

APPLICATION NO.	P12/V1083/FUL
APPLICATION TYPE	Full
REGISTERED	10 May 2012
PARISH	Buscot
WARD MEMBER(S)	Roger Cox, Alison Thomson and Mohinder Kainth
APPLICANT	Greg and Shirley Wheeler
SITE	Buscot Mill Buscot SN7 8DA
PROPOSAL	Change of use of former water treatment works to boat hire business, including creation of 17 new moorings, use of former chlorinator building for visitor reception, use of former pump house and garage building for storage, maintenance and repair of boats, minor external alterations to former pump house, laying out of parking and boat manoeuvring area, creation of ecological restoration area and associated works.
AMENDMENTS	Received on 09.08.12
GRID REFERENCE	
OFFICER	Laura Hudson

1.0 INTRODUCTION

- 1.1 This application relates to Buscot Mill known locally as Brandy Island, located around 350m north of Buscot village. The site is located on the River Thames immediately upstream from Buscot Lock and has a long history of uses including as a brandy distillery and more recently as a Thames Water Pumping station and for river management purposes by the Environment Agency. The site is currently vacant.
- 1.2 The site is bounded to the north by the River Thames and to the south by a turbine channel thereby creating an island accessed via a small vehicular bridge at the south-east end of the site.
- 1.3 The site currently contains a number of disused buildings located towards the eastern end of the island. These include the former Thames Water pump house, a large prominent building 11.34 metres high, and two smaller buildings including a garage and former chlorinator building. To the west of the pump house were settlement and wash tanks now demolished and beyond these the sludge lagoons now covered in soil. The site contains existing areas of hard standing around the buildings, however the areas towards the far western end of the island are now over grown with vegetation. There is also a former pillbox towards the western end of the site and three existing permanent moorings towards the eastern end of the site adjacent to the lock.
- 1.4 The Thames Path runs along the northern bank of the river to the north of the site and there is another right of way running along the southern edge of the turbine channel to the south of the site. The site is located in the North Vale Corallian Ridge as defined in the local plan proposals map.
- 1.5 Lock House and Lock Cottage to the east of the site are grade II listed. To the west of the application is the grade I listed Church of St Mary and grade II* listed Old Parsonage, both approximately 300m away. The site is outside the village conservation area.

- 1.6 The site is located in flood zones 2 and 3.
- 1.7 The application comes to committee as Buscot Parish Council objects and a large number of representations have been received.
- 2.0 **PROPOSAL**
- 2.1 The application seeks full planning permission for a change of use from water treatment works to the use of the land and buildings as a boat hire business. The applicants currently operate their business from Lechlade and have done so since 1991, renting premises from the Trout Public House. However, this arrangement is likely to come to an end when the landlord sells the lease of the pub, therefore the applicants are looking for alternative permanent premises. The applicants only propose to relocate the day cabin cruisers and holiday and weekend cruisers to Buscot Mill and not the smaller rowing and electric boats.
- 2.2 The proposal includes the creation of 17 new moorings which, in addition to the three existing moorings will result in 20 moorings in total. The new moorings would consist of small wooden platforms attached to tubular supports set into the river bed but with open backs providing access onto a small gravel path running along the edge of the river bank. The plans have been amended so that there would only be 14 new permanent platforms. The other three new moorings for visitors are proposed at the western end of the site away from the buildings and would require the boats to be secured to the bank by temporary pegs. All of the moorings would only be used during the boat hire season which extends from two weeks before Easter until 28 October each year. Outside this period the boats would be removed from the river and either stored on site within the pump house building or taken away by river and stored elsewhere.
- 2.3 The moorings would consist of 13 seasonal private moorings for private boat owners, four hire moorings for day and holiday hire, and three informal visitor moorings for boats passing through. The yard would only be open and staffed between 8am and 6pm, therefore access to the private moorings and boat hire would not be possible outside these time unless in an emergency.
- 2.4 Outside the boat hire season the yard would be staffed on a regular basis for boat repairs which would only take place within the pump house building. In addition to this there would be no outside storage of boats as any kept on site would be removed from the river by fork lift (not crane) and stored within the pump house building. There would be no external alterations to the pump house other than the installation of a shutter door in the southern elevation where the boats would be brought in and taken out.
- 2.5 The former chlorinator building would be utilised as a visitor reception and the garage as a storage building. The scheme includes a small area for disabled fishing and associated disabled parking. In addition to this there would be a small area for three visitor spaces adjacent to the reception building, two staff parking spaces and the existing hard standing above the settlement tanks would be surfaced in gravel and utilised for longer term parking for holiday hire boats and a boat manoeuvring area. This area would be screened by additional native planting.
- 2.6 The rest of the island at the western end would be left as an ecological restoration area for wildlife which would include a new pond and bat roost within the pillbox.
- 2.7 The application is accompanied by a number of supporting documents including a Landscape Appraisal, Transport Statement, Flood Risk Assessment, Noise Assessment, Extended Phase 1 Habitat Survey, a Bat Survey and a Reptile Survey.

2.8 Extracts from the application drawings are **attached** at appendix 1.

3.0 **SUMMARY OF CONSULTATIONS & REPRESENTATIONS**

3.1 Buscot Parish Council – Considers that the application should be refused. Although recognises the improvements to the appearance of the island that the application provides there are a number of concerns largely in relation to traffic generation. Their full comments are **attached** at appendix 2.

3.2 Lechlade Town Council – No objections and welcomes the fact that a redundant building is being brought back into use. One concern was how waste water and sewage will be disposed of.

3.3 A letter has been received from the Local MP Ed Vaizey highlighting the amount of local opposition to the scheme and the campaign run by the National Trust against the proposal.

3.4 County Engineer – No objections given the comparable traffic generation between the use of the site as a water treatment works and the proposed small scale boat yard use. Conditions are recommended.

3.5 Environment Agency – No objections subject to conditions in relation to the flood risk assessment, landscaping, ecology, and a scheme of foul water disposal.

3.6 Thames Water – No objections subject to the development not affecting the adjoining Buscot Source Works.

3.7 English Heritage – The proposed development would not have a significant impact on the setting of the Grade I listed Church or the Grade II* listed Old Parsonage due to screening. There will be some impact on the Grade II listed Lock House, however this would be minor and mainly in relation to potential noise.

3.8 Council Conservation Officer – given the low key nature of the development and the distance from nearby heritage assets (listed buildings and conservation area) the proposal would not have a harmful impact on the setting of these assets. The site will deteriorate if a viable use is not found. Conditions recommended in relation to the details.

3.9 Council Ecologist – No objections subject to the works being carried out in accordance with the recommendations of the habitat survey report, bat survey and reptile survey.

3.10 Council Landscape Officer – initial concerns over the visual impact of the moored boats, design of the moorings and the practicality of storing boats inside the building. Further information has been submitted together with amended plans reducing the number of permanent mooring structures. No objections are now raised subject to conditions.

3.11 Council Arboriculturalist – All the important trees on the island are to remain and there is some new planting, which is considered acceptable.

3.12 Council Environmental Health Officer – The acoustic report submitted with the application does not suggest that noise from the proposed use will have a significant impact. Given the previous uses of the site a preliminary contamination investigation should be carried out – recommends standard contaminated land condition.

- 3.13 Inland Waterways Association – Supports the application. The change of use of existing buildings in support of a local rural business seeking to survive is consistent with the NPPF. This is an appropriate use for the buildings. The River Thames at Buscot is an important navigable waterway and, apart from a small hire fleet at Radcot, this would be the only hire business above Eynsham.
- 3.14 British Marine Federation (Thames Valley) – Supports the application. If the existing base at The Trout is to be vacated this proposal is essential for the upper reaches of the Thames. The proposal is an excellent opportunity both economically and socially.
- 3.15 Ramblers Association – Objects. The proposal would seriously degrade the enjoyment of the countryside experienced by users of adjacent footpaths and local residents. Whilst we support rural businesses this site is totally inappropriate. The proposal would have a harmful impact on the natural beauty of the landscape. The moored boats would be highly visible from adjacent paths where there are currently unspoilt banks. There will be boats moored and raised on dry land which would be an eyesore and an increase in traffic to the area.
- 3.16 CPRE – Objects. Although in favour of encouraging this kind of business, the proposal at this site is unacceptable. Concerns are expressed over access and parking provision and the lack of detail in the application. The application should have been accompanied by an environmental impact assessment. The proposal is contrary to the NPPF and local plan policy NE7.
- 3.17 National Trust (owners of adjacent land and properties) – Objects. The proposal would have a damaging impact on the landscape. Traffic movements would be at an unacceptable level and comparing them to the former use is not a reasonable fallback. The proposal will have a harmful impact on the setting of adjacent listed buildings and result in an increase in noise for adjacent residents. Planning permission was refused in 1997 for a dwelling on the site and this is an important material consideration. The proposal is contrary to policy.
- 3.18 Fairford and Lechlade Business Club – The existing business has been established for well over 20 years and makes an important contribution to the economic benefits of river based tourism. The NPPF seeks to support sustainable economic growth and the proposal will ensure the long term viability of an important established local business.
- 3.19 347 letters of objection have been received from local residents, including the immediate neighbouring properties, and from people who have stayed in the Buscot. These raise the following concerns:
- This is not the right location for the proposed development.
 - The site is constrained by poor access.
 - The area around the site is extremely sensitive in landscape terms and is of high environmental value.
 - The proposal would harm the setting of nearby listed buildings including the Church and Old Parsonage.
 - The site is highly visible from the River Thames including long distance views and it would be impossible to mitigate the visual impact.
 - There is no need for the development in this location.
 - There are a number of boat hire businesses in the area.
 - The proposal would result in unacceptable noise for nearby residents from boat repairs, traffic movements, and people visiting private moorings.
 - The road junction into the village with the A417 has substandard visibility.

- The access track is a popular footpath for visitors accessing the lock.
- The proposal will increase the risk of flooding for local residents as the moored boats would impede flow.
- The use would lead to light pollution in the area and affect adjoining residents.
- The proposal would damage the environment and wildlife.
- The unspoilt character of the area should be preserved.
- There was insufficient consultation by the applicant with the local community prior to submitting the application. This is contrary to the Localism Act.
- Buscot village is one of the National Trust's most perfectly preserved villages.
- The proposal would result in more traffic coming to the village.
- The nature of the proposed use is at odds with the character of the area.
- Fuel spillages and oil will pollute the river.
- A boatyard with associated storage can be unsightly.
- Boat users will utilise the church car park so that it is not available for church - goers.
- The site was originally compulsorily purchased for a public works in 1949 and should not fall back into private use (this is not a planning consideration).
- The National Trust has offered to buy the site (this is not a planning consideration).
- The site will generate large numbers of visitors arriving by car.

3.20 54 Letters of support have been received (including from the owners of farmland on the northern river bank opposite the site) stating the following:

- The area has suffered due to the overgrown and derelict waterworks site.
- The proposal is not a marina but a small-scale waterside boatyard.
- The company's boats already operate along this stretch of the river.
- Traffic movements are irregular due to the staggered times of hire and are not the same as a general leisure use.
- There would have been greater and more regular traffic movements when the site was used by Thames Water.
- The mooring of boats already happens up and down the Thames.
- The proposal does not include any new buildings.
- The existing building is becoming an eyesore and the proposal would ensure its repair and future maintenance.
- The proposal would enhance the ecology of the area.
- There is a need in this area for small-scale boating facilities. The proposal would benefit the local area.
- The proposal is the most suitable use for the site and retains the building's working links with the river.
- There is no other mechanical help on the river in the vicinity.
- The proposed wildlife pond would be ideal for otters.
- The proposal would ensure the survival of an established local business.
- The resulting traffic movements will be insignificant in relation to the number of tourists who already visit the area.
- Small businesses should be supported in the current economic climate.

3:21 In addition, a petition left in the church asking people to sign if they object to the "commercial development of Brandy Island" has been submitted with 168 signatures. The petition states that if the development goes ahead, the church will no longer be open to visitors.

4.0 **RELEVANT PLANNING HISTORY**

- 4.1 [P96/V0100/COU](#) - Change of use from water works to residential. Refused planning permission on 04 April 1996 - appeal dismissed on 21 January 1997. A copy of the appeal decision is **attached** at appendix 3.
- 4.2 [P82/V0120](#) - Construction of a contact tank including pump dry well with brickwork superstructure to house pump motors. Planning permission granted 03 March 1982.
- 4.3 [P80/V0144](#) - Erection of new admin/stores and mess room. Planning permission granted 06 February 1980.
- 4.4 [P75/V0115](#) - Two garage type buildings for storage purposes in connection with water supply. Planning permission granted 21 February 1975.

5.0 **POLICY & GUIDANCE**

Vale of White Horse Local Plan

- 5.1 Policies GS7 and GS8 refer to the re-use of buildings outside settlements differentiating between vernacular and non-vernacular buildings. Whilst the pump house is not a traditional local building it has some architectural merit. Both policies set out criteria against which proposals should be considered including the building being of permanent and substantial construction and capable of conversion without major re-building, the re-use not adversely affecting the character of the building or surrounding area, and any services and facilities being provided without harming the surrounding area. In addition, policy GS8 requires the building to be in a sustainable location for the use proposed and limits floor space for commercial purposes to 500sq m (the pump house has a floor space of 418sq m).
- 5.2 Policy L9 refers to small-scale developments to provide facilities for informal countryside recreation which would promote public enjoyment of the countryside, subject to criteria including the impact on the character and ecology of the area.
- 5.3 Policy L12 states that development which would adversely affect the Thames Path and its enjoyment by users will not be permitted.
- 5.4 Policy L17 refers to development of sites adjacent to the River Thames stating that development will only be permitted where the special environmental qualities of the river and its value as a nature conservation resource are protected and enhanced. The policy requires development to improve opportunities for public access along, to and from the river.
- 5.5 The site is located in the North Vale Corallian Ridge as defined in the local plan proposals map. Policy NE7 states that development which would harm the prevailing character and appearance of the area will not be permitted unless there is an overriding need and steps are taken to minimise the impact on the landscape.
- 5.6 Policies DC1, DC5 and DC9 refer to the design of new development, access and parking considerations and impact on neighbouring properties.
- 5.7 Policies DC13 and DC14 require developments in areas of flood risk to have carried out an adequate flood risk assessment and to include appropriate mitigation measures.

National Planning Policy Framework (NPPF)

- 5.8 The NPPF sets out a presumption in favour of sustainable development. Among the 12

core planning principles set out in paragraph 17 the document seeks to drive and support sustainable economic development, support thriving rural communities whilst recognising the character and beauty of the countryside, encourage the re-use of resources including the conversion of existing buildings and re-use of previously developed land, conserve and enhance the natural environment, and deliver sufficient community facilities to meet local needs.

- 5.9 Paragraph 28 supports the rural economy and the sustainable growth and expansion of all types of businesses in rural areas including through the conversion of existing buildings. This includes supporting tourist and visitor facilities in appropriate locations.
- 5.10 Paragraph 111 encourages the re-use of previously developed land, and paragraph 118 seeks to conserve and enhance biodiversity by encouraging opportunities in and around new developments.

Thames Waterways Plan (River Thames Alliance) 2006 -2011

- 5.11 This plan has been prepared by the Environment Agency on behalf of the River Thames Alliance, a group of organisations with an interest in the river, including local authorities who border the river. The document sets out policies to promote the river, both as a recreational resource and in terms of biodiversity.
- 5.12 Policies 17, 18 and 19 of the plan seek to encourage more boating facilities, including repair facilities, and the provision of more permanent and visitor moorings. The accompanying document “*aspirations for the future*” identifies the old waterworks site at Buscot as a potential boatyard site with moorings.

6.0 PLANNING CONSIDERATIONS

- 6.1 The main issues to consider in determining this application are; i) the principle of the proposed use in this location; ii) the impact on the landscape character of the area and the setting of nearby listed buildings; iii) the impact on the residential amenities of nearby properties; iv) access and parking considerations; v) ecology and trees; vi) flooding considerations.
- 6.2 The application site is currently a derelict water treatment plant with a large dilapidated pump house building and a series of smaller structures in addition to underground tanks. The rest of the site is covered in overgrown vegetation which also overhangs the turbine channel. The site was last used by Thames Water in 1992 and, apart from a brief occupation by the Environment Agency, it has remained vacant ever since, gradually deteriorating over time. In planning terms the site is considered to be previously developed which the NPPF seeks to utilise in making the most effective use of land (para. 111). A new use for the buildings and adjacent land, therefore, is necessary to secure the restoration and long-term maintenance of the site which would accord with the spirit of the NPPF.
- 6.3 The applicants run an established local business the future of which is uncertain if the current site at The Trout Inn becomes no longer available. The proposed use requires a riverside location in which to moor boats for holiday and day rental. By relocating to Buscot Mill, the proposal would ensure the survival of the business, maintain the needs of boat users in the vicinity of the site (given the location within the same stretch of the river), and ensure the restoration and maintenance of Buscot Mill. In addition to the boat hire element the proposed new private and visitor moorings would comply with policies set out in the Thames Waterway Plan.
- 6.4 The proposed use requires few alterations to the existing buildings and the site itself,

therefore the principle of the proposal is considered to accord with local plan policies GS7 and GS8.

- 6.5 Whilst a previous appeal decision for use of the site as a residential dwelling was dismissed in 1997, the inspector's concerns centred around the visual impact of a domestic use of the site and the paraphernalia associated with a residential curtilage. The inspector concluded:
"My concerns about the impact of the proposed residential curtilage on the appearance of the AHLV are so substantialthis issue overrides my other conclusions on highway and flooding issues" (para. 10) In that case, it was considered that a domestic use was inappropriate for the location.
- 6.6 The proposed use is entirely appropriate in a riverside setting where boats can moor at any time subject to the landowner's permission. Other than the moorings the appearance of the site externally would not be substantially altered given that all boat storage when not on the river would be contained within the building. Other than the car park, which is to be located on an existing area of hard standing, the majority of the site towards the western end would be an ecological restoration area for wildlife. There would be no loss of existing trees or vegetation and a wildlife pond would be created. From the public vantage points, including the river and the Thames Path, the character of this western part of the island would remain the same as existing.
- 6.7 The site is no longer designated as an area of high landscape value (as was previously the case at the appeal), although the high landscape quality of the area is still recognised by its inclusion within the North Vale Corallian Ridge. This designation is set out in the adopted local plan and requires development to pay regard to the prevailing character and appearance of the area which is characterised by woodland, villages and expansive views. The valley area consists of water meadows, river meanders and copses. A landscape appraisal submitted with the application concludes that the proposed operations would only be visible from a localised area around the site and its immediate vicinity. Additional planting, particularly around the parking area, will help to mitigate the impact. The majority of the new moorings would be seen in the same context as the existing buildings on the site, and boats moored along the river is not considered to be an alien feature in this location adjacent to a lock. Whilst the moored boats will be visible, given the site's setting, it is not considered they will be so harmful to justify refusal. The council's landscape officer is now satisfied with the proposal after the removal of the permanent moorings which would have extended some way beyond the existing buildings to the west.
- 6.8 Concern has been raised by local residents over the impact of the proposal on the setting of nearby listed buildings. Although there are listed buildings in the vicinity, given their distance away, existing mature vegetation along the site boundaries, and the low key nature of the proposed development both the council's conservation officer and English Heritage have concluded that the proposal would not harm the setting of these heritage assets.
- 6.9 Letters have been received from the immediate neighbouring properties and village residents raising concern over the impact of the proposal on residential amenity in terms of noise and general disturbance. The proposed boatyard will provide a boat repair service during the season and at other times when the boats are out of the water. However, both the boat repairs and storage will be carried out within the pump house building. A noise assessment has been submitted with the application which tested the maximum noise levels that the works would generate. This concluded that the noise levels taken at the site boundaries closest to neighbouring properties were within acceptable limits and would not therefore have a harmful impact on residential amenity.

The council's environmental health officer concurs and has raised no objections.

- 6.10 In terms of general disturbance it is not considered that this would be any greater than the current level generated by national trust visitors to the lock. Traffic movements are not likely to exceed about eight two-way movements per day if all the boats are hired out and the private moorings are utilised. Many people would access the site via the river. Whilst there may be more disturbance when boats are taken off and put in the river at the beginning and end of each season, this occurs only twice a year and would not be sufficient grounds for refusal.
- 6.11 No new buildings are proposed which could impact on neighbouring properties and a condition requiring details of proposed external lighting around the site is recommended.
- 6.12 One of the main concerns raised by residents and the parish council relates to traffic generation, particularly given the poor visibility at the village junction with the A417 and the narrow access serving the site. The site has a number of former uses, most recently as a water treatment works. Although the site is currently derelict, this is its established use which could be re-instated at any time. It is, therefore, entirely reasonable for the County Engineer to assess the proposed traffic movements against the former level of use. Given the staggered nature of access to the boat hire business and the general frequency of use of the private moorings the proposal is likely to generate only about eight two-way traffic movements a day. When boats are hired out on a weekly basis this is likely to be less. There are only two staff required on site. The County Engineer, therefore, has concluded that the proposal is acceptable in highway safety terms, subject to conditions. These conditions include controlling any large vehicles which may access the site, including boats on trailers.
- 6.13 The application proposes a package of biodiversity measures to improve the nature conservation value of the site. More than half of the site area would form part of the habitat which includes a bat roost within the existing pillbox and a wildlife pond. No mature trees are proposed to be removed and significant additional native planting is proposed. The council's ecologist and arboriculturalist and the Environment Agency have raised no objections to the application, subject to conditions.
- 6.14 The site is located in flood zones 2 and 3, therefore a flood risk assessment has been carried out. The Environment Agency has raised no objections to the proposal on flooding grounds, and it is considered the proposal is an appropriate use in this riverside location.
- 6.15 Concerns in relation to the terms of the original purchase of the site and the aspirations of the National Trust to buy the site are not material to the consideration of this planning application.

7.0 CONCLUSION

- 7.1 It is considered that given the low key nature of the proposed use, limited external alterations to the buildings, the proposed economic and biodiversity benefits that the proposal offers, and the need for a sustainable use to be found for this derelict site, the proposal is acceptable and complies with the relevant policies in the adopted local plan and the NPPF.

8.0 RECOMMENDATION

- 8.1 **It is recommended that Planning permission is granted subject to the following conditions:**

1. TL1 - Time limit
2. Planning condition listing the approved drawings
3. Prior to the commencement of the development hereby approved full details of the proposed materials, construction method, and means of securing to the river bank of the mooring platforms shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.
4. LS1 – Landscaping details
5. LS2 – Landscaping implementation
6. HY6 – Access, parking and turning in accordance with specified plan
7. No boats shall be stored on the site outside the building at any time unless moored on the river.
8. The boat yard hereby permitted shall not operate before 08:00 nor after 18:00 on any day and the gates shall be locked outside these hours to prevent entry unless in an emergency.
9. Prior to the commencement of the development hereby approved, details of the delivery of supplies to the site and a scheme for the disposal of waste from the site including refuse and sewerage shall be submitted to and approved in writing by the Local Planning Authority. The use of the site shall operate in accordance with the approved scheme.
10. Delivery or removal of boats to and from the site shall be carried out by river only and not by road unless otherwise agreed in writing by the Local Planning Authority.
11. The development hereby permitted shall be implemented in accordance with the scheme of mitigation contained Chapter 5 and Table 1 of the Phase 1 Habitat Survey Report by Eco consult dated April 2012 submitted with the application in all respects. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. This condition will be discharged on receipt of a letter from the project ecologist providing evidence to demonstrate that the mitigation has been completed according to the approved report.
12. A habitat management plan for the ecological restoration area shall be submitted to and approved by the local planning authority prior to the occupation of the development. The plan shall include:
 - (i) Description and evaluation of the features to be managed;
 - (ii) Ecological trends and constraints on site that may influence management;
 - (iii) Aims and objectives of management;
 - (iv) Appropriate management options for achieving aims and objectives;
 - (v) Prescriptions for management actions for a 20 year period;
 - (vi) Preparation of a work schedule (including a 5 yr project register, an annual work plan and the means by which the plan will be rolled forward annually);
 - (vii) Personnel responsible for implementation of the plan;

(viii) Monitoring and remedial / contingencies measures triggered by monitoring.
(ix) A plan showing the management areas and the location and design of the fence separating the operational part of the site from the restoration zone. The plan shall be carried out as approved, unless otherwise approved in writing by the local planning authority.

13. The development hereby permitted shall be implemented in accordance with the recommendations of the Reptile Survey Report carried out by Ecoconsult dated July 2012 submitted with the application in all respects. Any variation shall be agreed in writing by the Local Planning Authority before such change is made. This condition will be discharged on receipt of a letter from the project ecologist providing evidence to demonstrate that the mitigation has been completed according to the approved report.

14. Prior to the commencement of the development hereby approved full details of any boundary treatment within the site and around the perimeter shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

15. Prior to the commencement of the development hereby approved, full details of the proposed new doors to the pump house building and any signage required for the proposed business shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

16. At the beginning and end of the boating season the boats shall be placed in the water and removed from the water by fork lift truck only as specified in the application and no crane shall be used on site at any time.

17. Prior to the commencement of the development hereby permitted full details of any proposed external lighting to be used on the building and around the site shall be submitted to and approved in writing by the Local Planning Authority. The development shall only be carried out in accordance with the approved details.

18. The development hereby permitted shall be carried out in accordance with the submitted Flood Risk Assessment undertaken by Cole Easdon reference 3418 dated April 2012.

19. Contaminated Land Survey

Author / Officer: Laura Hudson – Principal Planning Officer
Contact number: 01235 540508
Email address: laura.hudson@southandvale.gov.uk