

SLOUGH CENTRAL AREA REDEVELOPMENT

EXPLANATORY NOTES ON PROPOSALS BY C.H. ELSOM & PARTNERS, CONSULTANT ARCHITECTS TO SLOUGH BOROUGH COUNCIL

The redevelopment scheme now put forward is based on the Buckinghamshire County Council's Comprehensive Development Area map with the modifications proposed by the Minister of Housing and Local Government. The accommodation provided comprises shops, offices and car parks, together with a new library, building for entertainment and a bus station. The retail floor space has been provided on the basis of the recommendations of Messrs. Goddard & Smith, the Council's commercial consultants. Site references are to the Key Plan.

The most important site in the scheme is Site 'C/D', bounded by High Street, William Street, Wellington Street and Chandos Street, and allocated principally for shops. As the existing shops in Slough are centred on High Street, the new shopping facilities are designed so that they are closely associated with High Street.

The Town Centre Map envisages that in due course, with the creation of a new and improved main road pattern and the provision of adequate rear service access, High Street will be closed to vehicles and will become a pedestrian precinct. The principle of a traffic free area having thus been accepted, the development of Site 'C/D' has been conceived as an arcaded shopping area at ground level, planned in depth between High Street and Wellington Street, and giving pedestrian links from the bus and railway stations and multi-storey car parks to High Street. Above the arcades provision is made at first floor level for shop storage and servicing, with ramp access for vehicles from the proposed road in the vicinity of Somerset Place. Pedestrian access to the shopping area across Wellington Street and William Street will be by subway. The new Town Square is located at the junction of High Street and Chandos Street, with shops, a new G.P.O., library and meeting rooms, and small professional offices forming three sides to a height of, say, four storeys. The shopping arcades lead directly off the square, and it is proposed that they should be more than covered shopping streets. They would have 'open-air' cafes, small scale planting, perhaps a garden pool, and display kiosks and facilities for exhibitions of general interest including art and sculpture.

The scheme includes a multi-storey car park for some 500 cars on three levels on the northern side of the site with one-way access from and to Wellington Street. To reduce congestion in an area of high traffic generation, access for private cars is kept separate from service vehicles, and a direct link at high level across Wellington Street, with the multi-storey car park on Site 'E', is suggested to give greater flexibility in car parking.

The development of Sites 'A' and 'B', the remaining sites within the statutory Comprehensive Development Area, is relatively straightforward, with proposals for offices and buildings for entertainment. A bowling alley and dance hall combined on two levels, a public house with some guest room accommodation, and offices are proposed for Site 'B', which is linked by pedestrian subway with the Bus Station and car park on Site 'E', as no major car park is planned on Site 'B'. Site 'A' is proposed to be developed with offices and its related car parking only.

Site 'E' is not suited to shopping development, and the proposals are limited to a Bus Station with facilities for passengers and staff, and a multi-storey car park for approximately 500 cars on four levels.