

**Committee date 13/02/2024**

**Application No:** 36/22/00024

**Application Type:** Full Planning Permission

**Case Officer:** Briony Waterman

**Registered Date:** 20/12/2022

**Expiry Date:** 20/03/2023

**Parish:** Nether Stowey

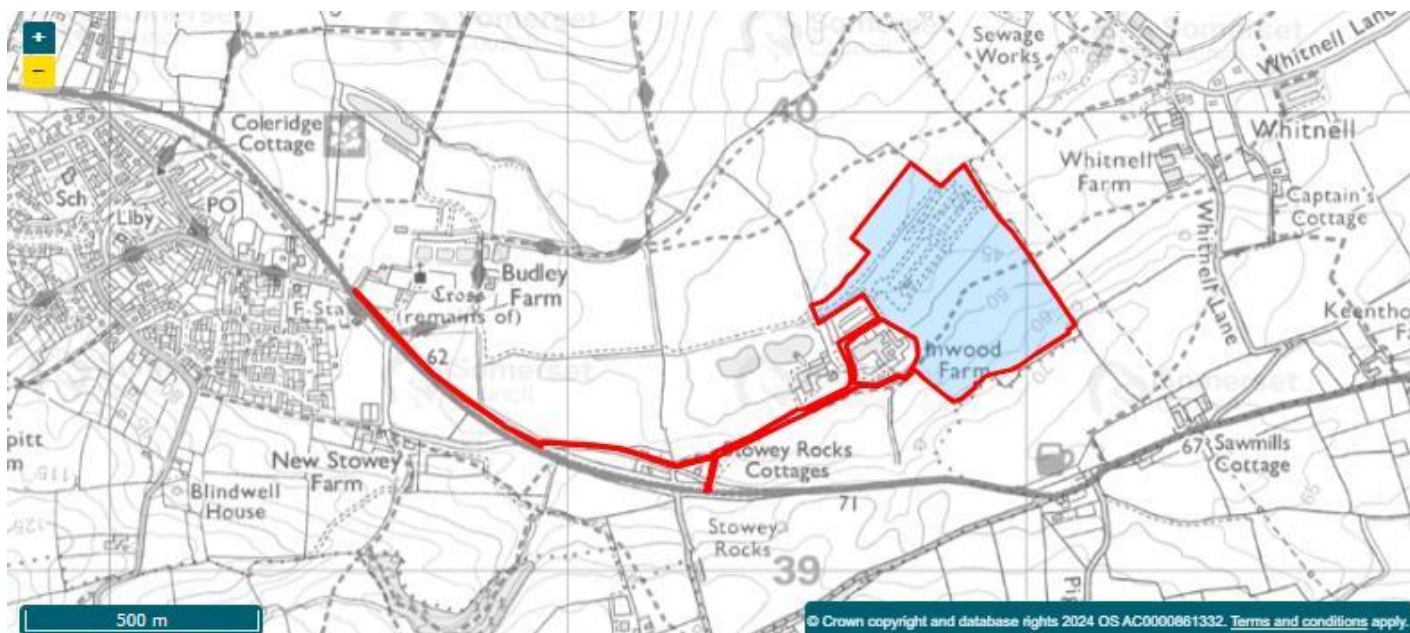
**Division:** Quantocks

**Proposal:** Change of use of agricultural field for the provision of caravan pitches and continuation of existing caravan site for use by HPC workers until 31st December 2025. Erection of welfare building and bus shelter. Development of a footpath from site to Nether Stowey village.

**Site Location:** Inwood Farm, Cannington Road, Nether Stowey, Bridgwater, TA5 1HY

**Applicant:** F G Jeanes & Sons Ltd

**\*\* THIS APPLICATION IS CODED AS A MAJOR APPLICATION \*\***



## **Committee decision required because**

The proposal is a major development, with Parish comments contrary to officer recommendation

### **Background**

The application site is adjacent to the existing caravan site at Quantock Lakes and forms part of Inwood Farm, an agricultural holding that is located along the A39, one mile south east of the nearest village, Nether Stowey and ten miles west of the nearest town, Bridgwater. Inwood farm lies wholly within the countryside and has over time diversified its arable farming business to a mixed use that includes wedding venue hire, holiday accommodation, camping and touring caravans, recreational fishing and as a caravan site for workers for Hinkley Point C and associated park and ride. A number of small businesses also operate from the farm complex. The site is accessed south off the A39 using a private access road that is crossed in an east-west direction by two public rights of way (PRoW) BW 22/31 and BW 16/18.

NNB GenCO gained the Development Consent Order (DCO) from the Secretary of State for the construction and operation of a new nuclear power station at Hinkley Point, known as Hinkley Point C (HPC) and other associated development (AD) on 18th March 2013. The DCO came into force on the 9th April 2013. Although the main site itself is located in the former West Somerset Area, a range of AD sites which support the construction are in the former Sedgemoor area, these include park & ride facilities. Other development is also linked to the construction of HPC but falls outside the scope of the DCO process. These are referred to as 'ancillary sites' in the Sedgemoor Local Plan, these development sites are subject to regulation under the Town and Country Planning Act 1990 and this includes the use of the car park at Quantock Lakes as a park & ride facility.

Retrospective planning permission (reference 36/17/00001) was originally granted by the former Sedgemoor Council in 2017 for a temporary change of use of an existing car park at Quantock Lakes to provide a short term and temporary 160 space park & ride facility for the HPC construction workforce. At the time a case was made based on the operational need for a park & ride facility to provide additional capacity and flexibility for workers travelling to HPC as a result of the delay in completing the main park & ride facilities, the Associated Development site at Cannington and Junction 23 of the M5. The planning permission was time limited for 24 months which expired 25th March 2019.

A second planning permission (reference: 36/18/00012) was approved in September 2018 which extended the use as a park & ride for a further 2 years until the 19th September 2020. By this time the Associated Development park & ride facilities were operational, but the retention of Quantock Lakes was justified for a number of reasons. Firstly the number of HPC construction workers living

in the locality (south and west of Nether Stowey and in the former West Somerset area) not living within 800m of a bus stop served by an HPC bus was high and increasing, therefore the use of Quantock Lakes was more sustainable, reducing the distance travelled by car to a park & ride facility to then catch a HPC bus. Secondly, it was accepted that since Quantock Lakes had been approved, the number of HPC construction workers fly parking in local villages to board a HPC bus service should have been reduced. Thirdly, the ability for visitors and HPC construction workers to use Quantock Lakes rather than travelling along the C182 to HPC, would minimise trips on the C182 and other narrow rural roads helping to manage the impacts of the construction on the local road network. Finally, the economic opportunity offered by the park & ride to assist a local business with its on going diversification was viewed as a benefit of the proposal. Planning permission was granted in September 2020 (reference: 36/20/00011) this extended the temporary use until the 18th September 2021.

Following the approval of the park & ride in March 2017, planning permission was granted in September 2017 to allow the existing caravan site to be used to accommodate HPC workers (reference: 36/17/0010). This was justified on the basis that locally the capacity to accommodate HPC workers in existing housing stock and in campus accommodation was not sufficient, therefore the proposal would positively lessen the impacts on the local housing market with particular benefits for those on low incomes. The advantage of co-locating workers and the park & ride facility, was also viewed as beneficial, given the resulting reductions in the need to travel. The planning permission was approved on a temporary basis until the 5th September 2019. This permission was extended in July 2019 (reference 36/19/00014) until the 5th September 2022 on the basis that the existing housing stock and campus accommodation was still not sufficient to accommodate HPC workers and the proposal would lessen the impacts on the local housing market.

Application (reference: 36/21/00012) granted a further temporary permission for the retention of existing car park to be used as 160-space park & ride facility until 31st December 2025. This further extension was agreed which allows for the park & ride to operate 24 hours a day Monday to Friday and on a working weekend. A bus service would operate approximately every 10-15minutes during peak periods (AM peak 05:00-07:00 and PM peak 17:30-19:30).

In an email dated the 20th December 2023 the holiday lets part of the application has been removed. The application now seeks consent for the change of use of agricultural field for the provision of caravan pitches and continuation of existing caravan site for use by HPC workers until 31st December 2025. Erection of welfare building and bus shelter. Development of a footpath from site to Nether Stowey village.

### **Relevant History**

Applications Overlapping the same Spatial Area

<b>Reference</b>	<b>Case Officer</b>	<b>Decision</b>	<b>Proposal</b>
36/22/00015	LE	WDN	Erection of detached stables and tennis court.
36/22/00014	LE	WDN	Erection of detached stables and tennis court.
36/21/00001	AGE	GTD	Erection of a multi-purpose building - part agricultural for rearing cattle and part storage and distribution of beef, including installation of fridge and freezer.
36/15/00012	STP	GTD	Change of use, conversion and extension of barn 6 to holiday accommodation (amended scheme)
36/14/00011	LE	GTD	Change of use of land from agricultural to camping and touring caravan site
36/14/00005	LE	GTD	Change of use of land to permit marquee based wedding receptions and formation of associated car parking facilities. Change of use and conversion of garden house to form office accommodation.
36/12/00005	LE	GTD	Change of use of land to permit marquee based wedding receptions and formation of associated car parking facilities.
36/12/00002	CJA	GTD	Change of use of farmstead buildings to include a combination of A3, B1, B2, B8, D1, D2, fishing lakes and holidaylet/tourism units; together with revisions to access, car parking (including disabled provisions) and landscaping. (Amended Description)
36/11/00005	CG	REF	Construction of solar park and associated equipment
36/08/00007	CJM	GTD	Erection of 1.8m (6 ft) high chain link fence and gates
36/07/00022	KP	GTD	Erection of two storey extensions to side and rear elevations.
36/05/00005	STH	GTD	Erection of temporary classroom
36/05/00004	STH	GTD	Erection of temporary classroom

36/01/00008	GTS	REF	Use of land to site a temporary classroom for Sunday School
36/01/00007		PNR	Use of land to site a temporary classroom for Sunday School
36/93/00016	TRB	GTD	Variation of condition 5 of planning permission 1/36/86/16 to include the repair and maintenance of commercial vehicles.
36/93/00011	TRB	REF	Variation of condition 5 of planning permission 1/36/86/16 to include the repair and maintenance of commercial vehicles
36/92/00003	TRB	GTD	Variation of condition 5 of planning permission 1/36/86/016 to include use of buildings as a MOT test station for cars and small vans and carry out repairs to such vehicles

### **Supporting information supplied by the applicant**

- Application Form
- Preliminary Ecological Appraisal (Dated May 2022)
- Transport Statement
- Planning, Design and Access Statement
- Construction Environmental Management Plan
- Flood Risk Assessment Document (Ref: HPC-GEN583-101027430 Rev 01)
- Drainage Strategy (dated 19th August 2022)
- Site Location Plan and Existing Plan (DrNo: 100998309)
- Proposed Floor Plan & Elevations (Pump House) (DrNo: 000000-01)
- Block Plan (DrNo: 5632-21-02)
- Proposed Floor Plans & Overviews (Welfare Building) (DrNo: 000000-00)
- Proposed First Floor Plan Units 1 & 2 (DrNo: 1978-20-04)
- Proposed Ground Floor Plan Units 1 & 2 (DrNo: 1978-20-03)
- Proposed Elevations Units 1 & 2 (DrNo: 1978-20-05)
- Proposed Floor Plans and Elevations Detached Garage (DrNo 000000-00)
- Proposed Floor Plans (DrNo: 000000-00)
- Proposed Elevations (DrNo: 000000-00)
- Location Plan (DrNo: 100998309)

- Proposed Layout Plan (DrNo: 100998310)
- Site Sections (DrNo: 100998312)
- Construction Details 1 (DrNo: 100998313)
- General Arrangement Manhole (DrNo: 100998314)
- Construction Details 2 (DrNo: 100998319)
- Utilities Layout Plan (DrNo: 100998320)
- Figure 1 Quantock Caravan Park Site Map\_R6
- Figure 3 Quantock Caravan Park Landscape Designations\_R5
- Figure 4 Quantock Landscape Character\_R4
- Figure 5. 1a-b Viewpoint 1 PRow BW 16-18 west of Whitnell Farm\_R6
- Figure 5. 2a-b Viewpoint 2 PRow BW 22-29 east of St Mary's Church\_R6
- Figure 5. 3a-b Viewpoint 3 PRow BW22-31 adjacent Stowey Rock Cottage\_R5
- Figure 5. 4a-b Viewpoint 4 Pinnacle Hill (PRow BW 22-27
- Figure 5. 5a-b Viewpoint 5 Nether Stowey Castle (PRow BW 22-33\_R10
- Figure 6 Landscape Design Plan
- Figure 7 ES Zone of Theoretical Visibility\_R2
- Var008 LVA Quantock Lakes TR.
- Location Plan (DrNo: 5632-21-01 Nov. 21

### **Consultation Responses**

<b>Consultee Name</b>	<b>Summary of Response</b>
Somerset County Council - Ecologist	<p><b>No objection subject to the following conditions:</b></p> <ul style="list-style-type: none"> <li>• <b>Lighting</b></li> <li>• <b>Construction Environment Management Plan (biodiversity)</b></li> <li>• <b>Habitat enhancements</b></li> <li>• <b>Landscape and Ecological Management Plan</b></li> </ul>
Fiddington Parish Council, 17 Martyn Close	<ul style="list-style-type: none"> <li>• <b>Strongly object to this application.</b></li> <li>• <b>Disappointed that it is retrospective</b></li> <li>• <b>Will adversely effect the residents of Whitnell</b></li> <li>• <b>The existing lighting is intrusive and the increased lighting will only add to the pollution</b></li> </ul>

	<ul style="list-style-type: none"> <li>• <b>This application is not preserving the countryside and rural character.</b></li> </ul>
<p>Nether Stowey Parish Council, 2A Castle Street</p>	<ul style="list-style-type: none"> <li>• <b>Although the idea of a large caravan park on the edge of the village is not pleasant, the PC accepts that a temporary caravan park reduces the impact of workers seeking rented accommodation in the village.</b></li> <li>• <b>As contractors use the existing bus links it is accepted that there will not be any really increase in traffic using the A39.</b></li> <li>• <b>Accept the proposed application will not adversely impact the medical services provided to the local community</b></li> <li>• <b>Accepted unlikely to be accompanied by families therefore no impact on the school.</b></li> <li>• <b>Concerns over the impact on the landscape as the site is visible from several points</b></li> <li>• <b>Although not in the AONB is its considered a Quantock Village and part of the setting of the AONB</b></li> <li>• <b>Light reflecting off the caravan roof's</b></li> <li>• <b>Screening from an earlier application has not been implemented</b></li> <li>• <b>Tree planting condition of mature trees</b></li> <li>• <b>Caravans supplied to workers should have roofs with a matt finish in browns/greens to blend into the landscape</b></li> <li>• <b>Concern over lighting, request a lighting condition that minimises light pollution.</b></li> <li>• <b>Footpath BW 16/18 PC asks that consideration is given to diverting this footpath away from the caravan site in the interests of the safety of walkers and residents.</b></li> <li>• <b>No objection to the relocation of the approved wedding accommodation</b></li> </ul>

	<ul style="list-style-type: none"> <li>• Requests the reiteration of condition 3 of the original application is included to prevent residential accommodation.</li> <li>• PC supports the proposal for a footpath</li> <li>• Condition should be imposed that the land should be returned to agricultural use</li> </ul>
Quantocks 1 - Cllr Caswell	<b>No comments received</b>
Quantocks 2 - Cllr Pay	<b>No comments received</b>
Planning Enforcement (SDC)	<b>No comments received</b>
Forestry Commission - South West England	<b>No comments received</b>
The Woodland Trust	<b>No comments received</b>
Historic England	<b>We do not wish to offer any comments, suggest you seek the views of specialist conservation and archaeological advisors</b>
Somerset County Council - Civil Contingencies	<b>No comments received</b>
Landscape Officer (SDC)	<b>No comments received</b>
Somerset County Highways	<p><b>Not raised objections to previous applications, and whilst the current application is seeking to increase the overall number of pitches does not result in a material increase in the level of generation of traffic during the PM peak whilst there is zero impact during the AM peak. subject to conditions:</b></p> <ul style="list-style-type: none"> <li>• Details of the footway</li> <li>• Construction Management Plan</li> <li>• Area allocated for parking shall be kept clear.</li> </ul>
Environmental Health - Sedgemoor District Council, Email Address Only	<b>Recommend the same comments as M Shipley 13.02.23</b>
Environment Agency (drainage/water)	<b>Following the amended description the EA have lifted their objection.</b>
Planning Policy (SDC)	<b>Principle of development to be acceptable, the proposal should help to alleviate potential pressure on local affordable</b>



	<p>housing that may result from the increase in HPC workforce numbers. The proposal may also provide an opportunity for investment in the caravan park which could be of benefit to the site and the local economy when it returns to tourism use.</p>
Somerset County Council - Economic Development	<b>No comments received</b>
Somerset Waste Partnership	<b>No comments received</b>
Sustainable Drainage Systems (LLFA)	<p><b>The LLFA is now satisfied with the provided information and would advise that properly worded planning conditions should be set to cover the infiltration and maintenance detail.</b></p> <p><b>A condition for infiltration could be set to carry out infiltration testing to BRE365 standard and to then develop an infiltration strategy should infiltration be found to be viable</b></p> <p><b>A planning condition could be set to cover the details of maintenance tasks, responsibilities and frequencies for the entire drainage network including runoff sub-catchment's, SuDS components (private and adopted), control structures, flow routes and outfalls</b></p>
Conservation Officer (SDC)	<b>No comments received</b>
Somerset County Council - Rights of Way	<p><b>No objection subject to conditions:</b></p> <p><b>No development hereby approved which shall interfere with or compromise the use of footpath BW 16/18 shall take place until a path diversion order has been made and confirmed, (and the diverted route made available to the satisfaction of the LPA)</b></p> <p><b>Condition that the surface should be re-instated</b></p>

Rights of Way Officer (SDC)	<b>No objections subject to conditions:</b>  <b>Grampian condition</b> <b>Surface authorisation</b>  <b>Informative:</b> <b>Development affecting a PROW.</b>
Licensing Officer (SDC)	<b>No further observations with this application</b>
Somerset Wildlife Trust	<b>No comments received</b>
South West Heritage Trust	<b>There are limited or no archaeological implications to this proposal and therefore have no objections on archaeological grounds.</b>
Somerset County Council - Minerals	<b>No comments received</b>
Natural England	<b>The proposed amendments to the original application are unlikely to have significantly different impacts on the natural environment</b>
Office for Nuclear Regulation (DC)	<b>No comment</b>
Western Power Distribution (re: Planning)	<b>No comments received</b>
The Quantock Hills AONB Officer	<b>Views from the Quantocks are already compromised by the existing development which is within the setting of the protected landscape. Especially noticeable where mitigation screening previously required has not been carried out.</b>
Historic Environment Service, Somerset Heritage Centre	<b>Limited or no archaeological implications to this proposal and have no objections on archaeological grounds.</b>
Cannington 1 - Brian Bolt	<b>No comments received</b>
Cannington 2 - Mike Caswell	<b>No comments received</b>

## **Representations**

Seven letters of objection making the following comments (summarised):

- Consider the revised application fails to comply with Local Plan policies, and as a result increase the potential for the development to have a negative impact upon the setting of the AONB.
- Friends of Quantocks oppose the application
- There are enough caravans on site as it is

- A39 is too dangerous already
- Too much light pollution
- Only 2 Drs and 1 primary school
- Would need a large boundary between Whinell and the caravans would need to be in place.
- Would like to see a PROW for cycling, horse riding and pedestrian access through the site edge, a restricted byway or bridleway not a footpath
- Object, the site is an eyesore
- Lighting of the existing caravan site is so intrusive for the residents of Whinell and Fiddington, all the flood lights should be pointing towards the wedding venue and not towards the local countryside and villages
- The house built does not comply with policies CO1 and D17 of the Sedgemoor Local Plan.
- Both aspects of the planning application should be refused along with Enforcement imposed to deal with the light pollution.
- Holiday let not built in the correct location
- Holiday let being used as a main residence

Four letters of support making the following comments (summarised):

- Do not object to the proposal but concerns over the impact upon the landscape, the number of caravans, and screening
- What guarantees are available to ensure the site is returned to the previous agricultural state at the end of the Hinkley construction project.
- Supports the creation of a footpath connecting Quantock Lakes and Nether Stowey, which will support the village economy.
- Local business looking to diversify and create jobs for the local community
- Site is already set up for the possibility of extension and would create little further inconvenience to the local populace.
- Objects as ruins the view.

## **Most Relevant Policies**

### National Planning Policies

National Planning Policy Framework

### Local Plan (2011-2032)

S2 - Spatial Strategy for Sedgemoor

S4 - Sustainable Development Principles

CO1 - Countryside

MIP2 - HInkley Point C: Associated and Ancillary Development

D14 - Managing the Transport Impacts of Development

D15 - Economic Prosperity

D17 - Tourism

D19 - Landscape

D24 - Pollution Impacts of Development

D25 - Protecting Residential Amenity

### Nether Stowey Neighbourhood Plan

H1: Conversion of Redundant Farm and Other Buildings in the Countryside

H2: Affordable Housing

H3: Housing Type and Size

H4: Sustainable Development

E1: Design and Character of Local Development

E2: Heritage Assets and Character

E3: Development Proposals

E4: Protecting the Local Landscape

E5: Protecting Wildlife and Habitats

E6: Local Green Space

T1: Safe and Easy Access to Nether Stowey Village

T2: Development North of the A39

T3: Protecting and Enhancing Pedestrian, Cyclist and Horse Rider Routes

T4: Safe Cycle Route to Cannington

T5: Improvement to Car parking facilities

C1: Protecting Community Facilities

C2: Recreation Ground

B1: New and existing Businesses

### **Main Issues**

#### Principle of Development

The principle of the use of this site for the provision of caravans to house Hinkley Point C workers (on a temporary basis), has already been accepted through the granting of earlier planning permissions. On this basis, this current proposal to extend the development to accommodate more caravan pitches for Hinkley Point C (HPC) workers and extend the time period for permission on the existing caravans, is also considered acceptable.

The site at Quantock Lakes lies within the existing Inwood Farm complex, which comprises an established wedding venue, restaurant, caravan site and ancillary welfare buildings, together with

some agricultural businesses. Part of the site is currently occupied by HPC workers on a temporary basis. However, the site is located outside of the established development limits and so is considered to be within the open countryside in accordance with Policy S2 of the adopted Sedgemoor Local Plan.

Policy CO1 aims to actively manage patterns of growth and focus significant development in locations which are, or can be made, sustainable. The policy then goes on to state that development will be supported where it accords with other relevant local plan policies that provide for development in the countryside to enhance or maintain the vitality of rural communities and support a prosperous rural economy. The location is considered to be sustainable as there is an existing park and ride service to serve the workforce staying at Quantock Lakes.

The proposal is considered to be in accordance with policy MIP2 (Hinkley Point C: Associated and Ancillary Development) of the Local Plan as the capacity locally to accommodate the increased numbers of HPC workers in either the campus accommodation or locally. Therefore the proposal is considered to lessen the impact upon the local housing market.

Both the proposed and existing pitches within the Inwood Farm site are to be used by bona-fide HPC workers and not as general holiday use or residential accommodation and would not form a HPC worker's sole or main residence. The permanent establishment of the site for residential purposes would not be acceptable under policy terms. Use on a temporary basis for Hinkley workers is not considered to be a residential use because of its temporary basis and the workers having permanent residential addresses elsewhere. The proposal is only to meet a short term and pressing need until December 2025. Accordingly appropriate conditions are recommended to enforce this.

In conclusion the Local Plan supports the development of Hinkley Point C and its ancillary and associated development as outlined above.

#### Impact on Highway Safety

Policy D14 (managing the transport impacts of development) of the adopted Local Plan seeks to ensure provision is made for inclusive, safe and convenient access for all and that the nature and volume of expected traffic from the development would not compromise highway safety.

Development proposal must also provide safe access to roads of adequate standard within the route hierarchy and ensure that the expected nature and volume of traffic and parked vehicles generated by the development would not compromise the safety and/or function of the local or strategic road networks in terms of both volume and type of traffic generated. The Highway Authority have raised no objection to the proposal subject to conditions. It is considered that the development would not result in a material increase in the level of generation of traffic during the

PM peak whilst there is zero impact during the AM peak (due to the specific nature of arrivals at the main construction site, being very early in the morning) .

There is sufficient parking provided within the site for the proposed number of caravans.

The footway proposed alongside the A39 to facilitate easier access to Nether Stowey from the site, is welcomed by the Highways Authority as a safer pedestrian link between the village and Quantock Lakes.

The proposal is therefore considered to be in accordance with Policy D14 of the Local Plan.

### Impact on Residential amenity

Policies D2 (Promoting high quality and inclusive design) and D25 (protecting residential amenity) states that development should not harm the amenity value of the occupiers of nearby buildings. Particular consideration will be given to the extent that the proposal would result in unacceptable noise and disturbance, over shadowing, overlooking and/or visual dominance.

Due to the location of the proposal there are a few residential properties nearby, therefore the impacts on amenity are considered to be minimal and the development is in accordance with Policy D25 of the Sedgemoor Local Plan.

### Landscape and visual impact

Policy D2 (promoting high quality and inclusive design) seeks to achieve high quality, sustainable and inclusive design which responds positively to and reflects the local characteristics of the site and identity of the surrounding area and be of a design solution that makes the most efficient use of land through appropriate densities, whilst recognising the need for positive treatment of the spaces around and between the buildings.

Policy D19 (landscape) seeks to ensure that development should enhance the landscape quality wherever possible and ensure that there is no significant adverse impact on local landscape character, scenic quality and distinctive landscape. A landscaping scheme has been included to minimise the impact upon the visual amenity of the area and the views to/from the National Landscape.

The site slopes away from the A39 and the site is well screened from the road by the existing hedging. Comments have been raised in relation to landscaping and a condition has been included to ensure that the development is better screened from the long range views, it is considered that

the temporary nature of the development and legacy of planting will provide a long term benefit to the views to and from the National Landscape (formally AONB'S).

Consent has been granted in 2014 and 2019 for the site to be used for touring caravans and subsequently for static caravans. The expansion of the site and continued use of the existing caravans is not considered to have a significant impact upon the visual amenity of the area. The development is for a temporary period and it is considered that the caravans will be read in context with the wider site and there is merit in co-locating the HPC workers, especially in a location that already is served by a park and ride.

### Flooding

The Environment Agency and the Lead Local Flood Authority raised concerns over the location of the holiday villas and the potential for flooding. This aspect of the development has been removed from the current application. The proposed location for the caravans falls in flood zone 1, and is unlikely to have a significant exacerbate flooding. The Environment Agency have subsequently lifted their objection.

### Additional matters

A number of representations raised concerns over lighting, a condition has been included regarding lighting for bats, which will also help to preserve the amenity of the area.

Given the general demographic of those staying on the site, and the temporary nature of the proposal, there is unlikely to be an impact upon the number of children attending the local schools, and likewise it is unlikely that those staying on site will access local medical provision, unless in an emergency, due to the provision of on site medical facilities.

There is approximately 425m between Whinell House and the site, across a large field bounded by hedging, it is considered that the proposal would not significantly increase the impacts on the properties to the east.

Comments relating to the holiday villa are noted, however this element of the proposal has been removed and will be subject to a separate application.

### Conclusion

In conclusion it is considered that given the temporary nature of the proposed development that the benefits of concentrating the increasing number of Hinkley workers in a location that is already served by a regular bus service would outweigh the impacts of the additional strain on the local housing

market or a number of smaller sites located throughout the area. It is therefore recommended that the proposed development be granted temporary consent , subject to conditions.

## **RECOMMENDATION**

### **GRANT PERMISSION**

- 1 The change of use of the field for caravan pitches, and retention of the existing use of caravans for Hinkley Point C works hereby permitted shall be removed and the land shall be reinstated to its former condition on or before 31st December 2025.

Reason: To enable the local planning authority to review the matter at the end of the limited period specified.

- 2 The development hereby approved shall not be occupied until detailed plans have been submitted to and approved in writing by the Local Planning Authority (in conjunction with the Local Highway Authority) relating to line, level and layout of the proposed footway link between the site and the village of Nether Stowey and its means of construction and surface water drainage. The approved footway works shall be laid out and constructed in accordance with the requirements of a Section 278 Agreement under the provisions of the Highway Act 1980.

Reason: To ensure the footpath is built in accordance with approved plans.

- 3 The development hereby permitted shall not commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority (in consultation with the Highway Authority). The plan shall include construction vehicle movements, construction operation hours, construction vehicular routes to and from site, construction delivery hours, expected number of construction vehicles per day, car parking for contractors, specific measures to be adopted to mitigate construction impacts in pursuance of the Environmental Code of Construction Practice and a scheme to encourage the use of public transport amongst contractors. The development shall be carried out strictly in accordance with the approved Construction Management Plan.



Reason: In the interests of highways safety.

- 4 The areas allocated for parking and turning on the submitted plan shall be kept clear of obstruction at all times and shall not be used other than for parking and turning of vehicles in connection with the development hereby permitted.

Reason: In the interests of highways safety.

- 5 No development hereby approved which shall interfere with or compromise the use of footpath BW 16/18 shall take place until a path diversion order has been made and confirmed, (and the diverted route made available to the satisfaction of the LPA)
- 6 Before the development is commenced a landscape planting scheme, including the screening of the camping/caravan site with native species shall be submitted to and approved in writing by the local planning authority and shall be carried out within nine months from the date of commencement of the development. The trees/shrubs shall be protected and maintained, and dead or dying trees/shrubs shall be replaced to the satisfaction of the local planning authority for a period of five years following their planting.

Reason: In the interests of visual amenity.

- 7 Prior to the installation of any external lighting a lighting design for bats, following Guidance Note 08/18 Bats and artificial lighting in the UK (ILP and BCT 2018), shall be submitted to and approved in writing by the Local Planning Authority, prior to construction. The design shall show how and where external lighting will be installed (including through the provision of technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory. The design should accord with Step 5 of Guidance Note 08/18, including submission of contour plans, illustrating Lux levels. Lux levels should be below 0.5 Lux on potential bat commuting routes (hedgerows). All external lighting shall be installed in accordance with the specifications and locations set out in the design, and these shall be maintained thereafter in accordance with the design. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason: In the interests of the 'Favourable Conservation Status' of populations of European protected species and in accordance with Sedgemoor District Council Local Plan: Policy D20 - Biodiversity and Geodiversity.

- 8 No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: Biodiversity) has been submitted to and approved in writing by the Local Planning Authority. The CEMP (Biodiversity) shall include the following:
- a) Risk assessment of potentially damaging construction activities.
  - b) Identification of "biodiversity protection zones".
  - c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts to badgers, nesting birds, bats and reptiles
  - d) The location and timing of sensitive works to avoid harm to biodiversity features.
  - e) The times during construction when specialist ecologists need to be present on site to oversee works.
  - f) Responsible persons, lines of communication and written notifications of operations to the Local Planning Authority.
  - g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
  - h) Use of protective fences, exclusion barriers and warning signs.
  - i) Ongoing monitoring, including compliance checks by a competent person(s) during construction and immediately post - completion of construction works.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of European and UK protected species. UK priority species and habitats listed on s41 of the Natural Environment and Rural Communities Act 2006 and in accordance with Sedgemoor District Council Local Plan: Policy D20 - Biodiversity and Geodiversity.

- 9 Habitat enhancement and mitigation measures shall be implemented in line with the Landscape Design Plan by WSP (November 2022). This enhancement will be planted at the earliest feasible date following permission unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the Favourable Conservation Status of populations of European protected species in accordance with Sedgemoor District Council Local Plan: Policy D20 - Biodiversity and Geodiversity, and to provide net gain in accordance with paragraph 174(d) of the National Planning Policy Framework.

- 10 A Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority prior to the commencement of the development. The content of the LEMP shall include the following:

a) Description and evaluation of features to be managed.

b) Ecological trends and constraints on site that might influence management.

c) Aims and objectives of management.

d) Appropriate management options for achieving aims and objectives.

e) Prescriptions for management actions.

f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five - year period).

g) Details of the body or organization responsible for implementation of the plan.

h) On - going monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long - term implementation of the plan will be secured by the developer where the management body responsible for its delivery. The plan shall also set out, where the results from monitoring show that conservation aims and objectives of the LEMP are not being met, how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: In the interests of the 'Favourable Conservation Status' of populations of European and UK protected species, UK priority species and habitats listed on s41 of the Natural Environment and Rural Communities Act 2006 and in accordance with Sedgemoor District Council Local Plan: Policy D20 - Biodiversity and Geodiversity.

- 11 The caravans shall be occupied by bona fide officially sanctioned Hinkley Point C workers only and shall not be occupied as a persons sole or main place of residence.

The applicant or their successor(s) in title, shall maintain a comprehensive up to date register listing all occupiers of the individual caravans on site hereby approved, evidence of their main home addresses and the dates of occupation of such accommodation. Evidence of their eligibility to reside as an official sanctioned Hinkley Point C worker shall be recorded on the register. The said register shall be made available for inspection by the Local Planning Authority at reasonable notice.

Reason: To ensure the accommodation is only occupied in a residential manner that reflects the exceptional need for temporary accommodation for Hinkley Point C workers

#### **Schedule A**

- Location Plan Drg No. 100998309
- Proposed Layout Plan Drg No. 100998310
- Site Sections Drg No. 100998312
- Construction Details 1 Drg No. 100998313
- General Arrangement Manhole Drg No. 100998314

- Construction Details 2 Drg No. 100998319
- Utilities Layout Plan Drg No. 100998320
- Drainage Strategy Dated 19th August 2022
- Flood Risk Assessment Document Ref HPC-GEN583-101027430 Rev 01
- Construction Environmental Management Plan
- Planning, Design and Access Statement
- Transport Statement
- Preliminary Ecological Appraisal Dated May 2022

Quantock Lakes Visuals: -

- Figure 1 Quantock Caravan Park Site Map\_R6
- Figure 3 Quantock Caravan Park Landscape Designations\_R5
- Figure 4 Quantock Landscape Character\_R4
- Figure 5.1a-b Viewpoint 1 PRow BW 16-18 west of Whitnell Farm\_R6
- Figure 5.2a-b Viewpoint 2 PRow BW 22-29 east of St Mary's Church\_R6
- Figure 5.3a-b Viewpoint 3 PRow BW 22-31 adjacent Stowey Rock Cottages\_R5
- Figure 5.4a-b Viewpoint 4 Pinnacle Hill (PRow BW 22-27) 807419-WOOD-FG-SA-00022\_R6
- Figure 5.5a-b Viewpoint 5 Nether Stowey Castle (PRow BW22-33)\_R10
- Figure 6 Landscape Design Plan
- Figure 7 ES Zone of Theoretical Visibility\_R2
- Var008 LVA Quantock Lakes TR 4 Nov 22

DECISION

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