

# 1. INTRODUCTION

South Bucks District Council has identified an opportunity for the comprehensive, conservation-led regeneration of 23 hectares of land at Mill Lane, Taplow. This land is referred to as the 'site' on these exhibition boards.

The site is designated as a Major Developed Site in the Green Belt and identified as an opportunity site within the adopted South Bucks Core Strategy under Policy CP15. The Policy states that a Development Brief must be prepared, prior to a planning application being submitted. It is intended that the District Council will adopt the Development Brief as a Supplementary Planning Document, and that this will then inform the preparation and determination of any planning application (or applications) that come forward on the site.

This exhibition material has been prepared by the different owners and contracted purchasers of the site (see Plan 2 below), in conjunction with Council Officers. Maddox & Associates are representing Barratt Homes, Firstplan are representing National Grid and Tim North Associates Ltd are representing Taplow Investments Ltd.

The exhibition seeks your views on a number of options relating to access, nature conservation, open space and recreation, conservation and heritage, and the built form of development. The comments received will inform the preparation of a draft Development Brief, which will then be subject to a further period of consultation (see Exhibition Board 2)

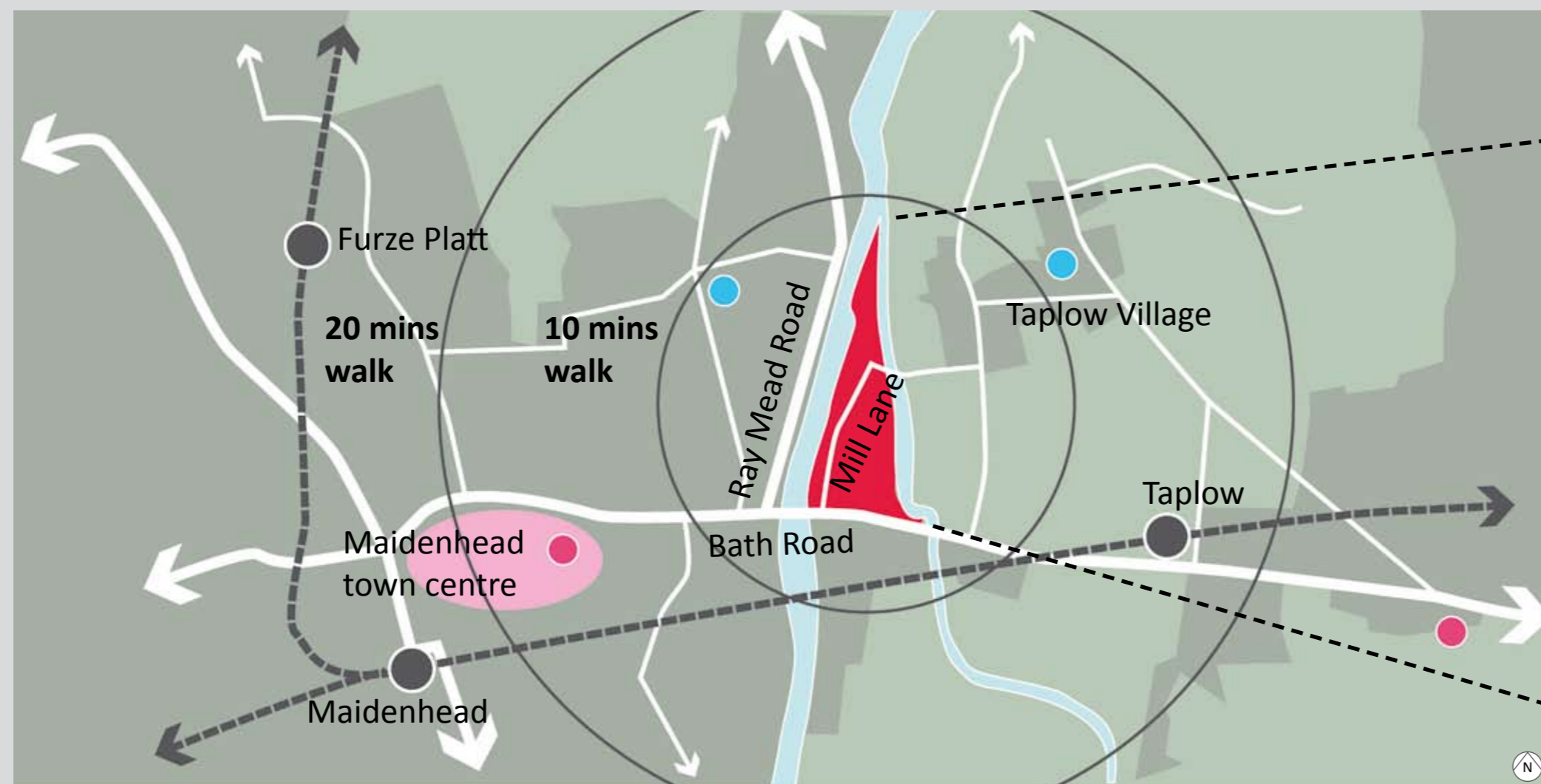
The options taken forward in the Development Brief will need to be in accordance with the Council's adopted Core Strategy

We warmly welcome your comments and suggestions and would ask that you provide us with some feedback on your views.



Vacant Skindles Hotel building

PLAN 1 - SITE CONTEXT PLAN

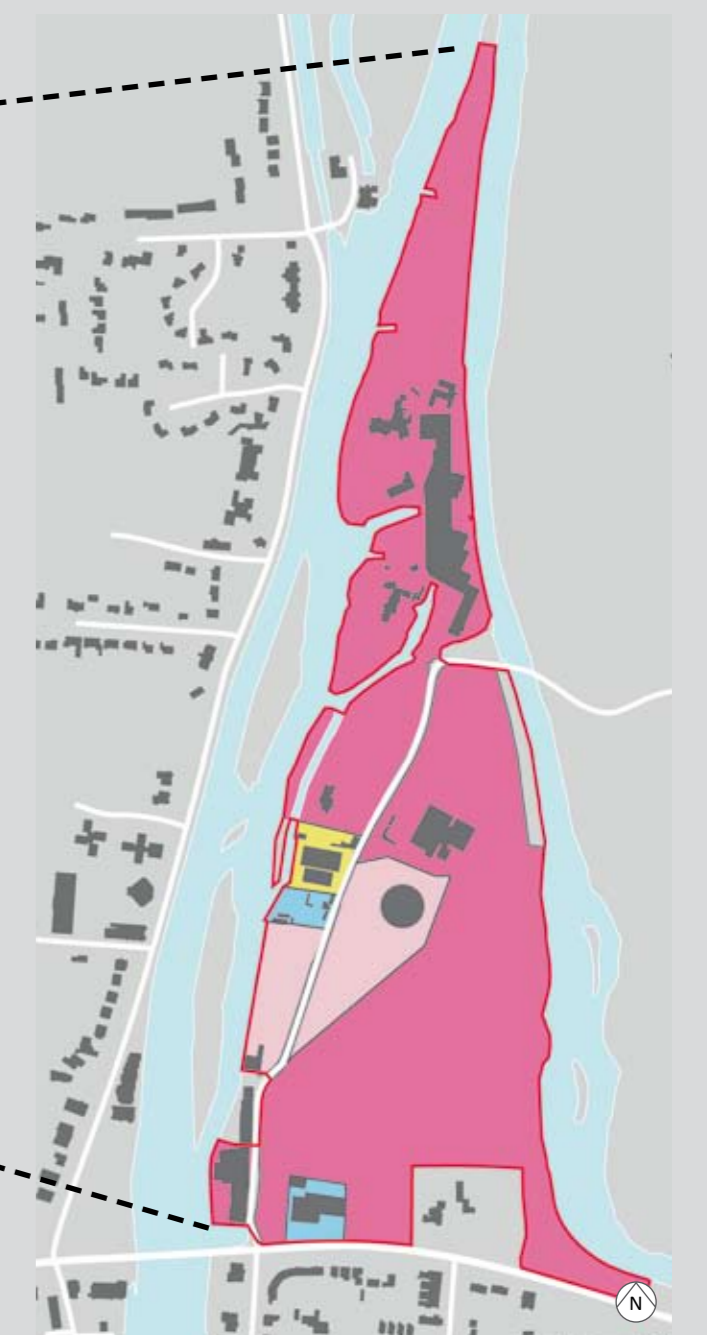


\*walking distances are approximate (with a new footbridge across the River Thames)

## PRE-EXHIBITION STAKEHOLDER ENGAGEMENT

Prior to this Exhibition, Curtin and Co have been liaising with local stakeholders (including local community and interest groups), with a view to gaining a better understanding of the main issues and local concerns. Six issues were consistently raised:

1. Sensitivity around the conservation area.
2. Protecting and enhancing the Flora and Fauna of the river.
3. Concerns about Mill Lane and the access from the site onto the A4 Bath Road.
4. The concept of a footbridge across the Thames, linking the site with Ray Mill Island.
5. Protection of the openness of the Green Belt
6. Sensitivities around the Skindles hotel and its impact on the listed Maidenhead Bridge



PLAN 2 - SITE OWNERSHIP PLAN

- Barratt Homes (contracted purchaser)
- Taplow Investments
- National Grid
- Other

# 2. BACKGROUND

The preparation of the Development Brief forms part of a planning process, that began with the preparation, and subsequent adoption of the Council's Core Strategy (February 2011). The timeline to the right outlines the anticipated timetable for preparation of the Development Brief and goes on to provide an indication of when a first planning application is likely to be made.

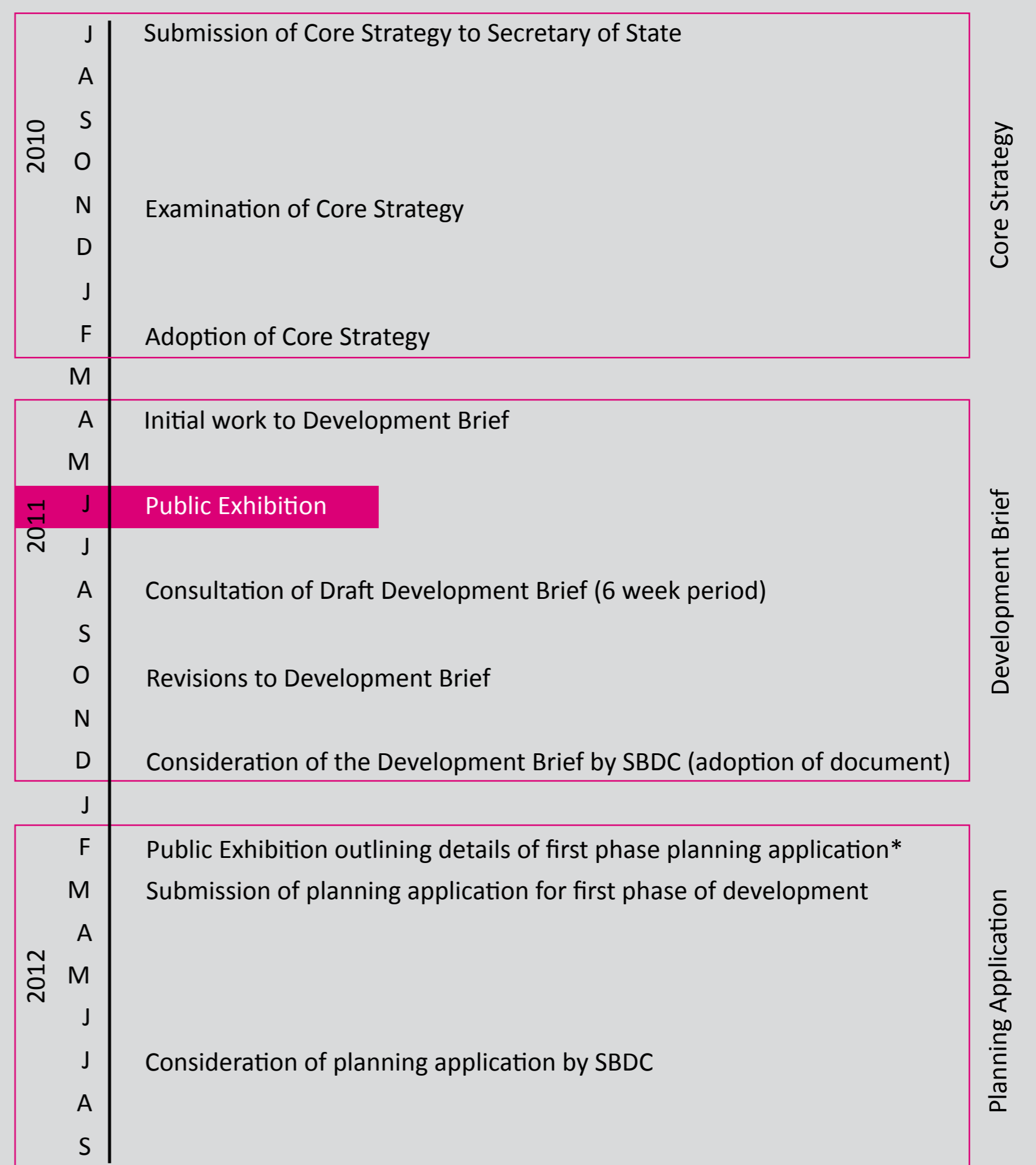
The Development Brief will provide a more detailed policy framework for the future preparation and determination of any planning applications on the site. The Development Brief will be prepared by the different owners and contracted purchasers of the site, in conjunction with Council Officers, and in due course, it is intended that it will be adopted by the Council (i.e. the elected Members) as a Supplementary Planning Document.

The landowners and contracted purchasers will then prepare a planning application (or applications) independently of the Council, and the Council will determine whether planning permission should be granted, taking into account the principles set out in the adopted Development Brief.

## CORE STRATEGY POLICIES

Together with Core Policy 15 (see Exhibition Board 3), the Core Strategy contains a number of other policies that are relevant to the future development of the site. These are summarised below.

- CP2 supports a range of housing types and sizes that meets local needs.
- CP3 states that 40% of all dwelling should be affordable.
- CP5 states that "new residential development should be supported by adequate open space and recreation facilities in terms of quantity, quality and accessibility".
- CP6 supports investment towards Green infrastructure, utilities, walking and cycling routes and public transport.
- CP7 goes on to support sustainable modes of transport and encourages improvements to walking, cycling and public transport routes.
- CP8 states that "all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area".
- CP9 comments that development that would harm landscape character or conservation interests would not generally be supported.
- CP10 relates to employment provision and contains a general presumption that sites currently in employment use will be retained for that use.
- CP12 requires at least 10% of the developments energy from decentralised and renewable or low-carbon sources.
- CP13 states that new developments should be water efficient and incorporate Sustainable Drainage Systems (SuDS) where feasible.



\*Given the size of the site, it is currently envisaged that it will be developed in phases. The timeline above indicates the process involved with the first phase of development. Construction is scheduled to begin on first phase of development in Autumn/Winter 2012 (assuming planning permission granted).



## PLAN 3 - FLOOD RISK

Core Policy 15 states that new development will be guided towards areas of lowest flood risk within the site, with only water compatible development in Flood Zone 3b and all other development in Flood Zone 2 (with the exception of the redevelopment of the Skindles Site, partly Flood Zone 3a).

The Flood Risk zones outlined on Plan 3 are based upon recent work undertaken on behalf of Barratt Homes. They differ from the 'strategic level' Flood Zones identified by Jacobs for SBDC in 2008 (as part of the evidence base for the Core Strategy). The area of Flood Risk Zone 2, taking into account the effects of climate change, is now much smaller than the area identified by Jacobs in 2008.

- Current extent of Flood Zone 3 (a and b) (high probability of flooding)
- Future extent of Flood Zone 3 when climate change is accounted for (present day Flood Zone 2)
- Future extent of Flood Zone 2 (medium probability of flooding), when climate change is accounted for

Source: Ardent Engineering (on behalf of Barratt Homes)

# 3

# CORE POLICY 15

Core Strategy Policy CP15 supports a comprehensive, conservation-led approach to the regeneration of the site. The policy supports a high-quality mix of development with watercourses and parkland. Suitable uses on the site would include residential, commercial development (for example offices, a café / restaurant, marina / boatyard), a hotel (broadly on the current Skindles site) and open space.

The adjacent plan and related text indicate the specific requirements that the Council has for the redevelopment of the site (as set out in Core Policy 15). These requirements will inform the content of the Brief and form the basis of the options that are being outlined at this exhibition.

Development should result in no greater impact on the openness of the Green Belt, and retain the largely open character of the site.

Be sympathetic to the historic nature of the site and its surroundings, including the Taplow Riverside and Maidenhead Riverside Conservation Areas, and any remains of archaeological importance.

Improve public access to the River Thames through a new riverside walk.

Ensure that there is no net loss of jobs, and provide up to 200 jobs across the site.

Incorporate decentralised and renewable or low carbon technologies (for example, combined heat and power, or potentially water power), unless it is clearly demonstrated that this is not viable or feasible. This should ensure that at least 10% of the energy needs for the development are secured from these sources, in accordance with Core Policy 12.

Preserve, and where possible enhance, the character and appearance of the riverside setting, including views to and from the site.

Minimise the risk of groundwater pollution.

Provide a new footbridge across the Thames to Maidenhead in the vicinity of Boulters Lock, unless demonstrated not to be feasible or viable.

Protect, conserve and where possible enhance Glen Island House, and its setting.

On the former Mill site, a high quality design could result in development of a similar height to the existing building. Elsewhere, the height and massing of development should ensure a reduced visual impact.

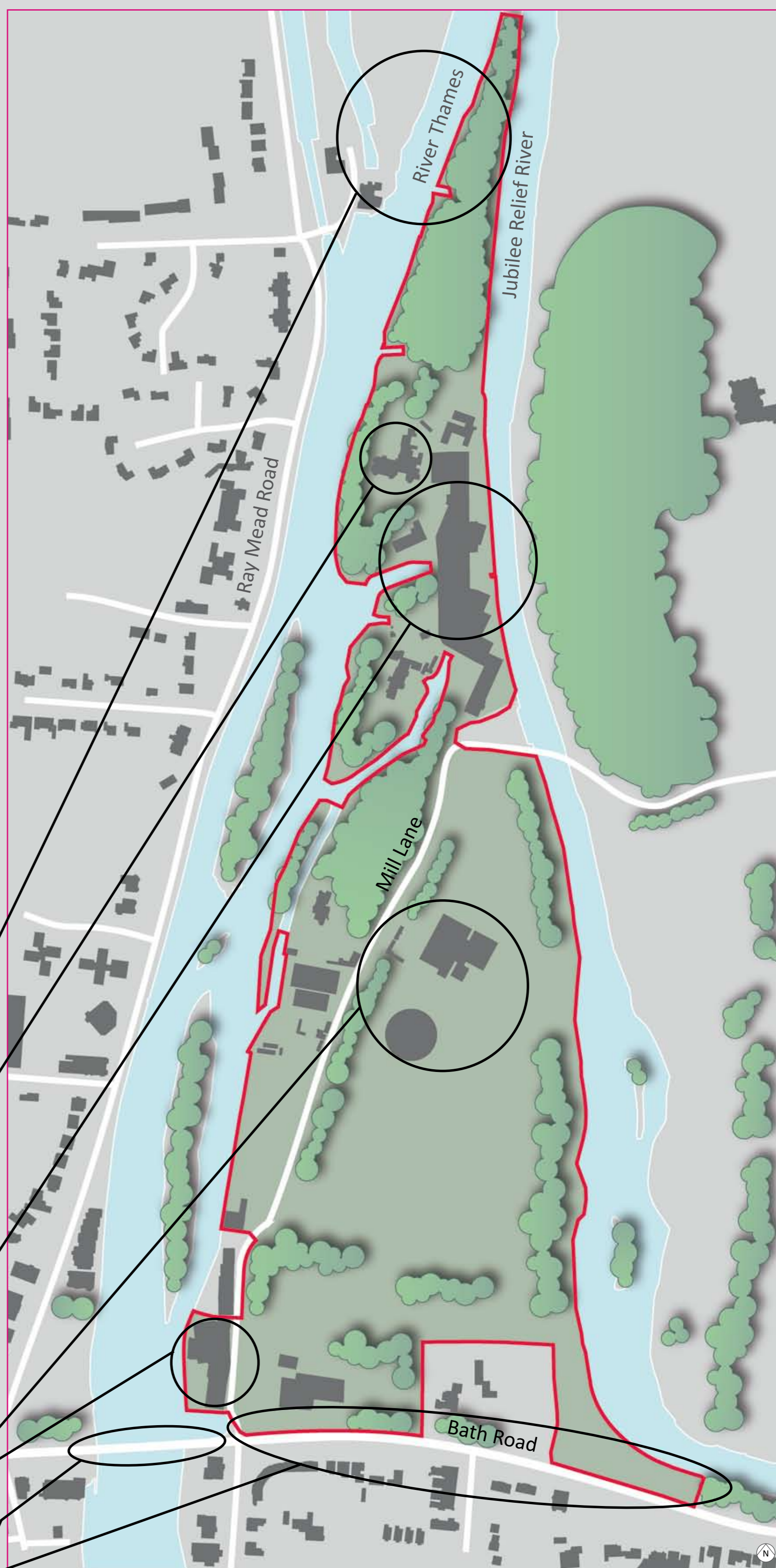
The removal of the gasholder and sheds on the Severnside part of the site (when possible).

Redevelopment of the Skindles site for a hotel

Protect, conserve and where possible enhance Maidenhead Bridge, and its setting.

Provide an acceptable means of access into the site, and minimise the impact of the new traffic generated on the A4 Bath Road.

Deliver a net gain in biodiversity resources and avoid unacceptable impacts on the nearby South Lodge Pit SSSI.



PLAN 4 - THE SITE

### OTHER POLICIES

In addition to the aims of the spatial strategy and related Core Strategy policies, future development on the Mill Lane site will need to comply with the saved policies in the South Bucks Local Plan (adopted 1999). In preparing the Development Brief and determining any future planning applications, account will also need to be taken of national planning policy (for example, in PPG2: Green Belts), the Taplow Riverside Conservation Area Appraisal and locally prepared documents, such as the Taplow Parish Plan.

# 4

# PEDESTRIAN & CYCLE ACCESS

There is an existing network of footpaths and cycle ways that provide recreational value and allow access to, and across the site.

It is acknowledged that there are certain 'desired routes' that could be provided, and we are seeking your views regarding your preferred options for any new routes across the site (see plans below).

It is important that any comprehensive proposals for regeneration of the Mill Lane site make provision for the safe and efficient movement of pedestrians, both within and across the site. Core Policy 15 requires improved public access to the River Thames through a new riverside walk, with a new footbridge in the vicinity of Boulter's Lock (unless demonstrated not to be feasible or viable).

A riverside path could encourage more visitors to the area, potentially helping to support a new café or restaurant.

### OPTION 1 – FOOTPATHS

At present, there are no footpaths running alongside the River Thames or alongside the Jubilee River (in the vicinity of the existing Mill buildings). The three footpath options presented below are indicative, but seek local stakeholders' views on the broad concept of a riverside walk along the River Thames (Plan 6), a Looped Route (Plan 7) or the continuation of the footpath alongside the Jubilee River (Plan 8). Which would be your preferred Option, and should any of these routes be lit?

### OPTION 2 – A NEW FOOT CROSSING OF THE THAMES

There is the potential for a new footbridge over the River Thames in the vicinity of Boulter's Lock. A new footbridge would significantly improve pedestrian access to the Mill Lane site, and would provide for a circular pedestrian route (when used in conjunction with the Thames Path). There are however some constraints that would need to be overcome, including the visual impact of the new bridge, providing sufficient space on the western bank of the River to provide a 'landing' spot at Boulter's Lock, and obtaining agreement from the Environment Agency and landowners.

As an alternative, the re-use of the existing weir to the north of the site, as a foot crossing is being explored. This would avoid the complexities associated with providing a new river crossing, although it is acknowledged that safety issues would have to be considered.

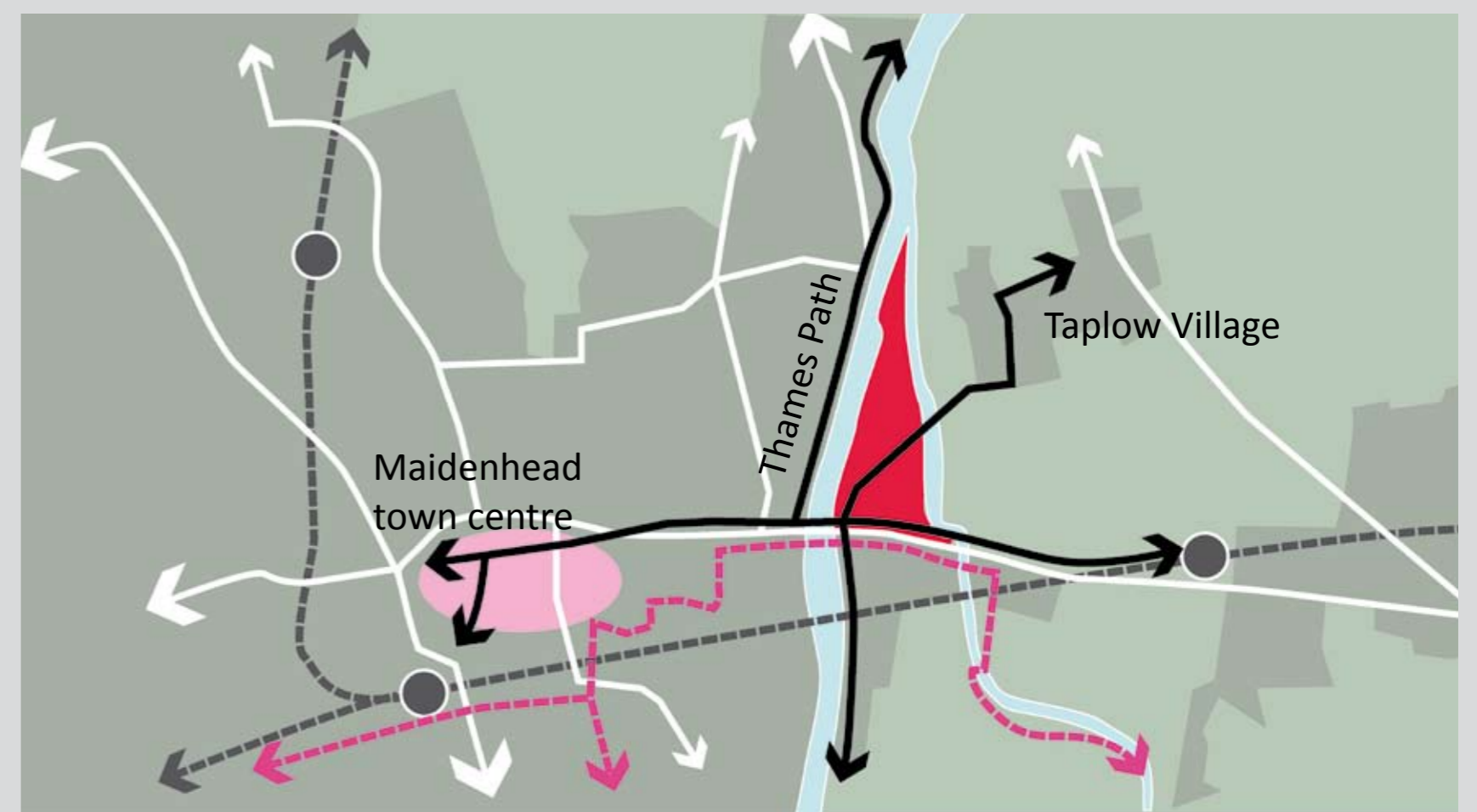
How important is it that proposals for regeneration of the Mill Lane site incorporate provision of a new foot crossing over the Thames?

### OPTION 3 – IMPROVEMENTS TO MILL LANE

Mill Lane currently offers a poor pedestrian environment. Would you like to see improvements to the road, such as a footpath alongside it, or additional car parking areas provided?

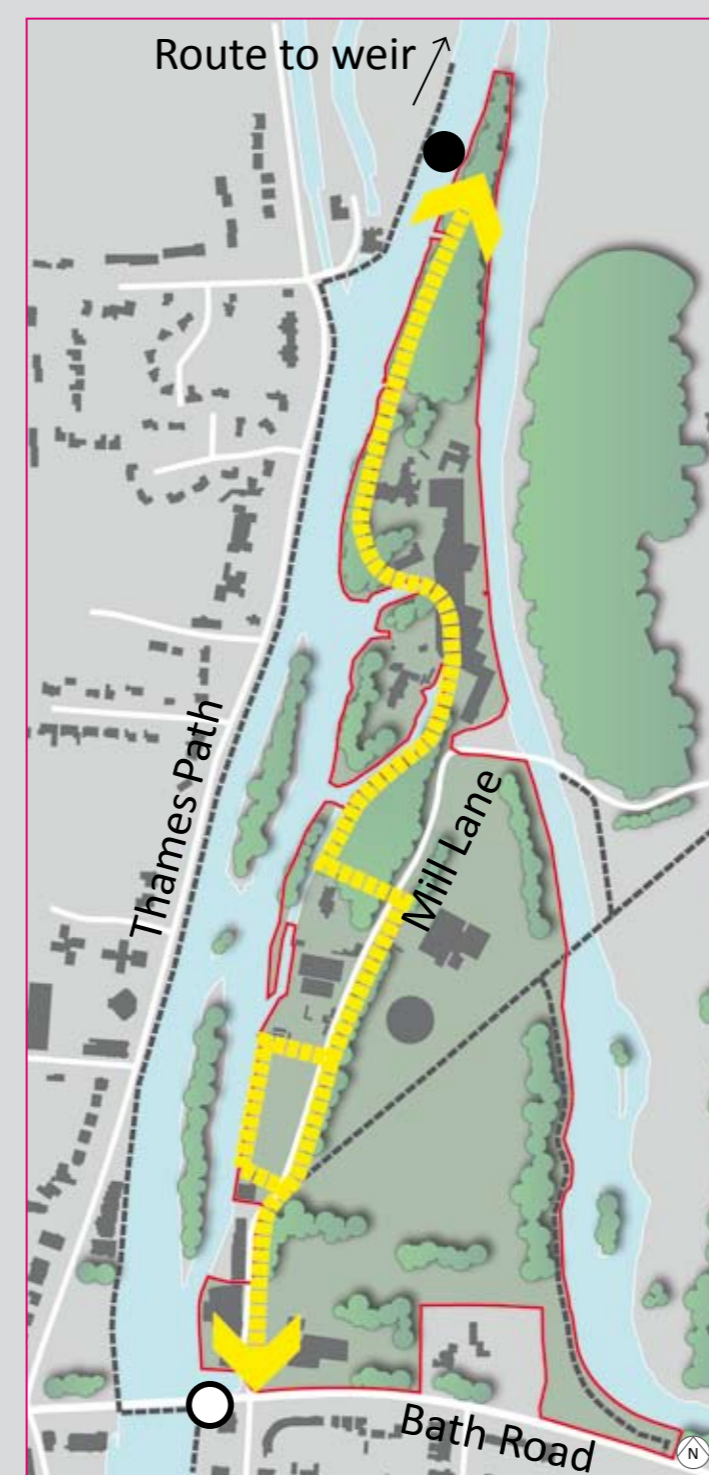
### OPTION 4 – CYCLE ROUTES

Core Policy 15 requires an acceptable means of access into the site, which minimises the impact of the new traffic generated on the A4 Bath Road. In connection with the future development of the site, cycle parking will have to be provided, but are there any routes across the site that you would like to see improved for cyclists, for example along Mill Lane?

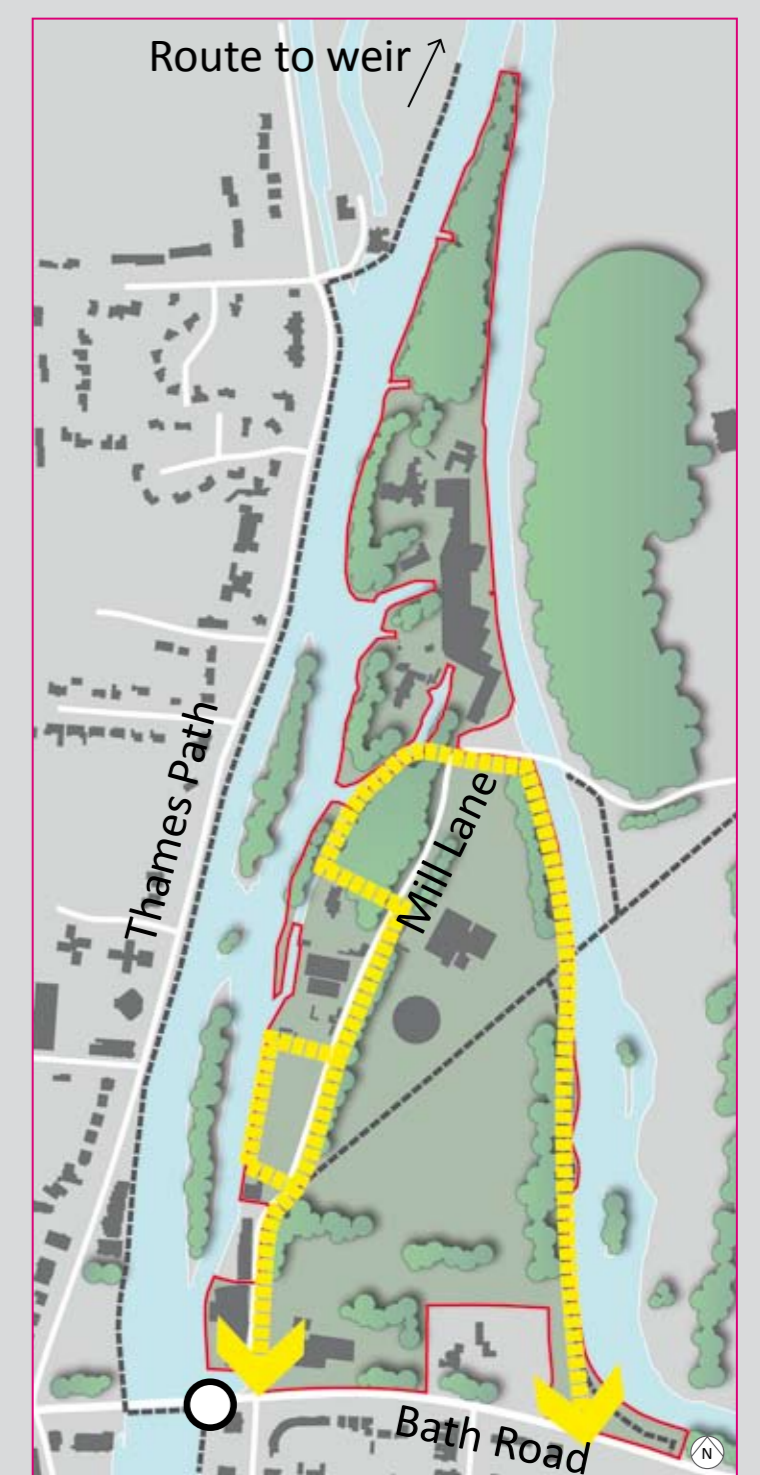


**PLAN 5 - FOOTPATH AND CYCLE CONNECTIONS**

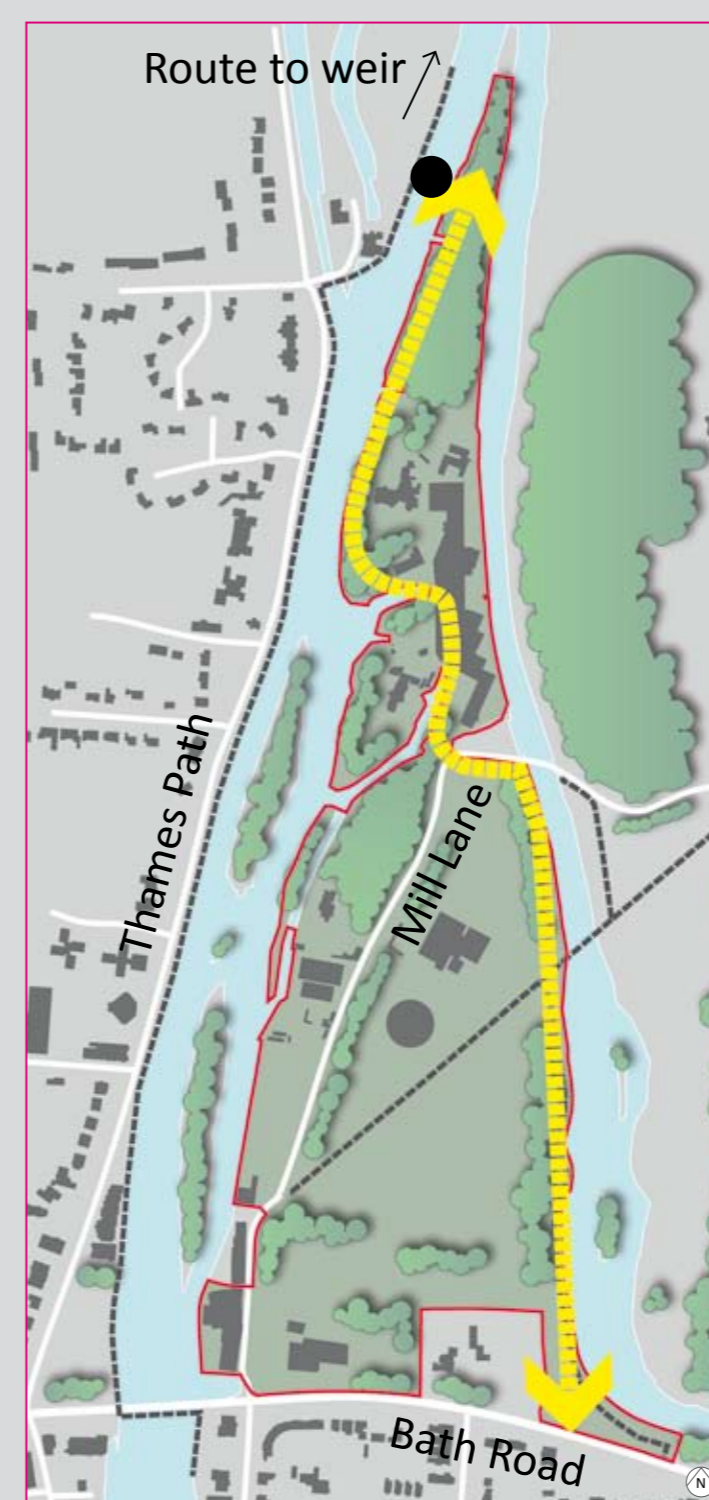
- Site
- Footpath
- Cycle route
- Railway line
- Bus route



**PLAN 6 - RIVER THAMES ROUTE OPTION**



**PLAN 7 - LOOPED ROUTE OPTION**



**PLAN 8 - JUBILEE RIVER ROUTE OPTION**

- Existing footpath (to be retained)
- Indicative route of new footpath
- Indicative location of new footbridge
- Link to Thames Path across/under Maidenhead Bridge

# 5. ROAD ACCESS

The Mill Lane site is currently accessed from the south via a junction with the A4 Bath Road, and from the north east, via Taplow Village. The A4 Bath Road is congested at peak times, and there are issues with on-street parking and 'rat-running' along Mill Lane. A comprehensive access strategy will be required, that balances the need for safe and effective vehicular access, with protection and enhancement of the historic and natural environment.

There are a number of options that are being considered in relation to vehicular access and car parking (see below).



Core Policy 15 requires an acceptable means of access into the site, which minimises the impact of the new traffic generated on the A4 Bath Road.

## OPTION 5 – BATH ROAD JUNCTION

The junction of Bath Road and Mill Lane is congested at peak times and suffers from reduced visibility for vehicles trying to turn onto the Bath Road from Mill Lane.

Depending upon the location, scale and mix of development on the Mill Lane site, there may be a requirement to improve the existing access and / or create a new access onto the Bath Road. Any improvements to the existing access will need to respect the setting of the Grade 1 Listed Maidenhead Bridge. Any new access to the east of the existing junction is likely to result in the removal of part of the line of mature TPO trees (see Exhibition Board 6).

The access arrangements will need to be agreed with the Highways Authority, but the Options might include:

1. Retain / improve the existing junction.
2. Close the existing junction, and provide a new access onto the Bath Road to the east (as indicated on Plan 9).
3. Have two accesses into the site off the Bath Road with one of the accesses potentially serving just part of the site (for example, the Skindles Hotel site).

## OPTION 6 – MILL LANE OPTIONS

Mill Lane is used as a 'rat-run', particularly when there are problems on nearby strategic routes. In addition, it is likely that the number of vehicles using Mill Lane will increase as a result of the planned redevelopment of the Mill Lane site.

To ensure Mill Lane provides a safe environment for drivers as well as pedestrians and cyclists, it is likely that the road will be closed to motor vehicles at the point of crossing the Jubilee River. This will stop the use of Mill Lane as a 'rat-run' and prevent the new traffic generated from redevelopment of the Mill Lane site routing through Taplow. The Highway Authority has already confirmed that the stretch of Mill Lane between the Jubilee River and Taplow cannot cater for any increase in vehicular movements.

Would you support the closure of Mill Lane (to motor vehicles) at the point of crossing the Jubilee River?

At the detailed planning stage, any development will be designed so as to reduce vehicle speeds, with priority being given to sustainable modes of transport (including walking, cycling and public transport).

## OPTION 7 – CAR PARKING

At present, many local employees and visitors park their cars on Mill Lane. As part of any comprehensive redevelopment plan of the site, would you like to see improved or additional car parking provision, or given that this only happens for limited parts of the day, is it something you are content to let continue?

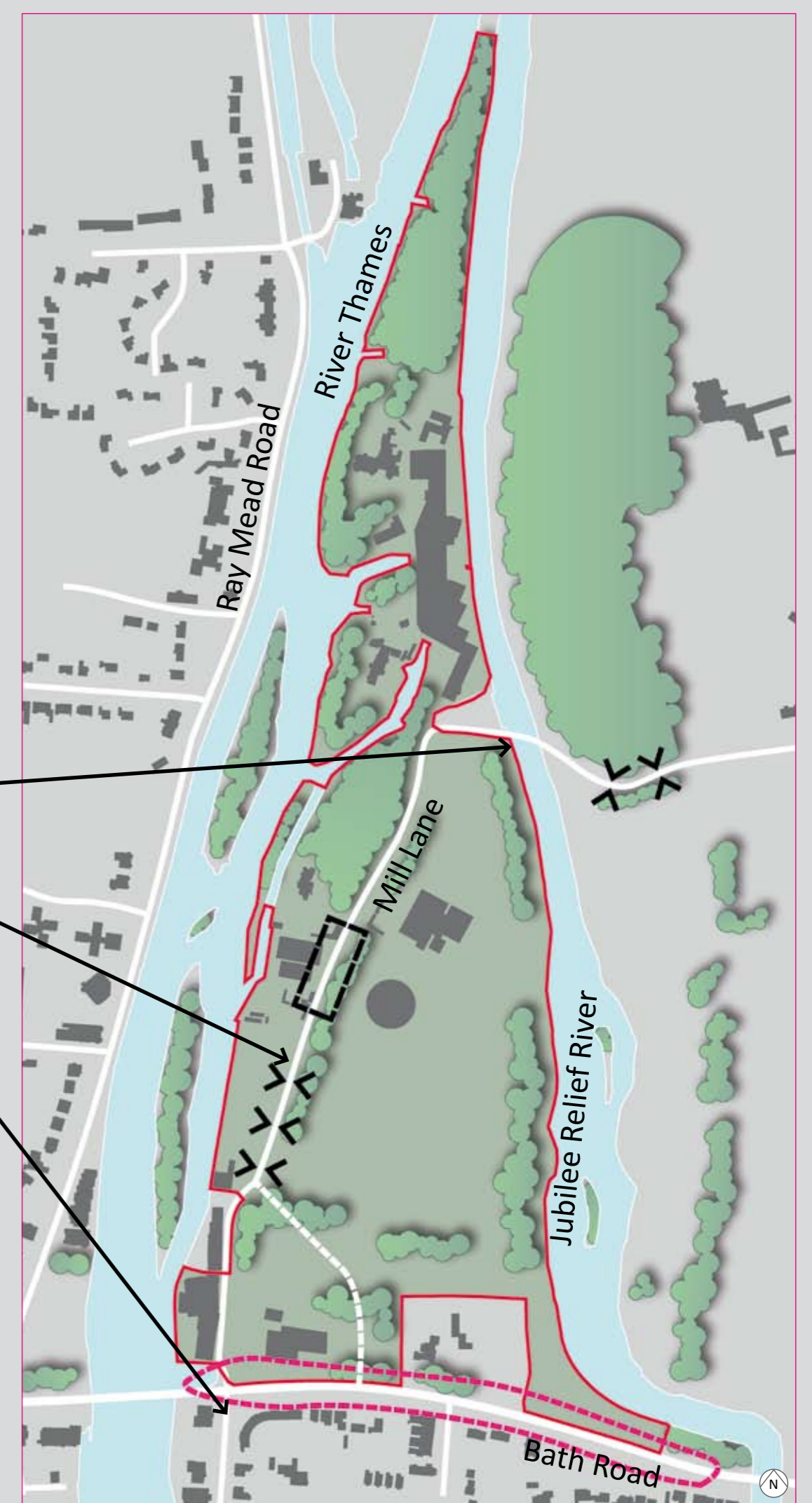
## PLAN 9 - ROADS AND PARKING PLAN

- Congested areas
- Narrow road
- Areas of on-street car parking
- Potential new road with access onto the A4 Bath Road

Likely point of closure of Mill Lane. Access for pedestrians and cyclists retained

Potential traffic calming

Potential improvement of the Mill Lane junction with the Bath Road or 'stopping up' of Mill Lane



# 6. ENVIRONMENT

Improving access to the river and improving open space and recreational facilities, whilst also retaining the openness of the Green Belt are key to the future development of the site.

Balancing development with nature conservation and biodiversity interests is particularly important, especially given the neighbouring South Pit Lodge SSSI (Site of Special Scientific Interest) designation and the location of the site within the 'Thames Valley Local Biodiversity Opportunity Area', as designated by Buckinghamshire County Council.

We are seeking your views on the following options:

Core Policy 15 requires any redevelopment proposals to preserve, and where possible enhance, the character and appearance of the riverside setting, retain the largely open character of the site and deliver a net gain in biodiversity resources.

Given the recognition of the site as being rich in biodiversity, survey work is already underway in order to establish its exact characteristics. The following surveys have/will be being carried out in 2011.

Wintering Bird Survey	March
Phase 1 Habitat Assessment	May
Breeding Bird Survey	May
Japanese Knotweed Survey	May
Stag Beetle Survey	June
Grassland and Woodland Botanic Survey	June
Hedgerow Survey	June
Otter and Water vole Survey	June
Badger Survey	June
Reptile Survey	June
Bat Survey	July
Depressed Mussel Survey	July
Dormouse Survey	July
Fish Survey	July

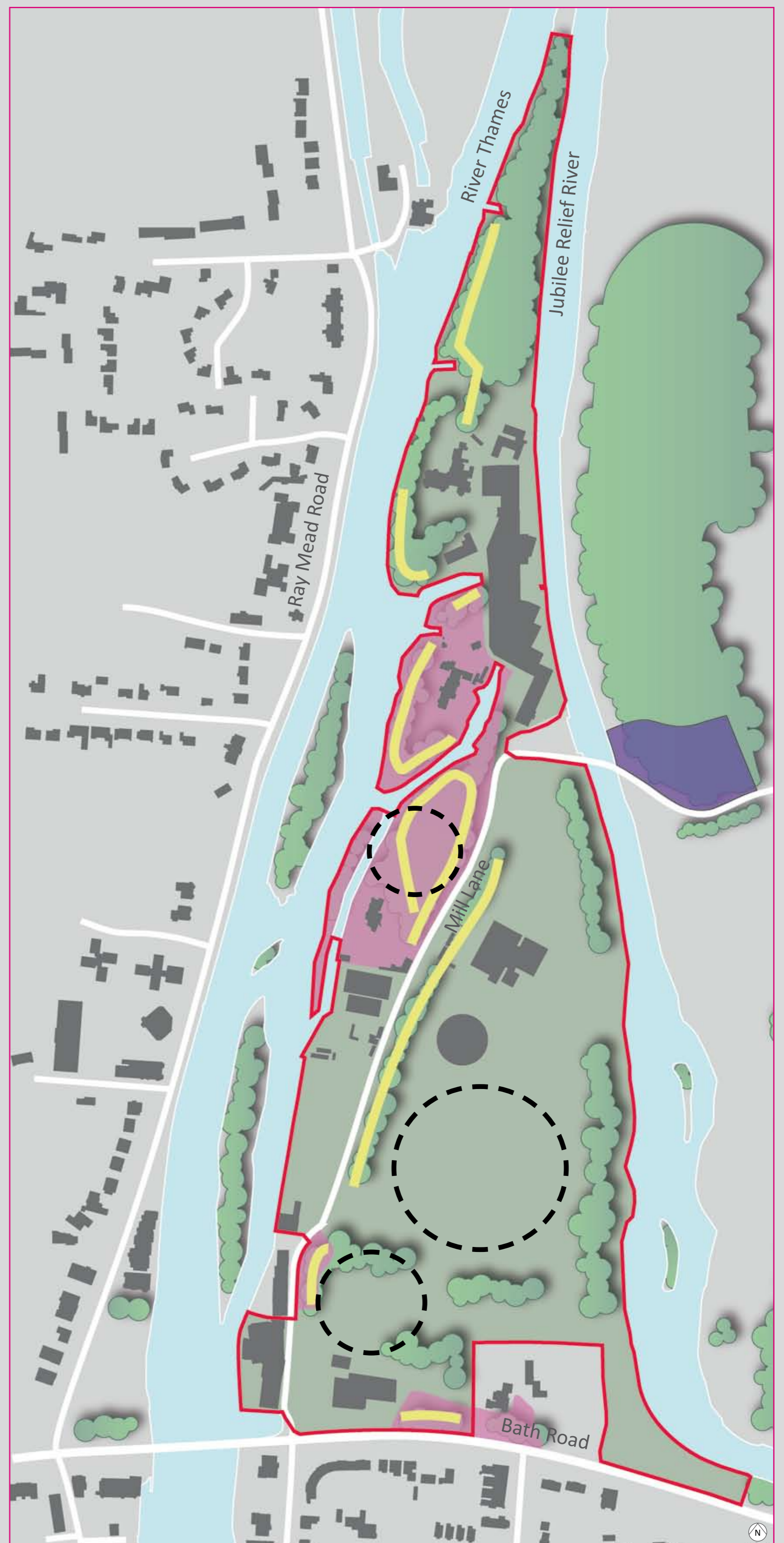
## OPTION 8 – OPEN SPACE PROVISION

There are at present a number of areas of the open space across the site which could be used more intensively for recreational use (such as for sports fields). Is using this space more intensively something you would be supportive of, bearing in mind the impacts of a more intensive use (such as car parking), or would you prefer a more informal, less intensive use of this space? Do you have any suggestions how this open space could be managed, particularly if a more intensive use was favoured?





## OPTION 9 – WOODLAND

There are large areas of wooded land across the site that could be used to provide increased public access to the river, or in some cases managed more effectively to create new wildlife habitats. However, making changes to these areas could impact on views from across the River into the site, although this could be mitigated through the creation of new woodland elsewhere on the site.

What would your preference be with regard to opening up woodland areas, and would you like to see new woodland areas created?



PLAN 10 - ENVIRONMENTAL CONSTRAINTS AND OPPORTUNITIES PLAN

-  Potential open space improvements
-  Areas of group Tree Preservation Orders
-  Important groups of trees
-  Site of Special Scientific Interest

# 7. HERITAGE

The western part of the site falls within the Taplow Riverside Conservation Area, whilst the Maidenhead Riverside Conservation Area lies on the opposite bank of the River Thames, to the west.

Any proposals whether situated inside, or affecting the setting of either the Taplow Riverside Conservation Area or the Maidenhead Riverside Conservation Area will be expected to preserve or enhance their character or appearance.

In addition, the site contains a listed building, and a number of buildings of heritage value which will have to be protected and enhanced through the future development of the site.



Maidenhead Bridge which adjoins the site

Core Policy 15 makes it clear that a conservation-led approach must be taken to the regeneration of the Mill Lane site. Redevelopment proposals should be sympathetic to the historic nature of the site and its surroundings.

#### OPTION 10 – GAS HOLDER

Views from the west are impacted by the gasholder which is visually detrimental to the locality and it is envisaged that this building will be removed in the future if the costs can be met through a viable redevelopment of the site. The part of the site containing the gasholder is outside of the Conservation Area and it may be a suitable location for new development. Is this something you would broadly support, given the conservation benefits of removing the gasholder?

#### OPTION 11 – SKINDLES

The Skindles building is located at a key gateway into the District and into the site, and lies adjacent to the Grade 1 Listed Maidenhead Bridge. The Skindles building is identified as a Significant Unlisted Building in the Conservation Area Character Appraisal, and careful consideration will therefore need to be given to the scope for reuse of this building, before any redevelopment scheme is pursued.

If the site is redeveloped, any new building will need to respect the setting of Maidenhead Bridge, and enhance the character of the Conservation Area. Do you support a hotel use on this part of the site, and if the site is to be redeveloped, what are your views on the scale, siting and design of any new hotel building?

#### OPTION 12 – GLEN ISLAND HOUSE

Glen Island House is a Grade II listed building that is presently vacant. It is important to bring the building back into a productive use. The conversion of the building for employment use is envisaged. Would you agree that this is a suitable future use to secure the upkeep and refurbishment of the building?

#### OPTION 13 - MILL ISLAND HOUSE

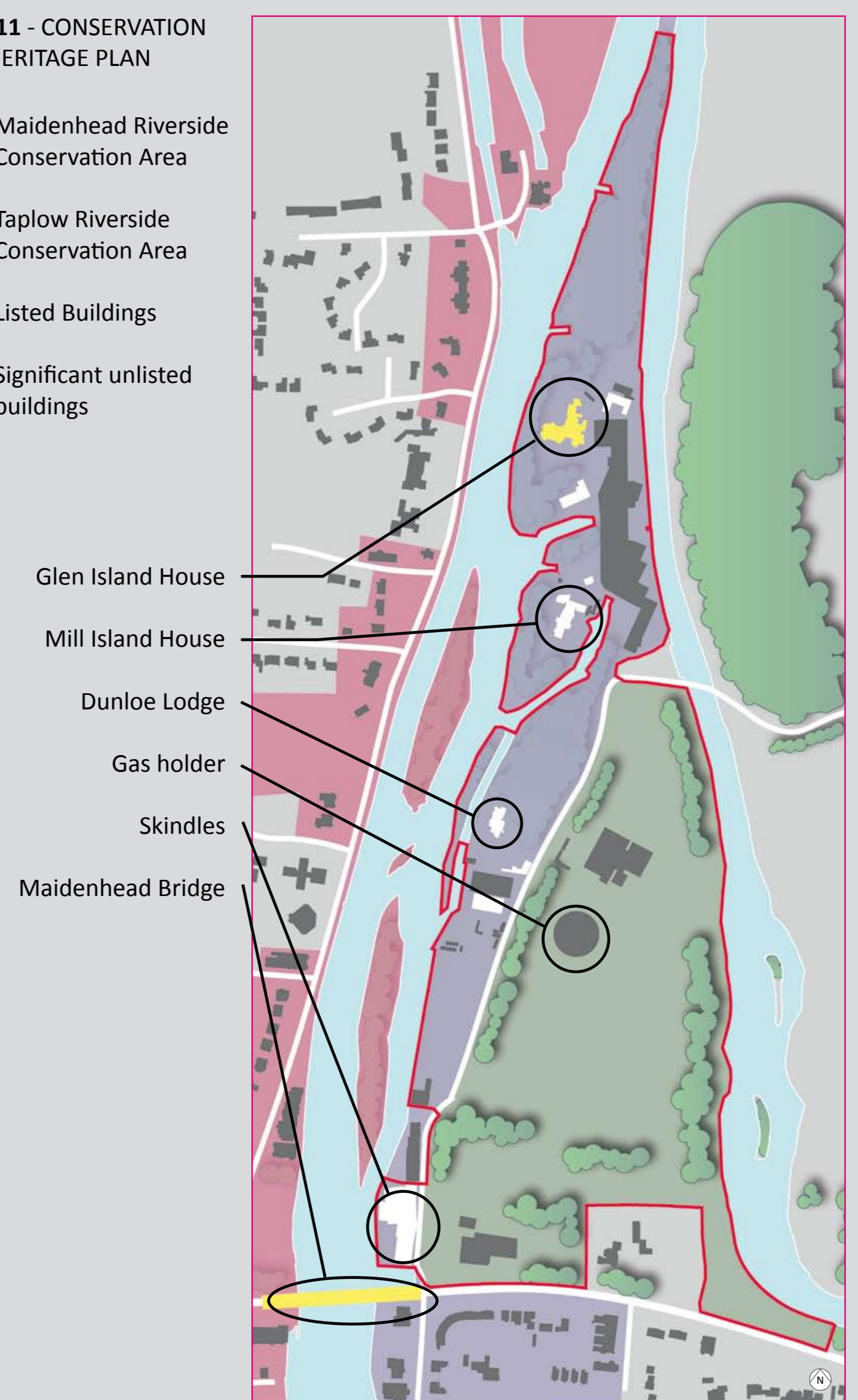
Mill Island House is recognised as a significant unlisted building within the site. Would you like to see the building brought back into productive use, and for what use?

#### OPTION 14 - DUNLOE LODGE

Dunloe Lodge is recognised as a significant unlisted building within the site, and is currently fire-damaged. Would you like to see the building brought back into productive use, and for what use?

#### PLAN 11 - CONSERVATION AND HERITAGE PLAN

- Maidenhead Riverside Conservation Area
- Taplow Riverside Conservation Area
- Listed Buildings
- Significant unlisted buildings



# 8. BUILT FORM (A)

The Core Strategy requires a comprehensive, conservation-led approach to the regeneration of the Mill Lane site, with a high quality mix of development, watercourses and parkland.

The location, form and scale of any future development on the Mill Lane site will be determined by a range of factors -

**Location** The location of future development within the site is significantly constrained by flood risk (see Exhibition Board 2) and other physical and environmental constraints. More generally, future development will need to be located so as to ensure that there is no greater impact on the openness of the Green Belt.

**Form** The Core Strategy outlines a range suitable uses, including residential, commercial development (for example, B1 Offices, a café / restaurant, a marina / boatyard), or a hotel (broadly on the current Skindles sites) and open space. Whatever the use, the form of new development will need to be sympathetic to the historic nature of the site.

**Scale** The Core Strategy Spatial Strategy suggests that the Mill Lane site could deliver around 100 new homes. However, further work on the Development Brief (and subsequent planning applications) will help to determine the actual number of new homes that could be delivered on the Mill Lane site, whilst complying with the requirements of Core Policy 15, and national policy on Green Belts, which states that any redevelopment proposals should –

1. Have no greater impact than the existing development on the openness of the Green Belt.
2. Not exceed the height of the existing buildings.
3. Not occupy a larger area of the site than the existing buildings (unless this would achieve a reduction in height, which would benefit visual amenity). For the purposes of this calculation, areas of existing hard standing are excluded.

Core Policy 15 also requires that there is no net loss of jobs, based upon the former range of activities on the Opportunity Site (circa 200 jobs).

## POTENTIAL DEVELOPMENT AREAS

The potential Development Areas shown on the adjacent Plan are indicative. They were identified having taken into account the location of existing built development, an existing planning permission for office development, and other physical and environmental constraints. There is no suggestion that it would be appropriate for all of the land within all of the Development Areas to be developed.

Table 1 outlines the height and footprint of existing buildings on the Mill Lane site, as well as the footprint of development granted planning permission (but not yet built). Table 2 on Exhibition Board 9 describes each of the potential development areas, and goes on to outline potentially suitable land uses and potential building heights.

Given the criteria relating to 'scale' (as identified above), floorspace and building height figures are provided in the table. The table shows that:

there is approx **16,500 sq m** of building footprint across the site, of

which **10,000 sq m** is likely to be demolished.

building heights range between **3.5 m** and **14 m**.


For comparison purposes:


a typical 3 bedroom house would have a footprint up to approx **60 sq m**.

a typical, two storey house has a height up to **6 m**.

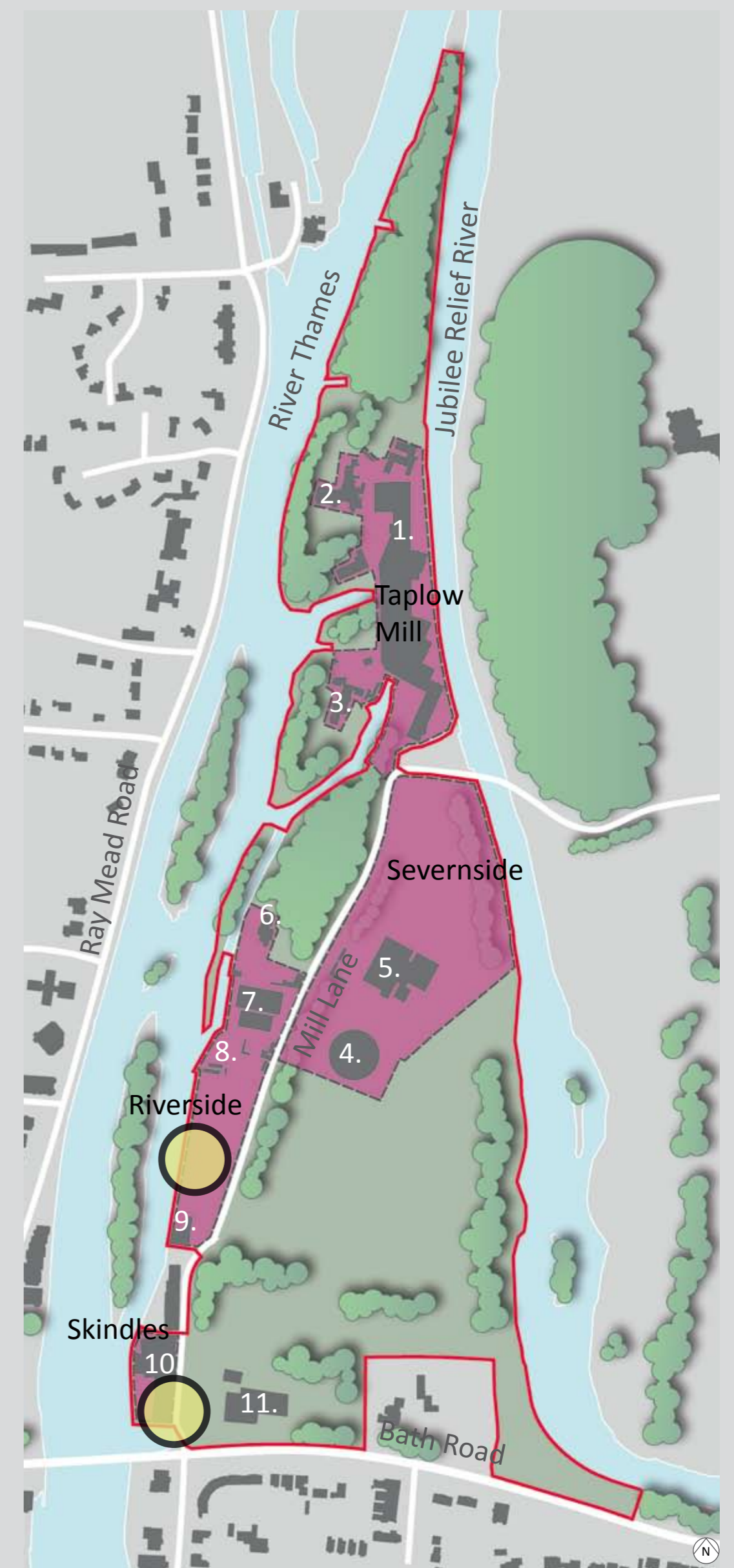
a typical, five storey block of flats has a height of up to **14 m**.

## PLAN 12 - POTENTIAL DEVELOPMENT AREAS

 Potential Development Areas

 Sites with planning permission granted for new development

There is no suggestion that it would be appropriate for all of the land within all of the Development Areas to be developed.



**TABLE 1 - BUILDING HEIGHT AND FOOTPRINTS**

notes:

*Building heights indicated are taken to ridge level of each building.*

*The highest chimney on the Mill buildings extends up to approximately 24m in height (from ground level), whilst on parts of the roof of the Mill buildings, plant extends up to an additional 4m above the ridgeline.*

*The height shown for the fully deflated Gas Holder (8.2m), excludes the metal balustrade around the rim of the holder (approximately 1.1m)*

Existing Buildings	Height (m)	Footprint (sq m)
1. Mill Buildings	12 - 14	6,473
2. Glen Island House	2.6 - 11.6	871
3. Mill Island House	7.9 - 8.9	600
4. Gas Holder	8.2 - 31.6	1,656
5. Severnside Sheds	9.5 - 10.5	2,150
6. Dunloe Lodge	11 - 12	281
7. Taplow Investments	6.2 - 7.4	1,310
8. Boat Yard	2.3 - 3.5	0
9. Sea Cadets	2.5 - 3.5	307
10. Skindles	10.5 - 12	1,441
11. Windrush Garage	6.5-7.5*	1,400*
<b>TOTAL</b>		<b>16,489</b>
<b>Existing Planning Permissions</b>		
A. National Grid Land		500
B. Skindles		1,941

Sources: 1-3, 5-6, 8-10: Barratt Homes; 5: National Grid; 7: Taplow Investments Ltd

\*Estimated



# 9. BUILT FORM (B)

The principal landowners and Barratt Homes have given some consideration to the location, form and scale of development they consider may be appropriate on the Mill Lane Opportunity Site. These initial ideas are described in outline form below. The District Council is keen to ensure that at this early stage of the planning process, consideration is given to a range of development options.

Local residents and stakeholder groups are therefore invited to comment on both the initial proposals put forward by the principal landowners and Barratt Homes, and the wider range of options presented opposite (Options 15-17)

## OPTION 15 - LOCATION

a) Taking into account the development constraints on the site, do you think the right potential Development Areas have been identified on Plan 12?

b) Rather than just redeveloping largely on the footprint of the buildings to be demolished, would you support the substitution of the footprint and massing of one or more of the buildings on a different part of the site, subject to reaching necessary agreement with the Council and Environment Agency on flood risk issues? For example, would you support some of the footprint and massing of the gasholder being accommodated on the Riverside Development Area?

## OPTION 16 - FORM

Table 2 and Plan 13 outline the location of potential land uses with the Mill Lane Opportunity Area. Do you have any specific preference as to where on the site you would like to see these uses located?

## OPTION 17 - SCALE

a) Would you prefer new development to occupy a larger area of the site than the existing buildings, if this were to achieve a reduction in the height of new development, benefit visual amenity and not lead to an increased risk of flooding to people and property? Alternatively, would you prefer buildings of a similar height to the existing buildings, which would help reduce the overall spread of development within the Mill Lane Opportunity Area?

b) Which views into or out of the site are particularly important? What development principles would help ensure these views are protected or enhanced?

TABLE 2 - POTENTIAL DEVELOPMENT AREAS

### INITIAL LAND OWNER AND DEVELOPER PROPOSALS

#### TAPLOW MILL

The former mill buildings are comprised of a series of interconnecting buildings which run along the eastern side of the site, adjacent to the Jubilee Relief River. Mill Island House and Glen Island House and their grounds are located to the west of the Development Area, adjacent to the River Thames

It is likely that the majority of future development would be on land currently occupied by the Mill Buildings. Buildings here could rise between up to 14 metres. Glen Island House and Mill Island House are likely to be refurbished for employment or residential use, with their grounds retained.

#### SEVERNSIDE

The Severnside Sheds and surrounding hard standing are located to the north of the Development Area. The gas holder is located to the south.

There are no specific areas that are viewed more favourably than others for future development. The area would be most suited to either residential or office uses, with new buildings rising up to 10.5 metres.

#### RIVERSIDE

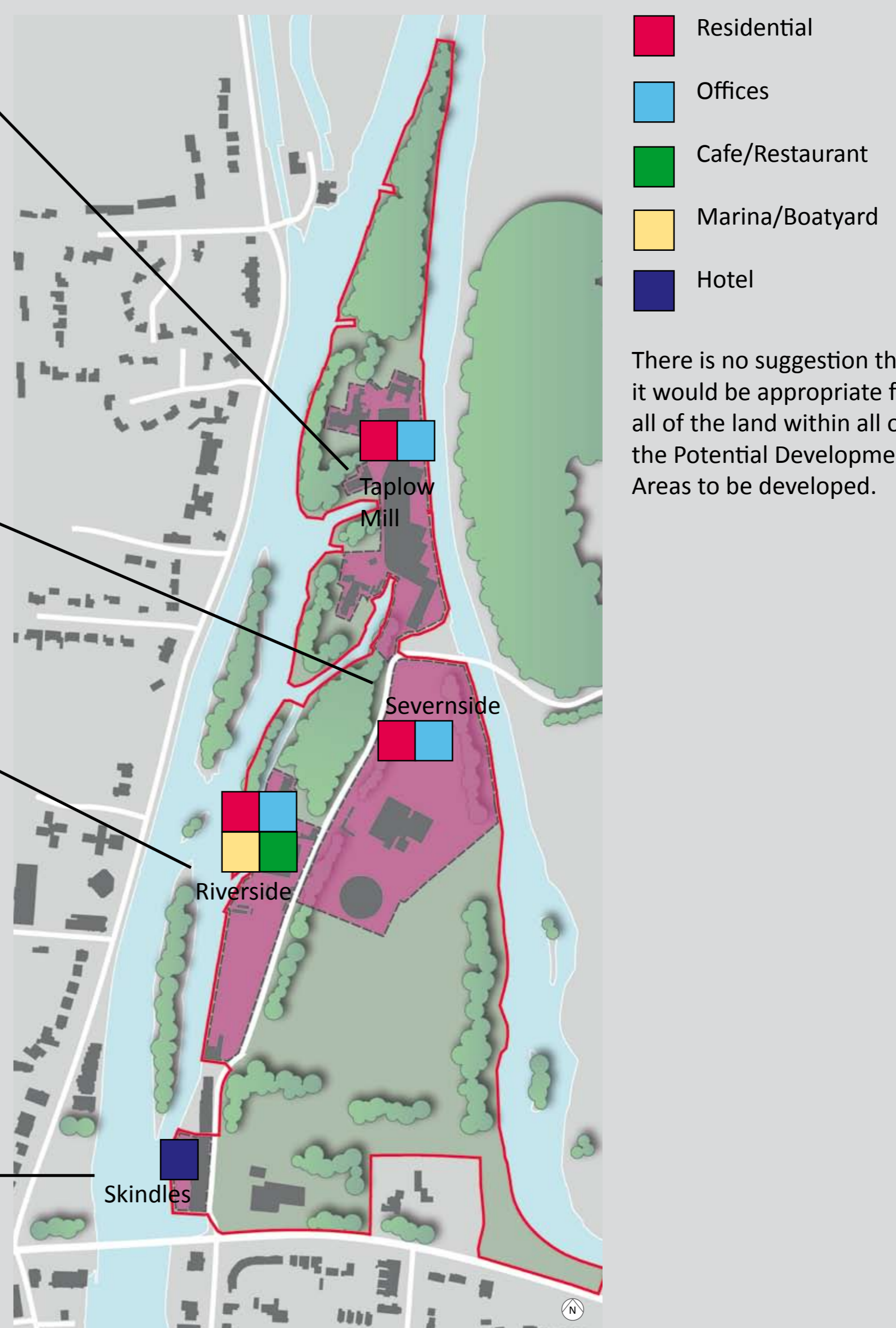
The Development Area runs between the River Thames and Mill Lane. Dunloe Lodge (fire-damaged), and its grounds are located to the north. Taplow Investments buildings (in employment use) are located to the south of this, beyond which is a boat yard. Open land is located further to the south.

It is likely that future development would front the River Thames, although all parts of the development area would be suitable for new buildings. There is potential for some of the massing of the gas holder to be accommodated here. A full range of land uses could be provided. (planning permission already exists for a new office building). New buildings could rise up to 12 metres.

#### SKINDLES

The Skindles Development Area is located in the far south-west of the site, between Bath Road and Mill Lane, and adjacent to the Grade I Listed Maidenhead Bridge.

It is envisaged that all of the development area will be subject to re-use or redevelopment (see Option 11). Core Policy 15 states that the site would be suitable for a hotel. Any new building could rise up to 12 metres.



PLAN 13 - INDICATIVE LAND USE PLAN