

Client: Cotswold Boat Hire

Project: Buscot Mill, Buscot

Drawing Title: Site Location Plan

Drawing No.: C11702/12/01

Scale: 1:2500@A3

Date: 06.03.2012 Issuing Office: Swindon

Drawn by: NAH Checked by: KP

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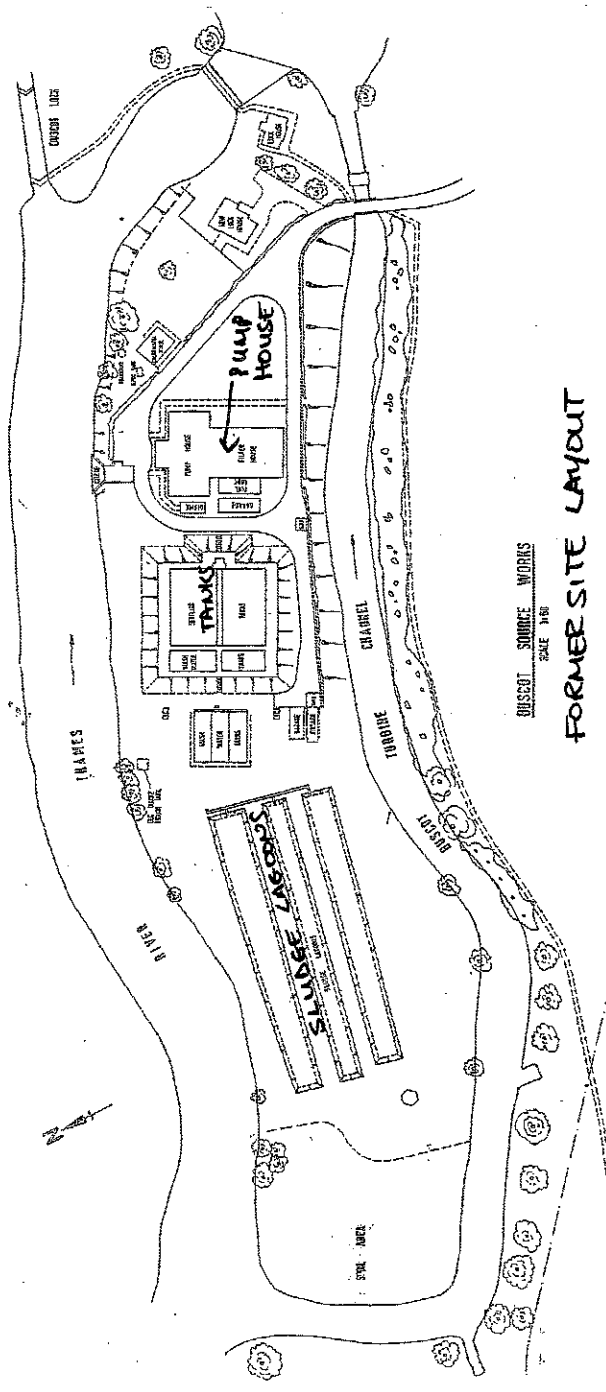
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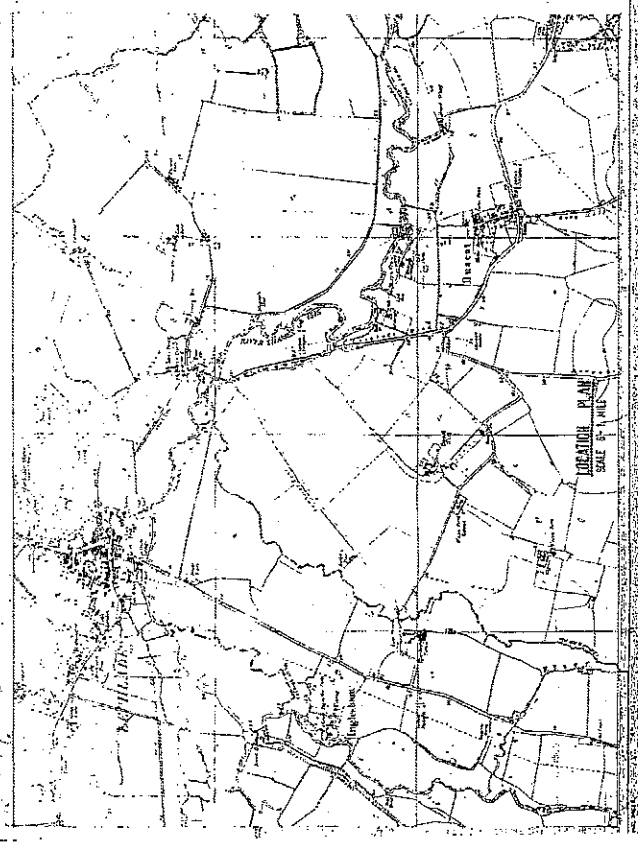
25.03 2024

THAMES WATER AUTHORITY VALES DIVISION	
Title COLK INTAKE SCHEME BUSCOT SOURCE WORKS GENERAL ARRANGEMENT AND DRAIN WATER MAIN DETAILS	
Author MR. WELLS	Checked MR. B. J. 305
Drawn MR. [unclear]	Scale 1:1000
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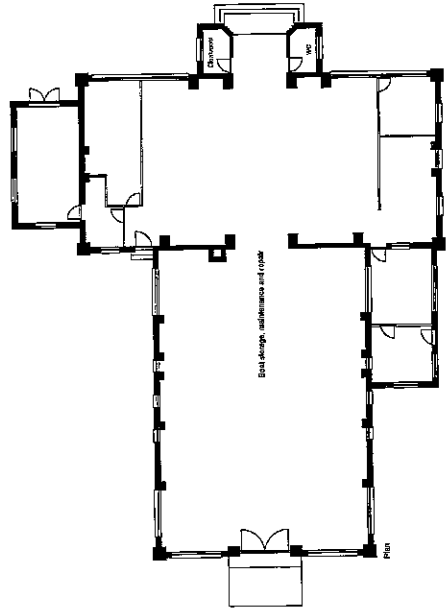
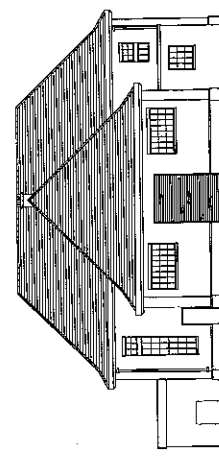
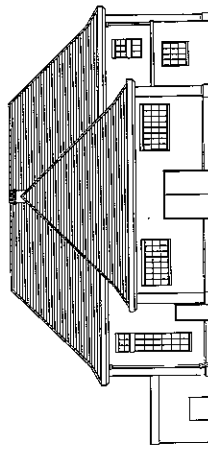
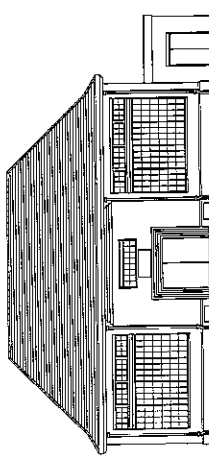
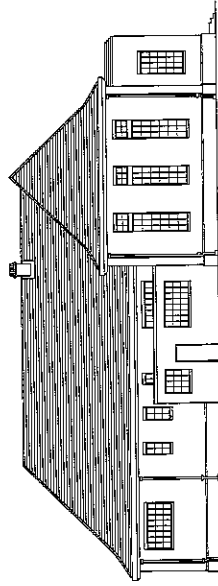
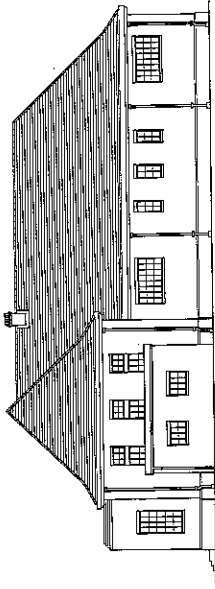


BUSCOT SOURCE WORKS
SCALE 1:100

FORMER SITE LAYOUT



LOCATION PLAN
SCALE 1:1000



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Rev.	Date.	Drawn by	Checked by
A	10/04/12		
B	12/02/12		

DRAWING ISSUED BY:
 ARCHITECTURAL
 STRUCTURAL
 MECHANICAL
 ELECTRICAL
 CIVIL
 LANDSCAPE ARCHITECTURE
 PLANNING
 ENVIRONMENTAL
 HISTORIC BUILDINGS
 CONSERVATION
 OTHER

Notes:
 1. Dimensions shown are to be used for the drawings.
 2. All dimensions are in millimetres unless otherwise stated.
 3. All dimensions are to the face of the work unless otherwise stated.
 4. All dimensions are to the centre of the work unless otherwise stated.

Client:
 Cotswold Boat Hire

Project:
 Land at
 Buscot Mill, Oxfordshire

Drawing Title:
 Former pump house:
 existing and proposed plans
 and elevations

Scale: 1:100@A0

Date: 23/02/12

Issued by: [Signature]
Checked by: [Signature]

Drawing No.: 11702_12_202

Rev.: B



Buscot Parish Council

Response to the Buscot Mill Planning Application

In considering the application, the Parish Council recognises that the proposal provides an opportunity to improve the visual appearance of Brandy Island site when viewed from the River Thames, which it supports. The Council notes that there have been a number of objections to the application from local residents and the National Trust raising concerns regarding visual impact, noise and traffic. The Council believes that the visual impact of the proposal on those properties immediately adjacent to the application site can be limited through the provision of adequate natural screening along the boundary of the site to provide cover all year round. Also, any noise disturbance from the maintenance and repair of boats can and should be controlled through the hours of operation being tightly restricted to weekdays only and no weekend working.

However, the Council does have a number of concerns regarding the application, as follows:-

- (a) visual impact of the storage of boats during the winter months, when viewed from the two footpaths running along the river, which it believes has not been adequately addressed in the application.
- (b) increased traffic through the village as a result of the proposal and the adverse impact of that increased traffic on residents and visitors (see photograph's attached taken at 2.30pm on Sunday 27 May 2012).
- (c) possible intensification of commercial activities at the site in the future, over and above that specified in the application.

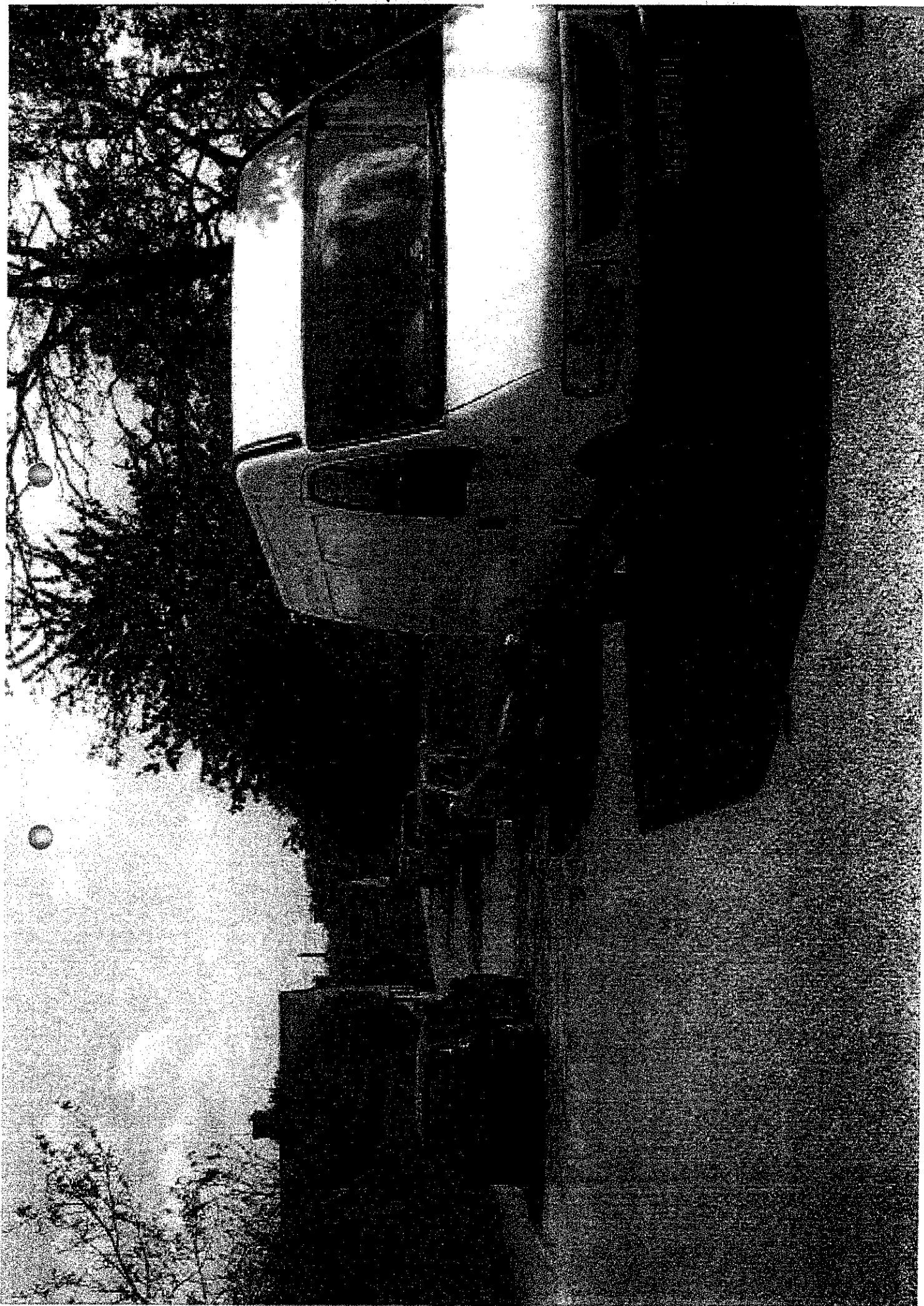
The Council does not believe that the planning application as presented adequately addresses these concerns and therefore objects to the application for the following reasons:-

- (1) Traffic movements within the village are already high especially at weekends during the summer months, and have a detrimental impact on local residents, with increased parking on the narrow street through the village making it difficult for vehicles to exit and enter the village. The increased traffic generated by the proposed development will only exacerbate the situation.
- (2) The interruptions caused to the free flow of traffic through the village as a result of this increased on street parking will in turn impact the flow of traffic on the already busy A417.
- (3) The additional traffic generated by the proposed development will have an unacceptable impact on the access road leading to the application site via the Weir Field, and in turn, leading to the Buscot Lock, both extremely popular visitor attractions, which is narrow and has no passing places. This access, for years, has purposely been preserved as a 'pedestrian only' area allowing locals

and visitors the pleasure of a peaceful area not constantly disturbed by traffic. To allow traffic along this access road by unsuspecting motorists will in our opinion be a danger.

- (4) The access road leading to the site is immediately adjacent to a public footpath and another public footpath crosses the access road at the bridge to the site. Increased traffic flows in this area will cause an unacceptable safety risk to users of these footpaths.
- (5) Allowing a commercial use for the site, could lead to a greater intensification of commercial activity on the site in the future, which could have a more harmful impact on the character of this area of high landscape value.

Finally, the Council is concerned and surprised given the close proximity of both St Mary's Church and the Old Parsonage to the application site that neither the PCC nor the tenant of the Old Parsonage were formally consulted on the application, given that both properties are Listed Buildings. As a result of this omission English Heritage has not been formally consulted.







The Planning Inspectorate

An Executive Agency in the Department of the Environment and the Welsh Office

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Thames Water Plc
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RG1 8DB

Your Ref:
8153/86/1 FAO N Burroughs
Our Ref:
T/APP/V3120/A/96/272444/P9

Date: 21 JAN 1997

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 76 AND SCHEDULE 6
APPLICATION NO: BUS/1057/3

- I have been appointed by the Secretary of State for the Environment to determine your appeal against the decision of the Vale of White Horse District Council to refuse planning permission in respect of an application for the change of use to residential at Buscot Water Works, Buscot. I have considered the written representations made by you and by the Council and also those made by Buscot Parish Council and other interested parties and persons. I have also considered those representations made directly to the Council which have been forwarded to me. I inspected the site on 17 December, 1996.
- I note that the type of residential use proposed is not specified on the application form. However, in a letter of 25 January 1996 accompanying the application, and from subsequent correspondence, it is clear that the proposal is to convert the main waterworks building into one dwelling. Its residential curtilage would comprise the full extent of the island on which the building stands, known locally as Brandy Island. I shall determine the appeal on this basis.
- From my inspection of the site and its surroundings, and my consideration of the representations made, I consider that the main issues in this appeal are firstly, the effect of the proposed change of use on the character and appearance of the surrounding area, with particular reference to its status as an Area of High Landscape Value (AHLV); secondly, its effect on the safety and free flow of traffic at the junction of the Buscot village road and the Lechlade Road (A417); and thirdly, whether the proposal would give rise to an increased risk of flooding.
- I am required to determine this appeal having regard to the policies in the development plan, and to make my determination in accordance with them unless material considerations indicate otherwise. The development plan for the area includes the Oxfordshire Structure Plan, in which policy BN4 makes it clear that development in the AHLV will be carefully controlled to protect the qualities of the landscape. Policy BN9 encourages the conversion of redundant buildings in the countryside, subject to certain criteria. Policy BN11 is intended

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to protect against an increased risk of flooding, and policy T16 lists various criteria against which development proposals will be considered in respect of traffic and other highway-related matters. There is also an emerging Vale of White Horse Local Plan which has policies that carry forward the thrust of the Structure Plan policies relating to the AHLV, the re-use of redundant buildings, and flood defence. This plan is not yet adopted, and therefore does not have the same weight as the Structure Plan. Nevertheless I shall attach weight to it in accordance with advice in paragraph 32 of Planning Policy Guidance Note 1 (PPG1).

5. Turning to the first issue, I observed that Brandy Island is separated from the main part of Buscot village by an access track, some 350m long, owned by the National Trust. The island is surrounded by open countryside and is not visually related to the rest of the village. This part of the North Vale AHLV is dominated by the River Thames and the open and undeveloped flood plain. The main waterworks building is built to industrial proportions and its bulk dominates the surrounding area. Lock House, Lock Cottage and Lock Farm House are all within 50m of this building, but they are of a domestic scale and make much less of an impact on the landscape.

6. I acknowledge that it would be possible to convert the building into a very spacious dwelling. There would be no need for external alterations or extensions, and from the outside it would look much as it does today. But the building's form and bulk is not in keeping with the surrounding area, and in this respect the proposed conversion would not satisfy policy EN9 in the Structure Plan. In addition, the building's separation from the main part of Buscot village makes the proposal contrary to policy C18 in the emerging Local Plan. This policy, in sub-paragraph (iv), establishes that buildings located away from existing settlements will not be favourably considered for re-use.

7. I am also concerned that the change of use would cause visual harm to the land surrounding the building. Occupiers of the new dwelling would undoubtedly wish to make changes to this extensive area of rough grass, which has been identified in a recent survey by the NRA as being of significant nature conservation interest. The imposition of a planning condition could protect this area from certain types of domestic paraphernalia. However, other changes to the curtilage such as the laying out of lawns, flowerbeds and patios and the introduction of garden ornaments and furniture, could not be controlled. These would change the unspoilt rural appearance of the island by giving it a domestic and suburban character. This part of the AHLV is clearly visible from public viewpoints. It can be seen from the public footpaths which follow the banks of the two river channels surrounding the island, and also from the lock and weirs to the east. PPG7 advises that the creation of a residential curtilage around a newly converted building can sometimes have a harmful effect on the character of the countryside. I have formed the opinion that, in this instance, the changes to the curtilage of the proposed dwelling would detract from the rural qualities of the AHLV. It would therefore have a harmful effect on the character and appearance of the surrounding area.

8. Moving on to the second issue, I observed that there is sub-standard visibility at the junction of the Buscot village road with the A417. I acknowledge the Highway Authority's concern that an increase in residential traffic would make matters worse at this junction. But the current application is for one dwelling unit, and I consider that this would generate less vehicular movements over the course of a year than most other alternative uses for the building, including its previous use as a water treatment works. I have therefore decided that

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the proposal would not have an adverse effect on the safety and free flow of traffic at the junction of the Buscot village road with the Lechlade Road (A417).

9. The final issue relates to the risk of flooding. The Environment Agency has stated that future residents of the building would be at risk of being surrounded by flowing flood water. However, it appears that the height of the building itself is just above the 1947 flood level, and the raised track would allow access to land outside the flood plain. No new buildings are proposed, and the flow of flood water would not be further impeded. I am therefore satisfied that the proposed change of use would not result in an increased risk of flooding.

10. I have therefore reached the following conclusions: first, the proposed change of use would harm the character and appearance of the surrounding area; second, it would not have an adverse effect upon the safety and free flow of traffic at the junction with the A417; and finally, it would not increase the risk of flooding. My concerns about the impact of the proposed residential curtilage on the appearance of the AHLV are so substantial that my conclusion on this issue overrides my other conclusions on the highway and flooding issues. I have therefore decided that, on balance, the proposal is unacceptable.

11. In reaching my decision I have taken account of all other matters raised, including the environmental implications of the land and building continuing to have no economic use. However, I am not persuaded that the economic advantages of the proposal would override the environmental disadvantages. Neither this nor any other matter raised is sufficient to outweigh the considerations which have led me to my conclusions.

12. For the above reasons, and in exercise of the powers transferred to me, I hereby dismiss your appeal.

Yours faithfully,

Ruth V Mackenzie

RUTH V MACKENZIE BA(Hons) MRTPI
INSPECTOR

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