level change as means of defining private space

Fig. 126 - Examples of public & private space and buffer zones

6.0 Built form

6.9.0 Flexible approach for introduction of office use in DZ1 & 2 and 4

The Parameter Plans accommodate flexibility for potential provision of office space within DZ1 & 2 and 4.

The potential main areas of difference of this use type (when compared to residential use) include the following:

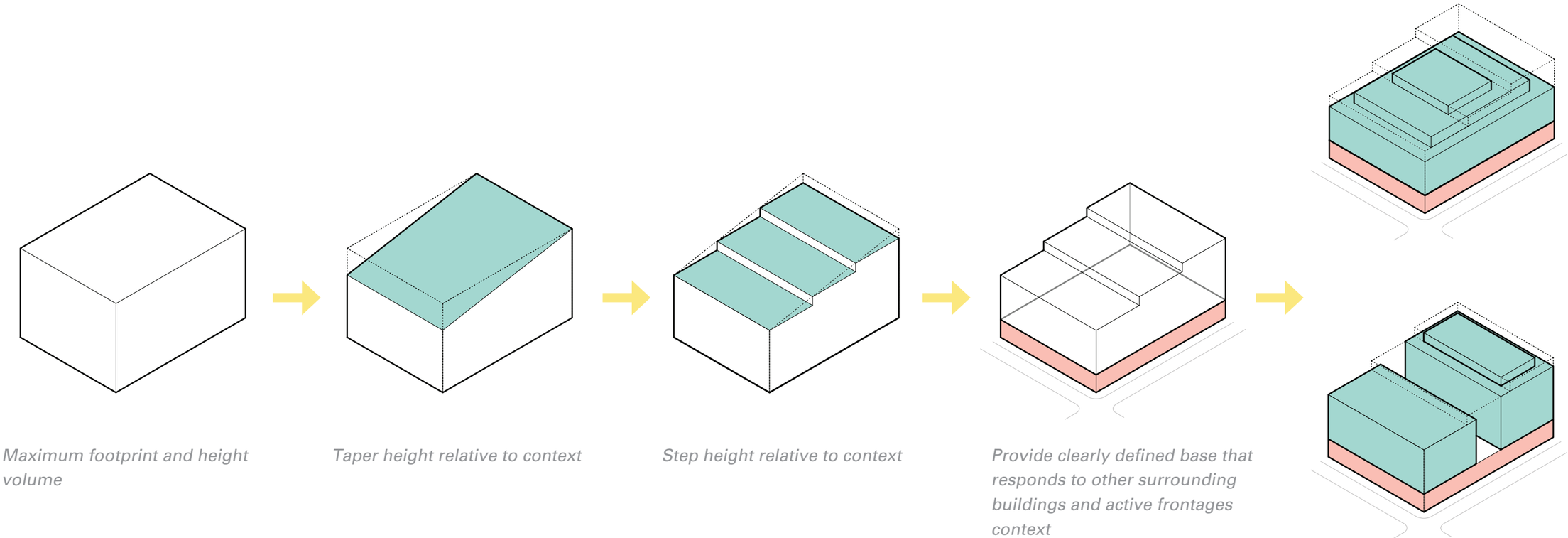
- Larger floorplate coverage at upper floors
- Increased floor to floor height
- Number of storeys is dictated by building efficiency
- Likely to be less fragmented than residential typology

G6/17 RMAs for the office use in DZ4 should consider impact of increased floor to floor height on design of facades and streetscape relative to adjacent residential properties.

G6/18 In order to work successfully within the associated Residential Neighbourhood Character Area, RMAs that include office use in DZ4 should be designed to avoid monotonous facades and no definition of fenestration and avoid an abrupt visual transition between surrounding residential and town centre buildings and the potential office buildings.

G6/19 RMAs for office use in DZ4 should consider incorporation of Town Centre Uses at ground floor level (see section 7.0 of the Design Codes).

The diagrams overleaf suggest an evolution of the design of office buildings within future RMAs.



Maximum footprint and height volume

Taper height relative to context

Step height relative to context

Provide clearly defined base that responds to other surrounding buildings and active frontages context

Adjust upper floor level office floorplate to meet efficiency requirements - avoid large set backs/ voids in public realm

Fig. 127 - Diagram illustrating how Design Guidelines & Mandatory Rules might influence the design of an alternative office scheme

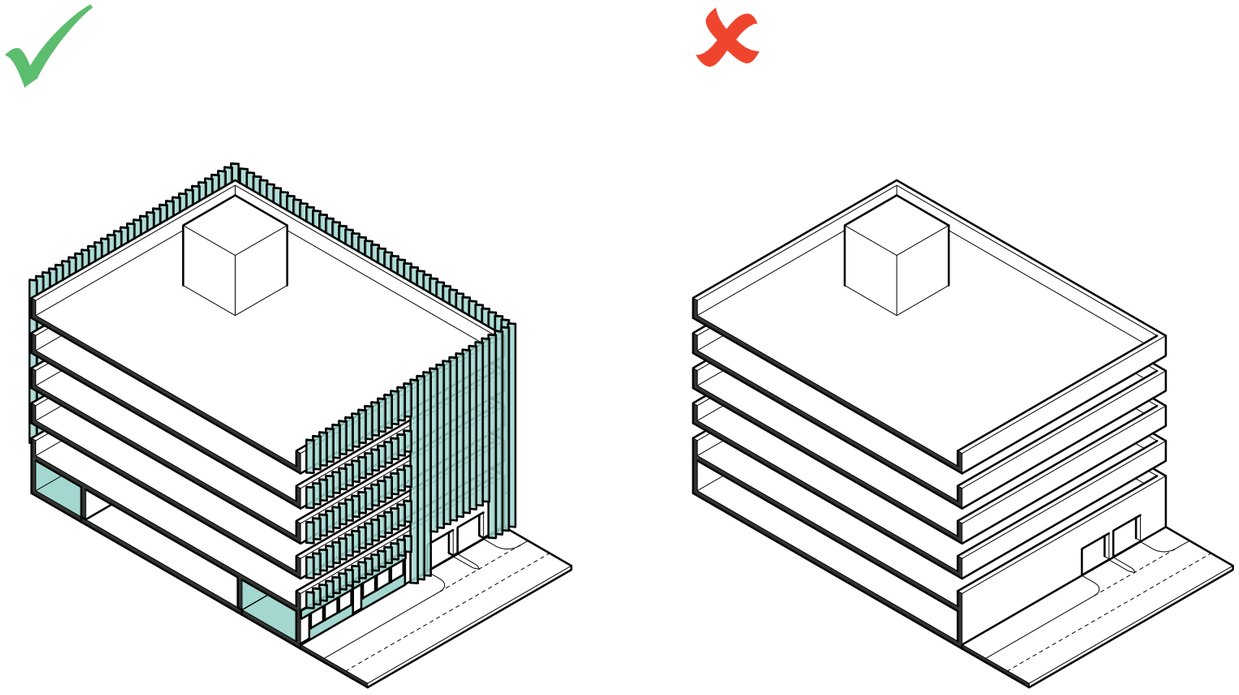
6.0 Built form

6.10.0 Flexible approach for multi-storey car park use in DZ6

The Parameter Plans accommodate flexibility for potential provision of multi-storey car parking space within DZ6. This alternative use could accompany office space in DZ4 or could also be delivered to accommodate car parking for residential uses in an alternative residential scenario.

G6/20 RMAs for multi-storey car parking in DZ6 should:

- ***G6/20.1 Screen cars from view from streetscape through use of carefully selected façade materials.***
- ***G6/20.2 Provide an easily identifiable entrance and cirulation core.***



Entrance easily identifiable and rainscreen cladding provided

Car parking levels visible and entrance and vertical circulation difficult to identify

Fig. 128 - Good and bad examples of multi-storey car park design

بسم الله الرحمن الرحيم

101

SLOUGH GREEN GROCERS

DAILY FRESH FRUITS & VEGETABLES

SLOUGH GREEN GROCERS FRUIT & VEG

English & continental grocery

عربي * تركي * ايراني * افغاني

مواد غذائية متنوعة

101

7

Use

Introduction

This chapter of the design codes provides Design Guidelines & Mandatory Rules on the range and distribution of uses that should be provided in the QM OPA and how these should be designed.

7.0 Use

7.1.0 Mix and distribution of uses

The proposed mix of uses and distribution of the mix of uses aims at supporting everyday activities in the proposed buildings and public realm and linking into the wider town centre use distribution. The Parameters allow flexibility for a range of different use classes within certain areas in order to ensure long-term resilience.

Greater flexibility for incorporation of workspace (and supporting car parking facilities) has been provided within DZ1 & 2, 4 and 6. The specific type of employment use space (commercial office space/ smaller affordable offices/ maker workshops etc) has not been prescribed (to maintain flexibility) but Development Zones 1 and 2 could be considered as a priority area for provision of smaller workspace units that could enliven the Town Square and bring new employment in the earlier phases of the development.

Development Zone 4, with its potentially more generous space for large scale office floorplates and taller massing would be more suitable for commercial office space since it could also be serviced by an adjacent multi-storey car park on DZ6.

M7/1 *Town Centre Uses (as defined in the Development Specification Document) must be distributed in greater concentration around the Town Square, along the High Street and either side of the north/ south route connecting the train station and the High Street. This is because these Town Centre Uses must reinforce key connections and activity points and the High Street retail.* Refer to Development Specification Document for Use Classes.

Fig.129 - Illustrative diagram of varied ground floor level uses

7.2.0 Providing ground floor level activity

Range of acceptable 'Town Centre Uses'

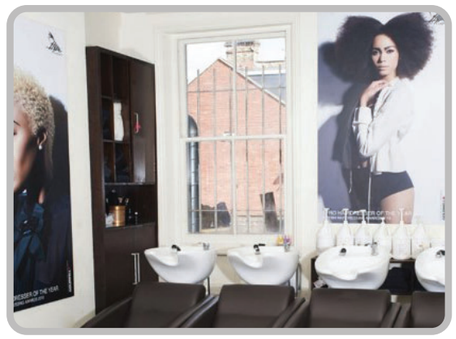
The Development Specification Document provides definition of a range of 'Town Centre Uses' and the Parameter Plans identify locations where these Town Centre Uses must be predominantly located on building frontages (51% or more of the relevant frontages must feature uses from within uses defined as 'Town Centre Uses').

The following Design Guidelines & Mandatory Rules explains how these Town Centre Uses should be distributed and how facades could be designed to provide ground floor level activity that is complementary to and activates the surrounding public realm.

Cafe (Food & beverage outlet)

Homeware shop (Retail outlet)

Grocery store (Retail outlet)



Hairdresser (Services)

Local convenience store (Retail outlet)

Restaurant (Food & beverage outlet)

Fig.130 - Examples of acceptable Town Centre Uses

7.0 Use

7.3.0 Distribution of Town Centre Uses

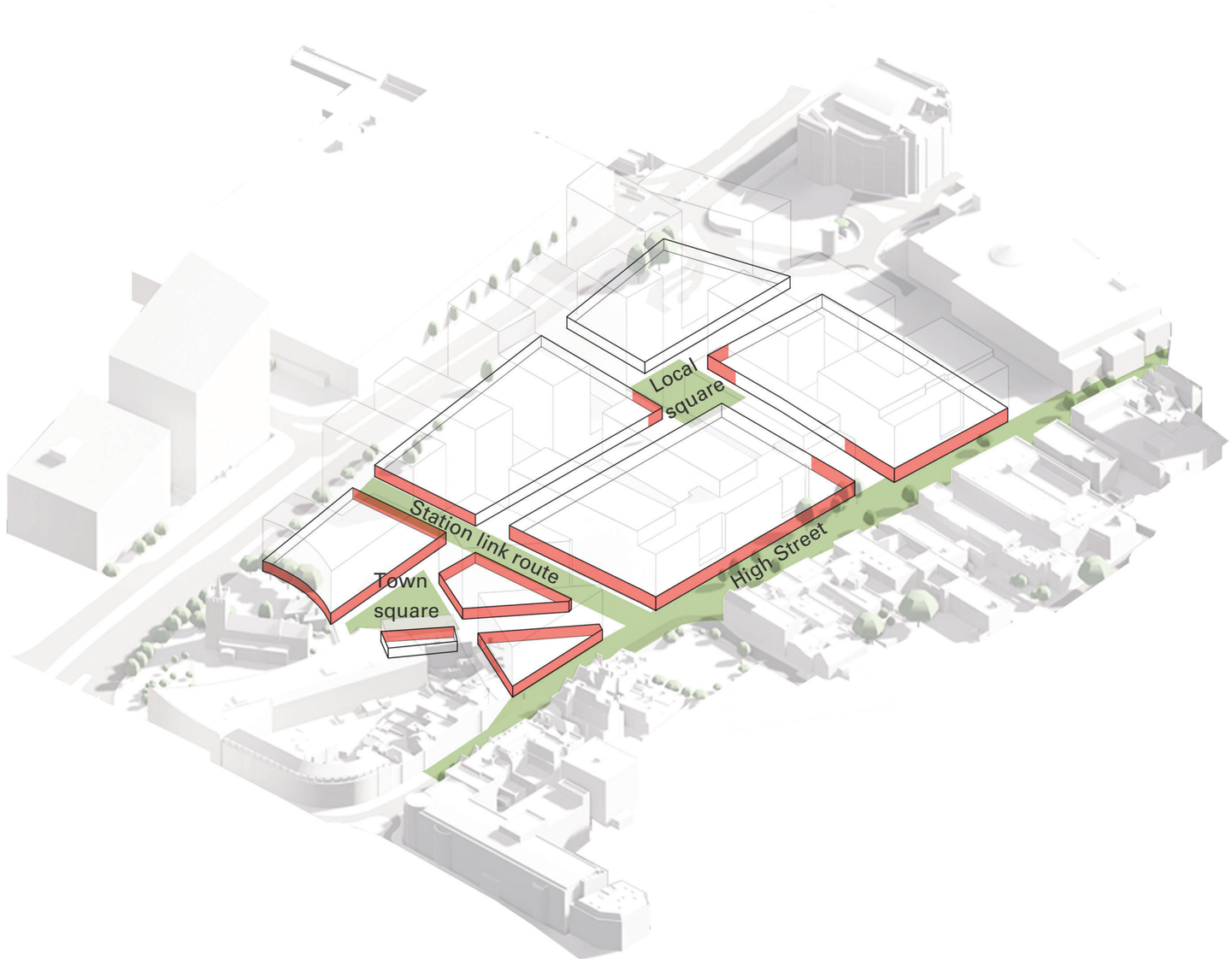


Fig. 131 - Illustrative diagram identifying suggested locations for Town Centre Uses relative to key public realm spaces

Town Centre Uses

It is proposed that a variety of Town Centre Uses will be provided at ground floor level of the QM OPA. These uses will by nature result in a larger proportion of street level activity than other use types.

The Parameter Plans identify locations for 'predominantly Town Centre Uses' and these generally correspond with key routes and connections and proposed areas of public realm.

M7/2 *Within these identified zones, as outlined on individual DZ parameter plans, at least 51% of the facades must be occupied by Town Centre Uses (including Class E, Class F and identified Sui generis uses and residential entrances) that will in turn provide active frontages that animate the streetscape.*

The diagram opposite identifies the location of these areas of Town Centre Uses relative to the key routes and public realm spaces that they should relate to and the images overleaf provide examples of the types of Town Centre Uses that could be incoporated within these zones.

1 Public realm spaces relating to Town Centre Uses

2 Areas identified for incorporation of at least 51% Town Centre Uses within Parameter Plans

G7/1 Town Centre Use facades should:

- ***G7/1.1 Allow for variety and mix of shapes, textures and colours that allow occupants to align facade designs with their brands and provide a more granular varied appearance to the overall street front composition.***
- ***G7/1.2 Incorporate entrance doors that are clearly visible and have level access from the public realm***
- ***G7/1.3 Allow for spill-out from F&B units to public realm where possible***
- ***G7/1.4 Where they exist as retail/ F&B frontage - provide a frame for ground floor level glazing and have signage, canopies and ventilation grilles incoporated within clearly defined zone***
- ***G7/1.5 Provide opportunity for display of address information***
- ***G7/1.6 Consider providing shelter and shade to residential entrances and/or spill out spaces***
- ***G7/1.7 Clearly distinguish design of different use type/demises from one another***
- ***G7/1.8 Try to incoporate glazed corners to assist in animation of secondary or tertiary frontages***

G7/2 Town Centre Use facades should not:

- ***G7/2.1 Be visually dominated by ventilation grilles, security shutters or other subservient elements***
- ***G7/2.2 Be cluttered (for example with signage outside of clearly designated zones and no hierarchy to design of facade)***
- ***G7/2.2 Have largely opaque facades and indistinguishable individual demises***

Town Centre Uses opening onto public realm

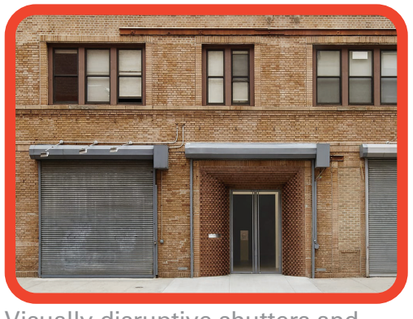
Level access and defined entrance doors

Spill out of internal activity onto public realm

Glazed corner

Canopy over residential entrance

Definition of different shops



Visually disruptive shutters and services

Prominent corner frontage occupied by plant room grilles

Lack of distinction and definition of retail units

Fig. 132 - Good and bad examples of active and inactive frontages

8

Mandatory code & compliance checklist

Introduction

This section of the Design Codes summarises all Mandatory items of the earlier sections of the Design Codes in a compliance checklist.

This checklist can be used by future designers and Local Authority planning officers as a means of evaluating future RMA proposals against the Design Code requirements.

The tables overleaf consolidate all of the Mandatory code items from the earlier sections of this document (numbering and colouring has been kept consistent). It is expected that future RMAs must meet all of these requirements.

8.0 Mandatory Rules & compliance checklist

Mandatory Rule section/ ref. number	Mandatory Rule description	DZ1 & 2	DZ3	DZ4	DZ5	DZ6	DZ6a	DZWS	DZHA	DZHB
IDENTITY ***M3/1***	*The proposal for the Town Centre character area must provide a new recognisable heart for the town that contains a new area of public realm that benefits and is frequently used by the people of Slough.*	✓	✓	✓				✓	✓	
MOVEMENT ***M4/1***	*A hierarchy of pedestrian movement routes in broadly the locations identified on the QM OPA 'Illustrative Sitewide Highways and Movement Plan IHMP' must be incorporated to ensure accesibility throughout the development. An illustrative example of how this could be achieved is shown on Figure 42 Movement Diagram.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/2***	*Primary pedestrian movement routes must be incorporated to create North-South permeability within the design of QM OPA as illustrated on the QM OPA 'Illustrative Sitewide Highways and Movement Plan IHMP' . Figure 42 Movement Diagram shows an illustrative example for this to be achieved.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/3***	*Design of future RMAs must seek to incorporate the primary route between High Street and the Town Square as part of key connections within Town centre character area. This route is indicated as L2 on QM OPA Development Zone 1 & 2 Maximum Parameters Plan.*	✓								
MOVEMENT ***M4/4***	*Mackenzie Street connection must be reinstated as a secondary pedestrian connection to the Town Square.*	✓								
MOVEMENT ***M4/5***	*Where a key public realm space such as the Local Square (as detailed in Chapter 5) intersects with vehicle routes, pedestrian priority crossings must be provided.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/6***	*All pedestrian routes must be designed in a way that minimises clutter.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/7***	*Elements such as street furniture, planting, signage, wayfinding elements and lighting must be located to avoid obstructing movement.*	✓	✓	✓	✓	✓	✓	✓	✓	✓

Mandatory Rule section/ ref. number	Mandatory Rule description	DZ1 & 2	DZ3	DZ4	DZ5	DZ6	DZ6a	DZWS	DZHA	DZHB
MOVEMENT ***M4/8***	*If streets are to be adopted, Highway design for streets must be in accordance with SBC's 'Developer's Guide Part 3 – Transport and Highway Guidance', which refers to 'Manual for Streets' and the 'IHIE Home Zone Design Guidelines' as relevant design guides.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/9***	*Cycle parking must be provided in secure and convenient areas throughout the development to promote sustainable modes of transportation.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/10***	*Cycle parking areas must be integrated within the public realm design.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
MOVEMENT ***M4/11***	*Cycle parking must be provided near key public realm spaces and routes within the Development.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/1***	*The public realm proposals must include a variety of formal and informal public open spaces in broadly the locations identified on the QM OPA 'Sitewide Illustrative Public Realm and Public Spaces Plan IPR'.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/2***	*Proposals for any future RMAs must seek to achieve an overall net gain in biodiversity in relation to the existing baseline position of the site.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/3***	*Key open spaces must be designed to respond to their immediate context and uses.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/4***	*Key open spaces must provide functions that enhance and reflect the Character Areas they are located in.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/5***	*Key open spaces must ensure they are accessible, sustainable and flexible to future-proof the development.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/6***	*The Town Square must provide flexible space to support a variety of civic and community events to be delivered as part of the Town Centre character area.*	✓								
PUBLIC REALM & NATURE ***M5/7***	*The Town Square must be located adjacent to The Curve and St Ethelbert's Church to respond to existing civic context.*	✓								
PUBLIC REALM & NATURE ***M5/8***	*The Local Square must be smaller in scale to the Town Square and offer activities and functions on a reduced scale.*	✓	✓	✓	✓	✓			✓	

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Mandatory Rule section/ ref. number	Mandatory Rule description	DZ1 & 2	DZ3	DZ4	DZ5	DZ6	DZ6A	DZWS	DZHA	DZHB
PUBLIC REALM & NATURE ***M5/9***	*Where provided, SuDS must be designed in accordance with CIRIA 'The SuDS Manual' document, and a detailed drainage strategy at the relevant RMA.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/10***	*When designing tree planting, landscape proposals must ensure sufficient rootable soil volume and soil quality can be provided for healthy and sustainable establishment of trees and must be suitable to species size.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/11***	*Mature canopy size of trees must be considered to determine spacing of trees as well as their offset distance from building facades and street edges.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/12***	*Street planting must be designed in conjunction with servicing and vehicle access strategies to ensure successful functioning of the whole development and avoid clashes with vehicle movement.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/13***	*Surface finishes, street furniture palettes, signage and lighting components for each Development Zone must be coordinated and form part of a Sitewide approach to ensure a consistent design language across the site.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/14***	*A formal civic open space with a minimum 1000 m² of flexible space for events must be delivered as part of the Town Centre Character area. It must allow for flexibility for events.*	✓								
PUBLIC REALM & NATURE ***M5/15***	*With the exception of maintenance and emergency vehicles, vehicular access into the central Town Square flexible space must be avoided. Servicing within Town Centre must be carefully developed in line with QM OPA Illustrative Servicing Strategy and any subsequently approved servicing strategies, to ensure quality of the public realm is not impacted.*	✓								
PUBLIC REALM & NATURE ***M5/16***	*The Local Square must incorporate pedestrian priority crossing within adjacent highways design to ensure pedestrian focus of the space is clear and legible to all user types.*		✓	✓	✓	✓			✓	

Mandatory Rule section/ ref. number	Mandatory Rule description	DZ1 & 2	DZ3	DZ4	DZ5	DZ6	DZ6A	DZWS	DZHA	DZHB
PUBLIC REALM & NATURE ***M5/17***	*While similar in scale to the Town Square, design of the Urban Park must provide contrasting character to the Town Square by providing an increased level of soft landscaping.*	✓					✓			
PUBLIC REALM & NATURE ***M5/18***	*The Heart Space must have a minimum total width of 12.5 m* between adjacent facades that form the route. Refer to Chapter 6 Built Form for further detail on Development Zone building line requirements.*				✓					
PUBLIC REALM & NATURE ***M5/19***	*Heart Space design must consider the temporary and permanent options for the future treatment of the retained Observatory wall* to ensure the public realm design solution and future improvement to the wall itself are coordinated, and to enable the public realm design to assist in reducing the massing of the retained wall.*				✓					
PUBLIC REALM & NATURE ***M5/20***	*As part of RMAs which include residential accommodation, primary pedestrian route design must respond to adjacent ground floor uses as well as the character areas they are located in.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/21***	*The landscape proposals as part of any future reserved matters application must be subject to a Secured by Design Homes (2019) review.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
PUBLIC REALM & NATURE ***M5/22***	*All public realm spaces including streets, footpaths and footways must be well lit in accordance to statutory regulations.*	✓	✓	✓	✓	✓	✓	✓	✓	✓
BUILT FORM ***M6/1***	*The footprints as outlined in the Parameter Plans are the maximum developable extents.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/2***	*All parts of proposed buildings within future RMAs must sit within the maximum heights as outlined in the Parameter Plans.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/3***	*Maximum parameter heights have been provided as A.O.D spot levels for tops of building and must be read in conjunction with one another to establish building heights. Maximum heights must allow for inclusion of lift overruns, plant and parapets etc.).*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/4***	*Minimise the visual impact of lift overruns and rooftop plant through use of perimeter or localized screening and well considered positioning.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/5***	*Proposed site levels in future RMAs must ensure that all areas of the site are accessible.*	✓	✓	✓	✓	✓	✓			

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BUILT FORM ***M6/6***	*Where DZ building facades are to be 'predominantly parallel', at least 50% of the proposed new facade length(s) must be parallel with existing opposite buildings as identified in this Design Code document. This relationship applies to both ground and upper levels of the proposed building(s) but excludes balconies.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/7***	*Where the built form of the QM OPA must be designed to provide views of specific townscape or heritage features, future RMA proposals must demonstrate through testing of verified views and visualisations that these views and visual connections are achieved and this aspiration for the town is delivered.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/8***	*Where the Mandatory Rules identify impact on specific views towards the QM OPA, future RMA proposals must demonstrate that these views and visual connections have been tested and that the stipulations of the specific Mandatory Rules have been achieved.*	✓	✓	✓	✓	✓	✓			
BUILT FORM ***M6/9***	*The route connecting the crossing from Brunel Way and the train station to the High Street must be configured to create a visible gap through to the High Street from the southern end of Brunel Way (southern side of Wellington Street).*	✓	✓	✓						
BUILT FORM ***M6/10***	*The northern edge of DZ1 must be predominantly parallel with existing buildings on the northern edge of Wellington Street.*	✓								
BUILT FORM ***M6/11***	*The western edge of DZ1 must respond to the geometry of the Curve building, create a sensitive backdrop to the church and provide a pedestrian route between the church and DZ1.*	✓								
BUILT FORM ***M6/12***	*The diagonal route connecting the High Street to the new Town Square must be configured so that a clear view of St Ethelbert's church and spire is exposed at the western end of the High Street.*	✓								
BUILT FORM ***M6/13***	*The western edge of DZ3 must be predominantly parallel with the eastern edge of DZ1 & 2.*	✓	✓							
BUILT FORM ***M6/14***	*The southern edge of DZ3 must be predominantly parallel with existing buildings on the southern side of the High Street.*		✓							

Mandatory Rule section/ ref. number	Mandatory Rule description	DZ1 & 2	DZ3	DZ4	DZ5	DZ6	DZ6A	DZWS	DZHA	DZHB
BUILT FORM ***M6/15***	*The northern edge of DZ4 must be predominantly parallel with existing buildings on the northern side of Wellington Street.*			✓						
BUILT FORM ***M6/16***	*The southern edge of DZ4 must be predominantly parallel with the northern edge of DZ3.*		✓	✓						
BUILT FORM ***M6/17***	*The roofscape and massing of DZ4 must be configured in any future RMA so that the buildings appear fragmented and varied in appearance in long distance views from Windsor Castle and Great Park*. This must be achieved by incoporating steps in building footprint/ height, gaps between massing elements or varied facade design or a combination of these techniques.*			✓						
BUILT FORM ***M6/18***	*The southern edge of DZ5 must be predominantly parallel with existing buildings on the opposite side of the High Street.*				✓					
BUILT FORM ***M6/19***	*The northern edge of DZ5 must be predominantly parallel with the southern edge of DZ6.*				✓	✓				
BUILT FORM ***M6/20***	*The eastern and western edges of DZ5 must be predominantly parallel with DZ3 and the existing Observatory shopping centre***.*		✓		✓					
BUILT FORM ***M6/21***	*The eastern edge of all building parts in DZ5 must be separated by at least 12.5m* from the western façade of the existing Observatory shopping centre**/ ***.*				✓					
BUILT FORM ***M6/22***	*The northern edge of DZ6 must be predominantly parallel with existing buildings on the northern edge of Wellington Street.*					✓				
BUILT FORM ***M6/23***	*The southern edge of DZ6 must be predominantly parallel with the northern edge of DZ5.*				✓	✓				
BUILT FORM ***M6/24***	*The roofscape and massing of DZ6 must be configured in any future RMA so that the buildings appear fragmented and varied in appearance in long distance views from Windsor Castle and Great Park*. This must be achieved by incoporating steps in building footprint/ height, gaps between massing elements or varied facade design or a combination of these techniques.*					✓				

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BUILT FORM ***M6/25***	*The pavilion must be designed to be respond to the immediate context, scale and functions of the Urban Park (L7).*					✓	✓			
BUILT FORM ***M6/26***	*The pavilion must be designed as an individual building or standalone structure within area of the maximum building footprint and subject to the floorspace limits set out in the Parameter Plans and Development Specification Document.*					✓	✓			
USE ***M7/1***	*Town Centre Uses (as defined in the Development Specification Document) must be distributed in greater concentration around the Town Square, along the High Street and either side of the north/ south route connecting the train station and the High Street. This is because these Town Centre Uses must reinforce key connections and activity points and the High Street retail. Refer to Development Specification Document for Use Classes.*	✓	✓		✓					
USE ***M7/2***	*Within these identified zones, as outlined on individual DZ parameter plans, at least 51% of the facades must be occupied by Town Centre Uses (including Class E, Class F and identified Sui generis uses and residential entrances) that will in turn provide active frontages that animate the streetscape.*	✓	✓	✓	✓	✓	✓			

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