

Mill Lane Taplow

Supplementary Planning Document

July 2013



South Bucks
District Council

Foreword

Adopted by South Bucks District Council as a Supplementary Planning Document, this Development Brief guides the preparation of detailed plans for regeneration of the Mill Lane Opportunity Site. The principles contained within this Development Brief build upon the requirements of Core Policy 15 in the adopted South Bucks Core Strategy.

The Development Brief has been prepared by South Bucks District Council in collaboration with Barratt Homes (North London) and in consultation with Transport for Bucks, National Grid and Taplow Investments. The scope and content of the Development Brief has been informed by the feedback received from local residents and stakeholders, at and following the Public Exhibition held in June 2011.

The draft Development Brief was approved for public consultation at a meeting of the South Bucks Sustainable Development Policy Advisory Group on 25 October 2012. A six week period of consultation on the draft Development Brief ran between 2 November 2012 and 14 December 2012. Alongside the draft Development Brief, the Council published a Consultation Statement, Sustainability Appraisal, HRA Screening Report and a range of other documents that help underpin the content of the draft Development Brief.

An additional consultation period on the Sustainability Appraisal only was carried out between 5 April 2013 and 3 May 2013.

The Council has considered all responses received to both public consultation periods, and subsequently made a number of minor changes to the Development Brief which are reflected in this version - which was approved for adoption at the South Bucks Sustainable Development Policy Advisory Group on 6 June 2013. This final version of the Development Brief was subsequently presented to Members for adoption as a Supplementary Planning Document on 16 July 2013.

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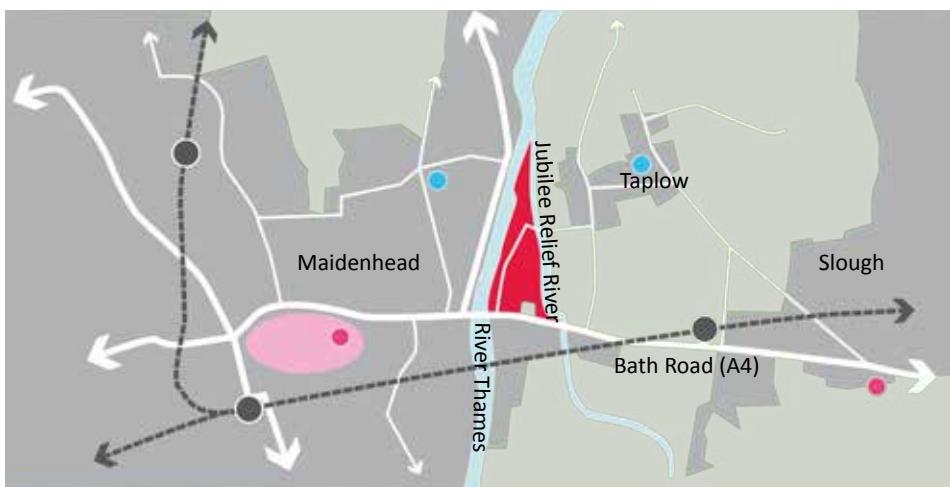
1.0 Introduction

- 1.0.1** South Bucks District Council adopted its Core Strategy on 22 February 2011. Core Policy 15 of the Core Strategy identifies 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' within this document. The location of the site within its wider context is indicated on Plan 1.
- 1.0.2** The site is designated as a Major Developed Site in the Green Belt, with Core Policy 15 providing for a range of potentially suitable uses, including residential, commercial development, a new hotel and open space.
- 1.1.3** The Development Brief establishes the principles that will guide future development on the site. It will act as a 'stepping stone' between the broad policy framework established in the Core Strategy (in particular, Core Policy 15) and the very detailed work that will need to be undertaken in support of future planning applications.
- 1.1.4** A key objective for the Development Brief is to ensure that any future development on the Mill Lane Opportunity Site is of high quality, coordinated, respects its location and setting and delivers benefits to the local community.

1.1 Purpose of the Development Brief

- 1.1.2** Core Policy 15 requires that a Development Brief is prepared for the Mill Lane Opportunity Site by the relevant landowners and developers, in conjunction with the Council, prior to any planning applications being submitted for development. This Development Brief has been prepared by Barratt Homes and Officers at South Bucks District Council and Transport for Buckinghamshire, in consultation with National Grid and Taplow Investments. In preparing the Development Brief, there has also been an ongoing dialogue with a range of other stakeholders.

Plan 1 - Site Location Plan



	Site
	Maidenhead town centre
	Railways
	Railway Station
	Roads
	Schools
	Supermarket

1.2 Consultation and Timescale

- 1.2.1 In early 2011, a range of local stakeholders (including local community and interest groups) were contacted in relation to the Mill Lane Opportunity Site. The aim of this early contact was to gain a better understanding of the main issues of local concern.
- 1.2.2 A public exhibition was held in June 2011, at which a number of different options were presented to local residents and other stakeholders. The feedback received at and following the exhibition was carefully considered in preparing the draft Development Brief. Consideration was also given to the findings of various studies and assessments, and the national and local planning policies relevant to future redevelopment of the Mill Lane Opportunity Site.
- 1.2.3 The draft Development Brief was approved for public consultation at a meeting of the South Bucks Sustainable Development Policy Advisory Group (PAG) on 25 October 2012. A six week period of consultation on the draft Development Brief ran between 2 November 2012 and 14 December 2012.
- 1.2.4 The consultation responses received were analysed and amendments made to the draft Development Brief where appropriate. The revised Development Brief was then considered by Members of the Council at meetings of the Sustainable Development PAG and Cabinet during 2013. The Development Brief was adopted by Cabinet as a Supplementary Planning Document on 16 July 2013. It is now for the relevant landowners to prepare and submit planning applications for redevelopment of the site. Such applications will need to be in accordance with Core Policy 15 of the Core Strategy and the principles set out in the adopted Development Brief.

1.3 Format of Brief

The format of the Brief is as follows:

- 1.3.1 **Chapter 2 - Site Context, Setting and Characteristics** - This chapter outlines the existing characteristics of the site, with particular regard to access, the environment and heritage issues. Four broad 'character areas' are defined and described.
- 1.3.2 **Chapter 3 - Planning Policy Context** - This chapter establishes the relevant national and local planning policy considerations that have influenced the content of this Development Brief, and will be relevant in assessing any future planning applications for development on the Mill Lane Opportunity Site.
- 1.3.3 **Chapter 4 - Consultation Process and Feedback**
 - This chapter summarises the approach taken to engaging with local residents and other stakeholders, prior to preparation of this Development Brief. It also provides an overview of the feedback received at and following the public exhibition (June 2011).
- 1.3.4 **Chapter 5 - Constraints and Opportunities** -
 - This chapter identifies the main constraints and opportunities that will influence the scale, form and location of future development on the site. From this analysis, four potential 'Development Areas' are identified.
- 1.3.5 **Chapter 6 - Development and Design Principles**
 - This chapter draws together the relevant planning policy requirements, the results of the stakeholder engagement, and the relevant constraints and opportunities, and presents a series of design principles to guide future redevelopment of the site.
- 1.3.6 **Chapter 7 - Phasing and Delivery** -
 - This chapter establishes the likely phasing strategy and outlines the required content of any future planning applications. It sets out how a comprehensive approach to the future redevelopment of the Mill Lane Opportunity Site will be ensured, and confirms the headline matters to be addressed through Section 106 Legal Agreements.

2.0 Site Context and Setting

2.1 Introduction

- 2.1.1 The site is located on Green Belt land to the north of the A4 Bath Road. The land extends up to a point between the River Thames to the west and the Jubilee Relief River to the east. The very northern tip of the site is located immediately to the east of Ray Mill Island (which is located within the Royal Borough of Windsor and Maidenhead). Mill Lane passes through the site, linking Bath Road to the south with Taplow village to the north-east. Maidenhead town centre is accessed from Bath Road, via Maidenhead Bridge, located immediately to the south-west of the site.
- 2.1.2 The Mill Lane Opportunity Site currently accommodates a mix of land uses. These include the former St Regis Paper Mill buildings and Skindles hotel, a gasholder (not in active use), operational office accommodation, a number of former gentleman's residences fronting onto the Thames and large areas of open space. There are also a large number of moored boats/houseboats along the banks of the Thames. A more detailed description of the site is provided below, under the heading of 'Character Areas'.

2.2 Access

Public Transport

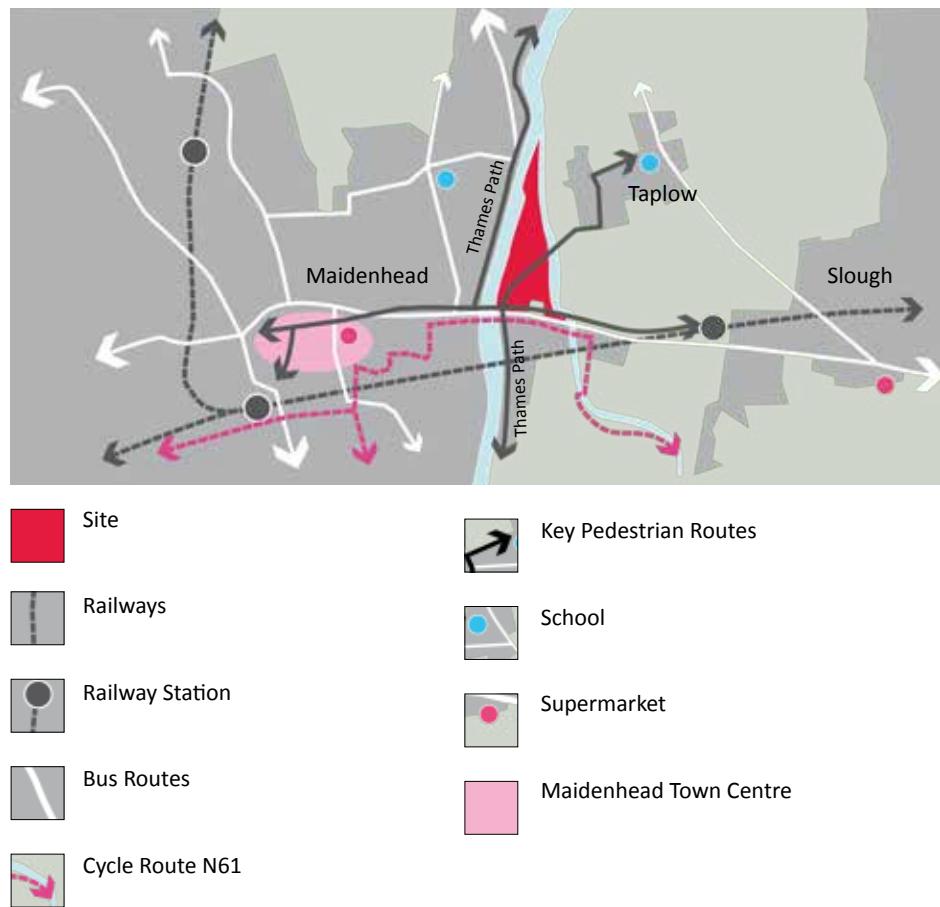
- 2.2.1 The site is well served by public transport (see Plan 2), with Taplow and Maidenhead railway stations being located approximately 1.2km and 2km from the site respectively. Both stations provide frequent rail services to Central London, Reading and Slough (every 30 minutes). Taplow and Maidenhead stations will also form part of the Crossrail network, anticipated to be completed in 2018. From this time, an additional 4 trains per hour will serve these stations, resulting in a train every 10 minutes at peak times.

- 2.2.2 In addition, there are two bus routes that stop along the Bath Road to the south of the site. Route 75 is a half hourly service between Heathrow and Maidenhead (via Slough) and Route 53 is a half hourly service that links the site with Wexham Park Hospital (Slough) to Bracknell. There are no bus services that pass directly through the site.

Pedestrian and Cycle

- 2.2.3 There is an existing network of footpaths that provide recreational value and allow access to, and across the site. The existing network is indicated on Plan 3. There are two footpaths that cross the site, one runs between Taplow to the north-east and Mill Lane to the south-west, and the other runs along the southern section of the Jubilee Relief River. The Thames Path National Trail crosses Maidenhead Bridge and continues along the west bank of the Thames. The new footbridge will provide the ability for a circular walk using the Thames Path. There are two crossings over the Jubilee Relief River – the Mill Lane Bridge for both pedestrians and cyclists, and the pedestrian bridge solely for pedestrians. Maidenhead Bridge, to the south-west of the site, currently provides the only local option for crossing the Thames.

Plan 2 - Public Transport, Cycle and Pedestrian Access



The junction of Bath Road and Mill Lane looking towards Maidenhead.

- 2.2.4 The site is well connected to national cycle routes (see Plan 2). National Route 61 runs along the Jubilee Relief River to the south of Bath Road, providing a link to Slough and Windsor. The route also connects to Maidenhead town centre and Maidenhead Station to the west via Bath Road although the route does not include Maidenhead Bridge. National Route 61 also links to National Route 4 to the south-west which links to Reading further to the west. At present there are no dedicated cycle routes across the site, with Mill Lane offering the sole route for cyclists.

Roads and Car Parking

- 2.2.5 Vehicular access to the site from the south is via a junction with the A4 Bath Road, and from the north-east, via Taplow Village (see Plan 3). The A4 Bath Road is congested at peak times and the junction of Bath Road and Mill Lane suffers from reduced visibility for vehicles trying to turn onto the Bath Road from Mill Lane.
- 2.2.6 Mill Lane is used as a 'rat-run', particularly when there are problems on nearby strategic routes.
- 2.2.7 The former industrial uses across the site impacted on the use of Mill Lane. When operational, Taplow Paper Mill (and the paper recycling activities to the south) led to a large number of HGV movements along the Lane.
- 2.2.8 There is currently limited public car parking on the Mill Lane site. There is a small car park adjacent to the Jubilee River (as Mill Lane crosses the Jubilee), but this only has capacity for about 10 vehicles. The St Regis company had a large car park (circa 50 spaces) opposite their entrance. The section of Mill Lane adjacent to the Taplow Investments land (operational office accommodation) is used as overflow car parking for employees and visitors.

River Thames

- 2.2.9 The Thames defines the site. The Mill was located to take advantage of the river flows to run the Mill. The Gentlemen's residences took advantage of their Thames side location and were constructed during the fashionable era of late Victorian times. The boathouses again were built when messing around on the Thames in boats was a symptom of the leisured classes. Today, property values are inflated by the Thames side location and the many moored boats and houseboats are testament to the ongoing attraction of waterside living. There is still commercial and leisure navigation bringing many tourists to the area. Maximum use should be made of the waterfront locations.



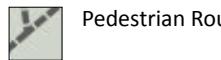
View looking east along A4 Bath Road

Plan 3 - Existing Movement

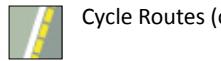
Key



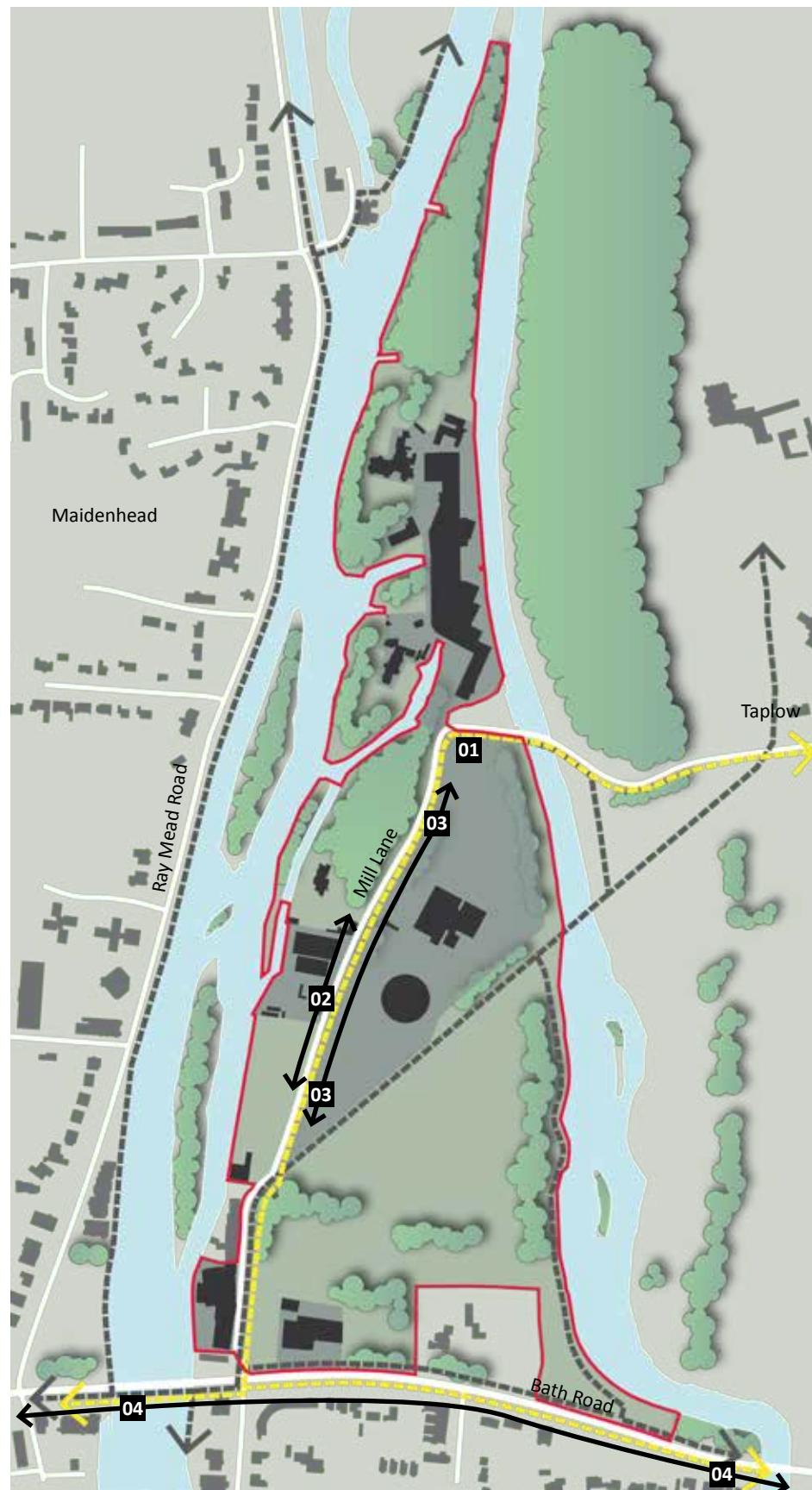
Site Boundary



Pedestrian Routes



Cycle Routes (on highway)

01 Car parking for 10 cars**02** Area of parking stress adjacent to Taplow Investments land**03** Narrow parts of Mill Lane with no footway**04** Congestion along Bath Road

2.3 Heritage

- 2.3.1 The Mill Lane Opportunity Site sits in an important historic landscape, overlooked by Taplow Court and a Scheduled Ancient Monument, and with several Registered Parks and Gardens nearby. The site is adjacent to the Grade I Listed Maidenhead Bridge, and much of it is within the Taplow Riverside Conservation Area, which includes the Grade II Listed Glen Island House. The entire Western boundary of the site adjoins the Maidenhead Riverside Conservation Area (see Plan 4).
- 2.3.2 The Taplow Riverside Conservation Area also accommodates a number of significant unlisted buildings. Unlisted buildings are now categorised as non-designated heritage assets as defined by the NPPF (para.135). Unlisted buildings are buildings which make a positive contribution to the character of the conservation area. Skindles Hotel has an interesting and colourful history, and occupies a particularly sensitive site, adjacent to Maidenhead Bridge and highly visible from the Maidenhead Riverside Conservation Area (which includes Boulters Lock) (see Plan 4).
- 2.3.3 The other significant unlisted buildings are the boathouse on the Taplow Investments land and Driftwood Cottage, Dunloe Lodge, Mill Island House and the stables associated with Glenn Island House. There is a table of these “significant” buildings in the Appendix of the Taplow Riverside Conservation Area appraisal with a brief description of their characteristics.
- 2.3.4 The Mill Lane site has potential to include assets of archaeological interest because it is within an area known to be rich in archaeological remains of regional and national importance. The site location between two water courses highlights the potential for exceptional preservation of archaeological remains in waterlogged deposits, including structural remains. There is extensive evidence of Mesolithic to Roman occupation along the River Thames, which could potentially be of national importance.



Glen Island House



Maidenhead Bridge

Plan 4 - Conservation Areas and Heritage

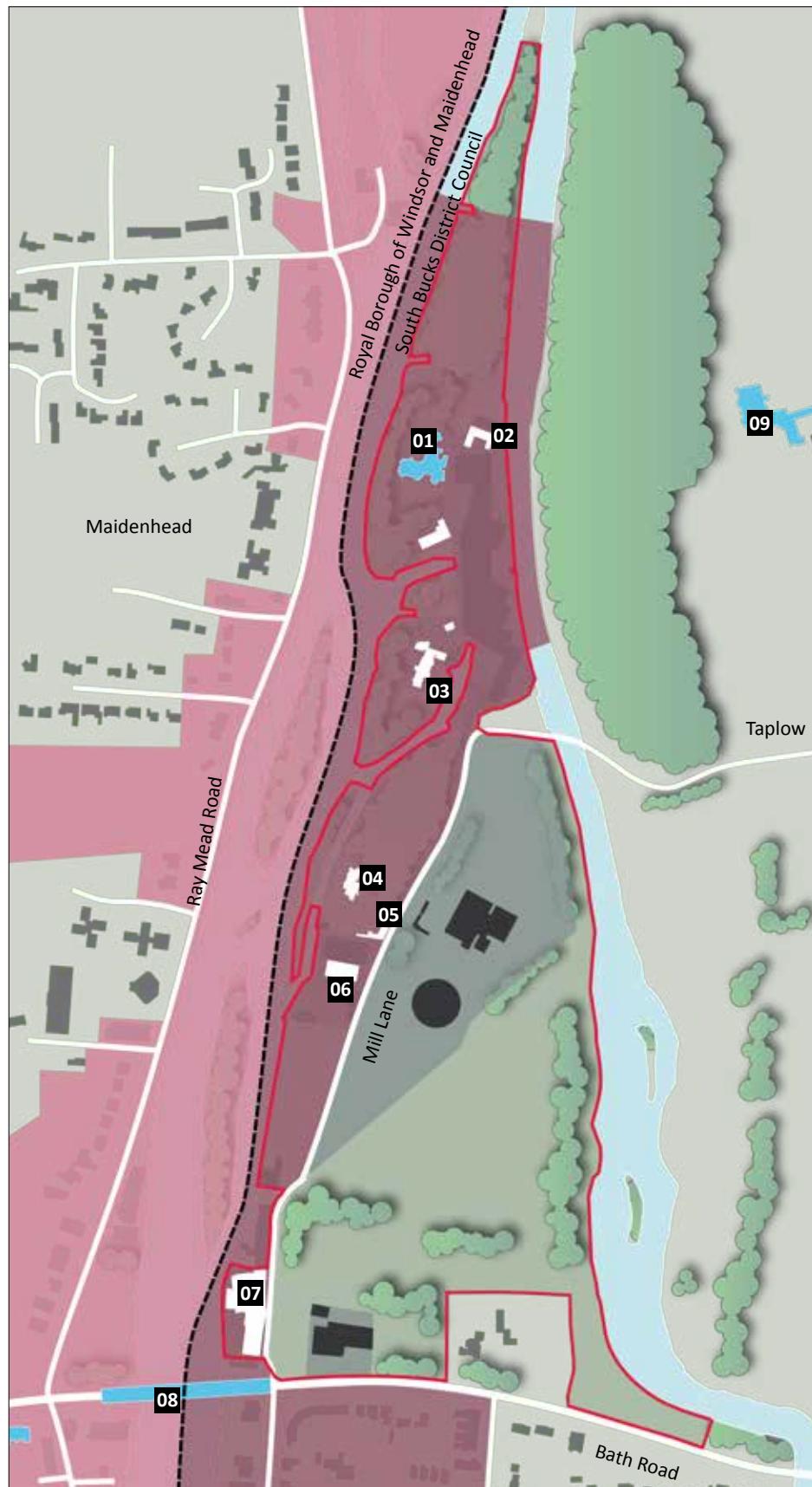
Key

-  Site Boundary
-  Borough Boundary
-  Maidenhead Riverside Conservation Area
-  Taplow Riverside Conservation Area

-  Listed Building

-  Significant Unlisted Building

- 01 Glen Island House
- 02 Glen Island House Stables
- 03 Mill Island House
- 04 Dunloe Lodge
- 05 Driftwood Cottage
- 06 Taplow Investments Boathouse
- 07 Skindles
- 08 Maidenhead Bridge
- 09 Taplow Court
- 10 160 Bridge Road



2.4 Character Areas

- 2.4.1 In order to provide a more detailed evaluation of the site, four broad 'Character Areas' have been identified. The boundaries of these areas are indicated on Plan 5.

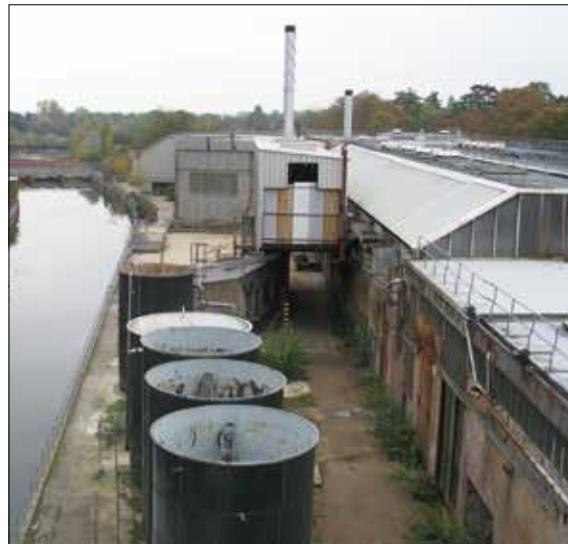
Taplow Mill

- 2.4.2 'Taplow Mill' forms the northern most part of the site, is accessed from Mill Lane and contains the former Taplow Mill buildings, Mill Island House and Glen Island House. This part of the site narrows to form the tip of the site, with the River Thames forming the western boundary and the Jubilee Relief River forming the eastern boundary. There are two inlets that run into the site, to the north and south of Mill Island House. These inlets extend as far into the site as the Mill buildings.
- 2.4.3 The northern most part of the Taplow Mill character area is largely formed of broad-leaved woodland which exhibits a high level of biodiversity and ecological value. The area is particularly beneficial for local wildlife (including badgers, nesting birds, bats, otter and grass snakes). There are clear views of this area from the publicly accessible Ray Mill Island, which lies to the west, in the administrative area of the Royal Borough of Windsor and Maidenhead.

- 2.4.4 Further to the south, the character area remains visually and environmentally sensitive, albeit with the eastern and western sides having differing characteristics. The western side is highly visible from Ray Mead Road, which runs along the western bank of the Thames in a north-south direction. Glimpses of Mill Island House and Glen Island House are also obtained from the riverbank, whilst numerous mature trees extend down to the riverside. There are limited views of the former Mill buildings from Ray Mead Road (although the main Mill Chimney is clearly visible). The eastern boundary of the site is more protected from long and medium distance views given the amount of vegetation, and the topography that rises up towards the east.

- 2.4.5 The narrow entrance to the Mill Buildings and the fact that they can only be viewed from the Mill Lane bridge, effectively separate and visually isolate the area from the remainder of the site to the south.

- 2.4.6 Within the character area, the majority of the vacant Mill buildings are in a poor state of repair and do not contribute to its character. The Mill buildings vary in terms of age, style and appearance and are located along the eastern boundary of the area, alongside the Jubilee Relief River. The Mill buildings are surrounded by areas of hard standing and a range of outbuildings. Mill Island House and Grade II Listed Glen Island House are presently vacant, and are set within gardens that extend to the west towards the River. Mature trees are found across the character area and contribute greatly to its appearance.

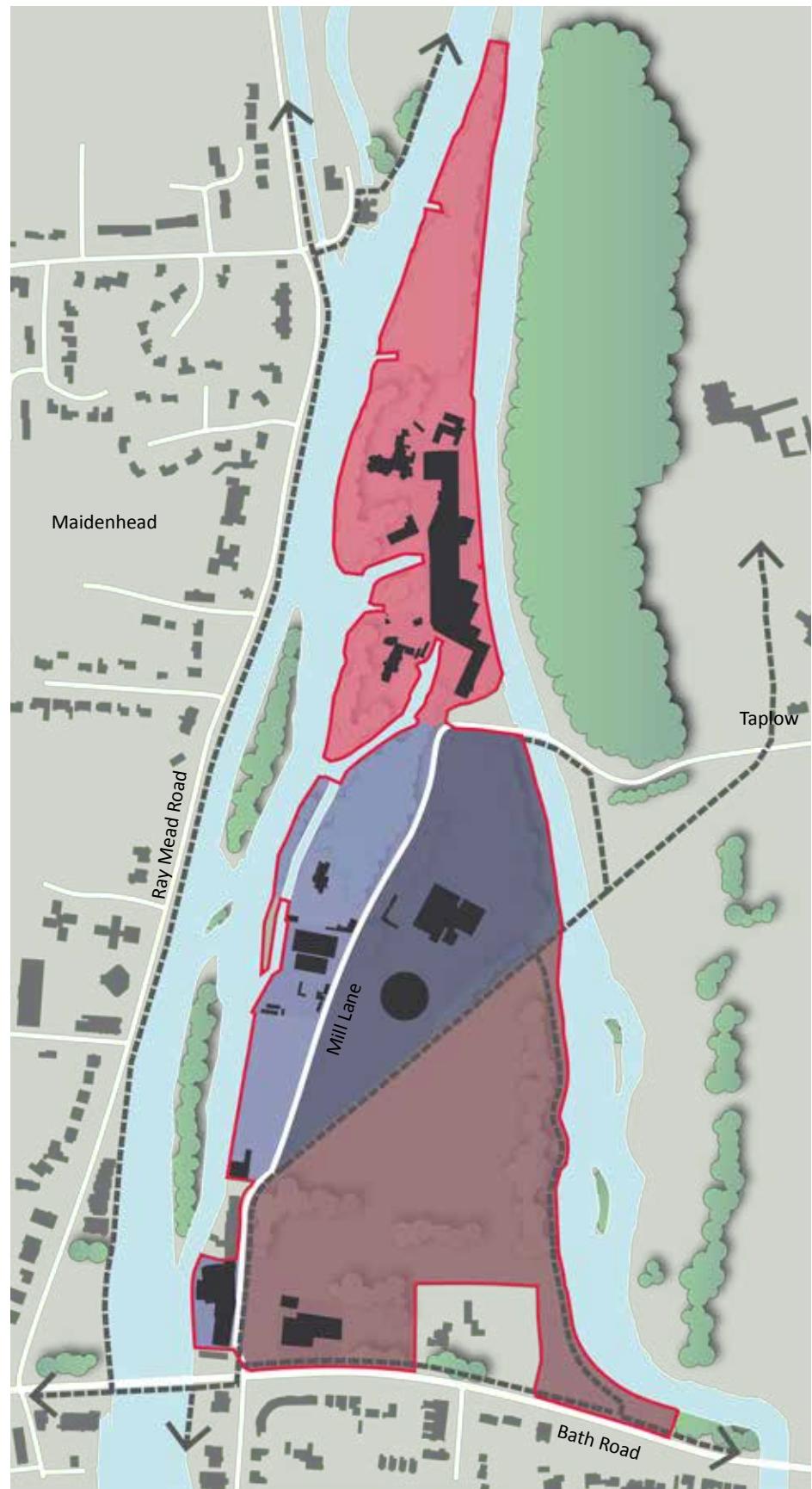


Taplow Mill Buildings

Plan 5 - Character Areas

Key

	Site Boundary
	Taplow Mill
	Riverside
	Severside
	Southern Zone



Severnside

- 2.4.7 The ‘Severnside’ character area is located to the north of the footpath that crosses the site and extends to cover land that is occupied by the gasholder and a vacant warehouse facility. Mill Lane forms the western and northern boundary of the area, whilst the Jubilee Relief River runs along the eastern boundary. Mature trees and hedging run along the length of Mill Lane and screen the area from the Lane. Mature trees also screen the area from land to the south. The gasholder is no longer used by National Grid, but is yet to be decommissioned. When operational and at full capacity, the gasholder extended to over 30 metres in height, and had a significant visual impact.
- 2.4.8 The warehouse and surrounding large area of hard standing is currently vacant.

Riverside

- 2.4.9 The ‘Riverside’ area comprises land on the western boundary of the site, located between the River Thames and Mill Lane. The area is characterised by a mix of properties and land uses. The vacant Skindles site is located to the south of the area, adjacent to the junction of Mill Lane with Bath Road and is highly visible from the Maidenhead Bridge and Maidenhead Riverbank. Adjacent to Skindles is Mallards Reach with Tower Boathouse a landmark building on the waterfront, accessed alongside. Moving northwards are 8 1980’s town houses known as Pages Wharf followed by TS Iron Duke, a property occupied by the Sea Cadets.
- 2.4.10 Land owned by National Grid is located further north and comprises a former depot site which is enclosed by a high brick boundary wall that blocks views to the river. When the depot was operational there were a number of buildings on the site and an extant planning permission provides for two replacement office buildings and an ancillary storage building.
- 2.4.11 Further north, the area is characterised by areas of boatyards, employment uses (Taplow Investments land), Dunloe Lodge and a residential property (Driftwood Cottage). This area of the site is highly visible from Ray Mead Road in Maidenhead. A heavily wooded island in the River Thames screens the northern part of this area from the west and Ray Mead Road.
- 2.4.12 There is a mix of building ages, styles and uses within the area. The vacant Skindles Hotel is in a poor state of repair, and Dunloe Lodge has been badly fire damaged and never restored. These buildings date from the Victorian era but are unlisted.
- 2.4.13 The land adjacent to Maidenhead Bridge is owned by South Bucks District Council and provides public access to the River Thames and includes an historic boathouse.

The Southern Zone

2.4.14 The ‘Southern Zone’ is generally open and level in nature, and extends between Mill Lane to the west and the Jubilee Relief River to the east. There has been limited development within this area, although a car showroom is located to the south, fronting onto Bath Road. Two residential properties are also located to the south, accessed from Bath Road (although these fall outside of the site boundary).

2.4.15 The overwhelming nature of this area is that of open land, with mature trees along its edges. A footpath extends along the eastern boundary, alongside the Jubilee Relief River. Long views across this area are obtained from the footpath that rises to the east, towards Taplow, whilst mature trees along the western and southern boundaries (including along Bath Road) allow only glimpsed views across the area.



View across the Jubilee Relief River towards the Severn-side sheds



Taplow Investments land within the Riverside Character Area



View along the footpath that forms the northern boundary of the Southern Zone

2.5 Existing Buildings

- 2.5.1 Given the location of the site within the Green Belt, it is important to establish the existing height and footprint of buildings within the site. This baseline information (along with the original Building Surveys information – see Appendix A) will be used to help ensure any future proposals for redevelopment comply with the policy requirements relating to development in the Green Belt (see Chapter 3).
- 2.5.2 Table 1 (below) summarises the heights and footprints of the main buildings on the site, as well as outlining the footprint of development previously granted planning permission (but not yet built).



Skindles Hotel



Dunloe Lodge

Table 1 –Analysis of Existing Buildings

Character Area	Building	Heritage Value*	Existing Buildings Height (m)	Footprint (sq m)			
Taplow Mill	Mill Buildings	None	6 - 12.5	5,538			
	Ancillary Mill Buildings	Varied	3 - 9	1,156			
	Glen Island House	Grade II Listed	2 - 11.5	790			
	Mill Island House	Significant Unlisted Building	2.5 - 9	497			
Severnside	Gasholder	None	8 - 31.5	1,600			
	Severnside Sheds	None	5 - 9.5	1,910			
Riverside	Dunloe Lodge	Significant Unlisted Building “at risk”	12	281			
	Drift Wood Cottage	Significant Unlisted Building “at risk”	4.5	305			
	Taplow Investments	Varied	2.5 /3.5 - 7	1,310			
	Boat Yard	None	2.5 - 3.5	0**			
	Sea Cadets	None	2.5 - 3.5	307			
	Skindles	Significant Unlisted Building “at risk”	5 -11	1,723			
Southern Zone	Windrush Garage	None	6.5-7.5***	1,400***			
				TOTAL EXISTING FOOTPRINT 16,817			
Existing Planning Permissions	National Grid Land (new office buildings)			500			
	Skindles (extension to hotel on the east side of Mill Lane)			1,490****			
				TOTAL PERMITTED FOOTPRINT 1,990			
				TOTAL FOOTPRINT ALLOWING FOR PERMISSIONS*** 18,807			

*The assessment of the heritage value of the buildings has been taken from the Taplow Riverside Conservation Area Character Appraisal

**Principal structures are removable storage containers

***Estimated

****Footprint estimated from plans submitted with original planning permission for extension of Skindles Hotel (80/972/SBD).

Source: Survey work undertaken by Barratt Homes, checked by SBDC

On parts of the roof of the main Mill building, plant extends above the ridge heights indicated above.

The height shown for the fully deflated gasholder (8 m), excludes the metal balustrade around the rim of the holder (approximately 1 m)

3.0 Planning Policy Overview

3.1 National Planning Policy

- 3.1.1 The National Planning Policy Framework (NPPF) was published on 27th March 2012. It sets out the Government's planning policies for England, and confirms that the purpose of planning is to help achieve sustainable development.
- 3.1.2 Proposed development that accords with an up-to-date Development Plan (such as the South Bucks Core Strategy) should be approved, and proposed development that conflicts should be refused, unless material considerations indicate otherwise.
- 3.1.3 The twelve core planning principles included in the NPPF are that planning should:
- i. Be genuinely plan-led, empowering local people to shape their surroundings (and be kept up to date);
 - ii. Be a creative exercise in enhancing and improving the places in which people live their lives;
 - iii. Proactively drive and support sustainable economic development to deliver homes, businesses and infrastructure and taking account of market signals;
 - iv. Seek to secure high quality design;
 - v. Take account of the different roles and character of different areas, promoting viability of urban areas and protecting the Green Belt;
 - vi. Support the transition to a low carbon future in a changing climate;
 - vii. Contribute to conserving and enhancing the natural environment and reducing pollution;
 - viii. Encourage the effective use of land by re-using previously developed land;

- ix. Promote mixed-use developments;
 - x. Conserve heritage assets (designated and undesignated) in a manner appropriate to their significance;
 - xi. Actively manage patterns of growth, to make fullest use of non-car modes; and
 - xii. Take account of and support local strategies to improve health, social and cultural well-being.
- 3.1.4 The NPPF seeks to significantly boost the supply of housing, with a mix of housing types, sizes and tenure. Great importance is attached to ensuring high quality and inclusive design, with the NPPF indicating that permission should be refused for development of poor design.
- 3.1.5 The complete redevelopment of previously developed sites in the Green Belt is provided for in the NPPF, provided the new development would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 3.1.6 The planning system should contribute to and enhance the natural environment, protecting and enhancing valued landscapes, minimising impacts on biodiversity, and provide net gains in biodiversity where possible. In relation to conserving and enhancing the historic environment, when considering the impact of a proposed development on a designated heritage asset, great weight should be given to the asset's conservation.
- 3.1.7 Until 27th March 2013, decision-takers may continue to give full weight to relevant policies adopted since 2004 (including in the South Bucks Core Strategy) even if there is a limited degree of conflict with the NPPF. In other cases (including in relation to the saved Local Plan policies) and following the 12 month 'transition period', due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF.

3.2 Local Transport Plan

- 3.2.1** Buckinghamshire County Council's Local Transport Plan 2011-2016 (LTP3) describes the transport challenges facing the County, the LTP3 objectives and the strategy to deliver them. LTP3 recognises the need for a joined-up, holistic transport strategy to be delivered in order to successfully manage congestion, reduce out-commuting, improve connectivity and support regeneration.
- 3.2.2** The LTP approach to achieving these objectives is through TRIM (which stands for Transfer, Re-route, Intercept and Manage). In practice, this means:
- i. Transfer journeys from the car to walking, cycling, bus and rail
 - ii. Re-route cross town journeys using inappropriate residential roads on to appropriate distributor roads
 - iii. Intercept longer distance journeys with public transport services, including park and ride, supported by journey information and signage.
 - iv. Manage the transport network to improve journey time reliability and network resilience and to accommodate growth.

3.3 Local Planning Policy

- 3.3.1** The Core Strategy was adopted in February 2011. The Spatial Vision states that by 2026 'Opportunities presented by redevelopment of key sites such as Wilton Park, Mill Lane and Court Lane will have been maximised to deliver environmental enhancements, recreational opportunities and new housing and employment accommodation.'
- 3.3.2** The Spatial Strategy suggests that the Mill Lane site "...is likely to come forward for redevelopment early in the 2011-21 period, enhancing the Taplow Riverside Conservation Area, delivering a new hotel and housing (around 100 new homes), and providing better public access to the River Thames and Jubilee River".
- 3.3.3** Core Strategy Core Policy 15 relates specifically to the Mill Lane Opportunity Site. It confirms that the site is a Major Developed site in the Green Belt, and requires a comprehensive, conservation-led approach to the regeneration of the site, with a high-quality mix of development, watercourses and parkland. Uses considered suitable on the site include residential, commercial development (for example offices, a café / restaurant, marina / boathouse), a hotel (broadly on the current Skindles site) and open space.
- 3.3.4** Whilst the Spatial Vision and Strategy provide the broad context, the site characteristics and policy requirements set out below will be the principal considerations in determining the most appropriate scale and form of future residential and employment development on the Mill Lane Opportunity Site.

3.4 Development Plan

- 3.4.1** The development principles contained within Core Policy 15 relate to a number of key planning policy issues that are associated with the site. These development principles fall within the following categories:
- i. Land Use
 - ii. Green Belt
 - iii. Design and Setting
 - iv. Heritage and Archaeology
 - v. Natural Features and Open Space
 - vi. Infrastructure
 - vii. Flood Risk
 - viii. Sustainability
- 3.4.2** Planning policies relevant to these development principles contained within the Adopted South Bucks Core Strategy (2011) and other relevant saved policies within the South Bucks Local Plan (1999) are identified below.
- Land Use - Residential*
- 3.4.3** The principle of residential use on the site is supported through Core Policy 1 (Housing Provision and Delivery) and Core Policy 15. The wording of the policy states that between 2006 and 2026, between 2,200 and 2,800 new dwellings should be provided in the District. At least 80% of development should be on Previously Developed Land.
- 3.4.4** In addition, Core Policy 3 (Affordable Housing) states that 40% of all dwelling in schemes of 5 units and above should be affordable, unless it is clearly demonstrated that this is not economically viable. Core Policy 3 states that affordable housing provision should normally be made on site. Core Policy 3 also states that about two thirds of affordable units should be social rented (now affordable rent product), with the remainder as intermediate dwellings.
- 3.4.5** The Strategic Housing Market Assessment (SHMA, 2008) suggests that the need for affordable housing in South Bucks is:
- i. One bedroom: 38%
 - ii. Two bedroom: 25%
 - iii. Three bedrooms: 34%
 - iv. Four or more bedrooms: 3%
- 3.4.6** However, in practice, the Council's preference will be for a higher proportion of affordable housing units with two or more bedrooms, as these provide greater flexibility in matching needs with provision.
- Land Use - Employment*
- 3.4.7** Core Policy 10 relates to employment provision and contains a general presumption that sites currently in employment use will be retained for that use. The policy states that new employment development will be accommodated in a range of locations, including on the Opportunity Sites.
- Green Belt**
- 3.4.8** The Core Strategy identifies the site as a Major Developed Site in the Green Belt. Whilst PPG2: Green Belts has been replaced by the NPPF (see above), the principles set out at paragraph 3.4 and Annex C of PPG2 have been incorporated in this Development Brief and will therefore be relevant considerations in the context of the comprehensive redevelopment of the Mill Lane Opportunity Site. In particular, development proposals should have:
- i. No greater impact than the existing development on the openness of the Green Belt and the purposes of including land within it;
 - ii. Contribute to the achievement of the objectives for the use of land in Green Belts;
 - iii. 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).

Core Policy 15: Mill Lane (Opportunity Site)

The Mill Lane Opportunity site as defined on the Proposals Map is identified as a Major Developed Site in the Green Belt. A comprehensive, conservation led approach must be taken to the regeneration of the site, with a high quality mix of development, watercourses and parkland. Suitable uses on the site would include residential, commercial development (for example B1 offices, a café/restaurant, a marina/boatyard), a hotel (broadly on the current Skindles site) and open space.

Any redevelopment proposals should:

- See the gasholder and sheds on the Severnside part of the site removed when possible.
- Result in no greater impact on the openness of the Green Belt, and retain the largely open character of the site.
- 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.
- 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.
- Preserve, and where possible enhance, the character and appearance of the riverside setting, including views to and from the site.
- Protect, conserve and where possible enhance Maidenhead Bridge and Glen Island House, and their respective settings.
- Deliver a net gain in biodiversity resources and avoid unacceptable impacts on the nearby South Lodge Pit SSSI.
- Provide an acceptable means of access into the site, and minimise the impact of the new traffic generated on the A4 Bath Road.
- Minimise the risk of groundwater pollution through the mitigation of the effects of historic contamination.
- Improve public access to the River Thames through a new riverside walk with a new footbridge provided across the Thames to Maidenhead in the vicinity of Boulters Lock, unless demonstrated not to be feasible or viable.
- Guide new development towards areas of lowest flood risk within the site, with only water compatible development in Flood Zone 3b, with all other development in Flood Zone 2, with the exception of the redevelopment of the Skindles site (partly Flood Zone 3a) for a hotel.
- Adhere to the minimum requirements set out in the Level 2 Strategic Flood Risk assessment for the site, which will include demonstrating a measurable reduction in the risk of flooding as a result of the development.
- 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.
- Ensure that there is no net loss of jobs, based upon the former range of activities on this Opportunity Site (circa 200 jobs).
- Demonstrate, prior to the granting of planning permission, that the necessary infrastructure can be put in place within agreed timescales.

<i>Sustainability</i>	<i>Infrastructure</i>
<p>3.4.9 Core Policy 12 (Sustainable Energy) contains the requirement to secure at least 10% of a development's energy from decentralised and renewable or low-carbon sources, which should be incorporated into the scheme (unless demonstrated that it is not viable or feasible).</p>	<p>3.4.12 Core Policy 6 (Local Infrastructure Needs) supports new infrastructure, with specific regard to investing in Green Infrastructure (woodland, parks, waterways, rights of ways network and open countryside), utilities, walking and cycling routes and public transport.</p>
<p>3.4.10 Core Policy 7 (Accessibility and Transport) supports a sustainable transport network and encourages development that:</p> <ul style="list-style-type: none">i. Is accessible by public transport, walking and cycling;ii. Encourages safe and attractive improvements to pedestrian and cycle routes; andiii. Ensures that the impact on the road network is minimised and mitigated through the use of 'mobility management' measures (such as Travel Plans, parking charges and car parking levels).	<p>3.4.13 Saved Local Plan Policy TR5 (Accesses, Highway Works and Traffic Generation) states that regard should be had to safety, congestion and the environment. Proposals should comply with relevant Highway Authority standards.</p>
	<p>Parking Standards</p>
<p>3.4.11 Core Policy 8 (Built and Historic Environment) states that new development should be 'designed to help to tackle the causes of, and be resilient to the effects of climate change'.</p>	<p>3.4.14 The normal minimum car parking requirements contained in the Local Plan are as follows:</p> <p>Residential use:</p> <ul style="list-style-type: none">i. One bedroom: 1 space per dwelling.ii. Two/Three bedroom: 2 spaces per dwelling.iii. Four or more bedroom: 3 spaces per dwelling. <p>3.4.15 The Council have also produced interim guidance on residential parking standards, which reflect the above standards.</p> <p>Hotel use:</p> <ul style="list-style-type: none">i. 1 space per bedroom.ii. 1 space per 3 non-resident staff.iii. 1 coach space per 100 bedrooms.iv. Conference/function room: 1 space /10 seats or 10 sq m public floorspace.v. Bars/restaurant: 1 space/4 sq m public floor area. <p>Office use:</p> <p>1 space per 25 sq m gross floor area.</p>

Natural Features and Open Space

- 3.4.16** Core Policy 5 (Open Space, Sport and Recreation) recognises the importance that the site has with regard to providing and improving open space. The wording of the policy continues to state that “*new residential development should be supported by adequate open space and recreation facilities in terms of quantity, quality and accessibility*”.
- 3.4.17** Core Policy 9 (Natural Environment) goes on to state that development that would harm landscape character or conservation interests will not generally be supported. A presumption towards an approach that seeks the ‘conservation, enhancement and net gain in local biodiversity resources’ will also be sought. Lastly, the policy seeks ‘biodiversity, recreational, leisure and amenity improvements for the River Thames setting where opportunities arise’ and refers to the site specifically.
- 3.4.18** Saved Local Plan Policy L4 (River Thames Setting) must also be considered. This states that the loss of features associated with the special character, landscape or amenity of the river setting will generally be resisted. In addition, Policy L10 (Proposals Involving Felling or other Works affecting Trees Covered) relates to the protection of trees, whilst Core Policy 9 seeks to protect sites of nature conservation interest (which includes SSSI’s).

Design and Setting

- 3.4.19** Core Policy 2 supports a range of housing types and sizes that meet local needs. The policy goes on to state that a proportion of new homes must meet the full Lifetime Homes standard. Core Policy 8 supports an average density range of between 25-35 dwellings per ha, although notes that this may vary depending on specific site characteristics. Core Policy 8 also advises that “*all new development must be of a high standard of design and make a positive contribution to the character of the surrounding area*”.
- 3.4.20** Saved Local Plan Policy EP3 relates to the use, design and layout of development and states that “*development will only be permitted where its scale, layout, siting, height, design, external materials and use are compatible with the character and amenities of the site itself, and adjoining development and the locality in general*”.
- 3.4.21** Policy EP4 focuses on landscaping and promotes appropriate hard and soft landscaping measures within development proposals. Policy EP5 relates to ensuring adequate sunlight and daylight into and between buildings, whilst Policy EP6 requires that development should be designed to reduce the opportunity for crime.
- 3.4.22** Policy H9 contains criteria relating to the residential layout and design of developments, which include:
- i. Being compatible with the character of the surrounding area;
 - ii. Not adversely affecting the character or amenities of nearby properties or the locality in general;
 - iii. Containing usable amenity space; and
 - iv. Ensuring satisfactory access for emergency vehicles and refuse collection.

Conservation and Heritage

- 3.4.23** 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 accordance with Core Policy 8 (Built and Historic Environment).
- 3.4.24** The Taplow Riverside Conservation Area Character Appraisal was adopted by the Council in 2007 and identifies the following issues that are of particular relevance to the site:
- i. The importance of the view into the conservation area from the Maidenhead bank.
 - ii. The view of the Taplow riverbank is often dominated by the gasholder.
 - iii. There are attractive views over the river to Bridge Gardens.
 - iv. States that the gasholder and Severnside depot in Mill Lane are visually intrusive with trees providing only partial screening.
 - v. Heavy goods vehicle traffic has a negative impact on the rural character of Mill Lane.
 - vi. Important views also exist within the Conservation Area.

3.5 Residential Design Guide Supplementary Planning Document

- 3.5.1** The Council adopted the Residential Design Guide SPD in 2008. The guide is designed to promote secure, well designed and sustainable residential development within South Bucks. The guide contains a number of design objectives, which are identified below:
- i. To encourage efficient and effective use of land.
 - ii. To ensure a balanced mix of dwelling types and sizes, including affordable housing.
 - iii. To ensure new development reflects the accessibility of the location.
 - iv. To ensure new development is in context with the existing character of the area in terms of built form, landscape and townscape.
 - v. To ensure development maintains the amenity and privacy of existing residential development.
 - vi. To ensure new development incorporates well designed open space for occupiers.
 - vii. To ensure development is well connected to the surroundings.
 - viii. To protect important species and habitats and to encourage proposals to incorporate beneficial biodiversity or geological features within design.
 - ix. To reduce crime through the creation of safer places to live.
 - x. To reduce the risk of flooding to people and property.
 - xi. To ensure a clear definition between public and private areas.
 - xii. To promote measures to mitigate and adapt to the forecast effects of climate change, including the use of renewable energy and sustainable construction and design.

3.6 Parish Plan

- 3.6.1** The Taplow Parish Plan was prepared in 2005 and contains a number of proposals for action, based around a number of action areas. A key objective contained within the plan relating to the site is as follows:

'To improve the physical environment and access to leisure and amenity; to rationalise land uses, particularly along Mill Lane and the bank of the Thames, improve access to the Thames, and extend footpath access to the confluence of the Thames and Jubilee Rivers'.

- 3.6.2** The plan proposes to achieve this objective through the preparation of a plan that defines the form and structure of the area, including outlining the proposed changes in land uses and new accesses to the river.
- 3.6.3** In addition, the Parish Plan contains objectives which relate to the following:

- i. Ensuring improvements to amenity areas.
- ii. Prevent the erosion of the Green Belt, through in part preparing and implementing planting programmes.
- iii. The conservation and management of woodland, groups of trees and individual trees.
- iv. Preserving the view of the Jubilee River from Mill Lane.
- v. Ensuring public realm improvements along the Bath Road.
- vi. Reducing traffic speed and inhibiting rat runs.
- vii. Improving the network of footpaths, cycle ways and bridleways.
- viii. Ensuring that the rural character of the area is not compromised through the provision of new housing.
- ix. Improving recreation and leisure facilities for children.

4.0 Consultation Process

4.1 Introduction

- 4.1.1 The Development Brief has been prepared following detailed discussions between Officers at South Bucks District Council and Transport for Buckinghamshire, and representatives of Barratt Homes, National Grid and Taplow Investments. The matters addressed in the Development Brief, and many of the proposed development principles have been strongly influenced by the feedback received from local residents and other stakeholders. This feedback was primarily obtained from early discussions with a range of local stakeholders, and from the feedback forms returned following the public exhibition held in June 2011.
- 4.1.2 The programme of engagement set out below accords with the requirements of the Local Development Regulations (as amended) and new 2012 Local Planning Regulations, and the requirements of the South Bucks Statement of Community Involvement.

4.2 Pre-Exhibition Stakeholder Engagement

- 4.2.1 In early 2011, a range of local stakeholders (including local community and interest groups) were contacted in relation to the Mill Lane Opportunity Site. The aim of this early contact was to gain a better understanding of the main issues of local concern. Six issues were consistently raised:
- i. Sensitivity around the Conservation Area.
 - ii. Protecting and enhancing the flora and fauna of the river.
 - iii. Concerns about Mill Lane and the access from the site onto the A4 Bath Road.
 - iv. The concept of a footbridge across the Thames, linking the site with Ray Mill Island.
 - v. Protection of the openness of the Green Belt.
 - vi. Sensitivities around the Skindles hotel and its impact on the listed Maidenhead Bridge.

4.3 Public Exhibition

- 4.3.1** The main focus for the early stakeholder engagement was a public exhibition. After much discussion and debate between the Council, Transport for Buckinghamshire, relevant landowners, Barratt Homes and local stakeholder groups (including Taplow Parish Council, the Ellington and District Residents Association and the Hitcham and Taplow Society) a set of exhibition boards were prepared and a public exhibition held on Thursday 16th June 2011.
- 4.3.2** The exhibition was publicised through various means:
- i. A notice regarding the exhibition was placed in the Maidenhead Advertiser on 9th June 2011 and the Bucks Free Press on 10th June 2011. The papers also provided editorial coverage.
 - ii. Local residents in Taplow and Taplow Riverside and those residents of Maidenhead who front onto the Thames, opposite the Mill Lane Opportunity Site, were informed of the forthcoming exhibition by a direct mail drop.
 - iii. Curtin & Co. invited a number of stakeholder groups, agencies and other organisations to the exhibition.
 - iv. The Council placed a statement on its website (in the 'Current Consultations' section) providing some background information on the site and confirming the time and date of the public exhibition.
 - v. Taplow Parish Council and local residents groups were also active in 'spreading the word' about the exhibition, and a poster regarding the exhibition was placed on the Parish Council Notice Board.
 - vi. All of the elected Members at South Bucks District Council were advised of the public exhibition by e-mail.

4.3.3 The exhibition was held in the former St Regis Paper Mill building between 12:00pm and 10:00pm. The exhibition was manned by representatives of Barratt Homes, a consultant representing National Grid and a South Bucks District Council (SBDC) Planning Policy Officer. The exhibition boards provided information on the policy background and intended process and timetable for preparing the Development Brief. The boards also addressed some of the main issues relating to future redevelopment of the Mill Lane Opportunity Site (including the potential access arrangements, open space provision and the mix of land uses).

4.3.4 A total of 283 people attended the exhibition. The feedback regarding the venue and information contained on the exhibition boards was generally positive. All attendees at the exhibition were provided with a Feedback Form and given the option of either completing it there and then, or taking it away and returning it by post. 55 Feedback Forms were completed and left at the exhibition, with a further 70 Feedback Forms returned by post.

4.4 Feedback

- 4.4.1** An analysis of the feedback received shows that:
- i. The significant majority of respondents supported provision of a linear footpath across the site (either adjacent to the Thames or Jubilee River), with a new foot crossing over the River Thames (at least 93% of those that expressed a preference).
 - ii. There is strong support for a new footpath alongside Mill Lane (94% of those that expressed a preference). There was also support for improved cyclist provision.
 - iii. There was an even split between those who would prefer to retain the existing vehicular access onto the Bath Road (39%), and those who would prefer it to be closed, with a new access onto Bath Road further to the east (40%). Of those that expressed a preference, only 15% firmly supported having two vehicular access points onto the Bath Road.
 - iv. The majority of respondents supported closure of Mill Lane (to motor vehicles) at the point of crossing the Jubilee River (59% of those that expressed a preference).
 - v. The majority of respondents supported improved and / or additional car parking provision (74% of those that expressed a preference).
 - vi. There was a clear preference for a more informal, less intensive use of the open space on the Mill Lane Opportunity Site (88% of those that expressed a preference).
 - vii. The majority of respondents supported development on the gasholder site, given the conservation benefits of removing the gasholder (76% of those that expressed a preference).

- viii. There was strong support for a hotel use on the site of the former Skindles Hotel (87% of those that expressed a preference).
- ix. Most respondents agreed that conversion of Glen Island House for employment use would be appropriate (92% of those that expressed a preference). There was also strong support for bringing Mill Island House and Dunloe Lodge back into productive use.
- x. Most respondents felt that the right potential Development Areas had been identified (88% of those respondents that expressed a preference). These Development Areas were Taplow Mill, the Severnside site, Riverside site and Skindles Hotel site.
- xi. Of those respondents expressing a preference, 74% felt it would be preferable to have buildings of a similar height to the existing buildings, to help reduce the overall spread of development within the Mill Lane Opportunity Area.

4.4.2 The Consultation Statement published alongside the Development Brief provides more information on the arrangements for the public exhibition and the feedback received from local residents and other stakeholders. This feedback has been very carefully considered in preparing the Development Brief.

4.4.3 Appendix B sets out where and how the above feedback is addressed in this Development Brief.

4.5 Informal Stakeholder Consultation

4.5.1 In May 2012, a number of stakeholders were contacted to ask for their views on an early draft of the Development Brief. The responses received were helpful in finalising the Development Brief.

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5.0 Constraints, Opportunities and Potential Development Areas

5.1 Introduction

- 5.1.1 The Core Strategy identifies the Mill Lane Opportunity Site as an area where comprehensive redevelopment would offer the potential to address existing planning problems. There are a complex range of site constraints that limit the scale, form and location of future development opportunities. These constraints are considered in more detail below, but include the location of the site within the Green Belt, the sensitivity of the landscape and historic site context, the risk of flooding across much of the site and the importance of conserving and enhancing the area's biodiversity.
- 5.1.2 In terms of opportunities, there is significant scope for the comprehensive redevelopment of the site to enhance and regenerate the area. In particular, comprehensive redevelopment should provide the opportunity to conserve and enhance the local environment in its widest sense, see removal of the gasholder, improve accessibility to the Thames and Jubilee Rivers, support and sustain employment opportunities across the site and provide new housing (including much needed affordable housing).
- 5.1.3 From the analysis of the principal constraints and opportunities, the Development Brief identifies four distinct 'Potential Development Areas'.

5.2 Constraints

Green Belt

- 5.2.1 The location of the site within the Green Belt must be carefully considered with regard to the scale, massing and location of future development. In accordance with Core Policy 15, new development must retain the largely open character of the site and must not result in a greater impact on the Green Belt. In terms of the Mill buildings, it is recognised that new development may be a similar height to the existing buildings, but elsewhere within the site, a reduced visual impact should be ensured.
- 5.2.2 New development should not occupy a larger area of the site than the existing buildings (to be demolished) unless this would achieve a reduction in height which would benefit visual amenity. This may be particularly relevant to the removal of the gasholder and any subsequent replacement development.

Flood Risk

- 5.2.3 The risk of flooding across much of the Mill Lane site represents a significant constraint. Plans 6a and 6b indicate the flood risk zones associated with the site. Plan 6a indicates the current Environment Agency flood zones which informed the 'strategic level' flood zones identified by Jacobs for the District Council in 2008 (as part of the evidence base for the Core Strategy).
- 5.2.4 The flood risk zones shown on Plan 6b differ from those on Plan 6a and are based upon recent work undertaken on behalf of Barratt Homes. The area of Flood Zone 2, taking into account the effects of climate change, is now much smaller than the area identified by Jacobs in 2008.



Plan 6a - Current Environment Agency flood zones

- Current extent of Flood Zone 3 (high probability of flooding)
- Current extent of Flood Zone 2 (medium probability of flooding)



Plan 6b - Updated modelled flood zones

- 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
- areas of site not yet surveyed

5.2.5 The developer must take into account how the flood zones would change if climate change was taken into account. In this scenario climate change figures assume that peak river flows will increase by 20% relative to 1990 levels. As such, a second map is produced (6b) that shows how the flood zones would look with this climate change (+20%) figure added. The new flood zones however, do not take flood defences into account and therefore the inclusion of the Jubilee flood relief channel and other flood defences should ensure that there is no increase in risk to existing properties. This work would therefore meet NPPF policy para. 103. The Environment Agency has endorsed this work.

5.2.6 Site specific topographic modelling is still needed where this has not yet been carried out to ascertain the flood risk and inform future development potential in accordance with the development principles set out in Section 6.0 of this Development Brief.

5.2.7 In accordance with Core Policy 15, 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 (including future residential development) in Flood Zone 2 (with the exception of any redevelopment on the Skindles Hotel site, including the area covered by the extant permission for an extension to the hotel, partly within Flood Zone 3a).

Conservation and Views

5.2.8 Much of the site lies within the Taplow Riverside Conservation Area and has high archaeological potential. Any future development within the Conservation Area will need to enhance or better reveal the significance of the area. Particular care will be needed in respect of any development that may impact upon the setting of the Grade I Listed Maidenhead Bridge, and the setting and built form of the Grade II Listed Glen Island House.

5.2.9 Significant unlisted buildings within the Conservation Area should be retained and reused where ever feasible. In addition to the significance of the historic environment, a number of key views have been identified in the Taplow Riverside Conservation Area Character Appraisal. The views in Plan 7 also take account of important cross river views from the Maidenhead Riverside Conservation Area. The scale, form and location of future development will need to ensure that the following key views are protected, and where possible, enhanced.

The Gasholder

5.2.10 It is recognised that the removal of the gasholder will have considerable benefits in terms of enhancing the Conservation Area, including views from both sides of the River Thames. However, until such time that it is fully removed, the PADHI Zones (see Plan 7) must be retained in place around the building, which may influence the form of future development and its phasing. The Planning Advice for Developments near Hazardous Installations (PADHI) Zones (see Plan 7), is the land use methodology used by the Health and Safety Executive to give advice on developments in the vicinity of major hazard sites and major accident hazard pipelines.

5.2.11 Given the former use of the site, there is likely to be land contamination, and this will require remediation.

Plan 7 - Constraints

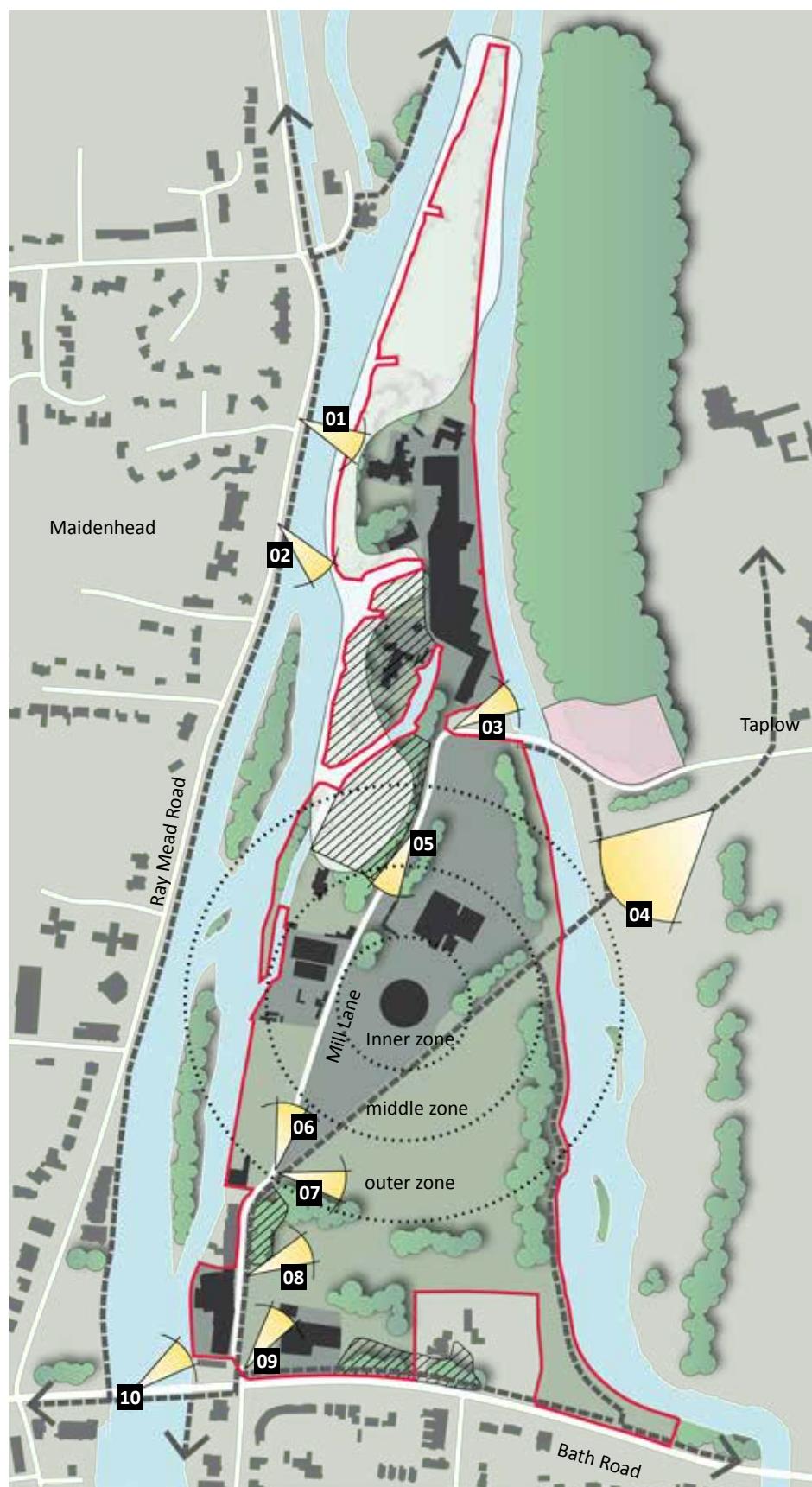
Key

- Site Boundary
- Area of high biodiversity value
- Areas subject to Tree Preservation Orders (TPO)
- PADHI Zones
- SSSI

Key Views:

- 01** Looking east across the River Thames from Ray Mead Road towards Glen Island House;
- 02** Looking east across the River Thames from Ray Mead Road towards Mill Island House;
- 01** Looking east across the River Thames from Bridge Gardens (Ray Mead Road);
- 03** Looking east across the Jubilee Relief River across woodland;
- 04** Looking west from the footpath on the brow of the hill across the Jubilee Relief River to the west;
- 05** Looking south along Mill Lane;
- 06** Looking north along Mill Lane;
- 07** Looking east across open land from Mill Lane;
- 08** Looking north east from Mill Lane towards the wooded slope;
- 09** Looking north from the junction of Mill Lane and Bath Road towards the wooded slope;
- 10** Panoramic views from Maidenhead Bridge.

NB. Please also see Flood Risk - Plan 6A and 6B and Heritage - Plan 4



<i>Contamination</i>	<i>Biodiversity</i>
<p>5.2.12 The Mill Site, due to the chemicals used in the industrial process, is likely to be contaminated and will require remediation, as will the Severnside site which was used for waste transfer and recycling which involved illegal tipping.</p>	<p>5.2.16 It is recognised that the site is rich in biodiversity, and survey work has been carried out with regard to establishing its exact characteristics. Plan 7 indicates that the northern and western parts of the site are home to the most important habitat areas. These will need managing and protecting, with new development steered away to other parts of the site. In addition it is likely that the land immediately to the north is a priority habitat (circa 2.5 ha), although this area has not been surveyed.</p>
<p><i>Archaeology</i></p>	
<p>5.2.13 An archaeological assessment prepared in 2011 concluded that the site has archaeological potential. The Environmental Statement will need to be supported by appropriate field evaluation and any consequent mitigation will be required to conserve or investigate the archaeological interest. Any archaeological investigations should be agreed with the County's archaeological adviser and will require provision for subsequent analysis, reporting and publication.</p>	<p>5.2.17 The key results of the Phase 1 surveys indicate that:</p> <ul style="list-style-type: none">i. Japanese Knotweed has been found at a number of locations across the site, and will have to be removed prior to development occurring.ii. Evidence of bats has been found at Glen Island House, Mill Island House, and the former Coach House, to the north of the Mill Buildings, a full bat survey will therefore be required. Development of the aforementioned buildings should include mitigation strategies to protect bats.iii. Woodland to the north and west of the site provides foraging habitats for badgers (although no setts are located on the site). Within this area, evidence of otter and grass snake activity was also found. Otters are a Biodiversity Action Plan (BAP) species and they and their habitat must be protected.iv. A total of four species of river mussels have been found in the River Thames around the area of the two inlets. These habitat areas should be protected from the impacts of any future development.v. There are a number of breeding and wintering birds that frequent the site, including the Common Kingfisher. The retention of habitats for birds should form part of the future development of the site.
<p><i>Infrastructure</i></p>	
<p>5.2.14 Thames Water has a number of water and waste assets crossing the site. Building over or close to these assets should be avoided.</p>	
<p><i>Surface Water</i></p>	
<p>5.2.15 There should be no surface water discharges into the Jubilee River as this is a functioning flood defence.</p>	

Bath Road Access

- vi. No evidence of dormice, water voles or stag beetles were found across the site.

5.2.18 Phase 2 surveys will need to be carried out to ascertain the presence of BAP species.

5.2.19 In accordance with Core Policy 15 proposals will need to demonstrate a net gain in biodiversity resources, and avoid unacceptable impacts on the nearby South Lodge Pits SSSI.

Trees

5.2.20 All trees located within the Conservation Area are afforded protection, whilst a number of Tree Preservation Orders are also found across the site, together with important groups of trees that have been identified by the Council. These are indicated on Plan 7. The majority of the protected trees are located to the north of the site, although there are some located along Bath Road and Mill Lane.

5.2.21 The protected trees fronting onto Bath Road are a constraint on the creation of a new access from the site, as they make a significant contribution to the street scene in the locality, and help screen the southern part of the site from the A4 Bath Road.

5.2.22 More generally, all trees across the site make a valuable contribution to its landscape character, particularly when viewed across from the bank of the River Thames to the west, and should be protected wherever possible.

5.2.23 The existing junction of Mill Lane with Bath Road represents a constraint on the future comprehensive redevelopment of the site. The poor visibility for drivers (associated with the proximity of the junction to Maidenhead Bridge) presents significant challenges, with limited scope for improvement if the current junction location is retained. Signalisation of the current junction would not be acceptable given its proximity to the Grade I listed Maidenhead Bridge.

5.2.24 The feedback received from the public exhibition indicates that local residents would not support two separate access points from the site onto the Bath Road.

5.2.25 A new vehicular access into the site could be provided to the east, further along Bath Road. Plan 11 shows the preferred location for the new junction. The current advice from Buckinghamshire County Council is that a signalised junction between Mill Lane and the A4 Bath Road will be required to accommodate the scale and form of development that could come forward under the terms of the Development Brief. This advice is subject to the need for further more detailed work at the planning application stage.

5.2.26 A new vehicular access in the location indicated in Plan 11 would result in the need for a number of protected trees to be removed. Significant mitigation would be necessary to compensate for the loss of these trees.

5.3 Opportunities

Environmental Enhancement

5.3.1 Appropriate consideration of the constraints outlined above should ensure that future development on the Mill Lane Opportunity Site results in significant environmental enhancements. This should be achieved through ensuring development has no greater impact on the openness of the Green Belt, by protecting important views, conserving and enhancing the historic character of the site and surrounding area, removing the gasholder, ensuring new development is of good design, and protecting and enhancing important wildlife habitats. These enhancements should include to the river environment, additional native planting, grassland improvements, woodland restoration and species improvement across the site. The NPPF in para 109 requires net gains in biodiversity where possible.

Pedestrian Routes

5.3.2 At present, there are no footpaths running alongside the River Thames or alongside the northern section of the Jubilee River (in the vicinity of the existing Mill buildings). Furthermore, the pedestrian environment along the majority of the length of Mill Lane is poor, as there is no footway for pedestrians.

5.3.3 The northern part of the site has particularly limited pedestrian connections to Maidenhead Riverside, with Maidenhead Bridge (to the south of the Opportunity Site) providing the only currently available crossing of the River Thames.

5.3.4 Redevelopment of the Mill Lane site will provide the opportunity to create a new network of footpaths, complementing the current provision - mainly that linking Bath Road with Taplow to the north-east. Footpaths could be provided along the following routes (as indicated on Plan 8):

- i. A route alongside Mill Lane.

ii. A route following the River Thames (taking into account existing buildings, trees and land ownerships).

iii. A route alongside the northern section of the Jubilee Relief River that links with the existing footpath that runs along the southern part of the River.

5.3.5 There is also the opportunity to provide direct and safe walking links from the areas of development within the Opportunity Site to the Bath Road.

A New Footbridge

5.3.6 A new pedestrian footbridge would benefit existing and future residents and offer an opportunity to improve the local footpath network. A new footbridge to the north of the site could link to land at Boulter's Lock, and would significantly improve the permeability of the site. It would also provide for a very attractive circular walk.

Cycle Routes

5.3.7 Improvements to Mill Lane would provide the opportunity to improve the environment for cyclists. Cycle access must be retained across the Jubilee Relief River Bridge. There is also an opportunity to provide access for cyclists across the proposed new footbridge, although they would need to dismount over the footbridge and through Ray Mill Island (see Plan 8).

Public Transport

5.3.8 Improvements to the pedestrian network along Mill Lane in particular represent an opportunity to facilitate links with existing bus services that run along Bath Road and to Taplow railway station. In addition, the provision of new development across the site represents an opportunity to support improvements to local transport infrastructure.

Plan 8 - Opportunities

Key

- [Red Line] Site Boundary
- [Grey Area] Buildings to be demolished
- [Green Area] Woodland area
- [Dashed Line] Existing Footpaths
- [Yellow Dashed Line] Proposed Footpaths/Cyclepaths
- [Blue Arrow] Proposed Footpath to new pedestrian footbridge
- [Dotted Line] PADHI Zones

01 Potential location of proposed footbridge

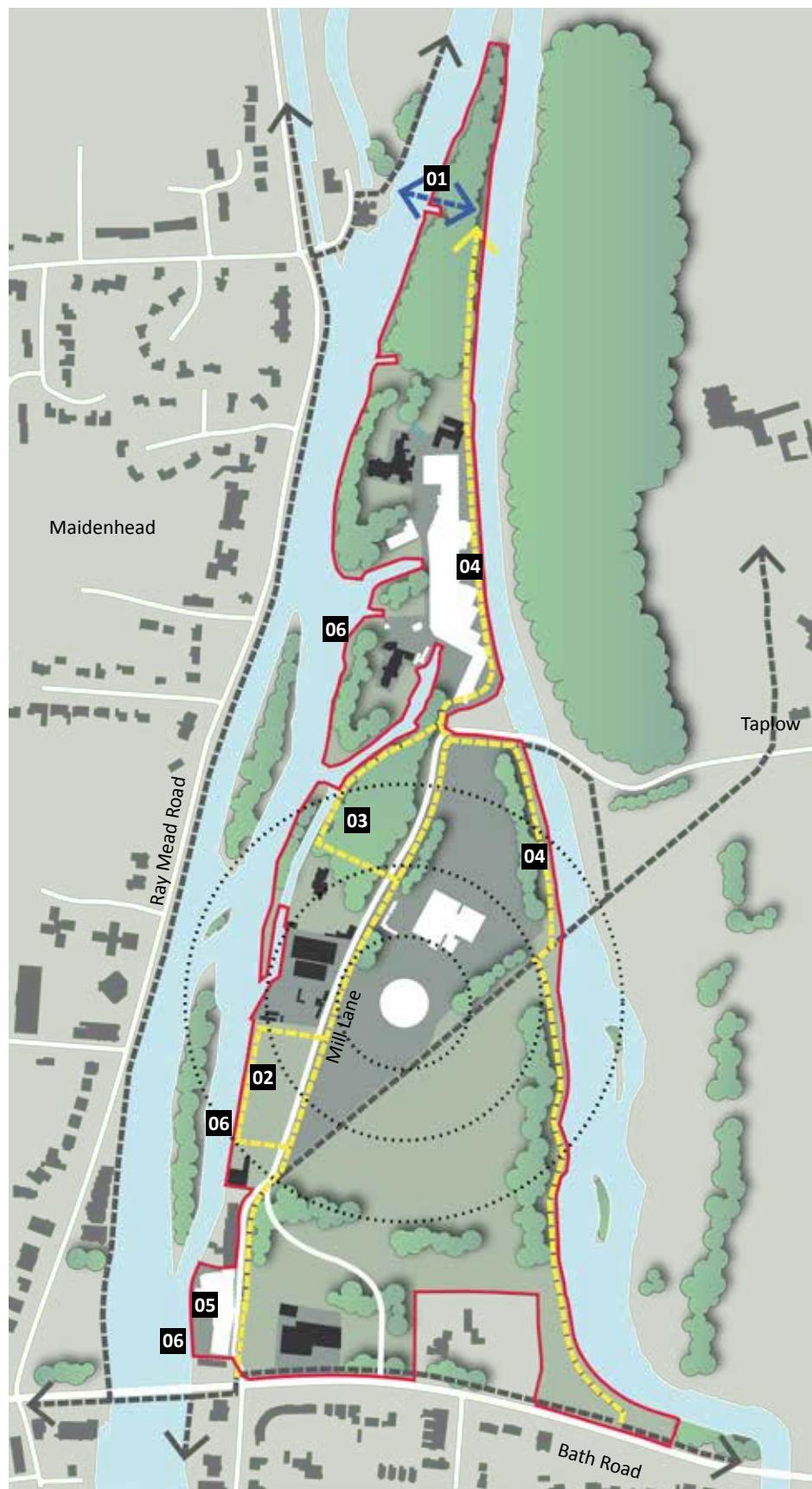
02 New pedestrian and cycle routes alongside the River Thames

03 New pedestrian routes around improved woodland area

04 New pedestrian and cycle routes alongside Jubilee River

05 Skindles refer to demolition and change plan

06 Potential location for additional moorings



Car Parking	Built Heritage
<p>5.3.9 There is an opportunity to improve the existing car parking arrangements along Mill Lane through the provision of a dedicated car parking area for local employees (in connection with the Taplow Investments land) and visitors to the site. The creation of a dedicated car parking area will significantly improve the current car parking arrangements that occur along Mill Lane during working hours.</p>	<p>5.3.13 The site contains a number of buildings of heritage value that have been neglected over time. There are significant opportunities to restore and bring Glen Island House, Mill Island House and Dunloe Lodge back into productive use.</p>
<p><i>Woodland and Open Space</i></p>	<p>5.3.14 Skindles Hotel has fallen into a state of significant disrepair. The refurbishment or redevelopment of the hotel would provide opportunities to enhance the general environment of this part of the site, and importantly, would provide the opportunity to enhance the setting of the Grade I listed Maidenhead Bridge.</p>
<p>5.3.10 There is a significant opportunity to improve access to the woodland areas within the site, as well as to create new and improved areas of open space. In particular, key opportunities include to:</p>	<p><i>Regeneration of the Mill Lane Site</i></p>
<ol style="list-style-type: none">i. Improve access to woodland areas to the north of the site and also to the west - on land to the north of Dunloe Lodge. This opportunity will need to be carefully balanced with conservation and enhancement of the sensitive habitats within this part of the site.ii. Provide improvements to the large areas of open space to the south, for recreational use.	<p>5.3.15 There is a significant opportunity to remove buildings that do not respect the character or setting of the site. In particular, it is recognised that the Taplow Mill buildings, the Severnside Sheds and the gasholder should be removed.</p>
<p><i>River Thames and Jubilee Relief River</i></p>	<p>5.3.16 Table 1 indicates that removal of the Mill buildings, the Severnside Sheds and the gasholder would provide for a total of up to 10,204 sq m of replacement building footprint. Indeed, development justified on the basis of removal of the gasholder could have a larger footprint (i.e. more than 1,600 sq m) if the reduction in height benefitted visual amenity.</p>
<p>5.3.11 In addition to accessibility improvements, there is scope to add to the approximately 60 existing moorings along the River Thames frontage. An acceptable moorings plan must be agreed with the Environment Agency to protect and enhance the River Thames frontage and ecology of the river.</p>	<p>5.3.17 As a guide, future development should not significantly increase the overall built footprint that exists across the site – although the primary concern will be to ensure that any future development on the site has no greater impact on the openness of the Green Belt.</p>
<p>5.3.12 There may also be scope to provide new river entry points for canoes and other unpowered crafts, on both the Thames and Jubilee Rivers.</p>	<p><i>Sense of Place</i></p>
	<p>5.3.18 Redevelopment of the Mill Lane site will offer the opportunity to recreate the atmosphere and activity once associated with the area, particularly in the vicinity of the Skindles Hotel, and along other parts of the River Thames frontage.</p>

5.4 Potential Development Areas

- 5.4.1** The Potential Development Areas described below have been identified in response to the constraints and opportunities of the site. Particular regard has been had to:
- i. The guidance given in Core Policy 15 and related supporting text.
 - ii. The areas at risk from flooding.
 - iii. The location of existing development across the site, and the extant planning permissions for development.
 - iv. The visual sensitivity of the development areas.
 - v. The location of the listed structures and significant unlisted buildings.
 - vi. The areas of important and sensitive habitat.
- 5.4.2** The above considerations have led to the identification of the Potential Development Areas shown on Plan 9. The appropriateness of the Potential Development Areas (broadly as identified at the time of the public exhibition) is further reinforced by the Sustainability Appraisal that accompanies this Development Brief. The Sustainability Appraisal shows that for a range of reasons, development on other parts of the site would have significant adverse effects, in terms of biodiversity and heritage interests, flood risk and visual impact.
- 5.4.3** The Potential Development Areas shown on Plan 9 will be the likely future focus for development and refurbishment. It must be noted that the areas shown on Plan 9 includes all the land that is considered to have development potential. More detailed work, including in relation to the design and layout of future development (and its impact on the openness of the Green Belt) will determine which areas within these Potential Development Areas are taken forward for development, as well as which parts are used for gardens, public open space, footpaths, car parking areas and access roads.

5.5 Taplow Mill

- 5.5.1 Core Policy 15 accepts the principle of development on the site of the former Mill buildings, with a high quality design potentially allowing for development of a similar height to the existing buildings. Much of the Taplow Mill building is in Flood Risk Zone 2, an area suitable for development, including residential development as it has passed the sequential test. The existing Mill Buildings (6,694 sq m) will need to be demolished, and will provide a cleared site for development. Much of the Taplow Mill Potential Development Area is visually screened from the wider area, although any new development in proximity to Glen Island House will need to be sensitively designed.
- 5.5.2 Glen Island House and Mill Island House are within the Potential Development Area, and will need to be retained and refurbished.

5.6 Severnside

- 5.6.1 A significant part of the Severnside Potential Development Area lies within Flood Risk Zone 2. Core Policy 15 seeks the removal of the gasholder and Severnside sheds (3,510 sq m), and directs future residential development on the site to land within Flood Risk Zone 2. In addition to the potential for further residential development, there may be potential for other land uses within this area, including employment and car parking provision for visitors and existing employees based on Taplow Investments land, helping to decrease the need for on-road parking.
- 5.6.2 Mature hedging and trees screen the site from Mill Lane and land to the south, and there is also some screening of the land from the footpath that runs down the hill from Taplow. There is limited biodiversity interest in this area, with the exception of that within the mature hedgerows.

5.7 Riverside

- 5.7.1 The majority of this land is currently in Flood Zone 2 (see Plan 6a), although once climate change is accounted for, the risk of flooding increases. The identification of the area as a Potential Development Area principally relates to the extant planning permission for office development (500 sq m). There may be potential for some of the massing of the gasholder to be accommodated on the Riverside Development Area.
- 5.7.2 Site specific topographic modelling will be needed to ascertain the flood risk and inform future development potential in accordance with the development principles set out in Section 6.0 of this Development Brief and to ensure that the risk of flooding is not increased elsewhere.
- 5.7.3 The employment floorspace owned by Taplow Investments is currently occupied by 8 companies and provide approximately 100 jobs (December 2012). These contribute to the local economy and should be retained in accordance with Core Policies 15 and 10. Dunloe Lodge is within the Potential Development Area, and will need to be retained and refurbished.

5.8 Skindles

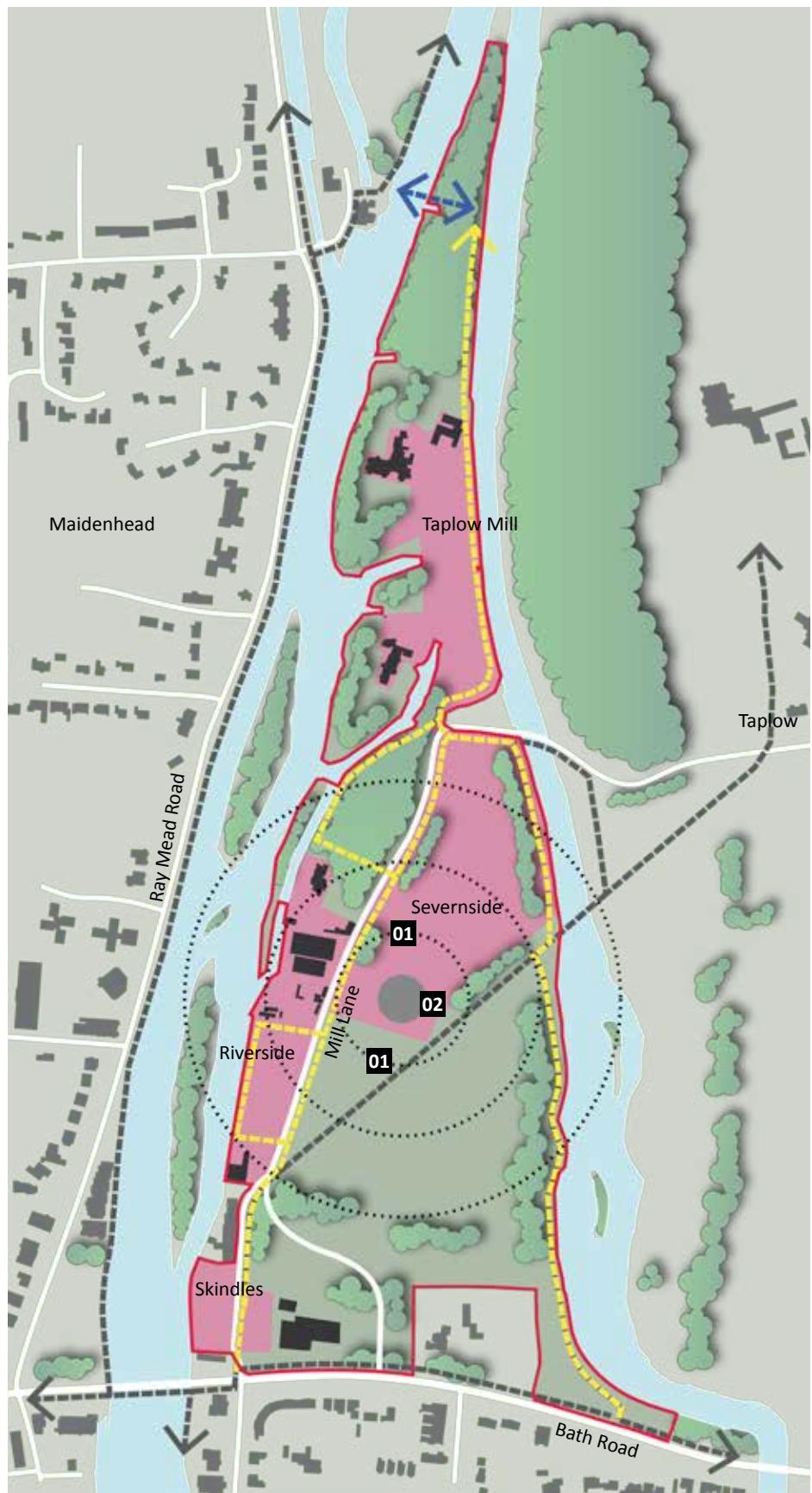
- 5.8.1 The Skindles Potential Development Area is located in a highly sensitive location, adjacent to Maidenhead Bridge and visible from the A4 and Royal Borough. It has been identified as a Potential Development Area because Core Policy 15 provides for a hotel use broadly on the site of the current Skindles Hotel, and because there is an extant planning permission for extension of the Hotel, on the east side of Mill Lane, which could be implemented.

Plan 9 - Potential Development Areas

Key

-  Site Boundary
-  Potential Development Area
-  Existing Footpaths
-  Proposed Footpaths/Cyclepaths
-  Proposed Footpath to new pedestrian footbridge
-  PADHI Zones

- 01** 25m PADHI zone extending from gasholder
- 02** The potential for development on the southern section of the Severnside site is currently constrained by the gasholder PADHI zone.



6.0 Development and Design Principles

6.1 Introduction

- 6.1.1** The earlier chapters of this Development Brief set the site context and outline the planning policies of most relevance to the site. Chapter 4 summarises the main feedback from the early stakeholder engagement and public exhibition in June 2011, and Chapter 5 identifies the principal opportunities and constraints that will need to be taken into account in determining the form, scale and location of future development.
- 6.1.2** The development and design principles set out in this chapter seek to respond to the above considerations by providing a firm but flexible framework for the future comprehensive, conservation-led redevelopment of the Mill Lane Opportunity Site. The development and design principles address:
- i. Overall Scale of Development
 - ii. Green Belt
 - iii. Land Uses
 - iv. Heritage and Conservation
 - v. Access and Movement
 - vi. Landscaping, Setting and Biodiversity
 - vii. Layout and Design
 - viii. Appearance
 - ix. Affordable Housing and Mix
 - x. Sustainability
- 6.1.3** More specifically, the development and design principles aim to address the following key matters:
- i. The feasibility and proposed location of a new footbridge over the River Thames.
 - ii. The approach to preserving and enhancing the Conservation Areas and related Listed buildings, and in particular, the development and design principles that will ensure that the setting of the Grade I Listed Maidenhead Bridge is preserved and enhanced.
 - iii. The proposed location of the main access into the site from the A4, and the approach to mitigating the impact of the new access on the line of mature TPO trees.
- 6.1.4** The development and design principles have particular regard to the heritage value of the site, its wider environmental and visual sensitivity, and the Council's aspirations for redevelopment of the site with regard to its designation under Core Policy 15. In terms of the design principles, particular consideration has been given to the Council's Residential Design Guide (adopted 2008) and best practice in urban design as advocated by the Design Council (formerly CABE).

6.2 Overall Scale of Development

- 6.2.1** The Core Strategy identifies the Mill Lane site as an Opportunity Site. At the time of preparing the Core Strategy, redevelopment of the Mill Lane site was not considered to be central to delivery of the Spatial Strategy. Whilst the Council was keen to maximise the opportunities presented by the redevelopment of this site (and the other Opportunity Sites) development on the Mill Lane site was not needed to meet the lower end of the proposed housing range for the District as a whole. It is partly for this reason that Core Policy 15 does not specify a minimum scale of residential development on the site.
- 6.2.2** The Spatial Strategy does make reference to about 100 new dwellings being delivered on the site. This figure was derived from a working assumption that much of the new residential development would be in the form of large new town houses, but was never intended to represent a cap on the scale of new development.
- In assessing the scale of residential development deemed appropriate on the Mill Lane site, the Council will have particular regard to:
- i. Statements in the NPPF, including the objective to significantly boost the supply of housing.
 - ii. The need to ensure that development has no greater impact on the openness of the Green Belt, and retains the largely open character of the site. The detailed survey of existing buildings across the site provides a robust baseline position against which to assess the impact of new development proposals.
 - iii. The need for the scale (siting and design) of new development to be sympathetic to the historic nature of the site and its surroundings.
 - iv. The capacity of the A4 and the new junction with the A4 Bath Road to accommodate the traffic movements generated by development proposals including recent planning permissions in the vicinity of the area covered by the brief (see Box 3).
 - v. The ability of proposed development to be accommodated whilst delivering a net gain in biodiversity resources.
- 6.2.3** The mix of housing types and sizes will have a significant impact on the number of new homes that can be accommodated on the Mill Lane site, with three smaller flats potentially having the same footprint, height and massing as a large town house.
- 6.2.4** In relation to other land uses on the site, the refurbishment of Glen Island House, Mill Island House and Dunloe Lodge will ensure that the scale and massing of the buildings remain largely unchanged.
- 6.2.5** Proposals for the refurbishment (and extension) of Skindles Hotel, or the redevelopment of the Skindles Hotel site ,will need to result in no greater impact on the openness of the Green Belt. In assessing the impact of proposals, the baseline position will be the impact of the existing hotel with the permitted extension.

6.3 Green Belt

- 6.3.1 The partial or complete redevelopment of previously developed sites in the Green Belt (such as the Mill Lane Opportunity Site) is accepted in the National Planning Policy Framework, provided the new development would not have a greater impact on the openness of the Green Belt than the development it replaces. To address this requirement, new development on the Mill Lane site should not exceed the height of existing buildings (other than in the case of development on the site of the former Taplow Mill, where Core Policy 15 provides for a replacement building of a similar height). In addition, new development should 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).
- 6.3.2 On the site of the former Taplow Mill, it will be particularly important to ensure that the height of new development does not exceed the height of the surrounding tree canopy.
- 6.3.3 The visual impact resulting from new buildings across the Mill Lane site should represent an improvement over the existing situation, particularly when considered from the key viewpoints outlined on Plan 7.
- 6.3.4 The survey information at Appendix A provides robust baseline information on the footprint, height and spread of existing development. The Council will use this information (and the original survey plans) to inform its assessment of the relative impact of existing and proposed development on the openness of the Green Belt. Importantly, the Council will need to assess matters in the round. In addition to the height and footprint of existing and proposed development, consideration will be given to the spread of proposed development across the site and the impact of land uses and features associated with the new housing and commercial development on the openness of the Green Belt.

6.3.5 Table 2 (pages 55-56) provides an overview of the potential form, scale and massing of development within each of the Potential Development Areas. The indicative scale of replacement footprint is deduced from Table 1. The actual scale of replacement footprint appropriate within each of the Potential Development Areas can only be determined once development proposals have been prepared, and the likely impact of this development can be appraised.

Box 1 - Visual Impact of the Gasholder and Replacement Development

The height of the gasholder has varied over time, depending upon the amount of gas being stored. When at full capacity, the gasholder was approximately 30 metres in height, and could be clearly seen from much of the Mill Lane site and surrounding vantages points. At its current height of about 8 metres, the gasholder has a limited visual impact, being heavily screened by mature hedging and trees.

The Council will need to assess the relative impact of the existing gasholder on the openness of the Green Belt and any proposals for replacement development. In making such an assessment, the Council will take into account the footprint of the existing gasholder, and its height when partially inflated (i.e. between 15 metres and 20 metres in height). In coming to a view on the scale of replacement development that might be justified through decommissioning and removal of the gasholder, the Council will also need to have regard to viability considerations (i.e. the cost of decommissioning and removing the gasholder, and remediating the land).

6.4 Land Uses

- 6.4.1** Core Policy 15 seeks a high quality mix of development, watercourses and parkland. Future development proposals should deliver a well balanced living environment that respects the heritage and landscape of the site.
- 6.4.2** The broad spread and mix of land uses deemed suitable on the site are shown on Plan 10 and described below:
- Residential Development*
- 6.4.3** The focus for the new residential development will be the Taplow Mill and Severnside Potential Development Areas. There is broad acceptance amongst local residents and stakeholders that residential development on the site of the current Mill buildings would be acceptable. The land falls within Flood Zone 2, is generally very well screened from wider public views, and would avoid development in an area of high biodiversity interest.
- 6.4.4** To ensure no greater impact on the openness of the Green Belt, new residential development will need to be sensitively designed and be of a similar height to the existing Mill buildings.
- 6.4.5** The northern part of the Severnside Potential Development Area is also considered suitable for residential development, lying within Flood Zone 2 and being of low biodiversity and heritage value. The justification for residential development within this part of the Potential Development area will be based upon removal of the Severnside sheds. In accordance with Core Policy 15, the scale, height and massing of development should ensure that there is no greater impact on the openness of the Green Belt and that development has a reduced visual impact. The decommissioning and removal of the gasholder, as supported by Core Policy 15, could be used to justify additional residential development on the northern part of the Severnside site, and a related increase in the spread of development.

6.4.6 There might also be scope for residential development on the Riverside Potential Development Area. The principle constraints on such development are the potential for flooding and the potential visual impact of new development (particularly from the Maidenhead side of the River Thames). If in due course these issues can be satisfactorily addressed, the footprint of new development would need to be justified by the decommissioning and removal of the gasholder, or potentially through 'use' of the extant permission for a new office building on the National Grid Riverside land.

- 6.4.7** The sensitive refurbishment of Dunloe Lodge for residential use is likely to be appropriate.

Flood Resistant and Resilient Design

- 6.4.8** Due to the inherent flood risks of the site and the effects of climate change in increasing the flood risk over time, flood resistant and/or resilient construction is required for all development. The following principles should be adhered to:
- i. Finished floor levels of all developments in Flood Zone 2 should be set to the greater of: 300mm above the surrounding ground level, or; 600mm above the 1 in 100 year flood level, with an allowance for climate change included.
 - ii. Flood resilience should be incorporated in the design and construction of all development.
 - iii. Surface water will need careful management across the site to ensure that there is no increase in flood risk on or off site.

Commercial Development

- 6.4.9 Comprehensive redevelopment of the Mill Lane site will provide scope to retain some of the existing commercial uses and deliver new employment opportunities. The employment uses on the Taplow Investments land should be retained. In the medium to longer term, there may be scope for alternative economic uses on the site, in accordance with the provisions of Core Policy 10.
- 6.4.10 New employment opportunities will be provided through the sensitive refurbishment and re-use of Glen Island House and Mill Island House. The extant permission for office development on the National Grid Riverside land could be developed in situ, or relocated and developed on land within the Severnside Potential Development Area.
- 6.4.11 The car dealership fronting the A4 Bath Road occupies a prominent site although the modern design is incongruous in terms of its design and materials. Any future redevelopment in terms of design, massing and scale should make a positive contribution to the character of the area and enhance the setting of Maidenhead bridge.
- 6.4.12 Core Policy 15 establishes the principle of a hotel use broadly on the site of the former Skindles Hotel building. It will be essential that any refurbishment (and extension) or redevelopment on the Skindles site is of a design and massing which enhances the setting of the Grade I Listed Maidenhead Bridge, and makes a positive contribution to the Conservation Areas.
- 6.4.13 Restaurant and cafe uses will be supported within the Mill Lane Opportunity Site area, subject to the provisions of Green Belt policy, and the need to ensure that overall development has no greater impact on the openness of the Green Belt. Given its amenity value, the Riverside Development Area would be particularly suitable for restaurant and cafe uses.

Other Land Uses

- 6.4.14 Provision for the Sea Cadets should be retained on the Riverside Potential Development Area. Opportunities to enhance the Sea Cadets accommodation and its surroundings will be supported by the Council, in keeping with aspirations of Core Policy 15 for a high quality mix of development that is sympathetic to the historic nature of the site.
- 6.4.15 Additional car parking provision should be made on the Severnside Development Area. This car parking should cater for visitors and employees based on the Taplow Investments land, helping to remove the on road parking along Mill Lane.
- 6.4.16 The other principal land uses within the site are woodland and areas of open space. These land uses are addressed below.

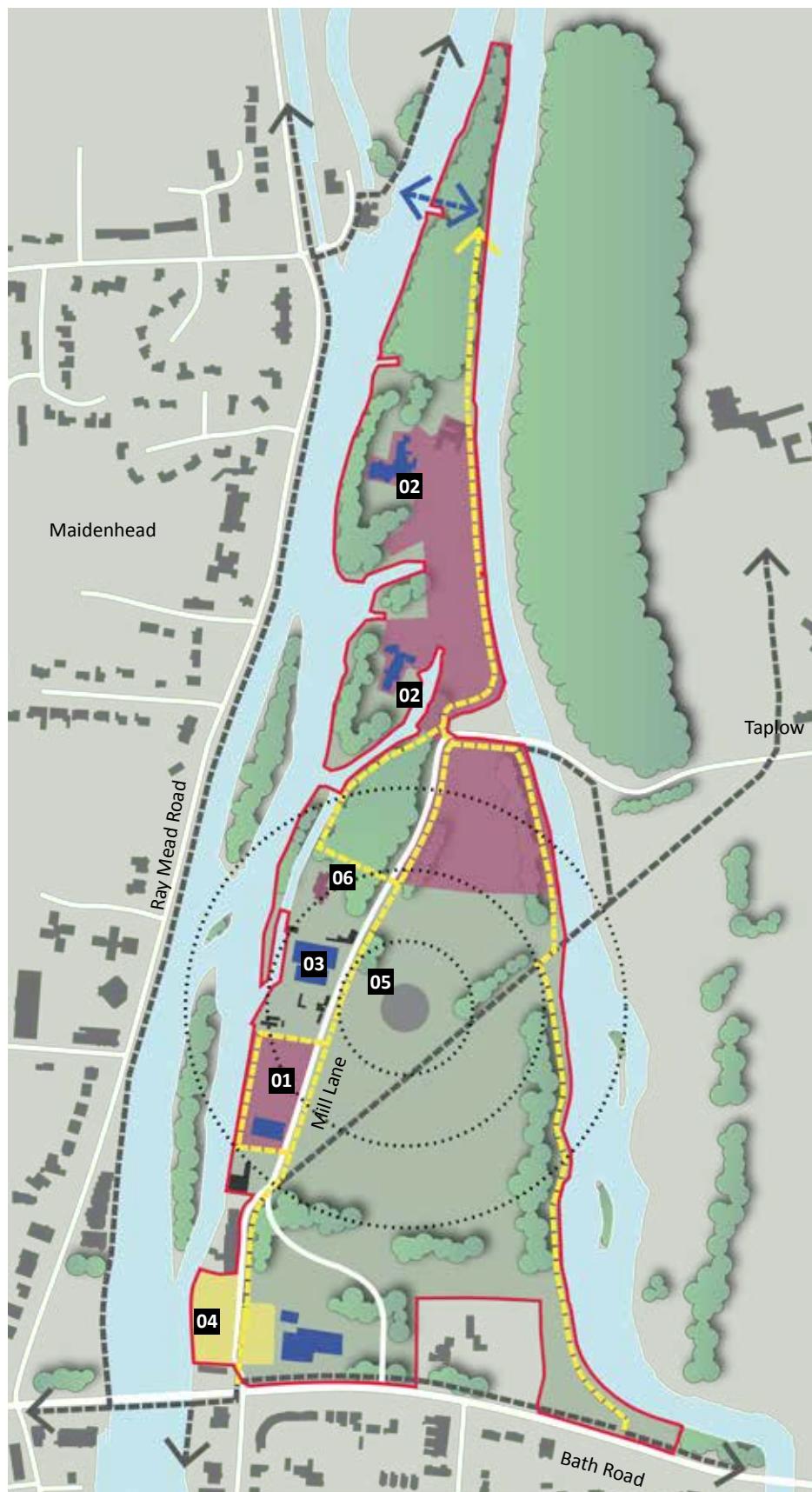
Plan 10 - Land Use

Key

- Site Boundary
- Residential development including gardens, circulation space and landscaping
- Employment
- Hotel
- Existing Footpaths
- Proposed Footpaths/Cyclepaths
- Proposed Footpath to new pedestrian footbridge
- ... PADHI Zones

01 Cafe/Restuarant

Uses may be appropriate in the Riverside Development Area

02 Glen Island House and Mill Island House to be refurbished for employment uses**03** Taplow Investments - existing employment uses**04** Skindles to be refurbished or redeveloped for hotel use**05** Potential location of employment uses under extant planning permission on National Grid land (500 sq m). Also potential location for car parking provision. Development in this location dependent on decommissioning and removal of gasholder.**06** Dunloe Lodge to be refurbished for residential use.

6.5 Heritage and Conservation

- 6.5.1 Future redevelopment of the Mill Lane Opportunity Site should be conservation-led, in accordance with Core Policy 15. In addition to influencing the overall scale of future development that may be appropriate on the site, a conservation-led approach should ensure that:**
- i. **Development proposals on the Skindles Hotel respect and enhance the setting of the Grade 1 listed Maidenhead Bridge and make a positive contribution to Taplow Riverside and Maidenhead Riverside Conservation Areas.**

Any proposals should seek to demonstrate how the design and function of a new hotel will assist in recreating the atmosphere and activity once associated with this part of the River Thames. Box 2 (below) outlines the approach to be taken to assessing the suitability of Skindles Hotel for refurbishment (and extension) or redevelopment and provide boating and leisure facilities.
 - ii. **Glen Island House is restored, and the setting of this Grade II listed building is enhanced.**

Glenn Island House is presently vacant and in a poor state of repair. Its re-use for employment purposes (offices) will be sought, whilst development neighbouring the building will have to respect its setting and grounds that extend down to the River Thames. The grounds to the property should be enhanced and could be used as amenity space for the residential development proposed on the Taplow Mill site.

The historic elements of the 'curtilage' listed stables block to the north of the existing Mill buildings should be retained and refurbished for employment or residential use.
 - iii. **Mill Island House and Dunloe Lodge are restored, and the setting of these buildings enhanced.**

The Taplow Riverside Conservation Appraisal identifies these properties as significant unlisted buildings which are 'at risk'. The re-use of these properties for employment (Mill Island House) and residential (Dunloe Lodge) will be encouraged. If in due course it is found that there is no reasonable prospect of Mill Island House being let for office use, an alternative economic use for the buildings will be sought by the Council.
 - iv. **Driftwood Cottage and the Boathouse on Taplow Investments land are retained.**
 - v. **The new footbridge over the Thames is sensitively designed, ensuring that it makes a positive contribution to the Taplow Riverside and Maidenhead Riverside Conservation Areas.**

See the Access and Movement section below for further information on the footbridge.
 - vi. **More generally, future development on the site preserves and enhances views to and from Maidenhead Bridge, Taplow Riverside Conservation Area, Maidenhead Riverside Conservation Area and Taplow Court.**
 - vii. **Archaeological remains are identified and their significance recognised (by public displays) and conserved.**

Box 2 - Refurbishment or Redevelopment of the Skindles Hotel

The former Skindles Hotel building is identified as a significant building at risk in the Taplow Riverside Conservation Area Appraisal. The building is in a very poor state of repair and there are different views amongst local stakeholders over the attractiveness of the existing building.

There is an extant planning permission for extension of the Skindles Hotel on the land between Mill Lane and the VW garage (see Table 1). Implementation of this planning permission would nearly double the footprint of the hotel.

The Council's preference would be for the existing Skindles Hotel building to be sympathetically refurbished.

Any proposals to demolish the existing hotel building and redevelop the site would need to be robustly justified. A future applicant would need to demonstrate that it was not feasible or viable to refurbish the existing hotel building.

Any new hotel building would need to be of a lesser scale and massing than the existing building (with the extant permission for extension considered) and be of exceptional appearance - enhancing the setting of Maidenhead Bridge and respecting the roofline of adjacent properties, whilst also making a positive contribution to the Taplow Riverside and Maidenhead Riverside Conservation Areas.



6.6 Access and Movement

- 6.6.1 Development of the site must comply with the Council's sustainability objectives by encouraging a choice of pedestrian, cycle and public transport routes within, to and from the site. Existing links between the site with Maidenhead and Taplow should be improved, respect desire lines and integrate with surrounding longer-distance cycle paths and footpaths, including National Cycle Routes 61 and 4 and the Thames Path.
- 6.6.2 The following principles will be applied to future development on the site:
- i. A new vehicular access into the site from Bath Road (see also Box 3 overleaf).
 - ii. The closure of Mill Lane will be by means of manual gates, which will normally be closed to traffic but can be opened by the emergency services. Both sets of gates will also automatically be unlocked in order to provide a direct safe escape route for vehicles to higher ground during a one in 100 year flood event.
 - iii. The southern-most section of Mill Lane will be retained for vehicle access to the Skindles building, with access to and from Bath Road for pedestrians, cyclists and emergency use only. New vehicular access to the Skindles Hotel will be from the north, from a new junction with Mill Lane.
 - iv. Mill Lane will be closed to through vehicle traffic between points A and B (see Plan 11). A new turning head to the east will be provided on the south side of Mill Lane, to the west of Taplow village, while the existing Thames Water access will be reconfigured and act as a turning head to the west. The location of these turning heads are indicated on Plan 11, access for pedestrians and cyclists will be maintained.
 - v. New footpaths should be provided in the following locations:
 - a. along the length of Mill Lane;
 - b. alongside the River Thames, for as much of its length as possible, taking into account existing uses, land ownership and the extent of woodland;
 - c. alongside the Jubilee Relief River through the Severnside and Taplow Mill Development Areas; and
 - d. between the Taplow Mill development area and the new footbridge (shared pedestrian and cycle surface) (see also Box 4).
 - vi. A new footbridge (with provision for dismounted cyclists) will be required to be provided across the River Thames between land to the north of the site and Boulter's Lock. Details associated with the delivery of the footbridge are outlined in greater detail in Box 4.
 - vii. Car and cycle parking for residential development should be provided in line with the Council's adopted standards and both should be well overlooked by buildings to create a secure environment.
 - viii. Car parking associated with the Skindles site should be used to accommodate car parking for walkers and leisure users, providing a suitable management regime can be implemented. Additional car parking provision should also be made within the Severnside Development Area to cater for visitors and employees based on the Taplow Investments land, helping to reduce the on road parking along Mill Lane.
 - ix. Improvements should be made to the bus shelter on the A4 to the south of the site. Within the Taplow Mill and / or Severnside Development Area, provision should be made for Real Time Information on public transport services and improvements to bus services and provision of a crossing facility.

Plan 11 - Proposed Movement

Key

- [Site Boundary] Site Boundary
- [Potential Development Area] Potential Development Area
- [Existing Footpaths] Existing Footpaths
- [Proposed Footpaths/Cyclepaths] Proposed Footpaths/Cyclepaths
- [Proposed Footpath to new pedestrian footbridge] Proposed Footpath to new pedestrian footbridge
- 01** Proposed location of footbridge.
- 02** New access road leading from Bath Road to Mill Lane
- 03** Location of new Bath Road junction
- 04** Mill Lane closed off to Bath Road at this point
- P Location of possible car parking area for employment uses and visitors
- Mill Lane to be closed for vehicles between points A and B



Box 3 - Bath Road Access

An approximate location for a new junction and access road into the site is indicated on Plan 12, to the east of the Volkswagen garage. Its location here would provide improved visibility and scope to achieve a safer junction alignment. The broad positioning of the new junction has been agreed in principle, following discussions with South Bucks District Council and Transport for Buckinghamshire.

The exact design of the new junction will be determined through the planning application process. A balance will need to be struck between providing an access that minimises the visual impacts of the junction (and the loss of the TPO trees that front this section of the A4) and the need to ensure that any new junction has sufficient capacity to accommodate a viable and comprehensive redevelopment scheme on the Mill Lane site. The Highways Issues and Options Report prepared in support of the Development Brief indicates two indicative junction designs (one smaller and one larger). Both junction designs would be signalised but the larger capacity junction would also involve widening of the A4 in the vicinity of the new junction.

Transport for Buckinghamshire is currently of the view that the larger junction would be needed if there were more than around 100 new houses or 200 new apartments on the Mill Lane site (along with the other potential land uses, including a hotel and commercial development).

Whilst the Development Brief identifies the broad location and likely alignment of a new access into the Mill Lane site, the detailed design of the junction, its capacity and the need for widening of the A4, should be matters for further discussion at the planning application stage, once more detailed work has been completed in conjunction with Transport for Buckinghamshire, and the planned scale and form of development on the Mill Lane site is known.

Loss of Trees

The location of the new junction will necessitate the loss of some trees that are protected under a Tree Preservation Order. In order to mitigate the loss of these trees, a comprehensive landscaping strategy would need to be submitted as part of any planning application.

Box 4 - New Footbridge and Footpath to Mill Lane

Location

The proposed location of a new footbridge is indicated in Appendix C. Whilst the exact landing points will be subject to more detailed work, it is likely that these will be on Ray Mead Island to the west and on land on the northern part of the site, to the east. This location is considered to be the most suitable in terms of the optimum span of the bridge and ease of construction. The bridge will link to the existing footpath network on Ray Mead Island and also link to a new footpath that will extend down to Mill Lane, within the site.

Design and Feasibility of Footbridge

The design of the footbridge will be developed in preparation for submission of a planning application. However, initial discussions have been undertaken with the Environment Agency with regard to likely landing points and design. The Environment Agency has confirmed that the provision of the footbridge in the approximate location proposed is feasible in design and layout terms. The River Thames will remain navigable upon completion of the footbridge and its construction will not adversely impact possible flooding issues.



Illustrative image of footbridge

Accessibility

Given the existing restricted cycle access to Ray Mead Island (and the western landing point of the footbridge), the footbridge should be designed for pedestrians only, allowing sufficient space for pedestrians to pass whilst pushing a bicycle. Within the site, the path leading from the bridge to Mill Lane should offer shared pedestrian and cycle access.

The footbridge should provide for disabled access.

Loss of Trees

The proposed location of the bridge will necessitate the loss of some trees to both banks of the River Thames. The loss of trees will be kept to an absolute minimum. It is also accepted that some trees will have to be lost during the course of construction of the bridge, in order to provide an adequate amount of space for construction.

Initial feasibility work concludes that it is likely that the bridge will be constructed on-site (as opposed to being 'floated' into place). Therefore a construction compound will be required in order to provide the footbridge.

Route from Bridge to Mill Lane

As Ray Mead Island is closed at night, the footbridge will also be closed during hours of darkness. The closure of the bridge and route to it from Mill Lane will require careful management, details of which should be provided when an application (or applications) to develop the site is submitted. The treatment of the path will have to be agreed with the Council, and a suitable boundary treatment provided to protect the woodland to the north that is recognised as having a high level of biodiversity.

6.7 Landscape Setting and Biodiversity

6.7.1 Future development on the Mill Lane Opportunity Site

Opportunity Site should retain the largely open character of the site. This is to be achieved by focusing new development broadly on the footprint of the existing buildings that are to be demolished.

6.7.2 Development on the site of the former Mill buildings

Development on the site of the former Mill buildings will be visually contained, with views of the site largely restricted to those available from Mill Lane. On the Severnside Development Area, new residential development is to be focused on the northern part of the site, with the retention and enhancement of the boundary hedging and trees helping to screen development from the footpath that leads down from Taplow. Locating development on this part of the Severnside Development Area should also ensure there are no views of the development available from Taplow Court.

6.7.3 In accordance with Core Policy 15, future development proposals will need to deliver a net gain in biodiversity resources.

This will require the protection and enhancement of those parts of the Mill Lane Opportunity Site and surrounding environment that provide important habitats (see paragraph 5.2.12). It is also likely to mean that future proposals for development will need to demonstrate where and how new areas of habitat can be created. Particular consideration will need to be given to retaining wildlife corridors, ensuring that important habitats do not become isolated.

6.7.4 More specifically, the wildlife and habitats survey work has identified that Development should:

- i. Protect the areas of woodland to the north of the site, as these are high in biodiversity.
- ii. Retain hedgerows along Mill Lane, wherever possible.

iii. Protect trees across the site wherever possible. It is acknowledged that some trees will have to be removed as part of access improvements (for both vehicles and pedestrians), particularly to the south along Bath Road, and to the north, adjacent to the location of the proposed new footbridge. Limited tree removal may also be necessary in other locations across the site as part of a comprehensive management strategy to improve woodland areas. New mature tree planting will be carried out as part of the landscape and open space improvements.

iv. Water courses need protection and enhancement and compliance with the Thames River Basin Management Plan and Water Framework Directive. Consent will be needed for piling on or near the river bank or any works within 8m of riverbanks from the Environment Agency.

v. Nesting and Roosting boxes to be built as part of the fabric of the building for building reliant birds (e.g. swift, swallow and house martin) and bats and birds associated with urban areas (e.g. house sparrow and starling). As a guideline a minimum overall average of one built in nest/roost site per residential unit should be provided.

6.7.5 Whilst recognising that the wooded area north of the site is outside the site boundary and in different ownership, development should seek to work with the owner of the woodland to:

- i. Survey it to establish whether it is a priority habitat, (and if so supply relevant data to the local wildlife sites register);
- ii. Identify what biodiversity enhancement opportunities the area presents (e.g. eradication of invasive species, or habitat management) if any;

Plan 12 - Potential Development Areas and Landscape

Key

- Site Boundary
- Potential Development Area
- Areas subject to landscape and open space improvements and/or protection
- Existing Footpaths
- Proposed Footpaths/Cyclepaths
- Proposed Footpath to new pedestrian footbridge
- PADHI Zones

01 Woodland
Woodland with high biodiversity value to be protected.

02 Gardens
Existing gardens to Glen Island House to be improved as part of comprehensive landscape strategy

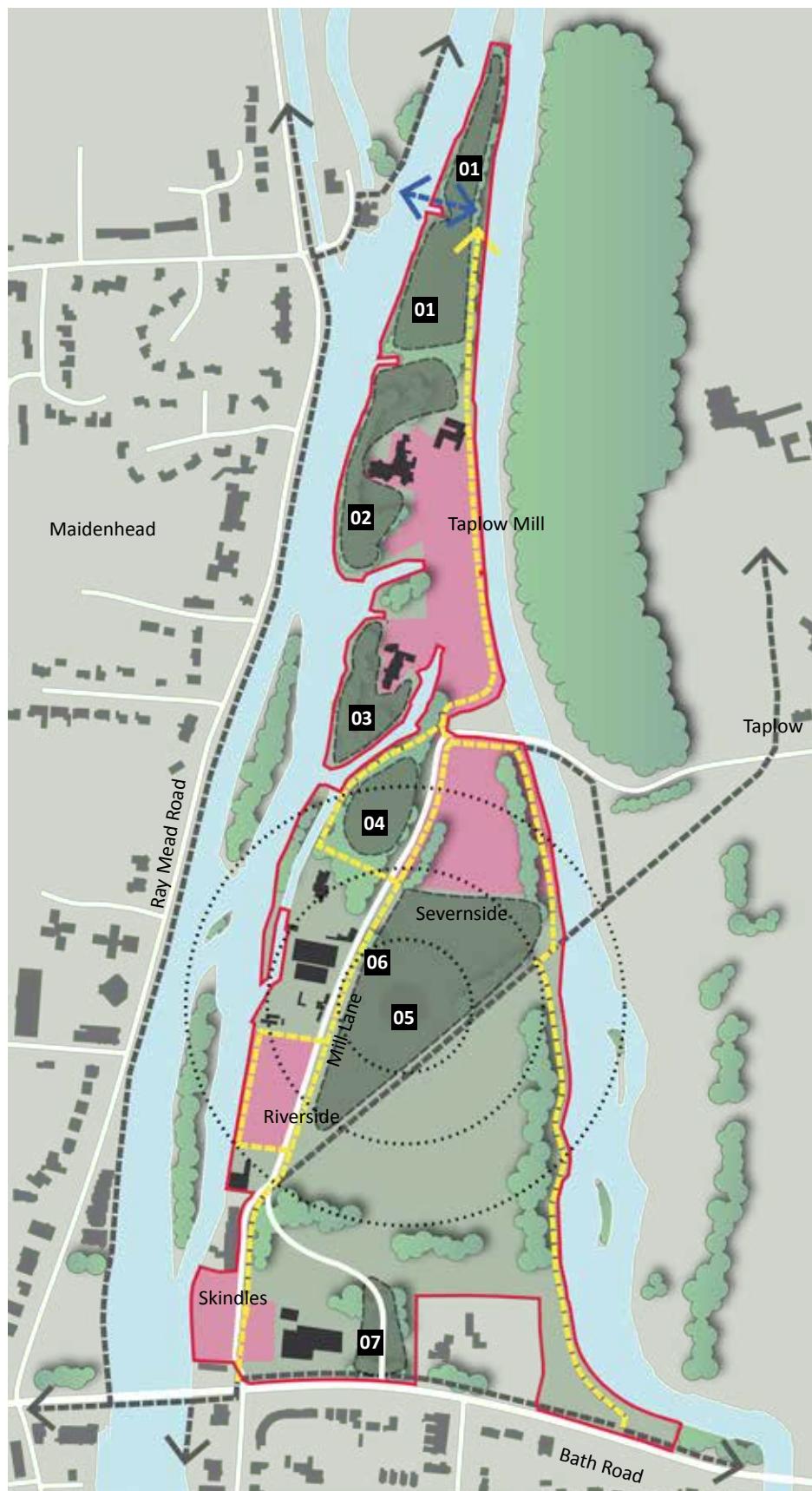
03 Gardens
Existing gardens to Mill Island House to be improved as part of comprehensive landscape strategy

04 New Woodland Park
Landscape improvements to provide new high quality woodland environment for existing and future residents

05 Gasholder Site
Landscape improvements to area once gasholder has been removed

06 Potential location for employment uses and car parking provision

07 New Access
Replacement and new tree planting strategy along new access road



- iii. Provide a contribution from the development to undertake such biodiversity enhancement opportunities identified
- iv. Consider the suitability of this area for public access
- v. If suitable for public access provide suitable infrastructure, and if not ensure suitable measures are put in place to prevent public access.

6.7.6 The Council will require any future applicants to robustly demonstrate that their development proposals will deliver a net gain in biodiversity resources across the site. As part of this a biodiversity management plan will need to be agreed with the council to manage wildlife on the site.

6.8 Layout and Design

Structure

6.8.1 The structure and layout of development will be a matter for consideration at the detailed planning application stage. However, the following criteria should be adhered to when considering development:

- i. New development should be well connected to its surroundings and be positioned along and around public spaces.
- ii. The use of small development blocks will be encouraged which offer a choice of routes across the site.
- iii. Active frontages to buildings will be encouraged along the River Thames and potentially to Mill Lane in order to encourage increased activity within these areas.
- iv. The layout of new development must carefully consider the orientation of buildings in terms of making the best use of passive solar design.

- v. New development must reduce crime through the creation of a safe place to live.

- vi. New buildings must ensure a clear definition between public and private areas.

Open Space Strategy

6.8.2 There is a clear and important interrelationship between maintaining the character of the Mill Lane Opportunity Site, delivering a net gain in biodiversity resources and the provision of open space. This should also include improving riverside biodiversity habitats. In relation to open space, development proposals should deliver:

- i. An enhanced area of open space to the west of Mill Lane, adjacent to the Severnside Development Area. The area should be subject to a sensitive landscape strategy that provides informal recreational space for future residents.
- ii. Sensitive improvements to the gardens to Mill Island House and Glen Island House to provide semi public open space that can be used for future residents of the Taplow Mill Development Area.
- iii. Improvements to the large area of open space to the south of the site, including replacement tree planting. The largely informal, open character of the space should be retained.

6.8.3 New residential development must incorporate well-designed open space for future residents in the form of clearly defined private and public open space.

6.8.4 A comprehensive management regime for open spaces across the site must form part of any future planning application.

Plan 13 -Potential focus and height for new buildings

Key

- [Red Line] Site Boundary
- [Dashed Blue Line] Existing Footpaths
- [Yellow Dashed Line] Proposed Footpaths/Cyclepaths
- [Blue Arrow] Proposed Footpath to new pedestrian footbridge
- [Pink Box] Potential Development Area
- [Pink Box with Number 3] Proposed focus for new buildings
- [Grey Box] PADHI Zones
- 5** Potential for buildings between 2-5 storeys
- 3** Potential for buildings between 2-3 storeys

Key Views

Notes:

Skindles Hotel – It will need to be robustly demonstrated that refurbishment of the Skindles Hotel is not feasible or viable, before consideration is given to redevelopment of the site.

The footprint, height and massing of the gasholder could be used to justify further development within the Severnside Development Area. Alternatively, it might be possible to reuse the footprint in situ, or subject to further discussions with the Environment Agency and consideration of other issues, including visual impact, there may be scope to transfer some of the footprint to the Riverside Development Area.

Development justified on the basis of removal of the gasholder could have a larger footprint than the gasholder, if the reduction in height benefits visual amenity.

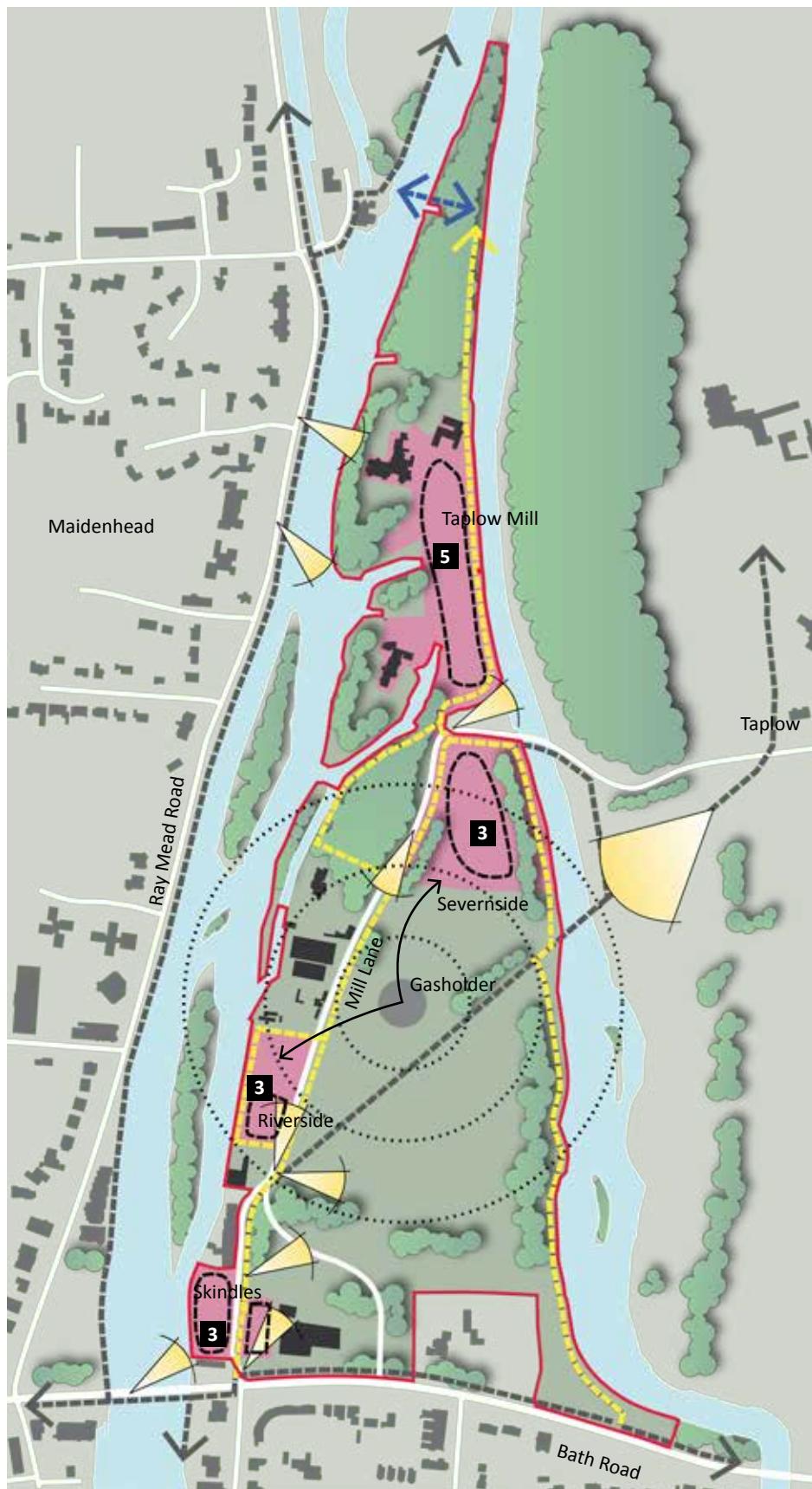


Table 2 – Development Areas

Development Area	Proposed Building Height range (m)	Indicative Footprint (sq m)	Core Principles for Development	View Considerations
Taplow Mill	3 - 12.5	6,694	<p>Buildings to extend between 2 and 5 storeys in height (top floor to be set back where appropriate).</p> <p>Higher density development more appropriate to the south of the Development Area, adjacent to Mill Lane.</p> <p>Footpath to be created along Jubilee Relief River, providing access to the new footbridge further north.</p> <p>Retention and refurbishment of Mill Island House and Glen Island House.</p>	Given the preferred location of future development on the east of the site, it is considered that any impact on views from the River Thames and from the east will be limited, primarily due to topography and the location of existing woodland which obscures any long-distance views.
Severnside (In addition, potential for gasholder footprint and National Grid Office Building permission to be used on this Development Area)	5-9.5	1,910 (2,100)	<p>Buildings to extend between 2 and 3 storeys in height, with taller elements to the north of the area, adjacent to the Taplow Mill area.</p> <p>The spread of development will in part be determined by whether the gasholder is decommissioned and removed, and the footprint used to justify further development on this part of the site.</p> <p>The relocation of the permitted office development from the Riverside Site to the Severnside Development Area would allow for a new office building to be provided in proximity to the footprint of the gasholder. The new office building should be of a scale and massing to complement the Taplow Investments employment accommodation (2 – 2.5 storeys).</p> <p>New car parking provision (for visitors and the employment development) should be carefully screened to minimise its visual impact.</p> <p>Footpath created along Jubilee Relief River, to link with existing footpaths.</p>	<p>In order to enhance the view across the site from the east, the scale and massing of development should retain as much of the openness of the Green Belt as possible. Increasing the scale and massing of development to the north, closer to the Mill Buildings is one way to achieve this.</p> <p>The decommissioning and removal of the gasholder will enhance views from the east, with replacement development to be of a lower height than the inflated gasholder.</p>

Development Area	Proposed Building Height range (m)	Indicative Footprint (sq m)	Core Principles for Development	View Considerations
Riverside (In addition, potential for gasholder footprint to be used on this Development Area)	5-10	1,656*	<p>The office scheme permitted on the Riverside Development Area could be implemented as permitted.</p> <p>There may be scope for residential development on the Riverside Potential Development Area. If issues including flood risk and visual impact can be satisfactorily addressed, 2-3 storey development may be appropriate.</p> <p>Public access to the Thames River frontage should be provided.</p>	New development should enhance views across the River from Maidenhead. Whilst the island in the River serves to largely screen the site from immediate views in the summer months, the site is more visible during the winter, and there are acute views of the site available from Maidenhead and Maidenhead Bridge at all times of the year.
Skindles	5-11	3,213	Development to extend up to 3 storeys in height, improve access to the River Thames and if the site were to be redeveloped, be of a comparable scale and massing to existing buildings on the site.	The refurbishment or redevelopment of the Skindles Hotel must respect views across the River Thames and enhance the setting of the Grade I Listed Maidenhead Bridge. A significant opportunity exists to provide a landmark building in this location.
TOTAL		13,917		

* 500 sq m office scheme plus gasholder footprint equals 1,656 sq m

6.9 Appearance

- 6.9.1 The design of buildings must be exemplary and appropriate to the sensitive location of the site.
- 6.9.2 The overall architectural theme across much of the site should respect the buildings that are proposed to be retained - in particular, those with heritage value. Given the likely scale and massing of new development on the site of the former Mill buildings, a more contemporary style of architecture is likely to be appropriate, in order to avoid risks associated with pastiche development, whilst also providing an opportunity to respond to the unique setting of this part of the site. The design, siting and orientation of new development in this area will need to respect and enhance the setting of Glen Island House and Mill Island House.
- 6.9.3 A clear design strategy must form part of the proposals at the planning application stage, ensuring that the appearance of buildings:
 - i. reflect the general scale and massing principles outlined in Table 2;
 - ii. enhance or preserve key viewing corridors and sensitive areas of the site, including the Grade I listed Maidenhead Bridge;
 - iii. are derived from a cohesive palette of high quality materials;
 - iv. reflect and enhance the landscape setting of the site.

6.10 Affordable Housing and Mix

- 6.10.1 A level of affordable housing (40%) in compliance with Core Policy 3 should also be provided, unless it can be clearly demonstrated that this is not economically viable.
- 6.10.2 In assessing viability, the Council will give limited weight to the price paid for the site. This is because any developer should have been mindful of the need to deliver 40% affordable housing when entering into a contract to purchase the site.
- 6.10.3 In delivering affordable housing on the Mill Lane Opportunity Site, the following principles should be adhered to:
 - Tenure and Mix*
 - 6.10.4 About two thirds of the affordable units should be rented with the remainder provided as intermediate affordable dwellings.
 - 6.10.5 A mix of unit sizes and dwelling types will be encouraged and should relate to the Council's Strategic Housing Market Assessment but have regard for the different needs of applicants on the Council's Housing Register, the Council's statutory duty to house homeless people, the Homebuy Agent's Shared Ownership Register and the experience and outcomes of recent affordable housing provision in the area.
 - Design and Location*
 - 6.10.6 Affordable housing should provide modest, high quality units of accommodation designed with maximum occupancy and daily living in mind. For example two bedroom units should be able to accommodate 4 people in accordance with the Homes & Communities Agency's Housing Quality Indicators or registered providers' own housing standards.
 - 6.10.7 An element of one bedroom units should be provided at ground floor level.

- 6.10.8 The location of the affordable housing should be integrated within the wider residential development avoiding large clusters but mindful of achieving management efficiencies.
- 6.10.9 Design features that create high service charges such as lifts, underground parking and large communal gardens should be avoided.
- 6.10.10 When designing mixed tenure blocks consideration must be given to potential management issues and the ability to obtain a mortgage.

Affordability

- 6.10.11 The developers must engage with Registered Providers to ensure that rented units can be delivered with rental values that are within the Local Housing Allowance and that intermediate units are accessible to applicants on lower quartile incomes.
- 6.10.12 Shared ownership units should demonstrate comparable value to the Council's YourChoice shared equity product in terms of incomes and the percentage of the property applicants are able to purchase.

Supported Housing

- 6.10.13 It may be appropriate to explore the possibilities of supported housing provision if the need can be identified and the necessary funding secured.

6.11 Sustainability

- 6.11.1 The following sustainability objectives should be adhered to:
- i. Development should 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.
 - ii. Renewable energy techniques and sustainable construction and design should be incorporated into development.
 - iii. The use of locally sourced, sustainable building materials will be sought.
 - iv. New development must comply with the Lifetime Homes criteria.
 - v. Sustainable drainage systems should be used to reduce the rate and volume of surface water run-off.
 - vi. Flood resistance/resilience measures.
 - vii. Contaminated land should be adequately remediated

7.0 Phasing and Delivery

7.1 Phasing

- 7.1.1 Given the size of the site and different land ownerships, a staged approach to development will be appropriate. It is anticipated that the principal proposals for new development on the Mill Lane site will come forward in one, or two separate planning applications. The first application (likely to be submitted in late 2013/early 2014) will address development on the Skindles, Severnside and Taplow Mill Development Areas.
- 7.1.2 A second application may need to be submitted for the removal of the gasholder (and associated replacement development) although the Council's preference is for development of this area to be dealt with alongside proposals on the Skindles, Taplow Mill and the remaining Severnside Development Area.
- 7.1.3 Other planning applications for development on the Mill Lane Opportunity Site may be submitted over time, and would need to be considered in the context of the then current Development Plan for South Bucks and the principles established in this Development Brief.

7.2 Infrastructure

- 7.2.1 Redevelopment of the Mill Lane Opportunity Site will need to be accompanied by appropriate supporting infrastructure. In accordance with Core Policy 15, prior to the granting of planning permission, any applicant will need to demonstrate that the necessary infrastructure can be put in place within agreed timescales.

- 7.2.2 In addition to the provision of utilities and essential services, there are several key pieces of new infrastructure that are particular to the Mill Lane Opportunity Site. These are as follows:
- i. A new junction with the A4 Bath Road;
 - ii. Improvements to Mill Lane;
 - iii. A new footbridge over the Thames; and
 - iv. New footpath alongside the Jubilee Relief River, and across the site.
- 7.2.3 It is anticipated that these infrastructure elements will either form part of the first planning application described above, or will be submitted alongside as part of separate but linked planning applications. A legal agreement between the Council and developer would be required with regard to the correct implementation financing and timing of the infrastructure works.
- 7.2.4 An indicative timetable for the phasing of future development (associated with the first planning application) is set out in Table 3.
- 7.2.5 The Council will pay particular regard to ensuring that the infrastructure provided in association with the first phases of development (including the access off the Bath Road) has sufficient capacity to serve existing and potential future development (principally that associated with the National Grid landholding and removal of the gasholder). In addition, the Council will require applicants to enter into legal agreements where appropriate, to ensure that the potentially less profitable elements of any comprehensive redevelopment scheme are delivered alongside the proposed residential development. Such elements should include the refurbishment of Glenn Island House, Mill Island House and Dunloe Lodge.

Table 3 – Phasing

Phase	Infrastructure	Development	Construction Commencing
1	Utilities and services New junction with the A4 Bath Road Mill Lane improvements		Q4 2014
2	New footbridge New footpaths alongside the Jubilee Relief River and across the site	Refurbishment of Mill Island House, Glen Island House and Dunloe Lodge Northern part of Severnside Development Area	Q3 2015
3		Skindles*	Q4 2015

*site may come forward in earlier phase, depending on commercial market for hotel use.

7.3 Delivery

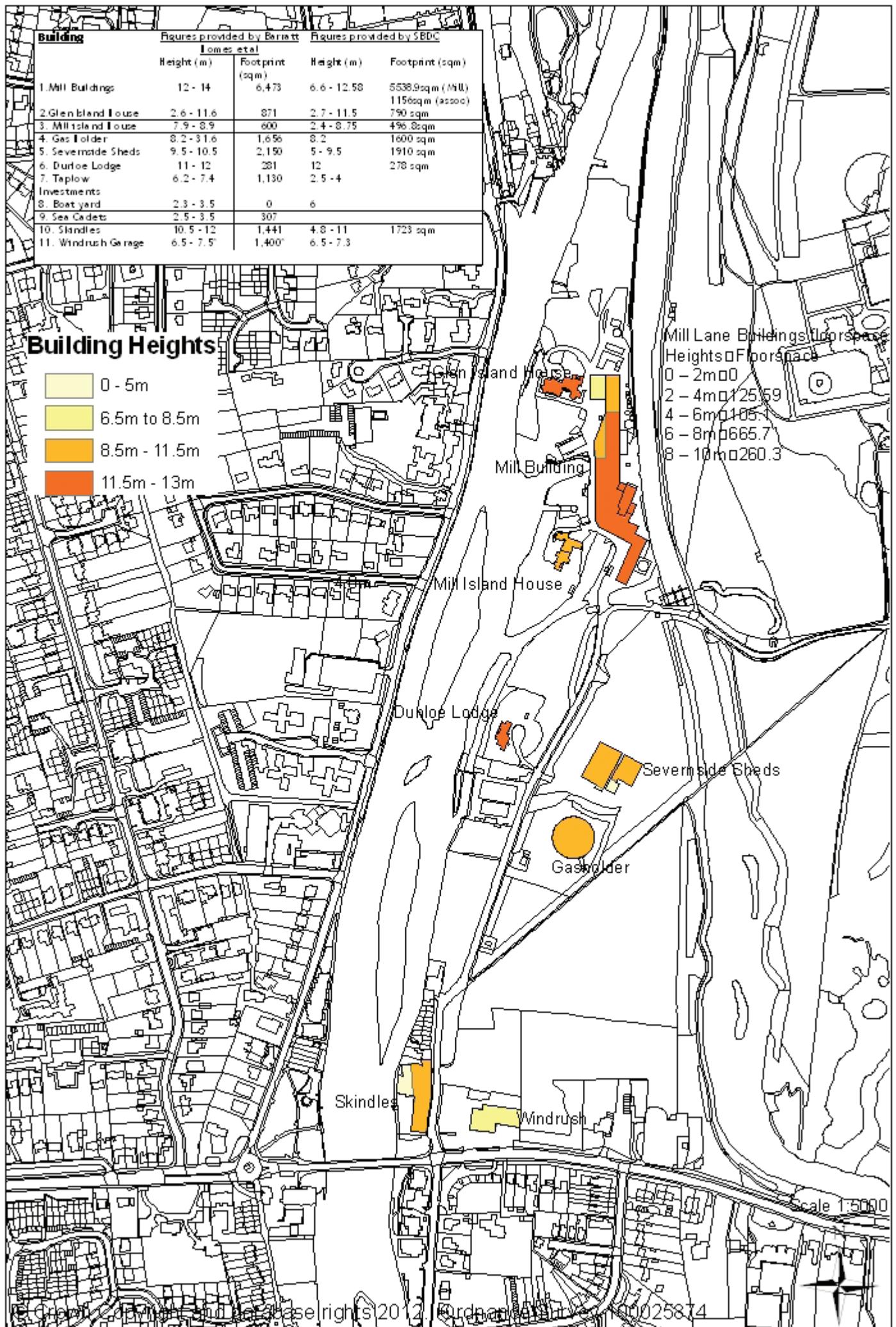
- 7.3.1 The Development Management Team at South Bucks District Council has been closely involved in the preparation of the Development Brief. The following guidelines have been developed to assist future applicants in the preparation of their planning applications.
- 7.3.2 The Council will be looking for exemplary proposals which include a high quality approach to all aspects of design and implementation. This is a unique and significant site which warrants a redevelopment scheme of an exceptional standard.
- i. Whilst separate detailed applications could be submitted for different parts of the site, they must demonstrate how they each fit in with the comprehensive redevelopment of the site. One possible approach would be to seek an outline approval for the whole site and then submit reserved matters for particular parts of the site.
 - ii. Any application for residential development on the Taplow Mill site should include provision for a new footbridge over the Thames, demonstrating how this contributes to the wider connectivity and permeability of the scheme. Planning conditions on any approval will be required to ensure that the bridge is constructed as part of the redevelopment of the Taplow Mill site. The bridge may have to be in place before the dwellings that replace the Mill building are commenced, in order to allow access for plant during construction of the bridge, unless other means of getting the bridge and plant to the site are demonstrated to be practical.
 - iii. For reasons including the proximity of the River Thames and the potential contamination of the site, the project is likely to require Environmental Impact Assessment.
 - iv. As well as a detailed tree survey, a comprehensive landscaping scheme (including proposals for management of the landscape, open space and footpaths) is likely to be an important component of any proposals for this site.
 - iv. The Council is likely to seek the views of the Design Council / CABE on proposals for the site. Any applicant is advised to seek early engagement with the Design Council/CABE to ensure that the proposals address their requirements. Once applications are being formulated in more detail any applicant is advised to seek early engagement with consultees including the Environment Agency, The Highway Authority, Natural England, English Heritage, Police Architectural Liaison, the Local area Health Authority and the Health and Safety Executive. The more issues that can be resolved at pre-application stage, the greater the benefits.
 - vi. As this is a relatively complex site that requires comprehensive redevelopment, albeit that might be achieved with more than one application, it is likely that a significant amount of supporting information will be needed to demonstrate the case for any particular application. Supporting documents / topic areas that will be necessary are indicated below.

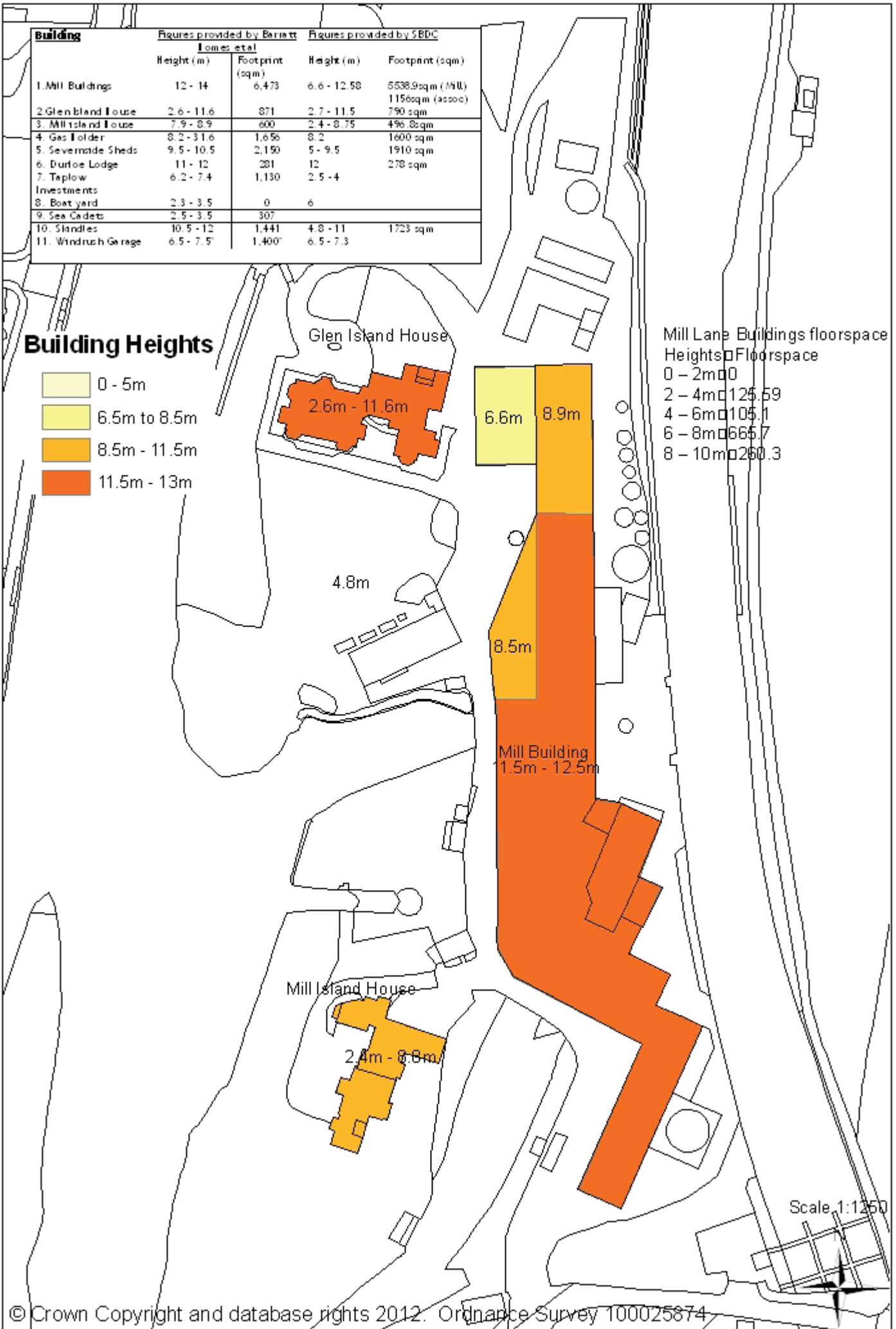
7.3.3 Schedule of likely supporting documents/topic areas that will be required to accompany a planning application:

- i. Planning Statement
- ii. Environmental Statement (incorporating biodiversity assessments)
- iii. Non Technical Summary of the Environmental Statement
- iv. Design and Access and Sustainability Statement
- v. Historic Building / Conservation Area Assessment
- vi. Landscape Character and Visual Assessment
- viii. Stakeholder and Community Involvement Report
- ix. Heads of Terms (for legal agreements with South Bucks District Council and where appropriate Royal Borough of Windsor and Maidenhead), which are likely to include affordable housing, education contributions, open space, highways, footbridge (including ownership and maintenance), footpath improvement and maintenance, biodiversity enhancements,
- x. health and contributions to local Policing.
- xi. Transport Assessment / Travel Plan
- xii. Flood Risk Assessment
- xiii. Habitats Regulation Assessment (HRA)
- xiv. Contamination and Remediation Report

Appendix A

Building Survey Information

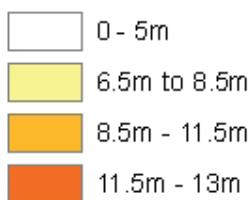




Building	Figures provided by Barratt Homes et al	Figures provided by SBC		
	Height (m)	Footprint (sqm)	Height (m)	Footprint (sqm)
1. Mill Building	12 - 14	6,493	6.6 - 12.58	5538.9sqm (Mill) 1156sqm (assoc)
2. Glen Island House	2.6 - 11.6	871	2.7 - 11.5	790 sqm
3. Mill Island House	7.9 - 8.9	600	2.4 - 8.75	496.8sqm
4. Gas Holder	8.2 - 31.6	1,656	8.2	1600 sqm
5. Severnside Sheds	9.5 - 10.5	2,150	5 - 9.5	1910 sqm
6. Dunloe Lodge	11 - 12	281	12	278 sqm
7. Taplow Investments	6.2 - 7.4	1,130	2.5 - 4	
8. Boat yard	2.3 - 3.5	0	6	
9. Sea Cadets	2.5 - 3.5	307		
10. Skindles	10.5 - 12	1,441	4.8 - 11	1723 sqm
11. Windrush Garage	6.5 - 7.5*	1,400*	6.5 - 7.3	

Mill Lane/Buildings floorspace
Heights of floorspace
0 – 2m □ 0
2 – 4m □ 195.59
4 – 6m □ 105.1
6 – 8m □ 665.7
8 – 10m □ 260.3

Building Heights



Dunloe Lodge
12m

Severnside Sheds
5m - 9.5m

Gasholder

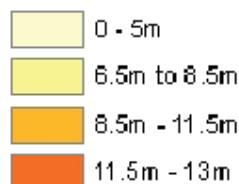
8.2m

Scale 1:1250



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11. Windrush Garage	6.5 - 7.5*	1,400*	6.5 - 7.3	

Building Heights



Skindles
4.8m - 11m

Windrush
6.5m - 7.3m

Scale 1:1250



Appendix B

How Feedback from the Public Exhibition has been addressed in this Development Brief

Preferred requirements from the public	Response	Chapter/para reference in Brief
The provision of a linear footpath across the site (either adjacent to the Thames or Jubilee River)	A new footpath along the Jubilee River is proposed to extend the existing footpath further north across the site, linking to a new footbridge adjacent to Boulter's Lock. There is also potential for improved access to the River Thames within the Riverside and Skindles Development Areas.	Chapter 5, para 5.3.4 Chapter 6, para 6.6.2
The provision of a new foot crossing over the River Thames	A new footbridge is proposed to be located to the north of the site, adjacent to Boulter's Lock.	Chapter 5, para 5.3.4 Chapter 6, para 6.6.2 and Box 4
The provision of a new footpath alongside Mill Lane	Mill Lane will be significantly improved and a footpath provided alongside it.	Chapter 5, para 5.3.4 Chapter 6, para 6.6.2
Improved cyclist provision	Improvements to Mill Lane will allow for improved use by cyclists. Cycle parking will be required to be provided for new development.	Chapter 5, para 5.3.7 Chapter 6, para 6.6.1, 6.6.2 and Box 4.
New vehicular access point from Bath Road	There was an even split between those who would prefer to retain the existing vehicular access onto the Bath Road (39%), and those who would prefer it to be closed, with a new access onto Bath Road further to the east (40%). The Brief outlines the work that has been prepared in relation to the provision of a new junction, and given visibility and safety issues, a new junction is the	Chapter 5, paras 5.2.17-5.2.20 Chapter 6, para 6.6.2 and Box 3

	preferred option.	
The closure of Mill Lane (to motor vehicles) at the point of crossing the Jubilee River	Mill Lane is proposed to be closed for vehicles, adjacent to the Jubilee River bridge.	Chapter 6, para 6.6.2
Improved and / or additional car parking provision	Car parking area for local employees and visitors is to be provided adjacent to Mill Lane, located near to the existing gasholder.	Chapter 5, para 5.3.9 Chapter 6, para 6.6.2
The informal, less intensive use of the open space on the Mill Lane Opportunity Site	A comprehensive landscape strategy should allow for an informal and less intensive use of the open space across the site.	Chapter 5, para 5.3.10 Chapter 6, para 6.8.2
Development on the gasholder site (given the conservation benefits of removing the gasholder)	The gasholder site falls partly within the Severnside Development Area, which is suitable for development. Alternatively, there might be potential for the footprint of the gasholder could be relocated to the Riverside Development Area.	Chapter 5, paras 5.2.9-5.2.10 and 5.7.1 Chapter 6, Box 1 and Plan 13
Hotel use on the site of the former Skindles Hotel	The Skindles Development Area is allocated for hotel use.	Chapter 5, para 5.3.13 Chapter 6, paras 6.4.10, 6.5.1 and Box 2
The conversion of Glen Island House for employment use	Glen Island House is proposed to be converted for employment use.	Chapter 5, 5.3.12 Chapter 6, para 6.5.1
Bringing Mill Island House and Dunloe Lodge back into productive use	Mill Island House and Dunloe Lodge will be converted and brought into commercial or residential use.	Chapter 5, 5.3.12 Chapter 6, para 6.5.1
The identification of potential Development Areas	The Development Areas previously identified have been taken forward in the Brief.	Chapter 5, section 5.4
Buildings of a similar height to the existing buildings, to be provided (to help reduce the overall spread of development)	The Brief states that new development on the Mill Lane site should not exceed the height of existing buildings (other than in the case of	Chapter 6, Section 2 and Table 2

	development on the site of the former Taplow Mill, where Core Policy 15 provides for a replacement building of a similar height).	
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Appendix C

Indicative Footbridge Design

